



PB-27023

## UNION PACIFIC RAILROAD

### LOS ANGELES AREA

### TIMETABLE #1

**Effective 0001 Sunday, October 25, 1998**

D. J. Duffy, Executive Vice President - Operations  
S. R. Barkley, Vice President - Southern Region  
M. F. Kelly, Vice President - Northern Region  
J. L. Verhaal, Vice President - Western Region  
J. H. Koch, Vice President - Field Operations  
W. E. Wimmer, Vice President - Engineering  
S. J. McLaughlin, Vice President - Quality and Process Improvement  
J. J. Damman, Vice President - Harriman Dispatching Center  
G. L. Fletcher, Vice President - Risk Management  
J. M. Santamaria, Chief Mechanical Officer - Locomotives  
J. N. Vargason, Chief Mechanical Officer - Cars  
R. S. Kenyon, General Director Safety  
J. C. Klaus, General Director Operating Practices

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**This document supersedes:**

Union Pacific Railroad System Timetable 2, effective Oct. 29, 1995

Southern Pacific Lines Timetables 1  
Western, Southern & Central Regions, effective April 14, 1996

### EXPLANATION OF CHARACTERS

Symbol represents:		Symbol represents:	
CTC	CENTRALIZED TRAFFIC CONTROL	X	CROSSOVER BETWEEN MAIN TRACKS DUAL CONTROL SWITCHES
CTC	CENTRAL TRAFFIC CONTROL	Y	YARD LIMITS
ATC	AUTOMATIC TRAIN CONTROL	(9)	SPECIAL INSTRUCTIONS APPLY ITEM 9
ATC	AUTOMATIC TRAIN CONTROL	(11)	SPECIAL INSTRUCTIONS ITEM 11
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM	N	NORTHWARD
DT	DOUBLE TRACK	S	SOUTHWARD
DTC	DIRECT TRAFFIC CONTROL	E	EASTWARD
DTC	DIRECT TRAFFIC CONTROL	W	WESTWARD
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM	C	CENTER
TWC	TRACK WARRANT CONTROL	+	HEAD-END RESTRICTION ONLY
TWC	TRACK WARRANT CONTROL	(R)	REDUCE/RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM	(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#MT	MULTIPLE MAIN TRACK -#(number MT's)	#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR	@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
(A)	AUTOMATIC INTERLOCKING	\$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
B	BASE RADIO STATION	%	DRAGGING EQUIPMENT DETECTORS WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
D	DRAW BRIDGE	&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE		
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION		
(M)	MANUAL INTERLOCKING		
(S)	STOP SIGN		
T	TURNING FACILITY		
(X)	RAILROAD CROSSING AT GRADE		

### OTHER AVAILABLE REFERENCE MATERIAL FROM DATA DOCUMENTS

Area #	Area Name	TimeTable Item #	Area Profile Item #
1	Portland	PB-27020	PB-27050
2	Salt Lake	PB-27021	PB-27051
3	Roseville	PB-27022	PB-27052
4	Los Angeles	PB-27023	PB-27053
5	El Paso	PB-27024	PB-27054
6	Denver	PB-27025	PB-27055
7	North Platte	PB-27026	PB-27056
8	Council Bluffs	PB-27027	PB-27057
9	Kansas City	PB-27028	PB-27058
10	Salina	PB-27029	PB-27059
11	Iowa	PB-27030	PB-27060
12	Twin Cities	PB-27031	PB-27061
13	Chicago	PB-27032	PB-27062
14	St. Louis	PB-27033	PB-27063
15	North Little Rock	PB-27034	PB-27064
16	Dallas/Ft. Worth	PB-27035	PB-27065
17	Houston	PB-27036	PB-27066
18	San Antonio	PB-27037	PB-27067
N/A	All Area 3 Hole Singles	PB-27038	
	3" Binder	PB-27019	
	Area Tabs (19 ea)	PB-27018	
	System Special Instructions	PB-27015	

# LOS ANGELES AREA

SUBDIVISION / INDUSTRIAL LEAD NAME :	PAGE
ALAMEDA (985).....	31
ALHAMBRA (975).....	22
Brea Chem Industrial Lead:.....	27
CALEXICO (945).....	8
Chino Industrial Lead:.....	22
City of Industry Industrial Lead:.....	22
Crestmore Industrial Lead:.....	18
Dolores Industrial Lead:.....	24
EL CENTRO (947).....	9
El Segundo Industrial Lead:.....	28
Fullerton Industrial Lead:.....	27
Holtville Industrial Lead:.....	8
LA HABRA (987).....	27
Lakewood Industrial Lead:.....	32
LONE PINE (942).....	16
Long Beach Industrial Lead:.....	24
Los Alamitos Industrial Lead:.....	24
LOS ANGELES (965).....	18
LOS NIETOS (990).....	24
MOJAVE (940).....	10
Montalvo Industrial Lead:.....	34
Oak Creek Industrial Lead:.....	10
Paramount Industrial Lead:.....	24
Riverside Industrial Lead:.....	2
SAN PEDRO (972).....	32
Santa Ana Industrial Lead:.....	24
SANTA BARBARA (958).....	34
Santa Monica Industrial Lead:.....	28
Stanton Industrial Lead:.....	24
Torrance Industrial Lead:.....	28
Tustin Industrial Lead:.....	24
White Hills Industrial Lead:.....	34
WILMINGTON (980).....	28
YUMA (943).....	2

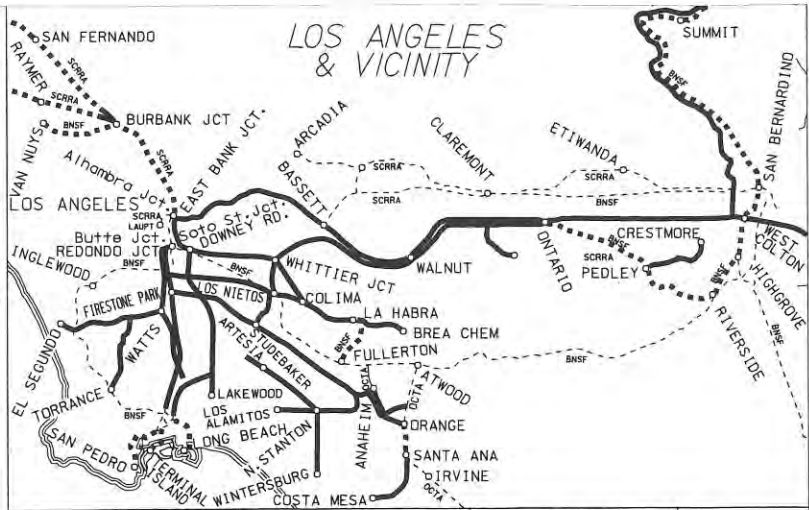
## LOS ANGELES AREA

Station Name	Circ7 #	Subdivision	Page #
(Alameda Sub.) Crossing		LA HABRA	27
ACOLITA	SP606	YUMA	2
ALHAMBRA	CO47	ALHAMBRA	22
AMOCO	JP003	WILMINGTON	28
ANSEL	JQ103	MOJAVE	10
APEX		YUMA	2
ARAZ		YUMA	2
ARLINGTON	CX760	LOS ANGELES	18
AURANT X-OVER	CO47	ALHAMBRA	22
BAKERSFIELD	JQ181	MOJAVE	10
BANNING	SP728	YUMA	2
BARTOLO	CX801	LOS ANGELES	18
BARTOLO	23320	LOS NIETOS	24
BASSETT	CO48	ALHAMBRA	22
BEALVILLE	JQ154	MOJAVE	10
BEAUMONT	SP734	YUMA	2
BEAUMONT X-OVERS		YUMA	2
BELL (San Pedro Sub.)	WH00	LA HABRA	27
BENA	JQ166	MOJAVE	10
BENCH	JQ004	MOJAVE	10
BERTRAM	SP650	YUMA	2
BNSF CROSSING		WILMINGTON	28
BNSF CROSSING		ALAMEDA	31
BNSF CROSSING (DT JCT.)		LOS NIETOS	24
BNSF INTERLOCKING		YUMA	2
BON VIEW		LOS ANGELES	18
BRAWLEY	SY118	CALEXICO	8
BRIDGE JCT.		LOS ANGELES	18
CABAZON	SP722	YUMA	2
CABLE	JQ137	MOJAVE	10
CABLE X-OVER		MOJAVE	10
CACTUS	SP584	YUMA	2
CALEXICO	SY141	CALEXICO	8
CALIENTE	JQ159	MOJAVE	10
CALIPATRIA	SY108	CALEXICO	8
CALLENDAR	CO26	SANTA BARBARA	34
CAMARILLO	CO41	SANTA BARBARA	34
CAMERON	JQ123	MOJAVE	10
CANTIL	JR023	LONE PINE	16
CANYON	JQ024	MOJAVE	10
CAPITAN	CO33	SANTA BARBARA	34
CHAFFEE	JR001	LONE PINE	16
CITY OF INDUSTRY	CO48	ALHAMBRA	22
CLIFF	JQ151	MOJAVE	10
CLYDE	SP591	YUMA	2
COACHELLA	SP682	YUMA	2
COLORADO	SP564	YUMA	2
COLTON	CX749	YUMA	2
CONCEPCION	CO31	SANTA BARBARA	34
CP 47		LOS ANGELES	18
CP YUMA JCT.	C0469	ALHAMBRA	22
CP515B (TK2)		ALHAMBRA	22
DAGGETT	CX654	LOS ANGELES	18
DAGGETT-W RIVER via BNSF		LOS ANGELES	18
DENIS	JQ084	MOJAVE	10
DEVON	CO27	SANTA BARBARA	34
DIAMOND BAR		LOS ANGELES	18

Station Name	Circ7 #	Subdivision	Page #
DIKE	JQ013	MOJAVE	10
DOLORES ICTF (CARSON ST.)	JP016	WILMINGTON	28
DOLORES-ICTF (Dominguez St.)	JP016	LOS NIETOS	24
DOMINGUEZ	JP014	LOS NIETOS	24
DOMINGUEZ	JP014	WILMINGTON	28
DOUGLAS JCT.	CS512	SAN PEDRO	32
DOWNEY	FS006	LOS NIETOS	24
DOWNEY RD.	CX809	SAN PEDRO	32
DOWNEY ROAD	CX810	LOS ANGELES	18
DUNES	SP576	YUMA	2
EAST LOS ANGELES	CX806	LOS ANGELES	18
EAST MOJAVE	JQ112	MOJAVE	10
EAST MONTEBELLO	CX804	LOS ANGELES	18
EAST POMONA	CX781	ALHAMBRA	22
EAST SAN LUIS OBISPO	CO24	SANTA BARBARA	34
EAST SANTA BARBARA	CO36	SANTA BARBARA	34
EAST YARD	CX809	LOS ANGELES	18
EAST YARD	SP558	YUMA	2
EDISON	JQ174	MOJAVE	10
EL CASCO X-OVERS		YUMA	2
EL CENTRO	SY131	CALEXICO	8
EL CENTRO	SY131	EL CENTRO	9
EL MONTE	CO47	ALHAMBRA	22
END OF TRACK		LONE PINE	16
END OF TRACK		EL CENTRO	9
EXTENTION		ALHAMBRA	22
FERRUM	SP657	YUMA	2
FINGAL	SP718	YUMA	2
FIRESTONE PARK	JP008	ALAMEDA	31
FIRESTONE PARK	JP008	LOS NIETOS	24
FRINK	SP641	YUMA	2
GARFIELD AVE.		LOS ANGELES	18
GARNET	SP708	YUMA	2
GAVIOTA	CO32	SANTA BARBARA	34
GLAMIS	SP598	YUMA	2
GOLETA	CO35	SANTA BARBARA	34
GROVER	CO25	SANTA BARBARA	34
GUADALUPE	CO26	SANTA BARBARA	34
GUASTI	CO50	ALHAMBRA	22
HAMILTON		ALHAMBRA	22
HEBER	SY136	CALEXICO	8
HILAND	JQ031	MOJAVE	10
HINDA X-OVERS		YUMA	2
HOBART BNSF Xing	CS500	SAN PEDRO	32
HONDA	CO29	SANTA BARBARA	34
ICE DECK SIDING		YUMA	2
ILMON	JQ162	MOJAVE	10
IMPERIAL	SY128	CALEXICO	8
INDIO	SP686	YUMA	2
IRIS	SP622	YUMA	2
JUNCTION TRANSFER	WH00	LA HABRA	27
KAISER	CO51	ALHAMBRA	22
KEENBROOK		MOJAVE	10
KERN JCT.	JQ180	MOJAVE	10
La Habra Sub. CROSSING		SAN PEDRO	32
LA JCT RY		SAN PEDRO	32
LATC	CO47	ALHAMBRA	22

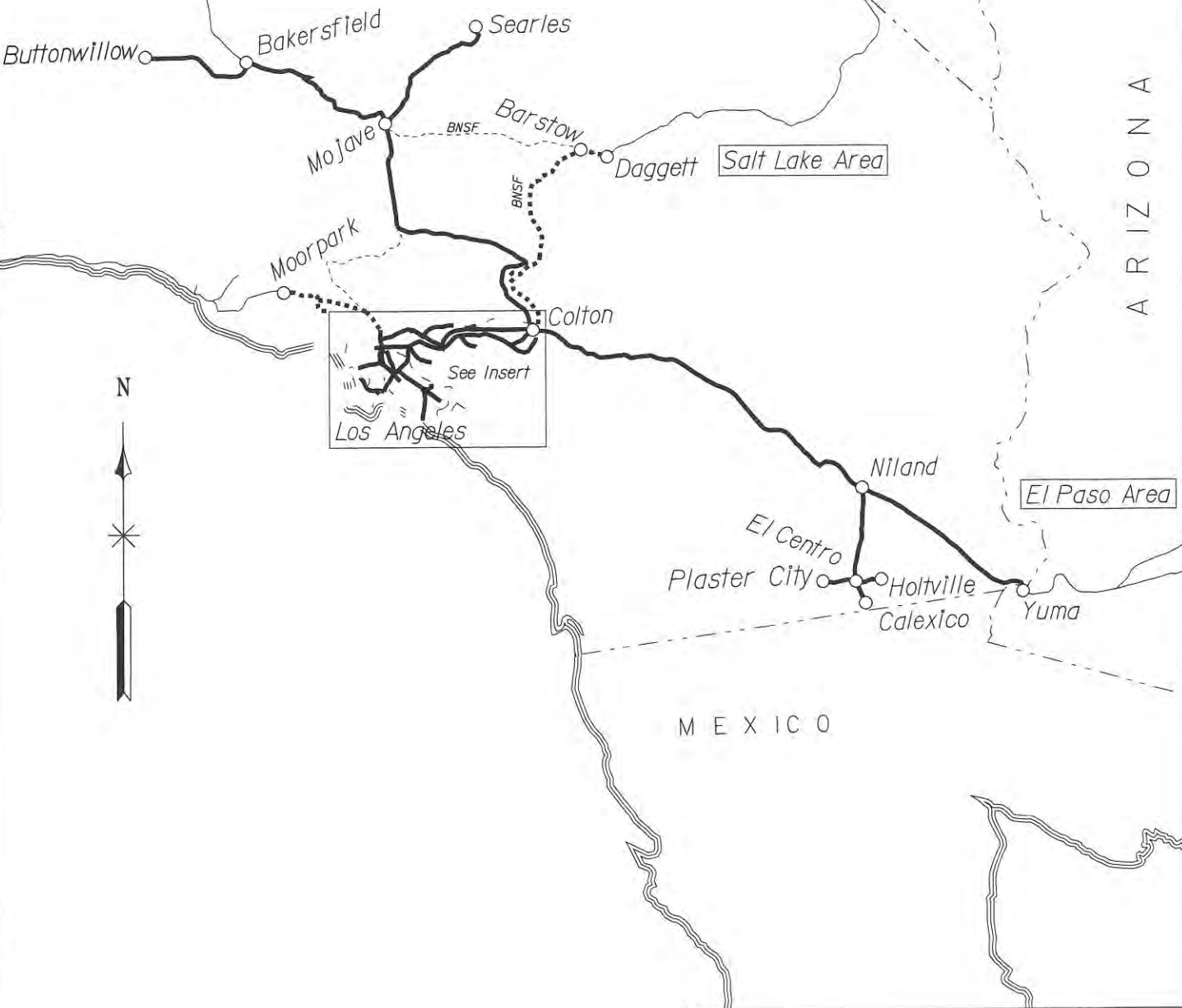
# LOS ANGELES AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
LIMONITE		LOS ANGELES	18	SEARLES	JR048	LONE PINE	16
LOMA LINDA	SP754	YUMA	2	SEELY	SY308	EL CENTRO	9
LOMA LINDA X-OVERS		YUMA	2	SLAUSON JCT.	JP004	WILMINGTON	28
LOS ANGELES (J YARD)	JP002	ALAMEDA	31	SLAUSON JCT.	JP003	LA HABRA	27
LOS ANGELES (J YARD)	JP002	WILMINGTON	28	SLOVER	JQ003	MOJAVE	10
LOS NIETOS	WH00	LA HABRA	27	SOTO ST. JCT.		LOS ANGELES	18
LOS NIETOS	WH00	LOS NIETOS	24	SOUTH BELL	CS506	SAN PEDRO	32
Los Nietos Sub. CROSSING		SAN PEDRO	32	SOUTH FONTANA	CO51	ALHAMBRA	22
MAGUNDEN	JQ177	MOJAVE	10	SPADRA	CX784	LOS ANGELES	18
MANUEL YARD	CS517	SAN PEDRO	32	STREETER	CX759	LOS ANGELES	18
MARCEL	JQ140	MOJAVE	10	STUDEBAKER	FS008	LOS NIETOS	24
MARNE	CO48	ALHAMBRA	22	SUDDEN	CO30	SANTA BARBARA	34
MARNE X-OVERS		ALHAMBRA	22	SUMMIT SWITCH	JQ131	MOJAVE	10
MECCA	SP671	YUMA	2	SURF	CO29	SANTA BARBARA	34
MIRA LOMA	CX767	LOS ANGELES	18	TANGAIR	CO28	SANTA BARBARA	34
MOJAVE	JQ113	MOJAVE	10	TEHACHAPI	JQ133	MOJAVE	10
MOJAVE	JQ113	LONE PINE	16	THERMAL	SP677	YUMA	2
MONS	SP720	YUMA	2	THOUSAND PALMS	SP697	YUMA	2
MONS X-OVERS		YUMA	2	THOUSAND PALMS X-OVER		YUMA	2
MONTALVO	CO39	SANTA BARBARA	34	TURNER AVE.		LOS ANGELES	18
MONTCLAIR	CX777	LOS ANGELES	18	TWENTY-SEVEN X-OVER		ALHAMBRA	22
MONTCLAIR	CX777	ALHAMBRA	22	UP CROSSING		ALAMEDA	31
MOOR PARK	CO42	SANTA BARBARA	34	UP CROSSING		LOS NIETOS	24
MORTMAR	SP663	YUMA	2	VALLEY BLVD X-OVERS		ALHAMBRA	22
MYOMA	SP690	YUMA	2	VARGAS		WILMINGTON	28
NARLON	CO28	SANTA BARBARA	34	VENTURA	CO38	SANTA BARBARA	34
NEW SIDING		ALHAMBRA	22	W. YERMO	CX652	LOS ANGELES	18
NILAND	SP629	CALEXICO	8	WALDORF	CO27	SANTA BARBARA	34
NILAND	SP629	YUMA	2	WALKER	WH00	LA HABRA	27
OAK	CX782	LOS ANGELES	18	WALNUT	CX789	LOS ANGELES	18
OBAN	JQ094	MOJAVE	10	WALNUT	CX789	ALHAMBRA	22
ONTARIO	CX775	ALHAMBRA	22	WALNUT	JQ142	MOJAVE	10
ONTARIO (UP CROSSING)	CX775	LOS ANGELES	18	WALONG	JQ059	MOJAVE	10
ORDWAY X-OVERS		YUMA	2	WASH	JP010	WILMINGTON	28
OXNARD	CO39	SANTA BARBARA	34	WATTS	SP760	YUMA	2
PALMDALE JCT.	JQ079	MOJAVE	10	WEST COLTON	SP760	MOJAVE	10
PALMDALE NO. 2		MOJAVE	10	WEST COLTON	SP760	ALHAMBRA	22
PARAMOUNT	CS510	SAN PEDRO	32	WEST PALM SPRINGS	SP714	YUMA	2
PATATA (UP CROSSING)	FS003	LOS NIETOS	24	WEST POMONA		ALHAMBRA	22
PEDLEY	CX765	LOS ANGELES	18	WEST RIVERSIDE		LOS ANGELES	18
PERSHING	SP731	YUMA	2	WEST SANTA BARBARA	CO35	SANTA BARBARA	34
PHELAN	JQ043	MOJAVE	10	WINTERHAVEN X-OVER		YUMA	2
PICO RIVERA	CX803	LOS ANGELES	18	WISTER	SP636	YUMA	2
PLASTER CITY	SY317	EL CENTRO	9	WO TOWER (UP CROSSING)	CO49	LOS ANGELES	18
PUENTE JCT.	CX795	LOS ANGELES	18	WOODFORD	JQ145	MOJAVE	10
REDLANDS X-OVERS		YUMA	2	YERMO	CX650	LOS ANGELES	18
REGINA	SP614	YUMA	2	YUMA	SP563	YUMA	2
RESERVIOR	CO50	ALHAMBRA	22				
RIMLON	SP701	YUMA	2				
ROSELAWN		LOS ANGELES	18				
ROWEN	JQ148	MOJAVE	10				
SALVIA	SP705	YUMA	2				
SAN LUIS OBISPO	CO24	SANTA BARBARA	34				
SANDCUT	JQ169	MOJAVE	10				
SANTA BARBARA	CO36	SANTA BARBARA	34				
SCRRRA JCT.		LOS ANGELES	18				
SEACLIFF	CO37	SANTA BARBARA	34				



Roseville Area

C A L I F O R N I A



**Los Angeles Area**

## YUMA SUBDIVISION (943)

Mile Post	Rule 6.3	CP #s	Radio Display: East Yard to West Colton -9696		Sta. #s	Siding Feet	
			WEST ▼ STATIONS ▲	EAST ▲			
737.5	DT ABS		EAST YARD (4.7)	Y	SP558		
732.7			YUMA (0.8)	BTY	SP563		
731.9	CTC 2MT		COLORADO (2.9)		SP564		
729.0			WINTERHAVEN X-OVER (3.0)				
726.0			ARAZ (6.3)				
720.7	CTC		DUNES (8.4)		SP576	8406	
712.3			CACTUS (6.5)		SP584	8422	
705.8			CLYDE (7.7)		SP591	8500	
698.1			GLAMIS (8.0)		SP598	8486	
690.1			ACOLITA (8.1)		SP606	8495	
682.0			REGINA (7.6)		SP614	8472	
674.4			IRIS (6.9)		SP622	8475	
667.5			NILAND (7.4)	T	SP629	12169 8548	
660.1			WISTER (4.5)		SP636	8333	
655.6			FRINK (8.8)		SP641	8387	
646.8			BERTRAM (7.2)		SP650	8372	
639.6			FERRUM (6.3)		SP657	8269	
633.3			MORTMAR (8.1)		SP663	8483	
625.2			MECCA (5.7)		SP671	8388	
619.5			THERMAL (5.1)		SP677	7088	
614.4		DT ABS		COACHELLA (3.5)		SP682	
610.9				INDIO (4.4)	BT	SP686	
606.5	CTC		MYOMA (6.0)		SP690	6361	
600.5			THOUSAND PALMS X-OVER (1.5)				
599.0			THOUSAND PALMS (3.9)		SP697	20499	
595.1			RIMLON (3.5)		SP701	5979	
591.6			SALVIA (3.5)		SP705	6833	
588.1			GARNET (5.5)		SP708	17121 5268	
582.6			WEST PALM SPRINGS (4.0)		SP714	6460	
578.6			FINGAL (2.1)		SP718	11373	

576.5			MONS X-OVERS (0.3)				
576.2			MONS (2.1)			SP720 17155	
574.1			CABAZON (5.9)			SP722 16217	
568.2			BANNING (2.7)			SP728 5991	
565.5			PERSHING (2.3)			SP731 6498	
563.2			APEX (0.9)				
562.3	CTC 2MT		BEAUMONT X-OVERS (0.3)				
562.0			BEAUMONT (3.0)			SP734	
559.0			HINDA X-OVERS (4.9)				
554.1			EL CASCO X-OVERS (4.8)				
549.3			ORDWAY X-OVERS (4.2)				
545.1			REDLANDS X-OVERS (2.5)				
542.6			LOMA LINDA (1.3)			SP754	
541.3			LOMA LINDA X-OVERS (0.8)				
540.5			ICE DECK SIDING (1.5)				5740
539.0			COLTON (0.3)		T		CX749
538.7			BNSF INTERLOCKING (3.0)		(M)		
535.0		CTC		WEST COLTON	BT		SP760

(202.5)

### SI-01 MAIN TRACK AUTHORITY

**CTC Between** MP 535.0 and MP 609.7;  
MP 618.4 and MP 732.5.

**Rule 9.14 Between** MP 737.4 and MP 732.5 on Trk.1;  
MP 609.7 and MP 618.4 on Trk.1&2.

**Rule 9.15 Between** MP 737.4 and MP 732.5 on Trk.1;  
MP 609.7 and MP 618.4 on Trk.1&2.

**Yard Limits Between** MP 737.4 and MP 732.5 on Trk. 2.

**On Trk. 1** ABS is in effect in the westward direction between MP 734.3 and MP 732.5 and in both directions between MP 737.4 and MP 734.3.

**On Trk. 2** ABS is in effect in both directions between MP 732.5 and MP 737.4.

# YUMA SUBDIVISION (943)

## SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
<b>Between Mile Posts</b>		
<b>535.0 and 737.5 Eastward</b>	<b>PSGR</b>	<b>FRT</b>
<b>(Except as Below)</b> .....	<b>79</b>	<b>65</b>
535.0 and 536.5 .....	60	50
536.5 and 537.6 .....	50	50
537.6 and 538.7 - Trk.2 .....	20	20
538.7 and 539.0 - Trk.2 .....	30	30
537.6 and 538.6 - Trk.1 .....	50	50
538.6 and 538.7 - Trk.1 .....	20	20
538.7 and 539.0 - Trk.1 .....	30	30
539.0 and 540.0 .....	60	50
540.0** - Trk.2 .....	60+	45+
540.0 and 541.3 .....	60	50
541.3 and 545.3 .....	60	60
545.3 and 548.2 .....	55	50
548.2 and 554.8 .....	40	40
554.8 and 560.2 .....	60	50
560.2 and 563.3 .....	50	50
563.3 (Turnout Trk.2) .....	30	30
563.3 and 576.6 .....	50	40
576.6 and 580.0 .....	45	40
580.0 and 585.0 .....	50	40
585.0 and 589.0 .....	60+	40+
589.0 and 591.5 .....	60	50
591.5 and 598.5 .....	65	60
598.5 and 600.5 .....	79	60
600.5 ** .....	79+	55+
600.5 and 609.6 .....	79	60
609.6 and 609.7 (Turnout)-Trk.2 ..	30	30
609.7 and 612.7 - Trk.2 .....	50	50
612.7 and 618.4 - Trk.2 .....	70	50
609.7 and 612.7 - Trk.1 .....	50	49
618.4 and 618.8 .....	50	50
618.8 and 623.4 .....	65	60
623.4 and 632.0 .....	79	60
632.0 and 635.8 .....	75	65
635.8 ** .....	75+	55+
635.8 and 640.9 .....	75	65
649.2 ** .....	79+	55+
649.3 and 654.4 .....	75	65
654.4 ** .....	75+	55+
654.4 and 655.6 .....	75	65
655.6 and 659.8 .....	70	65
659.8 ** .....	70+	55+
659.8 and 667.8 .....	70	65
667.8 ** .....	70+	55+
667.8 and 669.4 .....	70	65
669.4 ** .....	70+	55+
669.4 and 676.8 .....	70	65
676.8 ** .....	70+	55+
676.8 and 680.0 .....	70	65
685.8 ** .....	79+	55+
715.0 ** .....	79+	55+
716.8 ** .....	79+	55+
722.8 ** .....	79+	45+
723.1 and 723.9 .....	60	50
723.9 and 725.9 .....	50	50
725.9 ** .....	50+	45+
725.9 and 727.0 .....	50	50
727.0 and 732.1 .....	60	50
732.1 and 733.0 .....	25	25
733.0 and 737.5 - Trk.2 .....	50	50
733.0 and 734.5 - Trk.1 .....	25	25
734.5 and 737.5 - Trk.1 .....	40	40

**Between Mile Posts**

## Between Mile Posts

737.5 and 535.0 Westward	PSGR	FRT
<b>(Except as Below)</b> .....	<b>79</b>	<b>70</b>
737.5 and 735.3 .....	50	50
735.3 and 734.5 .....	40	40
734.5 and 732.1 .....	25	25
732.1 and 727.0 .....	60	50
727.0 and 723.9 .....	50	50
723.9 and 723.1 .....	60	50
721.6 ** .....	79+	55+
695.7 ** .....	79+	55+
680.0 and 655.6 .....	70	70
640.9 and 632.0 .....	75	70
632.0 and 623.4 .....	79	70
623.4 and 618.8 .....	65	60
618.8 and 618.4 .....	50	50
618.4 and 613.0 - Trk.1 .....	70	50
613.0 and 609.6 - Trk.1 .....	50	50
618.4 and 617.9 - Trk.2 .....	49	49
614.9 and 614.2 - Trk.2 .....	30+	30+
612.7 and 609.7 - Trk.2 .....	50	49
609.7 and 609.6 (Turnout Trk.2) ..	30	30
609.6 and 610.9 .....	50	50
610.9 and 603.0 .....	79	70
603.0 and 598.5 .....	79	60
598.5 and 591.5 .....	65	60
591.5 and 585.0 .....	60	55
585.0 and 580.0 .....	50	45
580.0 and 576.6 .....	45	45
576.6 and 565.2 .....	50	50
565.2 and 563.3 .....	50	50
563.3 (Turnout Trk.2) .....	30	30
563.3 and 560.2 .....	50	40
560.2 and 554.8 .....	60	40
554.8 and 548.2 .....	40	40
548.2 and 545.3 .....	55	40
545.3 and 541.3 .....	60	40
541.3 and 540.0 .....	60	50
540.0 - Trk. 1 ** .....	60+	45+
540.0 and 539.0 .....	60	50
539.0 and 538.7 - Trk.1 .....	30	30
538.7 and 538.6 - Trk.1 .....	20	20
538.6 and 537.6 - Trk.1 .....	50	50
539.0 and 538.7 - Trk.2 .....	30	30
538.7 and 537.6 - Trk.2 .....	20	20
537.6 and 536.5 .....	50	50
536.5 and 535.0 .....	60	50

\*\* Only freight trains exceeding 80 TPOB must comply with speed restriction. Speed restriction will not apply when signal at speed restriction location displays CLEAR.

## SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>	
West Switch Ice Deck Siding.....	15
<b>2. Dual Control Switch Turnouts</b>	
Winterhaven Crossovers.....	35
Turnout MP 618.4.....	50
Turnout, west-end Cabazon.....	20
<b>3. Misc. Speed Restrictions</b>	
West Colton Bypass MP 537.3 to MP 538.1.....	20
Both legs of Wye Niland.....	10
West Colton Trk. 100, MP 530.5 to MP 532.4; and by-pass track, 951 and 952, MP 537.3 to MP 538.1.....	20
951 Balloon Track.....	15



# YUMA SUBDIVISION (943)

**SI-04 MAIN TRACK DESIGNATIONS**

**Two main tracks** between MP 538.7 and MP 563.3;  
between MP 725.8 and MP 732.1;  
between MP 732.5 and MP 737.4.

**Double track** between MP 609.7 and MP 618.4

**Current of Traffic** westward on Trk. 1 between MP 737.4 and MP 732.5

**SI-05 MILE POST EQUATIONS - None.**

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

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

% 735.1	(#) 657.2	% 579.6
% 729.9	% 652.4	% 570.0
& 723.7 *	% 650.1	(#) 564.3
# 722.5	(#) 643.8	% 560.7
% 715.0	% 636.6	% 556.6
(#) 710.7	(#) 627.0	% 552.1
(#) 700.4	% 621.4	% 547.9
% 693.8	(#) 608.5	(#) 543.1
(#) 685.9	% 604.4	
% 678.0	(#) 598.0	
(#) 670.5	% 589.9	
% 663.6	(#) 584.5	

\* Detector at MP 723.7 protects bridge at MP 732.3.

**SI-08 RULES ITEMS**

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

**Rule 6.32.6 Banning:** Monday through Friday except for legal holidays, Banning siding must not be occupied between 7:30 AM and 8:15 AM and between 2:15 PM and 3:00 PM.

If train is in the siding or on the main track and is unable to depart prior to 7:30 AM or 2:15 PM, crossings must be cut and remain cut until 8:15 AM or 3:00 PM.

**Rule 7.11 Loma Linda to Garnet:** Switching movements must be made with air barks cut in on all cars. Cars must not be detached while in motion except when allowing a car or caboose to roll against train on descending grade.

**Rule 9.12.2 BNSF Interlocking-West Colton:** Limits on main tracks from MP 538.6 to westward signals just east of BNSF crossing MP 538.7. When westward Interlocking signal, MP 538.7 displays Stop Indication, train or engine before proceeding must receive authority from UP train dispatcher. UP train dispatcher must obtain authority from BNSF train dispatcher BEFORE authorizing movement into BNSF Interlocking limits. When eastward Interlocking signal, MP 538.6 displays STOP indication, train or engine before proceeding must receive authority from UP train dispatcher. UP train dispatcher must obtain authority from BNSF train dispatcher BEFORE authorizing movement into BNSF Interlocking limits.

**Rule 9.17 Yuma-East Yard:** Trains and engines may enter either Trks. 1 & 2 at a hand throw switch only after receiving permission from the train dispatcher. Before granting permission, the train dispatcher must apply blocking to control machine to prevent movement onto track affected. Blocking must not be removed until track is occupied. When granted permission, the requirement to line main track switch and wait 5 minutes will not apply.

**Rule 30.7.1** Will apply to eastward passenger trains between MP 561.0 and Apex and to westward passenger trains between MP 566.0 and Apex.

**Rule 31.8.2** The placement of helper locomotives on the Yuma Subdivision will be governed by the following. All other restrictions contained in Rule 31.8.2 remain in effect.

**AXLES PLACEMENT REQUIREMENTS**

Any helper - Must be entrained ahead of:

- \* Single-platform single-axle front runner cars in series TTOX weighing less than 25 tons.
  - \* Rail pick-up cars RGAX 4694-4696.
  - \* Two-axle scale test cars.
  - \* Cars designated rear end only.
- First car ahead of any helper must not be an articulated doublestack or spine car having one or more empty platforms.

12 or less axles: May be placed behind caboose, on rear of a caboose less train or cut in ahead of 1/2 the tonnage rating of the helper locomotive(s). Within the state of California, not more than one locomotive unit operating or isolated, may be placed behind a caboose.

13 to 18 axles: On a loaded bulk commodity unit train, helper may be placed ahead of caboose or on the rear of the cabooseless train. On other than a loaded bulk commodity unit train, helper locomotive(s) must be cut in ahead of 1/2 the tonnage rating of the helper locomotive(s). The first car ahead of the helper locomotive(s) must weigh 50 tons or more.

19 to 24 axles: Helper locomotive(s) must be cut in ahead of 1/2 the tonnage rating of the helper locomotive(s). The first car ahead of the helper locomotive(s) must weigh 50 tons or more.

25 to 36 axles: May only be used on a loaded unit train and must be cut in ahead of 1/2 the tonnage rating of the helper locomotive(s).

**SI-09 FRA EXCEPTED TRACKS**

**Colton:** All yard tracks.

**Indio:** All yard tracks.

**Ferrum:** All yard tracks.

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Redlands .....	546.5	SP751
Ordway .....	551.0	SP747

**SI-11 INDUSTRIAL LEADS**

**Riverside Industrial Lead:** 7.0 miles. MP 539.0 to MP 546.0. Entire Lead FRA Excepted Track. Maximum gross weight--120 Tons.

Business Tracks	MP	Sta.#s
Colton .....	539.0	CX749
Grand Terrace .....	541.2	CX750
Highgrove .....	542.3	CX751
Orange Center .....	543.3	CX752
Iowa Ave. ....	544.2	CX753
Riverside Jct. ....	545.4	CX754

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight: 158 Tons.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80 or less		65E 70W
80+ to 100		60E 65W
100+ to 132		60
Over 132		45

On descending grades between Loma Linda MP 542.6 and Garnet MP 589.0 the following table must be used to determine the maximum allowable speed taking into account the freight train's TPOB and tons per axle of operative brake.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 80	250 or less	No restriction
	250+ to 300	30
	300+ to 425	25
	425+ to 500	20
80 to 100	250 or less	30
	250+ to 300	25
	300+ to 500	20
100+ to 130	250 or less	25
	250+ to 500	20
130+ to 140	500 or less	20

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

Maximum allowable speed applies until the lead engine reaches MP 542.6 or MP 589.0.

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

Coupler Limits: The trailing tonnage behind a car must not exceed the coupler limit when ascending a grade. Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the trailing tonnage.

Redlands X-over to Beaumont:  
 Standard Coupler -- 6300  
 High Strength Coupler -- 8400  
 Garnet to Apex:  
 Standard Coupler -- 6100  
 High Strength Coupler -- 8100

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

Thousand Palms to Beaumont :

**Locomotive Tonnage Ratings for cut-in Helper placement**

Model	Consist With DC	Model	Consist With DC
B23-7	888	SD38-2	1096
B30-7, B36-7	948	SD39	1151
B39-8, B40-8	1648	SD40, SD40-2, SD40T-2	1377
C30-7	1691	SD45	1370
C36-7	2040	SD45-2, SD45T-2	1441
C39-8	2164	SD50, SD50M	1981
C40-8	2192	SD60, SD60M	2122
C41-8	2261	SD70M	2253
C44-9	2509	SD70MAC	2015
C44AC, C60/44	2623	SD90/43	2545
C60AC	3259	SD90AC	3220
GP15, GP15-1	778		
GP30, GP35	911	<b>Model</b>	<b>All AC Consist</b>
GP38, GP38-2, GP39-2	938	C44AC, C60/44	3227
GP40, GP40-2, GP40P-2	973	C60AC	3266
GP40X	962	SD70MAC	2704
GP50	1403	SD90/43	3188
GP60	1648	SD90AC	3227

## YUMA SUBDIVISION (943)

West Colton to Beaumont:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	879		SD38-2	1084
B30-7, B36-7	938		SD39	1138
B39-8, B40-8	1632		SD40, SD40-2, SD40T-2	1363
C30-7	1673		SD45	1356
C36-7	2019		SD45-2, SD45T-2	1425
C39-8	2142		SD50, SD50M	1961
C40-8	2170		SD60, SD60M	2100
C41-8	2238		SD70M	2230
C44-9	2483		SD70MAC	1995
C44AC, C60/44	2597		SD90/43	2519
C60AC	3226		SD90AC	3188
GP15, GP15-1	770			
GP30, GP35	902		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	927		C44AC, C60/44	3195
GP40, GP40-2, GP40P-2	962		C60AC	3234
GP40X	952		SD70MAC	2677
GP50	1389		SD90/43	3157
GP60	1632		SD90AC	3195

**SI-14 MISC. INSTRUCTIONS**

**Yuma:** Eastward freight trains must stop short of crew change sign located 150 feet west of Yuma yard office for crew change unless notified otherwise by train dispatcher.

**West Colton:** Terminating or passing trains must contact West Colton AGYM before passing MP 541.0 for:

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

**Grade Securement Restrictions:** Do not tie up and leave a train unattended between Garnet and Loma Linda X-over unless:

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

## CALEXICO SUBDIVISION (945)

Mile Post	Rule 6.3	CP #’s	Radio Display: Calexico to Niland -9696		Sta. #’s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
708.5	YL		CALEXICO (4.5)		Y SY141	
704.0			HEBER (4.6)		Y SY136	
699.4			EL CENTRO (3.8)	BTY	SY131	
695.6			IMPERIAL (9.4)		Y SY128	
686.2	DTC		BRAWLEY (10.5)		SY118	5930
675.7			CALIPATRIA (8.2)		SY108	
667.5	CTC		NILAND		YT SP629	

(41.0)

**SI-01 MAIN TRACK AUTHORITY**

**CTC Between** Niland and MP 667.9.  
**DTC Between** MP 668.9 and MP 681.5.  
**Yard Limits Between** MP 667.9 and MP 668.9;  
 MP 681.5 and MP 708.5.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed Between Mile Posts	MPH
708.5 and 667.5	
(Except as Below).....	25
681.5 and 708.5 .....	10

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>	
Siding Brawley.....	10
<b>2. Dual Control Switch Turnouts (No Exceptions.)</b>	
<b>3. Misc. Speed Restrictions</b>	
Both legs of Wye Niland.....	10

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

**SI-05 MILE POST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS**

WEST	BLOCK NAME	EAST
675.6	Brawley	681.5
668.9	Calipatria	675.6

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.**

**SI-08 RULES ITEMS**

**Rule 9.1.2** When Distant Signal 6689 displays Approach aspect trains and engines must stop at signal and receive verbal instructions from Train Dispatcher before proceeding to beginning of CTC at Niland.

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #'S
Jewett .....	701.5	SY113
Carlton .....	691.4	SY123
Rockwood .....	681.0	SY113
Estelle .....	672.0	SY104

**SI-11 INDUSTRIAL LEADS**

**Holtville Industrial Lead:** 3.0 miles - MP 706.5 to MP 703.5. Entire Lead FRA Excepted Track.

Business Tracks	MP	Sta.#'s
Holtville .....	703.5	SY210

**SI-12 TONNAGE RESTRICTIONS - None.**

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

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

# EL CENTRO SUBDIVISION (947)

Mile Post	Rule 6.3	CP #'s	Radio Display: El Centro to End of Track -9696		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
129.6	YL		END OF TRACK (1.0)		Y	
130.0	DTC		PLASTER CITY (9.8)		SY317	
139.8			SEELY (8.0)		SY308	
147.8			EL CENTRO		BTY	SY131

(18.2)

**SI-01 MAIN TRACK AUTHORITY**

**DTC** Between MP 131.0 and MP 147.2.  
**Yard Limits** Between MP 147.8 and MP 147.2 ;  
 MP 131.0 and End of Track.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
Between Mile Posts 129.6 and 147.8 (Except as Below).....	25
No Exceptions.	

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions Legs of Wye El Centro.....	10

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

**SI-05 MILE POST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS**

WEST	BLOCK NAME	EAST
147.2	Seely	131.0

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.**

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

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

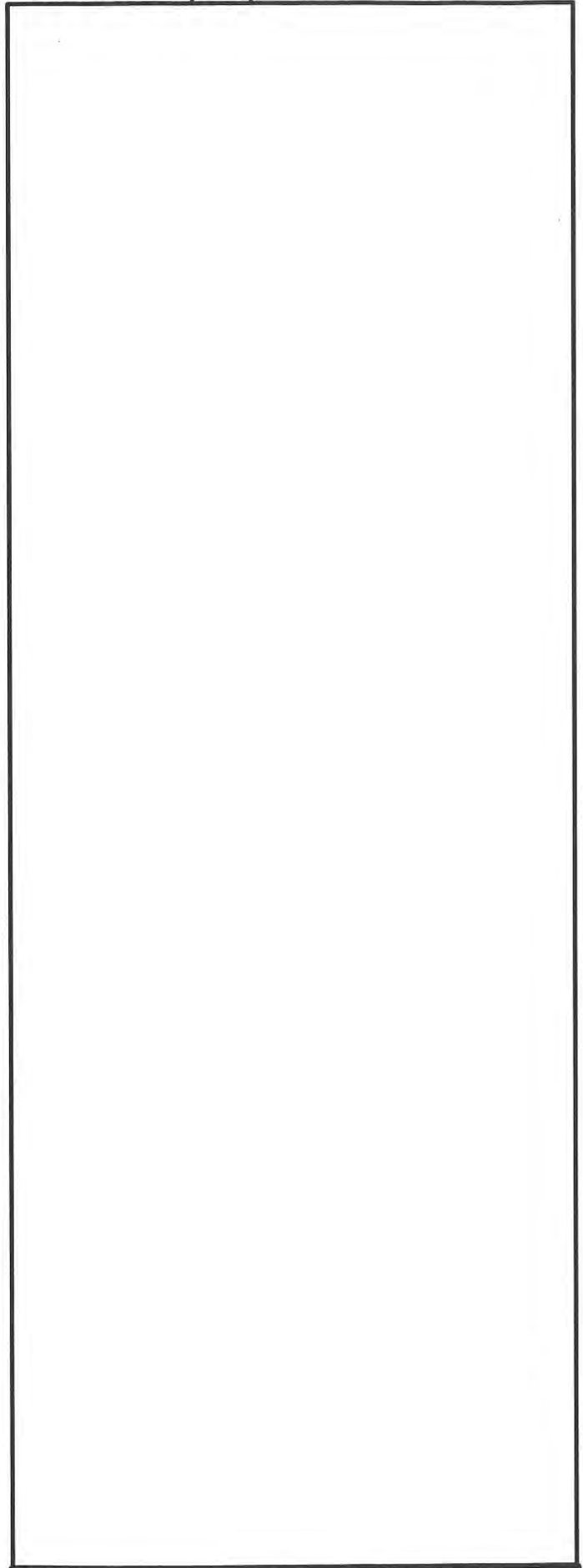
**SI-10 BUSINESS TRACKS - None.**

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

**SI-12 TONNAGE RESTRICTIONS - None.**

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

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



# MOJAVE SUBDIVISION (940)

Mile Post	Rule 6.3	CP #s	Radio Display: Bakersfield to Slover -1414 Slover to West Cotton -9696		Sta. #s	Siding Feet	
			WEST ▼ STATIONS ▲	EAST ▲			
494.2	CTC		WEST COLTON (3.1)	BT	SP760		
491.1			SLOVER (1.3)	!	JQ003	9127	
489.8			BENCH (8.8)		JQ004		
481.0			DIKE (1.6)	!	JQ013	7705	
479.4			KEENBROOK (9.4)				
470.0			CANYON (7.0)	!	JQ024	9515	
463.0			HILAND (11.9)	!	JQ031	9097	
451.1			PHELAN (16.0)	!	JQ043	9000	
435.1			WASH (17.8)	!	JQ059	9000	
417.3			PALMDALE NO. 2 (2.9)			7370	
414.4			PALMDALE JCT. (4.6)		JQ079		
409.8			DENIS (9.9)	!	JQ084	8350	
399.9			OBAN (9.5)	!	JQ094	8350	
390.4			ANSEL (9.1)	!	JQ103	8340	
381.3		DT ABS		EAST MOJAVE (0.6)	CTC Trk. 2	JQ112	
380.7				MOJAVE (10.3)	BT CTC Trk. 2	JQ113	
370.4				CAMERON (8.0)	CTC Trk. 2	JQ123	
362.4				SUMMIT SWITCH (1.9)		JQ131	E5040
360.5		CTC 2MT		TEHACHAPI (2.0)		JQ133	
358.5				CABLE X-OVER (1.9)			
356.7	CTC		CABLE (2.5)		JQ137		
354.1			MARCEL (2.3)	!	JQ140	6189	
351.8			WALONG (3.0)	!	JQ142	4800	
348.8			WOODFORD (3.3)	!	JQ145	8960	
345.5			ROWEN (3.2)	!	JQ148	8080	
342.3			CLIFF (2.8)	!	JQ151	7530	
339.5			BEALVILLE (4.3)	!	JQ154	13270	
335.2		CTC 2MT		CALIENTE (3.8)		JQ159	
331.3			ILMON (3.4)		JQ162		

327.9	CTC		BENA (2.9)		JQ166	
325.0	CTC 2MT		SANDCUT (4.9)	X	JQ169	
320.1	DT ABS		EDISON (3.5)		JQ174	
316.6			MAGUNDEN (3.0)		JQ177	
313.6			KERN JCT. (0.7)	X(M)T	JQ180	
312.9			BAKERSFIELD	BT	JQ181	

(181.3)

### SI-01 MAIN TRACK AUTHORITY

**CTC Between**

MP 324.9 and MP 360.6  
 MP 370.3 and MP 381.3 on Trk. 2  
 MP 370.3 and MP 370.4 on Trk. 1  
 MP 381.3 and MP 492.1 (west leg of wye) MP 492.7 (east leg of wye)

**ABS Between**

MP 310.9 and MP 313.6 on Trks. 1&2 in both directions  
 MP 313.6 and MP 324.9 on Trks. 1&2  
 MP 360.6 and MP 370.3 on Trks. 1&2  
 MP 370.4 and MP 381.3 on Trk. 1

**Rule 9.14 Between**

MP 310.9 and MP 324.9 on Trks. 1&2  
 MP 360.6 and MP 370.3 on Trks. 1&2  
 MP 370.4 and MP 381.3 on Trk. 1

**Rule 9.15 Between**

MP 370.4 and MP 381.3 - Trk. 1;  
 MP 360.3 and MP 370.3 - Trks. 1&2;  
 MP 312.9 and MP 324.9 - Trks. 1&2.

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

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

1. Permission from Metrolink train dispatcher; or
  2. Metrolink track warrant.
- Telephone numbers for Metrolink train dispatchers are:  
 Valley dispatcher - (213)259-6303  
 San Gabriel dispatcher - (213)259-6302.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
<b>Between Mile Posts</b>	
<b>494.2 and 312.9</b>	<b>PSGR FRT</b>
<b>(Except as Below)</b>	<b>65 65</b>
491.9 and 491.0	30 30
491.0 and 487.4	40 40
487.4 and 463.8	30 30
463.8 and 462.8	40 40
462.8 and 460.8	50 50
460.8 and 414.6	60 60
414.6 and 414.4	35 35
381.4 and 381.2 E	25 25
381.4 and 376.4 - Trk.1 W	45 45
376.4 and 373.4 - Trk.1 W	35 35
373.4 and 370.4 - Trk.1 W	50 50
381.4 and 381.2 - Trk.2 W	25 25
381.2 and 380.2 - Trk.2 W	35 25
380.2 and 380.1 - Trk.2 W	20+ 20+
380.1 and 376.4 - Trk.2 W	45 45
376.4 and 373.4 - Trk.2 W	35 35

Between Mile Posts	PSGR	FRT
494.2 and 312.9		
(Except as Below).....	65	65
373.4 and 370.4 - Trk.2 W .....	50	50
381.2 and 380.2 E .....	35	25
380.2 and 380.1 E .....	20+	20+
380.1 and 374.0 E .....	35	25
374.0 and 371.4 E .....	35	30
371.4 and 370.4 E .....	35	35
370.4 W thru X-over .....	25	25
370.4 and 368.8 W .....	50	50
370.4 and 368.8 E .....	40	40
368.8 and 360.6 .....	60	60
360.6 and 359.5 - Trk.2 W .....	25	25
360.6 and 359.5 - Trk.2 E .....	60	60
360.6 and 359.5 - Trk.1 .....	25	25
359.5 and 336.0 W .....	23	23
336.0 and 335.4 W .....	15	15
359.5 and 335.4 E .....	23	23
335.4 and 332.1 - Trk.2 W .....	25	25
335.4 and 332.1 - Trk.2 E .....	30	30
332.1 and 330.6 - Trk.2 .....	50	50
335.4 and 330.6 - Trk.1 .....	25	25
330.6 and 325.6 .....	50	50
325.6 and 315.4 .....	60	60
315.4 and 312.8 W .....	25	25
315.4 and 313.6 E .....	60	60
313.6 and 312.8 E .....	25	25
312.8 and 310.8 .....	50	50
<b>Between Mile Posts</b>		
<b>Against The Current of Traffic</b>	<b>PSGR</b>	<b>FRT</b>
(Except as Below).....	30	30
312.9 and 321.1 - E .....	20	20
321.1 and 324.9 - E .....	25	25
364.3 and 365.2 - E .....	15	15
370.3 Rule 9.12.1- STOP .....	--	--
374.0 and 378.9 - E .....	30	25
380.1 and 381.4 - E .....	10	10
365.4 and 364.3 - W .....	10	10
324.9 and 321.1 - W .....	25	25
321.1 and 313.6 - W .....	20	20
313.6 and 310.8 - W .....	15	15

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Sidings Marcel, Walong, Woodford, Rowen, Cliff & Beaville.....	23
Sidings Summit Switch & Cliff.....	10
<b>2. Dual Control Switch Turnouts</b>	
BNSF Crossovers - Kern Jct.....	20
Crossover Sandcut.....	20
Short BNSF connection at East Mojave...	10
Turnout MP 479.5.....	20
<b>3. Misc. Speed Restrictions</b>	
Crossover MP 370.4.....	25
West Colton-both legs of Wye and Balloon Track.....	15

**SI-04 MAIN TRACK DESIGNATIONS**  
 Two Main Tracks between MP 312.9 and MP 327.9;  
 between MP 331.3 and MP 335.2;  
 between MP 356.7 and MP 381.3.

**SI-05 MILE POST EQUATIONS**  
 MP 335.1 = MP 335.2  
 MP 356.6 = MP 356.7

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

SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
(#)486.8	# 412.6	(#)347.0
(#)475.1	% 402.1	% 340.7
% 465.3	(#)396.1	(#) &328.6
(#)457.9	% 387.3	(#)318.8
(#)446.6	(#)377.0	
% 438.2	(#) &363.8	
(#)431.1	% 355.2	
% 420.2	% 350.6	
& MP 326.8 protects Tunnel MP 336.9.		
& MP 363.8 protects Tunnel MP 356.1.		
When hot box detector at MP 475.1 is activated, crew member may detain and train may be moved ahead not exceeding 5 MPH to the location of the indicated hot journal.		

**SI-08 RULES ITEMS**

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

**Rule 6.25 Bakersfield:** A proceed indication of CTC controlled signal at MP 310.8 to enter westward main track will authorize movement against the current of traffic to clearance point of 50 lead switch. Movement against current traffic beyond this point will require track permit authority. Trains making movements against the current of traffic by controlled signal indication must report to the train dispatcher when train is clear of the westward main track.

**Rule 6.25 Summit Switch:** When letter type indicator "M" is illuminated at MP 362.1, be governed as follows:  
 a. Authorizes movement against the current of traffic on No. 2 track from the west end of Summit Switch siding to the beginning of CTC Tehachapi;  
 b. Rule 9.17 will not apply;  
 c. Crew member must line siding switch before train may pass absolute signal. If after switch is lined, signal still displays Stop indication, train may pass signal and proceed against the current of traffic at restricted speed.

**Rule 7.11 Between Palmdale No. 2 and Slover:** Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion except when allowing caboose to roll against train on descending grade.

**Rule 8.3 Bakersfield** Eastward train departing from Bakersfield yard track may leave main track switches lined for other than main track. Trains operating against the current of traffic must approach switches at Quantico MP 315.0 prepared to stop until it can be seen that switches are properly lined.

**Rule 9.13.1 Kern Jct. Hand Operation of Dual Control Switch:** In the event that train or engine employees are required to operate the interlocking switch at Kern Jct., they must receive permission from the BNSF dispatcher. In addition, employees must also be governed by instructions posted in the tool box located at the Signal House at Kern Jct.

**Rule 31.1.2 Bakersfield:** Within Bakersfield Diesel Facility, when securing multiple engine consist, only two hand brakes will be applied, one on each end of consist.

**Rule 31.5.1** On descending grade between: Tehachapi and Ilmon MP 332.1, Cameron MP 371.5 and Mojave, Harold MP 417.3 and Vincent, Hiland MP 463.8 and MP 486.0  
 Make sure operative dynamic brakes on a locomotive consist do not exceed the following:  
 - 28 axles on head end of a loaded bulk commodity unit train,  
 - 24 axles on head end of other than a loaded

# MOJAVE SUBDIVISION (940)

bulk commodity unit train,  
 - 36 axles on a helper locomotive consist.  
 Exception: When isolating locomotive units in a consist to reduce the number of axles to the maximum limit, if the isolation of an additional locomotive unit brings the total number of axles BELOW the limit, this locomotive may be left on line in excess of the maximum number indicated above.

**Rule 31.5.2** On both legs of wye at West Colton dynamic brake must not exceed:  
 20-24 Axles - 500 Load Meter Amps  
 Less than 20 Axles - Maximum

**Rule 31.8.2** Between Bakersfield and Bena, first helper may be positioned so that placement is correct after picking up second helper at Bena.

Between Bakersfield and West Colton eastward trains having more than one helper will not be required to relocate the through helper when the swing helper is removed.

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

Maximum of 12 axles when train tonnage is 5600 or less.

Maximum of 18 axles when train tonnage is 5600+ to 6800.

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #'S
Hivolt .....	460.0	JQ034
Lancaster .....	405.5	JQ088
Rosamond .....	394.0	JQ100
Fleta .....	384.4	JQ109
Monolith .....	365.0	JQ129

**SI-11 INDUSTRIAL LEADS**

**Oak Creek Industrial Lead:** 8.9 miles, MP 381.0 to MP 389.9. Maximum speed 20 MPH except between MP 381.0 and 385.2 and between MP 389.0 and 389.9 - 10 MPH.

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

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

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

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

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight: 158 Tons.

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

On descending grades between Tehachapi and Ilmon MP 332.1; Cameron MP 371.5 and Mojave; Harold MP 417.3 and Vincent; Hiland MP 463.8 and MP 486.0; the following table must be used to determine the maximum allowable speed taking into account freight train's TPOB and tons per axle of operative dynamic brake.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 80	250+ to 300	30 MPH
	300+ to 425	25 MPH
	425+ to 500	20 MPH
80 to 100	300 or less	25 MPH
	300+ to 500	20 MPH
100+ to 130	250 or less	25 MPH
	250+ to 500	20 MPH
130+ to 145	500 or less	20 MPH

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

EXCEPTION: When tons per axle of operative dynamic brake exceeds grade restriction table thus requiring retainers, operative axles of helper may be added to road engine for computing tons per axle of operative dynamic brake. If revised tons per axle of operative dynamic brake does not exceed table, the setting of retainers is not required. Train must not exceed the most restrictive speed in the table.

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

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

BNSF trains will be governed by BNSF train makeup restrictions instead of UP makeup restrictions.



Train Makeup Restrictions Applicable on the Mojave Subdivision:

A. To determine any applicable trailing tonnage restriction on a specific type of car, use the following table:

1. Determine if train contains any cars listed in column titled "Type of Car".
2. Follow horizontally across and determine if any criteria listed is met.
3. When car meets the criteria, the maximum actual trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of Car	Trailing Tonnage			
	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-Axle Front Runner Car	Weighs less than 25 tons	Weighs more than 25 tons		
Four Runner Car	Under all conditions			
Articulated Double Stack Car			Has one or more empty platforms	
Multi-platform Articulated Car			Has one or more empty platforms	
Car 73' or longer in length weighing less than 50 tons			If coupled to a car less than 73' in length	If coupled to another car 73' or longer in length

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

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

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

In determining train makeup restrictions A. & B. above, be governed by the following when dealing with these non-conventional cars:  
 ARTICULATED INTERMODAL DOUBLE STACK CARS OR SPINE CARS:

Car having all platforms loaded is to be considered the equivalent of 2-1/2 cars each weighing 50 tons and each less than 73' in length. Two-unit solid drawbar-connected intermodal long cars:

a. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73' in length.

B. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73' in length.

THREE-UNIT SOLID DRAWBAR-CONNECTED DOUBLE STACK CARS

a. If the total weight of the car is 200 tons or more, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73' in length.

b. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of three cars weighing less than 50 tons and each less than 73' in length.

The follow cars must not be operated on the Mojave Subdivision:

BNSF 306000 - 306153

GVSR 89000 - 89058

TTQX cars identified by TCS car kind M3X.

Coupler Limits: The trailing tonnage behind a car must not exceed the coupler limit as specified in the following table when ascending a grade. Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the trailing tonnage.

MP 312.7 to Ilmon:

- Standard Car Coupler 10,000;
- High Strength Coupler 15,000;

Ilmon to Summit Switch:

- Standard Car Coupler 4,500;
- High Strength Coupler 7,000;

Palmdale to Hiland:

- Standard Car Coupler 10,000;
- High Strength Coupler 15,000;

Palmdale to Vincent:

- Standard Car Coupler 5,700;
- High Strength Coupler 8,900;

West Colton to Hiland:

- Standard Car Coupler 5,100;
- High Strength Coupler 7,300;

Santa Clarita to Vincent:

- Standard Car Coupler 4,500;
- High Strength Coupler 7,000;

Palmdale to Mojave:

- Standard Car Coupler 10,000;
- High Strength Coupler 15,000;

Mojave to Summit Switch:

- Standard Car Coupler 5,100;
- High Strength Coupler 8,000.

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

## MOJAVE SUBDIVISION (940)

West Colton to Hiland:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	748		SD38-2	919
B30-7, B36-7	798		SD39	963
B39-8, B40-8	1402		SD40, SD40-2, SD40T-2	1160
C30-7	1430		SD45	1154
C36-7	1731		SD45-2, SD45T-2	1213
C39-8	1838		SD50, SD50M	1680
C40-8	1862		SD60, SD60M	1801
C41-8	1920		SD70M	1913
C44-9	2133		SD70MAC	1708
C44AC, C60/44	2232		SD90/43	2165
C60AC	2779		SD90AC	2746
GP15, GP15-1	653			
GP30, GP35	768		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	789		C44AC, C60/44	2752
GP40, GP40-2, GP40P-2	819		C60AC	2785
GP40X	810		SD70MAC	2302
GP50	1191		SD90/43	2719
GP60	1402		SD90AC	2752

Mojave to Summit:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	752		SD38-2	924
B30-7, B36-7	802		SD39	968
B39-8, B40-8	1408		SD40, SD40-2, SD40T-2	1165
C30-7	1437		SD45	1159
C36-7	1739		SD45-2, SD45T-2	1219
C39-8	1846		SD50, SD50M	1688
C40-8	1870		SD60, SD60M	1809
C41-8	1929		SD70M	1922
C44-9	2143		SD70MAC	1716
C44AC, C60/44	2242		SD90/43	2174
C60AC	2791		SD90AC	2758
GP15, GP15-1	656			
GP30, GP35	771		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	793		C44AC, C60/44	2764
GP40, GP40-2, GP40P-2	823		C60AC	2797
GP40X	814		SD70MAC	2312
GP50	1197		SD90/43	2731
GP60	1408		SD90AC	2764

# MOJAVE SUBDIVISION (940)

Bakersfield to Summit:

### Locomotive Tonnage Ratings for cut-in Helper placement

Model	Consist With DC		Model	Consist With DC
B23-7	766		SD38-2	942
B30-7, B36-7	818		SD39	987
B39-8, B40-8	1434		SD40, SD40-2, SD40T-2	1188
C30-7	1464		SD45	1182
C36-7	1771		SD45-2, SD45T-2	1243
C39-8	1880		SD50, SD50M	1719
C40-8	1905		SD60, SD60M	1843
C41-8	1964		SD70M	1957
C44-9	2182		SD70MAC	1748
C44AC, C60/44	2283		SD90/43	2214
C60AC	2841		SD90AC	2807
GP15, GP15-1	669			
GP30, GP35	786		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	809		C44AC, C60/44	2813
GP40, GP40-2, GP40P-2	839		C60AC	2847
GP40X	830		SD70MAC	2354
GP50	1219		SD90/43	2779
GP60	1434		SD90AC	2813

Following applies to UP trains when operating from Ilmon to Summit:

- a. Road locomotive of a loaded unit train must not exceed 32 axles of power.
- B. Road locomotive of other than a unit train must not exceed 24 axles of power.

Exception:

When isolating locomotive units in a consist to reduce the number of axles to the maximum limit, if the isolation of an additional locomotive unit brings the total number of axles BELOW the limit, this locomotive may be left on line in excess of the maximum number indicated above.

### SI-14 MISC. INSTRUCTIONS

**Indicators Located As Follows:** ILUM LETTER-ON SIGNAL-AUTHORIZES AND REQUIRED MOVEMENT AS FOLLOWS:

Illuminated Letter M on Signal 3621: Westward movement on Trk. 2 to beginning CTC Tehachapi.  
 Illuminated Letter M on Signal 3630: Enter Trk. 2.  
 Illuminated Letter W on Signal 3790: Train must stop until indicator is extinguished. When signal displays red aspect and "W" is not illuminated, contact train dispatcher and be governed by his instructions.

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

### Grade Securement Restrictions:

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

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

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

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

**Slover:** Eastward freight trains destined West Colton must not leave Slover unless verbal permission has been obtained from West Colton trim tower herder to proceed past movement indicator at Pepper Avenue. These instructions will not apply to trains routed track 900 (main track), via Administration Building, nor to local freight assignments.

# LONE PINE SUBDIVISION (942)

Mile Post	Rule 6.3	CP #'s	Radio Display: Mojave to MP 426.0 - 1414 MP 426.0 to End of Track - 9696		Sta. #'s	Siding Feet	
			WEST ▼ STATIONS	EAST ▲			
431.7	YL		END OF TRACK (3.3)		Y		
428.4			SEARLES (25.9)		TY	JR048	
402.5	DTC		CANTIL (21.7)			JR023	
380.8			CHAFFEE (1.3)			JR001	
380.1			MOJAVE		B	JQ113	

(52.2)

**SI-01 MAIN TRACK AUTHORITY**

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

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed Between Mile Posts 431.7 and 380.7	MPH
(Except as Below).....	40
412.9 and 422.0 W .....	30
428.0 and 422.1 .....	10
413.7 and 409.3 .....	30

**SI-03 OTHER SPEED RESTRICTIONS**

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

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

**SI-05 MILE POST EQUATIONS**

MP 379.5 = MP 380.8

**SI-06 DTC BLOCK LIMITS**

WEST	BLOCK NAME	EAST
414.1	Searles	426.0
402.8	Saltdale	414.1
386.9	Cantil	402.8
380.1	Chaffee	386.9

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

% 401.3

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

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

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

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

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum gross weight** - 143 Tons.

On descending grades between Searles and MP 412.0, the following table must be used to determine the maximum allowable speed taking into account freight train's TPOB and tons per axle of operative dynamic brake.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 110	400 or less	25 MPH
	400 to 550	20 MPH
110 to 140	400 or less	20 MPH
	400 to 550	15 MPH
140+ to 150	550 or less	10 MPH

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

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

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

# LOS ANGELES SUBDIVISION (965)

Mile Post	Rule 6.3	CP #s	Radio Display: Yermo to Soto St. Jct. -2727		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
162.0	CTC 2MT		YERMO	BT	CX650	
160.5		C161	W. YERMO	X	CX652	
158.9	CTC	C159	DAGGETT (102.1)	B	CX654	
158.9 56.6 56.6 56.4		C057	WEST RIVERSIDE (0.1)			
55.5	CTC 2MT	C065	STREETER (2.9)		CX759	
52.6	CTC	C053	ARLINGTON (2.6)		CX760	
49.9	CTC 2MT	C050	LIMONITE (1.1)			
48.8		C049	PEDLEY (2.2)	XT	CX765	
46.6	CTC	C047	CP 47 (0.9)	X		
45.7 43.9		C046 C044	MIRA LOMA (4.1)	BI	CX767	S14264
41.6	CTC	C042	TURNER AVE. (3.2)	X		
38.4		C039	BON VIEW (0.3)			
38.1	CTC	C038	ONTARIO (UP CROSSING) (1.4)	(X)(M)	CX775	
36.7 35.1		C036 C035	MONTCLAIR (3.7)	!	CX777	5971
33.0	CTC	C033	WO TOWER (UP CROSSING) (2.2)	(11)(X)(M)	CO498	
30.8		C031	OAK (0.3)	X(11)	CX782	
30.5	CTC	C030	ROSELAWN (2.7)	X		
27.8		C028	SPADRA (2.3)		CX784	
25.5	CTC 2MT	C026	DIAMOND BAR (2.6)			
22.9		C023	WALNUT (4.6)		CX789	
18.3	CTC	C019	PUEENTE JCT. (6.9)	X	CX795	
11.4		C011	BARTOLO (0.5)	X	CX801	
10.9 9.2	CTC	C010 C009	PICO RIVERA (2.3)	!	CX803	7427
8.6	CTC 2MT	C008	EAST MONTEBELLO (1.2)		CX804	
7.4	CTC 3MT	C007	GARFIELD AVE. (1.8)			
5.6		C005	EAST LOS ANGELES (1.4)		CX806	
4.2	CTC 2MT		EAST YARD (1.4)	T	CX809	
2.8		C003	DOWNEY ROAD (0.7)	TX	CX810	

2.1		C002	SOTO ST. JCT. (0.2)	X		
1.9		C902	BRIDGE JCT.			
(160.1)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
<b>CTC Between MP 162.0 and MP 1.9.</b>						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
<b>Maximum Speed</b>			<b>MPH</b>			
<b>Between Mile Posts 162.0 and 158.5</b>						
<b>PSGR FRT</b>						
<b>(Except as Below)..... 79 60</b>						
162.0 and 161.9 - Trk.1 ..... 20 20						
161.9 and 159.0 - Trk.1 ..... 55 40						
162.0 and 161.7 - Trk.2 ..... 20 20						
161.7 and 159.0 - Trk.2 ..... 55 40						
159.0 and 158.8 - Trks.1&2 ..... 40 35						
<b>Between Mile Posts 56.7 and 1.7</b>						
<b>PSGR FRT</b>						
<b>(Except as Below)..... 79 65</b>						
56.7 and 56.5 ..... 45 45						
56.5 and 56.1 ..... 55 50						
56.1 and 55.3 ..... 50 50						
55.3 and 53.7 - Trk.1 ..... 60 55						
53.7 and 53.4 - Trk.1 ..... 55 50						
53.4 and 52.6 - Trk.1 ..... 65 60						
53.8 and 53.4 - Trk.2 ..... 55 50						
53.4 and 52.6 - Trk.2 ..... 70 60						
52.6 and 52.2 ..... 65 60						
52.2 and 51.7 ..... 60 60						
51.7 and 49.7 ..... 70 65						
49.7 and 38.4 - Trk.2 ..... 70 65						
38.4 and 38.1 ..... 50 40						
38.1 ..... 40 30						
38.1 and 31.1 ..... 70 65						
31.1 and 27.9 ..... 70 60						
27.9 and 23.8 ..... 70 65						
23.8 and 23.0 ..... 65 65						
15.4 and 14.9 - Trk.1 ..... 70 65						
14.0 and 13.5 - Trk.1 ..... 70 65						
23.0 and 11.4 - Trk.2 ..... 70 65						
11.4 and 10.5 ..... 70 65						
10.5 and 10.1 ..... 65 60						
10.1 and 8.7 ..... 70 65						
8.7 and 2.4 - Trk.1 ..... 70 65						
2.4 and 2.1 - Trk.1 ..... 45 40						
2.1 and 1.7 - Trk.1 ..... 30 20						
7.2 and 2.8 - Trk.2 ..... 20 20						
2.8 and 1.7 - Trk.2 ..... 30 20						
7.2 and 5.6 - Trk.3 ..... 20 20						

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
South Siding Mira Loma and Pico Rivera.	20
<b>2. Dual Control Switch Turnouts</b>	
C031 (To or From Alhambra Sub.) and C033 (Crossover to Alhambra Sub.).....	60
C056, C055, C053, C050, C049, C047(crossover), C042, C039, C030, C028, C026, C011, C008, C007 (crossovers).....	40
C046, C019(Turnout to C of I Yard), C005, Downey Rd. (Xover to Trk.1), C007 main Trk. 1 to Trk. 4 (House 4)...	15
<b>3. Misc. Speed Restrictions</b>	
C002, Soto Street Jct to C902, Bridge Jct. ( East Leg of Redondo Wye).....	10
Movement thru crossover switches Soto Street Jct to east leg of Redondo Wye..	10
C001 to C902, Bridge Jct. (West Leg of Redondo Wye).....	10
All tracks in the Mira Loma Space Center.....	5

**SI-04 MAIN TRACK DESIGNATIONS**

**Two Main Tracks** MP 162.0 to C159; C055 to C053; C050 to C039; C030 to C028; C026 to C011; C008 to C007; C005 to C002.

**Three Main Tracks** C007 to C005.

**SI-05 MILE POST EQUATIONS - None.**

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

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

(#)37.9  
(#)14.8

**SI-08 RULES ITEMS**

**Rule 9.12.1** When stopped by signal with stop indication at Daggett, eastward trains must contact both BNSF and UP Dispatchers; westward trains must contact BNSF Dispatcher.

When stopped at West Riverside, either in westward or eastward direction account signal in stop indication, train cannot "proceed" unless permission is received from both UP and BNSF Dispatchers.

**Rule 30.5.1 Drott Tracks:** Air brake Rule 30.5.1 (E) does not apply. Rule 30.5.1 (A) will apply.

**Rule 31.6** Maximum speed for westward trains when the lead locomotive passes the location where heavy descending grade begins at MP 56.6 on BNSF (where tracks separate) must be at least 5 MPH less than the maximum authorized speed for that train on the track being operated on between MP 56.6 and CAJON (MP 62.8). Headend locomotive consist with operative dynamic brake must be in dynamic brake prior to train reaching maximum authorized speed after the lead locomotive has passed MP 56.6 (the headend locomotive consist can be in dynamic brake prior to MP 56.6). Train air brakes can be used before or after dynamic brake is applied. When helper locomotives with operative dynamic brake are being used, helper must be in dynamic brake when passing crossovers at Summit on BNSF (MP 55.9). To properly control train speed on the heavy descending grade between MP 56.6 and MP 78.0 with operative dynamic brake, headend locomotive consist (and helper) dynamic brake must be operated at a sufficient level (as directed by lead engineer) and train air brakes must be used as required.

**SI-09 FRA EXCEPTED TRACKS**

Dixon Spur  
Mira Loma Space Center  
Arlington Spur

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #'S
Devore .....	71.0	CX735
Verdemont .....	73.9	CX737
Ono .....	75.0	CX740
San Bernardino .....	81.4	CX746
Colton .....	3.2	CX749
Highgrove .....	6.7	CX752
West Riverside W.....	56.6	CX755
Arlington Spur .....	53.0	CX760
Mira Loma Space Center .....	45.7	CX767
Ontario .....	38.1	CX775
Pomona .....	31.9	CX781
City of Industry .....	16.9	CX796
1st St. (SCRRA) .....	483.1	CX811
Nebo (BNSF) .....	741.6	CX658
Barstow (BNSF) .....	746.4	CX663
Lenwood (BNSF) .....	6.7	CX668
Hodge (BNSF) .....	13.6	CX674
Helendale (BNSF) .....	21.1	CX683
East Oro Grande (BNSF) .....	29.4	
Oro Grande (BNSF) .....	31.5	CX693
Victorville (BNSF) .....	36.7	CX699
Frost (BNSF) .....	38.0	CX702
Thorn (BNSF) .....	41.1	CX703
Hesperia (BNSF) .....	45.1	CX707
Lugo (BNSF) .....	50.1	CX712
Summit (BNSF) .....	55.9	CX718
Alray (BNSF) .....	59.7	CX721
Cajon (BNSF) .....	62.8	CX726
Keenbrook (BNSF) .....	69.4	CX730

**SI-11 INDUSTRIAL LEADS**

**Crestmore Industrial Lead:** 6.9 miles. MP 0.0 to MP 6.9. Entire lead FRA excepted track.

Business Tracks	MP	Sta.#'s
Crestmore .....	6.3	CE007

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum gross weight - 158 Tons.**

## LOS ANGELES SUBDIVISION (965)

## SI-13 TRAIN MAKE-UP RESTRICTIONS

Riverside to Summit via North Track:

Locomotive Tonnage Ratings for cut-in Helper placement			
Model	Consist With DC	Model	Consist With DC
B23-7	774	SD38-2	952
B30-7, B36-7	826	SD39	997
B39-8, B40-8	1447	SD40, SD40-2, SD40T-2	1200
C30-7	1478	SD45	1193
C36-7	1787	SD45-2, SD45T-2	1255
C39-8	1897	SD50, SD50M	1735
C40-8	1922	SD60, SD60M	1860
C41-8	1982	SD70M	1975
C44-9	2202	SD70MAC	1765
C44AC, C60/44	2303	SD90/43	2234
C60AC	2867	SD90AC	2833
GP15, GP15-1	676		
GP30, GP35	794	<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	817	C44AC, C60/44	2839
GP40, GP40-2, GP40P-2	847	C60AC	2873
GP40X	838	SD70MAC	2375
GP50	1230	SD90/43	2804
GP60	1447	SD90AC	2839

Riverside to Summit via South Track:

Locomotive Tonnage Ratings for cut-in Helper placement			
Model	Consist With DC	Model	Consist With DC
B23-7	565	SD38-2	689
B30-7, B36-7	603	SD39	718
B39-8, B40-8	1081	SD40, SD40-2, SD40T-2	876
C30-7	1090	SD45	872
C36-7	1328	SD45-2, SD45T-2	917
C39-8	1412	SD50, SD50M	1288
C40-8	1431	SD60, SD60M	1383
C41-8	1475	SD70M	1470
C44-9	1644	SD70MAC	1309
C44AC, C60/44	1722	SD90/43	1670
C60AC	2155	SD90AC	2129
GP15, GP15-1	490		
GP30, GP35	580	<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	597	C44AC, C60/44	2132
GP40, GP40-2, GP40P-2	619	C60AC	2158
GP40X	612	SD70MAC	1777
GP50	915	SD90/43	2107
GP60	1081	SD90AC	2132

# LOS ANGELES SUBDIVISION (965)

Victorville to Summit:

### Locomotive Tonnage Ratings for cut-in Helper placement

Model	Consist With DC		Model	Consist With DC
B23-7	1146		SD38-2	1422
B30-7, B36-7	1224		SD39	1497
B39-8, B40-8	2102		SD40, SD40-2, SD40T-2	1777
C30-7	2171		SD45	1768
C36-7	2609		SD45-2, SD45T-2	1859
C39-8	2765		SD50, SD50M	2535
C40-8	2800		SD60, SD60M	2712
C41-8	2889		SD70M	2878
C44-9	3200		SD70MAC	2580
C44AC, C60/44	3343		SD90/43	3244
C60AC	4141		SD90AC	4092
GP15, GP15-1	1009			
GP30, GP35	1176		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	1210		C44AC, C60/44	4104
GP40, GP40-2, GP40P-2	1255		C60AC	4153
GP40X	1242		SD70MAC	3447
GP50	1793		SD90/43	4054
GP60	2102		SD90AC	4104

### SI-14 MISC. INSTRUCTIONS

**Six axle locomotives** are not permitted in the Mira Loma Space Center.

**All eastward crews** must contact UP Dispatcher to confirm that they can proceed directly onto the BNSF at West Riverside, in accordance with signal indication. If not, train must be stopped short of Road Crossing, Jurupa Ave., MP 53.1, unless train can fit between Streeter Ave. and Palm Ave. Information regarding ability to proceed without blocking crossing can be obtained from either UP or BNSF dispatcher.

When stopped at West Riverside, either in westward or eastward direction account signal in stop indication, train cannot "proceed" unless permission is received from both UP and BNSF dispatchers.

All westward trains approaching Garfield Avenue will contact Crest Yardmaster for yarding instructions and to inform the Yardmaster as to which track the dispatcher has his train lined into the Yard.

**Operation on BNSF Daggett to West Riverside.** Eastward Union Pacific trains which will operate via BNSF must secure BNSF track warrant at Union Pacific East Yard, Los Angeles.

Westward Union Pacific trains which will operate via BNSF must secure BNSF track warrant at Yermo.

**Union Pacific trains** originating at West Colton and operating on BNSF tracks must secure BNSF track warrant at West Colton and must secure UP track warrant at West Colton to operate on UP tracks west of Riverside.



# ALHAMBRA SUBDIVISION (975)

Mile Post	Rule 6.3	CP #s	Radio Display: Yuma Jct. to West Colton -9696		Sta. #s	Siding Feet	
			WEST ▼ STATIONS ▲	EAST ▲			
535.0	CTC		WEST COLTON (5.3)	BT	SP760		
529.7			SOUTH FONTANA (2.2)	TI	CO514	6259	
527.5			KAISER (3.7)		CO512		
523.8			GUASTI (3.6)	!	CO508	5914	
520.2			ONTARIO (2.4)	!	CX775	5621	
517.8			MONTCLAIR (2.4)	!	CX777	6173	
515.4		CTC 2MT		RESERVOR (0.4)		CO500	
515.0				CP515B (TK2) (1.4)	X(11)		
513.6			HAMILTON (0.3)				
513.3	CTC		EAST POMONA (1.0)	!	CX781	2730	
512.3			WEST POMONA (5.5)				
506.8			WALNUT (3.3)	!	CX789	6231	
503.5			MARNE (0.9)	!	CO488	5789	
502.6			MARNE X-OVERS (0.8)				
501.8			EXTENTION (0.3)	!		8397	
501.5			CITY OF INDUSTRY (0.5)	BT!	CO486	7862	
501.0			TWENTY-SEVEN X-OVER (0.5)				
500.5			NEW SIDING (3.2)	!		5103	
497.3			BASSETT (2.7)	!	CO482	6529	
494.6			EL MONTE (6.9)	!	CO479	7012	
487.7		CTC 2MT		ALHAMBRA (0.8)		CO473	
486.9				AURANT X-OVER (1.3)		CO472	
485.6		2MT #1CTC		VALLEY BLVD X-OVERS (2.7)	Y		
482.9				LATC (0.1)	YBT	CO470	
482.8	CTC 2MT		CP YUMA JCT.	Y(M)T	CO469		

(52.2)

### SI-01 MAIN TRACK AUTHORITY

**CTC** Between MP 535.0 and MP 485.5;  
MP 485.5 and MP 482.8 on Trk.1.  
**Yard Limits** Between MP 485.5 and MP 482.8 on Trk.2.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mile Posts	PSGR	FRT
535.0 and 482.8		
(Except as Below).....	65	60
535.0 and 532.4 .....	60	50
515.4** W .....	65+	45+
513.7** - Trk.1 W .....	65+	50+
515.3 and 513.5 - Trk.2 .....	25	25
512.5** W .....	65+	50+
512.4** E .....	65+	55+
491.3 and 489.9 .....	40+	30+
489.9 and 485.8 .....	50	50
485.8 and 484.0 - Trk.1 .....	30	30
484.0 and 482.8 - Trk.1 .....	20	20
485.8 and 483.0 - Trk.2 .....	20	20
483.0 and 482.8 - Trk.2 .....	10	10

\*\* Only freight trains exceeding 80 TPOB must comply with speed restriction. Speed restriction will not apply when signal at speed restriction location displays CLEAR.

### SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>	
Sidings Walnut and Extension.....	10
<b>2. Dual Control Switch Turnouts</b>	
Turnout Alhambra MP 488.2.....	50
Turnout MP 513.3.....	40
Hamilton Crossovers.....	40
Turnout MP 515.4.....	25
Crossover to LA Sub. MP 515.0.....	60
<b>3. Misc. Speed Restrictions</b>	
West Colton Track 150 MP 530.5 to MP 532.4 and by-pass tracks, MP 537.3 to MP 538.1.....	20
West Colton Balloon Track.....	15
Lite engines / less than 12 axles MP 483.0 and 525.0.....	45
Loaded unit steel slab train.....	30

### SI-04 MAIN TRACK DESIGNATIONS

**Two main Tracks** between MP 488.2 and 482.8; MP 513.5 and MP 515.3.  
**Current of Traffic eastward on Trk.2** between MP 485.5 and MP 482.8.

### SI-05 MILE POST EQUATIONS - None.

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

### SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 531.9	(#) 516.6	% 496.3
(#) 526.8	% 510.2	(#) 492.0
% 522.1	% 505.3	
% 519.4	# 504.7	

**SI-08 RULES ITEMS**

**Rule 1.14** Movements from LATC to Lincoln Park Spur may be made on Metrolink trackage after obtaining verbal permission and track restrictions, if any, from Metrolink Supervisor of Commuter Operations. Movements over Metrolink trackage will be governed by the General Code of Operating Rules and current Metrolink Timetable. Unless otherwise specified by Metrolink, trains and engines may only occupy Metrolink trackage after receiving:

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

Telephone numbers for Metrolink train dispatchers are: Valley dispatcher (213) 259-6303.

San Gabriel dispatcher (213) 259-6302.

San Diego dispatcher (213) 259-6301.

River dispatcher (213) 259-6304.

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

**Rule 7.2 Kaiser:** Before coupling air hose on cars within Kaiser Steel plant, engine must be placed against cars and member of crew stationed at east switch, or switch to rear of cut, to prevent Kaiser or BNSF crews from switching or dropping cars against cut.

**Rule 7.11** Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion except when allowing caboose to roll against train on descending grade, at following locations:

Vina Vista: Track 742, serving K-Mart

Kaiser: Air hoses must be coupled and air cut in through entire cut of cars when moving to or from Kaiser Steel plant.

**Rule 7.12 LATC:** When shoving cars into intermodal tracks 821 and 833, a member of the crew must precede the movement or take position on the leading car to give warning signals to lift equipment operators, intermodal groundmen, vehicle drivers, and others who may foul the tracks being shoved.

**Rule 8.2 LATC:** Crossover switches at the bottom of Track 833 & Mission Road Tracks to the Metrolink Marengo siding must be left in the normal position unless member of crew has specific instructions from the Metrolink train dispatcher.

**Rule 8.20. City of Industry:** Power operated derail located on balloon track at C Yard is controlled from box adjacent to derail. There is a one minute delay from the time movement enters circuit to the time derail lines for movement. Derail will time-out and return to derailing position in 12 minutes if circuit is not occupied. Color-light indicators similar to switch point indicators will display red for derailing position and green for non-derailing position.

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #'S
Terminal Tower .....	482.8	C0470
Aurant .....	486.9	C0472
Vina Vista .....	526.0	C0476

**SI-11 INDUSTRIAL LEADS**

**Chino Industrial Lead:** 5.5 miles, MP 514.3 to MP 519.8. Road switchers operating on the Chino Industrial Lead must contact Los Angeles Sub. dispatcher to occupy main track at Pomona.

**City of Industry Industrial Lead:** 1.2 miles, MP 511.5 and MP 513.1.

Trains operating between City of Industry and Los Nietos must not leave City of Industry until permission has been obtained from train dispatcher.

All trains approaching City of Industry via the Los Angeles Subdivision will contact the Crest conductor and determine if any pickups or set outs need to be made at that location.

Eastward train arriving City of Industry via Puente Jct. must contact the Crest conductor before crossing the San Jose Creek Bridge. Maximum gross weight: 158 Tons.

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight: 158 Tons.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80 or less		65 MPH Eastward
		70 MPH Westward
80+ to 100		60 MPH Eastward
		65 MPH Westward
100+ to 132		55 MPH Eastward
		55 MPH Westward
Over 132		45 MPH Eastward
		45 MPH Westward

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

**SI-14 MISC. INSTRUCTIONS**

**West Colton:** Terminating or passing trains must contact West Colton AGYM before passing west switch Ontario for:

- Routing instructions
- Yarding instructions
- Setout instructions
- and/or Crew change requirements.

## LOS NIETOS SUBDIVISION (990)

Mile Post	Rule 6.3	CP #'s	Radio Display: Bartolo to Dolores -1414		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
11.3 504.9	CTC		BARTOLO (0.4)		23320	
504.5			UP CROSSING (2.8)	(X)(M)		
501.7			BNSF CROSSING (DT JCT.) (1.0)	(X)(M)		
500.7	DTC		LOS NIETOS (3.1)		WH009	
497.5	CTC 2MT		STUDEBAKER (2.5)	T	FS008	
495.0	DTC		DOWNEY (2.9)		FS006	
492.1			PATATA (UP CROSSING) (3.1)	(X)(A)	FS003	
A489.1			FIRESTONE PARK (7.1)		T	JP008
A496.2	YL		DOMINGUEZ (1.6)	Y	JP014	
A497.8			DOLORES-ICTF (Dominguez St.)	BY	JP016	

(24.6)

### SI-01 MAIN TRACK AUTHORITY

**CTC Between** MP 504.9 and MP 501.1;  
MP 498.8 and MP 497.6.  
**DTC Between** MP 501.1 and MP 498.8;  
MP 497.6 and MP A495.1.  
**Yard Limits Between** MP A495.1 and MP A497.8.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
<b>Between Mile Posts</b>	
504.9 and A497.8	
(Except as Below).....	25
504.9 and 501.7 .....	20
501.7 and 500.0 Balloon Track and Los Nietos .....	15
500.0 and 498.8 .....	20
498.8 (Studebaker-Eastward through Turnout) .....	15
498.8 and 497.7 .....	20
497.7 and 497.6 (Studebaker Wye) ..	10
497.6 and 489.0 .....	20
489.0 and 489.6 (Firestone Wye) ..	10

### SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>	
<b>2. Dual Control Switch Turnouts</b>	
<b>3. Misc. Speed Restrictions</b>	
Firestone Wye east leg.....	10

### SI-04 MAIN TRACK DESIGNATIONS

**Two main tracks between** MP 498.8 and MP 497.6.

### SI-05 MILE POST EQUATIONS

MP 497.6 = MP 497.5 (Studebaker)  
MP 489.0 = MP A489.1 (Firestone Park)

### SI-06 DTC BLOCK LIMITS

WEST	BLOCK NAME	EAST
498.8	Puente	501.1
A489.6	Patata	497.6
A495.1	Compton	A489.6

### SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 491.3  
% 497.2

### SI-08 RULES ITEMS

**Rule 1.47 ICTF:** The conductor and ALL crew members of inbound ICTF trains must remain with the train when arriving, entering or operating within the ICTF facility.

Movements within the ICTF facility will be governed by Operations Manager's instructions. Due to noise ordinance, do not start light engine movement from the west end of yard to the east end of the yard without permission from Operations Manager.

**Rule 5.13 ICTF:** A Blue Signal/ Power Derail System is in effect at the ICTF to provide protection to the equipment and personnel working within the loading/ unloading areas. The Blue Signal/Power Derail System consists of a power derail interlocked with a dwarf light type signal and a derail target to indicate the position of the derail.

For crews to enter a track protected by this system, be governed as follows:

- Blue Signal Aspect: Movement into track prohibited
- Yellow Signal Aspect: Movement into track permitted.
- Dark or otherwise improperly displayed Signal aspect: Movement into track prohibited until control tower operator advises track is not under blue signal protection.

**Rule 6.5 ICTF:** The engineer of inbound ICTF trains after cutting off engine from train and clearing crossing(s) must operate from the leading unit in the direction of movement.

**Rule 6.29.2** Loaded unit steel slab train from Long Beach to Kaiser must stop and make train inspection at Los Nietos.

**Rule 7.6 ICTF:** Apply 1 hand brake on descending end of each crossing.

Engines may be detached or crossings cut before setting hand brakes on train. When necessary to release hand brakes to move a portion of the cars the same number of hand brakes must be applied on remaining cars.

**Rule 7.7 ICTF:** Kicking or dropping of cars is prohibited.

**Rule 7.12 ICTF:** When shoving cars into intermodal tracks 801 thru 812, a member of the crew must precede the movement, or take a position on the leading car, to give warning signals to lift equipment operators, hostlers and others who may foul the tracks being shoved.

In addition, during nighttime hours, a lighted fusee must be placed on the point of the car when shoving into the above tracks.

**Rule 8.3** Trains operating without caboose, after notifying Train Dispatcher, may leave Wye stem switch at Firestone Park adjacent to Santa Fe Ave. crossing lined other than for west leg of wye at Firestone Park. Train must approach this location prepared to stop short of switch not properly lined.

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #'S
South Gate .....	490.3	JP010
Reyes .....	495.3	JP012
Elftman .....	497.7	JP015

**SI-11 INDUSTRIAL LEADS**

**Santa Ana Industrial Lead:**

26.1 miles. MP 497.6 and MP 523.0. Movements between MP 512.3 and MP 517.2 is over Metrolink Trackage. FRA excepted Track between MP 517.4 and MP 523.0.

**Maximum Speeds**

- MP 496.5 to MP 509.0 - 20 MPH;
- MP 509.0 to MP 512.0 - 15 MPH;
- MP 512.0 to MP 512.3 - 5 MPH;
- MP 517.2 to MP 517.4 - 5 MPH;
- MP 517.4 to MP 519.5 - 20 MPH;
- MP 519.5 to MP 523.0 - 10 MPH.

Trains and engines will operate on Metrolink trackage between South Anaheim MP 512.3 (Metrolink MP 170.2) and Santa Ana MP 517.2 (Metrolink MP 175.7). Crew members of trains or engines originating at Anaheim enroute Santa Ana via SCRRA main track must contact Metrolink Train Dispatcher by phone and must obtain SCRRA Track Warrant before departing Anaheim. Metrolink Train Dispatcher phone (213) 259-6301. Weekends (213) 259-6302.

Following information must be provided to Metrolink Train Dispatcher:

1. Engine Number.
2. Name of Conductor and Engineer
3. On-duty Time
4. Loads, empties, tonnage and total train length
5. Caboose Number
6. Will SCRRA radio communication be available?

NOTE: When practicable crews will use digital type radio. Metrolink Channel is 30-30. South Anaheim:

STOP SIGN and flop over type derail, installed at MP 512.3 and MP 517.2 to prevent unauthorized entrance to Metrolink trackage. Before passing STOP SIGN or lining derail employee must contact Metrolink San Diego Sub Train Dispatcher for movement authority. Authority will not be required when crew is switching Metrolink interchange traffic. Metrolink Dispatcher's telephone located on opposite side of Metrolink main track.

Switches governing entrance to and departure from Metrolink main track are equipped with two (2) types of switch protective devices. A mechanical switch lock and a switch point protector lock.

A. Mechanical Switch Lock: Mechanical switch locks are equipped with a 5-minute 15-second time release feature. After obtaining authority from Metrolink Train Dispatcher, the Sergeant and Greenleaf type switch locks may be removed from switch which automatically operates a time release feature. Foot treadle must not be depressed prior to expiration of the 5-minute 15-seconds time release feature because this would reset the time release feature, thus, requiring an additional 5-minute 15-seconds wait before the time release feature would release. After time release feature functions, the foot treadle must be depressed to release switch handle to allow switch to be thrown.

NOTE: Employee must not attempt to reverse

switch until switch point protector lock has been released.

B. Switch Point Protector Lock: Switch point protector locks are a low bracket type switch point locking device located at base of rail approximately 2 feet back from end of switch point and locked with Metrolink lock. The switch point protector lock must be released before attempting to reverse switch. Once the Metrolink lock has been removed and switch point protector lever has been rotated away from rail and is parallel to the ground, it must then be foot depressed below the base of the rail to properly disengage.

NOTE: Care must always be exercised to prevent injury to hands and fingers when working with metrolink switch point protector locks. Particular caution must be exercised to ensure fingers are kept clear when moving protector lock lever from beneath base or rail (disengagement position) account tension causes it to snap into the locking position.) When movement is made on Santa Ana or Olive Streets in the City of Anaheim, highly visible light or lighted fusee must be displayed to the rear of rear car from one hour before sunset to one hour after sunrise and when weather conditions restrict visibility .

Do not stop or switch over the following crossings between 7:01 AM and 8:01 AM daily.

- Artesia Blvd.
- Knott Ave.
- Western Ave.
- Beach Blvd.

Maximum gross weight: Between Dyer and Costa Mesa - 115 Tons.

Business Tracks	MP	Sta.#'s
Norwalk .....	499.1	FS010
Buena Park .....	504.4	FS015
Anaheim .....	509.0	FS019
Santa Anna .....	517.2	FS028
Dyer .....	519.4	FS031
Costa Mesa .....	523.0	FS034

**Tustin Industrial Lead:**

2.6 miles. MP 512.2 and MP 514.5. Entire lead FRA Excepted Track.

Rule 6.32.2. Orange: Trains and engines must not occupy West Grove Avenue crossing MP 515.2 until it has been protected by a crew member.

Rule 9.12.2. Metrolink Crossing MP 512.4: Crossing is under the control of Metrolink train dispatcher. Instructions for manual operation of power operated derails are located in telephone compartment of instrument case.

BNSF Crossing MP 514.5: Crossing is under the control of BNSF train dispatcher.

Business Tracks	MP	Sta.#'s
Marlboro .....	514.5	FS102

**Stanton Industrial Lead:**

13.6 miles. MP 509.0 and MP 522.6. Entire Lead FRA Excepted Track.

Business Tracks	MP	Sta.#'s
Los Alamitos .....	514.3	AS104
Westminister .....	517.5	AS107
Smelter .....	519.6	AS109
Wintersburg .....	520.7	AS110

**Los Alamitos Industrial Lead:**

3.8 miles, MP 514.3 and MP 518.1. Entire Lead FRA excepted Track. Maximum gross weight - 120 Tons.

Business Tracks	MP	Sta.#'s
Los Alamitos .....	518.1	AS203

# LOS NIETOS SUBDIVISION (990)

**Paramount Industrial Lead:**

12.6 miles. MP 507.8 and MP 495.2. Entire Lead FRA Excepted Track.

Maximum gross weight: 130 Tons.

Business Tracks	MP	Sta.#'s
Paramount .....	496.1	CS510
Crutcher .....	497.0	AS014
Bellflower .....	498.7	AS012
Artesia .....	501.7	AS009
Cypress .....	504.8	AS003

**Dolores Industrial Lead:** 9.0 miles. MP 497.8 and MP 506.8. Movement between MP 501.0 and MP 504.0 is over Pacific Harbor Line Trackage. Maximum speed 20 MPH between MP 497.8 and MP 501.0 and between MP 504.0 and 506.8.

Operations over Pacific Harbor Line will be governed by the General Code of Operating Rules, current Pacific Harbor Line Timetable and Pacific Harbor Line General Orders.

Before entering Pacific Harbor Line trackage at West Thenard MP 27.6 and MP 501.0 all trains and engines MUST contact the Pacific Harbor Line Badger Bridge Assistant Trainmaster to obtain authority, routing or other information.

Radio Channel 40 is now available and may be used when switching on other than the main track and for communications within or between marine terminals. Trains requesting, holding, or releasing main track authority must remain on and use Channel 58.

Current Pacific Harbor Line Timetable must be in your possession before entering Pacific Harbor Line Trackage.

Business Tracks	MP	Sta.#'s
East Watson .....	499.7	JP017
Wilmington (Wye) .....	501.4	JP018
Blinnville .....	502.0	JP019
Wilmington .....	503.0	CS850
Los Angeles Harbor .....	503.5	CS826
East San Pedro .....	505.5	CS523

**Long Beach Industrial Lead:** 2.2 miles. MP 501.3 and MP 503.5. UP returning movements from Long Beach Industrial Lead must not pass MP 502.1 without first obtaining permission from Dolores Yardmaster or his representative. Maximum gross weight: 158 Tons.

Business Tracks	MP	Sta.#'s
Long Beach .....	503.5	CS720

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight between Bartolo and Studebaker and between Firestone Park and Dolores - 158 Tons.

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

**SI-14 MISC. INSTRUCTIONS**

**Westward trains and engines** must receive permission from Dolores Yardmaster or his representative before entering Dolores Yard Limits. Trains for ICTF must also receive yarding instructions from ICTF Tower before leaving Dominguez Jct.

All trains and engines must obtain permission from the Dolores Yardmaster or his representative before departing Dolores, Long Beach and Pacific Harbor Lines.

**Train or Engine movements** routed from the Puente DTC Block to Bartolo must not pass movement indicator, located at MP 500.9, unless movement indicator displays a proceed (Flashing White) aspect or authority has been obtained from the Train Dispatcher.

# LA HABRA SUBDIVISION (987)

Mile Post	Rule 6.3	CP #'s	Radio Display: Los Nietos to Slauson Jct. -1414		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
496.5	CTC		LOS NIETOS (4.4)		T WH009	
492.1	DTC		WALKER (0.9)		WH004	3621
491.2			JUNCTION TRANSFER (1.2)		WH003	
489.3			BELL (San Pedro Sub.) (2.5)	(X)(A)	WH002	
487.5			(Alameda Sub.) Crossing (0.2)	(X)T		
487.3			SLAUSON JCT.		T JP003	

(9.0)

**SI-01 MAIN TRACK AUTHORITY**

**CTC** Between MP 496.6 and MP 496.3.  
**DTC** Between MP 496.3 and MP 487.3.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed Between Mile Posts	MPH
(Except as Below).....	25
496.5 and 487.3 .....	15
487.3 (Slauson Wye) .....	10

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.) Walker siding.....	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

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

**SI-05 MILE POST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS**

WEST	BLOCK NAME	EAST
492.6	Commerce	496.3
487.3	Walker	492.6

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

§ 488.9

**SI-08 RULES ITEMS**

**Rule 6.16** Rule will not apply at UP crossing, MP 487.5. Movements must have Walker DTC block authority before fouling crossing.

**Rule 9.12.3 Slauson Jct. Routing Instructions:** The following instructions cover establishing of route from La Habra Subdivision to Wilmington Subdivision and push button use to clear signals:

1. Walker DTC block to Amoco DTC block.
  - A. Stop and line spring switch for movement to Wilmington Subdivision. Absolute signal should clear.
  - B. If signal remains Red, operate push button "B" on signal mast.
  - C. Wait 4 minutes for power switch to reverse.
  - D. If signal remains Red, hand operate power switch for route and restore power.
  - E. If signal remains Red, operate push button release per Rule 9.12.3 at BNSF crossing.

2. From Walker DTC block to Nadeau DTC block.
  - A. Stop and line spring switch for Wilmington Subdivision. Position spring switch for Nadeau DTC block. Absolute signal will not clear with spring switch reversed.
  - B. Operate push button release per Rule 9.12.3 at BNSF crossing.
  - C. Normal spring switch after movement is completed.

**Rule 6.29.2** Loaded unit steel slab train from Long Beach to Kaiser must stop and make train inspection at Walker.

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #'S
Huntington Park .....	487.6	JP005
Fruitland .....	489.2	JP009

**SI-11 INDUSTRIAL LEADS**

**Brea Chem Industrial Lead:** 13.1 miles, MP 496.5 to MP 509.6. Maximum speed between MP 496.5 and MP 509.6, 20 MPH.

**Rule 6.16:** The requirement to approach UP crossing MP 498.5 prepared to stop will not apply.

**Valla:** Switching movements which require blocking Santa Fe Springs Road, MP 498.34, are prohibited from 7:15 AM to 8:30 AM Monday through Friday.

Maximum gross weight -- 143 Tons.

Business Tracks	MP	Sta.#'s
Santa Fe Springs .....	497.2	WH010
Valla .....	498.3	WH011
Colima .....	500.8	WH013
Des Moines .....	503.7	WH016
La Habra .....	504.9	WH017
Fullerton Jct. ....	508.8	WH018
Brea .....	507.7	WH020
Brea Chem .....	509.6	

**Fullerton Industrial Lead:** 5.0 miles MP 10.5 and MP 15.5. Maximum Speeds: MP 10.5 to MP 11.0, 5 MPH. MP 11.0 to MP 15.5, 15 MPH.

Business Tracks	MP	Sta.#'s
Fullerton Jct. ....	10.5	CW211
Basta/Fullerton .....	15.0	CW217

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight - 115 Tons.

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

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

# WILMINGTON SUBDIVISION (980)

Mile Post	Rule 6.3	CP #s	Radio Display: Los Angeles J Yard to Dolores -1414		Sta. #s	Siding Feet
			WEST ▼ STATIONS ▲	EAST ▲		
484.9	DT DTC		LOS ANGELES (J YARD) (0.7)		YB JP002	
485.6			AMOCO (1.8)		(A) JP003	
487.4	DTC		BNSF CROSSING (0.1)		(X)(A)	
487.5			SLAUSON JCT. (1.2)		(A)T JP004	
488.9	DT DTC		VARGAS (2.1)		(A)	
490.8	DTC		WATTS (5.7)			JP010
496.5	YL		DOMINGUEZ (1.8)		Y JP014	
498.3			DOLORES ICTF (CARSON ST.)		BY JP016	
(17.2)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
DTC Between MP 485.2 and MP 495.1.						
Yard Limits Between MP 484.9 and MP 485.2; MP 495.1 and MP 498.3.						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
<b>Maximum Speed</b>			<b>MPH</b>			
Between Mile Posts						
484.9 and 498.3						
(Except as Below).....						25
484.9 and 485.7 .....						10
<b>SI-03 OTHER SPEED RESTRICTIONS</b>						
<b>Maximum Speed</b>			<b>MPH</b>			
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
<b>SI-04 MAIN TRACK DESIGNATIONS</b>						
Two Main Tracks between MP 485.2 and MP 487.3; between MP 487.8 and 490.7.						
<b>SI-05 MILE POST EQUATIONS - None.</b>						
<b>SI-06 DTC BLOCK LIMITS</b>						
WEST	BLOCK NAME	EAST	WEST	BLOCK NAME	EAST	
487.3	Amoco - Trk. 2	485.2	495.0	Watts	490.6	
487.3	Nadeau - Trk. 1	485.2		Watts	490.8	
490.6	Slauson	487.3		(El Segundo Lead)		
490.7	Carson - Trk. 2	487.8				
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>						
% 486.1						
% 497.5						
<b>SI-08 RULES ITEMS</b>						
<b>Rule 6.17</b> The normal position of switch on west leg of wye Slauson Jct. will be for Wilmington Subdivision.						
<b>Rule 8.3</b> Trains operating without cabooses, after notifying Train Dispatcher, may leave the following main track switches lined for OTHER THAN NORMAL MOVEMENT within Watts, Slauson, Amoco, and Nadeau Blocks:						

East spring switch-Two main tracks (Slauson and Carson Blocks) and west spring switch- two main tracks (Watts and Carson Blocks).  
Spring switch west leg of wye- Slauson Jct.  
East and west switch Nadeau Block entrance main track switches.  
Junction switch at beginning of El Segundo Industry Lead.  
J-7 Switch is a hand operated switch and must be left lined for movements on the Wilmington Subdivision. White light located at the J-7 switch is for eastward movement from Wilmington Subdiv. and when flashing, indicates control signal (UP absolute signal), beyond Santa Fe Ave. is displaying a proceed indicator.  
Train must approach the above locations prepared to stop short of switch not properly lined.  
Within Dolores yard limits trains may leave mainline switches lined for other than normal movement when instructed by the Yardmaster.

**Rule 9.12.2 Amoco:** Limits are as follows:  
Amoco Line (Nadeau DTC Block) between West MP 485.7 and East MP 485.6  
Santa Monica Branch (RTD Blue Line DT Tracks) Main between West MP 485.6 and East MP 485.7  
Spreckel Sugar Industrial Lead between West MP 485.64 and East MP 485.72  
Absolute signals at MP 485.6 and MP 485.7 (within the Nadeau DTC block) should display Restricting for moves continuing on the Wilmington Sub. If signal fails to display Restricting, be governed by the instructions in the push button box on signal. When indicator on distant signal D4854 at MP 485.4 displays flashing white light, it will indicate junction dual control switch is lined for continued movement on the Wilmington Sub. and absolute signal governing movement displays a restricting aspect.  
If flashing white light on distant signal D4854 is not illuminated movement must stop short of Alameda St. and be governed by instructions in pushbutton box on signal.  
Absolute signals MP 485.6 and MP 485.7 on Spreckels Sugar Industrial Lead which govern moves across the Santa Monica Industrial Lead should display Restricting. If signals fail to display restricting aspect, be governed by instruction in the pushbutton box on signal.  
Absolute signal at MP 485.6 on the Wilmington Sub. governing movements from the Wilmington Sub. onto the Santa Monica Industrial Lead and absolute signal at MP 485.7 on the Santa Monica Industrial Lead governing movements from the Santa Monica Industrial Lead to Wilmington Sub., do not automatically display restricting aspect for movements across the RTD Blue Line tracks. Crew member must call RTD Control Operator prior to approaching the interlocking to request that the route be lined. If unable to contact RTD Control Operator or if signal fails to display restricting aspect, be governed by the instructions in the pushbutton box on the signal.  
Westward movements must have Nadeau Block authority before requesting route or operating push button.  
**Vargas:** Limits extend from MP 488.9 within the Carson/DTC block to MP 488.96 on the Vargas Industrial Spur.  
Absolute signals governing movement through the interlocking on the Wilmington Sub should display proceed indication for movements continuing on the Wilmington Sub. If signal fails to display proceed indication, be governed by the instructions in the pushbutton box on the signal.  
Absolute signal on the Wilmington Sub. governing movements from the Wilmington Sub. onto the Nadeau Spur and absolute signal on the Nadeau Spur governing movements from the Nadeau Spur to the Wilmington Sub. do not automatically display proceed indication for movements across the RTD Blue Line tracks. Crew member must call the RTD

# WILMINGTON SUBDIVISION (980)

Control Operator prior to approaching the interlocking to request that the route be lined.

If unable to contact RTD Control Operator or if signal fails to display proceed indication, be governed by the instructions in the pushbutton box on the signal.

Movements from Vargas spur must have Carson DTC block authority before requesting route or operating push buttons.

**Rule 9.12.3 Slauson Jct. Routing Instructions:**

The following instructions cover establishing of route and push button use to clear signals. Push button release for BNSF crossing is mounted on steel pipe located on J-yard side of BNSF crossing.

**WESTWARD MOVEMENTS ON WILMINGTON SUB.**

1. Nadeau DTC block to Slauson DTC block.
  - a. Hand operate power switch for route and restore to power position.
  - b. If signal remains Red, operate push button release per Rule 9.12.3 at BNSF crossing.
2. Amoco DTC block to Slauson DTC block.
  - a. Stop and operate push button on Absolute signal mast MP 487.35. Signal should then display Green over Red.
  - b. If signal remains Red, hand operate power switch for route and restore to power position.
  - c. If signal remains Red, operate push button release per Rule 9.12.3 at BNSF crossing.

**EASTWARD MOVEMENTS ON WILMINGTON SUB**

1. Slauson DTC block to Amoco DTC block.
  - a. No train on approach circuit in Walker DTC block.
    1. Hand operate power switch for route and restore to power position.
    2. Test spring switch for Amoco/Nadeau block.
    3. If signal remains Red, operate push button release per Rule 9.12.3 BNSF crossing.
  - b. When train is on approach circuit in Walker DTC block.
    1. Operate push button marked "A" on signal mast.
    2. In 2 1/2 minutes power switch should line to normal position and signal will clear.
    3. If signal remains Red, hand operate power switch for route and restore to power position.
    4. Test spring switch for Amoco/Nadeau block
    5. If signal remains Red, operate push button release per Rule 9.12.3 at BNSF crossing.
2. Slauson DTC block to Nadeau DTC block.
  - a. Stop short of absolute signal MP 487.5.
  - b. Position spring switch for Nadeau DTC block. Absolute signal will not clear with spring switch reversed.
  - c. Operate push button release per Rule 9.12.3 at BNSF crossing.
  - d. Normal spring switch after movement is completed.

**MOVEMENT FROM WILMINGTON SUB TO LAHABRA SUB**

1. Nadeau DTC block to Walker DTC block.
  - a. Stop at absolute signal MP 487.35 and wait 15 seconds.
  - b. Sound horn to activate switch.
  - c. Wait 2 1/2 minutes for switch to reverse. Signal should display Red over Green.
  - d. If signal remains Red, hand operate power switch for route and restore to power.
  - e. If signal remains Red, operate push button release per Rule 9.12.3 at BNSF crossing.
2. Amoco DTC block to Walker DTC block.
  - a. Stop and operate push button on absolute signal MP 487.35, signal should then display Green over Red.
  - b. Wait fifteen seconds.
  - c. Sound horn to activate power switch.
  - d. Wait 2 1/2 minutes for switch to reverse. Signal should display Red over Green.
  - e. If signal remains Red, hand operate power

switch for route and restore to power.

f. If signal remains Red, operate push button release per Rule 9.12.3 at BNSF crossing.

**Rule 16.4** Will be granted for eastward movement in Slauson Block between MP 490.6 and 487.8

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #'S
Wingfoot .....	488.5	JP006
Compton .....	495.7	JP013

**SI-11 INDUSTRIAL LEADS**

**Santa Monica Industrial Lead:** 2.0 miles. MP 488.7 and MP 487.7 Track is out of service between MP 485.9 and MP 487.7  
Maximum gross weight - 100 Tons

**El Segundo Industrial Lead:** 10.8 miles. MP 490.8 and MP 501.6. Maximum speed 20 MPH.  
Except 10MPH between MP 490.7 and MP 493.0.

Business Tracks	MP	Sta.#'s
South Los Angeles .....	493.0	JP201
Cypave .....	496.0	JP204
Hawthorne .....	497.7	JP206
Wise Transfer .....	499.6	JP209
El Segundo .....	501.6	JP210

**Torrance Industrial Lead:** 9.9 miles. MP 493. and MP 502.9.

Business Tracks	MP	Sta.#'s
Gardena .....	496.8	JP303
Hermosillo .....	497.3	JP304
Dolanco .....	500.7	JP307
Torrance .....	501.0	JP308

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum gross weight** between Watts and Dolores - 120 Tons

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

**SI-14 MISC. INSTRUCTIONS**

**Upon receiving permission** to proceed from Los Angeles AGYM (when departing Taylor Yard) or Shops Yardmaster (when routed from Alhambra Sub. To CP Ninth St.), movements will operate on signal indication via Metro Link San Gabriel Sub.

Movements from CP Ninth Street to Amoco, Nadeau, or Alameda DTC blocks must not pass controlled signal located on signal bridge (west of 9th St. overpass, SCRRR MP 484.74) until movement has obtained routing instructions for Wilmington or Alameda Subs. and DTC block authority is received into Amoco, Nadeau, or Alameda block.

Movements from CP Ninth Street terminating or turning at J Yard and not proceeding west of west yard limits of J Yard may proceed by signal indication or by control operator authority via Redondo Jct. Tower.

**EASTWARD MOVEMENT APPROACHING LOS ANGELES**

**TERMINAL:**

Crew member of eastward movement must contact BNSF Redondo Jct. Operator via radio when entering either the Amoco, Nadeau, or Alameda DTC block for confirmation of continuous movement into terminal. In event that BNSF Redondo Jct. Operator cannot be contacted via radio, movement must contact UP train dispatcher or Los Angeles J Yardmaster (via telephone ext. 6357, if necessary) for assistance.  
Westward trains and engines must receive permission from Dolores yardmaster before entering Dolores Yard Limits, Trains for ICTF



# WILMINGTON SUBDIVISION (980)

must also receive yarding instructions from ICTF Tower before leaving Dominguez Jct. All trains must receive permission from Dolores yardmaster or his representative before departing Dolores, Long Beach or Pacific Harbor Lines.

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# ALAMEDA SUBDIVISION (985)

Mile Post	Rule 6.3	CP #'s	Radio Display: Los Angeles (J Yard) to Firestone Park -1414		Sta. #'s	Siding Feet
			WEST ▼ STATIONS ▲	EAST ▲		
485.0	YL		LOS ANGELES (J YARD) (2.3)	BY	JP002	
487.3	DTC		BNSF CROSSING (0.2)	(X)(A)		
487.5			UP CROSSING (1.6)	(X)		
489.1			FIRESTONE PARK			JP008

(4.1)

**SI-01 MAIN TRACK AUTHORITY**

**DTC** Between MP 485.8 and MP 489.1.  
**Yard Limits** Between MP 485.8 and MP 485.1.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed Between Mile Posts	MPH
(Except as Below).....	25
485.0 and 489.1 .....	10

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions Firestone Wye east leg.....	10

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

**SI-05 MILE POST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS**

WEST	BLOCK NAME	EAST
487.4	Alameda	485.8
487.6	Walker (UP Xing)	487.4
489.5	Vernon	487.6

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.**

**SI-08 RULES ITEMS**

**Rule 8.3** Trains operating without a caboose, after notifying Train Dispatcher, may leave the following main track switches lined for OTHER THAN NORMAL MOVEMENT:

Junction switch from east end of Compton Block to Vernon Block (Firestone).

Alameda Block- ENGINES ONLY

When engines (Holding Rule 16.4 Authority) must use multiple combinations of open and closed switches within this block, Train Dispatcher notification is NOT REQUIRED. After switching is completed, all main track switches must be restored to normal position.

**Rule 16.1** DTC signs not displayed at east limit of Alameda block. East limit is designated by a post bearing the milepost limit of a block.

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

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

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

**SI-12 TONNAGE RESTRICTIONS - None.**

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

**SI-14 MISC. INSTRUCTIONS**

**Westward:** Movements from CP Ninth Street to Alameda DTC block must not pass controlled signal located on signal bridge (west of 9th St. overpass, SCRRA MP 484.74) until movement has obtained routing instructions and DTC block authority is received into Alameda block.

Movements from CP Ninth Street terminating or turning at J Yard and not proceeding west of west yard limits of J Yard may proceed by signal indication or by control operator authority via Redondo Jct. Tower.

**Eastward movement approaching Los Angeles**

**Terminal** Crew member of eastward movement must contact BNSF Redondo Jct. Operator via radio when entering Alameda DTC block for confirmation of continuous movement into terminal. In event that BNSF Redondo Jct. Operator cannot be contacted via radio, movement must contact Train Dispatcher or Los Angeles J Yard master (via telephone ext. 6357, if necessary) for assistance.

# SAN PEDRO SUBDIVISION (972)

Mile Post	Rule 6.3	CP #s	Radio Display: Downey Rd. to Manual Yard -4242 PHL -5858		Sta. #s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
2.8	YL	C4	DOWNEY RD.	YT	CX809	
3.1			HOBART BNSF Xing (0.5)	Y(X)(M)	CS500	
3.6			LA JCT RY (1.5)	Y(X)(A)		
5.1	TWC		La Habra Sub. CROSSING (1.1)	(X)(A)		
6.2			SOUTH BELL (1.2)		CS506	3740
7.4			Los Nietos Sub. CROSSING (5.1)	(X)(A)		
12.5			PARAMOUNT (2.1)		CS510	5915
14.6			DOUGLAS JCT. (4.6)		CS512	
20.8			MANUEL YARD (1.0)		CS517	

(20.8)

**SI-01 MAIN TRACK AUTHORITY**

**Yard Limits** Between MP 2.8 and MP 5.0.  
**TWC** Between MP 5.0 and MP 20.8.  
**Track warrants** are issued by Hobart Tower.

**SI-02 MAXIMUM SPEED TABLE**

<b>Maximum Speed</b>	<b>MPH</b>
Between Mile Posts 2.8 and 20.8	
(Except as Below).....	<b>20</b>
No Exceptions.	

**SI-03 OTHER SPEED RESTRICTIONS**

<b>Maximum Speed</b>	<b>MPH</b>
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
East Leg Hobart Wye.....	10

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

**SI-05 MILE POST EQUATIONS - None.**

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

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.**

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

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Bell .....	5.4	CS504
Manuel Three .....	20.6	CS517
Workman .....	9.3	CS507
Rioco .....	13.8	CS511
Carson .....	17.7	CS515
Manual One .....	19.2	CS516
Manual Two .....	19.2	CS516
Mead Transfer .....	22.1	CS519

**SI-11 INDUSTRIAL LEADS**

**Lakewood Industrial Lead:** 2.8 miles. MP 0.0 and MP 2.8. Entire lead FRA excepted track.

Business Tracks	MP	Sta.#'s
Lakewood .....	1.6	CS602

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum gross weight** - 143 Tons.

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

**SI-14 MISC. INSTRUCTIONS**

**All southward trains** must receive current track bulletins before passing Hobart Tower. All other trains must contact Hobart before initiating movement on any portion of the subdivision to ensure they have the most current track bulletin. Hobart Tower telephone - (213)725-2338.

Trains enroute to or from LA harbor must obtain permission from UP Yardmaster at Dolores before entering Dolores Yard Limits. Specific route must be specified.

Operations over Pacific Harbor Line will be governed by the General Code of Operating Rules, current Pacific Harbor Line Timetable and Pacific Harbor Line General Orders.

Before entering Pacific Harbor Line trackage at Manual Yard, MP 20.8, all trains and engines must contact the Pacific Harbor Line Badger Bridge Assistant Trainmaster to obtain authority, routing or other information.

Radio Channel 40 is now available and may be used when switching on other than the main track and for communications within or between marine terminals. Trains requesting holding, or releasing main track authority must remain on and use Channel 58.

Current Pacific Harbor Line Timetable must be in your possession before entering Pacific Harbor Line Trackage.

## SANTA BARBARA SUBDIVISION (958)

Mile Post	Rule 6.3	CP #s	Radio Display: San Luis Obispo to Moor Park -9696		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
423.1	DTC ABS		MOOR PARK (10.0)		CO421	4912
413.1			CAMARILLO (8.8)		CO411	5544
404.3			OXNARD (4.7)		B CO398	5701
399.6			MONTALVO (5.6)		T CO393	
394.0			VENTURA (8.7)		CO388	5600
385.3			SEACLIFF (16.7)		CO378	5045
368.6		DTC DT		EAST SANTA BARBARA (1.2)		CO362
367.4			SANTA BARBARA (2.2)		CO361	
365.2			WEST SANTA BARBARA (5.8)		CO358	
359.4	DTC ABS		GOLETA (12.9)		CO353	
346.5			CAPITAN (10.5)		CO339	4964
336.0			GAVIOTA (14.0)		CO329	3957
322.0			CONCEPCION (8.0)		CO315	6128
314.0			SUDDEN (9.4)		CO307	5818
304.6			HONDA (5.2)		CO297	6725
299.4			SURF (5.5)		T CO292	5550
293.9			TANGAIR (4.0)		T CO287	5511
289.9			NARLON (6.7)		CO283	6218
283.2			DEVON (5.8)		CO276	4267
277.4			WALDORF (4.2)		CO270	4035
273.2			GUADALUPE (6.2)		B CO266	4532
267.0			CALENDAR (6.1)		CO260	5850
260.9			GROVER (9.4)		CO254	6308
251.5		DTC DT		EAST SAN LUIS OBISPO (0.6)		CO245
249.6			SAN LUIS OBISPO		CO242	

(210.3)

**SI-01 MAIN TRACK AUTHORITY**

**DTC/ABS between MP423.1 and MP248.5.**

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH	
	PSGR	FRT
<b>Between Mile Posts</b>		
<b>423.1 and 404.7</b>		
(Except as Below).....	70	60
412.0 and 411.4 .....	55	50
<b>Between Mile Posts</b>		
<b>404.7 and 249.6</b>		
(Except as Below).....	60	40
404.7 and 403.8 .....	45	40
402.3 and 401.8 .....	55	40
399.0 and 398.7 .....	55	40
397.1 and 394.8 .....	60	30
394.8 and 393.2 .....	50	30
393.2 and 392.9 .....	40	35
387.8 and 387.4 .....	40	40
384.3 and 383.2 .....	45	40
383.2 and 381.9 .....	55	40
381.9 and 381.8 .....	50	40
381.8 and 378.6 .....	55	40
378.6 and 371.8 .....	45	40
371.8 and 368.9 .....	45	30
368.9 and 367.2 .....	20	20
367.2 and 364.9 .....	40	40
354.4 and 354.1 .....	50	40
345.4 and 344.8 .....	45	40
344.8 and 344.0 .....	40	35
344.0 and 342.6 .....	45	40
342.6 and 341.3 .....	50	40
335.3 and 335.0 .....	55	40
332.8 and 332.2 .....	40	35
329.9 and 329.6 .....	55	40
328.5 and 328.2 .....	55	40
326.3 and 325.8 .....	55	40
322.3 and 322.0 .....	50	40
319.8 and 318.6 .....	40	40
318.6 and 318.5 .....	40	35
318.5 and 315.4 .....	45	40
315.4 and 314.8 .....	40	40
311.8 and 310.5 .....	50	40
310.5 and 309.8 .....	40	40
309.8 and 308.7 .....	45	40
305.8 and 305.5 .....	55	40
301.4 and 301.1 .....	50	40
300.9 and 300.5 .....	55	40
298.6 and 298.2 .....	55	40
297.2 and 296.6 .....	40	40
296.6 and 295.5 .....	55	40
295.5 and 293.1 .....	50	40
293.1 and 292.9 .....	40	40
291.6 and 291.4 .....	55	40
288.4 and 288.0 .....	40	35
288.0 and 285.9 .....	50	40
285.9 and 282.6 .....	40	40
282.6 and 280.4 .....	40	35
280.4 and 279.8 .....	45	40
276.7 and 276.2 .....	40	40
276.2 and 275.6 .....	55	40
273.7 and 272.3 .....	50	40
265.6 and 264.5 .....	40	35
260.6 and 260.3 .....	55	40
258.9 and 257.7 .....	30	25
257.7 and 255.2 .....	40	35
251.8 and 252.1 .....	55	40
250.3 and 249.6 .....	35	35
<b>Between Mile Posts</b>		

# SANTA BARBARA SUBDIVISION (958)

Between Mile Posts Against Current of Traffic	PSGR	FRT
(Except as Below).....	20	20
248.4 and 249.9 E .....	15	15
367.1 and 367.7 E .....	5	5
368.7 and 368.5 W .....	10	10
368.5 and 367.1 W .....	5	5
Lite engines (less than 12 axles)		
MP368.6 to MP449.7 .....	--	45

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
All Sidings.....	10
Turnout MP364.9.....	35
<b>2. Dual Control Switch Turnouts (No Exceptions.)</b>	
<b>3. Misc. Speed Restrictions</b>	
On Vandenberg AFB Trk., Tangair (MP297.4) to Helium Spur.....	20

**SI-04 MAIN TRACK DESIGNATIONS**

**Double Track** between MP248.4 and MP251.4; and MP365.0 and MP368.5.  
**Between MP248.4** and MP248.9 two main tracks are signalled for movement in either direction.

**SI-05 MILE POST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS**

WEST	BLOCK NAME	EAST	WEST	BLOCK NAME	EAST
412.8	Moor Park	423.1	299.9	Honda	304.8
405.4	Camarillo	412.8	294.8	Surf	299.9
400.1	Oxnard	405.4	290.6	Tangair	294.8
395.9	Montalvo	400.1	283.6	Narlon	290.6
386.3	Ventura	395.9	277.5	Devon	283.6
368.6	Seacliff	386.3	273.6	Waldorf	277.5
365.1	Mission-Trk#1	368.6	267.4	Guadalupe	273.6
365.1	Pacific-Trk#2	368.6	261.6	Callender	267.4
359.6	Santa Barbara	365.1	251.4	Grover	261.6
346.7	Naples	359.6	248.5	El Camino-Trk2	251.4
341.1	Capitan	346.7	248.5	San Simeon-Trk1	251.4
336.2	Tajiquas	341.1			
321.9	Gaviota	336.2			
314.2	Concepcion	321.9			
304.8	Sudden	314.2			

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

(#) 421.1	(#) 341.3	(#) 269.7
% 411.5	% 334.0	% 264.4
(#) 402.6	(#) 327.6	(#) 256.7
% 398.0	(#) 309.0	
% 389.9	(#) 286.8	
(#) 383.1	% 285.7	
(#) 363.0	% 280.7	

**SI-08 RULES ITEMS**

**Rule 6.32.2 Santa Barbara:** Street crossing sound detector microphones are located at the following locations:

Trk. 2 just west of State St. MP367.4  
 Trk. 1 just east of Montecito St. MP367.2  
 Trains moving with the current traffic that stop short of either of the above crossings must sound whistle which should activate the gates at the crossing.

**Rule 16.3** May be granted for westward movement on westward track in the Mission and San Simeon blocks or for eastward movement on eastward track in the Pacific or El Camino blocks. Movements against the current of traffic may only be made

under the provisions of Rule 16.4.

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

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Somis .....	416.4	CO414
Leesdale .....	408.7	CO402
Carpinteria .....	377.8	CO374
La Patera .....	358.3	CO352
Ellwood .....	355.5	CO349
Sacate .....	331.4	CO324
South Vandenberg .....	305.8	CO299
Bromela .....	269.0	CO262
Oceano .....	262.5	CO256
Pismo .....	259.4	CO253

**SI-11 INDUSTRIAL LEADS**

**Montalvo Industrial Lead:** 28.6 miles, MP399.6 to MP411.6: Entire Lead-FRA excepted track. Maximum gross weight: 120 Tons

Business Tracks	MP	Sta.#'s
Saticoy .....	404.0	CB504
Santa Paula .....	411.3	CB511

**White Hills Industrial Lead:** 14.0 miles. MP299.3 to MP313.4: Entire Lead-FRA excepted track. Maximum gross weight: 120 Tons

Business Tracks	MP	Sta.#'s
Baroda .....	300.4	CB401
Post .....	304.2	CB404
Lompoc .....	309.0	CB409
White Hills Jct. ....	309.5	CB410
White Hills .....	313.3	CB414

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight: 1580Tons.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 100		60 MPH
100 to 115		50 MPH
Over 115		45 MPH

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

**SI-14 MISC. INSTRUCTIONS**

**Restricted Tracks:** All Classes of Engines must not operate:  
 On Ventura County Trk. 3 and 250 feet beyond the east switch Trk. 9.  
 On South Vandenberg AFB MP39.2 on government spur east of Interchange Track.

**San Luis Obispo:** Red light on south wall of depot will flash when Orcutt road crossing warning protection is operating. Flashing red light is an indication that Orcutt road crossing is occupied. A "No Idle Zone" is in effect between MP 248.7 and MP 249.1 and signs reading "No Idle Zone" are displayed at limits of zone. Within the "No Idle Zone", the following must be complied with:  
 a. Locomotives to be left unattended for 30 minutes or more must be shut down.  
 b. After outbound crew has taken over a train, it must be moved, if practicable, outside the "No Idle Zone". If a delay of 30 minutes or greater is to be incurred, locomotives must be shut down.



**SAFETY**  
**IS MY**  
**PERSONAL**  
**RESPONSIBILITY**