

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

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

(a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

" (train) may pass red flag located at MP (or enter limits) without stopping".

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

(b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

" (train) may proceed through the limits at MPH (or at "maximum authorized speed.")

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

(c) To require train or engine to move at a speed less than restricted speed, the following will be added:

" (train) proceed at restricted speed but not exceeding MPH (adding if necessary "until reaching MP ".)

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

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

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



SANTA FE
SAFETY FIRST



The
Atchison, Topeka and Santa Fe
Railway Co.

COAST LINES

VALLEY DIVISION

TIME TABLE No.

1

IN EFFECT

Sunday, October 27, 1985

At 12:01 A.M.

Pacific Time

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

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

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

J.R. MERRITT H.D. ROBERTSON
Superintendent Terminal Superintendent
FRESNO, CALIF. BARSTOW, CALIF.

ASSISTANT SUPERINTENDENT

S.P. GEORGE Stockton, Calif.

TRAINMASTERS

K.R. HATFIELD Barstow, Calif.
 M.J. WOOD Bakersfield, Calif.
 G.C. DADO Fresno, Calif.
 S.F. CROOK Richmond, Calif.

RULES INSTRUCTOR

V.V. ANDREAS Barstow, Calif.
 F.B. HATFIELD Fresno, Calif.

ASSISTANT TRAINMASTERS

N.C. ORFALL Barstow, Calif.
 G. SEFCIK Barstow, Calif.
 M.E. CURTIS Barstow, Calif.
 J.A. MCRAE Barstow, Calif.
 J.T. WILSON Barstow, Calif.
 L.D. BURT Bakersfield, Calif.
 D.R. FARFAN Fresno, Calif.
 L.B. HARTMAN Pittsburg, Calif.

ROAD FOREMEN OF ENGINES

J.T. CAMPBELL Barstow, Calif.
 J.P. HERNDON Bakersfield, Calif.
 M.E. BROOKS Fresno, Calif.

SAFETY SUPERVISOR

C.M. BARTMAN Barstow, Calif.
 C.D. BREWER Fresno, Calif.

COAST LINES

H.C. HENRY Los Angeles, Calif.
*Supervisor of Air Brakes and
 General Road Foreman of Engines*

A.C. HENDERSON Los Angeles, Calif.
Road Foreman of Engines (AMTRACK)

**CHIEF TRAIN DISPATCHERS' OFFICE—
 FRESNO**

J.E. SIKES, Chief Dispatcher

ASSISTANT CHIEF DISPATCHERS

J.B. BONESTEEL D.R. MACIEL, JR. D.M. ILER

TRAIN DISPATCHERS

R.D. RILEY G.E. BOWMAN
 B.E. WALDRUM G.L. RICHARDSON
 D.F. PAULS T.B. ROSAL
 M.S. BYRNE M.A. LARSON
 B.J. FLEMING G.S. ICANBERRY

TABLE OF CONTENTS

	PAGE
Mojave Subdivision	2-4
Arvin Subdivision	4
Sunset Railway Co.	5
First Subdivision	6-8
Porterville-Orosi Subdivision	9-10
Oil City Subdivision	10
Visalia Subdivision	11
Second Subdivision	12-16
Fresno Interurban Subdivision	17
Special Instructions 4-14	18-26
Hazardous Material	27-30
Locomotive Tractive Effort	31
Track Profiles	32-33

Explanation of Characters found in Station columns;

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

Explanation of Roadway Signs;

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

SPEED TABLE FOR INFORMATION ONLY

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour			
						Min.	Sec.	Min.
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

WEST-WARD ↓		MOJAVE SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
10747	Yard	BARSTOW	BPQT	745.9	
		HOUSE 93		746.8	
		HOUSE 90		749.0	
		MSD JUNCTION		749A.0	
		HUTT		749A.9	
10757	8011	HINKLEY		757.2	
10772	8034	JIMGREY		772.9	
10784	8052	BORON		784.0	
10793	8004	SILT		789.6	
10798	8007	EDWARDS		797.1	
10807	8019	BISSELL		803.6	
10812	8772	SANBORN		810.1	
10818	Yard	MOJAVE	MQR	814.7	
10885		KERN JUNCTION	MQR	885.2	
10888	Yard	BAKERSFIELD	BPQT	887.7	
(140.0)					

Rule 251 in effect between Kern Jct. and M.P. 887.4 Bakersfield.
 CTC in effect on main track and sidings between Barstow and M.P. 814.5 Mojave.

At Barstow, a signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is, "Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed, if exceeding 40 MPH immediately reduce to that speed."

Rule 94 in effect:

Between Kern Jct. and M.P. 889.2 Bakersfield.

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED Rule 350(B)

Hinkley M.P. 756.9—M.P. 757.1 Bissell M.P. 803.6—M.P. 803.7
 Jim Grey M.P. 772.4—M.P. 772.6 Sanborn M.P. 810.2—M.P. 810.3
 Silt M.P. 789.7—M.P. 789.8

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Mojave Subdivision	70	55*

* Between Barstow and Mojave, maximum authorized speed for freight trains is:

70 MPH provided:

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

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

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

MOJAVE SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
2 Curves	50
Curve	60
Curve	45
Curve	50
Curve	60
2 Curves	40
Kern Jct. and Bakersfield	20
Approaching "F" Street Crossing	10
PC. Borax Co. Spur	20
Government Spur	20
Government Spur	20

In CTC sidings, speed limit 40 MPH, except Boron-20 MPH while head end of train is passing over switch to P.C. Borax Spur, and east and west end house track switches and at Edwards over wye switches.

(D) SPEED RESTRICTIONS — SWITCHES

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

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

STATION	TYPE	LOCATION	MPH	
East Barstow	D	Two Main Track Crossovers	50	
	D	Auxiliary Yard Entry	50	
Barstow	D	EE Passenger Siding	20	
	D	Crossover	50	
	D	Yard Entry	50	
House 93	D	WE Passenger Siding	20	
	D	Crossover	50	
	D	Departure Yard Lead	50	
	D	Inspection Yard Lead	50	
House 90	D	Inspection Yard Lead	50	
	D	North Departure Yard Lead	50	
	D	South Departure Yard Lead	50	
	D	2 Crossovers	50	
Barstow Yard	D	EE and WE Inspection Yard Tracks 1102 and 1103	50	
	D	Jct. of High and Low Leads on Yard Entry Track from Needles	30	
	P	Maximum Speed on Low Lead Crossovers Between First and Mojave Subdivision Yard Entry Tracks	15	
	P	EE and WE All Receiving Yard Tracks	30	
	P	EE Departure Yard Tracks 1201 through 1205	30	
	P	WE All Departure Yard Tracks	30	
	P	Crossover Between North Departure Lead and South Departure Lead WE Departure Lead	30	
	P	Crossover Between WE Inspection Yard Track 1103 and WE Departure Yard Track 1201	30	
	P	EE Departure Yard Tracks 1206 through 1210	15	
	P	Maximum Speed on Balloon Track	10	
	MSD Jct.	D	Mojave Subdivision Jct.	50
	Hutt	D	Mojave Subdivision Receiving Yard Lead	30

MOJAVE SUBDIVISION

STATION	TYPE	LOCATION	MPH
Hinkley	D	EE and WE Siding	40
Jimgrey	D	EE and WE Siding	40
Boron	D	EE and WE Siding	40
Silt	D	EE and WE Siding	40
Edwards	D	EE and WE Siding	40
Bissell	D	EE and WE Siding	40
Sanborn	D	EE and WE Siding	40
Kern Jct.	D	Jct. to S.P.	30
Bakersfield	S	End of DT M.P. 888.2	15

Normal position for spring switch at end of DT Bakersfield M.P. 888.2 is for south track.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
PC. Borax Co. Spur	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
813.0	Hot Box & Dragging Equipment	Rotating white lights and radio communication at scanner

ARVIN SUBDIVISION			
WEST-WARD ↓			EAST-WARD ↑
Station Number	Siding Feet	STATIONS	Mile Post
13986	4859	ARVIN 4.3	333.1
13982		DI GIORGIO 2.0	328.8
13981	3273	RIBIER 2.2	326.8
13979	2643	LAMONT 1.1	324.6
13978		WEST LAMONT 6.6	323.5
13971		ALGOSO 0.3	316.9
10881		MAGUNDEN	316.6

(16.5)

Rule 93 Yard limits: Arvin to Magunden, inclusive. M.P. 333.1 to M.P. 316.6.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

MPH

Arvin Subdivision 20

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:

MPH

Curve	M.P. 316.7 and 317.1	10
Curve	M.P. 324.2 and 324.4	10
Curve	M.P. 329.7 and 329.9	10

(D) SPEED RESTRICTIONS — SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Harpertown	321.1	1000	East & West
Patch	325.9	750	East

SUNSET RAILWAY COMPANY			
WEST-WARD ↓			EAST-WARD ↑
Station Number	Siding Feet	STATIONS	Mile Post
13948		TAFT 8.8	8.8
13939	1980	PENTLAND 9.4	27.5
13929		LEVEE 3.7	18.1
13926	2343	MILLUX 2.1	14.4
13924		GULF 2.7	12.3
13921	2316	CONNER 2.6	9.6
13918		LYLA 7.0	7.0
13911		GOSFORD	0.0

(36.3)

General Code of Operating rules and current Valley Division General Orders and Bulletins are applicable to the Sunset Railway Company. No switch lights on Sunset Railway.

Rule 93 Yard limits: Gosford M.P. 0.0 to and including Taft M.P. 8.8.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:

MPH

Gosford and M.P. 20	20
M.P. 20 and Pentland	15
Pentland and Taft	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Del Kern	5.4	500	West
Garintee	6.0	1360	East and West

WEST- WARD ↓		FIRST SUBDIVISION				↑ EAST- WARD	
First Class		Station Number	Siding Feet	STATIONS	Mile Post	First Class	
709	711					708	710
Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
PM 3:45	AM 6:05				PM 1:30	PM 11:15	
		10888	Yard	BAKERSFIELD 8PQT 3.4	887.7		
		10892	E-6726 W-6155	JASTRO 6.6	891.1		
		10898	9015	UNA 7.7	897.7		
		10906	E-4833 W-5963	SHAFTER 7.6	905.4		
§ 4:10	§ 6:30	10913	6568	WASCO 6.2	913.0	§ 12:55	§ 10:40
		10919	8964	ELMO 5.4	919.2		
		10925	9032	SANDRINI 7.7	924.6		
		10932	8948	ALLENSWORTH 9.8	932.3		
		10942	8999	ANGIOLA 8.8	942.1		
		10951	E-5990 W-9951	CORCORAN T 9.4	950.9		
		10960	8879	GUERNSEY 7.6	960.3		
§ 4:57	§ 7:17	10968	E-8963 W-4490	S.P. Crossing HANFORD M 5.3	967.9	§ 12:08 PM	§ 9:53
		10974	9055	SHIRLEY 9.0	973.2		
		10982	9051	CONEJO 6.1	982.2		
		10989	8959	BOWLES 6.1	988.3		
				S.P. Crossing M 0.8	994.4		
5:23 PM	7:43 AM	10995	Yard	CALWA 8PQT (107.5)	995.2	11:42 AM	9:27 PM
Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	

CTC in effect on main tracks and sidings, between M.P. 889.2 Bakersfield and Calwa.

Rule 94 in effect between Kern Jct. and M.P. 889.2 Bakersfield.

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED Rule 350(B)

Jastro	M.P. 890.7
Sandrini	M.P. 924.1 - M.P. 924.2
	M.P. 924.4
Corcoran	M.P. 951.1 - M.P. 951.3
	M.P. 951.5 - M.P. 951.6
Hanford	M.P. 967.5(2) - M.P. 968.1
	M.P. 968.3 - M.P. 966.1
Conejo	M.P. 982.2
Bowles	M.P. 988.8

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Frt.
First Subdivision	79	55*
Alpaugh Spur		20

* Maximum authorized speed for freight trains is:

70 MPH provided:

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

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

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

FIRST SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH	
WESTWARD		
Bakersfield	M.P. 887.5 and 889.0	20
Approaching "F" Street Crossing	M.P. 887.7	10
Curve	M.P. 889.3 and 889.6	30
Curve	M.P. 889.8 and 890.1	40
Curve	M.P. 892.9 and 893.3	65
Approaching Crossing	M.P. 896.0 and 896.6	70
Approaching Crossing	M.P. 896.7 and 897.3	65
Approaching Crossing	M.P. 916.4 and 917.0	70
Approaching Crossing	M.P. 931.5 and 932.1	75
Approaching Crossing	M.P. 946.4 and 947.0	75
Approaching Crossing	M.P. 949.9 and 951.7	65
Approaching Crossing	M.P. 964.4 and 967.0	70
Hanford and 1 Curve	M.P. 967.5 and 969.5	45
3 Curves	M.P. 973.7 and 975.8	45
Approaching Crossing	M.P. 975.8 and 976.2	60
Approaching Crossing	M.P. 979.0 and 979.6	65
Approaching Crossing	M.P. 984.6 and 985.2	70
Approaching Crossing	M.P. 993.6 and 994.1	45
	M.P. 994.2 and 995.2	40
EASTWARD		
	M.P. 995.2 and 994.2	40
Approaching Crossing	M.P. 993.9 and 992.8	65
Approaching Crossing	M.P. 986.8 and 986.2	70
Approaching Crossing	M.P. 985.0 and 984.4	75
Approaching Crossing	M.P. 980.2 and 979.6	70
3 Curves	M.P. 975.8 and 973.7	45
Approaching Crossing	M.P. 973.7 and 973.2	65
Hanford and 1 Curve	M.P. 969.5 and 967.5	45
Approaching Crossing	M.P. 967.5 and 967.0	65
Approaching Crossing	M.P. 951.1 and 950.5	70
Approaching Crossing	M.P. 946.6 and 945.9	75
Approaching Crossing	M.P. 932.7 and 932.1	70
Approaching Crossing	M.P. 917.6 and 917.0	70
Approaching Crossing	M.P. 911.0 and 910.4	75
Approaching Crossing	M.P. 897.2 and 896.6	70
Curve	M.P. 893.3 and 892.9	65
Curve	M.P. 890.1 and 889.8	40
Curve	M.P. 889.6 and 889.0	30
Bakersfield	M.P. 889.0 and 887.5	20
Approaching "F" Street Crossing	M.P. 887.7	10

In CTC sidings, speed limit 40 MPH, except west siding Hanford 20 MPH and east siding Corcoran — 30 MPH.

FIRST SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and dual control switches and crossovers at following locations.

"D" — Dual Control
 "S" — Spring Switch
 "ESL" — Electric Switch Lock
 "EE" — East End
 "WE" — West End

STATION	TYPE	LOCATION	MPH
Bakersfield	S	End of DT M.P. 888.2	15
	D	Turnout WE Yard to Main Track	15
Jastro	D	EE Siding	30
	D	WE Siding and Crossover	40
	D	Porterville-Orosi Jct. Switch	30
Una	D	EE and WE Siding	40
Shafter	D	EE and WE Siding and Crossover	40
Wasco	D	EE and WE Siding	40
Elmo	D	EE and WE Siding	40
Sandrini	D	EE and WE Siding	40
Allensworth	D	EE and WE Siding	40
Stoil	ESL	EE and WE Storage	30
Angiola	D	EE and WE Siding	40
Blanco	ESL	Industry Track Switches	30
Corcoran	D	EE and WE East Siding	20
	D	EE and WE West Siding	40
Guernsey	D	EE and WE Siding	40
Hanford	D	EE and WE East Siding	40
	D	EE and WE West Siding	20
Shirley	D	EE and WE Siding	40
Conejo	D	EE and WE Siding	40
Bowles	D	EE and WE Siding	40
Calwa	D	Turnout EE Yard to Main Track	15
	D	End of Two Tracks	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Rosedale	895.7	2088	East & West
Crome	899.5	1700	West
Palmo	910.5	1400	West
Pond	921.2	2000	East
Stoil	936.0	4693	East & West
Alpaugh Spur	936.0	5.6 miles	West
West Isle	5.6	1344	West
Blanco	945.9	2400	East & West
Kings Park	964.0	7571	East & West
Laton	976.0	3515	East & West
Monmouth	985.6	1324	East & West

PORTERVILLE-OROSI SUBDIVISION			
WEST-WARD ↓			EAST-WARD ↑
Station Number	Siding Feet	STATIONS	Mile Post
10892	E-6726 W-6155	JASTRO	Y 114.0
11924	1450	LANDCO	Y 113.5
11921	1436	OIL JUNCTION	Y 110.7
11882		DUCOR	Y 71.9
11876		ULTRA	66.0
11869		PORTERVILLE JCT. S.P. Crossing	SY 59.0
11868		PORTERVILLE	Y 58.2
11862	1645	STRATHMORE	51.9
11856		LINDSAY	46.7
11849	1729	EXETER	39.2
		Visalia Elect. Crossing	S 38.9
11846		VENIDA	36.7
11841		HILLMAID	31.2
		Visalia Elect. Crossing	S 31.1
11840		REDBANKS	30.1
11838		CAIRNS	28.3
11837		RAYO	26.9
11830		WYETH	TY 20.6
11738	3371	CUTLER	Y 20.6
11830		WYETH	TY 20.6
11828		OROSI	Y 18.6
11822		ORANGE COVE	Y 12.2
(101.8)			

Between Oil Junction and Ducor the following will govern:
 Current Southern Pacific Timetable and General Orders.

Rule 93 Yard limits:

Jastro to Oil Jct., M.P. 114.0 to M.P. 110.7
 Ducor (Santa Fe tracks only), M.P. 71.3 to M.P. 71.9
 Porterville to and including Porterville Jct., M.P. 57.4 to M.P. 59.2
 Cutler to and including Wyeth, M.P. 0.0 to M.P. 1.6
 Wyeth to and including Orange Cove via Orosi, M.P. 20.7 to M.P. 11.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Porterville-Orosi Subdivision	40

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Track M.P. 11.2 and 13.0	10
Track M.P. 13.0 and Cutler	20
Exeter M.P. 39.1 and 39.6	20
Lindsay M.P. 46.1 and 47.1	20
2 Curves M.P. 61.5 and 62.1	30
Oil Junction and Jastro	20

(D) SPEED RESTRICTIONS — SWITCHES

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

PORTERVILLE-OROSI SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Neil	40.6	1000	West
Cleary	44.4	1277	West
Strathmore Spur	52.0	1.2 miles	East
Euclid	54.3	1100	West
Sunland Spur	61.4	1 mile	West
Magnolia	61.9	700	East

WEST-WARD ↓		OIL CITY SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
11921	1436	OIL JUNCTION	Y	308.6	
11972	1481	SEGURO	Y	310.8	
11973	1149	MALTHA	Y	311.6	
(3.9)					

Rule 93 Yard limits:
Oil Junction to Maltha inclusive, M.P. 308.6 to M.P. 311.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

MPH

Oil City Subdivision 20

(C) SPEED RESTRICTIONS — VARIOUS

MPH

Crossing M.P. 310.7 10

(D) SPEED RESTRICTIONS — SWITCHES

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

WEST-WARD ↓		VISALIA SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
10951	Yard	CORCORAN	PTY	0.3	
11715		S.P. Crossing TULARE	AY	15.0	
11720		LOMA		20.2	
11725	2338	VISALIA	SY	25.2	
		S.P. Crossing	S	33.3	
11736		CALGRO		36.2	
11738	3380	CUTLER	SY	38.5	
11741		SULTANA		41.7	
11745		DINUBA		45.1	
11748	Yard	REEDLEY	Y	48.8	
11751		LAC JAC		51.0	
11753		PARLIER		53.4	
11758	2651	DEL REY		58.5	
11762	2246	CASTY		61.9	
11764	1626	LONE STAR		64.4	
10995	Yard	CALWA	BPQTY	68.9	
(68.6)					

Rule 93 Yard limits:

Corcoran (Visalia Subdivision only) M.P. 0.0 to M.P. 1.2
Tulare M.P. 14.5 to M.P. 17.4
Visalia M.P. 23.5 to M.P. 26.5
Cutler M.P. 37.9 to M.P. 40.0
Calwa (Visalia Subdivision only) M.P. 67.2 to M.P. 68.9

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

MPH

Visalia Subdivision 40

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Tulare M.P. 14.3 and 15.9	20
Visalia M.P. 24.5 and 26.0	15
Reedley M.P. 48.2 and 49.5	20
Parlier M.P. 53.1 and 53.6	24
Del Rey M.P. 58.4 and 58.8	24

(D) SPEED RESTRICTIONS — SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Higby	22.1	1000	East
Enson	43.9	270	East
Ito Spur	49.1	2 miles	East
Mattei Spur	65.2	2.2 miles	West

WESTWARD				SECOND SUBDIVISION		EASTWARD		
First Class		Station Number	Siding Feet	STATIONS		Mile Post	First Class	
709	711						708	710
Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	
PM	AM					AM	PM	
5:23	7:43	10995	Yard	CALWA 1.6	BPQT	995.2	11:42	9:27
				S.P. Crossing 1.3		996.8		
s 5:31 5:36	s 7:51 7:56	10998	Yard	FRESNO 2.0	BQ	998.1	11:35 s 11:31	9:20 s 9:16
		11000	1900	HAMMOND 4.9		1000.1		
		11006	8514	FIGARDEN 6.3		1005.0		
		11012	8950	GREGG 8.3		1011.3		
s 6:04	s 8:24	11020	8984	MADERA 5.8		1019.6	s 11:01	s 8:46
		11026	9083	KISMET 5.7		1025.5		
		11031	13900	SHARON 10.4		1031.1		
		11042	8978	LE GRAND 5.8		1041.5		
		11048	9668	PLANADA 8.8		1047.3		
s 6:35	s 8:55	11056	10315	MERCED 6.8		1056.1	s 10:31	s 8:16
		11063	8989	FLUHR 8.8		1062.9		
		11072	8999	BALLICO 7.9		1071.7		
		11080	8964	DENAIR 9.6		1079.6		
		11090	8971	MODESTO EMPIRE JCT. 6.4		1089.2		
s 7:10	s 9:30	11097	7231	RIVERBANK 6.0	BPT	1095.6	s 9:56	s 7:41
		11102	9254	ESCALON 8.0		1101.6		
		11110	8968	DUFFY 10.4		1109.6		
		11119	7914	MORMON 0.7	BPQT	1120.0		
				W.P. Crossing STOCKTON TOWER S.P. Crossing 0.7	MQ	1120.7		
s 7:40	s 10:00	11122	6794	STOCKTON 5.2	TY	1121.4	s 9:26	s 7:11
7:47	10:07	11127	4881	GILLIS 2.7		1126.6	9:19	7:04
		11129	3674	HOLT 3.7		1129.3		
7:53	10:13	11134	4943	TRULL 1.8		1133.0	9:13	6:58
		11135		MIDDLE RIVER 2.0		1134.8		
8:00	10:20	11137	3558	ORWOOD 6.2	MQ	1136.8	9:06	6:51
8:06	10:26	11143	8075	KNIGHTSEN 3.1		1143.0	9:00	6:45
		11146		OAKLEY 4.2	Y	1146.1		
8:13	10:33	11151	5580	SANDO 1.6	Y	1150.3	8:53	6:38
s 8:16	s 10:36	11152		ANTIOCH 3.9	Y	1151.9	s 8:49	s 6:34
8:21	10:41	11156	6380	PITTSBURG 7.8	BPQY	1155.8	8:45	6:30
8:35 PM	10:55 AM	11164	5363	PORT CHICAGO 3.3		1163.3	8:35 AM	6:20 PM
		11168	3456	MALTBY 6.5		1166.9		
		11174	3834	GLEN FRAZER 2.6	P	1173.4		
		11175	4936	CHRISTIE 3.1	P	1176.0		
		11180	1800	COLLIER 2.4		1179.1		
		11182		PINOLE 1.1		1181.5		
		11183	5310	GATELEY 3.9		1182.6		
		11186	5373	RHEEM 3.1		1186.5		
		11190	Yard	RICHMOND	BPQTY	1189.6		
Arrive Daily	Arrive Daily			(194.4)			Leave Daily	Leave Daily

SECOND SUBDIVISION

Conductor No. 709 and No. 711 leave ticket with Operator Martinez, reporting arrival at Port Chicago on Santa Fe. Conductor No. 708 and No. 710 will leave ticket at Pittsburg, reporting arrival at Port Chicago on Southern Pacific.

At Port Chicago, No. 708 and No. 710 will originate and No. 709 and No. 711 will terminate on the siding and schedule time will apply at the east siding switch, and trains and engines may use main track to clear No. 708 and No. 710, and No. 709 and No. 711.

CTC in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 1550 feet west of M.P. 1122 Stockton.

Rule 315(A): When Crank Type Dual Control switches, controlled by Stockton Tower and Orwood are used in hand position, switches must not be returned to motor position until movement is clear of switches.

Rule 312: At San Joaquin River Bridge when westward signal located at M.P. 1123.7 or eastward signal located at M.P. 1124.0 or at Middle River Bridge westward signal located M.P. 1134.6 or eastward signal located at M.P. 1134.9 indicated "stop," trains must stop, unless otherwise restricted, proceed with member of crew preceding movement over bridge and movement must be made at restricted speed to the next governing signal.

At Glen Frazer, when Signal 11731 or signal governing movement from west end siding to main track is in stop position train may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right. When westward train on auxiliary siding, signal governing movement from auxiliary track to main track is in stop position, may obtain proceed signal if route is clear by lining switch for main track.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board in advance of Signal 11752 until westward train has entered siding. Eastward train on siding must remain west of spotting section, until ready to depart. Spotting section designated by sign near signal at east end of siding. Eastward train, when ready to proceed, must occupy spotting section between sign and signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Collier. If train is occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED Rule 350(B)

Gregg	M.P. 1011.6
Planada	M.P. 1046.9-M.P. 1047.4
Escalon	M.P. 1101.2-M.P. 1101.5
	M.P. 1101.7
Mormon	M.P. 1116.9

Rule 93 Yard limits:

Stockton, M.P. 1122.3 to M.P. 1126.0
Oakley to and including Pittsburg, M.P. 1145.0 to M.P. 1158.0
Richmond M.P. 1187.3 to M.P. 1189.6

SECOND SUBDIVISION

SPEED RESTRICTIONS — SWITCHES (continued)

STATION	TYPE	LOCATION	MPH
Merced	D -	EE Siding	40
	D	WE Siding	30
Fluhr	D	EE and WE Siding	40
Ballico	D	EE and WE Siding	40
Denair	D	EE and WE Siding	40
Empire	D	EE and WE Siding	40
Riverbank	D	EE and WE of Lead	15
	D	EE and WE Siding	40
Escalon	D	EE and WE Siding	40
Duffy	D	EE and WE Siding	40
Mormon	D	EE Siding	40
Mormon	D	Two Crossovers	30
Stockton	D	WE Siding	30
Gillis	S	EE and WE Siding	30
Holt	S	EE and WE Siding	30
Trull	S	EE and WE Siding	30
Orwood	D	EE Siding	15
	S	WE Siding	30
Knightsen	S	EE and WE Siding	30
Sando	S	EE Siding	30
	S	WE Siding	15
Pittsburg	S	EE Siding	15
	S	WE Siding	30
Port Chicago	S	EE and WE Siding	30
Maltby	S	EE and WE Siding	30
Glen Frazer	S	EE and WE Siding	30
Christie	S	EE and WE Siding	30
Collier	S	EE Siding	30
Gateley	S	EE and WE Siding	30
Rheem	S	EE and WE Siding	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Trigo	1014.3	1874	East & West
Tuttle	1050.7	2339	East & West
Kadota	1052.1	1072	East & West
Cement Spur	1057.5	1.2 miles	East
Pritchard	1058.9	998	East
Winton	1065.4	1049	East & West
Hughson	1085.8	2047	East & West
Claus	1092.8	2228	East & West
Oakdale Spur	1095.6	6.5 miles	East & West
Burnham	1112.5	400	East
Rockwell	1114.8	903	East & West
Woodsbro	1125.0	4250	East & West
Werner	1138.8	1185	East & West
Bixler	1139.8	3990	East & West
Du Pont	1147.6	3473	East & West
East Antioch	1149.2	6350	East & West
Zee	1149.7	3163	East & West
Monsanto	1165.8	2304	East & West
Bethlehem Steel	1184.5	1562	East & West
San Pablo	1187.8	584	East & West

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 1012.1	Dragging Equip.	Rotating white lights located at M.P. 1010.7
M.P. 1171.3 and 1171.5	Slide Detector	11701 and 11722 and rotating red light M.P. 1171.5

WEST-WARD ↓		FRESNO INTERURBAN SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
11000		HAMMOND	Y		0.0
11352		2.0 CINCOTTA	Y		2.0
11353		0.4 BARTONETTE	Y		2.4
11355	1200	2.6 CAMEO	Y		5.0
11357		2.2 BURNES	Y		7.2
11363	1200	5.5 FAIRVIEW	Y		13.0
11364		1.2 BIG BUNCH	Y		14.2
11365		1.0 ZEDIKER	Y		15.2
11366		0.5 RIVERBEND	Y		15.7
11367		1.0 ELK	Y		16.7
11368		0.2 BELMONT AVE.	Y		16.9
(16.9)					

Rule 93 Yard limits: Hammond to Belmont Ave., inclusive. M.P. 0.0 to M.P. 16.9

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

MPH

Fresno Interurban Subdivision

10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches 10 MPH.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Hammer Field Spur	4.9	1 Mile	East

ALL SUBDIVISIONS

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

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

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

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

Rule 15 supplemented by adding: Radio may be used in lieu of whistle signals to convey information, EXCEPT when using signals 15(a), 15(1) and 15(n).

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

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

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

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

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

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

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

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

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

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

ALL SUBDIVISIONS

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

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

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

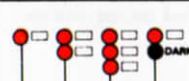
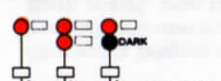
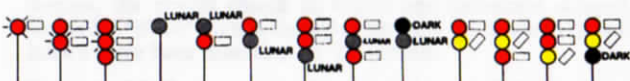
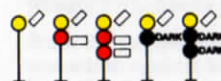
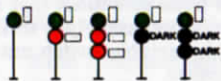
Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

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

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

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

**ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS**



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

ALL SUBDIVISIONS

Rule 317(2) does not apply.

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

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

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

TRACK WARRANT

- NO. _____ ON _____ SUBDIV. _____ 19____
 TO _____ AT _____
1. TRACK WARRANT NO. _____ IS VOID.
 2. PROCEED FROM _____
 TO _____ ON _____ TRACK
 3. PROCEED FROM _____
 TO _____ ON _____ TRACK
 4. WORK BETWEEN _____
 AND _____ ON _____ TRACK
 6. THIS AUTHORITY EXPIRES AT _____ M.
 7. NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____
 8. HOLD MAIN TRACK AT LAST NAMED POINT.
 9. DO NOT FOUL LIMITS AHEAD OF _____
 10. CLEAR MAIN TRACK AT LAST NAMED POINT.
 11. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED, LIMITS OCCUPIED BY TRAIN OR ENGINE.
 12. BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.
 13. DO NOT EXCEED _____ MPH BETWEEN _____ AND _____
 15. PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.
 16. TRACK BULLETINS IN EFFECT _____
 17. OTHER SPECIFIC INSTRUCTIONS _____
 18. TRACK CONDITION MESSAGES IN EFFECT _____
 19. ITEMS CHECKED _____
 OK _____ M _____ DISPATCHER _____

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

ALL SUBDIVISIONS

Rule 450 is supplemented by adding:

Prescribed forms for track bulletin Forms A and B, are shown on pages 174 and 175. Preprinted pads of this form will be, and the forms for new transmission are, revised as depicted below. Mechanically transmitted track bulletins must indicate, in space provided the total number of lines used. Employees receiving copies must assure that lines used correspond with number indicated.

TRACK BULLETIN FORM A

NO. _____ ON _____ SUBDIV. _____ 19____
 TO _____ AT _____
 BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN. USE LAST COLUMN WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

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

TOTAL LINES USED _____
 OK _____ M COPIED BY _____ DISPATCHER _____
 RELAYED TO _____

TRACK BULLETIN FORM B

NO. _____ ON _____ SUBDIV. _____ 19____
 TO _____ AT _____
 ON DATE _____ BE GOVERNED BY RULE 455 WITHIN FOLLOWING LIMITS.
 USE COLUMN WITH ASTERISK(*) WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

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

TOTAL LINES USED _____
 OK _____ M COPIED BY _____ DISPATCHER _____
 RELAYED TO _____

ALL SUBDIVISIONS

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

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

If the rotating white light is illuminated *before* head-end of train reaches detector, AND/OR the following message is transmitted via radio: "SANTA FE RAILROAD (Site Identification), SYSTEM FAILURE", crew must be alert for the possible transmission of a message or audible tone should an alarm occur during passage of the train. If no such tone or message is received, train may proceed at prescribed speed and must be observed closely enroute.

If, *after* entire train has passed the detector, no defects were noted, the following message will be transmitted via radio: "SANTA FE RAILROAD (Site Identification), NO DEFECTS."

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

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

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

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

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

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

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

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

10. Rule N: Southern Pacific trains will use A.T. & S.F. main track between Stockton Tower and Riverbank, between Fresno and Hammond, Fresno Interurban Subdivision and on Oakdale Spur. Sacramento Northern trains will use joint track between Stockton Tower and Pittsburg.

A.T. & S.F. trains will use Southern Pacific main track between Kern Jct. and Mojave, between Oil Jct. and Ducor and between Richmond and Oakland.

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

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

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

14. Rule 450: Track Bulletins will be used on Valley Division.

ALL SUBDIVISIONS

HAZARDOUS MATERIAL

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

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (209) 441-2652. Tell him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous materials from shipping papers.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

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

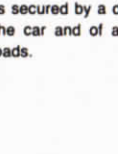
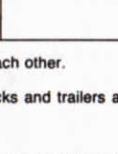
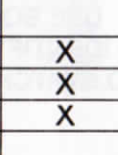
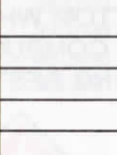
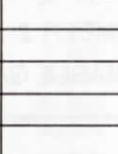
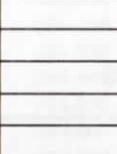
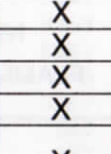
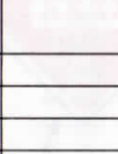
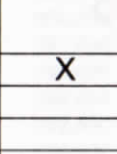
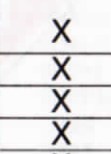
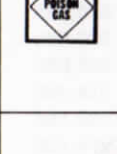
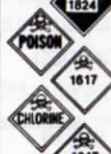
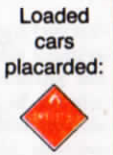
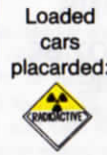
Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

HOW TO USE THIS CHART:

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

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

See footnotes for explanation.



RESTRICTIONS

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

MUST NOT BE NEXT TO:

NO RESTRICTIONS

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

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

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

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

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

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

SWITCHING RESTRICTIONS

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

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

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



NUMBER 2
FLAMMABLE GAS



NUMBER 3
FLAMMABLE LIQUID

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



ALL SUBDIVISIONS

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

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE-POWER
*200	EMD	F40PH	259,500	38,240	3000
*500	EMD	SDP40F	396,000	57,300	3000
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	SW7	262,500	41,300	1500
2000	EMD	GP7	249,000	41,300	1500
2244	EMD	GP9	249,000	45,200	1750
2300	EMD	GP38	262,500	55,460	2000
2370	EMD	GP38-2	260,800	55,400	2000
2417	EMD	CF7	249,000	41,300	1500
2700	EMD	GP30	262,900	51,400	2500
2785	EMD	GP35	266,000	51,400	2500
3000	EMD	GP20	265,000	44,800	2000
3500	EMD	GP38	262,500	55,460	2000
3600	EMD	GP39-2	264,400	55,400	2300
3800	EMD	GP40X	264,000	62,685	3500
3810	EMD	GP50	271,663	64,200	3500
3840	EMD	GP40X	391,500	64,200	3500
4000	EMD	SD39	391,500	82,284	2300
4600	EMD	SD26	387,000	74,152	2625
5000	EMD	SD40	391,500	82,100	3000
5020	EMD	SD40-2	391,500	83,160	3000
5170	EMD	SD40-2	390,500	83,100	3000
5200	EMD	SD40-2	391,500	90,475	3000
5250	EMD	SDF40-2	388,000	83,100	3000
5300	EMD	SD45	389,820	72,286	3600
5426	EMD	SD45	389,500	72,286	3500
5490	EMD	SD45	388,410	72,286	3600
5500	EMD	SD45	391,500	72,286	3600
5590	EMD	SD45	391,500	72,290	3600
5625	EMD	SD45-2	395,500	73,650	3600
5662	EMD	SD45-2	391,500	73,650	3600
5950	EMD	SDF45	395,000	72,290	3600
5990	EMD	SDFP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2250
6350	GE	B23-7	268,000	60,400	2250
6364	GE	B23-7	265,000	60,400	2250
6390	GE	B23-7	264,000	61,000	2250
7400	GE	B39-8	285,940	68,100	3900
7484	GE	B36-7	274,500	64,600	3600
8010	GE	C30-7	398,800	90,600	3000
8064	GE	C30-7	392,500	90,600	3000
8099	GE	C30-7	395,000	91,500	3000
8700	GE	U36C	391,500	90,600	3600
9500	GE	SF30-C	386,560	91,500	3000

* Amtrack passenger units.

