

**ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS**

SPEED TABLE					
Time Per Mile Min. Sec.	Mile Per Hour	Time Per Mile Min. Sec.	Mile Per Hour	Time Per Mile Min. Sec.	Mile Per Hour
- 36	100	- 58	62.1	1 40	36.0
- 37	97.3	- 59	61.0	1 42	35.3
- 38	94.7	1 -	61.0	1 44	34.6
- 39	92.3	1 02	58.0	1 46	34.0
- 40	90.0	1 04	56.2	1 48	33.3
- 41	87.8	1 06	54.5	1 50	32.7
- 42	85.7	1 08	52.9	1 52	32.1
- 43	83.7	1 10	51.4	1 54	31.6
- 44	81.8	- 1 12	50.0	1 56	31.0
- 45	80.0	1 14	48.6	1 58	30.5
- 46	78.3	1 16	47.4	2 -	30.0
- 47	76.6	1 18	46.1	2 05	28.8
- 48	75.0	1 20	45.0	2 10	27.7
- 49	73.5	1 22	43.9	2 15	26.7
- 50	72.0	1 24	42.9	- 2 30	24.0
- 51	70.6	1 26	41.9	2 45	21.8
- 52	69.2	1 28	40.9	3 -	20.0
- 53	67.9	- 1 30	40.0	3 30	17.1
- 54	66.6	1 32	39.1	4 -	15.0
- 55	65.5	1 34	38.3	5 -	12.0
- 56	64.2	1 36	37.5	6 -	10.0
- 57	63.2	1 38	36.8	12 -	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,122	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9



**TIME TABLE
AND
SPECIAL
INSTRUCTIONS**

4

**IN EFFECT
at 12:01 AM**

Monday, July 15, 1996

**MOUNTAIN TIME, East of Parker, AZ
PACIFIC TIME, Parker, AZ and West
TO
Ripley, CA and Cadiz, CA**

W.A.FREDERICK
President

Chief Operating Officer

J.M. NEVINS
*Vice President
Chief Engineer*

R. GOTTSCHALK
*Vice President
Marketing*

ED. MONTEZ
Superintendent, Transportation

T.K. TRIDLE
Superintendent, Mechanical

R.W. DAVISON
Superintendent, Safety/Operating Practices

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

West-Ward ↓		PARKER SUBDIVISION		↑ East-Ward	
Auxiliary Tracks	Siding Feet	STATIONS		Mile Post	
		MATTHIE	T	0.0	
		22.3			
	5158	AGUILA	T	22.3	
		17.7			
	2250	LOVE		40.0	
		4.8	W		
SPUR 570		WENDEN		44.8	
		5.2			
HSE/TRK 922	1216	SALOME	C	50.0	
		20.5			
	1530	UTTING		70.5	
		9.4			
	750	BOUSE		79.9	
		10.7			
	2404	WALL		90.6	
		15.2			
#1 5310 #2 1320		D/S C PARKER BPTY		105.8	

TWC IN EFFECT: Between Parker and **MP 1.5**

YARD LIMITS:

Parker M.P. 104.0 to 108.0

SPECIAL INSTRUCTIONS:

1. SPEED REGULATIONS

MAX. SPEED	MPH
Parker Subdivision	49

SPEED RESTRICTIONS - VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
RULE 6.25	0.0 - 1.5	20	CV	53.2 - 58.2	25
	1.5 - 3.2	30	TRK	79.5 - 80.5	40
	21.0 - 23.3	30	CV	95.2 - 97.2	30
	44.6 - 45.0	40	CV	100.0 - 101.9	30
	49.5 - 50.1	40	Y	104.0 - 108.0	20

SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of other than main track switches 5 MPH; all main turnout and crossovers 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
NORTH PASS	22.0	2395
MOW Spur - SHW	22.0	250
Martori Farms #1	22.6	2600
Martori Farms #2	22.6	2440
Fertz TRK - SHE	22.6	450
La Paz - SHE	93.9	840

PARKER SUBDIVISION
SPECIAL INSTRUCTIONS

3. CALL-UP STATIONS

PARKER

All trains arriving Parker are to contact the train dispatcher for instructions on yarding or movement of train. If no dispatcher on duty train and engine consist placement to be handled as instructed at commencement of trip. If no D/S on duty nor prior instructions issued, train consist to be left within yard limits, clear of all road crossings and signal appliances. Cars to be secured by applying sufficient hand brakes to ensure against movement. Engine consist to be spotted for service on main track adjacent to D/S office and secured, applying sufficient hand brakes to ensure against movement, GCOR 7.6 in effect.

4. RULE 5.13 PARKER

LOCOMOTIVE SERVICING TRACKS, PARKER

The following tracks at Parker have been designated locomotive servicing tracks. Maximum authorized speed entering, departing and operating within the designated limits is not to exceed 5 MPH.

(A) New engine house lead and spur track between west switch serving engine house lead and yard track #2, and between east switch serving engine house lead and yard track #2.

(B) Yard track #2 between switch on west lead track and switch on east lead track serving track #2.

GO 29 6/23/01 (C) Yard track #1 between switch on west lead track and switch on east lead track serving track #1.

(D) Old engine service tracks south side of main track and GOB between west main line switch and east main line switch serving these tracks.

(E) When motive power is being serviced on main track, Parker, Blue signal protection must be provided as follows:

(1) A blue signal displayed at each end of rolling equipment.

(2) A blue signal attached to the controlling locomotive.

(3) A blue signal visible to the engineer or employee controlling locomotive.

(4) Locomotive must **not** be moved while blue signals are in place.

PARKER SUBDIVISION
SPECIAL INSTRUCTIONS

5. RULE 1.14
CALL UP STATIONS
MATTHIE

Arizona and California Railroad Co. has operating rights on BNSF trackage between Matthie, AZ and Mobest yard (Phoenix, AZ).

All A&C trains destined for points beyond Matthie on BNSF trackage must contact BNSF D/S when arriving Matthie and must not occupy BNSF main track until authority to do so has been issued by BNSF D/S.

Track warrant control (TWC) is in effect within these limits. A&C Certified/Licensed, train service locomotive engineers may operate within these limits (Matthie to Mobest) only on trackage for which they have been qualified by BNSF operating officers.

Exchange of equipment at interchange points will be as directed by BNSF D/S and/or by agreement between D/S, and BNSF and A&C connecting conductor.

6. RULE 6.6
PICKING UP CREW MEMBER

Westward trains on Parker subdivision may back up to pick up crew member between M.P. 6 and M.P. 2 in accordance with provisions of rule 6.6.

Train dispatcher may authorize this back up movement verbally or by endorsing track warrant, "Train No. _____ of date _____ may back up between M.P. 6 and M.P. 2 Parker subdivision to pick up crew member", only after verifying the requirements of sub-paragraphs (a), (b) and (c) and paragraph #2 as contained in rule 6.6.

Train crew must ensure that back up movement is made in accordance with all requirements of rule 6.6.



PARKER SUBDIVISION
SPECIAL INSTRUCTIONS

7. RULE 1.14 AND 6.13
MATTHIE

BNSF time-table special instructions for Phoenix subdivision authorize BNSF use of Arizona & California trackage within yard limits, Matthie M.P. 0.0 to M.P. 1.4.

Note - See BNSF current time-table Phoenix subdivision - special instructions rule 1.14.

(Note directional change. Matthie to Mobest as contained in current BNSF time-table.) A&C track direction is eastward Cadiz to Matthie, westward Matthie to Cadiz. BNSF track direction is westward West Williams to Mobest, eastward Mobest to West Williams.

8. GATED INDUSTRY TRACKS

(A) MARTORI FARMS - M.P. 22.5

Track #2 has gated, locked enclosure approximately 1400 feet east of west main track switch. Enclosure is approximately 250 feet long and is gated at east and west portals. Gates are to be closed and locked except during switching activity.

(B) Fertilizer spur track (Fertz TRK) Martori Farms is gated track. Spur heads in from east off east end of track #2. Gate is approximately 450 feet beyond switch. Cars ordered for this track are to be left outside gates clear of track #2 and road crossing. Gates are operated by Martori personnel only.

(C) MATLACK PETROLEUM PRODUCTS
PARKER YARD

Matlack spur has gated, locked security area. Gate is approximately one(1) car length from clearance point on spur track off east track #1 Parker Yard. Track heads in from west. Gate is to be closed and locked except during switching activity.

West-Ward ↓		CADIZ SUBDIVISION		↑ East-Ward	
Auxiliary Tracks	Siding Feet	STATIONS			Mile Post
#1-5310 #2-1320		D/S C	PARKER BPTY	T	105.8
	873		14.2 VIDAL		120.0
#1-2480 #2-1091 #3-2155			20.4 RICE TYO	W	140.4
	1975		3.6 FREDA		144.0
	2846		7.0 SABLON	C	151.0
	1711		13.0 MILLIGAN		164.0
			5.2 FISHEL SHE		169.2
	2620		23.3 CADIZ PT		190.4
PARKER PASS 3700					

TWC IN EFFECT: Between Parker and MP 189.0

YARD LIMITS:

Parker M.P. 104.0 to 108.0
Rice M.P. 140.0 to 141.0

SPECIAL INSTRUCTIONS:

1. SPEED REGULATIONS

	MAX. SPEED	MPH
Cadiz Subdivision		40

SPEED RESTRICTIONS - VARIOUS

	Mile Posts	MPH	Mile Posts	MPH
Y	104.0 - 108.0	20	BRCV 182.0 - 184.0	30
			BR 186.8 - 186.0	30
			189.0 - 190.4	20

SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of other than main track switches 5 MPH; all main turnout and crossovers 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Earp - SHW	107.3	1236

3. RICE

The Wye at Rice is not to be blocked with cars, engines or on track equipment unless authorized by train dispatcher. Tail of WYE is Blythe sub-division main track.

**CADIZ SUB-DIVISION
SPECIAL INSTRUCTIONS**

4. RULE 1.14 AND 6.13

CALL UP STATION

CADIZ

All Arizona & California trains destined Cadiz for interchange with BNSF are to contact BNSF D/S/ prior to arrival Cadiz advising ETA Cadiz. Exchange of equipment at interchange point will be as directed by BNSF D/S and/or by agreement between D/S, BNSF and A&C connecting conductor.

A&C trains are not authorized to occupy BNSF main track at Cadiz.

Arizona & California and BNSF trackage at Cadiz - south side of BNSF eastward main track and within yard limits (E.G. A&C main track, A&C Parker Pass, BNSF south siding, yard tracks #1, #2, #3 and WYE) is joint use trackage.

Note - See BNSF current time-table, Needles sub-division special instructions, Rule 1.14.

5. RULE 6.6

PICKING UP CREW MEMBER

Eastward trains on Cadiz sub-division may back up to pick up crew member between M.P. 184 and M.P. 187 in accordance with the provisions of rule 6.6.

Train dispatcher may authorize this back up movement verbally or by endorsing track warrant, "Train No. _____ of date _____ may back up between M.P. 184 and M.P. 187 Cadiz sub-division to pick up crew member" only after verifying the requirements of sub-paragraphs (a), (b), (c) and paragraph #2 as contained in rule 6.6.

Train crew must ensure that back up movement is made in accordance with all requirements of rule 6.6.

6. RULE 6.6

PICKING UP CREW MEMBER

All trains on Cadiz sub-division may back up to pick up crew member between M.P. 137 and M.P. 143 in accordance with the provisions of rule 6.6.

Train dispatcher may authorize this back up movement verbally or by endorsing track warrant, "Train No. _____ of date _____ may back up between M.P. 137 and M.P. 143 Cadiz sub-division to pick up crew member" only after verifying the requirements of sub-paragraphs (a), (b), (c) and paragraph #2 as contained in rule 6.6.

Train crew must ensure that back up movement is made in accordance with all requirements of rule 6.6.

Rule 6.6 continued

**CADIZ SUB-DIVISION
SPECIAL INSTRUCTIONS**

6. RULE 6.6

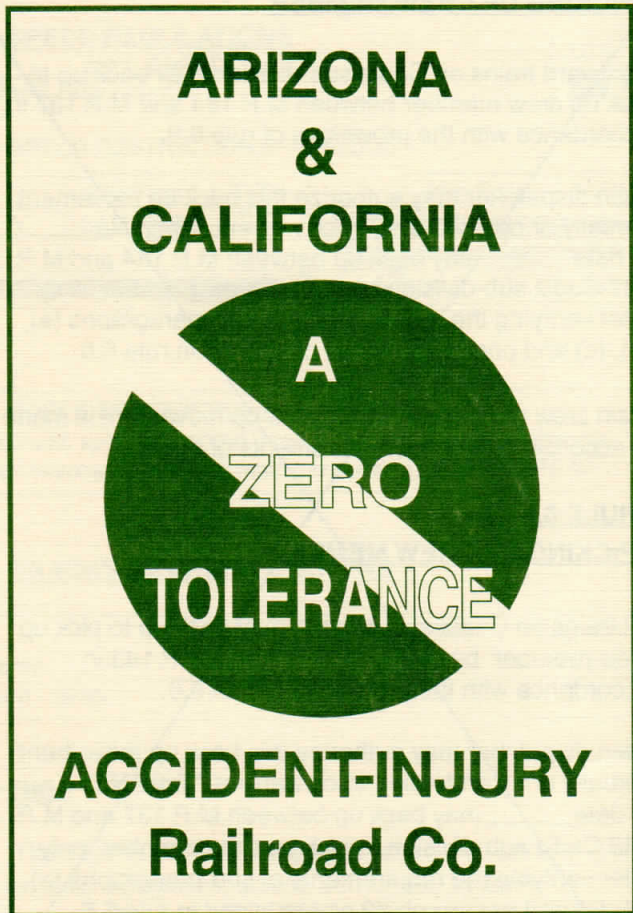
PICKING-UP CREW MEMBER continued

Note - paragraph #4 of rule 6.6 does not apply between these limits. Conductor must know that track within yard limits is clear of all trains engines and other on track equipment prior to back up movement.

7. RULE 8.3

EXCEPTION

At Cadiz east switch (mile 189.6) serving Parker Pass may be left as lined for last movement. Switch is to be locked at all times when not in use and/or unattended.



West-Ward	↓	BLYTHE SUBDIVISION		↑	East-Ward
Auxiliary Tracks	Siding Feet	STATIONS			Mile Post
	1050	RIPLEY	Y	RULE 6.13	49.4
		7.4 BLYTHE	PTY		42.0
	526	25.5 STYX		T W C	16.5
#1-2480 #2-1091 #3-2155		16.5 RICE	TY		0.0

TWC IN EFFECT: Between Blythe and Rice

YARD LIMITS:

Rice M.P. 0.0 to 1.85

Blythe M.P. 41.0 to 49.4

SPECIAL INSTRUCTIONS:

1. SPEED REGULATIONS

MAX. SPEED BETWEEN

	MPH
Rice & Blythe	25
Blythe & Ripley	10

SPEED RESTRICTIONS - VARIOUS

	Mile Posts	MPH		Mile Post	MPH
CV	0.0 - 1.85	15			
BR	4.8	20	CV	15.6 - 16.4	20

SPEED RESTRICTIONS - SWITCHES

Maximum speed permitted through turnout of other than main track switches 5 MPH; all main turnout and crossovers 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Inca	22.6	3400
Mesaville	33.0	472

3. RICE

The Wye at Rice is not to be blocked with cars, engines or on track equipment unless authorized by train dispatcher. Tail of WYE is Blythe sub-division main track.

4. RULE 8.3

EXCEPTION

At Blythe within yard limits main track switches may be left as lined for last movement. Switches are to be locked at all times when not in use and/or unattended.

BLYTHE SUBDIVISION
SPECIAL INSTRUCTIONS

5. GATED INDUSTRY TRACKS

The following tracks on Blythe subdivision are gated industry tracks:

- Grihava Co.
- Dune Co.
- Pure Gro.

Gates at these locations are to be closed and locked except during switching activity.



**Safety Starts With
YOU!**

Say "YES" To A Drug-Free Workplace

ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS

1. RAILROAD RADIO BASE STATIONS
LOCATION, ASSIGNED CHANNELS
AND TIMES ATTENDED.

(A) Arizona & California RR radio communication between train dispatchers office at Parker, AZ and trains or mobile units;

(1) At/ or between
Parker, AZ and BNSF, Mobest yard at Phoenix, AZ
A&C RADIO CHANNEL #1. 50-50

(2) At/ or between
Parker, AZ , Ripley, CA and Cadiz, CA
A&C RADIO CHANNEL #1. 50-50

(3) Scheduled hours of operation for A&C dispatchers office at Parker, AZ:
MONDAY-FRIDAY 7AM-5PM
SATURDAY-SUNDAY 8AM-4PM

(B) BNSF radio communications between train dispatchers office at ~~Schaumburg, IL~~ ^{FT. WORTH, TX} and A&C trains or mobile units:

(1) At/or between
Salome, AZ and BNSF Mobest Yard, Phoenix, AZ
A&C RADIO CHANNEL #2. 84-84

(2) At/or between
Rice, CA and Cadiz, CA
A&C RADIO CHANNEL #3. 55-55

(3) Scheduled hours of operation for BNSF dispatchers office at ~~Schaumburg, IL~~ ^{FT. WORTH, TX}
DAILY, (SUNDAY-SATURDAY) TWENTY-FOURS HOURS A DAY.

CH.4 58-58

ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS

2. RULE 1.3 AND 1.14
RULES, EMPLOYEE JURISDICTION

Arizona & California train crews destined Cadiz and/or beyond Matthie must before departing Parker or other initial station for above destinations review and be conversant with all A&C and BNSF general orders, bulletins, circulars, special instructions, notices and all other information in effect that may apply to the territory they will perform service on. Crews interchanging with BNSF at Cadiz or beyond Matthie must have current BNSF TCM and track bulletins in their possession prior to occupying A&C, BNSF joint trackage at Cadiz or BNSF trackage beyond Matthie. All A&C crews operating into Cadiz and/or beyond Matthie, on BNSF trackage must have in their possession current copy of BNSF system time-table, system general orders, superintendents notices and special instructions.

3. RULE 1.33
HAZARDOUS MATERIALS PLACEMENT
FREIGHT CAR SAFETY AND MECHANICAL
INSPECTION, DOCUMENTS/SHIPPING PAPERS

All Arizona & California train crews when picking up cars from industry or storage tracks or receiving cars at interchange points with connecting carriers must by personal inspection ensure proper train placement of cars containing hazardous materials; perform freight car safety and mechanical inspection as prescribed by GCOR 1.33., inspect cars to ensure proper placarding and have in their possession all required documents and shipping papers for each car containing hazardous materials.

Note-refer to hazardous materials train placement chart and hazardous materials accident special instructions as contained in current BNSF system time-table for hazardous materials guidance as may be necessary.

ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS

4. RULE 30.0
AIR BRAKE RULES

Initial terminal air brake test must be made at all initial terminals and air brake test must be made at other points where cars are picked up, set out, and/or when changing controlling end of locomotive consist and as prescribed in ATSF air brake rules, effective April 10, 1994 and adopted by A&C railroad effective Dec 15, 1994.

5. RULE 6.13
YARD LIMITS

Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines. Engines must give way as soon as possible to trains as they approach.

All movements entering or moving within yard limits must be made at restricted speed unless a lower speed is otherwise specified by proper authority.

Yard limits remain in effect continuously unless otherwise specified by special instructions, track bulletin or general order.

6. RULE 6.19, D.
STOPPED ON MAIN TRACK

When required to provide flag protection as prescribed by GCOR 6.19, D. a flagman with the required flagmans signals must go out not less than the following specified distances when within the limits designated.

<u>Between</u>	<u>Eastward</u>	<u>Westward</u>
Matthie-Parker	1.5 mi	1.5mi
Parker-Cadiz	1.5 mi	1.5 mi
	<u>Southward</u>	<u>Northward</u>
Rice-Blythe	1.0 mi	1.0 mi

Arizona & California RR Co. required flagman signals are:

- (1) A red flag by day.
- (2) A white light by night.
- (3) Not less than eight (8) torpedoes.
- (4) Not less than six (6) red fuses.

7. RULE 6.32.6
BLOCKING PUBLIC CROSSINGS

Train or yard crews engaged in switching will not prevent
Rule 6.32.6 continued

ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS

7. RULE 6.32.6
BLOCKING PUBLIC CROSSINGS continued

the use of any public crossing for purpose of travel for a period of time longer than 10 minutes.

Police, Fire and Medical vehicles with flashing lights in operation will not be delayed at crossings. When such vehicles approach crossings the most expeditious method of clearing the crossing shall be used. This may be continued movement or it may require a cut at the crossing.

Cars, engines or trains shall not be left unattended blocking crossings.

8. RULE 1.22
TRESPASSERS, UNAUTHORIZED PERSONS
ON RAILROAD PROPERTY AND/OR
EQUIPMENT

Whenever trespassers or unauthorized persons are observed on railroad property or equipment, employees are to promptly notify train dispatcher or appropriate supervisor if D/S is not on duty. If unable to contact supervisor, employees are to contact appropriate law enforcement officers for the specific area. Employees should not attempt to remove trespassers from property or equipment unassisted unless failure to do so could result in serious damage, injury or death to persons or property. Employees are to exercise every reasonable precaution to avoid injury to themselves, co-workers or the general public.

9. RULE 1.42
TRAINS DETOURED, SPEED RESTRICTIONS
CREWS, TRAINS OTHER THAN
ARIZONA-CALIFORNIA OPERATING ON A&C
TRACKS

When trains of connecting or other rail carriers and operated by train crews who are not employees of A&C railroad are detoured over Arizona & California trackage, maximum authorized speed for such trains is not to exceed thirty (30) mph. All lower speeds as noted in A&C time-table and special instructions and posted or flagged are to be observed. Pilot service for all detour trains will be performed only by A&C certified train service locomotive engineers, qualified for the territory for which pilot service is to be provided.

10. TRAIN MAKE UP
TRAINS ON ALL SUBDIVISIONS

Trains exceeding 2500 tons must have all empty flatcars in rear half of train (cars loaded with empty trailers, containers or container chassis, are considered loads). In addition, trailing tonnage behind any empty flatcar must not exceed 2500 tons unless train consists entirely of empty flatcars.

ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS

11. RULE 1.1.2

Employees are forbidden to ride:

- (A) on ladders or grab irons on facing end of car.
- (B) on drawbars, brake wheels and on ends of cars containing shiftable lading.

12. RULE 2.0
RAILROAD RADIO RULES

Arizona & California Railroad employees whose duties require use of the radio must be conversant with and comply with all railroad radio rules.

13. RULES 8.20
DERAIL POSITION

GO 67
11/25/00

Except when derails are placed in non-derailing position to permit movement, they are always to be left in derailing position, regardless of whether cars or equipment are on the track they are protecting. Lock all derails equipped with a lock. Derails found to be defective, inoperable or with locks missing are to be promptly reported to train dispatcher.

14. RULE 6.32.4
CARS SET OUT AT INTERMEDIATE STATIONS
SIDINGS AND INDUSTRY TRACKS

When cars are set out at intermediate stations, sidings or industry tracks conductors are to ensure that:

- (1) If cars are set out account bad order, cars are to be placed so as to enable workmen to drive to cars to make necessary repairs.
- (2) If cars are set out to load or unload cars are to be placed to permit loading or unloading of cars.
- (3) Cars are to be left not nearer than 250 feet from road crossing if possible, clear of crossing signal bonded rail, hand brakes applied to ensure against movement and wheels chocked if deemed necessary. Cars set out at any location are not to be left fouling other tracks unless track conditions, other equipment or special placement instructions make it necessary to do so. If necessary to leave cars fouling other tracks D/S is to be promptly notified. Under NO circumstances are cars to be left close clearance to or fouling main track.

ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS

15. CELLULAR PHONES
TRAIN CREWS

Train crews are to be provided with and have in their possession a mobile telephone during trip or tour of duty. These units are available from D/S or superintendents office or the charging cabinet in the crew room, Parker. Crews are to test unit prior to departure Parker to ensure it is in good operating condition. Bad order units are to be promptly reported and turned in to the D/S or Supt. for repair.

16. UNATTENDED A&C LOCOMOTIVE, ON TRACK
EQUIPMENT, TRACKED AND/OR RUBBER
TIRED OFF-ROAD/ON-ROAD VEHICLES

When locomotives are left unattended, air brakes and hand brakes are to be applied, control cabs locked if so equipped and reverser removed and placed in a secure location or retained by the engineer.

All other A&C mobile equipment is to be similarly locked and brakes applied, keys removed and placed in a secure location or retained by operator.

17. WAYSIDE DETECTORS

There are no wayside detectors located on A&C system. See BNSF time-table, Phoenix sub-division for location and procedure regarding wayside detectors on BNSF trackage between Matthie and Mobest.

18. TIME-TABLE CHARACTERS/EXPLANATION.

- D/S- Train Dispatcher
- C - Base Radio
- P - Railroad Telephone
- Y - Yard Limits
- B - General Orders, Notices, Bulletins, Circulars
- S - Spur Track (Stub)
- HE - Spur Track Heads in from East
- HW - Spur Track Heads in from West
- TRK - Track
- CV - Curve
- BR - Bridge
- SW - Switch
- WP - Wayside Phone
- T - Turning Facility (WYE)

ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS

19. TELEPHONE NUMBERS
EMERGENCY
LAW ENFORCEMENT

(A) For emergency assistance or notification in the following jurisdictions:

(1) <u>Arizona</u>	<u>Dial</u>
Parker, AZ	911
Wickenburg, AZ	911
La Paz County, AZ	911
Maricopa County, AZ	911

(2) <u>California</u>	<u>Dial</u>
Blythe, CA	911
Riverside County, CA	911
San Bernardino County, CA	911

(B) For Law Enforcement assistance or notification in the following jurisdictions:

(1) Arizona
Arizona Department of Public Safety (DPS)
(602) 223-2000

Parker, AZ, Police Department
(520) 669-2264

La Paz County, AZ, Sheriff
(520) 669-~~2281~~ 6141

Wickenburg, AZ, Police Department
(520) 684-5411

Maricopa County, AZ, Sheriff
(~~602~~) 256-1011

(2) California

California Highway Patrol
(619) 922-6141 911

Blythe, CA Police Department
(~~619~~) 922-5744 FAX 760-932-4812
760 6111

Riverside County, CA Sheriff
(909) 275-2444

San Bernardino County, CA Sheriff
(619) 326-9200 911

ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS

SAFETY ON THE RAILROAD



Preparing and training for SAFE OPERATIONS is never finished. It is with us twenty-four hours a day. OUR GOAL is to never rest on the issue of SAFETY but to keep it ever present in the minds of our people.

GCOR 1.1.2
ALERT AND ATTENTIVE

Employees must be CAREFUL to prevent injuring themselves or others. They must be alert and attentive when performing their duties and plan their work to avoid injury.

Careful (definition)

"Acting or working in a thoughtful, painstaking way. (A careful worker) - implies close attention to or great concern for whatever is ones work or responsibility and usually connotes thoroughness, a guarding against error or injury" -

**OUR LEGACY SHOULD BE TO MAKE IT
BETTER THAN IT WAS WHEN WE GOT IT.**

The
Alert
Careful
Responsible
Railroad, Co.

ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS

