

**RULE 455, VERBAL AUTHORIZATION  
BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT**

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

The following words will be used by foreman in properly identifying himself:

"Foreman \_\_\_\_\_ (of Gang No. \_\_\_\_\_) using Track Bulletin No. \_\_\_\_\_ Line No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

In granting verbal authority for movement through limits of Track Bulletin Form B, the following alternatives will be used by foreman:

- (a) **Movement Beyond Red Flag**  
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) **Movement at Speed Greater Than Restricted Speed**  
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) **Movement at Speed Less Than Restricted Speed**  
To require train or engine to move at a speed less than restricted speed, the following will be added:  
"\_\_\_\_\_ (train) \_\_\_\_\_ may 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.

The instructions issued by foreman under (a), (b), or (c) must be repeated by the engineer and "OK" received from foreman 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 employe in charge as prescribed by example (a) above.

**SPEED TABLE**

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



**SANTA FE  
SAFETY FIRST**



The  
**Atchison, Topeka and Santa Fe  
Railway Co.**

**WESTERN REGION**

**LOS ANGELES DIVISION**

**TIMETABLE No.**

**5**

IN EFFECT

**Sunday, October 25, 1987**

At 12:01 A.M.

Pacific Time

This Timetable 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**  
Assistant General Managers  
LOS ANGELES, CALIF.

**J.L. FIELDS      T.A. BAHAM**  
Superintendent      Terminal Superintendent  
SAN BERNARDINO, CALIF.      BARSTOW, CALIF.

T.H. SHALIN, Asst. Superintendent	San Bernardino, Calif.
L.D. JONES, Trainmaster	Needles, Calif.
J.T. CAMPBELL, Rd. Foreman of Engs.	Barstow, Calif.
W.L. MCGINN, 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. McRAE, Asst. Trainmaster	Barstow, Calif.
M.F. BOYCE, Asst. Trainmaster	Barstow, Calif.
J.H. NOVARIA, Asst. Trainmaster	Barstow, Calif.
L.G. ROBERTS, Asst. Trainmaster	Barstow, Calif.
M.S. HILL, Asst. Trainmaster	Barstow, Calif.
D.J. BUCHANAN, Asst. Trainmaster	Barstow, Calif.
T.E. YATES, Asst. Trainmaster	Barstow, Calif.
D.M. LIVINGSTON, Asst. Trainmaster	Barstow, Calif.
L.A. WILLIAMS, Asst. Trainmaster	Barstow, Calif.
V.E. PARKER, Asst. Trainmaster	Barstow, Calif.
C.R. MARSHALL, Asst. Trainmaster	Barstow, Calif.
F. PAOLINI, Asst. Trainmaster	Barstow, Calif.
L.T. JONES, Asst. Trainmaster	Barstow, Calif.
S.B. CURTRIGHT, Asst. Trainmaster	Barstow, Calif.
C.M. BARTMAN, Safety Supervisor	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.E. HARMON, Asst. Trainmaster	San Bernardino, Calif.
R.N. HARWELL, Asst. Trainmaster	San Bernardino, Calif.
T.R. GRAHAM, Asst. Trainmaster	San Bernardino, Calif.
J.G. HYNES, Asst. Trainmaster	San Bernardino, Calif.
R.R. MARTIN, Safety Supervisor	San Bernardino, Calif.
D.L. REYNOLDS, Trainmaster	Fullerton, Calif.
H.S. DUKE, Asst. Trainmaster	Fullerton, Calif.
P.L. MEREDITH, Asst. Trainmaster	Fullerton, Calif.
W.L. TYLER, Asst. Trainmaster	San Diego, Calif.
H.H. SCHULTZ, Asst. Trainmaster	San Diego, Calif.
R.E. BUTIKOFER, Asst. Trainmaster	San Diego, Calif.
R.D. HARPER, Trainmaster	Los Angeles, Calif.
M.L. PLUMLEE, Trainmaster	Los Angeles, Calif.
W.W. CONDOTTA, Asst. Trainmaster	Los Angeles, Calif.
D.F. TOUSANT, Asst. Trainmaster	Los Angeles, Calif.
J.J. McDANIELS, Asst. Trainmaster	Los Angeles, Calif.
W.E. SMITH, Asst. Trainmaster	Los Angeles, Calif.
P. GINEPRA, Asst. Trainmaster	Los Angeles, Calif.
R.E. BRENDZA, Asst. Trainmaster	Los Angeles, Calif.
H.A. LEECH, Asst. Trainmaster	Los Angeles, Calif.
R.F. VINSKI, Asst. Trainmaster	Los Angeles, Calif.
T.H. ERNST, Asst. Trainmaster	Los Angeles, Calif.
J.M. DYER, Asst. Trainmaster	Los Angeles, Calif.
B.D. SHOEMAKE, Asst. Trainmaster	Los Angeles, Calif.
D. MENDOZA, Asst. Trainmaster	Los Angeles, Calif.
D.T. PARKER, Asst. Trainmaster	Los Angeles, Calif.
D.P. FOLTZ, Asst. Trainmaster	Los Angeles, Calif.
J.D. LUSK, Trainmaster	Watson, Calif.
M.B. SPEARS, Supervisor of Air Brakes and General Road Foreman of Engines	Los Angeles, Calif.
M.A. THORNTON, Road Foreman of Engines (AMTRAK)	Los Angeles, Calif.

**CHIEF 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**

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

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**EXPLANATION OF CHARACTERS**

A	— Automatic Interlocking
B	— General Orders/Circulars
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
R	— Radio communication
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 Sign	— Square or rectangular in shape, Yellow with numerals or Green
Permanent Stop Sign	— Rectangular in shape, Red
Whistle Sign	— Square in shape, White with letter "W"

WESTWARD ↓				NEEDLES SUBDIVISION			
FIRST CLASS				STATIONS			
35 PSGR	3 PSGR	Station Number	Siding Feet				
Leave Daily	Leave Daily						
	AM 12:51	19800		DT ABS TWC	NEEDLES BMPRTXY NO. 2.2		
				2MT	WEST NEEDLES		
		19795	5317	CTC	JAVA 5.4		
		19790	5650		IBIS 6.8	M	
		19785	5418	DT	BANNOCK NO. 5.4	X	
		19780	6716	ABS	HOMER 4.6	X	
	1:25	19775	7318	TWC	GOFFS 7.5	PX	
		19770			FENNER 9.7	PX	
		19765		DT	ESSEX 7.5	X	
		19760	5383	ABS	DANBY 8.5	X	
	1:53	19295	9328	TWC	CADIZ 13.4	PTX	
		19290		ATS	SALTUS 10.3	X	
		19285	5296		AMBOY 3.1	PX	
		19280			BAGDAD 7.8	PX	
		19275	6746	DT	SIBERIA 7.4	X	
	2:27	19265	5414	ABS	ASH HILL NO. 9.5	PTX	
		19260		TWC	LUDLOW 6.7	PX	
	2:42	19250	6605	DT	PISGAH 13.2	PX	
		19245		ABS	HECTOR 6.2	PX	
		19240	7352	TWC	NEWBERRY 12.8	XY	
AM 9:52		19235		ATS	MINNEOLA 6.9	X	
		19215		CTC	DAGGETT 4.8	M	
s10:07 AM	s3:50 AM	19000		2MT	EAST BARSTOW 6.3		
Arrive Daily	Arrive Daily				BARSTOW 2.3	BPRT	
NORTH (168.7)							

#### YARD LIMITS

Needles, M.P. 575.1 to 580.2

Newberry, M.P. 725.0 to 728.0 (south track only)

TWC in effect between Daggett and Ibis, and at Needles.

Double Track in effect between Ibis and Daggett.

Rule 410: In Double Track (DT) territory, when running with the current of traffic, not necessary to report limits clear unless so instructed by dispatcher.

Rule 450: Westward trains from Union Pacific Railroad for which Daggett is initial station will receive a track warrant at Union Pacific, Yermo.

No. 4, No. 36 and Eastward Union Pacific trains will not receive a track warrant at Barstow unless otherwise instructed by the train 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.

		NEEDLES SUBDIVISION		↑ EASTWARD			
		STATIONS		FIRST CLASS			
				4 PSGR	36 PSGR		
				Arrive Daily	Arrive Daily		
		NEEDLES BMPRTXY	DT ABS TWC	578.0	AM s2:34		
		WEST NEEDLES	2MT	580.2			
		JAVA	CTC	585.6			
		IBIS		592.3			
		BANNOCK	X	597.0			
		HOMER	X	601.5			
		GOFFS	PX	609.1	7254 1:43		
		FENNER	PX	618.7			
		ESSEX	X	626.2	5369		
		DANBY	X	634.7	5841		
		CADIZ	PTX	648.1	9292 1:12		
		SALTUS	X	658.4	2590		
		AMBOY	PX	661.5	5406		
		BAGDAD	PX	669.3	5022		
		SIBERIA	X	676.6			
		ASH HILL	PTX	686.7	7113 12:43		
		LUDLOW	PX	693.4			
		PISGAH	PX	706.6	6682 12:27		
		HECTOR	PX	712.8	AM		
		NEWBERRY	XY	725.6	5363		
		MINNEOLA	X	732.5			
		DAGGETT	M	737.3	PM 6:00		
		EAST BARSTOW		743.6			
		BARSTOW BPRT	2MT	745.9			
(166.0) SOUTH							

#### SPECIAL INSTRUCTIONS

##### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

		MPH	
BETWEEN:		Psgr.	Frts.
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*
BOTH TRACKS	Goffs and Needles	60	55*
	Daggett and Ibis against current of traffic	59	49

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

Westward M.P. 611.0 to 635.0	Eastward M.P. 700.0 to 694.0
M.P. 706.5 to 713.0	M.P. 686.5 to 669.5
	M.P. 607.4 to 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 operative brake.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

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

## NEEDLES SUBDIVISION

### (B) SPEED RESTRICTIONS — TONNAGE

- (a) Maximum authorized speed for freight trains is: 45 MPH when averaging 90 tons or over per operative brake, or when train exceeds 7000 tons.
- (b) Freight trains averaging more than 80 tons per operative brake, 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

	LOCATION	MPH
NORTH TRACK		
"H" Street Crossing	M.P. 578.1	15
17 Curves	M.P. 578.0 to 587.0	50
3 Curves	M.P. 587.0 to 587.8	45
3 Curves	M.P. 587.8 to 589.3	50
2 Curves	M.P. 589.3 to 592.7	55
Curve	M.P. 592.7 to 593.3	50
Curve	M.P. 593.3 to 593.8	30*
7 Curves	M.P. 593.8 to 599.1	55
Curve	M.P. 609.1 to 610.3	80
6 Curves	M.P. 610.3 to 614.6	85
2 Curves	M.P. 618.9 to 620.4	80
3 Curves	M.P. 623.2 to 625.5	80
2 Curves	M.P. 629.9 to 631.0	80
Curve	M.P. 638.8 to 639.2	80
5 Curves	M.P. 642.4 to 646.0	80
Curve	M.P. 655.7 to 656.0	85
Curve	M.P. 670.5 to 671.5	70
11 Curves	M.P. 671.5 to 678.1	50
3 Curves	M.P. 678.1 to 680.3	35
3 Curves	M.P. 680.3 to 682.7	50
2 Curves	M.P. 682.7 to 683.5	40
2 Curves	M.P. 683.5 to 686.2	50
2 Curves	M.P. 686.2 to 688.4	70
2 Curves	M.P. 688.4 to 689.5	55
2 Curves	M.P. 689.5 to 692.9	75
Curve	M.P. 692.9 to 693.7	65
4 Curves	M.P. 693.7 to 695.0	45*
10 Curves	M.P. 695.0 to 702.0	55
4 Curves	M.P. 707.8 to 710.4	65
2 Curves	M.P. 710.4 to 711.6	80
5 Curves	M.P. 739.7 to 745.0	75
4 Curves	M.P. 745.0 to 747.1	50
SOUTH TRACK		
3 Curves	M.P. 747.1 to 745.0	50
5 Curves	M.P. 745.0 to 739.7	75
Curve	M.P. 711.6 to 710.6	80
4 Curves	M.P. 710.6 to 708.2	65
Curve	M.P. 708.2 to 707.8	60
Curve	M.P. 702.0 to 701.5	55
Curve	M.P. 701.5 to 700.4	65
6 Curves	M.P. 700.4 to 696.2	70
2 Curves	M.P. 696.2 to 694.9	55
4 Curves	M.P. 694.9 to 693.6	45*
Curve	M.P. 693.6 to 692.8	65
2 Curves	M.P. 692.8 to 689.5	75
2 Curves	M.P. 689.5 to 688.4	55
3 Curves and Grade	M.P. 688.4 to 685.8	65
Curve and Grade	M.P. 685.8 to 683.4	70
2 Curves and Grade	M.P. 683.4 to 680.7X	45*
2 Curves and Grade	M.P. 680.7X to 677.8	60
10 Curves and Grade	M.P. 677.8 to 671.4	65
Curve	M.P. 656.0 to 655.7	80
5 Curves	M.P. 646.1 to 642.4	70
Curve	M.P. 639.2 to 638.8	75
3 Curves	M.P. 631.0 to 628.7	75

(Continued on next page)

## NEEDLES SUBDIVISION

### (C) SPEED RESTRICTIONS — VARIOUS (continued)

	LOCATION	MPH
6 Curves	M.P. 625.5 to 618.9	95
5 Curves	M.P. 618.9 to 612.2	70
4 Curves	M.P. 612.2 to 609.1	65
3 Curves	M.P. 589.3 to 587.8	50
3 Curves	M.P. 587.8 to 587.0	45
14 Curves	M.P. 587.0 to 578.0	50
"H" Street Crossing	M.P. 578.1	15
NEEDLES YARD		
Needles Freight Lead	M.P. 578.4 to 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 freight lead to North Track M.P. 578.4	30
	D	Crossover 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	30
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
Valley Jct.	D	Valley Division Jct.	50
Hutt (Valley Div.)	D	Mojave Subdivision Receiving 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. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 587.9	Highwater	Signals 5861, 5863, 5892 & 5894
M.P. 607.5 North Track	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 612.4 South Track	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 628.1 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
Bridge 642.9	Highwater	Signals 6421 & 6442
M.P. 644.5 North Track	Hot Box & Dragging Equipment	Rotating white lights at scanner at M.P. 646.5 & locator (M.P. 648.1)
M.P. 651.6 South Track	Hot Box & Dragging Equipment	Rotating white lights at scanner & at locator (M.P. 648.9)
M.P. 665.0 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 690.3 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 711.1 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 733.3 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner

WEST-WARD ↓		CADIZ SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
19500		PARKER	PTY	T W C	105.8
19460	880	VIDAL			120.0
19330	2471	RICE	TY		140.4
19325	2100	FREDA			144.0
19320	2846	SABLON			151.0
19315		MILLIGAN			164.0
19310		FISHEL			169.2
19295		CADIZ	PTY		190.5
(84.7)					

TWC in effect between Parker and Cadiz.

### YARD LIMITS

Parker to Earp, M.P. 103.1 to 108.0

Rice, M.P. 139.0 to 142.0

Cadiz, M.P. 189.0 to 190.5

Rule 452: Crews tying up at Parker will retain Form "A" track bulletins, and, unless directed otherwise by the train dispatcher, will observe them on succeeding trips.

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

Cadiz Subdivision	MPH
	49

##### (B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

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

##### (C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	MPH
Bridge and Curve	M.P. 106.8 to 107.3	30
Track	M.P. 107.3 to 118.9	40
Curve	M.P. 165.2 to 165.6	40
Curve	M.P. 183.0 to 183.2	40
Curve	M.P. 190.0 to 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
Standard Chemical Co.	162.6	988	East and West
Pacific Salt Co.	163.7	212	East and West
Metropolitan Water Dist.	163.9	1711	East and West

### 3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

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

WEST-WARD ↓		RIPLEY SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
19410		RIPLEY 7.4	Y	RULE 93	49.4
19400		BLYTHE 25.5	BPRTY	T W C	42.0
19335	526	STYX 16.5			16.5
19330	2471	RICE	TY	C	0.0
(49.4)					

TWC in effect between Blythe and Rice.

**YARD LIMITS**

Ripley, M.P. 49.4 to 41.0

Rice, M.P. 1.0 to 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

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

(D) SPEED RESTRICTIONS – SWITCHES

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

**2. TRACKS BETWEEN STATIONS**

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

**3. TRACK SIDE WARNING DEVICES (Special Instruction 9)**

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

WEST-WARD ↓		LUCERNE VALLEY SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
19060	2900	CUSHENBURY 9.1	Y	T W C	29.2
	700	SPUR 5 10.5			26.1
	760	BASS 4.3			15.6
	122	SPUR 2			11.3
	114	SPUR 1 6.8			7.0
1905F		HESPERIA	PY		0.0
(29.2)					

TWC in effect between Cushenbury and Hesperia.

**YARD LIMITS**

Hesperia, M.P. 0.0 to 0.9

Cushenbury, M.P. 28.0 to 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-Stauffer, Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	East and West

WESTWARD ↓				FIRST SUBDIVISION		FIRST SUBDIVISION		↑ EASTWARD			
FIRST CLASS				STATIONS		STATIONS				FIRST CLASS	
35 PSGR	3 PSGR	Station Number	Siding Feet					36 PSGR	4 PSGR		
Leave Daily	Leave Daily							Mile Post	Arrive Daily	Arrive Daily	
AM	AM								PM	PM	
10:12	3:55	19000		BARSTOW	BPRT	BARSTOW	BPRT				
				HOUSE 93		HOUSE 93		745.9	5:50	11:50	
				HOUSE 90		HOUSE 90		746.8			
				VALLEY JCT.		VALLEY JCT.		749.0			
				HOUSE 86		HOUSE 86		749A.0			
		19015		LENWOOD		LENWOOD		4.3			
				HODGE		HODGE		6.7			
				EAST ORO GRANDE		EAST ORO GRANDE		13.6			
		19035		ORO GRANDE		ORO GRANDE		29.4			
				EAST VICTORVILLE		EAST VICTORVILLE		31.5			
		19045		VICTORVILLE	P	VICTORVILLE	P	34.6			
				FROST		FROST		36.7			
		19055		HESPERIA		HESPERIA		38.0			
				LUGO		LUGO		45.1			
		19065		SUMMIT		SUMMIT		50.1			
				CAJON		CAJON		55.9			
		19075		KEENBROOK		KEENBROOK		62.8			
		19080		VERDEMONT		VERDEMONT		69.4			
				FIFTH STREET		FIFTH STREET		73.9			
11:52 AM	5:50 AM	19100		SAN BERNARDINO	BPRT	SAN BERNARDINO	BPRT	80.8			
Arrive Daily	Arrive Daily			SOUTH TRACK (82.0) NORTH TRACK (84.0)		SOUTH TRACK (82.0) NORTH TRACK (84.0)		81.5	4:00 PM	10:02 PM	
									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 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

Rule 450: Nos. 3, 4, 35, 36 and Union Pacific trains will not receive a track warrant unless instructed otherwise by the train dispatcher Santa Fe trains which operate through San Bernardino without changing crews will not receive a track warrant at San Bernardino.

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
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 operative brake.
- (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 operative brake, or when train exceeds 7000 tons.

# FIRST SUBDIVISION

## (C) SPEED RESTRICTIONS — VARIOUS

LOCATION		MPH	
		Psg.	Frt.
<b>WESTWARD MOVEMENTS BOTH TRACKS</b>			
2 Curves	M.P. 746.4 to 747.1	50	50
2 Curves	M.P. 747.1 to 4.6 (North Track)	60	60
4 Curves	M.P. 747.1 to 4.6 (South Track)	60	60
2 Curves	M.P. 10.3 to 11.9	75	
Curve	M.P. 16.7 to 17.2	75	
Curve	M.P. 19.7 to 20.4	75	
Curve	M.P. 30.6 to 31.8	75	
2 Curves	M.P. 31.8 to 33.8	55	55
2 Curves	M.P. 33.8 to 34.3	35*	35
4 Curves	M.P. 34.3 to 37.2	45	45
1 Curve	M.P. 37.2 to 37.4	35	35
8 Curves	{ M.P. 37.4 to 39.1 (North Track) M.P. 39.1 to 42.0 (South Track) }	45	45
2 Curves	{ M.P. 37.4 to 39.1 (South Track) M.P. 39.1 to 39.3 (North Track) }	40	40
4 Curves	M.P. 39.3 to 42.0 (North Track)	45	45
Curve	M.P. 42.0 to 43.7	50	50
Curve	M.P. 47.2 to 48.1	65	65
Curve	M.P. 48.1 to 48.8	55	55
17 Curves	M.P. 48.8 to 56.1	50	50
Grade	M.P. 56.1 to 56.6 (South Track)	40	40
Grade	M.P. 56.1 to 56.6 (North Track)	45	45
Grade	M.P. 56.6 to 62.2 (South Track)	30*	20
Grade	M.P. 56.6 to 64.2X (North Track)	30*	30
Grade	M.P. 62.2 to 64.2	40	35
Grade	M.P. 64.2 to 66.5	35	35
Grade	M.P. 66.5 to 72.6	40	35
Grade	M.P. 72.6 to 80.8	50	35
Curve and Track	M.P. 80.8 to 81.5	20*	20
<b>EASTWARD MOVEMENTS BOTH TRACKS</b>			
Curve	M.P. 81.5 to 80.8		20
Curve	M.P. 79.5 to 79.3		55
Curve	M.P. 79.3 to 78.3		60
2 Curves	M.P. 72.6 to 71.5		45
2 Curves	M.P. 71.5 to 70.8		40
8 Curves	M.P. 70.8 to 66.5		45
6 Curves	M.P. 66.5 to 64.2		35
3 Curves	M.P. 64.2 to 62.2		45
16 Curves	M.P. 62.2 to 56.6 (South Track)		30
Curve	M.P. 56.6 to 56.1 (South Track)		40
5 Curves	M.P. 64.2X to 61.7X (North Track)		35
12 Curves	M.P. 61.7X to 57.4X (North Track)		30
Curve	M.P. 57.4X to 57.0X (North Track)		40
Curve	M.P. 57.0X to 56.1 (North Track)		45
17 Curves	M.P. 56.1 to 48.8		50
Curve	M.P. 48.8 to 48.1		55
Curve	M.P. 48.1 to 47.2		65
Curve	M.P. 43.7 to 42.0		50*
8 Curves	{ M.P. 42.0 to 39.1 (South Track) M.P. 39.1 to 37.4 (North Track) }		45
4 Curves	M.P. 42.0 to 39.3 (North Track)		45
2 Curves	{ M.P. 39.3 to 39.1 (North Track) M.P. 39.1 to 37.4 (South Track) }		40
1 Curve	M.P. 37.4 to 37.2		35
4 Curves	M.P. 37.2 to 34.3		45
2 Curves	M.P. 34.3 to 33.8		35
2 Curves	M.P. 33.8 to 31.8		55
Curve	M.P. 31.8 to 30.6		75
Curve	M.P. 20.4 to 19.7		75
Curve	M.P. 17.2 to 16.7		75
2 Curves	M.P. 11.9 to 10.3		75
2 Curves	M.P. 4.6 to 747.1 (North Track)		60
4 Curves	M.P. 4.6 to 747.1 (South Track)		60
2 Curves	M.P. 747.1 to 746.4		50

\*Denotes restrictions protected by Inert ATS Inductors

# FIRST SUBDIVISION

## (D) SPEED RESTRICTIONS — SWITCHES

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

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

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

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

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

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

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

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



## FIRST SUBDIVISION

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

To control train speed, a sufficient number of retainers (not less than 20), starting behind lead locomotives, must be set in high pressure position, before releasing train brakes.

Before proceeding, brake system must be fully charged.

Trains operating with retainers must stop east of controlled signal Fifth Street and turn down retainers before proceeding.

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. 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 & West (North Track)
	21.1	1050	East & West (South Track)
Thorn	41.1	2995	East & West (North Track)
Martinez Spur	54.2	3780	East (North Track)
Alray	59.7X	920	East (North Track)
Devore	71.0	1600	East & West (South Track)
Ono	75.0	1960	East (North Track)

### 3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 28.5 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner
M.P. 48.5 Both Tracks	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner

WEST-WARD ↓		REDLANDS SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Rule	Mile Post
		End of Track	Y		13.4
		<sup>1.4</sup>			
19165	790	MENTONE	Y	93	12.0
		<sup>3.2</sup>			
19145		REDLANDS	Y		8.8
		<sup>8.8</sup>			
19100		SAN BERNARDINO	BPTY		0.0
(13.4)					

### YARD LIMITS

M.P. 13.4 to San Bernardino

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

Redlands Subdivision	MPH
	10

##### (C) SPEED RESTRICTIONS – VARIOUS

Crossings	LOCATION	MPH
	M.P. 0.0 to 0.7	5

##### (D) SPEED RESTRICTIONS – SWITCHES

Maximum speed through all turnouts 10 MPH.

### 2. TRACKS BETWEEN STATIONS

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

WESTWARD ↓			SECOND SUBDIVISION	
FIRST CLASS			STATIONS	
3 PSGR	Station Number	Siding Feet		
Leave Daily				
AM 5:50	19100		SAN BERNARDINO	BPRT
			WEST YARD	Y
5:57	24825	1935	RIALTO	
	24800		KAISER	PY
	24292		CUCAMONGA	TY
6:13	24284	2363	UPLAND	
	24264		CLAREMONT	Y
6:25	24250	3079	POMONA	
	23710	2820	GLENDORA	
6:37	23700		AZUSA	T
	23690	6165	IRWINDALE	PY
	23592	2740	BUTLER	Y
	23580		ARCADIA	PY
	23572	1800	CHAPMAN	
7:00	23565	1702	PASADENA	
7:05	23556	1698	OLGA	
			WATER STREET	Y
			BROADWAY	
			MISSION TOWER	MPRT
7:45 AM			LOS ANGELES	BMP
Arrive Daily			(59.3)	

SECOND SUBDIVISION		↑ EASTWARD		
STATIONS				FIRST CLASS
			Mile Post	4 PSGR
				Arrive Daily
SAN BERNARDINO	BPRT	CTC 2MT	PM 81.5	s10:02
WEST YARD	Y		82.0	
RIALTO			84.9	9:44
KAISER	PY		91.8	
CUCAMONGA	TY		97.7	
UPLAND			100.9	9:29
CLAREMONT	Y		104.8	
POMONA			106.7	s 9:24
GLENDORA			114.4	
AZUSA	T		116.9	
IRWINDALE	PY	ABS TWC	118.2	
BUTLER	Y		120.2	
ARCADIA	PY		124.2	
CHAPMAN			127.3	8:59
PASADENA			131.7	s 8:54
OLGA			134.2	
WATER STREET	Y		138.7	
BROADWAY		CTC 2MT	139.4	8:34
MISSION TOWER	MPRT		140.0	
LOS ANGELES	BMP			8:30 PM
Union Psgr Terminal				Leave Daily
(59.3)				

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.

#### YARD LIMITS

West Yard, M.P. 82.2 to 83  
Kaiser to Cucamonga, M.P. 89.7 to 99.0  
Claremont, M.P. 104.4 to 105.5  
Irwindale to Arcadia, M.P. 117.5 to 124.5  
Water Street to Broadway, M.P. 138.2 to 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.	Frts.
San Bernardino and Los Angeles	65	55
Rialto, Cucamonga Foothill Spur, Muscat, Metropolitan and Pasadena Industrial Spurs	15	15

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

Westward	Eastward
M.P. 109.2 to 121.0	M.P. 129.0 to 122.8
M.P. 131.3 to 139.3	

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

Between:  
M.P. 111.8 and 115.5  
M.P. 118.8 and 119.7  
M.P. 123.5 and 123.8  
M.P. 127.3 and 128.3

##### (B) SPEED RESTRICTIONS – TONNAGE

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

##### (C) SPEED RESTRICTIONS – VARIOUS

Track	LOCATION	MPH	
		Psgr.	Frts.
Track	M.P. 81.5 to 82.2	20	20
Track	M.P. 82.2 to 85.2	30*	30
Fontana	M.P. 88.5 to 88.9	50	50
6 Curves	M.P. 111.8 to 116.9	55	
2 Curves	M.P. 118.8 to 119.7	55	
2 Curves	M.P. 122.2 to 124.8	60	
Track	M.P. 124.8 to 131.0	60	40
Track	M.P. 131.0 to 131.8	20*	20
Track	M.P. 131.8 to 135.5	30	25
11 Curves	M.P. 135.5 to 140.0	25	25
Curve	M.P. 140.0 to 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 & West
Muscat Spur	90.4	4685	West
Etiwanda	93.7	2700	East & West
Gallo Spur	94.6	2200	East
Rochester	95.0	460	East
Cucamonga Foothill Spur	95.8	5600	East & West
La Verne	107.9	750	East
Metropolitan Spur	108.6	5475	West
San Dimas	110.2	2100	East & West
Bircher Spur	119.0	7918	West
Duarte	121.0	764	East & West
Monrovia	122.4	600	West
Pasadena Industrial Spur	127.5	10933	East
Lamanda Park		1772	East & West
Raymond	132.7	475	West

### 3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

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

WEST-WARD ↓		OLIVE SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
25275		ATWOOD	PT		0.0
25290		OLIVE		C	2.4
		S.P. CROSSING	M	T	4.1
		OLIVE JCT.	T	C	5.5
(6.5)					

CTC in effect: On main track between Atwood and Olive Jct.

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

	MPH
Olive Subdivision	40

##### (C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	MPH
Curve	M.P. 0.0 to 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

Rule 450: Trains will not receive track warrant unless instructed otherwise by the train dispatcher

**WESTWARD ↓**

**FIRST CLASS**

87 PSGR	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 Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.
					-AM 11:52				
PM s 10:43	PM s 8:43	PM s 6:49	PM s 4:49	PM s 1:41	PM s 1:02	-AM s 11:45	-AM s 10:01	-AM s 8:46	-AM s 7:16
11:25 PM	9:25 PM	7:30 PM	5:30 PM	2:25 PM	1:47 PM	12:30 PM	10:45 AM	9:35 AM	7:55 AM
Arrive Daily	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.

**THIRD SUBDIVISION**

STATIONS			Mile Post
Station Number	Siding Feet		
19100		SAN BERNARDINO	0.0
		WEST YARD	0.0X
19140		RANA	1.6
25045		COLTON	2.9
		S.P. Crossing	
	4490	WEST COLTON	4.2
25065		HIGHGROVE	6.7
		RIVERSIDE JCT.	9.2
25200		RIVERSIDE	9.8
		WEST RIVERSIDE	10.6
25210	4905	CASA BLANCA	14.0
25225	3095	ARLINGTON	16.4
25250	4692	MAY	19.6
25255	8059	PORPHYRY	22.8
25260	8370	CORONA	24.1
25265	4735	PRADO DAM	29.2
25270	6359	ESPERANZA	36.4
		LAMBERT	39.3
25275		ATWOOD	40.6
23200		FULLERTON	165.0
23160		BASTA	163.0
		U.P. Crossing	
23150		BUENA PARK	160.3
23140		LA MIRADA	157.7
23120		LOS NIETOS	153.0
		S.P. Crossing	
23110		D.T. JUNCTION	152.1
		S.P. Crossing	
23100		PICO RIVERA	150.9
23040		BANDINI	149.8
		EASTERN AVE.	147.3
23000		HOBART	146.0
		HOBART TOWER	144.5
		U.P. Crossing	
23550		REDONDO JCT.	143.2
		U.P. Crossing	
		FIRST STREET	141.1
		MISSION TOWER	140.0
		S.P. & U.P. Crossing	
		LOS ANGELES	
		Union Psgr Terminal	

WEST (72.4)

\* Holidays: November 26, December 25, 1987, January 1, and February 15, 1988

# THIRD SUBDIVISION

↑ EASTWARD

		STATIONS				FIRST CLASS									
Station Number	Siding Feet				Mile Post	70 PSGR	72 PSGR	74 PSGR	76 PSGR	36 PSGR	78 PSGR	80 PSGR	82 PSGR	84 PSGR	86 PSGR
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Sat. Sun. & *Hol. Only	Arrive Daily
19100		SAN BERNARDINO	BMPRT	CTC	0.0					PM s 4:00					
		WEST YARD			0.0X										
19140		RANA		3MT	1.6										
25045		COLTON			2.9										
	4490	S.P. Crossing	M												
		WEST COLTON		CTC	4.2										
25065		HIGHGROVE	P		6.7										
		RIVERSIDE JCT.		2MT	9.2										
25200		RIVERSIDE			9.8										
		WEST RIVERSIDE			10.6										
25210	4905	CASA BLANCA	PT		14.0										
25225	3095	ARLINGTON			16.4										
25250	4692	MAY		CTC	19.6										
25255	8059	PORPHYRY			22.8										
25260	8370	CORONA			24.1										
25265	4735	PRADO DAM			29.2										
25270	6359	ESPERANZA			36.4										
		LAMBERT			39.3										
25275		ATWOOD	PT		40.6										
23200		FULLERTON	BPR		165.0	AM s 6:47	AM s 8:32	AM s 11:17	PM s 1:17	s 2:50	PM s 3:17	PM s 5:17	PM s 6:17	PM s 7:12	PM s 9:17
23160		BASTA			163.0										
		U.P. Crossing	M												
23150		BUENA PARK			160.3										
23140		LA MIRADA	PT		157.7										
23120		LOS NIETOS			153.0										
		S.P. Crossing	M	CTC											
23110		D.T. JUNCTION			152.1										
		S.P. Crossing	M	2MT											
23100		PICO RIVERA	PT		150.9										
23040		BANDINI			149.8										
		EASTERN AVE.			147.3										
23000		HOBART	BPR		146.0										
		HOBART TOWER			144.5										
		U.P. Crossing	MR												
23550		REDONDO JCT.			143.2										
		U.P. Crossing	MPRT												
		FIRST STREET		CTC	141.1										
		MISSION TOWER			140.0										
		S.P. & U.P. Crossing	MPRT												
		LOS ANGELES				6:15 AM	8:00 AM	10:45 AM	12:45 PM	2:15 PM	2:45 PM	4:45 PM	5:45 PM	6:40 PM	8:45 PM
		Union Psgr Terminal	BMP			Leave Daily	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: November 26, December 25, 1987, January 1, and February 15, 1988

### THIRD SUBDIVISION

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. When requesting authority, limits must be specified. Track must not be entered or fouled beyond limits granted. 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.

The normal position of switches connecting any track, except main track, to the Industry Track is lined and locked for movement on the 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.

Rule 450: Eastward trains from Union Pacific Railroad for which West Riverside is initial station will receive track warrant at Union Pacific East Yard, Los Angeles. Westward trains from Fourth Subdivision will not receive a track warrant at Fullerton; eastward trains from Olive Subdivision will not receive a track warrant at Atwood; eastward trains from Second Subdivision will not receive a track warrant at Mission Tower; and trains originating on Harbor Subdivision will not receive a track warrant at Redondo Jct. unless instructed otherwise by the train dispatcher.

### THIRD SUBDIVISION

#### SPECIAL INSTRUCTIONS

##### 1. SPEED REGULATIONS (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
San Bernardino or West Yard and Fullerton	60	55
Fullerton and M.P. 158.7	79	55
M.P. 158.7 and 151.3	65	55
M.P. 151.3 and 144.5	79	55
M.P. 144.5 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 154.2
	M.P. 160.8 and 161.1
	M.P. 165.3 and 165.4

##### (B) SPEED RESTRICTIONS - TONNAGE

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

##### (C) SPEED RESTRICTIONS - VARIOUS

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

##### HOBART YARD

Inbound, Outbound and Top End Leads	10
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\*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:

STATION	TYPE	LOCATION	MPH
Rana	D	Junction switch and crossover	20
Colton	D	SP connection switch (east)	20
West Colton	D	Two crossovers	50
Riverside Jct.	D	One crossover	30
West Riverside	D	One crossover	40

(continued on next page)

### THIRD SUBDIVISION

(D) SPEED RESTRICTIONS – SWITCHES (continued)

STATION	TYPE	LOCATION	MPH
Lambert	D	End of Two Tracks	40
Atwood	D	Olive Subdivision junction switch	25
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 crossover 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 & West
La Sierra	18.5	440	West
Porphyry (3-M Spur)	22.7	18480	Wye
West Corona	26.8	5812	East & West
Wilshire	156.8	2900	East & West
Stephens	155.5	7530	East & West
Santa Fe Springs	154.1	4250	East & West

3. TRACKSIDE 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 & Dragging Equipment	Rotating white lights & 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	Hot Box & Dragging Equipment	Rotating white lights & radio communications at scanner

WEST-WARD ↓		ESCONDIDO SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
25545	1376	ESCONDIDO <sub>4.9</sub>	TY	<b>RULE 93</b>	21.1
25540	866	SAN MARCOS <sub>7.0</sub>	Y		16.2
25530	1811	VISTA <sub>9.2</sub>	Y		9.2
25510		ESCONDIDO JCT.	TY		0.0
(21.1)					

YARD LIMITS

Escondido to Escondido Jct.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Escondido Subdivision	20

(C) SPEED RESTRICTIONS – VARIOUS

LOCATION	MPH
Hill St., 17 Curves and Track M.P. 0.3 to 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 & West

**WESTWARD ↓**

**FOURTH SUBDIVISION**

FIRST CLASS									Station Number	Siding Feet	STATIONS	Mile Post	
87 PSGR	85 PSGR	83 PSGR	81 PSGR	79 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.					
									25710		NATIONAL CITY 3.8	Y	273.1
											22ND STREET 1.8	BPRXY	269.3
PM 8:45	PM 6:45	PM 4:45	PM 2:45	AM 11:40	AM 9:45	AM 8:00	AM 6:45	AM 5:25	25700		SAN DIEGO 3.3	TXY	267.5
8:52	6:52	4:52	2:52	11:47	9:52	8:07	6:52	5:32	25690		OLD TOWN 6.3	Y	264.2
											ELVIRA 4.9		257.9
									25610		MIRAMAR 3.9	T	253.0
				PM 12:12	10:20	8:33	7:17	5:55	25590	4877	SORRENTO 5.1	CTC	249.1
s 9:17	s 7:17	s 5:17	s 3:20	s 12:12	s 10:20	s 8:33	s 7:17	s 5:55	25580		DEL MAR 11.1		244.0
									25555	5333	PONTO 6.5		233.8
									25510		ESCONDIDO JCT. 0.8	T	227.2
s 9:33	s 7:33	s 5:33	s 3:36	s 12:28	s 10:36	s 8:50	s 7:33	s 6:11	25500	6096	OCEANSIDE 2.3	BP	226.4
									25446	8610	FALLBROOK JCT. 14.9		224.1
									25415	4927	SAN ONOFRE 4.4		209.2
		s 5:53							25410		SAN CLEMENTE 5.0		204.8
s 10:03	s 8:03	s 6:10	s 4:10	s 1:01	s 11:06	s 9:24	s 8:03	s 6:41	25405	4673	SERRA 2.6	T	199.8
									25390		SAN JUAN CAPISTRANO 4.6	S	197.2
									25385	4972	GALIVAN 9.7		192.6
									25375	5982	VALENCIA 3.8		182.9
									25315		IRVINE 2.5	T	179.1
											EAST SANTA ANA 1.4	CTC	176.6
s 10:23	s 8:23	s 6:31	s 4:31	s 1:20	s 11:26	s 9:43	s 8:24	s 7:01	25310		SANTA ANA 2.6	2MT	175.2
									25295	6250	ORANGE 2.1	T	172.6
s 10:34	s 8:34	s 6:40	s 4:40	s 1:32	s 11:36	s 9:52	s 8:33				ANAHEIM STADIUM 0.7	C	170.5
											S.P. Crossing 2.0	M	169.8
									23210	3044	ANAHEIM 1.2	C	167.8
											HOUSE 1 1.6		166.6
s 10:43 PM	s 8:43 PM	s 6:49 PM	s 4:49 PM	s 1:41 PM	s 11:45 AM	s 10:01 AM	s 8:46 AM	s 7:16 AM	23200		FULLERTON	BPR	165.0
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.					

(107.8)

\* Holidays: November 26, December 25, 1987, January 1, and February 15, 1988.



# FOURTH SUBDIVISION

↑ EASTWARD

		STATIONS		Mile Post	FIRST CLASS								
Station Number	Siding Feet				70 PSGR	72 PSGR	74 PSGR	76 PSGR	78 PSGR	80 PSGR	82 PSGR	84 PSGR	86 PSGR
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Sat. Sun. & *Hol. Only	Arrive Daily
25710		NATIONAL CITY	Y	273.1									
		22ND STREET	BPRXY	269.3									
25700		SAN DIEGO	TXY	267.5	AM	AM	PM	PM	PM	PM	PM	PM	PM
25690		OLD TOWN	Y	264.2	s 9:00	s 10:45	s 1:40	s 3:35	s 5:25	s 7:30	s 8:30	s 9:15	s 11:30
		ELVIRA		257.9	8:44	10:29	1:19	3:11	5:09	7:11	8:14	9:01	11:09
25610		MIRAMAR	T	253.0									
25590	4877	SORRENTO		249.1									
25580		DEL MAR		244.0	s 8:21	s 10:01	s 12:56	s 2:48	s 4:46	s 6:48	s 7:51	s 8:38	s 10:46
25555	5333	PONTO		233.8									
25510		ESCONDIDO JCT.	T	227.2									
25500	6096	OCEANSIDE	BP	226.4	s 8:05	s 9:45	s 12:40	s 2:32	s 4:30	s 6:32	s 7:35	s 8:22	s 10:30
25446	8610	FALLBROOK JCT.		224.1									
25415	4927	SAN ONOFRE		209.2									
25410		SAN CLEMENTE		204.8			s 12:15						
25405	4673	SERRA		199.8									
25390		SAN JUAN CAPISTRANO		197.2	s 7:28	s 9:12	s 12:01 PM	s 2:02	s 3:57	s 5:57	s 7:02	s 7:52	s 9:57
25385		GALIVAN		192.6									
25375	5982	VALENCIA		182.9									
25315		IRVINE	T	179.1									
		EAST SANTA ANA		176.6									
25310		SANTA ANA		175.2	s 7:09	s 8:53	s 11:40	s 1:43	s 3:38	s 5:38	s 6:42	s 7:32	s 9:38
25295	6250	ORANGE	T	172.6									
		ANAHEIM STADIUM		170.5	s 6:56	s 8:44	s 11:27	s 1:27	s 3:27	s 5:27	s 6:27	s 7:22	s 9:27
		S.P. Crossing	M	169.8									
23210	3044	ANAHEIM		167.8									
		HOUSE 1		166.6									
23200		FULLERTON	BPR	165.0	s 6:47 AM	s 8:32 AM	s 11:17 AM	s 1:17 PM	s 3:17 PM	s 5:17 PM	s 6:17 PM	s 7:12 PM	s 9:17 PM
(107.8)					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

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

Double Track in effect between Old Town and 22nd Street.

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

TWC in effect between Old Town and M.P. 267.2. A proceed indication on eastward controlled signal Old Town will be authority to run with the current of traffic between Old Town and M.P. 267.2.

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

### YARD LIMITS

Old Town to San Diego, M.P. 264.2 to 267.2

22nd Street to National City, M.P. 268.8 to 273.1

Rule 94 in effect at San Diego - M.P. 267.6 to 268.8.

Rule 104(B): Unless otherwise instructed, main track switches at San Diego Passenger Yard between Broadway and Cedar Streets may be left lined as last used.

Rule 450: Eastward trains originating west of Fullerton on Third Subdivision will not receive a track warrant at Fullerton unless instructed otherwise by the train dispatcher.

\* Holidays: November 26, December 25, 1987, January 1, and February 15, 1988.

Between Sorrento and Miramar, Eastward freight trains must double the hill if:

1. Trailing tonnage exceeds 1,200 tons per operating 6 axle unit, or 800 tons per operating 4 axle unit (3800 class and 7400 class locomotives are considered as 6 axle locomotives for this instruction); or
2. Trailing tonnage exceeds 3,500 tons and contains any empty cars in the head 10 cars (TOFC-COFC cars containing empty vans or containers, or having any empty stanchions or platforms must be considered as an empty.) These restrictions also apply to subsequent cuts; or,
3. Train exceeds 4,800 tons.

In all cases, when lead locomotive reaches M.P. 251, engineer will reduce not less than 2 throttle positions and not increase throttle until rear of train has passed M.P. 253.

Rule 410: In Double Track territory when running with the current of traffic, not necessary to report limits clear unless so instructed by the train dispatcher.

## FOURTH SUBDIVISION

### SPECIAL INSTRUCTIONS

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
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 when train exceeds 70 tons per operative brake and train exceeds 2000 tons:

WESTWARD	MPH	EASTWARD	MPH
M.P. 253.0 to 249.0	25	M.P. 189.2 to 197.0	30
M.P. 188.0 to 181.0	30	M.P. 253.0 to 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 166.0	
M.P. 250.0 and 250.5	
M.P. 254.2 and 255.4	
M.P. 256.7 and 260.3	
M.P. 262.4 and 262.7	

##### (B) SPEED RESTRICTIONS – TONNAGE

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

##### (C) SPEED RESTRICTIONS – VARIOUS

Track	LOCATION	MPH	
		Psg.	Fr.
Track	M.P. 273.0 to 267.3	10	10
Track	M.P. 267.3 to 264.1	30	30
Curve	M.P. 262.7 to 262.4	70	
2 Curves	M.P. 260.3 to 259.9	60	
Curve	M.P. 259.1 to 258.5	65	
3 Curves	M.P. 258.5 to 257.9	35*	30
2 Curves	M.P. 257.9 to 256.6	65	
4 Curves	M.P. 255.4 to 253.5	65	
2 Curves	M.P. 253.5 to 252.8	35	35
10 Curves and Grade	M.P. 252.8 to 251.0	25*	20
2 Curves and Grade	M.P. 251.0 to 250.6	40	20
2 Curves	M.P. 250.6 to 250.0	50	20
Curve	M.P. 247.0 to 246.8	85	
Curve	M.P. 245.8 to 245.6	55*	50
Curve	M.P. 244.6 to 244.4	75	
Curve	M.P. 244.4 to 244.1	50*	45
Curve	M.P. 244.1 to 243.5	65	
Crossing	M.P. 241.8 (Lomas Santa Fe Dr.)	70	
2 Curves	M.P. 238.8 to 237.4	80	
3 Crossings	M.P. 226.8 to 225.9	30	30
Curve	M.P. 225.9 to 225.5	50	45
3 Curves	M.P. 224.7 to 223.8	75	
4 Curves	M.P. 209.0 to 206.3	70	
San Clemente	M.P. 206.3 to 203.7	40	40
Crossing	M.P. 201.0 (Beach Rd.)	75	
Curve	M.P. 200.3 to 199.9	45*	40
Curve	M.P. 199.9 to 198.6	60	
3 Curves	M.P. 198.6 to 197.9	35*	35
2 Curves	M.P. 197.9 to 197.0	60	
2 Curves			
North Track	M.P. 176.1 to 175.3	40*	40
4 Crossings	M.P. 175.3 to 173.8	60	

(continued on next page)

## FOURTH SUBDIVISION

### (C) SPEED RESTRICTIONS – VARIOUS (continued)

LOCATION	MPH		
	Psg.	Fr.	
6 Curves	M.P. 173.8 to 172.2	40	40
Curve	M.P. 172.2 to 172.0 (Main Track and Siding)	35*	35
6 Crossings	M.P. 172.0 to 169.2	45	45
2 Crossings	M.P. 169.2 to 168.0	60	
2 Crossings	M.P. 168.0 to 167.7	40	40
Curve	M.P. 165.9 to 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:

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 Tracks – M.P. 252.9	30
Elvira	D	EE Two 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 & West
El Toro	188.1	530	East
Stuart	221.7	1210	East & West
Carlsbad	229.3	2500	West
San Diego, G. & E. Co. Spur	231.3	1005	East
Encinitas	238.1	450	East
Solana Beach	241.9	436	East

### 3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and 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

WEST-WARD ↓		SAN JACINTO SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
25065	1018	HIGHGROVE	PY	T W C	0.0
		S.P. Crossing	A		1.5
25075	1555	BOX SPRINGS	Y		7.2
25080		MARCH FIELD	P		9.6
25085	2046	ALESSANDRO			10.6
25090	1105	VAL VERDE	T		13.5
25110		PERRIS			18.3
25120	1030	ETHANAC			22.7
25125	1570	WINCHESTER			28.9
25135		HEMET	Y		36.0
25140		SAN JACINTO	Y	38.3	
(38.3)					

TWC in effect between Highgrove and San Jacinto.

#### YARD LIMITS

Highgrove to Box Springs, M.P. 0.0 to 7.5  
Hemet to San Jacinto, M.P. 36.0 to 38.3

#### SPECIAL INSTRUCTIONS

##### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

	MPH
San Jacinto Subdivision	25

##### (C) SPEED RESTRICTIONS – VARIOUS

	LOCATION	MPH
Curve and Track	M.P. 18 to 19.2	15
Track	M.P. 34.8 to 35.7	15
Track	M.P. 35.7 to 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 & West
Mayer Farms	15.9	920	East & West
Granite Spur	14.5	4752	Wye
Ellis	19.9	800	East
Egan	33.1	760	East & West

WEST-WARD ↓		HARBOR SUBDIVISION		↑ EAST-WARD		
Station Number	Siding Feet	STATIONS		Mile Post		
23550		REDONDO JCT.	MPRTY	T W C	0.0	
		MALABAR	Y		1.5	
21630		S.P. Crossing	A		93	2.5
		NADEAU	Y			
		S.P. Crossing	A		2.8	
21650		WINGFOOT			3.5	
21660		WILDASIN			6.0	
21670		VAN NESS			7.3	
21680		HYDE PARK			8.0	
21690		INGLEWOOD			9.9	
21710	4962	LAIRPORT	Y	R U L E 9 3	13.6	
		S.P. Crossing	Y		14.6	
21720		EL SEGUNDO	TY		14.8	
21770		LAWDALE			16.6	
21780		ALCOA	Y		20.1	
21830		TORRANCE	Y		21.7	
21820		IRONSIDES			23.3	
22100		WATSON	BPRTY		26.6	
22240		WILMINGTON	Y		28X	
21840		PIER A YARD	TY			
22475		WEST THENARD	Y	93		
		S.P. Crossing	A			
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 Nadeau:  
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. After stopping, train or engine may proceed.

Within these limits, main track must be continuously occupied or switch for tracks CLIC 2808 or 2809 left open. Tracks CLIC 2808 and 2809 must not be used by trains, engines or equipment to clear main track.

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.

#### YARD LIMITS

Redondo Jct. to Nadeau, M.P. 0.0 to 2.5  
Lairport to El Segundo, M.P. 12.7 to 15  
M.P. 18 to 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

LOCATION	MPH
Track and Crossing M.P. 0.0 to 1.6	12
Track M.P. 1.6 to 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, employees 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 10 sixth paragraph amended to read:** On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flags and green flags will be placed only for trains moving with the current of traffic.

**Rule 19 sixth paragraph amended to read:** The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of the controlling locomotive indicating that marker light is functioning if rear car equipped with an operative end of train device. If observed from rear of train condition of marker must be communicated to outbound locomotive engineer.

**Rule 26 last paragraph page 30 amended to read:** Testing does not include visual observations made by an employee positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

**Rule 26 last paragraph page 32 amended to read:** ON A MAIN TRACK—A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals the employee performing the marker inspection task may afford protection by personally contacting the employee at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

**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.

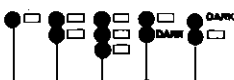
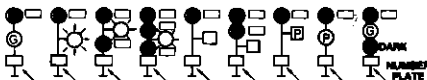
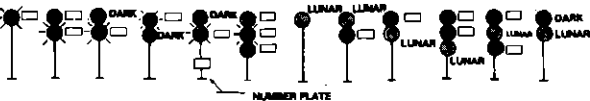
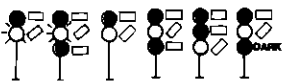
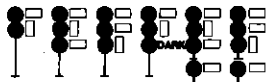
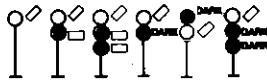
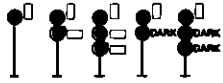
**Rule 104(M) first paragraph amended to read:** Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch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

**Rule 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

## ALL SUBDIVISIONS

**Rule 317(2)** does not apply.

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

**Rule 405 is supplemented by adding:** Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on Page 168 and pre-printed pads of this form will be in the format shown. The form for mechanical transmission is changed, with items (5) and (14) omitted, (16) revised, (18) and (19) added.

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

**Rule 450 is supplemented by adding:** Forms for track bulletins Form A and Form B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "other conditions" when space in Line 11 of Form A is insufficient.

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

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

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

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

Boisterous, profane or vulgar language is forbidden.

**Rule 623 amended to read:** Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 926. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

**Rule 907 first paragraph amended to read:** Prior to performing an air brake test the rear of the train must be charged to within 15 psi of the feed or regulating valve setting, except when the setting on the engine is at 70 psi the pressure at the rear of the train must not be less than 60 psi. With an operative End-Of-Train device, except when performing initial terminal air brake inspection and test, brake pipe pressure displayed on control head console of the engine may be used to determine brake pipe pressure at the rear of train.

**Rule 912 second paragraph item (2) amended to read:** (2) Determine that brakes on rear car of train apply and release. As indicated by an operative End-Of-Train device, at least a 5 psi reduction in brake pipe pressure when brakes are applied and at least a 5 psi increase in brake pipe pressure when brakes are released may be used in lieu of observing that brakes on rear car of train apply and release.

**Rule 914 first paragraph item (2) amended to read:** (2) It must be determined the brakes on each of the cars added, and on rear car of train, apply and release. An operative End-Of-Train device may be used as prescribed by Rule 912 to determine that brakes on rear car of train apply and release.

**Rule 923 third paragraph amended to read:** When a remote consist is moved in a train, and its use as a remote consist is not required because of train tonnage or length, it should be placed immediately behind the lead consist. RCE may be energized and operating, with feed valve cut out.

**Rule 926 new rule added to read:** At points where End-Of-Train device is installed, it must be tested as follows:

(1) Upon installation of End-Of-Train device, the permanent unique identification code of the End-Of-Train device must be entered into the control head console of the engine.

## ALL SUBDIVISIONS

(2) After air brake system has been charged as prescribed by Rule 907, a person at rear of train must ascertain the brake pipe pressure displayed on the control head console of the engine and compare with the pressure displayed on End-Of-Train device. The End-Of-Train device must not be used if the difference between the two pressure readings exceeds 3 psi.

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
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.

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	3	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	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 AT-199466 & Jordan Spreaders MPH		
	Wrecking Derricks MPH	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, 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.

## ALL SUBDIVISIONS

### 9. RULE 109 (C) TRACKSIDE WARNING DETECTORS

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

When train is 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 trackside indicators. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

#### INSTRUCTIONS APPLICABLE TO ALL TYPES:

1. To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) indicated is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.
2. If an overheated journal is found, the car or unit must be setout. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

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

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

**EXCEPTION:** Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of ten-pack equipment after second detector stop.

3. When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.
4. When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds the bearing should be considered overheated. **WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.**

Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated, and the date and letter "W" above each wheel indicated, found to be defective or overheated.

5. 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.

When a train is stopped by detector, information required by Revised Form 1571 Standard must be transmitted verbally to train dispatcher's office.

6. 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.

#### INSTRUCTIONS APPLICABLE TO RADIO (REPORTER) TYPE:

1. After train passes the detector:
  - A. If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
  - B. If no radio message is transmitted, or if no message or audible tone (see Item 5) is received, train may proceed at prescribed speed and must be observed closely enroute.

## ALL SUBDIVISIONS

2. If rotating white light is illuminated before head-end of train reaches the detector, or a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 5) should an alarm occur during passage of the train.
  - A. If such message or tone is not received, train may proceed at prescribed speed.
  - B. If such message or tone is received, train must be governed by Item 5.
3. If rotating white light becomes illuminated as train passes the detector but a message or audible tone is not transmitted via radio, entire train must be inspected for defects.
4. If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
  - A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or
  - B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on North track, (b) a slow beep if on Middle or South track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. 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 side in the direction of travel.

5. If a train receives 4 defective car\* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms, or one wide load alarm, remainder of train must be inspected for additional defects.

\*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

#### INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE:

1. 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 exceed 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 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.
  2. 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 enroute.
- 
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 450: Track Bulletins will be used on Los Angeles Division.
- 
14. Rule 403: An incorrect engine number shown on an address on a track warrant must be reported by a crew member and, if authorized by the train dispatcher, may be changed to show the correct engine number.

## ALL SUBDIVISIONS

15. Rule 104(B): Trains operating without cabooses must not leave siding switch used to enter siding lined and locked for siding unless authorized to do so by the train dispatcher.

16. Maximum authorized speed of following equipment:

	MPH
(a) Trains handling continuous welded or jointed rail except 25 MPH on all curves of 6° or more. Locations of such curves to be furnished by train dispatcher (refer to Operating Circular)	40
(b) Trains handling ACFX tank cars 17451 thru 17495 Trains handling NATX tank cars 10841 thru 10865	45
(c) Trains handling gondolas: PC 598500 thru 598599, CR 598500 thru 598999 or SP 345000 thru 345699	45
(d) Trains handling ATSF tank and work equipment cars: 100301 thru 101099 189000 thru 189999 192770 thru 192875 199880 thru 199899 202750 thru 202999 209000 thru 209999	45
(e) Trains handling following tank cars: DVLX 4001 thru 4190 and the following UTLX cars: 76517 76539 76556 76558 76568 76595 76649 76656 76696 76733 76736 thru 76738 76742 thru 76745 76747 76748 76750 76751 78256 thru 78269 78272 78274 78278 78281 78285 78287 thru 78293 78326 78328 thru 78333 78336 thru 78340 78343 78344 78347 78348 78350 78353	40
(f) Trains handling EMPTY "Schnabel" type cars: APWX 1004 GEX 40010, 80002, 80003 BBCX 1000 GPUX 100 CAPX 1001 HEPX 200 CEBX 100, 101 KWUX 10 CPOX 820 WECX 101, 102, 200-203, CWEX 1016 301	40
All cars listed in (f) must be handled on or near the rear end of trains not exceeding 100 cars in length, must <b>not</b> be handled in trains requiring pusher service and must <b>not</b> be humped or switched with motive power detached.	
(g) Trains handling LOADED "Schnabel" type cars listed in (f), also CBEX 800 LOADED & EMPTY, must be governed by instructions issued for each individual movement.	
(h) Trains handling solid consist of military equipment	55
(i) Trains handling empty gondola cars KCS 801011 thru 802930	45
(j) Trains handling hopper cars WFAX 84654 thru 84700	45
(k) Solid trains of empty trailers and/or empty containers	55

17. Within Track Warrant Control limits, any track warrants received with only Box 13, 14 and 17 marked requiring speed or other restriction must be retained and complied with on all trips during the tour of duty on which they were received.

## ALL SUBDIVISIONS

### HAZARDOUS MATERIAL

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

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (714) 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 in 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.

Loaded cars placarded:



Loaded cars placarded:



Loaded cars placarded:



Loaded tank cars placarded:



Empty tank cars placarded:

RESIDUE\*:  
Corrosive  
Poison  
Chlorine  
Organic Peroxide  
Oxidizer  
Oxygen  
Flammable  
Flammable Solid  
Flammable Solid W  
Non Flammable Gas  
Flammable Gas  
Poison Gas

Loaded cars other than tank cars placarded:



Loaded cars placarded:



## RESTRICTIONS

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

X

**MUST NOT BE NEXT TO:**

Engine, occupied caboose or passenger car	X
Car occupied by guard or escort	X (1)
Loaded plain flat car	X
Loaded bulkhead flat car	X (2)
Loaded TOFC/COFC flat car	X
Flat Car loaded with vehicles	X
Open top car with shiftable load	X (2)
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X
Car placarded EXPLOSIVES A	X
Car placarded POISON GAS	
Car placarded RADIOACTIVE	X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X

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

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

	X			X				
	X	X		X	X			
	X (1)			X (1)				
	X			X				
	X (2)			X (2)				
	X (3)			X (4)				
	X			X (5)				
	X (2)			X (2)				
	X			X				
		X		X		X		
	X	X		X		X		
	X			X		X		
	X	X						

**NO RESTRICTIONS**

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

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

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

\* Examples of Residue Placards are shown on following page.

## SWITCHING RESTRICTIONS

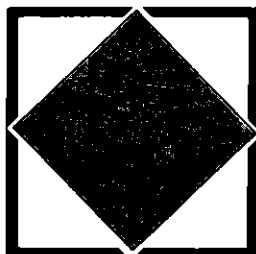
THE FOLLOWING CARS MUST NOT BE:  
CUT OFF IN MOTION, NOR BE  
IMPACTED BY CARS ROLLING UNDER  
THEIR OWN MOMENTUM

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

NUMBER 3

FLAMMABLE GAS

FLAMMABLE LIQUID

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



Examples of Residue Placards

## 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	DYNAMIC BRAKE***
*200	EMD	F40PH	259,500	38,240	3000	4BF
1310	EMD	GP7	249,000	41,300	1500	No
1460	EMD	SWBLW	262,500	41,300	1500	No
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	No
2244	EMD	GP9	249,000	45,200	1750	No
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	No
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3500	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF-40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	6ET
5381	EMD	SD45	391,500	72,286	3600	6EF
5426	EMD	SD45	389,500	72,286	3500	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,500	83,100	3600	6EF
5625	EMD	SD45-2	395,500	73,650	3600	6EF
5662	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
5990	EMD	SDFP45	399,000	68,006	3600	6ET
6300	GE	U23B	262,500	60,400	2250	4EF
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	265,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
7200	GE	SF30-B	285,150	71,200	3000	4EF
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7484	GE	B36-7	274,500	64,600	3600	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

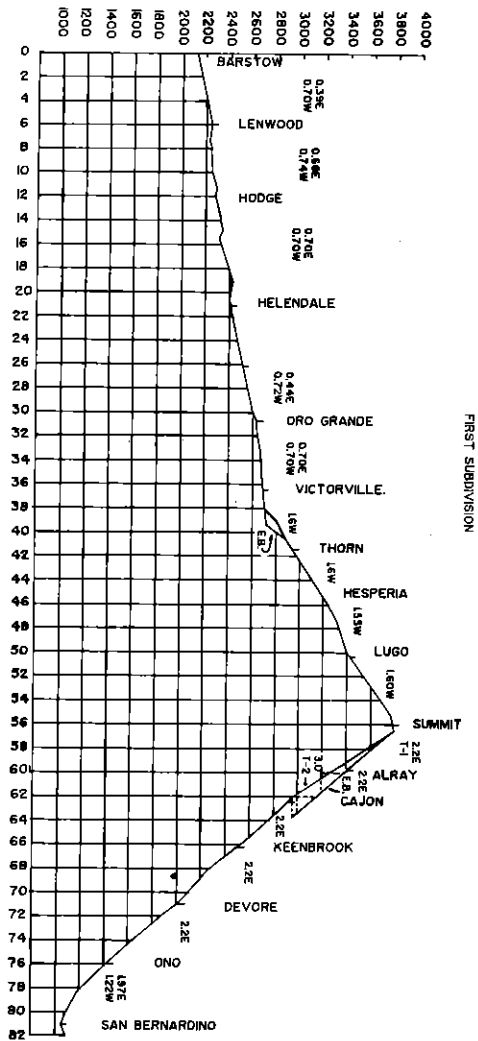
\* Amtrak passenger units.

\*\* For the purpose of calculating dynamic braking effort, Units 7400-7402 and 7484-7499 must be considered as having six axles.

\*\*\* Information relating to dynamic brake is designated as follows:  
Number indicates number of axles.  
Type is indicated by B-Basic, E-Extended Range.  
System is indicated by F-Flat, T-Taper.

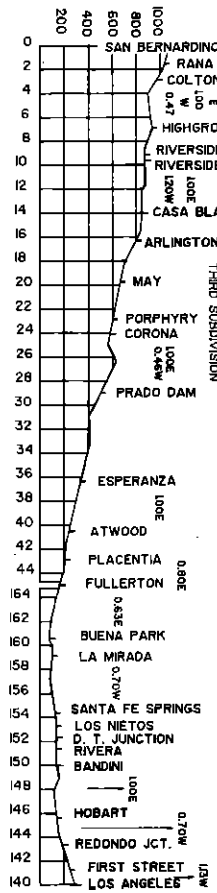


ELEVATION IN FEET



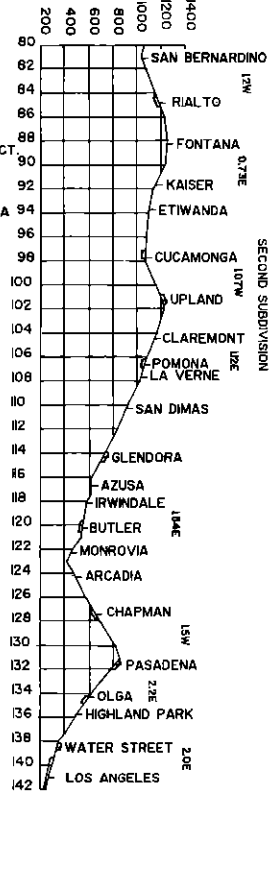
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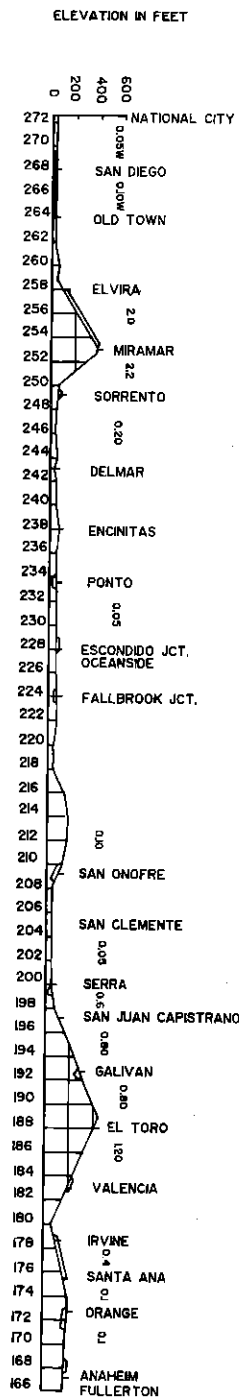
ELEVATION IN FEET



C.E. No. 50088-34

ELEVATION IN FEET





FOURTH SUBDIVISION

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