

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 and 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 employe in charge as prescribed by example (a) above.



SANTA FE
SAFETY FIRST



The
Atchison, Topeka and Santa Fe
Railway Co.

COAST LINES

LOS ANGELES DIVISION

TIME TABLE No.

3

IN EFFECT

Sunday, October 26, 1986

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.L. FIELDS H.D. ROBERTSON
Superintendent Terminal Superintendent
SAN BERNARDINO, CALIF. BARSTOW, CALIF.

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Explanation of Characters found in Station columns:

- A — Automatic Interlocking
- B — General Orders/Circulars
- C — Office of Communication
- g — Gate, normal position against conflicting route
- G — Gate, normal position against this Subdivision
- Ḡ — 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"

LOS ANGELES DIVISION

T.H. SHALIN, Asst. Superintendent San Bernardino, Calif.
 L.D. JONES, Trainmaster Needles, Calif.
 V.V. ANDREAS, Rules Instructor Barstow, Calif.
 J.T. CAMPBELL, Rd. Foreman of Eng. Barstow, Calif.
 K.W. JURE, Trainmaster San Bernardino, Calif.
 E.J. MULLIGAN, Trainmaster,
 Rd. Foreman of Engines San Bernardino, Calif.
 J.S. BLACK, Asst. Trainmaster San Bernardino, Calif.
 D.R. MUNDAY, Safety Supervisor San Bernardino, Calif.
 D.L. REYNOLDS, Trainmaster Fullerton, Calif.
 H.S. DUKE, Asst. Trainmaster Fullerton, Calif.
 J.R. FRAIZER, Asst. Trainmaster Fullerton, Calif.
 W.L. TYLER, Asst. Trainmaster-Mgr. RFO San Diego, Calif.
 J.D. LUSK, Trainmaster Los Angeles, Calif.
 R.D. MATHES, Trainmaster Los Angeles, Calif.
 M.L. PLUMLEE, Trainmaster Los Angeles, Calif.
 W.W. CONDOTTA, Asst. Trainmaster Los Angeles, Calif.
 R.R. MARTIN, Safety Supervisor Los Angeles, Calif.
 R.D. HARPER, Trainmaster Watson, Calif.

VALLEY DIVISION

T.A. BAHAM, Trainmaster Barstow, Calif.
 N.C. ORFALL, Asst. Trainmaster Barstow, Calif.
 G. SEFCIK, Asst. Trainmaster Barstow, Calif.
 M.E. CURTIS, Asst. Trainmaster Barstow, Calif.
 J.A. MC RAE, Asst. Trainmaster Barstow, Calif.
 J.T. WILSON, Asst. Trainmaster Barstow, Calif.
 C.M. BARTMAN, Safety Supervisor Barstow, Calif.

COAST LINES

H.C. HENRY, Supervisor of Air Brakes and
 General Road Foreman of Engines Los Angeles, Calif.
 A.C. HENDERSON, Road Foreman of Engines
 (AMTRAK) Los Angeles, Calif.

CHIEF TRAIN DISPATCHER'S OFFICE SAN BERNARDINO

W.N. LEAVERTON, Chief Dispatcher

ASST. CHIEF DISPATCHERS

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

TRAIN DISPATCHERS

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

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

WESTWARD ↓				NEEDLES SUBDIVISION	
FIRST CLASS		STATIONS			
35 PSGR	3 PSGR	Station Number	Siding Feet		
Leave Daily	Leave Daily				
	AM 12:51	19800		DT	NEEDLES BMPQTXY
				ABS	NO. 22
				TWC	WEST NEEDLES
		19795	5317	2MT	JAVA 5.4
	1:09	19790	5650	CTC	IBIS 6.8
	1:16	19785	5418	DT	BANNOCK 4.6 X
	1:22	19780	6716	ABS	HOMER 7.5 X
	1:33	19775	7318	TWC	GOFFS 9.7 PX
	1:40	19770		DT	FENNER 7.5 PX
		19765		ABS	ESSEX 8.5 X
	1:50	19760	5383	TWC	DANBY 13.4 X
	1:58	19295	7328	DT - ABS	CADIZ 10.3 PTXY
		19290		ATS - TWC	SALTUS 3.1 X
	2:08	19285	5296	DT	AMBOY 7.8 PX
	2:14	19280		ABS	BAGDAD 7.4 PX
	2:22	19275	6746	TWC	SIBERIA NO. 9.5 X
	2:36	19265	5414	DT	ASH HILL 6.7 PTX
		19260		ABS	LUDLOW 13.2 PX
	2:57	19250	6605	TWC	PISGAH 6.2 PX
		19245		DT - ABS	HECTOR 12.8 PX
	3:12	19240	7352	ATS - TWC	NEWBERRY 6.9 X
		19235		DT	MINNEOLA 4.8 X
AM				2MT	DAGGETT 6.3
10:55	3:21	19215		CTC	EAST BARSTOW 2.3
					BARSTOW BPQT

NORTH (168.7)

NEEDLES SUBDIVISION		EASTWARD ↑			
STATIONS				FIRST CLASS	
		Mile Post	Siding Feet	4 PSGR	36 PSGR
				Arrive Daily	Arrive Daily
NEEDLES	BMPQTXY	578.0		AM	
WEST NEEDLES		580.2		s 2:14	
JAVA		585.6			
IBIS		592.3			
BANNOCK	X	597.0			
HOMER	X	601.5			
GOFFS	PX	609.1	7254	1:37	
FENNER	PX	618.7			
ESSEX	X	626.2	5369	1:20	
DANBY	X	634.7	5841	1:13	
CADIZ	PTXY	648.1	9292	1:01	
SALTUS	X	658.4	2590		
AMBOY	PX	661.5	5406	12:51	
BAGDAD	PX	669.3	5022	12:45	
SIBERIA	X	676.6			
ASH HILL	PTX	686.7	7113	12:29	
LUDLOW	PX	693.4			
PISGAH	PX	706.6	6682	12:12	
HECTOR	PX	712.8			
NEWBERRY	X	725.6	5363		
MINNEOLA	X	732.5			
DAGGETT		737.3		AM	PM
EAST BARSTOW		743.6		11:48	5:35
BARSTOW	BPQT	745.9		11:39	5:25

(166.0) SOUTH

Rule 93. Yard Limits:

Needles—M.P. 575.1 to M.P. 580.2.

Cadiz—M.P. 646.7 to M.P. 650.2 (south track only)

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

Rule 410: In Double Track (DT) territory, not necessary to report limits clear unless so instructed by dispatcher.

Rule 450: No. 36 will not receive a track warrant or clearance unless otherwise instructed by the train dispatcher.

Rule 452: Crew arriving Barstow on No. 35 will retain track bulletins for use on return trip on No. 36.

CTC in effect: On main tracks between M.P. 580.2 and M.P. 592.3; between M.P. 737.3 and Barstow; on freight lead, Needles.

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

Helper locomotives at or near rear of train may use dynamic brake as follows: Goffs to Cadiz; Ash Hill to Bagdad; Pisgah to Hector; Goffs to Needles.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:

MPH	
Psgr.	Frt.

NORTH TRACK	Needles and M.P. 609.1	60	55*
	Goffs and Bagdad	90	55*
	Bagdad and Pisgah	79	55*
	Pisgah and Daggett	90	55*
SOUTH TRACK	Daggett and Barstow	79	55*
	Barstow and Daggett	79	55*
	Daggett and Pisgah	90	55*
	Pisgah and M.P. 685.8	79	55*
	M.P. 685.8 and M.P. 671.4	79	45
	M.P. 671.4 and Bagdad	79	55*
BOTH TRACKS	Bagdad and M.P. 646.1	90	55*
	M.P. 646.1 and Goffs	79	55*
	Goffs and Needles	60	55*
	Daggett and Ibis against current of traffic	59	49

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

Westward M.P. 611.0 to M.P. 635.0 Eastward M.P. 700.0 to M.P. 694.0
M.P. 706.5 to M.P. 713.0 M.P. 686.5 to M.P. 669.5
M.P. 607.4 to M.P. 578.0

*Maximum authorized speed for freight trains is 70 MPH provided:

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

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

NEEDLES SUBDIVISION

(B) SPEED RESTRICTIONS — TONNAGE

- (a) Maximum authorized speed for freight trains is: 45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.
- (b) Freight trains averaging more than 80 tons per car, having more than 5500 tons or having more than 1200 tons per operative dynamic brake must not exceed 45 MPH Goffs to Needles.

(C) SPEED RESTRICTIONS — VARIOUS

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

(Continued on next page)

NEEDLES SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS (continued)

BETWEEN:		MPH
3 Curves,	M.P. 631.0 and 628.7	75
6 Curves,	M.P. 625.5 and 618.9	65
5 Curves,	M.P. 618.9 and 612.2	70
4 Curves,	M.P. 612.2 and 609.1	65
3 Curves,	M.P. 589.3 and 587.8	50
3 Curves,	M.P. 587.8 and 587.0	45
14 Curves,	M.P. 587.0 and 578.0	50
"H" Street Crossing,	M.P. 578.1	15

NEEDLES YARD

Needles Freight Lead,	M.P. 578.4 and 580.3	30
"H" Street Crossing,	M.P. 578.1	15

BARSTOW YARD

Needles Subdivision Yard Entry between First Street Bridge, M.P. 746.5 and junction High and Low Leads		30
Low Lead		15
Balloon Track		10

* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

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

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

Station	Type	Location	MPH
Needles	D	Crossover freight lead to North Track M.P. 578.4	30
	D	Crossover M.P. 578.4	30
West Needles	D	West end freight lead	50
	D	Two Crossovers	50
Ibis	D	Two Crossovers	50
Bannock	S	WE North Siding	15
Homr	S	WE North Siding	15
Goffs	S	WE North Siding EE South Siding	15
Essex	S	EE South Siding	15
Danby	S	WE North Siding EE South Siding	15
Cadiz	S	WE North Siding EE South Siding	15
Amboy	S	WE North Siding EE South Siding	15
Bagdad	S	EE South Siding	15
Siberia	S	WE North Siding	15
Ash Hill	S	WE North Siding EE South Siding	15
Pisgah	S	WE North Siding EE South Siding	15
Newberry	S	WE North Siding EE South Siding	15
Daggett	D	Two Crossovers	50
	D	Turnout to Union Pacific main track	20
	S	WE U.P. Siding	15
East Barstow	D	Two Crossovers	50
	D	Auxiliary Yard Entry	30
Barstow	D	EE Passenger Siding	20
	D	Crossover	50
	D	Yard Entry	50
House 93	D	WE Passenger Siding	20
	D	Crossover	50
	D	Departure Yard Lead	50
	D	Inspection Yard Lead	50
House 90	D	Inspection Yard Lead	50
	D	North Departure Yard Lead	50
	D	South Departure Yard Lead	50
	D	Two Crossovers	50
	D	Mojave Subdivision Jct.	50
Hutt (Valley Div.)	D	Mojave Subdivision Receiving Yard Lead	30
House 86	D	First Subdivision Receiving Yard Lead M.P. 4.3	30
Barstow Yard	D	EE and WE Inspection Yard Tracks 1102 and 1103	50

(Continued on next page)

NEEDLES SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES (continued)

Station	Type	Location	MPH
Barstow Yard	D	Jct. of High and Low Leads on Needles Subdivision Yard Entry Track	30
	P	Crossovers between First and Mojave Subdivision Yard Entry Tracks	30
	P	EE and WE All Receiving Yard Tracks	30
	P	EE Departure Yard Tracks 1201 through 1205	30
	P	WE All Departure Yard Tracks	30
	P	Crossover between North Departure Lead and South Departure Lead WE Departure Yard	30
	P	Crossover between WE Inspection Yard Track 1103 and WE Departure Yard Track 1201	30
	P	EE Departure Yard Tracks 1206 through 1210	15

(E) SPEED RESTRICTIONS — LIGHT ENGINES

		Light Forward
Diesels without dynamic brakes in use	Ash Hill-Bagdad	24
	Goffs-Needles	24

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Klondike	682.0	345	West (North Track)
Lavic	702.7	235	East (South Track)
Airport Spur	732.6	9048	East (North Track)
Cool Water	735.9	300	West (North Track)
Nebo	741.6	5488	East and West (South Track)

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 587.9	Highwater	Signals 5861, 5863, 5892 and 5894
M.P. 607.5 North Track	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
M.P. 612.4 South Track	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
M.P. 628.1 South Track	Hot Box and Dragging Equip.	Rotating white lights at scanner at M.P. 627 and at locator (M.P. 626.3)
M.P. 631.3 North Track	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
Bridge 642.9	Highwater	Signals 6421 and 6442
M.P. 644.5 North Track	Hot Box and Dragging Equip.	Rotating white lights at scanner at M.P. 646.5 and locator (M.P. 648.1)
M.P. 651.6 South Track	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 648.9)
M.P. 665 North Track	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 667)
M.P. 665 South Track	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 662.5)
M.P. 690.4 Both Tracks	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
M.P. 711.1 Both Tracks	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner

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

TWC in effect between Parker and Cadiz.

Rule 93 Yard Limits:

Parker to Earp—M.P. 103.1 to M.P. 108.0

Rice—M.P. 139.0 to M.P. 142.0

Cadiz—M.P. 189.0 to M.P. 190.5

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

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Cadiz Subdivision	49

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

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

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH	
Bridge and Curve,	M.P. 106.8 and 107.3	30
Track,	M.P. 107.3 and 118.9	40
Curve,	M.P. 165.2 and 165.6	40
Curve,	M.P. 183.0 and 183.2	40
Curve,	M.P. 190.0 and 190.3	10

(D) SPEED RESTRICTIONS — SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Earp	107.3	1236	West
Grommet	131.6	300	East
Metropolitan Water Dist.	163.9	1711	East and West
Pacific Salt Co.	163.7	212	East and West
Standard Chemical Co.	162.6	988	East and West

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

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

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

TWC in effect between Blythe and Rice.

Rule 93 Yard Limits:

Ripley—M.P. 49.4 to M.P. 41.0

Rice—M.P. 1.0 to M.P. 0.0

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Rice and Blythe	40
Blythe and Ripley	20

(C) SPEED RESTRICTIONS — VARIOUS

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

(D) SPEED RESTRICTIONS — SWITCHES

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

2. TRACKS BETWEEN STATIONS

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

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

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

WEST-WARD ↓		LUCERNE VALLEY SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
19060	2900	CUSHENBURY 3.1	Y		29.2
	700	SPUR 5 10.5		TWC	26.1
	760	BASS 4.3			15.6
	122	SPUR 2 4.3			11.3
	114	SPUR 1 6.8			7.0
19055		HESPERIA	PY		0.0
(29.2)					

TWC in effect between Cushenbury and Hesperia.

Rule 93 Yard Limits:

Hesperia—M.P. 0.0 to M.P. 0.9

Cushenbury—M.P. 28.0 to M.P. 29.2

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Hesperia and M.P. 25.2	35
M.P. 25.2 and 29.2	20

(D) SPEED RESTRICTIONS — SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Pluess-Staufer, Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	East and West

WESTWARD ↓				FIRST SUBDIVISION		FIRST SUBDIVISION		↑ EASTWARD			
FIRST CLASS				STATIONS		STATIONS				FIRST CLASS	
35 PSGR	3 PSGR	Station Number	Siding Feet					36 PSGR	4 PSGR		
Leave Daily	Leave Daily			Arrive Daily	Arrive Daily						
AM 11:10	AM 3:55	19000		BARSTOW	BPQT	BARSTOW	BPQT	Mile Post	PM s 5:25	PM s 11:30	
				HOUSE 93 2.2		HOUSE 93 2.2		746.8			
				HOUSE 90 0.9		HOUSE 90 0.9		749.0			
				MSD JCT. 0.9		MSD JCT. 0.9		749A.0			
				HOUSE 86 2.4		HOUSE 86 2.4		4.3			
		19015		LENWOOD 6.9		LENWOOD 6.9		6.7			
				HODGE 15.8		HODGE 15.8		13.6			
				EAST ORO GRANDE 2.1		EAST ORO GRANDE 2.1		29.4			
		19035		ORO GRANDE 3.1		ORO GRANDE 3.1		31.5			
				EAST VICTORVILLE 2.1		EAST VICTORVILLE 2.1		34.6			
		19045		VICTORVILLE 1.3	P	VICTORVILLE 1.3	P	36.7			
				FROST 7.1		FROST 7.1		38.0			
		19055		HESPERIA 5.0		HESPERIA 5.0		45.1			
				LUGO 5.8		LUGO 5.8		50.1			
		19065		SUMMIT NO. 8.9 SO. 6.9		SUMMIT NO. 8.9 SO. 6.9		55.9			
		19075		CAJON 6.6		CAJON 6.6		62.8			
		19080		KEENBROOK 4.5		KEENBROOK 4.5		69.4			
				VERDEMONT 6.9		VERDEMONT 6.9		73.9			
				FIFTH STREET 0.7		FIFTH STREET 0.7		80.8			
s 12:50 PM	s 5:50 AM	19100		SAN BERNARDINO	BPQT	SAN BERNARDINO	BPQT	81.5	3:35 PM	9:42 PM	
Arrive Daily	Arrive Daily			SOUTH TRACK (82.0) NORTH TRACK (84.0)		SOUTH TRACK (82.0) NORTH TRACK (84.0)			Leave Daily	Leave Daily	

CTC - 2MT

CTC in effect: On Main Tracks between Barstow and San Bernardino.

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

Rule 916: At Summit, westward passenger trains will make running test of train brakes; all freight trains, where stop is not made, will make a running test of train brakes between M.P. 55 and M.P. 56.

If train is stopped at Summit for any reason, an automatic brake application of not less than 10 PSI will be made and not released until ready to proceed.

Main tracks cross at grade separation M.P. 39.1 and are designated as prescribed by Rule 153 as amended either side of crossing.

Helper locomotives at or near rear of train may use dynamic brake:
Summit to Victorville and Summit to San Bernardino

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED BETWEEN:

MPH	
Psgr.	Frts.
79	55*

Barstow and San Bernardino 79 55*
Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:

Eastward M.P. 54.4 to M.P. 38

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

Between M.P. 79.2 and M.P. 79.5 on Both Tracks

* Between Barstow and Summit, maximum authorized speed for freight trains is 70 MPH provided:

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

(B) SPEED RESTRICTIONS — TONNAGE

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

FIRST SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS BETWEEN:

		MPH	
		Psg.	Frt.
WESTWARD MOVEMENTS BOTH TRACKS			
2 Curves,	M.P. 746.4 and 747.0	50	50
2 Curves,	M.P. 747.0 and 4.6	60	60
2 Curves,	M.P. 10.3 and 11.9	75	
Curve,	M.P. 16.7 and 17.2	75	
Curve,	M.P. 19.7 and 20.4	75	
Curve,	M.P. 30.6 and 31.8	75	
2 Curves,	M.P. 31.8 and 33.8	55	55
2 Curves,	M.P. 33.8 and 34.3	35*	35
4 Curves,	M.P. 34.3 and 37.2	45	45
1 Curve,	M.P. 37.2 and 37.4	35	35
8 Curves,	M.P. 37.4 and 39.1 (North Track)	45	45
	M.P. 39.1 and 42.0 (South Track)		
2 Curves,	M.P. 37.4 and 39.1 (South Track)	40	40
	M.P. 39.1 and 39.3 (North Track)		
4 Curves,	M.P. 39.3 and 42.0 (North Track)	45	45
Curve,	M.P. 42.0 and 43.7	50	50
Curve,	M.P. 47.2 and 48.1	65	65
Curve,	M.P. 48.1 and 48.8	55	55
17 Curves,	M.P. 48.8 and 56.1	50	50
Grade,	M.P. 56.1 and 56.6	45	45
Grade,	M.P. 56.6 and 62.2 (South Track)	30*	20
Grade,	M.P. 56.6 and 64.2X (North Track)	30*	30
Grade,	M.P. 62.2 and 64.2	40	35
Grade,	M.P. 64.2 and 66.5	35	35
Grade,	M.P. 66.5 and 72.6	40	35
Grade,	M.P. 72.6 and 80.8	50	35
Curve and Track,	M.P. 80.8 and 81.5	20*	20
BETWEEN:		MPH	
EASTWARD MOVEMENTS BOTH TRACKS			
Curve,	M.P. 81.5 and 80.8		20
Curve,	M.P. 79.5 and 79.3		55
Curve,	M.P. 79.3 and 78.3		60
2 Curves,	M.P. 72.6 and 71.5		45
2 Curves,	M.P. 71.5 and 70.8		40
8 Curves,	M.P. 70.8 and 66.5		45
6 Curves,	M.P. 66.5 and 64.2		35
3 Curves,	M.P. 64.2 and 62.2		45
16 Curves,	M.P. 62.2 and 56.6 (South Track)		30
Curve,	M.P. 56.6 and 56.1 (South Track)		45
5 Curves,	M.P. 64.2X and 61.7X (North Track)		35
12 Curves,	M.P. 61.7X and 57.4X (North Track)		30
Curve,	M.P. 57.4X and 57.0X (North Track)		40
Curve,	M.P. 57.0X and 56.1 (North Track)		45
17 Curves,	M.P. 56.1 and 48.8		50
Curve,	M.P. 48.8 and 48.1		55
Curve,	M.P. 48.1 and 47.2		65
Curve,	M.P. 43.7 and 42.0		50*
8 Curves,	M.P. 42.0 and 39.1 (South Track)	45	
	M.P. 39.1 and 37.4 (North Track)		
4 Curves,	M.P. 42.0 and 39.3 (North Track)		45
2 Curves,	M.P. 39.3 and 39.1 (North Track)	40	
	M.P. 39.1 and 37.4 (South Track)		
1 Curve,	M.P. 37.4 and 37.2		35
4 Curves,	M.P. 37.2 and 34.3		45
2 Curves,	M.P. 34.3 and 33.8		35
2 Curves,	M.P. 33.8 and 31.8		55
Curve,	M.P. 31.8 and 30.6		75
Curve,	M.P. 20.4 and 19.7		75
Curve,	M.P. 17.2 and 16.7		75
2 Curves,	M.P. 11.9 and 10.3		75
2 Curves,	M.P. 4.6 and 747.0		60
2 Curves,	M.P. 747.0 and 746.4		50

* Denotes restrictions protected by Inert ATS Inductors

FIRST SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES

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

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

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

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

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

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

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

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

FIRST SUBDIVISION

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

To control train speed, a sufficient number of retainers, starting behind lead locomotives, must be set in high pressure position, before releasing train brakes.

Before proceeding, brake system must be fully charged.

5. Any time a train stops and it is necessary to hold train while the brake system is being recharged, starting behind lead locomotive, apply a sufficient number of hand brakes. Before proceeding, hand brakes must be released.
6. When retainers are used, not less than 20 retainers must be set in high pressure position. Trains operating with retainers must stop east of controlled signal Fifth Street and turn down retainers before proceeding.
7. Speed of trains must not be controlled exclusively with dynamic brakes and locomotive brakes, when train tonnage exceeds: 2500 tons on South Track Summit to Cajon; 3500 tons on North Track Summit to Cajon and 4500 tons on either track Cajon to San Bernardino.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Helendale	21.1	1051	East and West (North Track)
Helendale	21.1	1050	East and West (South Track)
Thorn	41.1	2995	East and West (North Track)
Martinez Spur	54.2	3780	East (North Track)
Alray	59.7X	920	East (North Track)
Devore	71.0	1600	East and West (South Track)
Ono	75.0	1960	East (North Track)

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
M.P. 24.9	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner

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

Rule 93 in effect between M.P. 13.4 and San Bernardino.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Redlands Subdivision	20

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Crossings, M.P. 0.0 and 0.7	5
Crossings, M.P. 0.7 and 3.1	15
Redlands, St. Crossings, M.P. 8.9 and 12.0	15
Mentone, St. Crossing and Track, M.P. 12.0 and 13.4	10

(D) SPEED RESTRICTIONS — SWITCHES

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

2. TRACKS BETWEEN STATIONS

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

WESTWARD ↓			SECOND SUBDIVISION	
FIRST CLASS 3 PSGR			STATIONS	
Leave Daily	Station Number	Siding Feet		
AM 5:50	19100		SAN BERNARDINO	BPQT
5:51			WEST YARD	Y
5:57	24825	1935	RIALTO	
6:03	24800		KAISER	PY
	24355		ETIWANDA	Y
6:09	24292		CUCAMONGA	TY
6:13	24284	2363	UPLAND	
6:18	24264		CLAREMONT	Y
s 6:25	24250	3079	POMONA	
	23768		SAN DIMAS	
6:34	23710	2820	GLENDORA	
6:37	23700		AZUSA	T
6:39	23690	6165	IRWINDALE	PY
	23592	2740	BUTLER	Y
6:43	23584		MONROVIA	Y
	23580		ARCADIA	PY
6:48	23572	1800	CHAPMAN	
s 7:00	23565	1702	PASADENA	
	23559		SOUTH PASADENA	
7:05	23556	1698	OLGA	
			WATER STREET	Y
			BROADWAY	
			MISSION TOWER	MPQT
7:45 AM			LOS ANGELES UNION PSGR TERMINAL	BMP
Arrive Daily			(59.3)	

At Los Angeles: Rules and Regulations of Los Angeles Union Passenger Terminal must be observed within terminal limits. CTC in effect: On main tracks between Broadway and Mission Tower and on main tracks between San Bernardino and West Yard. TWC in effect between West Yard and Broadway.

Rule 93 Yard Limits:

- West Yard M.P. 82.2 to M.P. 83
- Kaiser to Cucamonga—M.P. 89.7 to M.P. 99.0
- Claremont—M.P. 104.4 to M.P. 105.5
- Irwindale to Arcadia—M.P. 117.5 to M.P. 124.5
- Water Street to Broadway—M.P. 138.2 to M.P. 139.4

Rule 315 (A): When crank type dual control switches controlled by Mission Tower are used in hand position, switches must not be returned to motor position until movement clear of switches.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
San Bernardino and Los Angeles	65	55
Rialto, Cucamonga Foothill Spur, Muscat, Metropolitan and Pasadena Industrial Spurs	15	15

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

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

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

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

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

(B) SPEED RESTRICTIONS — TONNAGE

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

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	Track,	M.P.	MPH	
			Psg.	Fr.
		81.5 and 82.2	20	20
		82.2 and 85.2	30*	30
	Fontana,	M.P. 88.5 and 88.9	50	50
	6 Curves,	M.P. 111.8 and 116.9	55	
	2 Curves,	M.P. 118.8 and 119.7	55	
	2 Curves,	M.P. 122.2 and 124.8	60	
	Track,	M.P. 124.8 and 131.0	60	40
	Track,	M.P. 131.0 and 131.8	20*	20
	Track,	M.P. 131.8 and 135.5	30	25
	11 Curves,	M.P. 135.5 and 140.0	25	25
	Curve,	M.P. 140.0 and 140.2	15	15

* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

Trailing movements, spring point details:	MPH
Metropolitan Spur, 4068 ft. from main track	10

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

STATION	TYPE	LOCATION	MPH
West Yard	D	One crossover	20
Broadway	D	Two track junction switch	20

THIRD SUBDIVISION

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

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

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

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

Rule 315(A): When crank type dual control switches controlled by Mission Tower, Redondo Jct., or Hobart Tower are used in hand position, switches must not be returned to motor position until movement clear of switches.

THIRD SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
San Bernardino or West Yard and Fullerton	60	55
Fullerton and M.P. 158.7	79	55
M.P. 158.7 and Los Angeles	65	55
Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:		
Between M.P. 152.6 and M.P. 154.2		
M.P. 160.8 and M.P. 161.1		
M.P. 165.3 and M.P. 165.4		

(B) SPEED RESTRICTIONS — TONNAGE

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

(C) SPEED RESTRICTIONS — VARIOUS

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

* Denotes Restrictions Protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

Trailing movements, spring point details:	MPH
Rana, switching lead	10

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

(Continued on next page)

THIRD SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES

(Continued from previous page)

Station	Type	Location	MPH
Rana	D	Junction switch and crossover	20
Colton	D	SP connection switch (east)	20
West Colton	D	Two crossovers	50
Riverside Junction	D	One crossover	30
West Riverside	D	One crossover	40
Lambert	D	End of Two Tracks	40
Atwood	D	Olive Subdivision junction switch	40
Fullerton	D	Fourth Subdivision junction switch	40
	D	Two crossovers M.P. 45.5	50
Basta	D	One crossover M.P. 163.0	50
Buena Park	D	One crossover	50
La Mirada	D	One crossover	50
D. T. Jct.	D	Two crossovers	50
Bandini	D	Two crossovers	50
Eastern Ave.	D	Main track crossovers and lead switch	40
Hobart	D	Main track crossover	30
	D	Crossover north main track and setout track	30
Hobart Tower	D	Two crossovers	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Prenda Spur (Prenda)	14.3	300	East and West
La Sierra	18.5	440	West
Porphyry (3-M Spur)	22.7	18480	Wye
West Corona	26.8	5812	East and West
Wilshire	156.8	2900	East and West
Stephens	155.5	7530	East and West
Santa Fe Springs	154.1	4250	East and West

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
Bridge 4.6	Highwater	Eastward Automatic Signals 52 and 54 Westward Controlled Signals east end Bridge
M.P. 6.0 Both Tracks	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
Bridge 23.5	Highwater	Westward Controlled Signal at EE Porphyry Eastward Controlled Signal at WE Porphyry
Bridge 24.9	Highwater	Signal 241 westward movements on main track Controlled signal eastward movements at WE Corona Westward Controlled Signal governing movements into EE Corona siding
M.P. 32 Westward	Hot Box and Dragging Equip.	Rotating light at scanner, at M.P. 33.5 and at locator M.P. 35.1
M.P. 32 Eastward	Hot Box and Dragging Equip.	Rotating light at scanner, at M.P. 30.7 and at locator M.P. 29.6

WEST-WARD ↓		ESCONDIDO SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
25545	1376	ESCONDIDO	TY	21.1	
25540	866	SAN MARCOS	Y	16.2	
25530	1811	VISTA	Y	9.2	
25510		ESCONDIDO JCT.	TY	0.0	
(21.1)					

Rule 93 in effect between Escondido and Escondido Jct.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Escondido Subdivision	20

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Hill St., 17 Curves and Track, M.P. 0.3 and 7.1	15

(D) SPEED RESTRICTIONS — SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Talica	3.7	1347	East and West
Buena	12.9	927	West

WESTWARD ↓

FOURTH SUBDIVISION

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

(107.8)

* Holidays: November 27, December 26, 1986, January 1, and February 16, 1987.

FOURTH SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

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

Speed limit freight trains, with dynamic brakes not in use on descending grades when train exceeds 70 tons per operative brake and train exceeds 2000 tons:

WESTWARD	MPH	EASTWARD	MPH
M.P. 253.0 to M.P. 249.0	25	M.P. 189.2 to M.P. 197.0	30
M.P. 188.0 to M.P. 181.0	30	M.P. 253.0 to M.P. 262.0	25

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

Between: M.P. 165.4 and M.P. 166.0
M.P. 250.0 and M.P. 250.5
M.P. 254.2 and M.P. 255.4
M.P. 256.7 and M.P. 260.3
M.P. 262.4 and M.P. 262.7

(B) SPEED RESTRICTIONS — TONNAGE

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

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH	
	Psg.	Fr.
Track, M.P. 273.0 and 267.3	10	10
Track, M.P. 267.3 and 264.1	30	30
Curve, M.P. 262.7 and 262.4	70	
2 Curves, M.P. 260.3 and 259.9	60	
Curve, M.P. 259.1 and 258.5	65	
3 Curves, M.P. 258.5 and 257.9	35*	30
2 Curves, M.P. 257.9 and 256.6	65	
4 Curves, M.P. 255.4 and 253.5	65	
2 Curves, M.P. 253.5 and 252.8	35	35
10 Curves and Grade, M.P. 252.8 and 251.0	25*	20
2 Curves and Grade, M.P. 251.0 and 250.6	40	40
2 Curves, M.P. 250.6 and 250.0	50	50
Curve, M.P. 247.0 and 246.8	85	
Curve, M.P. 245.8 and 245.6	55*	50
Curve, M.P. 244.6 and 244.4	75	
Curve, M.P. 244.4 and 244.1	50*	45
Curve, M.P. 244.1 and 243.5	65	
Crossing, M.P. 241.8 (Lomas Santa Fe Dr.)	70	
2 Curves, M.P. 238.8 and 237.4	80	
4 Crossings, M.P. 226.8 and 225.9	30	30
Curve, M.P. 225.9 and 225.5	50	45
3 Curves, M.P. 224.7 and 223.8	75	
4 Curves, M.P. 209.0 and 206.3	75	
San Clemente, M.P. 206.3 and 202.7	40	40
Crossing, M.P. 201.0 (Beach Rd.)	75	
Curve, M.P. 200.3 and 199.9	45*	40
Curve, M.P. 199.9 and 198.6	60	
3 Curves, M.P. 198.6 and 197.9	35*	35
2 Curves, M.P. 197.9 and 197.0	60	
2 Curves, M.P. 176.1 and 175.3	40*	40
North Track,		
4 Crossings, M.P. 175.3 and 173.8	60	
6 Curves, M.P. 173.8 and 172.2	40	40
Curve, M.P. 172.2 and 172.0 (Main Track and Siding)	35*	35
6 Crossings, M.P. 172.0 and 169.2	45	45
2 Crossings, M.P. 169.2 and 168.0	60	
2 Crossings, M.P. 168.0 and 167.7	40	40
Curve, M.P. 165.9 and 165.4	40	40

* Denotes restrictions protected by Inert ATS Inductors

FOURTH SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES

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

"EE" — East End.

"WE" — West End.

Station	Type	Location	MPH
Fullerton	D	Fourth Subdiv. junction switch — M.P. 165.4	40
Orange	D	WE siding	40
	D	EE siding (main track)	40
Irvine	D	EE two tracks — M.P. 179.1	40
Serra	D	EE and WE of Siding	40
Ponto	D	EE and WE of Siding	40
Miramar	D	WE two main tracks — M.P. 252.9	30
Elvira	D	EE two main tracks — M.P. 257.9	40
Old Town	D	Two-track junction switch	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Tustin	179.5	1800	East and West
Stuart	221.7	1210	East and West
Carlsbad	229.3	2500	West
San Diego G. & E. Co. Spur	231.3	1005	East
Solana Beach	241.9	436	East

3. TRACK SIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator & Signals Affected
Bridge 179.7	Highwater	Eastward Controlled Signals located at east end 2 tracks M.P. 179.0 and westward signal 1801
Bridge 197.9	Highwater	Signal 1952 and Controlled Signal west end of siding Serra
Bridge 207.6	Highwater	Eastward signal 2062 and westward Controlled Signal located M.P. 209.2
Bridge 246.9	Highwater	Eastward signal 2462 and westward Controlled Signal M.P. 248.8

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

TWC in effect between Highgrove and San Jacinto.
 Rule 93 Yard Limits:
 Highgrove to Box Springs — M.P. 0.0 to M.P. 7.5
 Hemet to San Jacinto — M.P. 36.0 to M.P. 38.3

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
San Jacinto Subdivision	40

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Curve and Track, M.P. 18 and 19.2	15
Track, M.P. 34.8 and 35.7	15
Track, M.P. 35.7 and San Jacinto	10

(D) SPEED RESTRICTIONS — SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Lily Cup	0.6	545	East and West
Mayer Farms	15.9	920	East and West
Granite Spur	14.5	4752	Wye
Ellis	19.9	800	East
Egan	33.1	760	East and West

WEST-WARD ↓		HARBOR SUBDIVISION		EAST-WARD ↑	
Station Number	Siding Feet	STATIONS		Mile Post	
23550		REDONDO JCT.	MPQTY	TWC	0.0
		1.5 MALABAR	Y		1.5
		S.P. Crossing	A		2.5
21630		NADEAU	Y		
		S.P. Crossing	A		2.8
21650		WINGFOOT			3.5
21660		WILDASIN			6.0
21671		VAN NESS			7.3
21680		HYDE PARK			8.0
21690		INGLEWOOD			9.9
21710	4962	LAIRPORT	Y		13.6
		S.P. Crossing	Y		14.6
21720		EL SEGUNDO	TY	14.8	
21770		LAWNDALE		16.6	
21780		ALCOA	Y	20.1	
21830		TORRANCE	Y	21.7	
21820		IRONSIDES		23.3	
22100		WATSON	BPQTY	26.6	
22240		WILMINGTON	Y	28X	
21840		PIER A YARD	TY		
22475		WEST THENARD	Y		
		S.P. Crossing	A		
22500		LONG BEACH	Y		
(28.0)					

TWC in effect between Nadeau and Watson.

Spring point derail located at 2414 feet west of M.P. 27, west end Watson Yard. Normal position set to derail for westward movements.

Light indicators are located between Malabar and Wingfoot:
 For westward movement at M.P. 1.7 with 1000 foot approach circuit.
 For eastward movement at M.P. 2.3 with 1000 foot approach circuit.
 Indicators are lighted continuously displaying Red aspect, except when engines or cars foul approach circuit, indicator will display a Green aspect if limits are unoccupied.

If indicator does not change to a Green aspect when engines or cars foul approach circuit, stop must be made and movement must be protected.

When clearing the main track within the above limits, main track switch must not be returned to normal until engine and cars are clear of main track. Main track must not again be fouled without providing proper protection and, in addition, main track switch must be opened and wait five minutes.

Harbor Belt Line: Movement over tracks between Anaheim St. and Pier A Yard or San Pedro must be authorized by Harbor Belt Line.
 Southern Pacific: Movement over joint track between West Thenard and Long Beach must be authorized by Southern Pacific at Long Beach.

Rule 93 Yard Limits: Redondo Jct. to Nadeau—M.P. 0.0 to M.P. 2.5
 Lairport to El Segundo, M.P. 12.7 to M.P. 15
 M.P. 18 to M.P. 22
 M.P. 24.7 to Long Beach
 Harbor Belt Line
 M.P. 26.6 to Anaheim Street, M.P. 28X

Rule 315(A): When crank type dual control switches controlled by Redondo Jct. are used in hand position, switches must not be returned to motor position until movement clear of switches.

HARBOR SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Harbor Subdivision	20
Alcoa Spur	10

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Track and Crossing, M.P. 0.0 and M.P. 1.6	12
Track, M.P. 1.6 to M.P. 10.1	15
Crossing, M.P. 13.1	15
All movements Harbor Belt Line,	10
West Thenard and Long Beach,	10
S.P. Crossing, Nadeau	10
S.P. Crossing, M.P. 14.6 (while head end is passing over)	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through all turnouts — 10 MPH.

ALL SUBDIVISIONS

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

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

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

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

Rule 10 sixth paragraph amended to read: On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flags and green flags will be placed only for trains moving with the current of traffic.

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

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

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

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

ALL SUBDIVISIONS

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

Where Maximum Authorized	Distance
Timetable Speed is 35 MPH or less	1 mile
36 MPH to 49 MPH	1 1/2 miles
50 MPH or over	2 miles

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

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

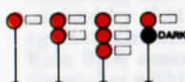
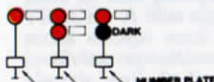
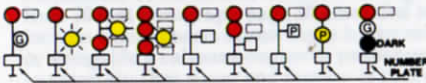
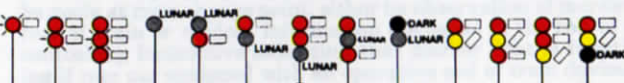
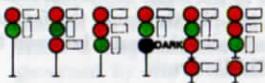
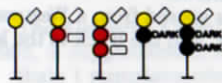
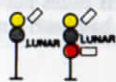
Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in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

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

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

Rules 230 through 242 modified as follows:

**ASPECTS OF
COLOR LIGHT
AND SEMAPHORE SIGNALS**



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

ALL SUBDIVISIONS

Rule 317(2) does not apply.

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

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

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

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

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

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

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

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

Boisterous, profane or vulgar language is forbidden.

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

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

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

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

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

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

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

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

ALL SUBDIVISIONS

5. (a) Trains or engines using auxiliary tracks must not exceed turn-out speed for that track, unless indicated otherwise in Special Instruction 1(A).
- (b) Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

6. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	45	45
511-649##	50	-
All Other Classes	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Engine without cars must not exceed 70 MPH.

#When used as controlling unit, maximum authorized speed is 20 MPH.

##May be used as trailing units only.

7. Rule 101(B): Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	4	5
Amtrak	2	2

8. Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains handling such equipment must not exceed speeds indicated below:

Subdivision	Wrecking Derricks MPH	Jordan Spreaders MPH	Pile Drivers		Locomotive Cranes	
			AT-199454	AT-199455	AT-199600	AT-199720
Needles, Cadiz, First, Second, Third and Fourth Subdivisions	40	45	AT-199454	AT-199455	AT-199600	AT-199720
			AT-199457	AT-199458	AT-199459	AT-199460
			AT-199461	AT-199462	Other Machines	
			AT-199463	AT-199464		
			AT-199465	AT-199466 &		
			AT-199466 &			
All Other Subdivisions	15	15				

Needles, Cadiz, First, Second, Third and Fourth Subdivisions 40

Olive Subdivision 40

All Other Subdivisions 15

Locomotive cranes AT-199600 and AT-199720 and pile drivers must be handled in trains next to engine.

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

All foreign line scale test cars must be handled in trains immediately ahead of caboose or as rear car at speed not exceeding 50 MPH.

9. Rule 109(C) Trackside Warning Detectors:

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

When train is stopped at signals in connection with high water indicator, bridge and track must be inspected before proceeding over bridge.

ALL SUBDIVISIONS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate trackside indicators. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

INSTRUCTIONS APPLICABLE TO ALL TYPES:

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

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

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

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

Use yellow crayon marker to write the date and letter 'X' above each journal inspected, or the date and letter 'W' above each wheel inspected.

5. Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable. Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

When a train is stopped by detector, information required by revised form 1571 standard must be transmitted verbally to train dispatcher's office.

6. Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:
 - (A) It is snowing or sleeting; or,
 - (B) There is snow or ground which can be agitated by a moving train.

INSTRUCTIONS APPLICABLE TO RADIO READOUT (REPORTER) TYPE:

1. As train approaches detector location, to alert crew that system is operational a message stating "system working" may be transmitted via radio.
2. After train passes the detector:
 - A. If no defects were noted, a message stating "no defects" will be transmitted via radio and train may proceed at prescribed speed.
 - B. If no radio message is transmitted, or if no message or audible tone (see item 5) is received, train may proceed at prescribed speed and must be observed closely en route.
3. If rotating white light is illuminated before head-end of train reaches the detector, or a message stating 'system failure' is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see item 5) should an alarm occur during passage of the train.

ALL SUBDIVISIONS

- A. If such message or tone is not received, train may proceed at prescribed speed.
 - B. If such message or tone is received, train must be governed by item 5.
4. If rotating white light becomes illuminated as train passes the detector but a message or audible tone is not transmitted via radio, entire train must be inspected for defects.
 5. If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
 - A. A message stating 'you have a defect' will be transmitted via radio; or,
 - B. An audible tone will be transmitted via radio. The tone will be: (a) a fast beep if on north track, (b) a slow beep if on middle or south track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.
- When these warnings are received, train must immediately reduce to 20 MPH. When rear-end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from head-end of train, and references to 'left' or 'right' side are to the engineer's left or right side in the direction of travel.
6. If a train receives 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms or 1 wide load alarm — remainder of train must be inspected for additional defects.

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

INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE:

1. When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective axle and rear of train. If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.
 2. When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely en route.
10. Rule N: Union Pacific trains will use joint tracks between West Riverside and Daggett. Southern Pacific trains will use Santa Fe main track Second Subdivision between M.P. 104.5 and M.P. 105.5.
 11. Rule 104(L): All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.
 12. Rule 82(A): Clearances not required on Los Angeles Division.
 13. Rule 450: Track Bulletins will be used on Los Angeles Division.
 14. Air Brake Rules 901 through 926 will supersede any rule in Form 2501 Standard, Air Brake and Train Handling Rules with which they conflict.
 15. Rule 403: An incorrect engine number shown on an address on a track warrant must be reported by a crew member and, if authorized by the train dispatcher, may be changed to show the correct engine number.
 16. Rule 104(B): Trains operating without cabooses must not leave siding switch used to enter siding lined and locked for siding unless authorized to do so by the train dispatcher.

ALL SUBDIVISIONS

HAZARDOUS MATERIAL

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

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (714) 387-1241, 387-1359 or 387-1254. Tell him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located in the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous materials from shipping papers.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

SWITCHING RESTRICTIONS

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

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD

OR

DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

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



NUMBER 2
FLAMMABLE GAS



NUMBER 3
FLAMMABLE LIQUID

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

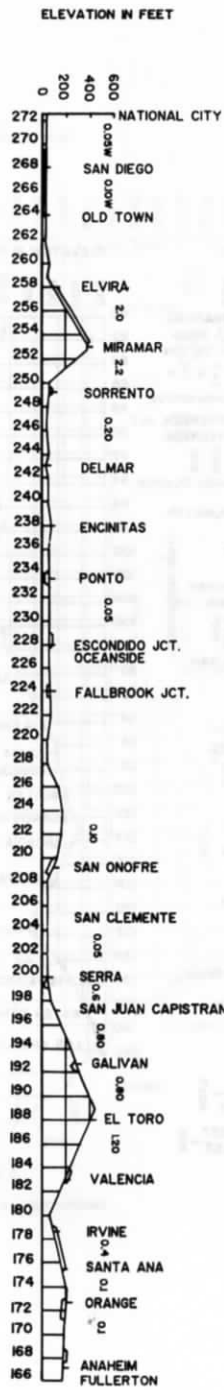


ALL SUBDIVISIONS

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

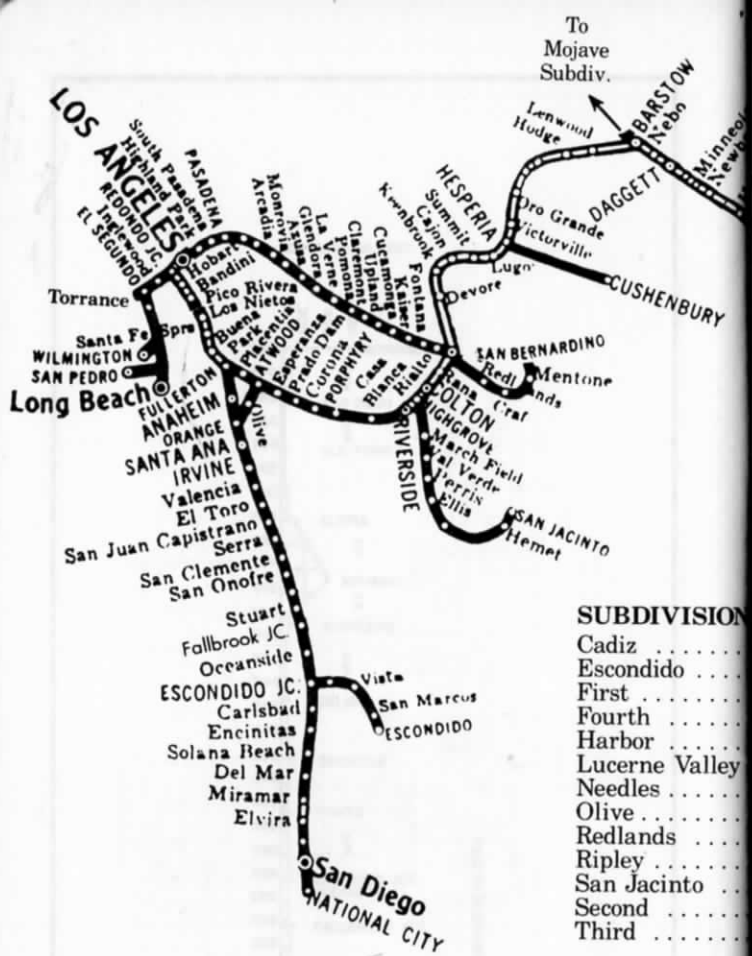
CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE-POWER
*200	EMD	F40PH	259,500	38,240	3000
*500	EMD	SDP40F	396,000	57,300	3000
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	SW7	262,500	41,300	1500
1556	EMD	SD39	391,500	82,284	2500
2000	EMD	GP7	249,000	41,300	1500
2244	EMD	GP9	249,000	45,200	1750
2300	EMD	GP38	262,500	55,460	2000
2370	EMD	GP38-2	260,800	55,400	2000
2417	EMD	CF7	249,000	41,300	1500
2700	EMD	GP30	262,900	51,400	2500
2785	EMD	GP35	266,000	51,400	2500
3000	EMD	GP20	265,000	44,800	2000
3500	EMD	GP38	262,500	55,460	2000
3600	EMD	GP39-2	264,400	55,400	2300
3800	EMD	GP50	264,000	62,685	3500
3810	EMD	GP50	271,663	64,200	3500
3840	EMD	GP40X	391,500	64,200	3500
4600	EMD	SD26	387,000	74,152	2625
5000	EMD	SD40	391,500	82,100	3000
5020	EMD	SD40-2	391,500	83,160	3000
5170	EMD	SD40-2	390,500	83,100	3000
5200	EMD	SD40-2	391,500	90,475	3000
5250	EMD	SDF40-2	388,000	83,100	3000
5300	EMD	SD45	389,820	72,286	3600
5426	EMD	SD45	389,500	72,286	3500
5501	FMD	SD45B	393,920	72,286	3600
5625	EMD	SD45-2	395,500	73,650	3600
5662	EMD	SD45-2	391,500	73,650	3600
5950	EMD	SDF45	395,000	72,290	3600
5990	EMD	SDFP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2250
6350	GE	B23-7	268,000	60,400	2250
6364	GE	B23-7	265,000	60,400	2250
6390	GE	B23-7	264,000	61,000	2250
7200	EMD	SD45-2	395,500	73,650	3600
7400	GE	B39-8	285,940	68,100	3900
7484	GE	B36-7	274,500	64,600	3600
8010	GE	C30-7	398,800	90,600	3000
8064	GE	C30-7	392,500	90,600	3000
8099	GE	C30-7	395,000	91,500	3000
8700	GE	U36C	391,500	90,600	3600
9500	GE	SF30-C	386,560	91,500	3000

* Amtrak passenger units.

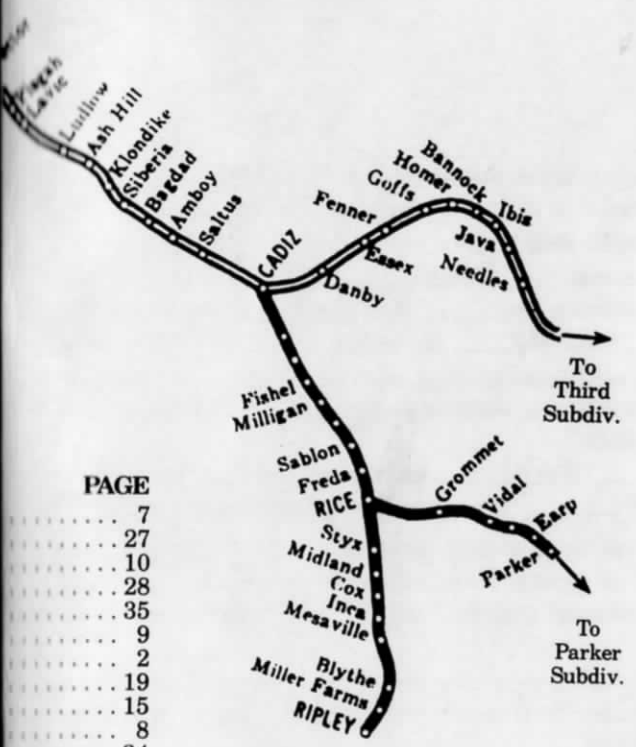


CL. No. 50008-34





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