

WESTERN REGION TIMETABLE 1

EFFECTIVE APRIL 14, 1996
AT 12:01 AM

L. R. Parsons
Executive Vice President - Operations

J. H. Wagner
Vice President-
Chief Mechanical
Officer

J. L. Verhaal
Vice President-
Chief Transportation
Officer

E. P. Reilly
Vice President-
Chief Engineer

D. H. Jacobson
Vice President - Transportation Service Center

M. L. Irvine
Vice President and General Manager

D. J. Seil
Superintendent
Roseville Division

T. R. Lewis
Superintendent
Los Angeles Division

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ROSEVILLE DIVISION

ASSISTANT SUPERINTENDENT

M.E. Brennan	Eugene (341-5514)

TERMINAL SUPERINTENDENT

L. S. Lewis	Roseville (789-5807)
T. M. Ray	Eugene (341-5520)

ROAD FOREMEN OF ENGINES

D. L. Bowler	Roseville (789-5197)
G. A. Tausch	Roseville (789-5194)
M. L. Hamilton	Klamath Falls (883-6532)
N. R. Holmes	Sparks (356-2618)
L. R. Lee	Eugene (341-5553)
R. W. Scott	Eugene (341-5552)
C. Sanchez	Dunsmuir (341-5772)
R. E. Wolcott	San Jose (291-5610)

TRAINMASTERS

T. A. Bullard	Stockton (461-3566)
W. J. Taubenkrau	Eugene (341-5523)
H. R. Kaveny	Oakland (891-7796)
J. G. Fuller	Martinez (891-7863)
M. A. Shannon	Dunsmuir (341-5771)
R. R. Paletta	Roseville (789-5169)
W. C. Goldsberry	Roseville (789-5806)
R. D. James	Roseville (789-5806)
R. T. Jacques	Roseville (789-5806)
L. E. Wiseman	Roseville (789-5806)
P. J. Sheehey	Sacramento (449-1812)
J. L. Gauthier	Portland (220-4449)
R. J. Brandi	Warm Springs (541-3055)

ASSISTANT TRAINMASTERS

E. R. Wegener	Roseville (789-5806)
I. Q. Sanborn	Roseville (789-5806)
W. M. Darling	Roseville (789-5806)
T. M. Whitaker	Sparks (356-2622)
R. L. Irwin	Eugene (341-5526)
P. J. Collins	Oakland (891-7505)

DIVISION MECHANICAL OFFICER

B. L. Parker	Roseville (789-5252)

ASSISTANT DIVISION MECHANICAL OFFICERS

R. A. Bagley ..... Oakland (891-7434)
M. G. Quihuiz ..... Eugene (341-5669)

TRAINMASTER - MECHANICAL

M. K. Fox ..... Roseville (789-5130)

DIVISION ENGINEER

M. H. Bristow ..... Roseville (789-6012)

ROADMASTERS

R. R. Arroyo ..... Martinez (891-7727)
J. E. Day ..... Oakridge (341-5770)
D. F. Holleman ..... Dunsmuir (341-5785)
G. A. Lafon ..... Eugene (341-5620)
L. C. Lybarger ..... San Jose (291-5670)
K. L. Mahon ..... Redding (789-5847)
K. J. Adams ..... Klamath Falls (883-6587)
L. M. Sharrah ..... Albany (341-6704)
W. T. Ward ..... Suisun (541-3010)

DIVISION SIGNAL ENGINEERS

D. A. Dunn ..... Roseville (789-5361)
R. I. MacQuarrie ..... Roseville (789-5367)

BROOKLYN SUBDIVISION

WESTWARD↓		STATIONS	↑EASTWARD	
Station Number	Siding Feet	Valley Line		Mile Post
00800		PORTLAND M		771.0
		0.7		
00870		EAST PORTLAND MT	2 MT No.2 DTC	770.3
		2.4		
00920		HAIG Y		767.9
		1.0		
01000		BROOKLYN QTY	ABS	766.9
		1.7		
01010		WILLSBURG JCT		765.2
		1.1		
01605		EAST MILWAUKIE		764.1
		4.1		
01610	7335	CLACKAMAS		760.0
		4.5		
01615		OREGON CITY		755.5
		4.7		
01630	7316	COALCA	C	750.8
		4.0		
01640		CANBY T	T	746.8
		5.2		
01660	8011	HITO	C	741.6
		6.4		
01705		WOODBURN T		735.2
		3.1		
01805	7280	GERVAIS		732.1
		9.9		
01815	7352	LABISH		721.0
		4.0		
01900		SALEM QTY	ABS	718.2
		3.5		
01910		RENARD		714.7
		10.5	C	
01920	7708	MARION		704.2
		4.7	T	
01925		JEFFERSON		699.5
		4.1	C	
01930	7278	MILLERSBURG		695.4
		4.5		
02000		ALBANY QTY	A	690.9
		1.0		
02235		PAGE Y	B	689.9
		1.9	S	
02510	7430	HALLAWELL		688.0
		3.4		
02515		TANGENT		684.6
		5.6		
02520	7326	SHEDD		679.0
		5.2		
02525		HALSEY	C	673.8
		6.8		
02540	7301	ALFORD	T	667.0
		1.9		
02545		HARRISBURG	C	665.1
		4.5		
02550		JUNCTION CITY		660.6
		0.7		
02555	7342	SWAIN		659.9
		6.9		
02995		IRVING LEAD		653.0
		3.3		
03000		EUGENE YARD TQY	ABS	649.7
(121.3) (ROUTE C)				

Toledo Branch

02000		ALBANY QTY		690.9
(ROUTE CK)				

BROOKLYN SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

VALLEY LINE

Limits		Psgr	Frt	Limits		Psgr	Frt
646.9	and 648.2	30	30	742.7	and 744.4	45	40
648.2	and 653.5	60	40	744.4	and 746.6	70	50
653.5	and 661.1	79	60	746.6	and 746.9	60	50
661.1	and 662.8	70	60	746.9	and 748.9	70	50
662.8	and 663.3	30	30	748.9	and 750.0	40	35
663.3	and 689.9	70	60	750.0	and 750.8	45	40
689.9*	and 692.5*	30	30	750.8	and 754.4	60	40
692.5	and 693.0	60	50	754.4	and 755.3	45	40
693.0	and 698.7	70	60	755.3	and 757.6	40	40
698.7	and 699.1	40	30	757.6	and 764.1	60	40
699.1*	and 700.0*	45	45	764.1	and 764.9	55	40
700.0	and 716.5	70	60	764.9	and 766.7	45	40
716.5*	and 720.3	35	35	766.7	and 767.9	30	30
720.3	and 722.7	60	40		**No. 1 Track**		
722.7	and 734.5	70	60	767.9	and 770.3	10	10
734.5*	and 735.8*	45	45	770.3	and 770.7	10	6
735.8	and 738.6	70	60		**No. 2 Track**		
738.6*	and 739.0*	70	55	767.9	and 770.1	20	20
739.0	and 742.7	70	60	770.1	and 770.7	10	6

***RULE 5.5.** Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the trains' tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
90 or less	65 MPH
90+ to 100	60 MPH
100+ to 115	50 MPH
Over 115	45 MPH

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between	TOLEDO BRANCH	All Trains
ALBANY and MP 691.6		10

SPEED ON OTHER THAN MAIN TRACK:

Remotely controlled turnouts and sidings. 25
Brooklyn yard tracks 1 through 16 8
Car Repair and Diesel Facilities 5
All other tracks Brooklyn Subdivision 10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
	Valley Line				
675.8	American (on spur from Halsey)	02535	738.8	Hubbard	01665
			743.2	Aurora	01655
726.9	Brooks	01810	752.9	Pulp	01625

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired Side Clearance:

MP	Description
Valley Line	
698.9	Bridge

RULE 1.46. Brooklyn: Eastward train terminating Brooklyn must not pass signal bridge MP 766.7 unless permission is obtained from yardmaster or switchman.

Eugene Yard: Westward trains, except trains comprised of passenger equipment, will enter yard at MP 650.9 unless otherwise instructed by yardmaster or his representative.

RULE 5.13. Eugene Yard: Hand brakes on outbound trains must not be released until engine is coupled to the train, air hose is coupled between engine and first car and train is not under blue signal protection.

RULE 6.3. Albany and Salem: When block indicator indicates block is occupied, train or engine must have permission from the train dispatcher before entering main track of Valley Line. After permission is received, comply with the requirements of Rule 6.3.

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:

Brooklyn Yard: Tracks 20, 301, 302, 303, 304, (including all spurs off Track 304), 305, 351-357, 364-368, 0244, 0245, 0273, 0274, 1301-1310. All tracks in Roundhouse and mechanical facility.

Clackamas, Beaverton and Kellog Industrial Parks.

RULE 6.13. Location Of Yard Limits:

West MP		East MP
647.6	Eugene Yd.	652.0
688.7	Albany-Page (Valley Line)	692.3
	Albany (Toledo Br.)	691.6
715.5	Salem (Valley Line)	718.9
765.2	Willsburg Jct.-Haig	768.0

RULE 6.14. Applies between Haig MP 768.0 and East Portland MP 770.1 on No. 1 Track.

RULE 6.25. Territory between Haig and East Portland is designated as two main tracks, with no current of traffic specified.

RULE 6.26. East Portland and Haig: Territory between East Portland and Haig, MP 768.0 is designated as two main tracks, with no current of traffic specified. No. 1 Track is signaled for movement in a westward direction only between MP 769.3 and MP 768.0. No. 2 track is signaled for movement in a eastward direction only between MP 768.0 and MP 769.2. Direct Traffic Control is in effect on No. 2 Track and Rule 6.14 Restricted Limits is in effect on No. 1 Track.

RULE 6.29.1 Trackside Detectors:

MP	Type	MP	Type	MP	Type
	Valley Line	681.1	HB, D	737.8	HB, D
657.1	HB, D	697.8	HB, D	750.1	D
662.4	D	701.7	D	757.5	HB, D
670.2	HB, D	710.0	HB, D	765.6	D
675.2	D	725.2	HB, D		

RULE 6.32.2. East Portland: Closely following movements on same track between Union Pacific interlocking at East Portland and Clay Street crossing, MP 769.2, must not be made on either main track in either direction. Following movements may proceed into territory when crew has ascertained that preceding move, if any, has cleared interlocking, eastward, or Clay Street, westward.

RULE 6.33. Indicators Located As Follows:

Illum. Letter	On Signal	Requires Movement as follows
P	7682 No. 2 Track	
P	On Mast MP 768.2 No. 1 Track	Eastward freight trains and engines with cars exceeding 1,800 feet total length moving on either track must not pass letter-type indicators unless illuminated or permission obtained. When indicator not illuminated contact Brooklyn yardmaster who will obtain UP dispatcher's permission to proceed.

RULE 7.6. Brooklyn: Two handbrakes must be applied to cars on west end of Tracks 1 through 16.

RULE 8.3. Main track switches at Brooklyn and Haig may be left lined and locked for other than normal movement.

RULE 8.12. Brooklyn: When authorized by yardmaster, crossover switches at west end of yard may be left lined for crossover movements.

BROOKLYN SUBDIVISION

RULE 9.5.8. Block Signals With "P" Plates:

Eastward	Protection	Westward
7374	Barricade detector on county road, MP 737.8.	7397
Absolute	Collision detector, highway underpass MP 756.0, 12th. St., Oregon City	7561

RULE 9.12.2. East Portland: Union Pacific East Portland interlocking governs junction with U.P.'s Graham Line of its Portland Subdivision, and movements using the Steel Bridge crossing of the Willamette River. Interlocking limits extend from MP 770.1 on S.P. Main tracks 1 and 2 to westward U.P. signals governing convergence of U.P. Tracks 1 and 2, and across the Steel Bridge to Front Avenue where limits are contiguous with those of Portland Terminal Railroad's "VC" interlocking governing the west end of Portland Union Station. U.P.'s interlocking is under control of UP train dispatcher in Omaha.

RULE 9.17. Albany: Westward train arriving from Toledo Branch enroute to Valley Line CTC must stop short of APPROACH CIRCUIT sign at MP 691.9 on bridge over Willamette River until informed by Valley Dispatcher or his representative that train will be able to move into CTC.

Upon entering approach circuit, signals D-692 and noncontrolled absolute signal MP 690.9 are equipped to display green aspect provided Valley Line main track is unoccupied. Signal D-692 must be passed within eight minutes of entering approach circuit or favorable indications will time out.

Rule 9.12.4 also governs red aspect displayed by non-controlled absolute signal for westward movement on Valley Line for signal located at MP 691.1.

Westward train arriving from Toledo Branch enroute to Albany yard must stop short of APPROACH CIRCUIT sign at MP 691.9 and not proceed until orally authorized or proceed signal is received. If crossover into yard is lined for movement to enter yard, noncontrolled absolute signal MP 690.9 will display red aspect, Rule 9.12.4 is applicable.

When entering Valley Line main track at BN Crossover, MP 691.2, block to be occupied at this location extends from signal 6910 eastward to signal 6934.

RULE 10.1. CTC is in effect on main track and sidings between:

MP 652.0, Eugene Yard and MP 688.7, Hallawell;
MP 692.3, Albany and MP 715.5, Renard;
MP 718.9, Salem and MP 765.2, Willsburg Jct.;
MP 765.0 Willsburg Jct. to MP 765.1 on Tillamook Branch.

RULE 16.1. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP
	Valley Line No. 2 Track	
768.0	Haig	770.1

AIR BRAKE RULES

RULE 50.16. Brooklyn: Part B will not apply to transfer movements within the Brooklyn terminal area.

RULE 51.9. Eugene Yard: Intermediate Inspection and test must be performed on trains PTPCX, PTLAF, PTWCQ, LABRF & LAPCX. Engineer must know inspection and test have been made before departing Eugene Yard.

RULE 52.10. Brooklyn: When shoving cars, be governed by the following chart to determine the maximum number of powered axles and throttle position permitted:

No. of Powered Axles	Maximum Throttle Position
8 or Less	8
12 Axles Max	6

BROOKLYN SUBDIVISION

MISCELLANEOUS

1. RESTRICTED TRACKS.
LOCOMOTIVES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:

Class of Engine	Restricted Track
ALL, EXCEPT EF618, EF418, ES415	All Industry Spurs Between Portland and Eugene Yard.
ALL, EXCEPT ES415, ES412	Oregon City on Tracks 853 and 854, Smurfit Newsprint Corp.
ALL	American: Under Paper Loading Sheds.
ALL, EXCEPT EF618, EF415, ES415 (ONE ENGINE ONLY MAY OPERATE).	Brooks: Spur at Main Line Foods (Stayton Canning) and Back Track Serving Onion Sheds.

Equipment	Must Not be Operated
85-FOOT OR LONGER CARS.	Clackamas: All Safeway Trackage.

CASCADE SUBDIVISION

WESTWARD↓		STATIONS		↑EASTWARD	
Station Number	Siding Feet	Cascade Line			Mile Post
03000		EUGENE YARD	QTY	ABS	649.7
		2.4			
03025	1986	EUGENE			647.3
		2.2			
03505	5231	JUDKINS			645.1
		0.8			
03510		SPRINGFIELD JCT	T		644.3
		1.2			621.6
04700		SPRINGFIELD			620.4
		1.4			
04705		MOHAWK JCT			619.0
		3.9			
04720		NATRON			615.1
		3.1			
04730		FALL CREEK JCT			612.0
		2.1			
04740	8430	DOUGREN		C	609.9
		9.3			
04750	5330	MINNOW		T	600.6
		5.2			
04755	5226	CRALE		C	595.4
		4.5			
04760	5245	HAMPTON			590.9
		5.3			
04765	5758	LOOKOUT			585.6
		5.1			
04775	6808	OAKRIDGE	QT		580.5
		5.2			
04780	6757	PRYOR			575.3
		6.0			
04785	8520	McCREDIE SPRINGS			569.3
		5.1			
04790	5852	HEATHER			564.2
		3.8			
04795	5401	WICOPEE			560.4
		5.6			
04805	8590	FIELDS	T		554.8
		8.8			
04815	4820	CRUZATTE			546.0
		5.2			
04820	8590	ABERNETHY			540.8
		4.1			
04825	7687	CASCADE SUMMIT			536.7
		8.1			
04830	9575	CRESCENT LAKE	QT		528.6
		13.8			
04840	6462	MOWICH			514.8
		1.6			
04845		GILCHRIST JCT			513.2
		9.9			
04855	9266	CHEMULT			503.3
		5.3			
04865	6160	DIAMOND LAKE			498.0
		5.4			
04875	6150	YAMSAY			492.6
		9.2			
04885	6162	LENZ			483.4
		8.9			
04895	6189	FUEGO			474.5
		9.2			
04915	7161	CALIMUS			465.3
		8.6			
04925	6218	CHILOQUIN			456.7
		9.5			
04945	6156	MODOC POINT			447.2
		8.3			
04955	6152	ALGOMA			438.9
		4.8			
04965	6241	WOCUS			434.1
		4.6			
05015		KLAMATH FALLS	Y		429.5
		0.8			
05000		KLAMATH FALLS YARD	QY	ABS	428.7
(100) (ROUTE CF)					

Coos Bay Branch

03105	2850	DANEBO	Y		651.6
		2.3			
. . .		BNSF CROSSING	Y		649.3
		0.9			
03000		EUGENE YARD	QTY		648.4
(3.2) (ROUTE CO)					

CASCADE SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

CASCADE LINE

Limits		Psgr	Frt	Limits		Psgr	Frt
428.5	and 429.9	25	25	547.0	and 550.6 W . . .	33	25
429.9	and 430.7	40	40	550.6	and 553.5 W . . .	33	30
430.7	and 434.3	45	40	553.5	and 554.0	27	25
434.3	and 442.0	50	40	554.0	and 556.7 E. . . .	33	25
442.0	and 444.9	70	60	554.0	and 556.7 W . . .	33	30
444.9	and 445.1	65	60	556.7	and 557.1	25	20
445.1	and 454.8	70	60	557.1	and 558.5 E. . . .	30	25
454.8	and 461.7	50	50	558.5	and 580.5 E. . . .	33	25
461.7	and 467.7	40	40	557.1	and 558.5 W . . .	30	30
467.7	and 471.1	70	60	558.5	and 580.5 W . . .	33	30
471.1	and 508.7	79	60	#580.5	and 597.3	50	50
508.7	and 510.3	65	60	597.3	and 611.8	60	60
510.3	and 523.5	60	55	611.8	and 616.7	50	45
523.5	and 528.8	75	60	616.7	and 617.2	45	40
528.8	and 533.1	60	60	617.2	and 620.4	50	40
533.1	and 537.3	45	40	620.4	and 646.9	40	40
537.3	and 553.5 E . . .	33	25	646.9	and 648.2	30	30
537.3	and 547.0 W . . .	33	30	648.2	and 653.6	60	40

E = Eastward, W = Westward

\# Between MP 587.2 and MP 587.3, through Tunnel 24, train handling loaded double-stack cars which have containers stacked two high must not exceed 25 MPH.

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
90 or less	65 MPH
90+ to 100	60 MPH
100+ to 115	50 MPH
Over 115	45 MPH

Between Oakridge and Cascade Summit, flanger is authorized to operate at 35 MPH.

GRADE RESTRICTIONS

On descending grade between Cascade Summit and Oakridge the following table must be used to determine the maximum allowable speed taking into account freight train's TPOB and tons per axle of operative dynamic brake.

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake		
	300 or less	300 + to 420	420 + to 550
Below 80	25	25	25
80 to 100	25	25	20
100.1 to 145	20	20	20

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

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

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by Road Foreman of Engines, or other proper authority. Refer to Rule 52.1.7 for retainer use instructions.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

COOS BAY BRANCH

BETWEEN EUGENE YARD AND DANEBO 10

SPEED ON OTHER THAN MAIN TRACK:

Remotely controlled turnouts, crossovers, and sidings 25

Exceptions:

Diamond Lake, and Wocus 12
Eugene 8
Lenz, Fuego, and Chiloquin 10
Klamath Falls Yard tracks except Tracks 1, 2, 17, and 25 5
Eugene Yard, within engine service and One-Spot facilities 5
All other tracks, Cascade Subdivision 10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
		Cascade Line			
431.9	Chelsea	04975	610.1	Hills (on spur from Fall Creek Jct.)	04735
451.8	Lobert	04935	612.9	Jasper	04725

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired Side Clearance:

MP	Description	MP	Description
	Cascade Line		
537.8	Tunnel	556.0	Tunnel
544.3	Tunnel	557.1	Tunnel
545.2	Tunnel	557.8	Tunnel
546.5	Tunnel	558.6	Tunnel
547.1	Tunnel	560.9	Tunnel
547.7	Tunnel	565.5	Bridge
548.3	Tunnel	572.1	Tunnel
548.6	Tunnel	581.8	Tunnel
548.8	Tunnel	584.5	Tunnel
549.3	Tunnel	587.2	Tunnel
550.0	Tunnel	590.0	Bridge
551.8	Tunnel	616.0	Wideload Detector
553.9	Tunnel	620.6	Bridge

RULE 1.43. Unless otherwise authorized, train and engine crews must have a Scott Scram Pack breathing device in their possession when working between Oakridge and Crescent Lake. Employees regularly assigned to Hill pool and helper pool will be issued a Scott Scram Pack. Extra board employees called for freight service on Cascade Subdivision must request a Scott Scram Pack from employee on duty at Eugene or Klamath Falls yard office when reporting for duty and must return the Scram Pack upon completion of service on the Cascade Subdivision.

Used breathing devices must be exchanged for new ones.

To activate the Scott Scram unit, place the hood over your head and pull the activation pin. This will provide approximately 15 minutes of oxygen.

Do not smoke or be around open flames immediately after using a Scott Scram unit.

RULE 1.46. Eugene Yard: Eastward trains, except trains comprised of passenger equipment, must enter yard at MP 648.6 unless otherwise instructed by yardmaster or his representative.

RULE 5.13. Eugene Yard: Hand brakes on outbound trains must not be released until engine is coupled to the train, air hose is coupled between engine and first car and train is not under blue signal protection.

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:

Eugene Yard: Blair Yard tracks except the main lead between WP siding and Coos Bay wye switch, Old Rip Yard, Seneca Drill, Long Rip tracks 4621, 4622, 4624, 4625, and 4627, all tracks within roundhouse facilities except between west spring switch and the west end of round-

house track No. 3, all tracks within One Spot facility including leads, Yard tracks 601-606 including leads to these tracks, Tracks 950, 952, 905, 167 and 169, SPINS tracks 4607, 4620, 4629, 4652, 4654, 4708, 4710, 4712, 4714, 4716, 4718, 4720, 4730 and 4744.

Springfield: Weyerhaeuser Drill.

Fall Creek Jct: Hills Spur, MP 612.

Chelsea: Tracks 8401, 8410 and 8435.

Klamath Falls: Tracks 8244, 8241, 8205, and 8313.

RULE 6.13. Location Of Yard Limits:

West MP		East MP
647.6	Eugene Yard	652.0
642.0	Springfield Jct. (C.O.R.P.)	CTC Limit
548.4	Eugene Yard-Danebo (Coos Bay Br.)	652.0
427.3	Klamath Falls-Klamath Falls Yard	429.8

RULE 6.29.1 Trackside Detectors:

MP	Type	MP	Type	MP	Type
	Cascade Line				
436.5	D	537.6	D	562.7	D
442.6	HB, D	538.7	D	567.3	D
452.6	D	541.6	HB, D	571.9	HB, D
458.7	HB, D	543.0	D	577.7	D
464.2	D	544.5	D	579.2	D
468.1	D	547.0	D	583.5	HB, D
472.0	HB, D	548.1	D	588.1	D
479.8	D	549.0	D	593.6	D
487.1	HB, D	549.6	D	598.1	HB, D
494.4	D	552.8	D	603.0	D
501.1	HB, D	557.3	HB, D	606.8	D
508.3	D	557.4	#Impact Det.	613.3	D
519.7	HB, D	558.2	D	616.0	H, D, HW*
526.4	D	561.6	D	646.1	D

* When high/wide detector is activated by a westward train and car indicated by detector is a loaded doublestack, car must be set out before reaching Tunnel 24 MP 587.2.

\# Wheel Impact Detector Talker: When detector is activated, inspect for built up tread, broken wheel, flat spots and other wheel surface defects.

RULE 6.33. Eugene Yard: When signal 6489 displays any aspect other than clear (green) freight trains must stop and not proceed without permission from the Eugene Yard Yardmaster.

RULE 7.6. Instruction For Applying Hand Brakes:

Klamath Falls and Klamath Falls Yard:

Freight train ..... 5 brakes on west end.

Oakridge:

50 or more cars ..... 15 brakes on east end.
26 to 50 cars ..... 10 brakes on east end.
25 or less cars ..... 5 brakes on east end.

Except in preparing train for departure, employee releasing any of these brakes must apply an equal number to replace them.

Hand brakes will not be applied on freight train if outgoing crew takes charge of train on arrival or if inbound crew is advised by yardmaster that engine is not to be detached.

RULE 8.2. Oakridge: Switch-point derail located 1,215 feet from switch on Bald Knob lead must be secured by locked switch lock when lined for movement in and out of Bald Knob, as well as being locked in derailing position when not in use.

RULE 9.1.11. Eugene Yard: Proceed indication displayed by non-controlled absolute dwarf signal at west end of yard MP 649.1 governs movement through crossover to main track. FLASHING RED aspect will govern movement to W.P. Siding.

RULE 9.1.13. When signal 6482 displays Red aspect and a preceding train is not clear of main track, train will remain clear of Van Buren St. crossing until preceding train has entered yard.

RULE 9.5.8. Block Signals With "P" Plates:

Eastward	Protection	Westward
4406	Slide detector fence MP 441.9 and MP 442.4	4423
4424	Slide detector fence MP 442.4 and MP 444.0	4441
4440	Slide detector fence MP 444.0 and MP 445.5	4455
4456	Slide detector fence MP 445.6 and MP 446.1	Absolute
Absolute	Fire detector Cascade Creek bridge, MP 546.4	Absolute
Absolute	Slide detector fence east of Tunnel No. 6 MP 546.7	5469
5470	Fire detector on trestle between Tunnels Nos.7 and 8, MP 547.7	5481
5478	Fire detector on trestle between Tunnels Nos. 9 and 10, MP 548.6	5491
Absolute	Fire detector on Steep Canyon bridge, MP 552.3	5529
5528	Slide detector on cinder fill 1/2 mile west of Fields, MP 553.5 and MP 553.7	Absolute
5628	Fire detector on Salt Creek bridge, MP 563.2	Absolute
Absolute	Fire detector on Eagle Creek bridge, MP 565.5	5655
5714	Slide detector fence, MP 572.2 and MP 572.6	5725
Absolute	Slipped bent detector Tunnel No. 22, MP 581.8 and 582.2	5827
5828	Slide detector fence, MP 583.0 and 583.1	5839
5838	Mudslide detector, MP 584.5 and 584.6	Absolute
Absolute	Slide detector fence, MP 586.9 and MP 587.0	5875
Absolute	Slide detector fence, MP 596.2	5973
6118	Slide detector fence, MP 612.3 and MP 612.5 and high water detector MP 611.9	6133
6134	Slide detector fence, MP 613.8 and MP 614.0	Absolute

RULE 10.1. CTC is in effect on main track and sidings from MP 429.8, Klamath Falls, to MP 647.6, Eugene.

AIR BRAKE RULES

Eastward passenger trains must make running air brake test before passing Cascade Summit.

RULE 51.9. Eugene Yard: Intermediate Inspection and test must be performed on trains PTPCX, PTLAF, PTWCQ, LABRF & LAPCX. Engineer must know inspection and test have been made before departing Eugene Yard.

RULE 52.1.5. PLACEMENT OF HELPER ENGINES: Between Dougren and Cascade Summit, trains having 8,000 or less tons will use the following table to determine the maximum axles of power that may be used by an entrained helper.

MAXIMUM AXLES OF POWER	TRAIN TONNAGE
12	6,300 or less
18	6,300+ to 8,000

RULE 52.17. Eastward freight trains exceeding 100 cars that have utilized automatic air brakes to control speed while descending grade must stop at Oakridge or in vicinity of Salmon Creek, make a full service brake application and release to insure no sticking brakes east of Oakridge.

MISCELLANEOUS

1. **Klamath Falls, Klamath Falls Yard and Texum:** Permission from train dispatcher 66 or representative must be obtained under the following conditions:
   a. Before entering Shasta Line main track between MP 427.3 and 429.8;
   b. Before occupying tracks 1, 2, 17, 25 and Texum;
   c. Before eastward trains may enter Texum;
   d. Before freight trains may depart from Texum, Klamath Falls and Klamath Falls Yard.
   e. Before westward BNSF and SP freight trains can pass Portland St., MP 430.3.
2. **Train Makeup Restrictions Applicable Between Oakridge and Cascade Summit.**
   A. To determine any applicable actual trailing tonnage restriction on a specific type of car, use the following table.
   To use the table:
   (1) Determine if train contains any car listed in column titled "Type of Car"
   (2) Follow horizontally across and determine if any criteria listed is met.

(3) When car meets the criteria, the maximum actual trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of Car	Maximum Actual Trailing Tonnage			
	1,000 Tons	2,500 Tons	3,600 Tons	4,800 Tons
Two-Axle intermodal car (TOPS code QA)	Weighs less than 25 tons.	Weighs 25 tons or more		
Solid drawbar connected two-axle car (TOPS code QD7)	Under all conditions			
Articulated double stack car (TOPS Code S)			Has one or more empty platforms	
Multiplatform articulated car (TOPS code Q)			Has one or more empty platforms	
Car 73' or longer in length weighing less than 50 tons			If coupled to a car less than 73' in length	If coupled to another car 73' or longer in length.

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

When train tonnage exceeds 4,100 actual tons, each of the first five cars behind the road engine must weigh at least 50 tons and:
1. All be 73' or longer in length; or
2. All be less than 73 feet in length.

In determining train makeup restrictions A. and B. above, be governed by the following when dealing with these non-conventional cars:

Articulated intermodal double stack car or spine car (TOPS code Q or S):

Car having all platforms loaded is to be considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73' in length.

Two-unit solid drawbar-connected intermodal long cars (TOPS Code PQ):

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

Three-unit solid drawbar-connected double stack cars (TOPS code SB):

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

3. Following applies when operating from Oakridge to Cascade Summit:
   a. Road locomotive of a loaded unit train must not exceed 32 axles of power.
   b. Road locomotive of other than a unit train must not exceed 24 axles of power.

Exception:
When isolating locomotive units in a consist to reduce the number of axles to the maximum limit, if the isolation of an additional locomotive unit brings the total number of axles BELOW the limit, this locomotive may be left on line in excess of the maximum number indicated above.
When determining axles of power:
a. SD60, SD70 and C44-9 are to be counted as having eight axles of power; and

CASCADE SUBDIVISION

b. AC4400CW and SD-70MAC locomotives are to be counted as having nine axles of power.

c. AC6000CW locomotives are to be counted as having 10 axles of power.

4. **Klamath Falls Yard:** Do not use more than eight axles of power when performing switching on tracks 6 through 13.

5. **Oakridge:** When an eastward train is to be held attended or unattended at Oakridge for more than 45 minutes, the engine must be cut off and located on another yard track west of MP 581.4.

BLACK BUTTE SUBDIVISION

WESTWARD↓		STATIONS		↑EASTWARD	
Station Number	Siding Feet	Shasta Line			Mile Post
05015		KLAMATH FALLS	Y	A	429.5
		0.8			
05000		KLAMATH FALLS YARD	QTY	B	428.7
		1.1			
. . .		BIEBER LINE JCT	Y	S	427.6
		1.4			
05018		TEXUM	T		426.2
		3.9			
05306		MIDLAND			422.3
		6.7			
05310	4858	WORDEN			415.6 414.2
		7.1			
05316	5439	DORRIS			407.1
		10.4			
05320		MACDOEL			396.7
		2.7			
05324	7286	MOUNT HEBRON			394.0
		7.1			
05328		KEGG PIT			386.9
		0.9			
05332	8343	KEGG			386.0
		8.8			
05340	5169	PENOYAR		C	377.2
		8.7			
05344	5675	GRASS LAKE		T	368.5
		7.8			
05348	8342	ANDESITE		C	360.7
		8.5			
05352	5065	HOTLUM			352.2
		7.0			
05360	N5400 S6350	BLACK BUTTE	T		345.2 344.7
		5.6			
05368	8670	UPTON			339.1
		2.4			
05372	4337	MOUNT SHASTA			336.7
		3.2			
05382	5880	AZALEA			333.5
		2.1			
05386	7248	MOTT			331.4
		5.3			
05390		SMALL			326.1
		4.0			
05400	8501	DUNSMUIR	QT		322.1
(105.5) (ROUTE CF)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

SHASTA LINE

Limits			Psgr	Frt	Limits			Psgr	Frt
319.6	and	322.6	25	25	371.3	and	373.8	50	50
322.6	and	327.9 E	27	25	373.8	and	379.1	70	60
322.6	and	327.9 W	27	20	379.1	and	387.7	50	50
327.9	and	328.2	20	20	387.7	and	390.1	65	60
328.2	and	331.7 E	25	25	390.1	and	407.8	79	60
331.7	and	332.6 E	27	25	407.8	and	409.9	45	40
322.6	and	327.9 W	27	20	411.6	and	412.4	65	60
328.2	and	331.7 W	25	20	409.9	and	411.6	60	55
331.7	and	332.6 W	27	20	411.6	and	412.4	65	60
332.6	and	333.5	35	30	412.4	and	426.9	70	60
333.5	and	337.9	40	40	426.9	and	427.6	55	40
337.9	and	347.4	50	50	427.6	and	428.5	50	40
347.4	and	355.5	35	35	428.5	and	429.9	25	25
355.5	and	371.3	40	40					

E = Eastward, W = Westward

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the trains' tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
90 or less	65 MPH
90+ to 100	60 MPH
100+ to 115	50 MPH
Over 115	45 MPH

BLACK BUTTE SUBDIVISION

On the descending grade between Grass Lake and Dunsmuir this table must be used to determine the maximum allowable speed, taking into account the freight train's TPOB and tons per axle of operative dynamic brake.

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake			
	0-300	301-500	501 to 600	601 to 700
Below 80	No Restriction	No Restriction	40	35
80.1 to 110	No Restriction	40	35	30
110.1 to 115	40	35	30	25
115.1 to 125	35	30	30	25
125.1 to 135	30	30	25	25

Exception to table:

1. Between West Switch Upton and MP 332.6 freight trains must operate 5 MPH below speed listed in table.
2. On descending grade between MP 332.6 and MP 322.6, freight trains must not exceed 500 tons per axle of operative dynamic brake.

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

Exception:

When tons per axle of operative dynamic brake exceeds the grade restrictions speed table or the 500 tons per axle restriction between MP 332.6 and MP 322.6, thus requiring retainers, operative axles of helper may be added to road engine for computing tons per axle of operative dynamic brake. If revised tons per axle of operative dynamic brake does not exceed table or 500 ton restriction, the setting of retainers is not required. Train must not exceed the most restrictive speed in table.

A train that exceeds the 500 ton per axle restriction between MP 332.6 and MP 322.6, a train that exceeds the table, a train that experiences dynamic brake failure, or if the use of dynamic brakes and a 18 pound brake pipe reduction will not control the train at the allowable speed, the train must be stopped and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage is reduced or retainers on all cars placed in operative position. When it is necessary to use retainers, the train must not proceed except as instructed by a Road Foreman of Engines or other proper authority. Refer to Rule 52.1.7 for retainer use instructions.

SPEED ON OTHER THAN MAIN TRACK:

Remotely controlled turnouts, crossovers and sidings 25

Exceptions:

Crossover between main track and siding, Black Butte 12

Sidings Dorris, Mount Hebron, Kegg, Grass Lake, Andesite, Hotlum, Black Butte (North and south sidings), Upton, Mt. Shasta, Azalea, Mott, and Dunsmuir 12

Klamath Falls: All yard tracks except for 1, 2, 17, 25 and Texum 5

All other tracks Black Butte Subdivision 10

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired Side Clearance:

MP	Description	MP	Description
325.0	Bridge	410.0	Tunnel
407.8	Tunnel		

RULE 1.46. Dunsmuir: Westward freight trains must not pass East switch Dunsmuir without obtaining yarding or crew change instructions. Westward trains entering Dunsmuir are to use either main track or siding and must not use yard tracks.

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:

Dunsmuir Yard: Tracks 9143, 9145, 9146
Kegg Pit: All tracks
Dorris: Tracks 9035, 9038
Klamath Falls: Tracks 8244, 8241, 8205, 8313

RULE 6.13. Location Of Yard Limits:

West MP		East MP
427.3	Klamath Falls — Klamath Falls Yard	429.8
345.2	CORP R.R. (Old Siskiyou Line)	349.3

RULE 6.27. Conductors of trains handling trailers and/or containers on flat cars and intermodal cars must notify train dispatcher about intermodal equipment prior to passing Grass Lake, westward, and Upton, eastward.

RULE 6.28.3. Black Butte: Two sidings located at Black Butte are designated as follows:

North: Siding east of CORP RR junction crossover, 5,400 feet in length.

South: Siding west of CORP RR junction crossover, 6,350 feet in length.

Combined length of both sidings is 13,300 feet.

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
323.2	D, HW*	342.3	HB, D	383.9	D
324.3	D	347.7	D	390.9	HB, D
325.3	D	357.5	HB, D	400.2	D
327.3	D, HW*	365.0	D	404.7	HB, D
327.7	**	372.9	HB, D	411.0	HB, D
329.1	D	374.8	D	418.5	D
330.5	HB, D	379.3	D	424.0	HB, D
335.2	D				

* Freight trains must be stopped short of the Sacramento River bridge, MP 324.99, and the train inspected for high/wide car or load.

** Slide detector light for westward trains. Slide will activate rotating red light located to left of track. Upon observing rotating red light, the train must stop and make inspection of area at MP 327.5 to assure that it is safe for passage.

RULE 6.29.2. Crew members of westward freight trains are not required to make walking inspection of their trains at Azalea, Mott and Small.

RULE 6.33. Indicators Located As Follows:

Illum. Letter	On Mast	Authorizes and requires Movement as follows
W.	MP 319.9	Westward trains, except helper engines, on main track or siding when indicator illuminated, must stop short of South First St. crossing and wait until indicator extinguished.

RULE 7.6. Instructions For Applying Hand Brakes:

Klamath Falls and Klamath Falls Yard:

Freight train . . . . . Five brakes on west end. Except in preparing train for departure, employee releasing any of these brakes must apply an equal number to replace them.

Hand brakes will not be applied on freight train if outgoing crew takes charge of train on arrival or if inbound crew is advised that engine is not to be detached.

Dunsmuir:

Passenger train . . . . . Two brakes on east end, Three brakes on west end.

Freight train or cut of 25 cars or less . . . . . Ten brakes on west end.

Freight train or cut of 26 to 50 cars . . . . . 15 brakes on west end.

Freight train or cut of over 50 cars. . . . . 20 brakes on west end.

Except in preparing train for departure, employee releasing any of these brakes must apply an equal number to replace them.

Hand brakes will not be applied on freight train if outgoing crew takes charge of train on arrival.

RULE 8.9. Texum: Spring switch located at MP 427.0 Modoc Line Jct. on Texum Yard lead may be left lined for Modoc Line. Trailing point movement through spring switch must not be made when switch is lined for Modoc Line. Spring switch is protected by switch point indicator located between main track and Texum Yard lead.

RULES 9.1.3 and 9.1.7. Flashing white light on mast MP 331.5 will be illuminated for westward trains on main track when westward absolute signal at west end Mott displays clear or Approach aspect.

RULE 9.5.8. Block Signals With "P" Plates:

Eastward	Protection	Westward
3224	Slide detector fences, MP 323.6 and MP 324.0	3243
Absolute	Slide detector fence, MP 326.9	3273
3274	Slide detector fence, MP 327.3 and MP 327.5	3281
3290	Slide detector fence, MP 329.5 and MP 330.1	3301
Absolute	Collision detector, bridge MP 360.8	Absolute
4106	Collision detector, bridge MP 410.6	4125

RULE 10.1. CTC is in effect on main track and sidings from Dunsmuir, to MP 427.3, Klamath Falls Yard, and Siskiyou Branch between MP 344.0 and MP 345.2

AIR BRAKE RULES

RULE 50.8. When engine(s) are left unattended on trackage in vicinity of engine servicing facilities, Dunsmuir, the most westerly engine must be left running to maintain independent brake application in addition to other required securement.

RULE 51.15. Passenger trains must make running air brake test before passing Grass Lake in both directions.

RULE 52.1.5. Not more that 24 axles of power may be used in a helper locomotive consist on the Black Butte Subdivision. The placement of helper locomotives on the Black Butte Subdivision will be governed by the following table. All other restrictions contained in Rule 52.1.5 remain in effect.

AXLES	PLACEMENT REQUIREMENTS
Any Helper	Must be entrained ahead of: a. Two-axle cars (TOPS Code QA) weighing less than 25 tons b. Solid drawbar connected two-axle cars (TOPS code QD7); c. Rail pick-up cars RGAX 4694-4696; d. Scale test cars SPMW 5868, SSW 99293, RGX 450; e. Foreign line scale test cars; f. Other cars designated as rear end only; and g. Any locomotive which is being handled dead-in-train in the rear portion of train. The first car ahead of any helper must NOT be: a. A flat car (TOPS code F or P) which weighs less than 50 tons; or b. An articulated double stack car, spine car, or a solid drawbar connected car (TOPS code Q, S, or PQ), having one or more empty platforms.
8 or less	May be: a. Placed immediately ahead of caboose or on the rear of a cabooseless train. The first 10 cars ahead of the helper must meet one of the following conditions: 1. Each weighs 50 tons or more; **OR** 2. All are over 73 feet in length; **OR** 3. All are 73 feet or less in length. b. Cut in ahead of 1/2 the tonnage rating of the helper locomotive
9 to 12	On a loaded unit train, helper locomotives may be placed ahead of caboose or on the rear of a cabooseless train. On other than a loaded unit train, helper locomotive(s) must be cut in ahead of 1/2 of the tonnage rating of the helper locomotive(s). The first car ahead of the helper locomotive(s) must weigh 50 tons or more. The first 10 cars ahead of the helper locomotive(s) must meet one of the following conditions: a. Each weighs 50 tons or more; or b. All are over 73 feet in length; or c. All are 73 feet or less in length
13 to 18	Must be cut in ahead of 1/2 of the tonnage rating of the helper locomotive(s). The first 10 cars ahead of the helper locomotive(s) must all weigh 50 tons or more.
18 to 24	May only be used on loaded unit train and must be cut in ahead of 1/2 the tonnage rating of the helper locomotive(s).

MISCELLANEOUS

1. Train Makeup Restrictions Applicable between Dunsmuir and Azalea:

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

   To use the table:

   (1) Determine if train contains any cars listed in column titled "Type of Car"

   (2) Follow horizontally across and determine if any criteria listed is met.

   (3) When car meets the criteria, the maximum actual trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of Car	Maximum Actual Trailing Tonnage		
	1000 Tons	2,500 Tons	3,000 Tons
Two axle intermodal car (TOPS code QA)	Weighs less than 25 tons.	Weighs 25 tons or more	
Solid drawbar connected two-axle car (TOPS Code QD7)	Under all conditions		
Articulated double stack car (TOPS code S)			Has one or more empty platforms
Multiplatform spine car (TOPS code Q)		Has one or more empty platforms.	Has all platforms loaded.
Car 73' or longer in length weighing less than 50 tons.		If coupled to a car less then 73' in length.	If coupled to another car 73' or longer in length.
Car between 73' and 65' in length weighing less than 50 tons.			If coupled to another car less than 65' in length.
TOFC/COFC flat car.			Loaded on one end only.

   B. When the total weight of a train exceeds 3,000 actual tons, the following described cars must be no closer than the eleventh car behind the engine:

   (1) Empty car 73' or longer in length.

   (2) TOFC/COFC car loaded on one end only.

   (3) Articulated double stack car (TOPS code S) having one or more empty platforms.

   C. When train tonnage exceeds 3,600 actual tons, each of the first five cars behind the road engine must weigh at least 50 tons or more and:

   (1) All five be 73' or longer in length; or

   (2) All five be less than 73' in length.

   D. When train tonnage exceeds 4,000 actual tons, each of the first five cars behind the road engine must be less than 73' in length.

In determining train makeup restrictions A, B, C & D above, be governed by the following when dealing with these non-conventional cars:

Articulated intermodal double stack car or spine car (TOPS codes Q or S):

Car having all platforms loaded is to be considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73' in length.

Two-unit solid drawbar-connected intermodal long cars (TOPS code PQ):

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

BLACK BUTTE SUBDIVISION

Three-unit solid drawbar-connected double stack cars (TOPS code SB):

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

2. Eastward train between Dunsmuir and Azalea exceeding 5,500 feet (excluding engines) must have a helper separated from the road engine.
3. Eastward train between Dunsmuir and Black Butte must not exceed 24 axles of power on headend or on helper engine.

   When determining axles of power:

   - SD60, SD70 and C44-9 are to be counted as having eight axles of power; and
   - AC44-CW and SD-70MAC locomotives are to be counted as having nine axles of power.
   - AC60-CW locomotives are to be counted as having 10 axles of power.
4. **Klamath Falls, Klamath Falls Yard and Texum:** Permission from the train dispatcher 66 or representative must be obtained under the following conditions:
   - Before entering Shasta Line main track between MP 427.3 and 429.8;
   - Before occupying tracks 1, 2, 17, 25 and Texum;
   - Before eastward trains may enter Texum;
   - Before freight trains may depart from Texum, Klamath Falls and Klamath Falls Yard.
   - Before westward BNSF and SP freight trains can pass Portland St., MP 430.3
5. Except in an emergency, Small spur track may only be used by work trains and the Weed Local for the meeting and passing of other trains.
6. **Klamath Falls Yard:** Do not use more than eight axles of power when performing switching on tracks 6 through 13.

VALLEY SUBDIVISION

WESTWARD↓		STATIONS		↑EASTWARD
Station Number	Siding Feet	Valley Line		Mile Post
05400	8501	**DUNSMUIR** QT 3.8		322.1
05409	5805	**CASTLE CRAG** 5.2		318.3
05424	5385	**CONANT** 3.7		313.1
05432	8300	**SIMS** 5.4		309.4
05440	4970	**GIBSON** 3.8		304.0
05448	5570	**LAMOINE** 3.5		300.2
05456	5255	**DELTA** 4.1		296.7 289.8
05464	8300	**LAKEHEAD** T 4.5		285.7
05468		**MEAD** 3.6		281.2
05472	6120	**OBRIEN** 7.2		277.6
05476	9350	**GRAY ROCKS** 4.1		270.4
05480	5095	**CENTRAL VALLEY** 3.3		266.3
05484	5290	**SILVERTHORN** 4.8		263.0
05500		**REDDING** Q 4.7		258.2
05513	9245	**GIRVAN** 9.3		253.5
05519	8445	**CULP** 7.7	C	244.2
05523	8200	**DRAPER** 7.6	T	236.5
05526	8345	**BLUNT** 5.5	C	228.9
05530		**RED BLUFF** 4.5		223.4
05534	8305	**RAWSON** 5.1		218.9
05542	13500	**GERBER** 2.1		213.8
05546		**TEHAMA** T 8.7		211.7
05808		**VINA** 9.4		203.0
05812	8378	**ANITA** 9.4		193.6
05825	8540	**CHICO** T 16.8		184.2
05842	8185	**RICHVALE** 11.5		167.4
05858	8420	**FAGAN** 11.2		155.9
05869	8450	**BERG** 2.9		144.7
05895		**BINNEY JCT (UP XING)** M 1.0		141.8
05903		**MARYSVILLE** 6.6		140.8
05920	8350	**OSTROM** 12.1		134.2
05935	8260	**BROCK** 5.1		122.1
05950		**LINCOLN** 4.2		117.0
05955	8370	**SUNSET WHITNEY** 6.2		112.8
06000		**ROSEVILLE** QTY		106.6
(208.6) (ROUTE C)				

For movements within Roseville Terminal refer to Roseville Subdivision Roseville Terminal Special Instructions.

VALLEY SUBDIVISION

MAXIMUM AUTHORIZED SPEED

VALLEY LINE

Limits		Psgr	Frt	Limits		Psgr	Frt
106.6	and 106.9	10	10	214.9	and 220.5	70	60
106.9	and 111.0	65	65	220.5	and 220.6	40	40
111.0	and 116.4	70	65	220.6	and 223.2	70	60
116.4	and 117.1	55	55	223.2	and 224.4	45	45
117.1	and 117.5	50	50	224.4	and 226.6	60	60
117.5	and 123.3	60	60	226.6	and 233.6	65	60
123.3	and 125.4	65	65	233.6	and 242.5	70	60
125.4	and 130.0	70	65	242.5	and 243.7	65	60
130.0	and 134.6	60	60	243.7	and 256.6	70	60
134.6	and 139.8	70	65	256.6	and 259.7	45	45
139.8	and 140.5	30	25	259.7	and 261.2	60	60
140.5	and 141.0	25	25	261.2	and 269.0	65	60
141.0	and 142.0	30	25	269.0	and 285.9	50	45
142.0	and 143.9	45	40	285.9	and 288.7 (295.6)	45	40
143.9	and 183.8	70	65	288.7 (295.6)	and 308.8	27	25
183.8	and 184.5	25	25	308.8	and 309.5	25	25
184.5	and 209.9	70	65	309.5	and 315.0	27	25
209.9	and 211.4	35	35	315.0	and 316.1	25	25
211.4	and 211.8	30	25	316.1	and 319.2	27	25
211.8	and 214.9	60	40	319.2	and 322.6	25	25

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the trains' tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
90 or less	65 MPH
90+ to 100	60 MPH
100+ to 115	50 MPH
Over 115	45 MPH

SPEED ON OTHER MAIN TRACK:

Remotely controlled turnouts and sidings. 25

Exceptions:

Sidings Sunset Whitney, Brock, Berg, Fagan, Anita, Richvale, Chico, Silverthorn, Rawson, Blunt, Draper, Girvan, Delta, Lamoine, Gibson, Sims, Conant, Castle Crag and Dunsmuir . 12

Central Valley 10

Berg: Over scale, weighing. 3

Marysville: Old Oroville Main 5

Chico: All yard tracks 5

All other tracks Valley Subdivision 10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
	Valley Line				
121.0	Ewing	05940	161.4	Biggs	05850
131.2	Erle	05925	209.7	Los Molinos	05804
139.8	Dantoni Jct.	05910	221.0	Red Bank	
149.8	Sunset	05866	240.4	Cottonwood	05522
158.0	Gridley	05854	247.1	Anderson	05516

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired Side Clearance:

MP		Description	MP		Description
	Valley Line				
300.0	(on siding)	Bridge	305.4		Tunnel
301.8		Bridge	306.7		Bridge
302.2		Bridge	310.6		Bridge

RULE 1.46. Roseville: Light engines and freight trains from Valley Subdivision must not pass Signal 1063 unless oral authorization is received from switchman.

Dunsmuir: Eastward freight trains must not pass crossover MP 321.4 Dunsmuir without obtaining instructions regarding crew change.

VALLEY SUBDIVISION

Westward trains entering Dunsmuir are to use either main track or siding and must not use yard tracks.

RULE 6.12. FRA Excepted Track Rule applies on following tracks:

Rawson: Track 3240

Red Bluff: Tracks 3220 & 3219

MP 248.3: Track 3113

MP 249.0: Track 3107 .

MP 250.5: Tracks 3064-3063

Redding: Track 3020

MP 261.3: Track 3018

MP 270.5: Track 3009

Lakehead: Wye tracks

Sims: Storage Spur

RULE 6.13. Location Of Yard Limits:

West MP		East MP
185.5	Tehama (Joint with CFNR on former West Valley Line)	186.3
	Roseville	106.6

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
108.2	D	187.7	D	264.1	HB, D
115.4	HB, D, Hot Wheel#	191.3	HB, D	267.5	D
124.8	HB, D	206.3	HB, D	279.2	D
136.4	HB, D	220.4	D	283.2	HB, D
150.5	HB, D	225.7	HB, D	298.1	D
163.9	HB, D	241.7	HB, D, HW**	307.4	HB, D
178.3	HB, D	251.4	D	311.7	D
		261.3	D	316.5	HB, D

** When high/wide detector is activated by a eastward train and car indicated by detector is a loaded double stack, car must be set out at Redding.

Inspection will be made of all wheels on car or cars reported to have hot wheels. If hot wheels cannot be located, an inspection must be made of ALL WHEELS on the two (2) cars immediately ahead of the suspect car and on the two (2) cars immediately behind the suspect car. If the car(s) with hot wheels is/are located, check handbrakes, position of retaining valves, and condition of air brakes.

Car number, defect and/or corrective action taken will be transmitted to Car Foreman at Roseville, or to the train dispatcher.

WESTWARD TRAINS: When hot wheel detector is activated, train may proceed without stopping to Sunset-Whitney for inspection. Stop will be made between siding switches. If corrective action cannot be taken to eliminate the problem, and, it is determined there are no sliding wheels, the cars(s) may be brought to Roseville Terminal for repairs, at a speed not exceeding 20 MPH.

EASTWARD TRAINS: When hot wheel detector is activated, train must be stopped. If Corrective action cannot be taken to eliminate the problem, the car(s) must be set out.

RULE 6.33. Indicators Located As Follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
W	319.9	South 1st St. Crossing Dunsmuir	Trains on main track or siding must stop and wait until extinguished.
S	Absolute	West switch Marysville	Enter yard
SC	Absolute	East end Berg.	Train is to be weighed

Berg: Coupled-in-motion track scale at MP 145.5. Train to be moved through siding to east switch of scale track and lined through scale track.

Reverse movement must not be made over scale while scale is activated. Bi-directional white speed indicator light is illuminated when scale is activated and if necessary to deactivate scale so reverse movement can be made, contact train dispatcher, who has direct control of on and off functions.

Redding: If signal 2582 displays stop, eastward trains must stop west of south street and contact train dispatcher and be governed by his instructions.

RULE 7.6. Instructions For Setting Hand Brakes:

Dunsmuir:

Passenger trains . . . . . Two brakes on east end,
. . . . . Three brakes on west end.
Freight trains or cuts of 25 cars or less . . . Ten brakes on west end,
Freight trains or cuts of 26 to 50 cars . . . . . 15 brakes on west end.
Freight trains or cuts of over 50 cars. . . . . 20 brakes on west end.

Except in preparing train for departure, employee releasing any of these brakes must apply an equal number to replace them.

Hand brakes will not be applied on freight train if outgoing crew takes charge of train on arrival.

Redding: In addition to handbrakes, rail skids must be used to secure cars and engines at the following locations:

West end of track 3036.

No. 1 track - West end 50 feet east of derail and 50 feet east of middle crossover.

West end of storage track.

50 feet west of west switch off storage track in siding.

West end of siding 50 feet east of derail.

RULE 9.5.8. Block Signals With "P" Plates:

Eastward	Protection	Westward
Absolute	Collision detector, highway underpass, MP 108.2	1099
Absolute	High water detector, bridge No. 135.0	1357
2388	High water detector, Bridge 239.9.	2403
2720	Fire detector, Pit River Bridge, and Slide detector fences, MP 273.7 and 274.1.	2743
2882	Fire detector, bridge 288.5 and Slide detector fences, MP 295.7 and 296.0	Absolute
Absolute	Slide detector fence, MP 297.3	Absolute
Absolute	Slide detector fences, MP 300.2, MP 300.8 and MP 301.0	3015
3024	Slide detector fence, MP 302.7	Absolute
3050	Slide detector fence, MP 305.6	3061
3062	Slide detector fence, MP 306.9	3073
Absolute	Slide detector fence, MP 310.4	3111

RULE 10.1. CTC is in effect on main track and sidings between: Roseville MP 106.6 and Dunsmuir.

AIR BRAKE RULES AND TRAIN HANDLING INSTRUCTIONS

RULE 50.8. When engine(s) are left unattended on trackage in vicinity of engine servicing facilities, Dunsmuir, the most westerly engine must be left running to maintain independent brake application in addition to other required securement.

RULE 50.10. Eastward trains picking up engine at Red Bank MP 221.18 between Rawson and Red Bluff must not work power above throttle position 4 between MP 221 and MP 224 between Rawson and Blunt.

MISCELLANEOUS

1. Restricted tracks. Locomotives listed must not operate on tracks shown below:

Class of Engine	Restricted Track
All six-axle engines	SPINS 2926 Louisiana-Pacific and all industry tracks between Tehama and Dunsmuir.
All, except ES415, EF418, EF420, EF618	West of Maxwell, MP 131.2, Track 3435

2. Only locomotives listed may operate on track shown below:

Class of Engine	Restricted Track
All 4-axle not exceeding 280,000 lbs.	Yard tracks Chico.

3. The following applies when operating from Lakehead to Dunsmuir:
   a. Road locomotive of a loaded unit train must not exceed 32 axles of power.
   b. Road locomotive of other than a unit train must not exceed 24 axles of power.

   When the maximum working number of axles is exceeded, isolate the excess trailing locomotive units.

Exception:

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

When determining axles of power:

a. SD60, SD70 and C44-9 are to be counted as having eight axles of power; and
b. AC44-W and SD-70MAC locomotives are to be counted as having nine axles of power.
c. AC6000CW locomotives are to be counted as having 10 axles of power.

4. Lamoine siding must not be entered by westward freight trains.
5. Train Makeup Restrictions Applicable Between Lakehead and Dunsmuir.
   a. To determine any applicable actual trailing tonnage restrictions on a specific type of car, use the following table.

   To use the table:

   (1) Determine if train contains any cars listed in column titled "Type of Car"

   (2) Follow horizontally across and determine if any criteria listed is met.

   (3) When car meets the criteria, the maximum actual trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of Car	Maximum Actual Trailing Tonnage			
	1,000 Tons	2,500 Tons	4,600 Tons	6,100 Tons
Two-axle intermodal car (TOPS code QA)	Weighs less than 25 tons.	Weighs 25 tons or more		
Solid drawbar connected two-axle car (TOPS code QD7)	Under all conditions			
Articulated double stack car (TOPS code S)			Has one or more empty platforms	
Multiplatform articulated car (TOPS code Q)			Has one or more empty platforms	
Car 73' or longer in length weighing less than 50 tons.			If coupled to a car less than 73' in length.	If coupled to another car 73' or longer in length.

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

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

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

In determining train makeup restrictions a. and b. above, be governed by the following when dealing with these non-conventional cars:

Articulated intermodal double stack car or spine car (TOPS codes Q or S):

Car having all platforms loaded is to be considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73' in length.

Two-unit solid drawbar-connected intermodal long cars (TOPS code PQ):

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

VALLEY SUBDIVISION

Three-unit solid drawbar-connected double stack cars (TOPS code SB):

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

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

ROSEVILLE SUBDIVISION

		STATIONS	↑EASTWARD	
Station Number	Siding Feet	No. 2 Track		Mile Post
06500		SPARKS QTY 3.3	A	246.2
06495		RENO Y 4.9	B	242.9
06488		LAWTON 6.2	S	238.0
06480		VERDI 9.4		231.8
06474		FLORISTON 11.7		222.4
		EAST TRUCKEE Y 1.9	CTC	210.7
06470	5190	TRUCKEE TY 9.3	2MT ABS	208.8
06464		SHED 47 5.3		198.7
06457	6336	NORDEN QT 6.5		192.0
06452		TROY 5.2	C	185.5
06446		CISCO 1.3	T	180.3
06443		SHED 10 7.1	C	179.0
No 2 track removed between shed 10 and Switch 9				
. . .		SWITCH 9 0.5		171.9
06434		EMIGRANT GAP Q 2.6		171.4
. . .		FULDA 2.2		168.8
06430		BLUE CANON 4.8	A	166.6 165.5
06426		MIDAS QT 8.5	B	160.7
06410	6400	GOLD RUN 6.2	S	152.2
06402		CAPE HORN 4.4		146.0 146.1
06390	6400	COLFAX QT 12.6		141.7
06326		BOWMAN 4.9		129.1
06318		AUBURN NEVADA ST 4.0		124.2
06314		NEWCASTLE 9.6		120.2
06305		ROCKLIN Y 4.0		110.6
06000		ROSEVILLE QTY 3.8		106.6
06050		ANTELOPE	CTC	102.8
(141.0) (ROUTE A)				

For movements within Roseville Terminal, refer to Roseville Terminal Special Instructions.

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
	Sparks-Antelope No. 1 Track			Antelope-Sparks No. 2 Track	
241.0	West Reno	06490	126.5	Foothill	06322
216.2	Boca	06472	148.5	Magra	06406
193.4	Summit	06460	156.8	Towle	06422
157.2	Towle	06422	216.3	Boca	06472
148.9	Magra	06406	241.0	West Reno	06490

ROSEVILLE SUBDIVISION

WESTWARD↓		STATIONS		
Station Number	Siding Feet	No. 1 Track		Mile Post
06500		SPARKS QTY 3.3	A B S	246.2
06495		RENO Y 4.9		242.9
06488		LAWTON 6.3		238.0
06480		VERDI 9.2		231.7
06474		FLORISTON 11.7		222.4
		EAST TRUCKEE Y 1.9	CTC	210.7
06470	6023	TRUCKEE TY 9.3	2MT ABS	208.8
06465		SHED 47 6.6	C T C	198.7
No 1 Track removed between shed 47 and Norden				
06457		NORDEN QT 6.5		192.1
06452		TROY 5.3		185.6
06446		CISCO 1.3		180.3
06443		SHED 10 7.1		179.0
- - -		SWITCH 9 0.5		171.9
06434		EMIGRANT GAP Q 1.9	A B S	171.4 170.7
- - -		FULDA T 2.8		168.8
06430		BLUE CANON 4.9		166.0
06426		MIDAS 8.5		161.1
06410		GOLD RUN 6.2		152.6
06402		CAPE HORN 4.3		146.4
06390		COLFAX QT 13.7		142.1
06366		BOWMAN 3.9		128.4
06362		AUBURN 4.9		124.5
06358		NEWCASTLE 5.7		119.6
06350		LOOMIS 3.3		113.9
06305		ROCKLIN Y 4.0		110.6
06000		ROSEVILLE QTY 3.8		106.6
06050		ANTELOPE	CTC	102.8
(142.5) (ROUTE A)				

SPEEDS ON OTHER THAN MAIN TRACK:

Remotely controlled crossovers 25

Exceptions:

Norden crossovers Eastward No. 2 to No. 1 or Westward No. 1 to No. 2, Shed 10 and Switch 9 10

Siding-Norden 20

Locomotive maintenance facility tracks Roseville and Sparks 5

Colfax: all yard tracks and Truckee Spins 4058 and 4060 5

All other tracks Roseville Subdivision 10

ROSEVILLE SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN SPARKS and ROSEVILLE

Limits		Psgr	Frt
No 2 Track			
102.5	and 103.1	30	25
106.0	and 106.7	20	20
106.7	and 108.1	35	35
108.1	and 111.0	40	40
111.0	and 117.0	55	50
117.0	and 141.9	50	40
141.9	and 145.6	33	30
145.6	and 146.4	30	30
146.4	and 150.0	33	30
150.0	and 152.1	30	25
152.1	and 155.4	33	30
155.4	and 156.4	30	30
156.4	and 166.3	33	30
166.3	and 167.0	30	30
167.0	and 171.9	33	30
171.9	(Turnout)	25	25
179.0	and 185.7	33	30
185.7	and 186.5	30	30
186.5	and 208.0	33	30
208.0	and 220.2	40	40
220.2	and 242.0	45	40
242.0	and 243.2*	20	20
243.2	and 246.3	30	25
Single Track			
106.0	and 103.1	30	25

Limits		Psgr	Frt
No 1 Track			
246.3	and 243.2	30	25
243.2	and 242.0*	20	20
242.0	and 220.0	45	40
220.0	and 208.0	40	40
208.0	and 198.7	33	30
192.1	and 186.5	33	30
186.5	and 185.7	30	30
185.7	and 179.0	33	30
179.0	(Turnout)	25	25
179.0	and 166.3	33	30
166.3	and 165.6	30	30
165.6	and 156.8	33	30
156.8	and 155.8	30	30
155.8	and 152.5	33	30
152.5	and 150.4	30	25
150.4	and 146.8	33	30
146.8	and 146.1	30	30
146.1	and 139.6	33	30
139.6	and 139.0	30	30
139.0	and 131.5	33	30
131.5	and 115.1	30	30
115.1	and 108.1	40	40
108.1	and 106.7	35	35
103.1	and 102.5	30	25

AGAINST CURRENT OF TRAFFIC

		Psgr	Frt
Eastward No 1 Track			
106.6	and 107.1	20	20
107.1	and 108.1	30	30
108.1	and 110.9	35	35
110.9	and 115.1	40	40
115.1	and 150.0	30	30
150.0	and 152.1	25	25
152.1	and 171.9	30	30
210.8	and 236.9	40	40
236.9	and 242.2	35	35
242.2	and 244.6	15	15
244.6	and 246.3	30	25

		Psgr	Frt
Westward No 2 Track			
246.2	and 245.1	30	25
245.1	and 242.1	10	10
242.1	and 230.1	45	40
230.1	and 210.8	40	40
171.9	and 152.1	30	30
152.1	and 150.0	25	25
150.0	and 141.7	30	30
141.7	and 111.0	50	49
111.0	and 108.7	40	40
108.7	and 106.7	35	35
106.7	and 106.6	20	20

BETWEEN ROSEVILLE and ANTELOPE

Limits		Psgr	Frt
102.5	and 106.0	30	25

Limits		Psgr	Frt
106.0	and 106.7	20	20

***RULE 5.5.** Speed may be increased when lead engine passes increase-speed sign.

GRADE RESTRICTIONS

On the descending grades between Truckee and MP 143.6 (No. 1 and No. 2 Tracks), MP 136.0 and MP 115.1 (No. 1 Track), and MP 137.0 and MP 111.0 (No. 2 Track) the following table must be used to determine the maximum allowable speed, taking into account the freight train's TPOB and tons per axle of operative dynamic brake:

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake			
	250 or Less	250 + to 300	300 + to 425	425 + to 500
Below 80	No Restrictions	30	25	20
80 to 100	30	25	20	20
100.1 to 130	25	20	20	20
130.1 to 145	20	20	20	20

Exceptions:

1. Between MP 137.0 and MP 111.0 (No. 2 track) freight trains may operate at table allowable speed plus 10 mph.

2. Unit grain trains that do not exceed 134 TPOB and do not exceed 425 tons per axle of operative dynamic brake may operate not exceeding 25 MPH between Norden and MP 170.0 on No. 1 and No. 2 tracks and between MP 136.0 and MP 113.0 or No. 1 track.

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

Exception:

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

Maximum allowable speed applies until the lead engine reaches the limit of each grade restriction.

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and an 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by Road Foreman of Engines or other proper authority. Refer to Rule 52.1.7 for retainer use instructions.

Engines with flanger may operate at a speed not exceeding 35 mph between Colfax and Truckee.

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired Side Clearances:

MP	Description
Roseville-Sparks—No. 2 Track	
111.2	Bridge
114.2	Tunnel
114.7	Tunnel
117.3	Tunnel
120.5	Tunnel
123.1	Tunnel
124.6	Tunnel
131.2	Tunnel
132.7	Tunnel
132.9	Tunnel
133.1	Tunnel
133.3	Tunnel
133.8	Tunnel
134.8	Tunnel
135.9	Tunnel
138.7	Tunnel
139.2	Tunnel
139.4	Tunnel
164.3	Tunnel
179.0 to 198.9	Snowsheds and signals in snowsheds
180.5	Tunnel
180.9	Tunnel
193.3	Tunnel
200.1	Tunnel
210.6	Signal Bridge
212.6	Signal Bridge
214.7	Signal Bridge
218.0	Signal Bridge
220.0	Signal Bridge
221.9	Signal Bridge
231.5	Signal Bridge
238.9	Signal Bridge
Sparks-Roseville—No. 1 Track	
238.9	Signal Bridge
231.5	Signal Bridge
229.7	Bridge
220.7	Bridge
220.0	Signal Bridge
218.1	Signal Bridge
214.7	Signal Bridge
212.6	Signal Bridge
200.2	Tunnel
198.2 to 177.9	Snowsheds and signals in snowsheds
181.0	Tunnel
180.7	Tunnel
164.3	Tunnel
132.9 to 122.0	Rock Cuts
120.5	Tunnel
111.2	Underpass

RULE 1.36. Westward trains handling loaded double stack cars (S0, S4, SC, S3, S5, SD) must operate ONLY on #1 Track, Colfax to Roseville.

RULE 1.43. Westward train operating at full power and unable to maintain a speed of 14 MPH or greater at MP 201 between Truckee and Shed 47 must not proceed through Tunnel 41 unless doubling or additional power is obtained.

When speed of westward trains is less than 8 MPH, train must stop and back out of tunnels unless head end of train is closely approaching the west portal of Tunnel 41 and in the judgement of the crew it is safe to do so.

When decision is made to stop and back out of tunnel, the head end engineer of the train with a helper will make a minimum brake pipe reduction prior to stopping train and cut out automatic brake valve after completion of stop.

When train has been stopped a sufficient length of time, the helper engineer will cut in automatic brake valve on helper engine and release automatic brake. When head end engineer notes an increase in brake pipe pressure, head end engineer will assist in backing train out of tunnel.

Engineers of trains having suspected dynamiter must discuss alternate plan for backing out of tunnels prior to entering them with helpers.

Unless otherwise authorized, crew members must have a Scott Scram unit in their possession before entering Tunnel 41. Employees regularly assigned to the mountain freight pool will be issued a Scott Scram unit. Extra board employees called for mountain freight pool service must obtained a Scott Scram unit from clerk on duty at Roseville yard office when reporting for duty. Scott Scram unit must be returned to Roseville yard office at completion of that mountain freight pool service.

To activate the Scott Scram unit, place the hood over your head and pull the activation pin. This will provide approximately 15 minutes of oxygen.

Do not smoke or be around open flames immediately after using a Scott Scram unit.

Used breathing devices must be exchanged for new ones at Roseville.

SCRAM Pack breathing devices are placed inside each of eight storage cabinets located in Tunnel 41 near Norden. Commencing at the West Portal, cabinets are on the south side approximately 1,300 feet apart, with lights installed at each cabinet.

Unless otherwise authorized, helper crews are required to ride on the lead locomotive in direction of movement when helping either eastward or westward trains. When in tunnels, do not vacate locomotive cab in attempt to restart or repair dead or disabled locomotives.

RULE 1.46. Roseville: Westward freight trains and engines from Roseville Subdivision must stop short of Antelope Creek MP 107.8, unless permission is received from yardmaster or his representative.

Sparks: Eastward freight trains must not pass MP 241.9, Keystone Avenue without obtaining instructions from yardmaster or representative for disposition of train.

Freight trains must not depart Sparks without permission of Yardmaster or, if no yardmaster on duty, Train Dispatcher or his representative.

RULE 5.8.2. (11) Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnel 41.

RULE 6.4.1. Westward movements on No. 2 Track between the west portal of Tunnel 41 MP 193.3 and Shed 47 MP 198.7, may make a reverse movement within these limits without obtaining permission from the train dispatcher.

RULE 6.13. Location Of Yard Limits:

106.6	Roseville	107.6
207.6	Truckee	210.7
241.0	Sparks	249.3

Truckee-East Truckee: Obtain permission from the train dispatcher before entering yard limits at a hand operated switch. After permission is received comply with Rule 9.17 (Entering Main Track at Hand Operated Switch).

RULE 6.20. Between MP 100.8 (vicinity of Antelope) and MP 110.5 at Rocklin; and between West Reno and Sparks, requirements to place torpedoes will not apply.

RULE 6.24. Trains and engines must keep to the LEFT between the following locations:

Rocklin MP 111.2, and Tunnel No. 26 MP 133.3;

Truckee MP 207.6, and Sparks.

RULE 6.26. Truckee: Automatic block signal system in effect in both directions on No. 1 and No. 2 Tracks between MP 207.6 Truckee and MP 210.8 East Truckee. There is no current of traffic in this territory. Authority for movement against the current of traffic must be received before operating eastward beyond MP 210.8 on No. 1 Track.

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
		No. 1 Track			
110.2	HB, D	150.0	D	191.1	D
115.5	D	154.6	D	200.5	HB, D
121.9	D	159.1	D	206.0	D
128.8	HB, D	163.0	D	210.7	D
131.2	D	167.7	HB, D	220.1	HB, D
138.5	D	173.5	D	223.9	D
143.1	D	177.6	D	235.1	D
146.1	D	180.4	D	240.0	D, HW
148.6	HB, D	186.0	HB, D		
		No. 2 Track			
110.2	HB, D	150.0	D	200.5	D
111.0	D, HW*	154.6	D	206.0	HB, D
117.7	D	159.1	D	210.7	D
121.4	D	163.0	D	224.0	HB, D
127.3	D	167.7	HB, D	220.0	D
129.5	HB, D	180.4	D	230.0	D
136.4	D	186.0	HB, D	235.0	D
145.2	D	191.1	D	240.0	HB, D, HW
148.6	HB, D	196.4	D		

* High-wide load detector to protect Tunnel #17.

When alarm is activated, stop and inspect for loaded double-stack cars, auto racks with end doors open, and other cars with lading extending beyond sides of cars, or excess height cars. If one of these conditions is found, notify train dispatcher.

RULE 6.30. Reno: On signal bridge with Signal 2437:

When illuminated this indicator will convey the following information:

TRAIN — Train at platform on opposite track.

CLEAR — Indicator in service.

When neither TRAIN nor CLEAR is illuminated indicator is out of service and prompt report must be made to train dispatcher.

Truckee: Train dispatcher must not authorize eastward movements into depot while Passenger train is loading or unloading passengers.

RULE 6.33. Indicators Located As Follows:

Illum. Letter	On Signal	Authorizes and requires movements as follows:
		No. 1 Track
W	2027, 2029	Train must stop and not process until indicator is extinguished. When signal displays red aspect and "W" is not illuminated, train must stop and not proceed until member of crew has contacted train dispatcher and be governed by his instructions.

RULE 7.6. When setting out cars or engines on tracks equipped with derail, cars or engines must be placed as near as possible to derail. In territories with a grade of 1% or more, rail skids must also be used if available.

Sparks: Unless otherwise instructed by Yardmaster or his representative, not less than five handbrakes must be applied on east end of freight trains or cuts of cars consisting of more than 10 cars. Handbrakes will not be applied if outgoing crew takes charge of train on arrival and if inbound crew is advised by Yardmaster that engine is not to be detached.

RULE 8.12. Sparks: Main track crossover may be left lined for movement through crossover when directed by Yardmaster or his representative.

RULE 9.5.8. Block Signals With "P" Plates:

Eastward	Protection	Westward
	No. 1 Track	
	Slide detector fence, MP 224.5 to MP 223.9	2259
	Slide detector fences, MP 223.9 to MP 223.8, MP 222.9 to MP 222.8, MP 222.3 to MP 222.2	2239
	Slip-out detector, MP 159.5 to MP 159.4	1611
	Slip-out detectors, MP 157.1 to MP 157.0	1573
	Collision detector, highway underpass, MP 133.4	1347
	Barricade, detector, MP 124.7	1251
	No. 2 Track	
1228	Slide detector fence, tunnel 20, MP 123.2 to MP 123.4	
1242	Collision detector, highway underpass, MP 125.5	
1374	Collision detector, highway underpass, MP 137.7	
1438	Slide detector fence, MP 144.5 to MP 144.7	
1566	Slip-out detector, MP 157.0 to MP 157.1	
1582	Slip-out detector, MP 159.4 to MP 159.3	
2220	Slide detector fences, MP 222.2 to MP 222.3, MP 222.8 to MP 222.9, MP 223.8 to MP 223.9	
2240	Slide detector fence, MP 223.9 to MP 224.5	

RULE 9.9. Colfax: After making a regular stop of five minutes or less, Passenger Train may proceed not exceeding 30 MPH prepared to stop at next signal until it can be seen that signal displays a Proceed indication.

Truckee: Eastward passenger train making scheduled station stop may proceed prepared to stop short of next block signal until it can be seen that next signal is displaying a proceed indication and track is clear to that signal.

RULE 9.12. When stopped by absolute signal at MP 168.8, train must contact train dispatcher.

RULE 9.14. Applies between:

Roseville MP 106.6, and Switch 9 MP 171.9;

East Truckee MP 210.8 and Sparks.

No. 1 Track—Current of Traffic Westward.

No. 2 Track—Current of Traffic Eastward.

Roseville and Sparks: Receipt of track warrant is authority to run with current of traffic in direction specified.

RULE 9.15. Applies:

No. 2 Track between Fulda and Switch 9.

No. 1 and No. 2 tracks between Truckee MP 207.6 and East Truckee MP 210.7.

Track permits will be issued by train dispatcher

RULE 9.16. When signal 1953 displays red aspect, train must receive permission from the train dispatcher before passing signal.

RULE 9.17. When necessary to line a main track switch between MP 107.6 and MP 241.0 to establish block signal protection, wait 10 minutes instead of 5 minutes before entering main track.

Truckee-East Truckee: Obtain permission from the train dispatcher before entering yard limits at a hand operated switch. After permission is received comply with Rule 9.17 (Entering Main Track at Hand Operated Switch).

RULE 10.1. CTC Is In Effect:

On main track between Antelope, MP 102.5, and Roseville, MP 106.6, and is controlled by train dispatcher.

On No. 1 Track between MP 171.9 and MP 192.1 and between MP 198.7 and MP 207.6 and on No. 2 Track between MP 179.0 and MP 207.6. Siding Norden is a controlled siding.

On No. 1 and No. 2 Tracks between MP 210.7 and MP 210.8 at East Truckee.

Multiple main tracks are designated as follows:

East of Tunnel No. 41: South track — No. 1 Track

North Track — No. 2 Track

West of east portal, North track — No. 1 Track

Tunnel No. 41: South Track — No. 2 Track

AIR BRAKE RULES and TRAIN HANDLING INSTRUCTIONS

RULE 50.8. Colfax: Unattended engines are to be placed on SPINS track 3843 (Track 7).

Truckee: Unattended engines on siding are to be left near derail or secured by rail skate. Engines must not be left unattended on Hobart spur track.

RULE 51.15. Passenger trains must make running air brake test before passing Norden in both directions.

RULE 52.1.4. Entrained helper engines must not exceed throttle 1 in power while any portion of train is on other than main track within Roseville Terminal.

Westward trains stopped at Antelope Creek may utilize helper engine to start train provided helper does not exceed throttle 2, and then only until slack is bunched after rear of train is started or speed reaches 5 MPH, whichever occurs first. Helper engineer must then reduce power to throttle 1.

Helper engine on eastward trains arriving Sparks must not exceed throttle 1 in power while any portion of train is on other than main track.

MISCELLANEOUS

1. Restricted Tracks

   a. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
All, except ES415, ES418 and EF418	Reno — All industry tracks north of eastward main track between Park St. and UP interchange.
Not more than one 6-axle unit	Truckee — Track 4058 and 4060.

   b. Balloon Track at MP 208.3, Truckee, diverges from siding off No. 2 Track. Engines and equipment will enter Balloon Track at west switch and must go around Balloon Track west to east (clockwise).

   c. Balloon Track at MP 169.2, west of Emigrant Gap, diverges from No. 1 Track. Engines and equipment will enter Balloon Track at west switch and leave Balloon Track at east switch (clockwise).

2. Train Makeup Restrictions Applicable on Roseville Subdivision.

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

   To use the table:

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

Type of Car	Maximum Actual Trailing Tonnage			
	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-axle intermodal car (TOPS code QA)	Weighs less than 25 tons.	Weighs 25 tons or more		
Solid drawbar connected two-axle car (TOPS code QD7)	Under all conditions			
Articulated double stack car (TOPS code S)			Has one or more empty platforms	
Multiplatform spine car (TOPS code Q)			Has one or more empty platforms	
Car 73' or longer in length weighing less than 50 tons.			If coupled to a car less than 73' in length.	If coupled to another car 73' or longer in length.

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

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

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

In determining train makeup restrictions A. and B. above, be governed by the following when dealing with these non-conventional cars:

Articulated intermodal double stack car or spine car (TOPS codes Q or S):

Car having all platforms loaded is to be considered the equivalent of 2-1/2 cars each weighing 50 tons and each less than 73' in length.

Two-unit solid drawbar-connected intermodal long cars (TOPS code PQ):

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

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

Three-unit solid drawbar-connected double stack cars (TOPS code SB):

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

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

3. The following applies when operating from:

   Roseville to Colfax on No. 1 track.

   Colfax to Norden on both tracks.

   Truckee to Norden on both tracks.

   a. Road locomotive of a loaded unit train must not exceed 32 axles of power.

   b. Road locomotive of other than a unit train must not exceed 24 axles of power.

When the maximum working number of axles is exceeded, isolate the excess trailing locomotive units.

Exception:

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

When determining axles of power:

a. SD60, SD70 and C44-9 are to be counted as having eight axles of power; and

b. AC4400CW and SD-70MAC locomotives are to be counted as having nine axles of power.

c. AC6000CW locomotives are to be counted as having 10 axles of power.

ROSEVILLE TERMINAL SPECIAL INSTRUCTIONS

The following instructions apply between MP 102.5 and MP 107.4

RULE 1.46. Roseville: All trains except those consisting entirely of passenger equipment to or from the Valley Subdivision must have oral authorization from switchman before proceeding.

Eastward trains, except those consisting entirely of passenger equipment to Roseville Subdivision must not depart without oral authority from switchman.

Westward movements must not be made to or from tracks 123, 124 or 125 unless orally authorized.

Westward trains and engines using east yard tracks 905 (bypass track) through and including 921 must not pass fouling points at west end in vicinity of subway unless orally authorized.

Eastward trains and engines must not foul east end of tracks 123, 124, 125, or 923 in vicinity of east end of Rockpile unless orally authorized.

Eastward trains or engines must not pass stop sign located on 921 track in vicinity of Bowl unless orally authorized.

Eastward trains and engines must not pass stop sign located on 921 track in vicinity of east yard lead tracks without oral authority of yardmaster or east yard herder.

Antelope: Westward trains and engines must not pass hump lead switch without oral authorization from yardmaster.

Eastward trains entering yard tracks must not pass MP 102.5, unless oral authorization received from switchman.

Westward trains and engines using running track 904 must not foul west end of running track in vicinity of Antelope unless oral authorization is received from switchman.

Westward trains and engines using running track 923 (921 track west of subway) must not foul west end of 923 in vicinity of Antelope, unless oral authorization received from switchman.

Eastward trains and engines using running track 904 must not foul hump lead switch without oral authorization from yardmaster.

RULE 6.12. FRA Excepted Track Rule applies on the following tracks.

Antelope: Tracks 7127, 7128, 7129, 122, 190 and 191
Bowl: Tracks 226 thru 249
Antone Spur: Track 306
Ramac: Tracks 801 thru 838
Subway: Tracks 504, 505, 507 and 508
East Yard: Tracks 7601 thru 7604
Store Dept: Tracks 513 thru 515

Locomotive Facility, all tracks except east end lead to diesel ramp tracks 1 through 13.

RULE 7.6. Roseville: Unless otherwise instructed by Yardmaster not less than five hand brakes must be applied on cars or trains of ten cars or more; not less than three hand brakes must be applied on cars or trains of less than ten cars on the following tracks at Roseville Terminal.

East End—Track 101 through 125, Receiving Yard.

All tracks in RAMAC yard, and tracks 190 and 191.

Eight hand brakes must be applied on west end of cars or trains of eight or more cars, on the following tracks:

450 through 459.

473 through 484.

905, 909, and 921.

Five hand brakes must be applied on west end of cars or trains of five or more cars, on the following tracks:

460 through 472.

RULE 9.1.13. Roseville: When signals 1060, 1063, 1064, 1065 or 1067 displays red aspect, movement must stop and not proceed, unless notified by Yardmaster or his representative that position of switches has been checked for proper alignment.

RULE 9.12.4. Before complying with Rule 9.12.4 at absolute signals at MP 107.4 train or engine must contact switchman and request signal be cleared.

When eastward absolute signal on East Drill Track MP 106.6 displays Stop indication, train must stop. Train may proceed only after it is known switches have been properly lined for five minutes.

RULE 9.29.2. Walking inspection will not apply when entire train is between MP 100.0 and MP 109.0.

AIR BRAKE RULES AND TRAIN HANDLING INSTRUCTIONS

RULE 50.8. Engine arriving at inbound locomotive receiving tracks at Roseville Diesel Facility must have a sufficient number of handbrakes set on west end to prevent an uncontrolled movement. Where there are two or more units, not less than two handbrakes must be set.

To permit charging of cars when engine is left unattended after coupling to cars, automatic brake valve will be left in the running or release position. All other provisions of Rule 50.8 will apply.

SPEEDS ON OTHER THAN MAIN TRACK:

Locomotive maintenance facility tracks Roseville 5
Roseville Terminal yard tracks 5
Exceptions:
Eastward Locomotive Outbound track, East Yard Bypass Track 905, Antelope Running Track 904, East Yard Track 909, Rock Pile Tracks 123 through 125 and 921 Track east of Rock Pile switch 10
Light engines on Antelope Receiving Tracks 101 through 120. 10

MARTINEZ SUBDIVISION

WESTWARD↓ Station Number	Siding Feet	STATIONS Cal-P Line		↑EASTWARD Mile Post
06000		ROSEVILLE QTY		106.6
		3.8	C T C	
06050		ANTELOPE		102.8
		7.9	ABS DT	
06065		BENALI		94.9
		3.1		
06080		ELVAS MQT	2MT	91.8
		2.9	ABS DT	
06100		SACRAMENTO Q		88.9 89.0
		0.5		
. . .		I STREET BRIDGE MQ	2MT	88.5
		2.2		
10080		MIKON (YSL Xing)	2MT CTC	86.9
		1.1		
. . .		EAST CAUSEWAY		85.2
		4.1		
. . .		WEST CAUSEWAY	CTC	81.1
		5.5		
10100	E3890 W6205	DAVIS T	2MT CTC	75.6
		8.1		
10115	M3750	DIXON		67.5
		8.1		
10120		ELMIRA		59.4
		10.5		
10200	W2390	SUISUN-FAIRFIELD YT		48.9
		1.9	A	
11480	E7545 W5625	BAHIA	B	38.0
		4.4		
. . .		SUISUN BAY BRIDGE MQ	S	33.6
		1.9		
11500		MARTINEZ MY		31.7 34.7
		1.6		
11520	M5720	OZOL QY		33.1
		4.1		
11540		CROCKETT	D T	29.0 28.9
		5.9		
11570	E4590 W5440	PINOLE		23.0
		8.0		
11610		RICHMOND		15.0
		3.8		
11625		STEGE QT	CTC	13.1
		3.8		
11630		BERKELEY	DT ABS	9.2
		1.0		
11650		CP SHELLMOUND		8.2
		0.7		
11653		AMTK EMERYVILLE	2 M T	7.5
		0.5		
11665		SHELLMOUND		7.0
		0.3		
11910		CP 34TH STREET		6.7
		0.5		
11915		CP 26TH STREET	C T C	6.2
		1.0		
11922		CP TENTH STREET		5.2
		0.1		
11925		CP 7TH STREET		5.1
		0.1		
11927		CP ARMY		5.0
		0.2		
11930		CP BAYS	CTC	4.8
		0.2		
		WEST OAKLAND		4.9
(100.0) (ROUTE A)				

For movements within Roseville Terminal refer to Roseville Subdivision Roseville Terminal Special Instructions.

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the trains' tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
90 or less	65 MPH
90+ to 100	60 MPH
100+ to 115	50 MPH
Over 115	45 MPH

MARTINEZ SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

CAL-P LINE

BETWEEN WEST OAKLAND and CP 7TH STREET

Limits			Psgr	Frt
4.7	and	4.9	10	10
4.9	and	5.1	20	20

BETWEEN CP 7TH STREET and ANTELOPE

Limits			Psgr	Frt
No. 2 Track				
5.1	and	5.6	20	20
5.6	and	7.8	45	45
7.8	and	14.3	60	60
14.3	and	14.7	60	40
14.7	and	15.9	60	60
15.9	and	17.6	60	40
17.6	and	21.0	60	60
21.0	and	33.0	40	40
33.0	and	34.8 (31.8)	30	30
31.8	and	34.6	30	30
34.6	and	42.4	60	40
42.4	and	47.4	79	60
47.4	and	48.4	70	60
48.4	and	75.2	60	40
75.2	and	76.0	45	45
76.0	and	81.1	60	40
85.1	and	87.8	60	40
87.8	and	88.5	30	30
88.5	and	89.2	10	10
89.2	and	90.0	25	25
90.0	and	91.6	35	35
Sacramento-Roseville				
Leg of Wye			25	25
Sacramento-Fresno Leg of Wye				20
			20	
92.5	and	93.0	50	40
93.0	and	102.5	60	60

Limits			Psgr	Frt
No. 1 Track				
102.5	and	93.0	60	40
93.0	and	91.6	25	25
91.6	and	90.0	35	35
Sacramento-Roseville				
Leg of Wye			25	25
Roseville-Fresno				
Leg of Wye			25	25
90.0	and	89.2	25	25
89.2	and	88.5	10	10
88.5	and	86.9	30	30
86.9	and	85.2	60	40
85.2 (Turnout)			35	35
81.1 (Turnout)			35	35
81.1	and	76.0	60	40
76.0	and	75.2	45	45
75.2	and	48.4	60	40
48.4	and	47.4	70	60
47.4	and	41.7	79	60
41.7	and	35.7	60	40
35.7	and	32.0 (35.0)	30	30
35.0	and	33.0	30	30
33.0	and	21.0	40	40
21.0	and	17.6	60	60
17.6	and	15.9	60	40
15.9	and	14.7	60	60
14.7	and	14.3	60	40
14.3	and	7.8	60	60
7.8	and	5.6	45	45
5.6	and	5.1	20	20

BETWEEN WEST CAUSEWAY and EAST CAUSEWAY

Limits			Psgr	Frt
85.1	and	81.1	60	40

BETWEEN ANTELOPE and ROSEVILLE

102.5	and	106.0	30	25
106.0	and	106.7	20	20

MARTINEZ SUBDIVISION

CAL-P LINE

AGAINST THE CURRENT OF TRAFFIC

BETWEEN CP SHELLMOUND and ANTELOPE

Limits			Psgr	Frt
Eastward on No. 1 Track				
CP Shellmound to Davis				
8.2	and	12.2	45	45
12.2	and	17.2*	15	15
17.2	and	21.0	59	49
21.0	and	26.9	40	40
26.9	and	27.1*	20	20
27.1	and	29.0	40	40
29.0 Crossing - Stop; 6.32.2				
29.0	and	32.1	40	40
32.1 Crossing - Stop; 6.32.2				
32.1	and	33.0	35	35
33.0	and	34.3	30	30
34.3	and	35.0 (32.0)	15	15
32.0	and	35.7	30	30
35.7	and	48.1	59	49
48.1*	...	...	20	20
48.1	and	49.0	55	49
49.0	and	67.2	59	40
67.2	and	69.2	20	20
69.2	and	75.2	59	40
75.2	and	76.0	45	45
Sacramento to Antelope				
88.5	and	89.2	10	10
89.2	and	90.0	25	25
90.0	and	91.6	35	35
91.6	and	93.0	25	25
93.0	and	102.5	59	40

Limits			Psgr	Frt
Westward on No. 2 Track				
Antelope to Sacramento				
102.5	and	93.0	59	49
93.0	and	92.5	50	40
92.5	and	91.6	25	25
91.6	and	90.0	35	35
90.0	and	89.2	25	25
89.2	and	88.5	10	10
76.0	and	75.2	45	45
Davis to CP Shellmound				
75.2	and	69.6	59	40
69.6	and	67.2	20	20
67.2	and	60.6	59	40
60.6	and	58.3	50	40
58.3	and	49.0	59	40
49.0	and	48.6	55	49
48.6	and	48.3*	30	30
48.3	and	37.1	59	49
37.1 Crossing - Stop; 6.32.2				
37.1	and	34.6	59	49
34.6	and	32.7	30	30
32.7	and	31.7 (34.7)	15	15
34.7	and	33.0	15	15
33.0	and	32.1	40	40
32.1 Crossing - Stop; 6.32.2				
32.1	and	29.0	40	40
29.0 Crossing - Stop; 6.32.2				
29.0	and	27.1*	20	20
27.1	and	21.0	40	40
21.0	and	17.3	59	49
17.3	and	12.3	15	15
12.3	and	8.2	45	45

***RULE 5.5.** Speed may be increased when lead engine passes Milepost location.

"KEY" trains must not exceed 30 MPH between: West Oakland and Richmond: MP 4.9 and MP 18.0.

WESTWARD↓		STATIONS		↑EASTWARD
Station Number	Siding Feet	Mococo Line		Mile Post
15200		TRACY QTY 16.0	ABS	71.5 82.9
14576		BYRON 5.2	A B S D T C	66.9
14572		BRENTWOOD 10.9		61.7
14550		LOS MEDANOS T 1.9		50.8
14540	4995	PITTSBURG 7.6		48.9
14520	4015	PORT CHICAGO T 3.2	CTC	41.3
14507		AVON Y 2.1	ABS	38.1
14504		MOCOCO Y 1.3	DT	36.0
11500		MARTINEZ MY	ABS	34.7
(48.2) (ROUTE B)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

MOCOCO LINE

BETWEEN MARTINEZ and TRACY

Limits:			Psgr	Frt
34.8	and	36.1 E	25	25
36.1	and	34.8 W	30	30
36.1	and	38.7	30	30
38.7	and	51.7	40	30
51.7	and	57.8	40	40
57.8	and	80.6	25	25

Limits:			Psgr	Frt
80.6	and	81.8	40	40
81.8	and	82.2	20	20
82.2	and	82.9	35	35
AGAINST THE CURRENT OF TRAFFIC				
34.7	and	36.0	10	10

SPEEDS ON OTHER THAN MAIN TRACK

Remotely controlled crossovers:	
Port Chicago — SP to BNSF	40
Crossover CP Shellmound	30
AMTRAK Emeryville station track	20
Sacramento Yard tracks, except Third Rail	5
Crockett: C&H Sugar Yard	5
San Pablo: All tracks	5
Richmond: Stauffer Chemical Plant, Seaver Yard and 23rd St Yard	8
Emeryville: All tracks	5
Ozol: Track 104	5
Oakland: Amtrak Locomotive maintenance facilities	5
Tie Pile Tracks 1, 5-10	5
All Other Tracks Martinez Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
	Cal-P Line			**No. 1 Track**	
6.6	Emeryville	11655	92.2	Johnston	06075
16.6	San Pablo	11585	97.5	Planehaven	06060
18.9	Giant	11580		**No. 2 Track**	
23.8	Hercules	11565	93.5	Swanston	06070
25.5	Rodeo	11560	97.5	Planehaven	06060
26.3	Oleum	11555	99.4	Walerga	06055
27.1	Tormey	11550		**Mococo Line**	
27.5	Selby	11545	43.0	Nichols	14528
32.4	Benicia	11490	44.8	McAvoy	14532
51.9	Tolenas	10165	46.8	Shell Point	14537
55.4	Cannon	10160	53.5	Antioch	14555
69.6	Sucro	10110	55.8	Newlove	14564
79.1	Swingle	10090	79.1	Janney	14595
88.1	West Sacramento	06140			

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired Side Clearance:

MP	Description	MP	Description
	Cal-P Line	88.5	Bridge
6.4	Underpass	92.2	Bridge
6.6	Pole Line		**Mococo Line**
16.0	Bridge	37.9	Bridge
34.7	Bridge	43.1	Bridge
63.6	Bridge	43.2	Bridge

RULE 1.46. Oakland: Applies between MP 19.0 (Cal-P Line) and MP 13.4 (Coast Line)

RULE 5.8.2.11. Whistle must be sounded on westward trains immediately on emerging from Tunnel at Oleum MP 26.3.

RULE 6.2. Amtrak Trains will be issued Southern Pacific Track Warrant at BNSF Bakersfield which will be applicable between Port Chicago and Oakland.

RULE 6.12. FRA Excepted Track Rule applies on all tracks other than main tracks within the Sacramento switching limits except for Sacramento yard tracks 102, 103, 104, 132, 133, Third Rail and Depot No. 7.

RULE 6.13. Location Of Yard Limits:

West MP		East MP
32.4	Martinez (Cal-P Line No. 1 Trk.)	34.7
32.4	Martinez (Cal-P Line No. 2 Trk.)	39.5
47.1	Suisun-Fairfield (CFNR only on branch)	52.8
35.1	Avon	40.8
80.7	Tracy (Mococo Line)	85.6

RULE 6.19.4. and RULE 9.14. Between MP 12.3 and MP 32.4 and between MP 35.0 and MP 36.0 (Mococo Line), trains and engines may enter main track or cross over to another main track to run with current of traffic, without verbal authority from the train dispatcher. Requirements of Rule 9.17 will apply. Engines must not delay Amtrak trains within these limits.

RULE 6.25. Between MP 12.3 and MP 32.4, unless authorized by Rule 15.3 all movements against current of traffic must be made at Restricted Speed.

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
	No. 1 Track		No. 2 Track		Single Track
17.1	HB, D	17.1	HB, D	83.0	D
30.8	HB, D	30.8	HB, D		
36.5	*	31.8	*		Mococo Line
37.0	HW	34.3	HW	39.7	HW
45.1	HB, D	45.1	HB, D	59.2	HB
63.2	HB, D	63.2	HB, D		
70.1	D	70.1	D		
78.7	HB, D	78.7	HB, D		
98.3	HB, D	98.3	HB, D		

* A 2-indication, light type indicator installed just below interlocking signal west of draw span, and a 2-indication, light-type indicator attached to the mast of signal 347, are designated as dragging equipment indicators.

They will display red aspect with signal at "Stop" when actuated by dragging equipment detector, and white light when not actuated by dragging equipment detector.

Crews of trains stopped by these signals with the red indicator light illuminated, will inspect their train for dragging equipment.

After inspection is made signal may be cleared and indicator light changed to white by pressing push button located on signal.

RULE 6.29.2. Walking inspection of train is not required between Martinez and Bahia, MP 92.9, Johnston, and MP 90.1, Sacramento, or the legs of Elvas Wye on sloping side of levee fill.

RULE 6.30. Station train indicators are provided in approach to following stations:

Eastward:

Suisun-Fairfield MP 47.8, Martinez MP 34.0
Berkeley Signal 78

When illuminated these indicators will convey the following information:

TRAIN — Train at platform on opposite track.

CLEAR — Indicator in service.

When neither TRAIN nor CLEAR is illuminated, indicator is out of service and report must be made to Train Dispatcher as soon as possible.

Sacramento: Control operator(s) must not authorize eastward or westward freight movements into Sacramento Depot while passenger trains are loading and unloading passengers. When stopped for westward passenger train, eastward passenger train must not depart east end of Sacramento River Drawbridge until rear car of westward passenger has passed.

RULE 6.32.2. Stop signs are located on the main track at the following road crossings on the Mococo Line:

Los Medanos:	Summerville Rd.	MP 52.1
Mococo Line:	Between Brentwood, MP 62.0 and Tracy, MP 79.0, trains must not enter these limits unless permission is received from a signal department employee being governed by his instructions.	
Antioch:	"D" Street	MP 53.3
	"A" Street	MP 53.5
Brentwood:	Oak Street	MP 61.7
	Lone Tree Ave.	MP 59.1
	Central Ave.	MP 61.3

RULE 7.6. Elmira and Tolenas: Not less than three hand brakes must be applied on cars.

Benicia: To permit charging of coke cars while engine is left unattended, the following will govern on Track 0712:

When derail is lined to the derailing position and four handbrakes are tied on coke cars, or, when less than four cars, all handbrakes are tied, automatic brake valve may be left in the running or release position. All other provisions of this rule and Rule 50.8 will apply.

West Oakland: Unless otherwise instructed by Yardmaster, a sufficient number of handbrakes must be applied.

Sacramento: Not less than three hand brakes must be applied on west end of cars or trains on Tracks 102 through 109, include. Tracks 132 and 133.

RULE 9.5.8. Block Signals With "P" Plates:

Eastward	Protection	Westward
Absolute . . .	Dragging or Derailed Equipment Detector MP 31.8 and MP 36.5	347
510	Collision detector, highway underpass, MP 51.0 (Los Medanos)	519
Absolute . . .	Collision detector, highway underpass west end of wye, Davis	Absolute

RULE 9.12.2. Martinez: Interlocking limits extend on Eastward main track between MP 31.8 and MP 32.0 and on Westward main track between MP 32.0 and MP 32.1 (Cal-P Line) and MP 35.1 (Mococo Line).

Operator's permission must be obtained before fouling Westward main track at crossover and switches from spurs to Westward main track between Martinez and Ozol.

Suisun Bay Bridge MP 33.6 Martinez: Interlocking limits extend on both main tracks between MP 33.4 and MP 33.8.

I Street Bridge: Interlocking limits extend on both main tracks between MP 88.1 and MP 88.7. When control operator at I Street Bridge is not on duty, contact Control Operator at Elvas and be governed by his instructions.

Elvas: Limits extend between MP 91.5 and MP 92.1 on the Cal-P Line and between MP 92.1 and MP 131.8 on the Fresno line.

RULE 9.12.4. Antelope: When stopped by signal at MP 100.8, train must contact train dispatcher.

Mococo: When eastward non-controlled absolute signal at the end of double track displays a Stop indication do the following:

- If no conflicting movement is seen approaching, move past signal stopping clear of adjacent main track.
- Wait 5 minutes and then proceed at restricted speed.

RULE 9.14. Applies: Between CP Shellmound and Davis, I Street Bridge and Antelope, Martinez and Mococo.

RULE 9.15. Is in effect between CP Shellmound and Stege, Suisun Bay Bridge and Martinez, I Street Bridge and Elvas, Elvas and Antelope.

Between CP Shellmound and Stege, track permits will be issued by the train dispatcher.

Between Suisun Bay Bridge and Martinez, track permits will be issued by Suisun Bay Bridge control operator.

Between I Street Bridge and Elvas, and Elvas and Antelope, track permits will be issued by control operator Elvas. However, movements against the current of traffic on No. 2 track between Antelope MP 102.5 and MP 100.8 may be made by track permit issued by train dispatcher.

A track permit may be issued as authority to occupy Elvas, Suisun Bay Bridge and Martinez interlocking limits.

Between Elvas MP 92.1 and Antelope MP 102.5 and Elvas MP 91.5 and I Street Bridge (East Interlocking Limits), yard engines may occupy main track(s) after receiving a track permit.

RULE 10.1. Davis: CTC in effect on:

No. 1 and No. 2 Tracks from absolute signals, MP 75.3 to MP 81.1, and to westward absolute signal at MP 75.8 on the CFNR.

Single track from MP 81.1 to East Causeway;

No. 1 and No. 2 tracks from East Causeway to MP 88.2.

Port Chicago: Limits extend on main track from absolute signal MP 40.8 to absolute signal MP 40.9 governing movements to and from BNSF connection. CTC controlled by BNSF train dispatcher. Dispatcher phone located MP 40.8.

CTC in effect on main track between MP 102.5 Antelope and MP 106.6 Roseville.

CTC is in effect on:

No. 1 & No. 2 tracks at Stege between MP 12.3 and MP 12.2.

No. 1 & No. 2 tracks between CP Shellmound MP 8.0 and CP 7th Street MP 5.1.

MARTINEZ SUBDIVISION

CTC is in effect on:

No. 1 & No. 2 tracks at Stege between MP 12.3 and MP 12.2.

No. 1 & No. 2 tracks between CP Shellmound MP 8.0 and CP 7th Street MP 5.1.

Single main track between CP 7th Street MP 5.1 and West Oakland MP 4.9.

RULE 16.1. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP
	Mococo Line	
40.9	Pittsburg	56.0
56.0	Brentwood	80.7

AIR BRAKE RULES AND TRAIN HANDLING INSTRUCTION

Hand brakes will not be released on loaded coke cars until air brake system is fully charged.

RULE 50.8. Engines within Oakland Tie Pile Tracks must have sufficient number of handbrakes applied, but not less than two when there are two or more locomotives. When there are more than two locomotives, handbrakes will be applied to east and west locomotives.

RULE 51.7. Benicia: Before making any switching moves at Exxon Corp., it must be known that air brakes on each car being handled is fully charged. Loaded coke cars will be charged not less than 20 minutes and air brakes tested per Rule 51.13. After completion of air test wait not less than five minutes to recharge air brake system before commencing any moves.

MISCELLANEOUS

1. Restricted Tracks
   a. All six-axle units except EF 618 are prohibited from switching operations on any industry track(s) unless authorized by division officer or train dispatcher.

      Exception:
      This restriction does apply to movements to and from the Richmond transfer and on Richmond Transfer Tracks 221, 222 & 223.
2. Instructions for Operating Between MP 88.1, West Sacramento, and the Sacramento-Yolo Port;

   DEFINITIONS
   a. The Washington Transfer is the connection between the spring switch on the SP main track at West Sacramento (MP 88.1) and the signal at Broderick (MP 92.3) on the Yolo Shortline Railroad and is considered main track for operating rules purposes.
   b. The Joint-Use Facility is UP main track from MP 92.3, Broderick, to MP 92.1, near Riske Lane.
   c. ABS in effect between SP MP 88.1 at West Sacramento to UP MP 92.1 at Riske Lane.

   SPEED, YARD LIMITS, POSITION OF SWITCHES:
   a. Maximum speed on all tracks is 5 MPH.
   b. All main track is within Yard Limits.
   c. All main track switches will be returned to normal after use.
   d. Tracks 0210 and 0211 will be used for movement through Yard.
   e. Track 0212 may be used only with permission of Sacramento Yardmaster.
   f. Between the hours of 3:59 p.m. and 6:01 p.m. daily do not block Jefferson Blvd. Crossing.

   USE OF JOINT-USE FACILITY:
   a. Normal Position of Switches:
      1. East switch will be left lined toward Washington Transfer.
      2. Intermediate switch will be left lined for movement through the Joint-Use Facility.
      3. West switches will be left lined from Joint-Use Facility toward UP Holland Branch main track to Clarksburg.

   b. Entering Joint-Use Facility:
      1. When block occupancy indicator shows clear, switch may be reversed and movement made after block signal displays yellow aspect.
      2. When either:
         a. signal does not clear and switches are properly lined for movements or
         b. block occupancy indicator shows block occupied; movement may pass signal after crew member has ascertained that all switches are in proper position and there is no conflicting movement. If there is a conflicting movement, then an understanding must be reached between crews for safe operation through facility.

   EXCHANGING DOCUMENTS

   SP phone box at Riske Line will be used by crews to exchange documents necessary for car movements.
3. Westward freight trains and engines enroute to Oakland must stop clear of 67th Street, MP 7.9 unless given final yarding instructions by West Oakland Yardmaster or Train Dispatcher.

COAST SUBDIVISION

WESTWARD↓ Station Number	Siding Feet	STATIONS Coast Line		↑EASTWARD	Mile Post
13200		WATSONVILLE JCT	QT	ABS DT	100.4
		7.2			
13175		LOGAN		CTC	93.2
		6.8			
13165		CORPORAL		ABS	86.4
		3.2			
13138		CARNADERO		DT	83.2
		2.5			
13135		GILROY			80.7
		3.7			
13126		RUCKER			77.0
		2.4		C	
13122		SAN MARTIN		T	74.6
		2.1			
. . .	10529	MORGAN HILL		C	72.5
		6.2			
13114	6125	PERRY			66.3
		3.2			
13110		COYOTE			63.1
		4.0			
. . .		BLOSSOM HILL		2MT	59.1
		3.0			
. . .		CAPITOL		CTC	56.1
		0.8			
13085		CP LICK			55.3
		1.0			51.4
. . .		CP PULLMAN WAY		C	50.4
		1.5			
. . .		CP MICHAEL (UP Crossing)	M	T	48.9
		0.4		C	
. . .		CP MICHAEL			48.7
		0.2			
. . .		TAMIEN		2MT	48.5
		0.1		CTC	
. . .		CP MACK			48.4
		0.4			
. . .		CP DELMAS			48.0
		0.7			
. . .		CP CAHILL			47.3
		0.4			
13025		SAN JOSE	Q	SEE RULE 6.26	46.9
		0.3			
		CP JULIAN	T		46.6
		0.9			
13020		COLLEGE PARK			45.7
		0.1			
		CP STOCKTON	T	3MT	45.6
		0.4			
13000		SAN JOSE YARD	QR	CTC	45.2
		0.8			
12982		SANTA CLARA			44.4
		0.1			
		CP COAST			44.3
		3.1			44.6
12465		AGNEW			41.7
		1.0			
		GREAT AMERICA		C	40.7
		1.6			
12460		ALVISO		T	39.1
		5.0		C	
12450	3980	ALBRAE			34.1
		3.5			
12400	5440	NEWARK	QT		30.6
		5.3			
12390	3248	ALVARADO		D	25.3
		5.1		T	
12320	3430	RUSSELL		C	20.2
		4.7			
12300		MULFORD	Q	A	15.0
		2.1		B	
12205		ELMHURST		S	13.4
		3.7			
12160		FRUITVALE		DT ABS	9.7
		2.2			
12145		CP STRONG			7.5
		0.5			
		JACK LONDON		2MT	7.0
		1.0			
		MAGNOLIA (UP Crossing)		CTC	6.0
		1.1			
12000		WEST OAKLAND			4.9

(93.3) (ROUTE — Watsonville Jct to CP Coast) (ROUTE L — CP Coast to Elmhurst) (ROUTE D — Elmhurst to Oakland)

COAST SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

COAST LINE

WEST OAKLAND and CP COAST

Limits			Psgr	Frt	Limits			Psgr	Frt
4.7	and	5.0	10	10	29.2	and	31.0	35	35
5.0	and	7.5	15	15	31.0	and	36.7	70	60
7.5	and	13.4	60	40	36.7	and	39.0	60	50
13.4	and	13.6	15	15	39.0	and	40.0	45	40
13.6	and	17.0	50	40	40.0	and	43.0	60	50
17.0	and	26.1	70	60	43.0	and	43.8	50	50
26.1	and	26.4	60	60	43.8	and	44.6	35	35
26.4	and	29.2	70	60					

CP STRONG and ELMHURST Against Current of Traffic

Eastward					Westward				
4.8	and	5.9	10	10	13.6	and	13.3*	5	5
5.9	and	6.8	15	10	13.3	and	7.5	40	40
6.8	and	7.2	15	15					
7.5	and	13.4	40	40					
13.4	and	13.6	30	30					

CP COAST and WATSONVILLE JCT

Westward					Eastward			
100.4	and	100.0	25	25	44.0 (Turnout No.1 Trk)		15	15
100.0	and	98.0	50	40	44.0 and 46.5 (No.1 Trk)		40	40
98.0	and	94.5	60	40	46.5 and 46.6 (No.1 Trk)		15	15
94.5	and	93.0	50	40	44.0 and 45.7 (No.3 Trk)		60	40
93.0	and	92.0	30	25	45.7 and 46.2 (No.3 Trk)		45	25
92.0	and	87.9	35	35	46.2 and 46.5 (No.3 Trk)		30	25
87.9	and	86.5	50	40	46.5 and 46.6 (No.3 Trk)		20	10
86.5	and	82.0	60	40	46.6 and 47.3			
82.0	and	79.6	35	35	(Station Trk 1)		15	15
79.6	and	73.9	79	60	47.3 and 48.7			
73.9	and	73.6	60	55	(No. 1 & 2 Trk)		35	35
73.6	(turnout)		35	35	48.7	and 49.1	35	35
73.6	and	71.5	79	60	49.1	and 51.3	60	40
71.5	(turnout)		35	35	51.3	(Turnout)	35	35
71.5	and	63.2	79	60	51.3	and 63.2	60	40
63.2	(turnout)		35	35	63.2	(turnout)	35	35
63.2	and	51.3	60	40	63.2	and 71.5	79	60
51.3	(turnout)		35	35	71.5	(turnout)	35	35
51.3	and	49.1	60	40	71.5	and 73.6	79	60
49.1	and	48.7	35	35	73.6	(turnout)	35	35
48.7 and 47.3					73.6	and 73.9	60	55
(No. 1&2 Trks)			35	35	73.9	and 79.6	79	60
47.3 and 46.6 (Station Trk 1)			15	15	79.6	and 82.0	35	35
46.6 and 46.5 (No.1 Trk)			15	15	82.0	and 86.5	60	40
46.5 and 44.0 (No.1 Trk)			40	40	86.5	(Spring Switch)	25	25
46.6 and 46.2 (No.2 Trk)			15	10	86.5	and 92.0	35	35
46.2 and 45.7 (No.2 Trk)			45	25	92.0	and 93.0	30	25
45.7 and 44.0 (No.2 Trk)			60	40	93.0	(Spring Switch)	25	25
44.0	(turnout)		15	15	93.0	and 94.5	50	40
					94.5	and 98.0	60	40
					98.0	and 100.0	50	40
					100.0	and 100.4	25	25

COAST SUBDIVISION

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

CP LICK and WATSONVILLE JCT

Limits	Psgr	Frt
Westward On Eastward Track		
(Watsonville Jct. to Logan)		
100.7 and 100.0	25	25
100.0 and 98.0	45	45
98.0 and 93.5	55	49
93.5 Crossing stop 6.32.2		
93.5 and 93.0	55	49
(Corporal to Gilroy)		
82.0 and 81.7	35	35
81.7 and 80.5*	25	25

Limits	Psgr	Frt
Eastward on Westward Track		
(Gilroy to Corporal)		
80.5 and 80.6*	5	5
80.6 and 81.7*	20	20
81.7 and 82.0	35	35
(Logan to Watsonville Jct)		
93.0 and 93.5	55	49
93.5 Crossing stop 6.32.2		
93.5 and 93.6	55	49
93.6 and 95.7	50	49
95.7 and 98.0	55	49
98.0 and 100.0	45	45
100.0 and 100.4	25	25
100.4 and 100.7	15	15

***RULE 5.5.** Speed may be increased when lead engine passes MP location.

"KEY" trains must not exceed 30 MPH between Carnadero MP 83.2 and West Oakland.

WESTWARD↓ Station Number	Siding Feet	STATIONS Tracy Line		↑EASTWARD Mile Post
---		**LATHROP** (UP Connection UP MP 84.5) 54.0		93.8
Movements between UP Connection UP MP 84.5 and UP Connection UP MP 30.5 are over the trackage of the UP.RR.				
12590		**NILES TOWER** (UP Connections UP MP 30.5) MT 0.7		42.4
12420	3870	**SHINN** 1.6	C	41.7
		FREMONT 2.9	T	40.1
12400		**NEWARK** TY 4.7	C	37.2
Line is out of service between MP 34.5 and SF Bay Drawbridge				
---		**S.F. BAY DRAWBRIDGE** 3.9		32.5
12910		**BELLE HAVEN** Y 2.4	DT ABS	28.6
12895		**REDWOOD JCT** Y		26.2
(79.8) (ROUTE DAB)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

REDWOOD JCT and TRACY

Limits	Psgr	Frt
26.2 and 26.9	20	20
26.9 (Crossing)	5	5
26.9 and 31.1	20	20
31.1 and 37.0	79	45
37.0 and 37.5	15	15

Limits	Psgr	Frt
37.5 and 40.0	79	45
40.0 and 40.3	45	45
40.3 and 42.2	79	45
42.2 and 43.0 (29.6)	15	15

Milpitas Line

13025		**SAN JOSE (CP Julian)** QTY 7.0	CTC	45.2 47.4
12620	6820	**MILPITAS** 4.4	ABS DTC	40.7
12600		**WARM SPRINGS** QY 6.5	ABS	36.3
12590		**NILES TOWER** MT 0.6	ABS DTC	29.8
12525		**NILES**		29.2
(18.5) (ROUTE DA)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

NILES and SAN JOSE

Limits	Psgr	Frt
29.7 and 29.8	15	15
29.8 and 38.1	25	25
38.1 and 43.5	40	40

Limits	Psgr	Frt
43.5 and 46.4	15	15
46.4 and 47.4	10	10

COAST SUBDIVISION

WESTWARD↓ Station Number	Siding Feet	STATIONS Hayward Line		↑EASTWARD Mile Post
12527		**NILES JCT** MT 0.4		43.0 29.6
12525	3450	**NILES** 2.7		29.2
12520		**DECOTO** 6.4	C	26.5
12516	11263	**HAYWARD** 2.6	T	20.1
12512		**SAN LORENZO** 2.7	C	17.5
12504		**SAN LEANDRO** 1.4		14.8
12205		**ELMHURST**		13.4
(16.2) (ROUTE D)				

HAYWARD LINE

ELMHURST and NILES JCT

Limits	Psgr	Frt
13.4 and 13.6 (Eastward)	.60	40
13.6 and 13.4 (Westward No 1 Trk)	30	30
13.6 and 13.4 (Westward No 2 Trk)	5	5

Limits	Psgr	Frt
13.6 and 29.3	79	50
29.3 and 29.6	35	35

"KEY" trains must not exceed 30 MPH when operating on Tracy, Hayward or Milpitas Line.

To provide adequate stopping capabilities within our signal system on the Coast and Hayward Lines, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
100 or Less	60 MPH
100+ to 115	50 MPH
Over 115	45 MPH

WESTWARD↓ Station Number	Siding Feet	STATIONS San Bruno Branch		↑EASTWARD Mile Post
---		**END OF BRANCH** Y 3.3		10.8
12800		**SOUTH SAN FRANCISCO** Y		14.1 9.3
(ROUTE EM)				

Between	SAN BRUNO BRANCH	All Trains
SOUTH SAN FRANCISCO and END OF BRANCH		10

Vasona Branch

13068		**PERMANENTE** Y 3.0		41.6
13062		**MONTA VISTA** Y 7.2		41.0
13050		**VASONA** Y 2.2		48.2 52.9
13045		**CAMPBELL** Y 3.8		50.7
		UP CROSSING SY 1.3		47.6
13025		**SAN JOSE (CP CAHILL)**	CTC	47.1
(16.0) (ROUTE EN-Permanente to Monta Vista) (ROUTE L-Monta Vista to San Jose)				

VASONA BRANCH

SAN JOSE and PERMANENTE	10

Hollister Branch

13148		**HOLLISTER** 11.7	B R T	94.9
13138		**CARNADERO**		83.2
(ROUTE EB)				

HOLLISTER BRANCH

CARNADERO and HOLLISTER. 10

SPEED ON OTHER THAN MAIN TRACK:

	Psgr	Frt
Through dual-control switches and crossovers between MP 51.4 and MP 44.0	15	10
Niles: Remote controlled crossovers between SP and UP	10	10
Jack London Depot track	25	25
Siding Hayward	25	25
Siding Morgan Hill	35	35
San Jose Yard: Yard Tracks 103 through 115	5	5
San Jose: Station tracks 2 through 5	15	10
Station tracks 6 through 12	10	10
Tamian: Stub track	15	10
Track 3282 (Hollister Branch); Fat City Spur	5	5
East and west legs of wye at Newark, Niles Tower and Niles	10	10
Locomotive maintenance tracks		5
All other tracks Coast Subdivision		10

ADDITIONAL STATIONS

Mile Post	Station	Station Number
	Coast Line	
8.3	East Oakland	12150
10.3	Alameda	12170
11.8	Melrose	12180
17.8	Robert	12310
21.5	Mt. Eden	12330
23.0	Baumberg	12340
36.5	Drawbridge	12455
51.0	Luther	13075
59.0	Oak Grove	13106
70.8	Morgan Hill	13118
87.1	Sargent	13170
	Tracy Line	
28.7	Redwood Harbor	12906
29.5	Henderson	12915
30.9	Ravenswood	12920
40.4	Centerville	12415
	Hayward Line	
16.5	Estudillo	12508
	Milpitas Line	
32.8	Irvington	12594
34.3	Snoboy	12598
44.9	North San Jose	13034
	San Bruno Branch	
13.0	Tanforan	12832
11.4	Baden	12836
	Hollister Branch	
86.0	Bolsa	13140

SPECIAL INSTRUCTIONS

RULE 1.14. San Francisco and CP Coast: Trackage between San Francisco and CP Michael is under the supervision of the Peninsula Commute Service (PCS). Trains and engines using trackage between CP Coast and San Francisco will be governed by current Amtrak Western Division Peninsula Commute Timetable and the General Code of Operating Rules. Trains and engines using trackage between CP Coast and CP Michael, Tracy Line west of Redwood Jct. and San Bruno Branch will be governed by S.P. Roseville Division Timetable and Cal Train public timetable and the General Code of Operating Rules.

The term Control Operator or Train Dispatcher will apply to Supervisors of Commuter Operations.

Gilroy to Watsonville Jct.: Territory between Gilroy and Watsonville Jct. is under the supervision of the Los Angeles Division.

RULE 1.3.2. The following is added: Employees whose duties require must have copies of all current PCS General Orders available for reference.

RULE 1.20. Impaired Side Clearance:

MP	Description
	Coast Line
46.9	Sheds
100.1	Scale Shed (Yard Track 112)
	Tracy Line
28.9	Overpass
32.5	Bridge
34.5	Bridge
30.8	Bridge
31.5	Bridge
	Milpitas Line
29.4	Underpass
42.9	Underpass
	Hayward Line
18.2	Bridge
29.4	Underpass

RULE 1.46. Oakland: Applies between MP 19.0 (Sacramento Line) and MP 13.4 (Coast Line).

RULE 5.8.1. San Jose: Engine bell must be rung continuously when moving between CP Cahill and CP Julian.

RULE 5.8.2. Logan: Trains approaching Logan MP 93.2 between 6:00 AM and 3:00 PM must sound whistle and ring bell to warn people who may be working next to main track.

RULE 5.11 and 15.7.1. Cal Train commuter trains may be addressed by schedule number shown in Public Schedule/Timetable on track warrants and track bulletins.

RULE 6.3. When track bulletin has been received listing current PCS General Order numbers in effect and crew has in possession those general orders listed, train may enter PCS trackage by controlled signal indication or verbal authority from Supervisor of Commuter Operations without obtaining a PCS track warrant.

Cal Train crew must a have a S.P. track warrant before operating between CP Lick and Gilroy.

RULE 6.4.2. Magnolia: Switching movement from 50 and 70 Leads that have entered CTC on a proceed indication may make reverse and forward movements within CTC without permission from the train dispatcher.

RULE 6.5. Cars must not be shoved ahead of engine on descending grade Permanente to Monta Vista.

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:

Vasona Branch: All tracks including main track

Hollister Branch: All tracks

Watsonville Yard: Tracks 2 thru 4 and 8 thru 16

RULE 6.13. Location Of Yard Limits:

West MP		East MP
26.2	Redwood Jct (Tracy Line)	31.5
34.2	Warm Springs	38.1
46.5	San Jose (Milpitas Line)	47.1
66.5	Tracy (Tracy Line)	75.8
10.8	So. San Francisco (San Bruno Branch)	14.1
47.1	Vasona Branch	End of Branch

RULE 6.15. Block Register Territory:

Territory	Register Location
Hollister Branch	
MP 83.1-End of Branch	Phone Booth MP 83.1

RULE 6.23.1. Trackside Detectors:

MP	Type
Coast Line	
12.4	HB, D
23.6	D
28.9	HB, D
33.2	D
51.0	HB, D
69.7	HB, D
86.8	HB, D
90.0	D
102.4	HB, D
Tracy Line	
39.5	D
Hayward Line	
23.0	HB, D
28.0	D
Milpitas Line	
31.1	HB, D

RULE 6.26. Between CP Cahill and CP Julian, tracks viewed in a westward direction will be designated as station tracks numbered consecutively from right to left, 1 through 12. Station track No. 1 will be considered main track.

Between CP Julian and Santa Clara, three main tracks are in service and are designated as follows:

North Track: No. 1 Track, CTC in effect.

Middle Track: No. 2 Track, CTC in effect.

South Track: No. 3 Track, CTC in effect

RULE 6.30. Blossom Hill: Between 5:50 AM and 6:50 AM and 5:30 PM and 6:45 PM, Monday through Friday, trains must not pass through Blossom Hill station MP 54.8 when Cal Train passenger train is receiving or discharging passengers at this station.

Capitol: When passenger train is making station stop on No. 1 Track, train dispatcher must not authorize a movement on No. 2 Track until advised passenger train has departed from station stop.

RULE 6.32.2. Radum Industrial Area UP MP 42.9: Includes trackage between UP MP 42.9 and SP MP 66.8 on old Radum Branch and UP MP 42.9 and SP MP 50.0 at end of Tracy Line.

College Park: Stop signs in place 25 feet east and west of Stockton Avenue, MP 45.6 on College Park Drill Track.

Fruitvale: MP 9.5 when exiting yard onto No.1 track through switch located 100 feet west of 29th Ave. crossing.

Mt. Eden: Before making movement over Eichler Road located on Spur Track serving Lincoln Properties Warehouse, crew member must place two lighted fuses on each side of the track on the crossing.

Redwood City: Movement over Veterans Blvd. MP 26.9 Granite Rock Spur must be preceded by a crew member.

Stop signs both sides of grade crossing MP 28.1. Member of crew must precede movement.

RULE 7.6. Permanente: Before engine is detached all handbrakes must be applied.

West Oakland: Unless otherwise instructed by Yardmaster, sufficient number of handbrakes must be applied.

RULE 7.7. Permanente: Cars must not be moved unless engine is attached.

RULE 8.20. Derails On Main Track At Following Location:

Vasona Branch: MP 47.2

RULE 9.5.8. Block Signals With "P" Plates:

Eastward	Protection	Westward
	Coast Line	
898	Slide detector MP 90.4	925
924	Earthquake detector, Pajaro River bridge	Absolute

RULE 9.12.1. CP Strong: When westward absolute signal displays Stop indication, train must stop 100 feet east of Fifth Ave. to avoid blocking crossing.

Niles: Contact UPRR train dispatcher directly for authority to pass signal displaying STOP indication at and within interlocking limits.

RULE 9.12.2. Melrose: Limits extend between interlocking signals on old electric line and on the drill track between interlocking signal on west side of San Leandro Blvd. and interlocking signal on east side of UP crossing and is under the control of UP train dispatcher.

When signals do not display proceed indication after approach circuit is occupied, a member of crew must contact UP train dispatcher by telephone for instructions and permission to operate push button time release.

Cars or engines must not be left on approach circuits located in advance of interlocking signals.

Telephones, push buttons and instructions for operation of push button time release and dual control switches are located in boxes on interlocking signal governing eastward movements on old electric line, on side of Instrument House and on instrument case adjacent to crossing of drill track and UP track.

Niles: Interlocking limits extend from eastward absolute signal at MP 29.6 (Hayward Line) to westward absolute signal at MP 30.0 (Milpitas Line) to eastward absolute signal at MP 42.4 (Tracy Line).

In addition, these limits include trackage from westward absolute signal at MP 42.4 (Tracy Line) to westward absolute signal at UP MP 30.6 (Union Pacific West leg Niles Wye) and from eastward absolute signal at MP 30.0 (Milpitas Line) to the westward absolute signal at UP MP 30.6. All movements through Niles Interlocking Limits are controlled by Union Pacific Dispatcher. All Line-up requests should be made through SP Dispatcher, or UP telephones located at the Niles Interlocking.

Fruitvale Ave. Bridge MP 9.8 (Alameda Main): Interlocking limits extend between interlocking signals in approach to both ends of bridge.

UP Crossing MP 48.9: Controlled by Supervisors of Commute Operations San Jose.

RULE 9.14. Applies Between The Following Locations:

CP Strong, MP 7.5 and Elmhurst, MP 13.3;

Carnadero, MP 81.8 and Corporal, MP 86.4;

Logan, MP 93.2 and Watsonville Jct., MP 100.6.

RULE 9.15. Is in effect between:

CP Strong MP 7.5 and Elmhurst, MP 13.3.

Carnadero, MP 81.8 and Corporal, MP 86.4 and Logan, MP 93.2 and Watsonville Jct., MP 100.6.

Track permits will be issued by the train dispatcher.

RULE 10.1 CTC In Effect:

On both main tracks between CP Lick, MP 51.4 and CP Cahill, MP 47.3, and between CP Lick MP 51.4 and Carnadero MP 81.8;

Newark and Niles Tower, MP 42.4; Elmhurst MP 13.3 and Niles Jct. MP 29.6 on the Hayward Line; MP 13.7 and MP 13.4 on the Coast Line.

Station track No. 1 between CP Julian and CP Cahill; CP Coast, MP 44.5 at Newark MP 30.4

No. 1, 2, and 3 tracks between CP Julian and CP Coast.

CTC between CP Michael and CP Coast is under the general direction of PCS Supervisor of Commuter Operations.

On main track from MP 86.4 Corporal to MP 93.2 Logan.

Newark: CTC limits:

Tracy Line: MP 37.0 to MP 37.5

Coast Line: MP 30.4 to MP 31.2

CTC limits includes Santa Clara siding from westward absolute dwarf signal to eastward absolute dwarf signal from 19 Extension, including crossover connection to main track. Tracy Line includes eastward absolute signals east end Dumbarton to connections with Coast Line.

CTC is in effect on No 1 & 2 tracks between West Oakland, MP 4.9 and CP Strong MP 7.6. CTC is controlled by the train dispatcher.

RULE 16.1. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
	Coast Line			**Milpitas Line**	
13.7	Mulford	16.8	30.0	Irvington	*34.2
16.8	Alvarado	30.6	38.1*	Milpitas	46.5

* Freight trains must not enter Warm Springs yard limits unless permission has been obtained from Warm Springs tower.

AIR BRAKE AND TRAIN HANDLING RULES

Passenger trains must make running air brake test immediately before passing MP 239.5 in both directions.

RULE 50.8. Engines within Oakland Tie Pile Tracks must have a sufficient number of handbrakes applied, but not less than two when there are two or more locomotives. When there are more than two locomotives, handbrakes will be applied to east and west locomotives.

RULE 51.13. Permanente: Sufficient time, but not less than 20 minutes, must be allowed to fully charge air brake system on cars before making any switching movement or air brake test.

When making air brake test it must be known that air brakes are cut in and air brake system fully charged on cars to be picked up. Upon completion of air brake test, wait not less than five minutes to recharge air brake system before releasing hand brakes and commencing any movement.

RULE 50.16. Between Oakland and San Jose a maximum of 3 ES 415 or ES 412 may be MU'ed provided trailing tonnage does not exceed 5000 tons. When 3 are used with 2 or more freight locomotives, they will be placed as the second, third and fourth locomotives in the consist.

RULE 52.1.7. On descending grade between Permanente and Monta Vista train exceeding 250 tons per axle of operative dynamic brake must have retaining valves set on all cars.

COAST SUBDIVISION

MISCELLANEOUS

1. Restricted Tracks:
   a. All six-axle units, except EF 618, are prohibited from switching operations on any industry track(s), unless authorized by officer or train dispatcher.
   b. All engines are prohibited from operating on following tracks at Granite Rock Co., Logan: bunker loading tracks, scale track, stockpile tracks, and beyond engine restriction sign at west end of Empty Setout Tracks Nos. 1, 2, and 3.

SAN JOAQUIN SUBDIVISION

WESTWARD↓		STATIONS		↑EASTWARD	
Station Number	Siding Feet	Fresno Line			Mile Post
17510		KERN JCT	MT	DT	313.6
		0.7			
17300		BAKERSFIELD	QT	ABS	312.9
		4.3			
17083		OIL JCT			308.6
		2.8			
17080	8350	SACO			305.8
		6.1			
17065	8330	CAWELO			299.7
		7.1			
17055	8350	FAMOSO			292.6
		9.5			
16486	8350	DELFAR		C	283.1
		10.7			
16474	8350	EARLIMART		T	272.4
		12.0			
16464	8350	TIPTON		C	260.4
		11.9			
. . .	8200	TULARE SIDING			248.5
		9.4			
16430	11170	GOSHEN JCT	T		239.1
		0.5			
. . .		GOSHEN X-OVER			238.6
		7.3			
16428	8300	TRAVER			231.3
		8.1			
16420	8350	SUN-MAID			223.2
		6.7			
16412	8350	GOBLE			216.5
		7.4			
16207		CALWA TOWER (BNSF CROSSING)	M		209.1
		3.6			
. . .		FRESNO	TY	DT	205.5
		3.7		ABS	
16000		FRESNO YARD	QY		201.8
		2.8			
15920		BIOLA JCT			199.2
		9.0			
15910	8350	IRRIGOSA			190.2
		6.3			
15835		MADERA			183.9
		4.7			
15830	8410	NOTARB			179.2
		11.0			
15815	8300	CHOWCHILLA			168.2
		11.6			
15810	8350	LINGARD			156.6
		6.1			
15740		MERCED	Q		150.5
		3.1			
15736	8350	FERGUS			147.4
		7.6			
15728	8350	ARENA		C	139.8
		10.2			
15716	8350	ALCANT		T	129.6
		3.4			
15712		TURLOCK		C	126.2
		8.8			
15704	8350	CERES			117.4
		2.7			
. . .		TS RY CROSSING	M		114.7
		1.6			
15500		MODESTO			113.1
		5.1			
15480	8350	COVELL			108.0
		8.6			
15460	8350	CALLA	T		99.4
		5.6			
. . .		UP CROSSING	M		93.8
		0.1			
. . .		UP CONNECTION			93.7
		0.2			
15120		LATHROP	T		93.5 81.5

(220.1) (ROUTE B)

SAN JOAQUIN SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

FRESNO LINE

BETWEEN KERN JCT. and LATHROP

Limits	All Trains
313.6 and 312.8	25
312.8 and 310.8	50
310.8 and 302.9	60
302.9 and 259.5	65
295.5 and 250.7	60
250.7 and 249.2	35
249.2 and 221.3	60
221.3 and 220.0	
11pm to 5 am	60
*5 am to 11pm *	45
220.0 and 215.3	60
*215.3 and 214.5	45
214.5 and 209.1	60
No. 1 Track	
209.1 and 197.3	40
197.3 and 197.2	25
No. 2 Track	
209.1 and 197.2	40

Limits	All Trains
Single Track	
197.2 and 184.5	60
184.5 and 182.5	45
182.5 and 151.6	60
151.6 and 149.5	40
149.5 and 126.8	60
126.8 and 125.0	40
125.0 and 114.9	60
114.9 and 114.7	30
114.7 and 110.2	40
110.2 and 94.0	60
94.0 and 93.5	30
Lathrop Wye	
Fresno Stockton Leg	25
Fresno-Tracy Leg	20

***RULE 5.5** Speed may be increased when lead engine passes increase speed sign.

AGAINST THE CURRENT OF TRAFFIC

BETWEEN KERN JCT. and MP 310.9

All Trains		All Trains	
No. 1 Track		**No. 2 Track**	
313.6 and 310.9	20	310.9 and 313.6	15

BETWEEN CALWA TOWER & BIOLA JCT.

All Trains		All Trains	
No. 1 Track		**No. 2 Track**	
197.2 and 197.3	25	209.1 and 202.2	20
197.3 and 202.2	40	202.2 and 197.2	40
202.2 and 209.1	20		

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
90 or less	65 MPH
90+ to 100	60 MPH
100+ to 115	50 MPH
Over 115	45 MPH

WESTWARD↓		STATIONS		↑EASTWARD
Station Number	Siding Feet	Tracy Line		Mile Post
15120	3870	LATHROP T	CTC	81.5
		10.0		
15200		TRACY QTY	ABS	71.5
(10.0) (ROUTE D)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

TRACY LINE

Between	TRACY and LATHROP	All Trains
70.6 and 72.3		35
72.3 and 81.1		40
81.1 (Turnout-Eastward)		25

SAN JOAQUIN SUBDIVISION

EASTWARD↓		STATIONS	↑WESTWARD	
Station Number	Siding Feet	Fresno Line		Mile Post
15120		LATHROP T	CTC	81.5
		6.2		
...		UP CROSSING AY	DT ABS	87.7
		2.5		
...		BNSF CROSSING MY		90.2
		0.7		
14900		STOCKTON QTY		90.9
		1.4		
...		UP CROSSING MY		92.3
		0.4		
14895		EL PINAL	2MT CTC	92.7
		1.2		
14885		AKERS		93.9
		9.4		
14800	6070	LODI T	CTC	103.3
		2.9		
14780		ACAMPO		106.2
		5.5		
14725		GALT		111.7
		3.8		
14720	8350	NEED		115.5
		7.4		
14712	8350	ELK GROVE		122.9
		6.1		
14705		FLORIN		129.0
		3.0		
14702	7400	POLK		132.0
		1.2		
06175		BRIGHTON M	2MT	133.2
		3.0		
06080	M3700	ELVAS MQT		136.2 91.8
(54.7) (ROUTE D)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

FRESNO LINE

BETWEEN ELVAS and LATHROP

Limits	Psgr	Frt
136.4 and 136.0 (Roseville-Stockton leg of wye)	25	25
136.4 and 136.0 (Sacramento-Stockton leg of wye)	20	20
136.0 and 134.1	40	40
134.1 and 133.1		
No. 1 Track	60	40
133.1 and 134.1		
No. 2 Track	40	40
133.1 and 131.2	60	60
131.2 and 103.7	70	65

Limits	Psgr	Frt
103.7 and 102.8	45	45
102.8 and 95.0	70	65
No. 1 Track		
95.0 and 92.3	40	40
92.3 and 89.7	20	20
89.7 and 87.8	30	30
87.8 and 81.3	40	40
No. 2 Track		
81.3 and 89.7	40	40
89.7 and 92.3	20	20
92.3 and 95.0	40	40

AGAINST CURRENT OF TRAFFIC

BETWEEN LATHROP and EL PINAL

Eastward	All Trains	Westward	All Trains
No. 1 Track		**No. 2 Track**	
82.1 and 87.6	40	92.3 and 91.6	20
87.6 and 87.8*	10	91.6 and 90.4*	5
87.8 and 89.7	30	90.4 and 89.7	20
89.7 and 90.2	20	89.7 and 87.8	40
90.2 and 91.1*	10	87.8* (Road Xing)	10
91.1 and 92.2	20	87.8 and 82.1	40
92.2 and 92.3	40		

***RULE 5.5** Speed may be increased when lead unit has passed over road crossing.

SAN JOAQUIN SUBDIVISION

WESTWARD↓ Station Number	Siding Feet	STATIONS Woodbridge Branch		↑EASTWARD Mile Post
14790		WOODBRIDGE 2.4	Y	105.6
14800		LODI	TY	103.4
		(2.4) (ROUTE DE)		

Ione Branch

14765		IONE 22.1	B	138.8
		CCT CO Crossing 5.0	R R T	116.7
14725		GALT		111.7
		(27.1) (ROUTE DG)		

Placerville Branch

		END OF BRANCH 0.4		108.4
06243		FOLSOM JCT 3.6	T B R T	108.0
06234		CITRUS 8.0		104.4
06206		PERKINS 1.7		96.4
06175		BRIGHTON	M	94.7
		(50.8) (ROUTE AH)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between	WOODBRIDGE BRANCH	All Trains
LODI and WOODBRIDGE		10

IONE BRANCH

GALT and IONE	25
Exceptions:	
137.9 and 138.9	10

PLACERVILLE BRANCH

BRIGHTON and END OF BRANCH	10

SPEEDS ON OTHER THAN MAIN TRACK:

Remote controlled turnouts, crossovers and sidings	25
Exceptions:	
Sidings, Goshen Jct., Traver, Sunmaid, Irrigosa, Notarb, Lingard, Arena, Calla, Lodi, Acampo, Need, Elk Grove and Polk	10
Bakersfield Yard Tracks	5
Exceptions:	
Yard tracks 103, 104 and 106	10
All industry and yard tracks between Bakersfield and Lathrop and between Florin and Elvas	5
Exception:	
Winery Spur lead between Madera and Hublein	10
Famoso: Track No. 2061 at MP 292.8	5
Fresno: Yard tracks (MP 199.9 to MP 205.4)	5
Stockton: Over scale, weighing	3
Over scale, NOT weighing	5
All yard tracks	5
El Pinal: Crossover, MP 92.3	15
Elvas: Crossover, MP 136.0 thru East end of Center siding	10
Tracy: Freight Lead from Banta Road, MP 73.6 to MP 75.9	25
Track 7530 (old Altamont Main)	25
Holly Sugar spur	5
Oakdale: All SP tracks	5
All Other Tracks San Joaquin Subdivision	10

SAN JOAQUIN SUBDIVISION

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
	Fresno Line		136.4	Livingston	15724
300.5	Lerdo	17070	131.9	Delhi	15720
295.9	Slater	17060	120.8	Keyes	15708
290.3	Cabernet	17052	106.4	Salida	15475
287.0	McFarland	16495	103.3	Ripon	15470
284.5	Vinland	16490	96.8	Manteca	15450
280.7	Delano	16482	105.1	Urgon	14785
266.8	Pixley	16472	98.1	Tomspur	14875
250.0	Tulare	16440	96.6	Castle	14880
245.6	Tagus	16435	86.1	French Camp	15110
225.6	Kingsburg	16424		**Ione Branch**	
220.7	Selma	16416	122.0	Clay	14740
215.1	Fowler	16408	124.2	Rancho Seco	14743
210.4	Malaga	16404	132.3	Carbondale	14746
208.3	Calwa	16205	134.4	Indian Hill	14749
186.7	Borden	15905		**Placerville Branch**	
176.5	Berenda	15825	98.9	Mayhew	06214
151.9	Creegan	15805	101.6	Mills	06226
143.2	Atwater	15732	107.4	Nimbus	06238

SPECIAL INSTRUCTIONS

RULE 1.14. Territory between Kern Jct. and Chowchilla is under the supervision of the Los Angeles Division.

RULE 1.46. Bakersfield: Trains and engines must receive permission of Bakersfield Yardmaster before departing Bakersfield Yard.

Fresno: Trains must contact yardmaster, when on duty, before entering limits at Church Avenue, MP 207.2

RULE 6.3. Bakersfield: Absolute signals MP 310.9 and MP 313.6 displaying proceed indication will authorize movement to enter main track with current of traffic. Trains or engines must have train dispatchers permission to enter main track between MP 310.9 and MP 313.6.

Polk: Member of CCT crew must contact SP operator at Elvas for permission to enter SP tracks.

RULE 6.12. FRA Excepted Track Rule Applies on the following tracks:
Madera Winery Spur Tracks #5360 & 5361—MP 183.5 and End of Spur

RULE 6.13. Location of Yard Limits:

West MP	East MP	West MP	East MP
66.5 Tracy (Tracy Line)	75.8	103.5 Lodi (Woodbridge Branch)	End of Branch
Tracy (Martinez Line)	80.7	82.1 Stockton	92.3
		199.3 Fresno	209.1

RULE 6.15. Block Register Territory:

Territory	Register Location
Ione Branch: MP 112.1 to Ione	Galt
Placerville Branch: MP 94.7 to MP 108.4	Switchmen's Shanty MP 89.8

RULE 6.20. Lodi, Modesto, Lathrop, Merced and Madera: During daylight hours with clear weather conditions requirement to place torpedoes will not apply.

RULE 6.24. Between CTC limits MP 310.9 and Kern Jct MP 313.6 two main tracks are designated Double Track with current of traffic Westward on No. 1. track and Eastward on No. 2 track. Automatic block signal system in effect in both directions on No. 1 and No. 2 tracks.

RULE 6.25. Bakersfield: A proceed indication of a controlled signal at MP 310.8 to enter westward main track will authorize movement against the current of traffic to clearance point of 50 Lead switch. Movement against the current traffic beyond this point will require track permit authority.

Trains making movements against the current of traffic by controlled signal indication must report to the train dispatcher when train is clear of the westward main track.

RULE 6.26. MULTIPLE MAIN TRACKS. Between MP 136.4 (vicinity Elvas) and MP 133.1 (vicinity Brighton); and between MP 95.0 (vicinity Akers and MP 81.3 (vicinity Lathrop), when facing southward (that is, at Elvas facing Lathrop), the main track on the right is the No. 1 Track. The main track on the left is the No. 2 Track.

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
Lathrop - Elvas		121.1	HB, D	218.3	D
83.9	No. 1 trk. HB, D	124.5	D	224.5	HB, D
84.0	No. 2 trk. HB, D	132.5	HB, D	228.5	D
96.5	HB, D	142.5	D	235.1	HB, D
100.0	D	144.7	HB, D	242.5	D
109.1	D	152.5	D	253.3	HB, D
119.5	HB, D	161.2	HB, D	258.2	D
125.6	D	165.9	D	267.7	HB, D
130.2	HB, D	173.1	D	277.1	HB, D
Lathrop - Kern Jct.		176.3	HB, D	288.7	D
95.5	D	181.6	D	294.5	HB, D
102.3	HB, D	187.0	D	307.7	HB, D
109.3	D	193.6	HB, D	Lathrop - Tracy	
116.0	D	212.3	HB, D	78.1	D

RULE 6.29.2. Walking inspection is not required between MP 92.9, Johnson, and Elvas.

Walking inspection is not required between MP 133.4, Brighton, and Elvas Tower; or the legs of Elvas Wye on sloping side of levee fill. Walking inspection is not to be made adjacent to Elvas center siding when other movements are being made on center siding.

RULE 6.32.2. Lathrop Rd. MP 82.1: Stop sign is located approximately 25 feet from edge of crossing for movements against current of traffic on No. 1 main track only.

RULE 7.3. Ione: Before making any switch movement at Owens-Illinois or Interpace on the Owens-Illinois Lead, air brake system on each car being handled must be fully charged.

RULE 7.6. Tracy: All freight trains entering Tracy Yard will apply not less than three hand brakes on the east end.

RULE 8.13. Stockton: Weigh-in-motion scale located on lead track, MP 89.2. Speed of train when weighing must not exceed 3 MPH. Bi-directional indicator lights, located at scale, MP 88.5 and MP 89.8. Continuous white aspect indicates speed is under 3 MPH, flashing white aspect, speed is in excess of 3 MPH. Speed of train when weighing should be at continuous speed without slack action or stopping.

RULE 9.12.2. Calwa Tower: Movements across BNSF track, MP 209.1, are under control of BNSF train dispatcher. When signal governing movement over BNSF track displays stop indication, member of crew must notify SP train dispatcher who, after ascertaining from BNSF train dispatcher that signals on BNSF track in both directions are displaying Stop indication, may authorize movement over crossing.

Stockton: BNSF Crossing MP 90.2 controlled by BNSF control operator Stockton.

TS RY Crossing MP 114.7: Movements across TS RY track are under the control of SP Train Dispatcher.

Elvas: Limits extended MP 91.5 and MP 92.1 on the Roseville-Sacramento line and MP 92.1 to MP 131.8 on the Fresno line.

RULE 9.12.3. Stockton UP on Old Oakdale Branch: Signals governing movements over UP track are under control of UP train dispatcher. When signals governing movement over crossing display Stop indication after approach circuit is occupied, a member of crew must contact UP train dispatcher for permission to operate push button time release.

French Camp, UP Crossing MP 87.7. Interlocking limits: Interlocking signals 500 feet west of and 430 feet east of UP crossing on No. 2 main track. Interlocking signals 430 feet east of and 380 feet west of UP crossing on No. 1 main track. Interlocking signals 240 feet west of and 210 feet east of UP crossing on the drill track.

Westward interlocking signal, governing movements on No. 1 track, is "approach clearing." If movement over UP crossing is not commenced within 10 minutes after passing Signal 903, signal will revert to Stop position.

Approach circuit to reclear westward interlocking signal is located 2,000 ft. in approach of signal. Cars or engines must not be left standing on this 2,000 ft. approach circuit.

RULE 9.12.4. Bakersfield: After obtaining authority from train dispatcher to enter main track, push button located near signal must be operated to clear non-controlled absolute signal MP 312.7 governing movement from 50-lead to No. 1 Track. If signal fails to clear, comply with Rule 9.17.

When non-controlled signal at MP 312.9 on the westward main track displays a Stop indication, obtain permission from the train dispatcher before passing signal.

RULE 9.14. Applies between:

Kern Jct. MP 313.6 and MP 310.9;

Calwa Tower MP 209.1 and Biola Jct. MP 197.2;

Lathrop MP 82.2 and El Pinal MP 92.3;

RULE 9.15. Will apply between:

Kern Jct. MP 313.6 and MP 310.9;

RULE 9.17. Fresno: Between MP 209.1 Calwa Tower and MP 199.3 Biola Jct., train or engine must not enter a main track or crossover from one main track to another main track at a hand operated switch unless:

1. Permission has been obtained from Fresno Yardmaster, if on duty or train dispatcher, and,
2. Crew member has complied with Rule 9.17.

RULE 10.1. CTC is in effect on main track and sidings:

From end of double track Calwa Tower, MP 209.1 to beginning of double track Bakersfield, MP 310.9.

From eastward absolute signals MP 75.8 (vicinity Tracy) on the Tracy Line and westward absolute signal MP 82.1 (vicinity Lathrop) on Fresno Line to westward absolute signal MP 199.3 (vicinity Biola Junction) on Fresno Line.

Between El Pinal MP 92.3 and Polk MP 131.8.

AIR BRAKE RULES AND TRAIN HANDLING INSTRUCTIONS

RULE 50.2. Bakersfield: Engineers taking charge of locomotives at Bakersfield Roundhouse must perform a Rule 50.2 Standing Locomotive Air Test.

RULE 50.8. Bakersfield-Fresno: Within Bakersfield Diesel Facility and within Fresno Yard, between Clinton Avenue and Biola Jct., when securing a multiple engine consist, only two hand brakes will be applied, one on each end of consist.

RULE 50.16. Between Stockton and Roseville, a maximum of three ES415 or ES412 engines may be MU'd provided trailing tonnage does not exceed 5,000 tons. When three are used with two or more freight locomotives, they will be placed as the second, third and fourth locomotives in the consist.

MISCELLANEOUS

1. Unless specifically authorized, six-axle units must not be operated on Ione Branch, any roundhouse tracks Fresno, and any industry track on the San Joaquin Subdivision except for Track 3061 Goshen, Track 3012 Tulare, Track 3201 Traver and Track 2001 Saco.
2. **Stockton:** Following will govern movement over BNSF and Stockton Public Belt Railroad:

Limits of Stockton Tower include that portion of main track, siding and crossovers on the BNSF to Stockton Public Belt Railroad at BNSF MP 1123.0. Signal indications supersede the superiority of trains in both directions on both tracks. At Lincoln Street, MP 1121.8 signals and power switch to Port lead are controlled from Stockton Tower. Tower telephone located near Lincoln Street signal. West end of Fiberboard support tracks diverge from Port Lead at MP 1121.9 and converge with Port Lead at MP 1122.1. Fiberboard spur track diverges from Port Lead at MP 1122.2. The Washington Street Yard Lead diverges from the Port Lead at MP 1122.2. Crossover also exists between BNSF main track and Port Lead at MP 1122.3. Signals and power switches at crossover

are controlled from Stockton Tower. Tower telephone located near east switch of crossover. West end of setout track diverges from Washington Street Yard Lead at MP 1122.2 east end of set-out track converges with Port Lead track at MP 1122.5.

The movement of trains and engines in this territory is under the control of Stockton Tower, who may issue instructions as required and must be advised in advance of any movement of trains and engines to the BNSF main track and also advised of any known condition that will delay the train or engine or prevent it from making usual speed.

Crews will not leave the Port of Stockton yard (in area of yard office) without securing authority of Stockton Tower control operator. This authority may be obtained orally, or through yardmaster at Port of Stockton.

Speed limit between Stockton Tower and Stockton Public Belt Railroad is 20 MPH; through turnouts and crossovers — 12 MPH.

The following signal indication is effective in above specified territory, and between Stockton Tower and BNSF Mormon Yard:

RED OVER YELLOW Proceed at restricted speed.

All other indications are governed by System Special Instructions Section M.

SP movements entering BNSF interlocking limits at Commerce Street may disregard the letter A on signal governing entrance thereto as it applies to UP movements only.

3. **Riverbank:** After clearing main track at Riverbank, authority from "Supervisor of Operations" at Mormon Yard must be received to proceed on "Oakdale Spur," Riverbank to Oakdale.
4. **Lodi:** Wye tracks restricted to four-axle locomotives.
5. **Placerville Branch:** Only ES415, ES418, EF418 and EF420 are permitted to operate on branch.
6. **Bakersfield:** Locomotive consist must not exceed five units when operating on all Bakersfield yard tracks except for track 50.
7. **Ione Branch:** Six-axle engs are prohibited from operation on the Ione Branch.

WESTWARD↓		STATIONS		↑EASTWARD
Station Number	Siding Feet	Modoc Line		Mile Post
06855		WESO (UP CONNECTION)		420.9
Movements between Flanigan and Weso are over the trackage of the U.P.R.R.				
05275	6818	FLANIGAN 13.4		336.4
05255		HERLONG 8.9		349.8
05200		WENDEL QT 16.0		358.7
05155	5196	KARLO 17.8		374.7
05150	5875	CREST 15.6		392.5
05140	6053	MORAN 15.2		408.1
05130	5807	SAGE HEN 15.4		423.3
05125	5800	LIKELY 4.9		438.7
05120		BAYLEY 2.8		443.6
05115		McARTHUR 11.0		446.4
05100	6197	ALTURAS QT 1.4		457.4 458.3
05088		JUNIPER 18.0		459.9
05084	4936	CANBY 7.7		477.7
05080	3859	AMBROSE 20.7		485.4
05076	4905	PEREZ 14.2		506.1
05072		COPIC 1.7	D	520.3
05068		STALEY 2.3	T	522.0
05064	3648	STRONGHOLD 1.1	C	524.3
. . .		BNSF CROSSING A 2.3		525.4
05060		TUBER 2.0		527.7
05056	2058	TULE LAKE 3.5		529.7
05052	4883	HATFIELD 2.8		533.2
05044		MALONE 1.9		536.0
05040	3660	MERRILL 2.7		537.9
05036		LOST RIVER 3.2		540.6
05032		HOSLEY 3.3		543.
05028	3666	STUKEL 3.2		547.1
05024		SPRING LAKE 2.9		550.3
05018		TEXUM TY		553.2
(192.9) (ROUTE CFA)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

MODOC LINE

Limits		All Trains	Limits		All Trains
553.2	and 552.9E	25	423.7	and 419.0	30
553.2	and 552.9W	10	419.0	and 392.7	40
552.9	and 530.0	40	392.7	and 385.1	25
530.0	and 529.0	25	385.1	and 380.0	30
529.0	and 498.0	40	380.0	and 376.3	35
498.0	and 485.0	30	376.3	and 375.4E	35
485.0	and 480.3	25	376.3	and 375.4W	40
480.3	and 478.6E	30	375.4	and 367.6	40
480.3	and 478.6W	40	367.6	and 365.8E	40
478.6	and 460.0	40	367.6	and 365.8W	30
460.0	and 458.3	30	365.8	and 359.0	30
458.3	and 456.8	10	359.0	and 358.6	10
456.8	and 455.0	25	358.6	and 357.3	25
455.0	and 436.4	40	357.3	and 336.4	40
436.4	and 423.7	25			

SPEED ON OTHER THAN MAIN TRACK.....10

Exceptions: Juniper, trackage serving
Calandor Pine 5
Siding Flanigan 25
Tuber Grain Elevator Spur (Track 8750) 5

GRADE RESTRICTIONS

On the descending grade between: Ambrose MP485 and Canby MP479; Crest MP392.5 and MP387.7; MP383 and Karlo MP375; MP365.6 and Wendel MP360; and Sage Hen MP423.4 and Likely MP438; the following table must be used to determine the maximum allowable speed taking into account the freight train's TPOB and tons per axle of operative dynamic brake:

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

Exception:

When tons per axle of operative dynamic brake exceeds grade restriction speed table thus requiring retainers, operative axles of helper may be added to road engine for computing tons per axle of operative dynamic brake. If revised tons per axle of operative dynamic brake does not exceed table, the setting of retainers is not required. Train must not exceed 20 MPH.

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake		
	250 or less	250+ to 350	350 + to 500
Below 80	No restriction	30	25
80 to 110	30	25	20
110.1 to 140	25	25	20

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

When retainers are used be governed by Rule 52.1.7:

SPECIAL INSTRUCTIONS

RULE 6.13. Location Of Yard Limits:

	East MP
Texum	552.9

Alturas: Yard Limits extend on line serving Lakeview from point of connection with Modoc Line to MP 458.6. Between these points operation is joint with Great Western Railway.

Wendel: Yard Limits extend on line serving Susanville from points of connection with Modoc Line on east and west legs of wye to MP 360.0. Within these limits operation is joint with Sierra Pacific Industries.

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
354.6	HB, D	424.8	HB, D	489.6	HB, D
368.0	HB, D	436.0	HD	501.1	HB,D
383.8	HB, D	443.0	HB, D	520.2	HB, D
389.9	D	463.6	HB, D	533.6	HB, D
397.5	HB, D	473.3	HB, D	548.7	D
409.8	HB, D	481.1	D	546.2	HB, D
416.8	D				

RULE 8.9. Texum: Spring switch located MP 427.0, Modoc Line Jct. on Texum yard lead may be trailed through from Modoc Line only. Switch may be left lined for other than normal movement.

Flanigan: When absolute signal for eastward movement to UP main track displays Stop indication, crew member must contact UP train dispatcher for instructions by radio on UP road channel, if available, or telephone at Flanigan.

RULE 16.1. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
552.9	Spring Lake	547.3	460.3	Alturas	455.4
547.3	Stukel	538.0	455.4	Bayley	439.5
538.0	Merrill	532.9	439.5	Likely	423.3
532.9	Tule Lake	524.8	423.3	Sage Hen	408.7
524.8	Stronghold	520.0	408.7	Moran	392.9
520.0	Copic	506.6	392.9	Crest	374.8
506.6	Perez	485.8	374.8	Karlo	360.1
485.8	Ambrose	478.3	360.1	Wendel	356.6
478.3	Canby	460.3	356.6	Flanigan	336.6

Flanigan: Westward trains leaving UPRR may enter siding at Flanigan when necessary to clear UPRR and unable to promptly obtain block authority from train dispatcher.

MISCELLANEOUS

1. Train Makeup Restrictions Applicable Between Wendel and Perez.
   A. To determine any applicable actual trailing tonnage restriction on a specific type of car, use the following table.

   To use the table:

   (1) Determine if train contains any cars listed in column titled "Type of Car"

   (2) Follow horizontally across and determine if any criteria listed is met.

   (3) When car meets the criteria, the maximum actual trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of Car	Maximum Actual Trailing Tonnage			
	1,000 Tons	2,500 Tons	3,600 Tons	4,800 Tons
Two-axle Intermodal car (TOPS code QA)	Weighs less than 25 tons.	Weighs 25 tons or more		
Solid drawbar connected two-axle car (TOPS code QD7)	Under all conditions			
Articulated double stack car (TOPS code S)			Has one or more empty platforms	
Multiplatform articulated car (TOPS code Q)			Has one or more empty platforms	
Car 73' or longer in length weighing less than 50 tons.			If coupled to a car less than 73' in length.	If coupled to another car 73' or longer in length.

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

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

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

In determining train makeup restrictions A. and B. above, be governed by the following when dealing with these non-conventional cars:

Articulated intermodal double stack cars or spine cars (TOPS codes Q or S):

Car having all platforms loaded is to be considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73' in length.

Two-unit solid drawbar-connected intermodal long cars (TOPS code PQ):

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

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

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Three-unit solid drawbar-connected double stack cars (TOPS code SB):

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

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

2. Following applies when operating from Likely to Sage Hen and from Wendel to Ambrose:

a. Road locomotive of a loaded unit train must not exceed 32 axles of power.

b, Road locomotive of other than a unit train must not exceed 24 axles of power.

Exception:

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

When determining axles of power:

a. SD60, SD70 and C44-9 are to be counted as having eight axles of power; and

b. AC4400CW and SD70MAC locomotives are to be counted as having nine axles of power.

c. AC6000CW locomotives are to be counted as having 10 axles of power.

ROSEVILLE DIVISION

SPECIAL INSTRUCTIONS

Section A. Locomotive Tonnage Ratings Guideline:

	GP30 GP35 GP38 B30-7 B36-7 B23-7	GP40	GP 40M	SD40 SD45 GP60 B40/ B39	MX SD50	SD70 C44-9	AC
Oakland & Watsonville Jct.	1610	2420	2850	3630	4270	5980	7520
Bakersfield & Roseville	2440	3660	4310	5490	6460	9040	11370
Oakland to Roseville	1150	1720	2030	2580	3040	4260	5350
Roseville to Colfax	1000	1510	1770	2260	2660	3720	4680
Colfax to Norden	540	810	950	1210	1420	1990	2510
Sparks to Truckee	1080	1610	1900	2420	2850	3990	5020
Truckee to Norden	660	1000	1170	1490	1760	2460	3090
Roseville to Oakland	2080	3120	3670	4680	5510	7710	9700
Weso to Wendel	1000	1510	1770	2260	2660	3720	4680
Wendel to Alturas	630	9400	1110	1410	1660	2330	2930
Alturas to Ambrose	540	810	950	1210	1420	1990	2510
Ambrose to Klamath Falls	2080	3120	3670	4680	5510	7710	9700
Klamath Falls to Likely	1150	1720	2030	2580	3040	4260	5350
Likely to Sage Hen	630	940	1110	1410	1660	2330	2930
Sage Hen to Weso	1150	1720	2030	2580	3040	4260	5350
Tracy and Oakland	2080	3120	3670	4680	5510	7710	9700
Between Portland & Eugene	1610	2420	2850	3630	4270	5980	7520
Eugene to Oakridge	1260	1880	2220	2830	3320	4650	5850
Oakridge to Cascade Summit	630	940	1110	1410	1660	2330	2930
Mt. Hebron to Grass Lake	1150	1720	2030	2580	3040	4260	5350
Dunsmuir to Gerber	1330	1990	2340	2990	3510	4920	6190
Between Red Bluff and Roseville	2080	3120	3670	4680	5510	7710	9700
Red Bluff to Delta	1080	1610	1900	2420	2850	3990	5020
Delta to Dunsmuir	1080	1610	1900	2420	2850	3990	5020
Dunsmuir to Mt. Shasta	500	750	890	1130	1330	1860	2340
Mt. Shasta to Grass Lake	1080	1610	1900	2420	2850	3990	5020
Klamath Falls to Kirk	1150	1720	2030	2580	3040	4260	5350

Section B. Coupler Limits:

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

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

Territory	Car Coupler Type	
	Standard	High Strength
Chiloquin to Kirk	10,000	11,300
Dougren to Minnow	10,000	11,300
MP 577.0 to Cascade Summit	5,300	8,000
Dunsmuir to Azalea	4,100	4,100
Azalea to Grass Lake	7,000	10,000
Mount Hebron to Grass Lake	10,000	15,500
Delta to Dunsmuir	7,000	10,000
Roseville to Colfax No. 2 Track	7,000	10,000
Rocklin to Colfax No. 1 Track	4,500	7,000
Colfax to Xover MP 169.6	5,000	7,000
Xover MP 169.6 to Norden	5,100	8,000
Sparks to Truckee	8,700	12,300
Truckee to Norden	5,400	8,400
Canby to Ambrose	4,700	7,300
Wendel to Sage Hen	5,000	8,000
Perez to Ambrose	10,000	13,800
Likely to Sage Hen	6,000	8,500

Section C. Load Limit:

1. Unless authorized heavier loads will not be handled where load limit is shown. When load limit is 132 tons or higher and load limit of car is not exceeded, the following load limits apply.

   6 axle car — 197 ton
   8 axle car — 263 ton

2. Unless authorized, all relief outfit cranes, locomotive cranes, cranes and pile drivers must not operate over branches listing a load limit less than 132 tons.
3. Load limit will not apply to articulated cars.
4. Load Limit

   Lines:. . . . . 158 tons

   Exceptions:

   Mulford (Fruitvale-Alameda). . . . . 120 tons

   Branches:. . . . . 132 tons

   Exceptions:

   San Bruno . . . . . 120 tons
   Woodbridge. . . . . 120 tons
   Ione (Rancho Seco-Ione) . . . . . 120 tons
   (Galt-Rancho Seco) . . . . . 158 tons

Section D. Radio Channel Assignment:

Radio channel assignment for locomotives and other radios is Road 1 which is F-1 or 96-96 on all channel radios, or Road 2 which is F-2 or 14-14 on all channel radios.

The following list shows where Road 1 or Road 2 is used.

When entering or leaving assigned channel areas, wayside signs are placed reading "CHECK YOUR RADIO CHANNEL".

Trackside detectors will transmit on the channel assigned to the territory in which they are located.

Train will monitor only the Road channel which is assigned to the territory in which the train is operating.

BROOKLYN SUBDIVISION Valley Line . . . . . Road 1
All Branch lines . . . . . Road 2
CASCADE SUBDIVISION Cascade Line West Switch Irving -
West Switch Crescent Lake . . . . . Road 2
West Switch Crescent Lake - Klamath Falls. . . . . Road 1
BLACK BUTTE SUBDIVISION
Klamath Falls - MP 319.6 . . . . . Road 1
VALLEY SUBDIVISION
MP 319.6 - MP 118.0 . . . . . Road 2
MP 118.0 - Roseville. . . . . Road 1
MODOC SUBDIVISION Flanigan - MP 360.1 . . . . . Road 1
MP 360.1 - MP 552.9 . . . . . Road 2
MP 552.9 - Klamath Falls. . . . . Road 1
ROSEVILLE SUBDIVISION Sparks - MP 242.0. . . . . Road 1
No. 1 Track MP 242.0 - MP 112.0. . . . . Road 2
No. 2 Track MP 242.0 - MP 114.0. . . . . Road 2
No. 1 Track MP 112.0 - Antelope . . . . . Road 1
No. 2 Track MP 114.0 - Antelope . . . . . Road 1
MARTINEZ SUBDIVISION (ALL) . . . . . Road 1
COAST SUBDIVISION Oakland - Elmhurst . . . . . Road 1
CP Coast-Tamien on Tracks 2 & 3 47-47
All other areas. . . . . Road 2

Operations on UPRR Tracy Line and at Niles Tower with all channels radios use 27-27 to receive trackside detector radio transmissions. To page the UP dispatcher depress the * button for 5 seconds. Receipt of a tone will confirm the dispatcher has been alerted. If tone is not received operate * button again for 5 seconds.

SAN JOAQUIN SUBDIVISION (ALL) . . . . . Road 1

YARD CHANNELS

Yard	Yard Channel	4 Channel	All Channel
Brooklyn	2	F-4	88-88
Eugene	2	F-4	88-88
	3		24-24
Klamath Falls	3		24-24
Roseville	1	F-3	66-66
	2	F-4	88-88
	Hump		58-58
Stockton	2	F-4	88-88
Fresno	2	F-4	88-88
Ozol	1	F-3	66-66
Oakland	1	F-3	66-66
Warm Springs	1	F-3	66-66

SPECIAL INSTRUCTIONS

Section E. PBX Radios:

To use set channels as indicated.

Use * plus code number to connect.

Use # plus code number to disconnect.

Channel Nos.	Code #	Area
70-56	11	Port to 10 mile No. of Salem
62-52	12	Clackamas to Albany
70-56	12	Eugene to Albany
62-52	15	Eugene to Crescent Lake
70-56	15	Crescent Lake to Kirk
62-52	11	Kirk to Grass Lake
70-56	16	Dunsmuir to Gazelle and Grass Lake
62-52	11	Dunsmuir to Tehama
70-56	11	Gerber to Yuba City
62-52	12	Gridley to Sacramento, Sacramento to Martinez, Sacramento to Stockton, Martinez to Stockton, Roseville to Colfax
70-56	12	Colfax to Norden
62-52	13	Norden to Sparks
62-52	11	Klamath Falls to Perez
70-56	12	Perez to Ravendale
62-52	12	Ravendale to Flanigan
11-71		Ogden to Castilla
62-56	11	San Francisco, Oakland Richmond
62-52	11	San Mateo & Union City to Salinas
70-56	13	Brentwood, Newman and Altamont to Tracy Stockton to Turlock
62-52	13	Livingston to Berenda
70-56	14	Chowchilla to Kingsburg
70-56	15	Kingsburg to Goshen Jct
62-52	14	Goshen Jct to Delano
62-52	15	Delano - Bakersfield

Section F. Snow Conditions:

A. When spreader is connected in multiple with engine, Rule 50.2 standing Locomotive air test must be performed.

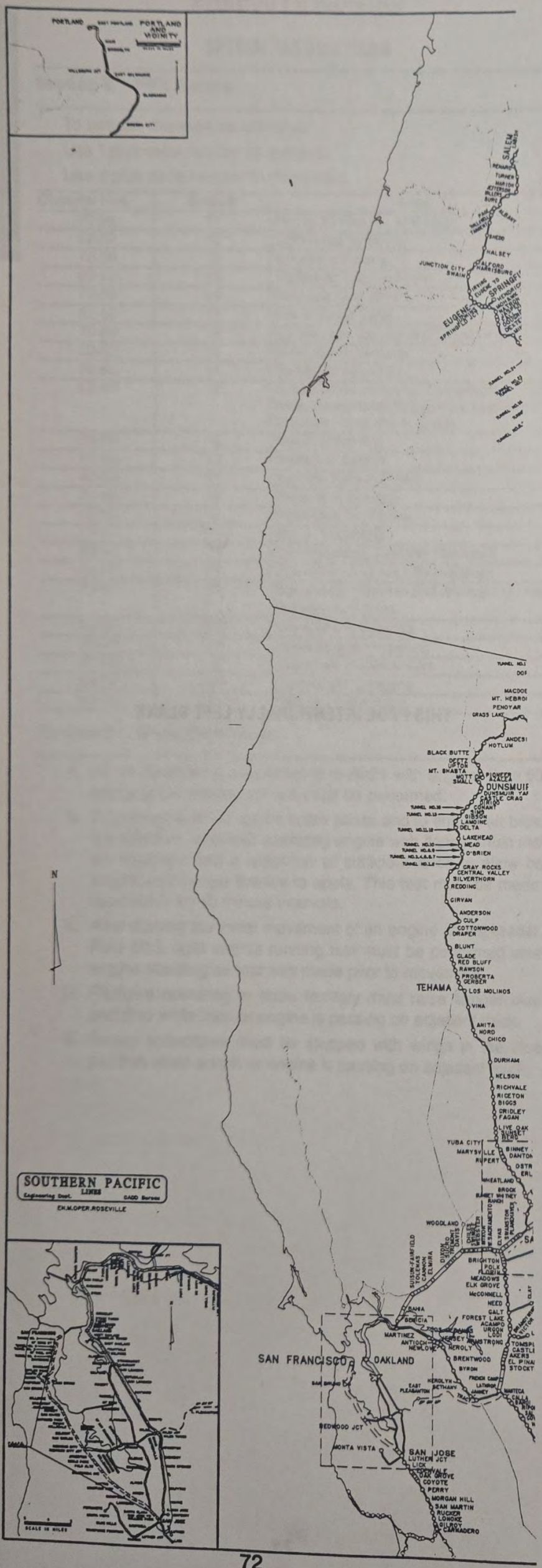
B. To prevent build-up ice on brake shoes and to ensure air brakes are effective, engineer operating engine with flanger must make an automatic brake reduction of sufficient force to allow both engine and flanger brakes to apply. This test must be made at approximately 10 minute intervals.

C. After starting the initial movement of an engine and spreader, a Rule 50.3, light engine running test must be performed unless engine standing air test was made prior to movement.

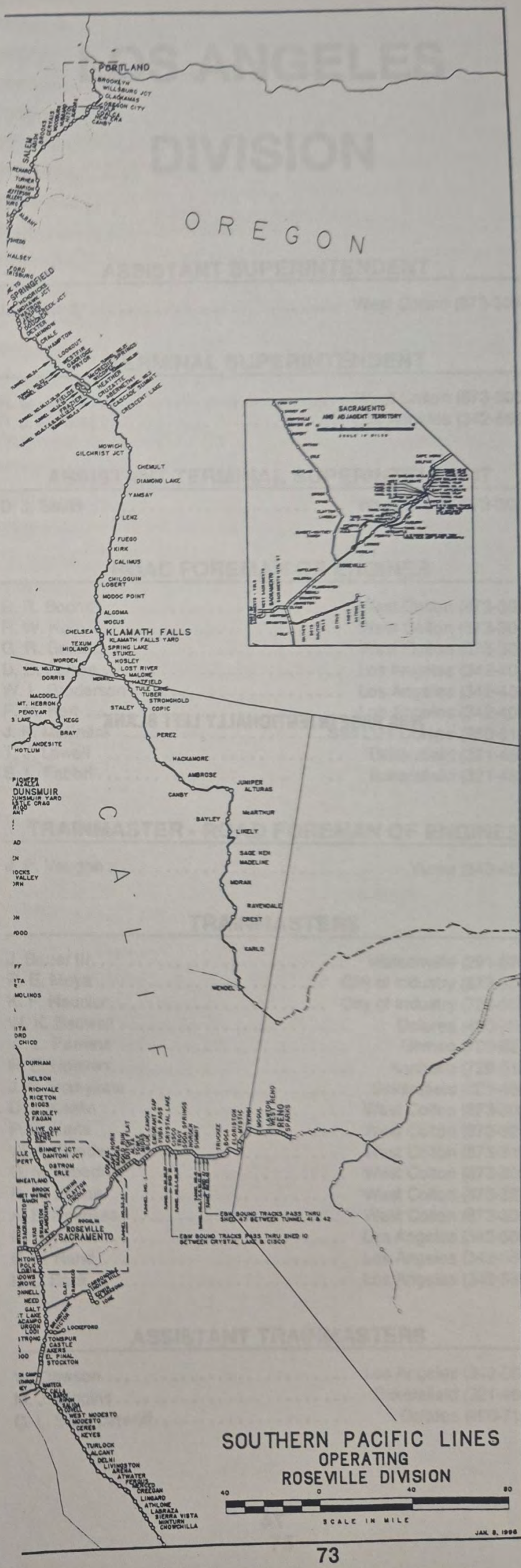
D. Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.

E. Rotary snowplows must be stopped with wings in the closed position when a train or engine is passing on adjacent track.

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SOUTHERN PACIFIC LINES
Engineering Dept. CADD Bureau
EN.M.OPER.ROSEVILLE



SOUTHERN PACIFIC LINES
OPERATING
ROSEVILLE DIVISION
40 0 40 80
SCALE IN MILE
JAN. 8, 1996

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LOS ANGELES DIVISION

ASSISTANT SUPERINTENDENT

J. E. Ready	West Colton (873-3091)

TERMINAL SUPERINTENDENT

R. D. Jones	West Colton (873-3000)
R. J. Mowrey	Los Angeles (342-5651)

ASSISTANT TERMINAL SUPERINTENDENT

D. J. Smith	West Colton (873-3001)

ROAD FOREMAN OF ENGINES

R. R. Boone	West Colton (873-3071)
R. W. Kern	West Colton (873-3071)
G. R. Griffin	West Colton (873-3071)
D. D. Ferree	Los Angeles (342-4040)
W. L. Broderson	Los Angeles (342-4049)
P. M. Kert	Los Angeles (342-4040)
J. P. McEntire	San Luis Obispo (980-6105)
T. J. Lowell	Bakersfield (321-4624)
S. L. Fabbri	Bakersfield (321-4625)

TRAINMASTER - ROAD FOREMAN OF ENGINES

J. P. Vaughn	Yuma (343-4520)

TRAINMASTERS

J. Bauer III	Watsonville (291-5700)
R. E. Moya	City of Industry (873-3001)
K. F. Naucler	City of Industry (729-6078)
W. K. Bedwell	Dolores (490-7042)
W. L. Farrens	Gemco (729-6211)
R. E. Hoeven	Anaheim (729-6197)
J. G. Pomykata	Bakersfield (321-4600)
D. J. Keelin	West Colton (873-3001)
P. R. Earls	West Colton (873-3214)
W. A. Sanders	West Colton (873-3198)
G. M. Woodruff	West Colton (873-3001)
R. R. Boone	West Colton (873-3237)
A. B. Reynasa	West Colton (873-3001)
F. Boyd, Jr.	Los Angeles (342-5654)
S. C. Rand	Los Angeles (342-5654)
L. L. Sack	Los Angeles (342-5650)

ASSISTANT TRAINMASTERS

W. Dawson	Los Angeles (342-5654)
M. J. Higgins	Bakersfield (321-4600)
C. L. Schinderwolf	Dolores (490-7134)

DIVISION MECHANICAL OFFICER

J. L. Cain ..... Los Angeles (980-6509)

TRAINMASTER - MECHANICAL

R. Perez ..... Long Beach (490-7152)

DIVISION ENGINEER

K. L. Drinnon..... West Colton (873-3211)

ASSISTANT DIVISION ENGINEER

H. G. Frates ..... Los Angeles (980-6505)

ROADMASTERS

R. E. Belmore ..... West Colton (873-3188)
R. A. Clark ..... Indio (873-3153)
A. S. Gonzales ..... Paso Robles (980-6223)
J. M. Madriaga ..... Palmdale (321-4719)
J. D. Maxwell ..... Bakersfield (321-4670)
R. J. Pettit..... Tehachapi (321-4705)
J. R. Sanchez..... Guadalupe (729-6223)
R. L. Santana ..... Anaheim (980-6444)
J. H. Smith ..... Yuma (343-4525)

DIVISION SIGNAL ENGINEER

C. J. Readman ..... West Colton (873-3056)

SALINAS SUBDIVISION

WESTWARD↓		STATIONS		↑EASTWARD	
Station Number	Siding Feet	Coast Line			Mile Post
13600		SAN LUIS OBISPO		DT DTC	252.1
		5.8			
13575	5100	CHORRO		CTC	246.3
		2.9			
13570	5750	SERRANO		CTC	243.4
		4.5			
13565		CUESTA		CTC	238.9
		3.4			
13560	19015	SANTA MARGARITA		DTC	233.0
		12.2			
13540	4700	TEMPLETON		DTC	221.8
		5.5			
13535	2650	PASO ROBLES		DTC	216.3
		12.5			
13520	#1 5000 #2 3770	McKAY		DTC	203.8
		7.9			
13515	5150	BRADLEY		DTC	195.9
		6.8			
13510		WUNPOST		DTC	189.7
		6.2			
13504	5780	SAN ARDO		ABS	182.9
		19.2			
13485	6300	KING CITY		ABS	163.7
		20.1			
13460	7450	SOLEDAD		ABS	143.6
		8.5			
13445	7475	GONZALES		ABS	135.1
		14.8			
13410		SPRECKELS JCT		ABS	120.3
		2.1			
13400	9895	SALINAS	QT	ABS	118.2
		7.8			
13350	6300	CASTROVILLE		CTC	110.4
		10.0			
13200		WATSONVILLE JCT	T	ABS DT	100.4
(151.7) (ROUTE E)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

COAST LINE

Limits			Psgr	Frt	Limits			Psgr	Frt
100.4	and	100.7 (E)	25	25	193.7	and	194.4	33	30
100.7	and	100.4 (W)	35	35	194.4	and	211.9	60	40
100.7	and	108.2	50	40	211.9	and	212.2	50	40
108.2	and	118.0	70	60	212.2	and	216.8	60	40
118.0	and	122.0	60	40	216.8	and	219.1	45	40
122.0	and	147.7	70	60	219.1	and	220.0	40	40
147.7	and	154.0	45	40	220.0	and	227.2	50	40
154.0	and	155.5	60	40	227.2	and	229.2	45	40
155.5	and	163.1	70	60	229.2	and	231.4	40	40
163.1	and	164.0	60	60	231.4	and	235.1	60	40
164.0	and	167.4	70	60	235.1	and	236.8	35	35
167.4	and	168.8	45	40	236.8	and	241.6	27	25
168.8	and	176.0	70	60	241.6	and	241.9	25	25
176.0	and	188.2	60	40	241.9	and	249.4	27	25
188.2	and	188.4	50	40	249.4	and	251.5	40	40
188.4	and	193.7	55	40	251.5	and	252.1	25	25

GRADE RESTRICTIONS

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
90 or less	65 MPH
90+ to 100	60 MPH
100+ to 115	50 MPH
Over 115	45 MPH

SALINAS SUBDIVISION

On descending grade between San Luis Obispo MP 250.5 and Santa Margarita MP 235.5 the appropriate table must be used to determine the maximum allowable speed taking into account freight train's TPOB and tons per axle of operative dynamic brake.

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake		
	300 or Less	300+ to 400	400+ to 450
Below 80	35	30	25
80 to 100	25	20	
100.1 to 140	20		

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

Exception:

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

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be stopped and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by a road foreman of engines or other proper authority. Refer to Rule 52.1.7 for retainer use instructions.

WESTWARD↓		STATIONS		↑EASTWARD
Station Number	Siding Feet	Monterey Branch		Mile Post
13380		SEASIDE Y		123.3
		4.1		
13365	3430	ORD Y		119.2
		8.8		
13350		CASTROVILLE Y		110.4
		(12.9) (ROUTE EE)		

Spreckels Branch

13420		SPRECKELS Y		122.8
		2.5		
13410		SPRECKELS JCT Y		120.3
		(2.5) (ROUTE EO)		

Santa Cruz Branch

13260		DAVENPORT	DTC	90.7
		11.5		
13250		SANTA CRUZ TY		79.2
		18.6	DTC	120.6
13220		WATSONVILLE Y		102.0
		1.5		
13200		WATSONVILLE JCT Y		100.5
				100.4
		(31.6) (ROUTE EC)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between	MONTEREY BRANCH	All Trains
CASTROVILLE and SEASIDE		20
Exceptions:		
110.1 and 110.7		15

SPRECKELS BRANCH

SPRECKELS JCT and SPRECKELS	10

SANTA CRUZ BRANCH

Limits		All Trains	Limits		All Trains
100.4	and 101.4	15	104.2	and 116.8	12
101.4	and 102.2	10	116.8	and 120.0	20
102.2	and 104.2	20	120.0	and 120.6	15
			79.2	and 81.0	15

SPEED ON OTHER THAN MAIN TRACK:

Yard tracks San Luis Obispo	5
Wye Spreckels Jct. & tracks 2045 and 2047 at Gonzales	5
Locomotive maintenance facilities	5
All other tracks Salinas Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
	Coast Line			Monterey Branch	
107.7	Moss Landing	13340	114.8	Lapis	13355
113.9	Cooper	13395	117.3	Marina	13360
125.3	Spence	13430	122.1	Prattco	13375
138.8	Molus	13450		Santa Cruz Branch	
140.6	Camphora	13455	115.9	Capitola	13230
172.4	San Lucas	13496	119.4	Seabright	13240
226.5	Atascadero	13545	121.8	Eblis	13270

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired Side Clearance:

MP	Description	MP	Description
	Coast Line	240.9-241.0	Tunnel
100.1	Scale Shed (Yard Track 112)	245.9-246.0	Tunnel
		251.2	Overpass
155.4	Tunnel		
200.6	Bridge		Monterey Branch
223.4	Bridge	113.5	Bridge
239.3-240.0	Tunnel		
240.1-240.4	Tunnel		Santa Cruz Branch
240.6-240.7	Tunnel	119.7	Bridge

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:

Watsonville Yard: Tracks 2 thru 4 and 8 thru 16

RULE 6.13. Location Of Yard Limits:

West MP		East MP
100.7	Watsonville Jct (Santa Cruz Branch)	103.6
119.6	Santa Cruz (Santa Cruz Branch)	80.0
79.2	Santa Cruz (Old Felton line)	120.9
110.4	Monterey Branch	End of Branch
120.3	Spreckels Jct (Spreckels Branch)	End of Branch

RULE 6.28.3. McKay: Siding on ocean side of main track is designated as No. 2 siding and siding on opposite side of main track is designated as No. 1 siding.

Santa Margarita: Siding extends from the end of CTC MP 236.6 to spring switch MP 232.9.

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
115.2	HB, D	176.5	D	225.0	D
122.5	D	178.8	HB	230.3	HB, D
127.1	HB, D	191.4	D	236.6	D
139.6	HB, D	196.4	HB, D	245.0	D
158.9	HB, D	214.0	HB	248.2	HB, D
170.1	D	218.0	D		

Rule 6.32.2. Monterey Branch: Stop signs in place at Reservation Road, MP 116.9, and Palm Avenue, MP 117.3.

Santa Cruz Branch: Trains must stop before entering crossings at Spring Valley Road, MP 108.0, Club House Drive, MP 111.0, and 47th Avenue, MP 116.7, and proceed only after it is known that crossing protection is operating.

RULE 6.32.6. King City: Do not block public crossings MP 163.5 to MP 164.5 Between 7:45 AM and 8:01 AM.

San Luis Obispo: Revolving red light in service on south wall of depot San Luis Obispo and when illuminated it will indicate that crossing gates at Orcutt Road are operating. When revolving red light is activated the Orcutt Road Crossing must be promptly cleared.

RULE 6.33. Indicators Located As Follows:

Illum. Letter	On Signal	Authorizes and Requires Movement as Follows:
S.....	Eastward absolute signal west end Castroville.....	Trains via Ord enter Monterey Branch., Trains via Salinas enter siding.
S.....	Westward absolute signal east end Castroville.....	Trains enter siding.
S.....	Eastward absolute signal west end Salinas	Trains enter No. 1 siding

RULE 8.20. Derails on Main Track at following location:

Santa Cruz Branch: MP 90.6

RULE 9.5.8. Block Signals With "P" Plates:

Eastward	Protection	Westward
	Coast Line	
1214	Barricade detector Harris Rd. E-121.8	1225
1878	Fire and collision detector Sargent Creek Bridge, MP 188.2	1889
2278	Flood detector, east end Henry Siding, MP 228.9	2289
Absolute	Slide detector fence, Chorro	Absolute
2484	Fire detector, Steiner Creek Bridge, Goldtree.....	2493

RULE 10.1. CTC in effect:

CTC is in effect on main track from end of double track Watsonville Jct. to west switch No. 1 siding Saiinas.

CTC is in effect on main track and sidings from MP 236.6 east end siding Santa Margarita to MP 251.7 San Luis Obispo.

RULE 16.1. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
	Coast Line		196.0	McKay.....	204.6
116.3	Salinas	118.5	204.6	Templeton.....	221.9
118.5	Spreckels	121.2	221.9	Santa Margarita	236.6
121.2	Chualar	129.6	254.8	El Camino (Eastward Track)..	251.8
129.6	Gonzales.....	135.0	254.8	San Simeon (Westward track)..	251.8
135.0	Soledad.....	144.4		**Santa Cruz Branch**	
144.4	King City	164.0	80.0	Davenport . . . End of Branch	
164.0	San Ardo.....	183.0	103.6	Santa Cruz	119.6
183.0	Wunpost	189.9			
189.9	Rios.....	191.4			
191.4	Bradley	196.0			

RULE 16.3. Rule 16.3 may be granted for westward movement on No. 1 track in the San Simeon block or for eastward movement on No. 2 track in the El Camino block. Movements against the current of traffic in these blocks may be made only under provisions of Rule 16.4.

MISCELLANEOUS

1. Cars bearing "Exceed Plate C" symbol or words "Excess Height" must not be operated to Big Trees Railroad at Santa Cruz.
2. Restricted Tracks:
   a. All six-axle units, except EF 618, are prohibited from switching operations on any industry track(s), unless authorized by officer or train dispatcher.
   b. Santa Cruz Branch: All 6-axle locomotives are prohibited.
3. Train Makeup Restrictions Applicable Between Santa Margarita and San Luis Obispo.
   A. To determine any applicable actual trailing tonnage restriction on a specific type of car, use the following table.

   To use the table:
   1. Determine if train contains any cars listed in column titled "Type of Car"
   2. Follow horizontally across and determine if any criteria listed is met.

3. When car meets the criteria, the maximum actual trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of Car	Maximum Actual Trailing Tonnage 1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-axle intermodal car (TOPS code QA)	Weighs less than 25 tons	Weighs 25 tons or more		
Solid drawbar connected two-axle car (TOPS code QD7)	Under all conditions			
Articulated double stack car TOPS code S)			Has one or more empty platforms	
Multiplatform articulated car (TOPS code Q)			Has one or more empty platforms	
Car 73' or longer in length weighing less than 50 tons			If coupled to a car less than 73' in length.	If coupled to another car 73' or longer in length.

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

In determining train makeup restrictions A. and B. above, be governed by the following when dealing with these non-conventional cars:

Articulated intermodal double stack cars or spine cars (TOPS codes Q or S):

Car having all platforms loaded is to be considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73' in length.

Two-unit solid drawbar-connected intermodal long cars (TOPS code PQ):

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

Three-unit solid drawbar-connected double stack cars (TOPS code SB):

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

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

   Exception to 4. a. & b. When isolating locomotive units in a consist to reduce the number of axles to the maximum limit, if the isolation of an additional locomotive unit brings the total number of axles BELOW the limit, this locomotive may be left on line in excess of the maximum number indicated above.

   When determining axles of power:
   a. SD60, SD70, and C44-9 locomotives are to be counted as having the equivalent of eight axles of power; and
   b. AC4400CW and SD-70MAC are to be counted as having the equivalent of 9 axles of power.
   c. AC6000CW locomotives are to be counted as having 10 axles of power.
5. Eastward freight trains must stop clear of passenger walkways at San Luis Obispo when making crew change.
6. Helper engine is to be entrained or cut out of train at Union Oil crossover, MP 234.2.

SALINAS SUBDIVISION

7. **San Luis Obispo:** In the interest of improving air quality, do the following:
   a. Locomotives that are going to be left unattended must be shut down.
   b. Whenever possible, tie up helpers on No. 1 Track near the depot.
   c. When starting engines in a multiple unit consist, first start one engine. After the air pressure is sufficiently restored, move the locomotive consist east or west of the passenger platform before starting the balance of the engines in the locomotive consist.
   d. After outbound crew takes charge of a train, it must be moved ahead sufficient distance so locomotives and any mechanical reefers are clear of the passenger platform if train cannot immediately depart San Luis Obispo.

SANTA BARBARA SUBDIVISION

WESTWARD↓		STATIONS		↑EASTWARD
Station Number	Siding Feet	Coast Line		Mile Post
		Movements between Burbank Jct and Moorpark are over the trackage of Metrolink.		
14122	4912	MOORPARK		426.4
		10.5		
14114	5544	CAMARILLO		416.6
		8.8		
14100	5701	OXNARD Q	DTC ABS	407.8
		4.6		
13960		MONTALVO T		403.2
		5.0		
13955	5600	VENTURA		398.2
		9.6		
13910	5045	SEACLIFF		388.6
		16.7		
13890		EAST SANTA BARBARA		368.5
		1.2		
13885		SANTA BARBARA	DT DTC	370.7
		2.2		
13880		WEST SANTA BARBARA		371.9
		5.7		
13875		GOLETA		362.8
		12.9		
13860	4964	CAPITAN		349.9
		10.5		
13855	3957	GAVIOTA		339.4
		14.1		
13845	6128	CONCEPCION	D T C A B S	325.3
		8.0		
13840	5818	SUDDEN		317.3
		9.4		
13830	6725	HONDA		307.9
		5.2		
13800	5550	SURF T		302.7
		5.5		
13795	5511	TANGAIR T		297.2
		4.0		
13730	6218	NARLON		293.2
		6.7		
13720	4267	DEVON		286.5
		5.8		
13710	4035	WALDORF		280.7
		4.2		
13700	4532	GUADALUPE Q		276.5
		6.6		
13690	5850	CALLENDER		269.9
		5.7		
13653	6308	GROVER		264.2
		9.4		
13605		EAST SAN LUIS OBISPO	DT DTC	254.8
		2.7		
13600		SAN LUIS OBISPO		252.1
		(210.3) (ROUTE E)		

SPEEDS ON OTHER THAN MAIN TRACK

Sidings 12

Exceptions:

Concepcion, Tangair, and Waldorf 10

On Vandenberg AFB Track, Tangair (MP 297.4) to Helium Spur... 20

Yard Tracks San Luis Obispo, Guadalupe and Oxnard 5

Wye tracks to Burbank Branch (Burbank Jct.) 5

All other tracks Santa Barbara Subdivision..... 10

SANTA BARBARA SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

COAST LINE

Limits		Psgr	Frt	Limits		Psgr	Frt
249.4	and 251.5	40	40	325.3	and 325.7	50	40
251.5	and 253.3	25	25	325.7	and 335.3	60	40
253.3	and 254.9	35	35	335.3	and 336.2	40	40
254.9	and 258.5	60	40	336.2	and 344.7	60	40
258.5	and 261.2	40	35	344.7	and 346.0	50	40
261.2	and 262.3	30	25	346.0	and 347.4	45	40
262.3	and 267.9	60	40	347.4	and 348.1	40	40
267.9	and 269.0	40	40	348.1	and 348.8	45	40
269.0	and 275.6	60	40	348.8	and 357.5	60	40
275.6	and 277.0	50	40	357.5	and 357.8	50	40
277.0	and 279.6	60	40	357.8	and 368.3	60	40
279.6	and 280.0	45	40	368.3	(Turnout)	35	35
280.0	and 283.2	60	40	368.3	and 370.6	40	40
283.2	and 283.7	45	40	370.6	and 372.3	20	20
283.7	and 285.7	40	40	372.3	and 375.2	45	30
285.7	and 288.9	45	40	375.2	and 382.0	50	40
288.9	and 291.0	55	40	382.0	and 386.6	55	40
291.0	and 291.3	40	40	386.6	and 387.7	40	40
291.3	and 295.8	60	40	387.7	and 390.8	60	40
295.8	and 296.1	45	40	390.8	and 391.2	45	40
296.1	and 299.6	55	40	391.2	and 393.0	60	40
299.6	and 300.2	45	40	393.0	and 396.7	60	40
300.2	and 304.4	60	40	396.7	and 396.9	45	30
304.4	and 304.8	55	40	396.9	and 398.2	50	30
304.8	and 309.1	60	40	398.2	and 400.5	60	30
309.1	and 310.2	45	40	400.5	and 407.2	60	40
310.2	and 311.8	50	40	407.2	and 408.1	45	40
311.8	and 318.2	60	40	408.1	and 414.8	70	60
318.2	and 323.1	45	40	414.8	and 415.4	60	55
323.1	and 325.3	60	40	415.4	and 426.4	70	60

AGAINST CURRENT OF TRAFFIC

Eastward Via No. 1 Track S.L.O. to East S.L.O.			Westward Via No. 2 Track East S.B. to West S.B.		
251.8	and 253.3	15	371.9	and 371.7	10
253.3	and 254.1	20	371.7	and 371.1	20
West S.B. to East S.B.			371.1	and 370.5	5
368.4	and 370.5	20	370.5	and 368.4	20
370.5	and 371.1	5	**East S.L.O. to S.L.O.**		
371.1	and 371.9	20	254.1	and 251.8	20

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
Below 100	60 MPH
100+ to 115	50 MPH
Over 115	45 MPH

MAXIMUM AUTHORIZED SPEED EXCEPTIONS

Light engines with less than 12 axles must not exceed 45 MPH between East Santa Barbara and MP 453.1.

"KEY" trains must not exceed 30 MPH between:

Santa Barbara . . . . . MP 366.0 and MP 370.6
Ortega—Carpinteria . . . . . MP 372.3 and MP 382.0
Ventura—Oxnard . . . . . MP 397.0 and MP 409.0

WESTWARD↓ Station Number	Siding Feet	STATIONS		↑EASTWARD Mile Post
		White Hills Branch		
13825		WHITE HILLS	Y	316.7
		3.8		
13820		WHITE HILLS JCT	Y	312.9
		0.5		
13815		LOMPOC	Y	312.4
		4.8		
13810		POST	Y	307.6
		3.8		
13805		BARODA	Y	303.8
		1.1		
13800		SURF	TY	302.7
		(14.0) (ROUTE EH)		
		Santa Paula Branch		
14055		END OF BRANCH	Y	415.0
		.3		
14030		SANTA PAULA	Y	414.7
		7.1		
14010		SATICOY	Y	407.6
		4.4		
13960		MONTALVO	TY	403.2
		(28.6) (ROUTE BE)		
		Burbank Branch		
20970		BURBANK	TY	466.8
		4.0		
14165		NORTH HOLLYWOOD	Y	462.8
		4.4		
14158		VAN NUYS	Y	458.4
		Track abandoned and removed from service MP 457.9 to MP 453.8		
14142		CHATSWORTH	Y	445.5
		(ROUTE BY)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

WHITE HILLS BRANCH

SURF and END OF BRANCH 10

SANTA PAULA BRANCH

MONTALVO and END OF BRANCH 10

BURBANK BRANCH

BURBANK and CHATSWORTH 5

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
	Coast Line		361.7	La Patera	13870
262.8	Pismo	13650	381.2	Carpinteria	13897
265.9	Oceano	13655	412.1	Leesdale	14110
272.4	Bromela	13695	419.8	Somis	14118
309.2	South Vandenberg	13835		**Burbank Branch**	
334.8	Sacate	13850	449.2	Canoga Park . .	14146
358.9	Ellwood	13865	453.4	Tarzana	14150

SANTA BARBARA SUBDIVISION

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired Side Clearance:

MP	Description	MP	Description
Coast Line			
261.4	Bridge	396.1	Bridge
262.7	Bridge	396.9	Bridge
266.4	Bridge		

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:

Burbank Branch: Between MP 466.8 and MP 445.5;

Santa Paula Branch: Between MP 415.0 and MP 403.2;

White Hills Branch: Entire Branch

RULE 6.13. Location Of Yard Limits:

West MP		East MP
445.5	Burbank Branch	466.8
302.7	White Hills Branch	316.7
403.2	Santa Paula Branch	415.0

RULE 6.23.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
260.0	HB, D	312.5	HB, D	393.2	HB, D
267.6	D	330.9	HB, D	401.3	D
273.0	HB, D	337.4	D	406.0	HB, D
284.1	D	344.6	HB, D	414.8	D
289.0	D	366.3	HB, D	424.4	HB, D
290.1	HB, D	386.4	HB, D		

RULE 6.28.3. Callender: Siding extends from Signal 2696 to crossover just west of Signal 2708.

Oxnard: West switch to siding located at Signal 4078.

RULE 6.32.2. Santa Barbara: Street crossing sound detector microphones are located at the following locations:

No. 2 Track just west of State St. MP 370.8;

No. 1 Track just east of Montecito St. MP 370.6.

Trains moving with the current traffic that stop short of either of the above crossings must sound whistle which should activate the gates at the crossing.

Santa Paula Branch: Stop signs located on each side of main track at Highway 118 Crossing, MP 407.4 and Staticoy grade crossings MP 406.8 and MP 407.6

RULE 7.6. Instructions For Applying Hand Brakes:

Gemco: 4 on east end

When necessary to release hand brakes to move a portion of the cars, the same number of hand brakes must be applied on remaining cars.

RULE 9.3. San Luis Obispo: No. 2 Track, between westward signal, MP 252.3, and Absolute Signal at west end of double track, MP 251.8, is signalled for movement in both directions. DTC authority is required on both main tracks.

Normal aspect of westward signal located on No. 2 Track, MP 252.6, is red. To clear signal on No. 2 Track, MP 252.6, be governed by instructions in box opposite signal.

RULE 9.5.8. Block Signals With "P" Plates:

Eastward	Protection	Westward
2598	Collision detector, underpass, MP 259.8	2597
2608	Flood detector, bridge, MP 261.4	2615
2838	Mud slide detector fence	2851
2940	Fire detector, bridge, Narlon	2955
3056	Slide detector fence, MP 306.1	3067
3192	Fire detector, bridge, MP 320.3	3207
3214	Slide detector posts, MP 321.5	3227
3344**	Slide detector posts, MP 335.4	**3355
3356**	Slide detector posts, MP 335.8	**3373
3424	Slide detector posts, MP 344.2	3443
3444	Slide detector posts, MP 344.5	3459
3848	Slide detector fence, MP 385.1	3871
3872	Slide detector fence, MP 387.2 to MP 387.7	3885
4032	Barricade detector, MP 403.2	4043

** Sacate: Rotating red beacons at MP 335.4 and MP 335.8 will operate when slide detector is activated.

When Signals 3344, 3355, 3356 or 3373 display Red aspect, track must be inspected to determine that it is safe for the passage of trains. A report of track conditions must be made to train dispatcher by first available means of communication.

RULE 9.9. Ventura and Santa Barbara: Passenger train making station stop of five minutes or less may proceed prepared to stop at the next signal, until it can be seen that signal displays a Proceed indication.

RULE 9.12.1. San Luis Obispo: Eastward absolute signal MP 251.8, will clear for movement to San Simeon DTC block on No. 1 Track only when route is selected by Train Dispatcher.

RULE 16.1. Direct Traffic Control Designated Limits:

East MP	Block Name	West MP	East MP	Block Name	West MP
	Coast Line		339.7	Gaviota	325.3
426.4	Moorpark	416.2	325.3	Concepcion	317.5
416.2	Camarillo	408.8	317.5	Sudden	308.0
408.8	Oxnard	403.5	308.0	Honda	303.2
403.5	Montalvo	399.2	303.2	Surf	298.1
399.2	Ventura	389.6	298.1	Tangair	293.9
389.6	Seacliff	371.9	293.9	Narlon	286.9
	No. 1 Track		286.9	Devon	280.9
371.9	Mission	368.4	280.9	Waldorf	276.9
	No.2 Track		276.9	Guadalupe	270.7
371.9	Pacific	368.4	270.7	Callender	264.9
	Single Track		264.9	Grover	254.8
368.4	Santa Barbara	362.9		No. 1 Track	
362.9	Naples	349.9	254.8	San Simeon	251.8
349.9	Capitan	344.3		No. 2 Track	
344.3	Tajiguas	339.7	254.8	El Camino	251.8

RULE 16.3. May be granted for Westward movement on westward track in the Mission and San Simeon blocks or for Eastward movement on eastward track in the Pacific or El Camino blocks. Movements against the current of traffic may only be made under the provisions of Rule 16.4.

MISCELLANEOUS

1. **Restricted Tracks**

   a. Engines listed must not operate on tracks show below:

Class of Engine	Restricted Track
All	Ventura County RR: Track 3 and 250 feet beyond the east switch Track 9.
	South Vandenberg AFB MP 309.2: government spur east of Interchange Track.
All, except 4-axle locomotives	Santa Paula Branch: between MP 404.0 and MP 415.0
	White Hills Branch

SANTA BARBARA SUBDIVISION

2. **White Hills Branch:** Employees are not to detrain or walk on embankment on South Side of track between derail switch at John Manville Plant entrance and private road crossing MP 316.0 and 450 feet east of Johns Manville derail switch, account drainage ditch adjacent to track.
3. **San Luis Obispo:** In the interest of improving air quality, do the following:
   a. Locomotives that are going to be left unattended must be shut down.
   b. When ever possible, tie up helpers on No. 1 Track near the depot.
   c. When starting engines in a multiple unit consist, first start one engine. After the air pressure is sufficiently restored, move the locomotive consist east or west of the passenger platform before starting the balance of the engines in the locomotive consist.
   d. After outbound crew takes charge of a train, it must be moved ahead sufficient distance so locomotives and any mechanical refers are clear of the passenger platform if train cannot immediately depart San Luis Obispo.
4. **San Luis Obispo:** Red light is on south wall of depot will flash when Orcutt road crossing warning protection is operating. Flashing red light is to be considered an indication that Orcutt road crossing is occupied.

BASIN SUBDIVISION

WESTWARD↓		STATIONS		↑EASTWARD	
Station Number	Siding Feet	West Line			Mile Post
...		BNSF INTERLOCKING	M		538.7
		3.7			
25000		WEST COLTON	QT		535.0
		5.3			
24920	6259	SOUTH FONTANA	T		529.7
		2.2			
24795		KAISER			527.5
		3.7			
24520	5914	GUASTI			523.8
		3.8			
24515	5621	ONTARIO		C	520.2
		2.4			
24510	6173	MONTCLAIR			517.8
		3.5			
24245	14706	POMONA			514.3
		7.5			
24215	6231	WALNUT		T	506.8
		3.3			
24205	5691	MARNE			503.5
		0.9			
...		MARNE X-OVERS			502.6
		0.8			
	7862	EXTENSION		C	501.8
		0.3			
24000	7862	CITY OF INDUSTRY	QT		501.5
		0.5			
		TWENTY-SEVEN X-OVER			501.0
		0.5			
	5240	NEW SIDING			500.5
		3.2			
23995	5748	BASSETT			497.3
		2.7			
23677	7012	EL MONTE			494.6
		6.9			
23624		ALHAMBRA			487.7
		0.8			
...		AURANT X-OVER		2MT CTC	486.9
		1.3			
...		VALLEY BLVD X-OVERS			485.6
		2.7			
23500		LATC	QT	2MT No. 1 CTC	482.9
		0.1			
23610		TAYLOR JCT	MT		482.8
		0.6			
21089		MISSION TOWER	MQT	2MT	482.2
		11.2			
Movement between Burbank Jct. and Mission tower are over the trackage of Metrolink. (See Rule 1.14.)					
(67.7) (ROUTE B)					

POMONA: Clearance point East end to clearance point East end of crossover 8290 feet. Clearance point West end to West end of crossover 5710 feet.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

WEST LINE

Limits	Psgr	Frt
No. 1 Trk		
539.0 and 538.7	30	30
538.7 and 538.6 (BNSF xing)	20	20
538.6 and 537.6	50	50
No. 2 Trk		
539.0 and 538.7	30	30
538.7 and 537.6	20	20
Single Track		
537.6 and 536.5	50	50
536.5 and 532.4	60	50
532.4 and 491.3	65	60
491.3* and 489.9*	40	30
489.9 and 485.8	50	50
No. 1 Trk		
485.8 and 484.0	30	30
484.0 and 482.8	20	20
No.2 Trk		
485.8 and 483.0	20	20
483.0 and 482.8	10	10

***RULE 5.5** At these locations, speed may be increased as soon as lead engine has passed increase speed sign.

WEST COLTON:
Balloon Track and both legs of wye 15

MAXIMUM AUTHORIZED SPEED EXCEPTIONS:

Light engines with less than 12 axles must not exceed 45 MPH between: MP 483.0 and MP 525.0 on West Line.

"KEY" trains must not exceed 30 MPH on the West Line between Mission Tower, MP 482.2 and Walnut, MP 505.0; Pomona, MP 512.0 and MP 516.0; South Fontana, MP 530.0 and West Colton, MP 535.7.

Loaded unit steel slab train must not exceed 30 MPH.

BASIN SUBDIVISION

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED EASTWARD	MAXIMUM SPEED WESTWARD
80 or less	65 MPH	70 MPH
80+ to 100	60 MPH	65 MPH
100+ to 132	55 MPH	55 MPH
Over 132	45 MPH	45 MPH

In addition to the above maximum speeds, freight trains exceeding 80 TPOB must be governed by the applicable speed column as required by train's TPOB in the following table. Each speed restriction applies until engine passes signal location.

Exception: Speed restriction will not apply when signal displays CLEAR aspect.

Signal Number or Location	80+ to 100 TPOB	100+ to 115 TPOB	Over 115 TPOB
EASTWARD			
"A" M.P. 512.4	55		
WESTWARD			
"A" M.P. 515.4	55	50	45
"A" M.P. 513.7		50	
"A" M.P. 512.5	55	50	50

WESTWARD↓		STATIONS		↑EASTWARD	
Station Number	Siding Feet	Vernon Line			Mile Post
21089		MISSION TOWER 2.6	MQT	2MT	SCRRA MP 482.3
Movements between Pasadena Jct. and CP Ninth St. are over the trackage of SCRRA					
		CP NINTH ST 0.6		CTC	SCRRA MP 484.3
		BNSF REDONDO JCT 0.6	MT		BNSF 0.0
21200		LOS ANGELES (J YARD) 2.3	Q		485.0
.....		BNSF CROSSING 0.2	A	D	487.3
.....		SP CROSSING (WALKER LINE) 1.6		T	487.5
21225		FIRESTONE PARK 7.1		C	489.1
21814		DOMINGUEZ 1.6	Y		496.2
21555 22200		DOLORES - ICTF (Dominguez St.)	QY		497.8
(16.6) (ROUTE BG)					

Patata Line

24000		CITY OF INDUSTRY 1.6	QTY		501.5 513.1
24190		PUENTE JCT 0.9	Y		511.5 UP18.3
	5937	UP CITY OF INDUSTRY 5.6			UP16.9
Movements between Puente Jct. and UP Crossing (via UP Bartolo) are over trackage of the U.P.R.R.				C	
23320		UP BARTOLO 0.4		T	UP11.3 504.9
.....		UP CROSSING (FULLERTON BRANCH) 2.8		C	504.5
.....		BNSF CROSSING (DT JCT) 1.0	M		501.7
23300		LOS NIETOS 3.1		DTC	500.7
21250		STUDEBAKER 2.5	T	2MT CTC	497.6 497.5
21245		DOWNEY 2.9		D	495.0
21235		PATATA (UP CROSSING) 3.1	A	T	492.1
21225		FIRESTONE PARK 7.1	T	C	489.0 489.1
21814		DOMINGUEZ 1.6	Y		496.2
21555 22200		DOLORES - ICTF (Dominguez St.)	QY		497.8
(32.6) (ROUTE BKA)					

STUDEBAKER: Length between clearance points on either main track (2MT) is 4550 feet.

BASIN SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

VERNON LINE

Limits	All Trains
CP Ninth St and 487.6	10
487.6 and 497.8	25

PATATA LINE

Limits	All Trains
512.0 and 513.1	10
513.1 and 511.5	10
511.5 and 501.7	20
501.7 and 500.0 (Los Nietos)	15
Balloon Track Los Nietos	15
500.0 and 498.8	20
498.8 (Studebaker-Eastward through turnout)	15
498.8 and 497.7	20
497.7 and 497.6 (Studebaker Wye)	10
497.6 and 489.0	20
489.0 and 489.6 (Firestone Wye)	10
489.6 and 497.8 (Firestone and Dolores)	25

WESTWARD↓		STATIONS		↑EASTWARD	
Station Number	Siding Feet	Walker Line			Mile Post
24000		CITY OF INDUSTRY 1.6	QTY		501.5 513.1
24190		PUENTE JCT 0.9	Y		511.5 UP18.3
.....	5937	UP CITY OF INDUSTRY 5.6			UP16.9
Movements between Puente Jct. and UP Crossing (via UP Bartolo) are over trackage of the U.P.R.R.					
23320		UP BARTOLO 0.4		C	UP11.3 504.9
.....		UP CROSSING 2.8		T	504.5
.....		BNSF CROSSING (DT JCT) 0.7	M	C	501.7
23300		LOS NIETOS 4.4	T		501.0 496.5
22280	3621	WALKER 0.9			492.1
22270		JUNCTION TRANSFER 1.2			491.2
22265		BELL (UP Crossing) 2.5	A	D	490.0
.....		SP CROSSING (Vernon Line) 0.2	T	T	487.5
21605		SLAUSON JCT 1.2	T	C	487.3 487.5
21635		VARGAS 2.1	A	DT DTC	488.9
21734		WATTS 5.7		DTC	490.8
21814		DOMINGUEZ 1.8	Y		496.5
21555 22200		DOLORES - ICTF (Carson St.)	QY		498.3
(32.0) (ROUTE BBJ)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

WALKER LINE

Limits	All Trains	Limits	All Trains
Balloon Track Los Nietos	15	501.7 and 496.3	15
513.1 and 511.5	10	496.3 and 487.3	25
511.5 and 504.9	25	487.3 (Slauson Wye)	10
504.9 and 501.7	20	487.5 and 498.3	25

WESTWARD↓ Station Number	Siding Feet	STATIONS Amoco Line		↑EASTWARD	Mile Post
21089		MISSION TOWER 0.0	MQT	2MT	482.2
		PASADENA JCT 2.6		2MT CTC	SCRRA MP 482.3
Movements between Pasadena Jct. and CP Ninth St. are over the trackage of SCRRA					
		CP NINTH ST. 0.6			SCRRA MP 484.9
23550		BNSF REDONDO JCT 0.6	MT		ATSF 0.0
21200		LOS ANGELES (J YARD) 0.7	Q	DT DTC	484.9
21846		AMOCO 1.8	A		485.6
.....		BNSF CROSSING 0.1	A	DTC	487.4
21605		SLAUSON JCT 1.2	AT		487.5
21635		VARGAS (CARSON DTC BLOCK) 2.1	A	DT DTC	488.9
21734		WATTS 5.7		DTC	490.8
21814		DOMINGUEZ 1.8	Y		496.5
21555 22200		DOLORES — ICTF (Carson St.)	QY		498.3
(17.2) (ROUTE BBA)					

Slauson Jct.-Amoco: Length between clearance points on either main track is 8101 feet

MAXIMUM AUTHORIZED SPEED FOR TRAINS

AMOCO LINE

Limits	All Trains	Limits	All Trains
484.9 and 485.7	10	485.7 and 498.3	25

WESTWARD↓ Station Number	Siding Feet	STATIONS Santa Ana Branch		↑EASTWARD	Mile Post
21370		COSTA MESA 3.6	Y		523.0
21360		DYER 2.2	Y		519.4
21340		SANTA ANA 5.6	SY		517.2
Movements between Santa Ana, MP 517.2 and South Anaheim, MP 512.3 are over trackage of the Metrolink.				C T C	
21315		SOUTH ANAHEIM 3.3	SY		169.8 512.3
21300		ANAHEIM 4.6	QTY		509.0
21255		BUENA PARK 5.3	TY		504.4
21255		NORWALK 1.5	Y		499.1
21250		STUDEBAKER	TY		497.6
(26.1) (ROUTE BK)					

Stanton Branch

...		END OF BRANCH 1.9	Y		522.6
21489		WINTERSBURG 1.1	Y		520.7
21485		SMELTZER 2.1	Y		519.6
21480		WESTMINISTER 3.2	Y		517.5
21455		LOS ALAMITOS JCT 0.7	TY		514.3
21460		NORTH STANTON 4.6	Y		513.6
21300		ANAHEIM	QTY		509.0
(13.6) (ROUTE BAA)					

WESTWARD↓ Station Number	Siding Feet	STATIONS La Habra Branch		↑EASTWARD	Mile Post
23460		BREA CHEM 1.9	Y		509.6
23450		BREA 1.9	Y		507.7
23439		FULLERTON JCT 0.9	Y		505.8
23435		LA HABRA 1.2	Y		504.9
23430		DES MOINES 2.9	Y		503.7
23423		COLIMA 2.5	Y		500.8
23355		VALLA 1.1	Y		498.3
23340		SANTA FE SPRINGS (BNSF XING) 0.7	MY		497.2
23300		LOS NIETOS	T	CTC	496.5
(13.1) (ROUTE BBJ)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

SANTA ANA BRANCH

STUDEBAKER and COSTA MESA 20

Exceptions:		Exceptions:	
509.0 and 512.0	15	517.2 and 517.4	5
512.1 and 512.3	5	519.5 and 523.1	10

STANTON BRANCH

ANAHEIM and END OF BRANCH 10

LA HABRA BRANCH

LOS NIETOS and BREA CHEM 25

Exception:
496.5 and 505.8 20

WESTWARD↓ Station Number	Siding Feet	STATIONS Los Alamitos Branch		↑EASTWARD	Mile Post
21470		LOS ALAMITOS 3.8	Y		518.1
21455		LOS ALAMITOS JCT	Y		514.3
(3.8) (ROUTE BAA)					

Tustin Branch

21325		MARLBORO 0.0	Y		514.5
		BNSF CROSSING 2.4	MY		514.5
		METROLINK CROSSING 0.2	MY		512.4
21315		SOUTH ANAHEIM	Y		512.2
(2.6) (ROUTE BM)					

West Santa Ana Branch

21460		NORTH STANTON 3.0	Y		513.6 507.8
21450		CYPRESS 3.1	Y		504.8
21445		ARTESIA 3.0	Y		501.7
21435		BELLFLOWER 1.7	Y		498.7
21430		CRUTCHER 0.9	Y		497.0
21425		PARAMOUNT 0.9	Y		496.1
....		END OF BRANCH	Y		495.2
(12.6) (ROUTE BBL)					

Chino Branch

24505		CHINO 5.5	Y		519.8
24245		POMONA	Y		514.3
(5.5) (ROUTE BAB)					

BASIN SUBDIVISION

WESTWARD↓		STATIONS		↑EASTWARD	
Station Number	Siding Feet	Long Beach Branch			Mile Post
22000		LONG BEACH 1.5	Y		503.5
.....		U.P. CROSSING 0.7	SY		502.0
21920		WILMINGTON (Wye)	TY		501.3
(2.2) (ROUTE BH)					

San Pedro Branch

21555 22200		DOLORES-ICTF (Carson St.) 1.4	QY		498.3
21910		EAST WATSON 1.3	Y		499.7
.....		WEST THENARD (BNSF XING) 0.4	AY		501.0
21920		WILMINGTON (Wye) 0.6	TY		501.4
21925		BLINNVILLE 1.0	1Y		502.0
21930		WILMINGTON 0.5	1Y		503.0
21950		LOS ANGELES HARBOR 2.0	1Y		503.5
21970		SAN PEDRO 1.5	1Y		505.5
.....		END OF BRANCH	1Y		506.8
1=Harbor Belt Line Railroad Operations. (8.5) (ROUTE BG)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

STANTON BRANCH

ANAHEIM and END OF BRANCH 10

LOS ALAMITOS BRANCH

LOS ALAMITOS JCT. and LOS ALAMITOS 10

TUSTIN BRANCH

SOUTH ANAHEIM and MARLBORO 10

WEST SANTA ANA BRANCH

END OF BRANCH and NORTH STANTON 10

CHINO BRANCH

POMONA and CHINO 10

SAN PEDRO BRANCH

DOLORES and END OF BRANCH 20

Exception:
MP 498.7 and MP 500.3 10

LONG BEACH BRANCH

WILMINGTON (Wye) and LONG BEACH 10

WESTWARD↓		STATIONS		↑EASTWARD	
Station Number	Siding Feet	Santa Monica Branch			Mile Post
.....		END OF BRANCH 0.4	Y		487.7
21848		JEFFERSON SIDING 1.6	Y		487.3
21846		AMOCO	AY		485.7
(2.0) (ROUTE BBA) (Branch is out of service between MP 485.9 and End of Branch)					

BASIN SUBDIVISION

WESTWARD↓		STATIONS		↑EASTWARD	
Station Number	Siding Feet	El Segundo Branch			Mile Post
21758		EL SEGUNDO (Std Oil) 2.0	Y		501.6
21754		WISE TRANSFER 1.9	Y		499.6
.....		BNSF CROSSING 1.7	SY		499.4
21746		HAWTHORNE 0.0	Y		497.7
21743		CYPAVE 3.0	Y		496.0
21742		SOUTH LOS ANGELES 2.2	Y		493.0
21734		WATTS			490.8
(10.8) (ROUTE BBF)					

Torrance Branch

.....		END OF BRANCH 1.9	Y		502.9
21792		TORRANCE 0.3	Y		501.0
21787		DOLANCO 3.4	Y		500.7
21786		HERMOSILLO 0.5	Y		497.3
21775		GARDENA 3.8	Y		496.8
21742		SOUTH LOS ANGELES	Y		493.0
(9.9) (ROUTE BBG)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

SANTA MONICA BRANCH

AMOCO and END OF BRANCH 10

EL SEGUNDO BRANCH

WATTS and EL SEGUNDO 20

Exceptions:
MP 490.7 and MP 493.0 10

TORRANCE BRANCH

SOUTH LOS ANGELES and END OF BRANCH 10

SPEEDS ON OTHER THAN MAIN TRACK:
Remotely controlled turnouts, crossovers and sidings 25
Exceptions:
West Colton Track 100, MP 530.5 to MP 532.4; and by-pass track, 951 and 952, MP 537.3 to MP 538.1 20
951 Balloon Track 15
West Switch Ice Deck Siding 15
West Colton Terminal:
West repair tracks (301-317) 5
Diesel Facilities 5
City of Industry Yard Tracks 8
Los Angeles Transportation Center (LATC) Yard Tracks 8
Yard Tracks J Yard and Aurant 5
Diesel Facilities 5
East Long Beach Lead Track (SPINS 6610) 5
All other tracks Basin Subdivision 10

ADDITIONAL STATIONS

Mile Post	Station	Station Number
	West Line	
482.8	Terminal Tower	21089
486.9	Aurant	23620
490.6	San Gabriel	23632
526.0	Vina Vista	24525
	Amoco/Walker Lines	
489.2	Fruitland	22260
487.6	Huntington Park	22255
488.5	Wingfoot	21610
495.7	Compton	21810
	El Segundo Branch	
491.7	Centralia	21738
499.2	Wise	21750
	Vernon/Patata Line	
490.3	South Gate	21415
495.3	Reyes	21512
497.7	Elftman	21550
	Santa Ana Branch	
501.2	Carmenita	21260
	Tustin Branch	
616.3	Orange	25294

SPECIAL INSTRUCTIONS

RULE 1.14. Crews operating from Bassett to the Metrolink San Gabriel Subdivision (former Baldwin Park Branch) and Azusa branch are under supervision of Amtrak Metrolink. Employees will be governed by current Amtrak Metrolink Timetable.

Movements from LATC to Lincoln Park Spur may be made on Metrolink trackage after obtaining verbal permission and track restrictions if any from Metrolink Supervisor of Commuter Operations.

Movements to SPINS track No. 8672, El Monte (on former State Street Line), may be made after obtaining verbal permission from Metrolink Supervisor of Commuter Operations.

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

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

Telephone numbers for Metrolink train dispatchers are:

Valley dispatcher-(213) 259-6303

San Gabriel dispatcher-(213) 259-6302.

San Diego dispatcher-(213) 259-6301.

In addition to the Basin Subdivision Special Instructions, operating procedures within the limits of Los Angeles, City of Industry, Dolores/ICTF and West Colton Terminals will be carried under the individual Terminal Instructions and limits are as follows:

LOS ANGELES TERMINAL:

- West Line — Mission Tower to East Switch Alhambra.
- Amoco and Vernon Lines — Mission Tower to 92nd Street.
- Branches: Santa Monica, El Segundo and Torrance.

CITY OF INDUSTRY TERMINAL

- West Line —East Switch Alhambra to West Switch Ontario.
- Walker Line — C of I to Slauson Jct.
- Patata Line — C of I to Firestone Park.
- Branches: La Habra, Santa Ana, West Santa Ana, Stanton, Los Alamitos, Tustin and Chino.

DOLORES/ICTF TERMINAL:

- Amoco and Vernon Lines — 92nd Street to Dolores/ICTF.
- Branches: San Pedro and Long Beach.

WEST COLTON TERMINAL:

- West Line — West Switch Ontario to BNSF Interlocking, MP 538.7.
- East Line — MP 538.7, BNSF Interlocking to Hunt's Lane, MP 541.0.
- Bakersfield Line — West Colton to Bench, MP 489.79.

RULE 1.20. Impaired Side Clearances:

MP	Description	MP	Description
	West Line	492.6	Bridge
482.6	Bridge		**Santa Ana Branch**
477.1	Structure	510.0	Bridge

RULE 6.12. FRA Excepted Track Rule Applies on the following tracks:

Santa Ana Branch: MP 517.4 to 523.0
Stanton Branch: All tracks
Los Alamitos Branch: All tracks
Tustin Branch: All tracks
West Santa Ana Branch: All tracks
Kaiser Yard: Track 813
Declezville Lead: All tracks

RULE 6.13. Location Of Yard Limits:

West MP		East MP
485.2	Los Angeles (J Yard), Amoco Line	484.9
485.8	Los Angeles (J Yard), Vernon Line	485.1
495.1	Dominguez-Dolores, Vernon/Patata Line	497.8
497.3	Santa Ana Branch	512.3
517.2	Santa Ana Branch	End of Branch
512.3	City of Industry (Walker/Patata Line)	513.1
509.0	Stanton Branch	End of Branch
514.3	Los Alamitos Branch	End of Branch
512.2	Tustin Branch	End of Branch
485.7	Santa Monica Branch	488.0
End of Branch	San Pedro Branch	498.7
501.4	Long Beach Branch	End of Branch
498.7	Amoco/Walker Line	495.0
495.2	West Santa Ana Branch	North Stanton 513.6
515.5	Chino Branch	End of Branch
496.6	La Habra Branch	End of Branch
490.8	El Segundo Branch	End of Branch
493.0	Torrance Branch	End of Branch

RULE 6.16. Walker Line: Rule will not apply at SP crossing with Vernon Line, MP 487.5. Movements must have Walker DTC block authority before fouling crossing.

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
	West Line	519.4	D		**Amoco Line**
492.0	HB, D	522.1	D	486.1 (41st Street)	D
496.3	D	526.8	HB, D	497.5 (Del Amo Blvd)	D
504.7	HB	531.9	D		**Vernon Line**
505.3	D		**Walker Line**	491.3 (Fernwood Ave)	D
510.2	D	488.9 (State Street)	D	497.2 (Del Amo Blvd)	D
516.6	HB, D				

Walker/Patata Line: Between Bartolo and Puente Jct., on UP trackage, detector located at MP 16.0 is Hot Box/Dragging Equipment (Talker). With digital radio use channel 27-27 to monitor detector.

RULE 10.1. CTC is in effect on main track and sidings between:

MP 482.9 and MP 485.5 on No. 1 Track.

MP 485.5 and MP 488.2 on No. 1 and 2 Tracks.

MP 488.2 and MP 538.6 (BNSF Interlocking).

MP 537.65 and 538.6 on No. 2 Track (BNSF Interlocking — West Colton Yard Track 901.)

MP 381.3 (East Mojave) and MP 537.4 (West Colton via West Leg of Wye) or MP 538.3 (via East Leg of Wye).

MP 501.7 and MP 504.5 (Walker/Patata Line).

Studebaker: Limits extend between MP 498.8 and MP 497.6.

Walker Line: Limits extend between MP 496.3 and MP 496.6.

Walker/Patata Line: CTC is in effect between MP 504.5 to Puente Jct., MP 512.3, (trackage of the UP) and is controlled by UP Train Dispatcher.

MP 501.1 and BNSF crossing (D.T. Jct.), MP 501.7 is controlled by S.P. train dispatcher. Movements across BNSF crossing (D.T. JCT.), MP 501.7, are under control of BNSF train dispatcher. When signals display **Stop** indication, member of crew must call S.P. train dispatcher for instructions.

Walker/Patata Lines: Trains operating between City of Industry and Los Nietos must not leave City of Industry or Los Nietos until permission has been obtained from UP Train Dispatcher. Signal at Puente Jct. governing movement to UP and signal at Los Nietos governing movement across BNSF displaying proceed indication, or oral authorization from SP train dispatcher indicates that permission has been obtained.

Santa Ana Branch: CTC is in effect on Metrolink main track between MP 512.3, South Anaheim and MP 517.2, Santa Ana. Employees will be governed by current Amtrak Metrolink Timetable. ALL movements between MP 512.3, South Anaheim and MP 517.2, Santa Ana MUST be authorized by Metrolink Train Dispatcher.

RULE 16.1. Direct Traffic Control Designated Limits:

East MP	Block Name	West MP
	Amoco Line	
485.2	Amoco Eastward Track	487.3
485.2	Nadeau Westward Track	487.3
487.3	Slauson (Amoco Line)	490.61
487.3	(Walker Line)	
487.83	(Eastward Track)	
487.83	Carson (Eastward Track)	490.67
490.61	Watts (Eastward Track)	495.0
490.8	(El Segundo Branch)	
	Walker Line	
496.3	Commerce	492.6
492.6	Walker East Leg (Slauson Jct)	487.3
492.6	West Leg (Walker Line)	
	Vernon Line	
*485.8	Alameda	487.4
487.4	Walker (Walker Line Crossing)	487.6
487.6	Vernon	489.55
489.55	Compton	495.1
	Patata Line	
501.1	Puente	498.8
497.6	Patata	489.55

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

RULE 16.4. Will be granted for eastward movement in Slauson Block between MP 490.61 and MP 487.83.

AIR BRAKE RULES AND TRAIN HANDLING INSTRUCTIONS

RULE 52.8 On both legs of wye at West Colton dynamic brake forces must not exceed:

NO. of AXLES	LOAD METER AMP
20-24	500
Less than 20	Maximum

LOS ANGELES TERMINAL INSTRUCTIONS

RULE 1.46.

Westward: (Amoco or Vernon Lines)

Upon receiving permission to PROCEED from Los Angeles AGYM (when departing Taylor Yard) or Shops Yardmaster (when routed from West Line to Pasadena Jct.), movements will operate on signal indication via Mission Tower proceeding to SCRRA.

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

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

EASTWARD MOVEMENT APPROACHING LOS ANGELES TERMINAL:

Crew member of eastward movement must contact BNSF Redondo Jct. operator via radio when entering either the Amoco, Nadeau or Alameda DTC block for confirmation of continuous movement into terminal. In event that BNSF Redondo Jct. Operator cannot be contacted via radio, movement must contact SP train dispatcher or Los Angeles J Yard yardmaster (via telephone ext. 6357, if necessary) for assistance.

RULE 6.14. Applies on No. 2 track between MP 482.8 and MP 485.5.

RULE 6.17. The normal position of switch on west leg of wye Slauson Jct. will be for Amoco Line; west leg of wye Firestone Park will be for Vernon Line.

RULE 7.2. San Pedro Branch: All unit trains will occupy main track only at MP 505.5. Runaround track will be used only for unit train road power to run around train.

RULE 7.6. Instructions For Applying Hand Brakes:

Los Angeles . .Aurant	6 on west end
El Segundo (Wise Transfer)	6 on descending end

Centralia MP 491.7. In addition to hand brake(s), rail skate must be placed under wheel of west car when leaving car(s) in Track No. 4030.

When hand brakes are released, the same number of hand brakes must be applied on remaining cars.

Anaheim: In addition to hand brakes, rail skate must be placed under wheel of west car when leaving cars on extension track, SPINS 3491.

RULE 7.11. Lincoln Park Spur: Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion except when allowing caboose to roll against train on descending grade.

RULE 7.12. LATC: When shoving cars into intermodal tracks 1921 and 1933, a member of the crew must precede the movement or take position on the leading car to give warning signals to lift equipment operators, intermodal groundmen, vehicle drivers, and other who may foul the track being shoved.

RULE 8.3. Amoco-Walker-Vernon-Patata Lines: Trains operating without caboose, after notifying Train Dispatcher, may leave the following main track switches lined for OTHER THAN NORMAL MOVEMENT within Watts, Slauson, Amoco, Nadeau, Vernon and Patata Blocks:

Amoco Line:

- East spring switch — double track (Slauson and Carson Blocks) and west spring switch — double track (Watts and Carson Blocks).
- Spring switch west leg of wye — Slauson Jct.
- East and west switch Nadeau Block entrance main track switches.
- Junction switch at beginning of El Segundo Branch.

J-7 Switch is a hand operated switch and must be left lined for movements on the Amoco Line. White light located at the J-7 switch is for eastward movement from Amoco Line and when flashing, indicates control signal (UP absolute signal), beyond Santa Fe Ave. is displaying a proceed indication.

Vernon Line:

- Junction switch from east end of Compton Block to Vernon Block (Tweedy Blvd.).
- Alameda Block — ENGINES ONLY.
- When engines (Holding Rule 16.4 Authority) must use multiple combinations of open and closed switches within this block, Train Dispatcher notification is NOT REQUIRED. After switching is completed, all main track switches must be restored to normal position.

Patata Line:

- Wye stem switch at Firestone Park (adjacent to Santa Fe Ave. crossing) lined other than for west leg of wye at Firestone Park.

Train must approach the above locations prepared to stop short of switch not properly lined.

Amoco/Vernon Lines: The main track junction switch on the Amoco Line is located at MP 485.0 and NORMAL POSITION is for Amoco Line.

Walker Line: The main track junction switch, east leg of wye Amoco Line is a spring switch, located at MP 487.5 (Slauson Jct.) and NORMAL POSITION is for Amoco Line.

El Segundo Branch: The main track junction switch on the Amoco/Walker Lines is located at MP 490.67 and NORMAL POSITION is for Amoco/Walker Lines.

Patata Line: The main track junction switch on the Vernon Line is located at MP 489.6 (FIRESTONE BLVD.) and NORMAL POSITION IS FOR Patata Line.

Dolores: Train must not be moved through pocket track due to severe track curvature. (Crossovers connect Little Pocket/Track 209 and Vernon Line main track lead to Track 208).

RULE 9.12.2. Metrolink Mission Tower: Limits extend on both main tracks from signals located 300 feet west of East Bank Jct. switches to signal, MP 481.4, on No. 1 track and signal, MP 481.7, on No. 2 track; on No. 1 track to signal located 300 feet east of Taylor Jct. MP 482.2, and on No. 2 track to signal MP 482.2; on River Station track from East Bank Jct. switch to signals, MP 482.3, located 250 feet west of Naud Jct. switch to the signal bridge No. 2, MP 484.9.

Mission Tower-Redondo Jct. via BNSF: SP trains or engines must secure authority from BNSF control operator, Redondo Jct, to occupy Industry Lead (Old Eastward Main Track) between MP 143.1 and MP 140.2. Metrolink Train Dispatcher must confer with control operator at Redondo Jct. before allowing train or engine to enter track at west end through interlocked switch.

Before entering or fouling this track through hand throw switch, authority must be obtained from control operator at Redondo Jct. Control operator at Redondo Jct. must be advised when train or engine is clear of track.

Amoco: Limits are as follows:

West MP	Route	East MP
485.7	Amoco Line (Nadeau DTC Block)	485.6
485.6	Santa Monica Branch. (RTD Blue Line DT Tracks) Main	485.7
485.64	Spreckel Sugar Industrial Lead	485.72

Absolute signals at MP 485.6 and MP 485.7 on the Amoco Line (within the Nadeau DTC block) should display Restricting for moves continuing on the Amoco Line. If signal fails to display Restricting, be governed by the instructions in the pushbutton box on signal. When indicator on distant signal D4854 at MP 485.4 displays flashing white light, it will indicate junction dual control switch is lined for continued movement on the Amoco Line and absolute signal governing movement displays a restricting aspect.

If flashing white light on distant signal D4854 is not illuminated movement must stop short of Alameda St. and be governed by instructions in push buttonbox on signal.

Absolute signals MP 485.6 and MP 485.7 on Spreckels Sugar Industrial Lead which govern moves across the Santa Monica Branch should display Restricting. If signals fail to display restricting aspect, be governed by instruction in the pushbutton box on signal.

Absolute signal at MP 485.6 on the Amoco Line governing movements from the Amoco Line onto the Santa Monica Branch and absolute signal at MP 485.7 on the Santa Monica Branch governing movements from the Santa Monica Branch to Amoco Line, do not automatically display restricting aspect for movements across the RTD Blue Line tracks. Crew member must call RTD Control Operator prior to approaching the interlocking to request that route be lined. If unable to contact RTD Control Operator or if signal fails to display restricting aspect, be governed by the instructions in the pushbutton box on the signal.

Westward movements must have Nadeau Block authority before requesting route or operating push button.

Vargas: Limits extend from MP 488.9 on Amoco Line within the Carson/DTC block and MP 488.96 on the Vargas Industrial Spur.

Absolute signals governing movement through the interlocking on the Amoco Line should display proceed indication for movements continuing on the Amoco Line. If signal fails to display proceed indication, be governed by the instructions in the pushbutton box on the signal.

Absolute signal on the Amoco Line governing movements from the Amoco Line onto the Nadeau Spur and absolute signal on the Nadeau Spur governing movements from the Nadeau Spur to the Amoco Line, do not automatically display proceed indication for movements across the RTD Blue Line tracks. Crew member must call the RTD Control Operator prior to approaching the interlocking to request that the route be lined.

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

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

RULE 9.12.3. Slauson Jct. Routing Instructions: The following instructions cover establishing of route and push button use to clear signals.

Push button release for BNSF crossing is mounted on steel pipe located on J-yard side of BNSF crossing.

WESTWARD MOVEMENTS ON AMOCO LINE.

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

EASTWARD MOVEMENTS ON AMOCO LINE.

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

MOVEMENT FROM AMOCO LINE TO WALKER LINE.

1. Nadeau DTC block to Walker DTC block.
   a. Stop at absolute signal MP 487.35 and wait 15 seconds.
   b. Sound horn to activate switch.
   c. Line rigid wye switches for movement to Walker DTC block.
   d. Wait 2-1/2 minutes for switch to reverse. Signal should display Red over Green.
   e. If signal remains Red, hand operate power switch for route and restore to power.

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

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

MOVEMENT FROM WALKER LINE TO AMOCO LINE.

1. Walker DTC block to Amoco DTC block.
   a. Stop and line rigid switches for movement to Amoco line. Absolute signal should clear.
   b. If signal remains Red, operate push button "B" on signal mast.
   c. Wait 2-1/2 minutes for power switch to reverse.
   d. If signal remains Red, hand operate power switch for route and restore power.
   e. If signal remains Red, operate push button release per Rule 9.12.3 at BNSF crossing.
2. From Walker DTC block to Nadeau DTC block.
   a. Stop and line rigid switches for Amoco line. Position spring switch for Nadeau DTC block. Absolute signal will not clear with spring switch reversed.
   b. Operate push button release per Rule 9.12.3 at BNSF crossing.
   c. Normal spring switch after movement is completed.

RULE 10.3. Track and Time limits on No. 1 Track between absolute signal just west of Valley Boulevard, MP 485.2 and Taylor Jct. MP 482.8 may be obtained from SP Train Dispatcher by LATC yardmaster and must be furnished by him to yard crews when performing switching. When switching is completed and yard engine clear of No. 1 Track, yard crews must immediately notify LATC yardmaster who will release track to SP Train Dispatcher.

LOS ANGELES UNION PASSENGER TERMINAL INSTRUCTIONS

RULE 1.14. LAUPT RULES: Movements within LAUPT will be governed by the General Code of Operating Rules and current Amtrak Metrolink Timetable.

BASIN SUBDIVISION

DOLORES/ICTF TERMINAL INSTRUCTIONS

RULE 1.14. Operation over Harbor Belt Line will be governed by the General Code of Operating Rules and Southern Pacific Lines Timetable.

RULE 1.46. Amoco or Vernon Lines: If radio transmission to SP Train Dispatcher is not successful on second transmission, crews are directed to contact J-Yard for assistance (via telephone ext. 6354 if necessary) to establish communication with SP Train Dispatcher.

LONG BEACH BRANCH

Union Pacific and BNSF movements must contact Yardmaster or his representative for permission to enter Long Beach Branch at or returning to Thenard Tower before proceeding to or from Long Beach or Harbor Belt Line Railroad.

Movements between Dolores and Long Beach via Long Beach Branch must not be made without permission of Yardmaster or his representative.

Before movement may:

- pass "End of Branch" sign at Long Beach to enter SP Port of Long Beach trackage, or

- leave the Port of Long Beach for return trip to Long Beach, permission must be obtained using the following format:

"(Movement ID), you have permission to (Enter/Depart) the Port of Long Beach in compliance with Rule 6.28 Movement On Other Than Main Track."

Radio must be set to Channel 58-58 when operating on Port of Long Beach trackage.

SAN PEDRO BRANCH — HARBOR BELT LINE

Movement within Harbor Belt Line Inner Zone of operation must not be made without permission of Harbor Belt Line Railroad.

Prior to any movement to or from Harbor Belt Line Railroad, verbal authority must be obtained directly from the Harbor Belt Line Railroad at Pier A Yard, Radio Channel 58-58.

Exception: 6 a.m. (Saturday) — 6 a.m. (Monday) from Dolores Yard.

Control points for movements over SP tracks have been established at Dolores and Pier A Wilmington.

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

Movements within the ICTF facility will be governed by Operations Manager.

Due to noise ordinance, do not start light engine movement from the west end of yard to the east end of the yard without permission from Operations Manager.

RULE 5.13. ICTF: A Blue Signal/Power Derail System is in effect at the ICTF to provide protection to the equipment and personnel working within the loading/unloading areas.

DOLORES/ICTF TERMINAL INSTRUCTIONS

The Blue Signal/Power Derail System consists of a power derail interlocked with a dwarf light type signal and a derail target to indicate the position of the derail.

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

Signal Aspect	Indication
BLUE	MOVEMENT INTO TRACK PROHIBITED
YELLOW	MOVEMENT INTO TRACK PERMITTED
DARK OR OTHERWISE IMPROPERLY DISPLAYED	MOVEMENT INTO TRACK PROHIBITED UNTIL CONTROL TOWER OPERATOR ADVISES TRACK IS NOT UNDER BLUE SIGNAL PROTECTION.

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

RULE 7.2. San Pedro Branch: All unit trains will occupy main track only at MP 505.5. Runaround track will be used only for unit train road power to run around train.

RULE 7.6. Instructions For Applying Hand Brakes:

El Segundo: . .Wise transfer	6 on descending end
Dolores	4 on descending end
Long Beach: . .8th Street Yard and Tracks, 4, 5 and 6 at Berth 212	6 on descending end
ICTF:	2 on descending end of each crossing

ICTF: Engines may be detached or crossings cut before setting hand brakes on train.

When necessary to release hand brakes to move a portion of the cars the same number of hand brakes must be applied on remaining cars.

RULE 7.7. ICTF: Kicking or dropping of cars is prohibited.

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

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

RULE 8.3. Amoco-Walker-Vernon-Patata Lines: Trains operating **without caboose** after notifying Train Dispatcher, may leave the following main track switches lined for OTHER THAN NORMAL MOVEMENT within Watts-Slauson-Amoco-Nadeau-Vernon and Patata Blocks:

RULE 8.8. Sergeant and Greenleaf special high security switch locks are installed on:

- Walker Line — ALL MAIN TRACK switches except Walker Siding switches.
- Amoco Line — Wing Foot Industrial Lead and double track, internal crossover switches, MP 488.80, MP 489.26 and MP 490.50, between Slauson Jct. and El Segundo Branch entrance switch. In addition, crossover switches are clamped and out-of-service.

MISCELLANEOUS

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

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

CITY OF INDUSTRY TERMINAL INSTRUCTIONS

RULE 1.14. Santa Ana Branch: SP trains and engines will operate on Metrolink trackage between South Anaheim MP 512.3. (Metrolink MP 170.2) and Santa Ana MP 517.2 (Metrolink MP 175.7).

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

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

   (NOTE: Employee must not attempt to reverse switch until **switch point protector lock** has been released.)

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

   (NOTE: CARE MUST ALWAYS BE EXERCISED TO PREVENT INJURY TO HANDS AND FINGERS WHEN WORKING WITH METROLINK SWITCH POINT PROTECTOR LOCKS. **PARTICULAR** CAUTION MUST BE EXERCISED TO ENSURE FINGERS ARE KEPT CLEAR WHEN MOVING PROTECTOR LOCK LEVER FROM BENEATH BASE OR RAIL (DISENGAGE POSITION) ACCOUNT TENSION CAUSES IT TO **SNAP** INTO THE LOCKING POSITION.)

RULE 1.46. City of Industry: Trains originating at City of Industry, destined UP Bartolo, must receive permission to occupy the UP main track at Puente Jct. prior to fouling the Walker/Patata Line.

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

Eastward train arriving City of Industry via Puente Jct. must contact the Crest before crossing the San Jose Creek Bridge.

Patata Line: Train or Engine movements routed from the Puente DTC Block (Patata Line) to UP Bartolo (Patata Line) **must not** pass movement indicator, located at MP 500.9, **unless** movement indicator displays a proceed (Flashing White) indicator **or** Authority has been obtained from the SP train dispatcher.

RULE 5.10.1. Santa Ana Branch: A highly visible light or lighted fusee must be displayed to the rear of rear car from one hour before sunset to one hour after sunrise and when weather conditions restrict visibility when movement is made on Santa Ana or Olive Streets in the City of Anaheim.

RULE 6.2. La Habra Branch: All trackage between Colima and Fullerton Jct. is jointly used by Southern Pacific and Union Pacific under provisions of Rule 6.13. Crews must receive permission from SP Train Dispatcher, before entering joint trackage and advise SP Train Dispatcher when leaving joint trackage.

Anaheim Branch UPRR: Before entering Anaheim Branch, Union Pacific Railroad crews must ascertain from UP Los Angeles District Dispatcher telephone number for UP Los Angeles District Dispatcher (telephone number Monday through Friday, 5:30 AM until 9:30 PM, 1-800-726-1056 and all other times call 1-800-726-1058) if any track conditions are in effect.

Santa Ana Branch: Crew members of trains or engines originating Anaheim enroute Santa Ana via SCRRA main track MUST contact Metrolink Train Dispatcher by phone and must obtain SCRRA Track Warrant before departing Anaheim. Metrolink Train Dispatcher phone (213) 259-6301. Weekends: (213) 259-6302.

Following information must be provided to Metrolink Train Dispatcher.

1. Engine Number
2. Name of Conductor and Engineer
3. On-duty time
4. Loads, Empties, Tonnage and Total Train Length
5. Caboose Number
6. Will SCRRA Radio Communication be available?

(NOTE: When practicable SP crews will use digital type radio. Metrolink Channel is 30-30.)

RULE 6.16. La Habra Branch: The requirement to approach SP crossing MP 498.5 prepared to stop will not apply.

Santa Ana Branch:

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

Santa Ana: STOP SIGN installed at MP 517.2 to prevent unauthorized entrance to Metrolink trackage. Before passing STOP SIGN employee must contact Metrolink San Diego Sub Train Dispatcher for movement authority. Metrolink Dispatcher's telephone located on opposite side of Metrolink main track in vicinity of STOP SIGN.

RULE 6.29.2. Loaded unit steel slab train from Long Beach to Kaiser must stop and make train inspection at:

- Walker on the Walker Line
- Los Nietos on the Patata Line
- Within Vernon DTC Block on Vernon Line

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

RULE 6.32.6. Valla: Switching movements which require blocking Santa Fe Springs Road, MP 498.34, are prohibited from 7:15 AM to 8:30 AM Monday through Friday.

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

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

RULE 7.6. Instructions For Applying Hand Brakes:

Unless otherwise instructed by Crest Conductor:

City of Industry:	A Yard — 1 to 50 cars	.5 on west end
	50 or more cars	.8 on west end
Intermodal Yard	—1 to 50 cars	.4 on west end
	50 or more cars	.6 on west end
Irwindale:		6 on descending end
Pomona:	1 to 10 cars	All Hand Brakes
	10 to 25 cars	.10 on west end
	25-35 cars	.12 on west end
	35 or more cars	.15 on west end
Anaheim		.3 on west end
Buena Park		.3 on west end
Norwalk		.3 on west end
Valla		.3 on west end

When necessary to release hand brakes to move a portion of the cars the same number of hand brakes must be applied on remaining cars.

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

San Dimas: Tracks 8405 through 8410. In addition to switching with air cut in on all cars, cars left on main track at this location during switching operations must be protected by rail skid.

Fullerton: Hunts Food Spurs.

RULE 8.3. Amoco-Walker-Vernon-Patata Lines: Train operating without caboose may leave the following main track switches lined for OTHER THAN NORMAL MOVEMENT:

- Main track switch located in the middle of the wye at City of Industry for through train operation ONLY and with the on-duty operating officer or his representatives permission.
- Trains must approach the above locations prepared to Stop short of switch not properly lined.

Walker/Patata Lines. The normal position of the main track switch located in the middle of the wye at City of Industry is to **PREVENT** entry to U.P. main track (Puente Jct.)

Santa Ana Branch: The main track switch is located at MP 511.9 and normal movement is for the Santa Ana Branch.

The main track junction switch for the Tustin Branch is located at MP 512.1 and normal movement is for Santa Ana Branch.

The main track switch providing entrance to Metrolink trackage is located at MP 512.3 and normal movement is for Metrolink trackage.

Tustin/Santa Ana Branches: The main track switch is located at South Anaheim, MP 517.4, routes movements on Santa Ana Branch toward entrance to the Metrolink trackage and normal movement is for Metrolink trackage.

RULE 8.8. Sergeant and Greenleaf special high security switch locks are installed on:

- Walker Line — ALL MAIN TRACK switches except Walker Siding switches.
- Amoco Line — Wing Foot Industrial Lead and double track, internal crossover switches, MP 488.80, MP 489.26 and MP 490.50, between Slauson Jct. and El Segundo Branch entrance switch. In addition, crossover switches are clamped and out-of-service.

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

South Anaheim: Flop over derail switch installed on Santa Ana Branch at MP 512.3 (East of STOP SIGN) to prevent unauthorized movement from or to Metrolink trackage. ALL movement in either direction, before proceeding **MUST** restore derail to derailing position and ensure it is locked.

RULE 9.12.1. Pomona: Movements across UP main track on Chino Branch, are under control of UP train dispatcher. Eastward trains to Chino Branch must line spring switch before signal will clear. Westward signal will clear on approach of train. If signals fail to clear, contact UP train dispatcher by telephone and be governed by his instructions.

Indicator, near junction switch, when flashing white, will authorize trains and engines from Chino Branch to enter controlled siding at Pomona, expecting to find siding occupied.

Walker/Patata Line: Movements across BNSF Crossing, MP 501.7, are under control of BNSF train dispatcher. When signals display **STOP** indication, member of crew must call SP Train Dispatcher for instructions.

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

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

BASIN SUBDIVISION

WEST COLTON TERMINAL INSTRUCTIONS

RULE 1.46. West Colton: Terminating or passing trains **must** contact West Colton AGYM before entering West Colton Terminal Limits for:

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

SP Train Dispatcher is responsible for lining-up switching mode on track 901 between BNSF Interlocking and Sierra Ave. (No. 1 crossover) for main track crossover movements to Track 901, in addition, yard entrance switch No. 41 and No. 43 (derail).

YARD ENTRANCE REQUIREMENTS — CONDITIONAL STOP SIGNS

EASTWARD

Eastward movements entering the yard off the main track, into the 100 lead from the west end must stop short of CONDITIONAL STOP SIGN located at MP 531.85, approximately 7000 feet east of the west switch unless verbal permission beyond that point is received from Crest Herder.

WESTWARD

Westward movements entering the yard through the #41 switch and proceeding up track 926 must stop short of the CONDITIONAL STOP SIGN located at MP 537.6 unless permission from tote board is displayed or verbal permission is received from beyond that point from Trim Herder. Movements entering yard at the #41 switch and proceeding Westward on Track 925 off Track 901 must not foul any other lead or crossover until permitted by tote board or verbal permission is received from Trim Herder.

Departing trains or engines must contact AGYM or his representative, for permission to depart unless movement indicator is displaying proceed indication.

BASIN SUBDIVISION

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

RULE 5.13. West Colton: When neither a blue or a yellow light is displayed in permanent light-type signal, movement must not pass signal until advised by lead carman that track is not under blue signal protection. This authority may be relayed by yardmaster.

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

RULE 7.6. Instructions For Applying Hand Brakes:

West Colton:	Receiving Yard	6 on east end
	Tracks 900,901, 904*, 905	8 on east end
	*Except when switching Repair Track releases into track 904	4 on east end
	Departure Yard	4 on east end
	Old Colton Yard	4 on east end
	Ice Deck	6 on west end
Slover:	Freight trains or cuts of cars:	
	15 cars or less	ALL
	16 to 35 cars	15 brakes on east end
	Over 35 cars	20 brakes on east end
Kaiser:	Plant tracks	4 on descending end

When necessary to release hand brakes to move a portion of the cars the same number of hand brakes must be applied on remaining cars.

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

Bakersfield Line: Between Bench and Slover.

Vina Vista: Track 3345, serving K-Mart.

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

RULE 8.20. Slover: Derail on siding MP 491.8 is to be left in the nonderailing position except when equipment is left unattended.

Colton: Ice Deck Siding. Derail on siding MP 540.3 is to be left in the nonderailing position except when equipment is left unattended.

RULE 9.12.1. Ontario: Electrically locked derails 200 feet either side of UP main track are controlled by UP train dispatcher. If electric lock fails to unlock within three minutes contact UP train dispatcher by telephone and be governed by his instructions.

RULE 9.12.2. BNSF Interlocking-West Colton: Limits on main tracks from MP 538.6 to westward signals just east of BNSF crossing MP 538.7.

When westward Interlocking signal, MP 538.7 displays Stop Indication, train or engine before proceeding must receive authority from SP train dispatcher. SP train dispatcher must obtain authority from BNSF train dispatcher BEFORE authorizing movement into BNSF Interlocking limits.

When eastward Interlocking signal, MP 538.6 displays STOP indication, train or engine before proceeding must receive authority from SP train dispatcher. SP train dispatcher must obtain authority from BNSF train dispatcher BEFORE authorizing movement into BNSF Interlocking limits.

RULE 15.12. West Colton: Applies when Engineer is relieved on passenger trains.

MOJAVE SUBDIVISION

WESTWARD↓ Station Number	Siding Feet	STATIONS Bakersfield Line		↑EASTWARD	Mile Post
25000		WEST COLTON	OT		535.7 494.2
		3.1			
24855	9127	SLOVER			491.1
		1.3			
24850		BENCH			489.8
		8.8			
18340	7705	DIKE			481.0
		11.0			
18330	9515	CANYON			470.0
		7.0			
18325	9097	HILAND		C	463.0
		11.9			
18315	9000	PHELAN		T	451.1
		16.0			
18310	9000	WASH		C	435.1
		17.8			
. . .	7370	PALMDALE NO 2			417.3
		2.9			
18155		PALMDALE JCT			414.4
		4.6			
18150	8350	DENIS			409.8
		9.9			
18135	8350	OBAN			399.9
		9.5			
18125	8340	ANSEL			390.4
		9.1			
18115		EAST MOJAVE	Y	2MT NO1 DT NO2 CTC	381.3
		0.6			
17900		MOJAVE	QTY		380.7
		10.3			
17830		CAMERON			370.4
		8.0			
17820	E5040	SUMMIT SWITCH		DT ABS	362.4
		1.9			
17815		TEHACHAPI		2MT	360.5
		2.0			
. . .		CABLE X-OVER		CTC	358.5
		1.9			
17810		CABLE			356.7 356.6
		2.5			
17805	6189	MARCEL			354.1
		2.3			
17795	4800	WALONG		C	351.8
		3.0		T	
17790	8960	WOODFORD		C	348.8
		3.3			
17785	8080	ROWEN			345.5
		3.2			
17780	7530	CLIFF			342.3
		2.8			
17775	13270	BEALVILLE			339.5
		4.3			
17770		CALIENTE		2MT CTC	335.2 335.1
		3.8			
17765		ILMON			331.3
		3.4		CTC	
17760		BENA			327.9
		2.9		2MT CTC	
17755		SANDCUT			325.0
		4.9			
17750		EDISON			320.1
		3.5			
17705		MAGUNDEN		DT ABS	316.6
		3.0			
17510		KERN JCT	MT		313.6
		0.7			
17300		BAKERSFIELD	QT		312.9
(181.3) (ROUTE B)					

Refer to Basin Subdivision for West Colton Terminal Instructions

MOJAVE SUBDIVISION

BAKERSFIELD LINE

Limits	Psgr	Frt	Limits	Psgr	Frt
310.8 and 312.8	50	50	368.8 and 370.4 E	40	40
312.8 and 313.6 E	25	25	368.8 and 370.4 W	50	50
313.6 and 315.4 E	60	60	370.4 W thru X-over	25	25
312.8 and 315.4 W	25	25	370.4 and 371.4 E	35	35
315.4 and 325.6	60	60	371.4 and 374.0 E	35	30
325.6 and 328.2	50	50	374.0 and 381.2 E	35	25
328.2 and 330.6	55	55	@370.4and 373.4 W	50	50
330.6 and 335.4 #1 Trk	25	25	@373.4and 376.4 W	35	35
330.6 and 332.1 #2 Trk	55	55	@376.4and 381.4 W	45	45
332.1 and 335.4 #2 Trk E	30	30	381.2 and 381.4 E	25	25
332.1 and 335.4 #2 Trk W	25	25	381.4 and 403.5	65	65
335.4 and 359.5 E	25	25	403.5 and 414.4	50	50
335.4 and 336.0 W	25	25	414.4 and 414.6	35	35
336.0 and 359.5 W	25	25	414.6 and 460.8	60	60
359.5 and 360.6 #1 Trk	25	25	460.8 and 462.8	50	50
359.5 and 360.6 #2 Trk E	60	60	462.8 and 463.8	40	40
359.5 and 360.6 #2 Trk W	25	25	463.8 and 487.4	30	30
360.6 and 368.8	60	60	487.4 and 491.0	40	40
			491.0 and 491.9	30	30
			491.9 and 492.7 (both legs of Wye)	15	15

E = Eastward, W = Westward

@ Speeds indicated apply on both No. 2 Track between MP 380.2 and MP 370.4 and on No. 1 Track between MP 381.4 and MP 370.4.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

BAKERSFIELD and EAST MOJAVE

Limits	Psgr	Frt	Limits	Psgr	Frt
Eastward			**Westward**		
310.8 and 321.1	20	20	381.4 and 380.2	20	20
321.1 and 324.9	25	25	380.2 and 365.4	30	30
360.5 and 364.3	30	30	365.4 and 364.3	10	10
364.3 and 365.2	15	15	364.3 and 360.6	30	30
365.2 and 370.3	30	30	324.9 and 321.1	25	25
370.3 Rule 9.12.1	Stop	Stop	321.1 and 313.6	20	20
370.3 and 374.0	30	30	313.6 and 310.8	15	15
374.0 and 378.9	30	25			
378.9 and 380.1	30	30			
380.1 and 381.4	10	10			

To provide adequate stopping capabilities within our signal system, freight trains, must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED
90 or Less	65 MPH
90+ to 100	60 MPH
100+ to 115	50 MPH
Over 115	45 MPH

GRADE RESTRICTIONS

On descending grades between:

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

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake			
	250 or Less	250 + to 300	300 + to 425	425 + to 500
Below 80	No Restrictions	30	25	20
80 to 100	25	25	20	20
100.1 to 130	25	20	20	20
130.1 to 145	20	20	20	20

MOJAVE SUBDIVISION

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

Exception:

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

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 18 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by a Road Foreman of Engines or other proper authority. Refer to Rule 52.1.7 for retainer use instructions.

WESTWARD↓ Station Number	Siding Feet	STATIONS Lone Pine Branch		↑EASTWARD Mile Post
...		END OF BRANCH	Y	431.7
		3.3		
17955		SEARLES	TY	428.4
		25.9		
17935		CANTIL		402.5
		21.7		
17930		CHAFFEE	D T C	380.8
		1.3		379.5
17900		MOJAVE	QT	380.7
(52.2) (ROUTE BAM)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LONE PINE BRANCH	All Trains
MOJAVE and END OF BRANCH	40
Exceptions:	**Exceptions:** Westward
409.2 and 413.7	30	422.0 and 412.9	30
422.0 and 427.9	10		

Oak Creek Branch

17925		CREAL	S R T	389.9
		8.9		
17900		MOJAVE Y		381.0
(8.9) (ROUTE BAS)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Limits	OAK CREEK BRANCH	All Trains
381.0 and 385.2		10
385.2 and 389.0		20
389.0 and 389.9		10

DESCENDING GRADES

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

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake	
	400 or Less	400 + to 550
Below 110	25	20
110 to 140	20	15
140.1 to 150	10	10

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 16 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, ton-

nage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by a Road Foreman of Engines or other proper authority. Refer to Rule 52.1.7 for retainer use instructions.

SPEED ON OTHER THAN MAIN TRACK

Remotely controlled turnouts, crossovers and sidings 25

Exceptions:

- BNSF Crossovers — Kern Jct. 20
- Crossover Sandcut 20
- Short BNSF connection at East Mojave 10
- Siding Cliff 10

Siding Summit Switch 10

Mojave and Searles yard tracks 5

Bakersfield yard tracks 5

Exceptions:

- Yard tracks 103, 104 and 106 10

All other tracks Mojave Subdivision 10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
	Bakersfield Line				
365.0	Monolith	17825	405.5	Lancaster	18140
384.4	Fleta	18120	414.0	Palmdale	18155
394.0	Rosamond	18130	460.0	Hivolt	18320

RULE 1.14. Movements over Metrolink trackage will be governed by the General Code of Operating Rules and current Metrolink Timetable. Unless otherwise specified by Metrolink, trains may only occupy Metrolink trackage after receiving:

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

Telephone numbers for Metrolink train dispatchers are:
Valley dispatcher — (213) 259-6303.
San Gabriel dispatcher — (213) 259-6302.

SPECIAL INSTRUCTIONS

RULE 1.20. Impaired Side Clearance:

MP	Description	MP	Description	MP	Description
	Bakersfield Line				**Lone Pine Branch**
336.9	Tunnel No. 1	351.0	Tunnel No. 9	426.8	Tunnel No. 29
337.8	Tunnel No. 2	352.3	Tunnel No. 10		
340.8	Tunnel No. 3	355.4	Tunnel No. 14		
341.5	Tunnel No. 5	355.8	Tunnel No. 15		
343.7	Tunnel No. 7	355.9	Tunnel No. 16		
344.2	Tunnel No. 8	356.0	Tunnel No. 17		

RULE 1.46. Bakersfield: Trains and engines must receive permission of Bakersfield Yardmaster before departing Bakersfield Yard.

RULE 6.13. Location Of Yard Limits:

West MP		East MP
380.2	Mojave (No. 2 Track)	381.3
381.0	Mojave (Oak Creek Branch)	381.5
426.0	Searles	431.7

RULE 6.15. Block Register Territory:

Territory	Register Location
Oak Creek Branch: MP 381.5 and MP 389.9	Mojave (Trailer)

RULE 6.24. Between CTC limits MP 310.9 and Kern Jct MP 313.6 two main tracks are designated Double Track with current of traffic Westward on No. 1 track and Eastward on No. 2 Track. Automatic block signal system in effect in both directions on No. 1 and No. 2 Tracks.

RULE 6.25. Bakersfield: A proceed indication of CTC controlled signal at MP 310.8 to enter westward main track will authorize movement against the current of traffic to clearance point of 50 lead switch. Movement against the current traffic beyond this point will require track permit authority.

Trains making movements against the current of traffic by controlled signal indication must report to the train dispatcher when train is clear of the westward main track.

Summit Switch: When letter type indicator "M" is illuminated at MP 362.1, be governed as follows:

a. Authorizes movement against the current of traffic on No. 2 track from the west end of Summit Switch siding to the beginning of CTC Tehachapi;

b. Rule 9.17 will not apply;

c. Crew member must line siding switch before train may pass absolute signal. If after switch is lined, signal still displays Stop indication, train may pass signal and proceed against the current of traffic at restricted speed.

RULE 6.26. Cameron — Mojave:

Main tracks between Cameron and Mojave are designated as follows:

North Track No. 1: Current of traffic westward.

South Track No. 2: Double track rules will not apply. Movements in either direction will be governed by CTC rules between MP 370.3 and MP 380.2 and by Rule 6.13 (Yard Limit) between MP 380.2 and MP 381.3. (Refer to Rule 9.17)

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
Bakersfield Line		377.0	HB, D	446.6	HB, D
318.8	HB, D	387.3	D	457.9	HB, D
328.6	HB, D, HW*	396.1	HB, D	465.3	D
340.7	D	402.1	D	475.1	HB, D
343.8	HB, D	412.6	HB	486.8	HB, D
350.6	D	420.2	D		
355.2	D	431.1	HB, D	**Lone Pine Branch**	
363.8	HB, D, HW**	438.2	D	401.3	D

* Protects Tunnel No. 1, MP 336.9. When high/wide detector is activated, car indicated must be set out at first available track if it is safe to be moved unless the condition that activated the detector can be corrected.

Exception: When high/wide detector is activated by a eastward train and car indicated by detector is a loaded doublestack, car must be set out at first available track.

** Protects Tunnel No. 17, MP 356.1. When high/wide detector is activated, car indicated must be set out at first available track if it is safe to be moved unless the condition that activated the detector can be corrected.

Exception: When high/wide detector is activated by a westward train and car indicated by detector is a loaded doublestack, car must be set out at first available track.

RULE 6.29.2. Walking inspections of stopped trains will not be made at the following locations:

MP 326.0 - MP 327.0	South side Track No. 2
MP 329.0	Both sides of Main Track
MP 330.0 - MP 331.6	Both sides of Main Track and Tracks Nos. 1 and 2 in the Ilmon area
MP 333.8 - MP 333.9	North side Track No. 1 vicinity old Tunnel 1/2 Area of east switch and spur switch at Caliente
MP 337.8 - MP 338.4	North side of Bealville siding around curve No. 28
MP 341.5 - MP 345.1	Through Tunnel 5, Main Track in Cliff area and Cliff siding, through Tunnels 7 and 8 and Main Track to west switch Rowen
MP 347.2	South side Main Track in rock cut
MP 348.3	Area under bridge on both Main Track and Woodford siding
MP 349.6 - MP 351.5	Both sides Main Track through cuts. Tehachapi Creek Bridge area and Tunnel 9 to west switch Walong
MP 352.3 - MP 353.0	From Tunnel 10 to west switch Marcel

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MP 354.3 - MP 355.3	Both sides Main Track from east switch Marcel to Tunnel 14
MP 355.4 - MP 356.0	South side Main Track area from Tunnel 14 to Tunnel 17
MP 358.0 - MP 359.5	Northside of Track No. 1 from ABS signal 3595 to MP 358.0
MP 399.2 - MP 399.9	Both sides Main Track

Areas between sidings and main tracks, and areas between adjacent tracks.

In addition, between Sandcut MP 325.0 and Cable MP 358.0, inspections will not be made during periods of darkness or during inclement weather which materially impairs visibility.

The above will not apply when train is stopped by an emergency application of the brakes or has had severe slack action incidental to stopping. (Refer to Rule 6.23).

RULE 6.33. Indicators Located As Follows:

Illum Letter	On Signal	Authorizes and requires movement as follows:
M.....	3621	Westward movement on No. 2 Track to beginning CTC Tehachapi.
M.....	3630	Enter No. 2 Track.
W	3790	Train must stop until indicator is extinguished. When signal displays red aspect and "W" is not illuminated, contact train dispatcher and be governed by his instructions.

RULE 7.6. Instructions For Applying Hand Brakes:

Mojave: Freight trains or cuts of cars:

25 cars or less.....10 brakes on east end

26 to 50 cars .....15 brakes on east end

Over 50 cars .....20 brakes on east end

Fleta:

9 cars or less.....All hand brakes

10 cars or more.....Minimum of 10 hand brakes on east end

When necessary to release hand brakes to move a portion of cars the same number of hand brakes must be applied on remaining cars.

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

RULE 8.3 Bakersfield: Eastward train departing from Bakersfield yard track may leave main track switches lined for other than main track.

Trains operating against the current of traffic must approach switches at Quantico MP 315.0 prepared to stop until it can be seen that switches are properly lined.

RULE 8.20. Slover: Derail on siding MP 491.8 must be left in the NON-DERAILING POSITION except when equipment is left unattended.

RULE 9.5.8. Block Signals With "P" Plates.

Eastward	Protection	Westward
	Bakersfield Line	
3438	Slide detector fence between Tunnels 7 and 8.....	.3445
3556	Slide detector fence between Tunnels 14 and 15	Absolute (MP 356.5)
3630	Barricade detector, MP 363.4	.3639
3632		
3834	Barricade detector, MP 384.6	.3857
Absolute .... (MP399.3)	Barricade detector, MP 400.0 Oban	Absolute (MP 401.0)
Absolute .... (MP400.9)	Barricade detector, MP 402.0	.4031
4260	High water detector, MP 425.9	.4291
4290	High water detector, MP 430.6	.4317
4382	High water detector, MP 440.8 and MP 442.1	.4421
4484	High water detector, MP 446.0	.4477
4766	Slide detector fence, MP 477.6 to MP 478.0.	Absolute (MP 479.1)

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RULE 9.12.2. Kern Jct.: Interlocking is controlled by BNSF Dispatcher.

RULE 9.12.4 Bakersfield: When non-controlled signal at MP 312.9 on the westward main track displays a Stop indication, obtain permission from the train dispatcher before passing signal.

RULE 9.13.1. KERN JCT. HAND OPERATION OF DUAL CONTROL SWITCH: In the event that train or engine employees are required to operate the interlocking switch at Kern Jct., they must receive permission from the BNSF Dispatcher. In addition employees must also be governed by instructions posted in the tool box located at the Signal House at Kern Jct.

RULE 9.14. Will apply between:

East Mojave and Cameron on No. 1 Track; Cameron and Tehachapi on No. 1 and No. 2 Tracks; Sandcut and Kern Jct MP 313.6 on No. 1 and No. 2 Tracks; Kern Jct to the End of Double Track MP 310.9 on No. 1 and No. 2 Track.

RULE 9.15. Will apply between:

Cameron and beginning of CTC Mojave on No. 1 track; Tehachapi and Cameron on No. 1 and No. 2 tracks; Sandcut and Kern Jct on No. 1 and No. 2 tracks; Kern Jct and beginning CTC MP 310.9 on No. 1 and No. 2 tracks.

RULE 9.17. Mojave: Trains and engines may enter main tracks within yard limits through hand throw switch only after obtaining authority from Train Dispatcher. Before granting authority, the Train Dispatcher must set control signals to display STOP indication to prevent movement into the area being protected.

RULE 10.1. Sandcut-Tehachapi: CTC is in effect on main track and sidings from end of double track Sandcut, MP 324.9 to beginning of double track Tehachapi, MP 360.6.

Cameron-Mojave: CTC is in effect on No. 2 Track between Cameron, MP 370.3, and Mojave, MP 380.2 and on No. 1 Track between MP 370.3 and 370.4.

East Mojave-West Colton: CTC is in effect on main track(s) and sidings between MP 381.3 and MP 492.1 (west leg of wye), MP 492.7 (east leg of wye).

RULE 16.1. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP	West MP	Block Name	East MP
	Lone Pine Branch				
380.1	Chaffee.....	386.9	402.8	Saltdale	414.1
386.9	Cantil	402.8	414.1	Searles.....	426.0

AIR BRAKE RULES AND TRAIN HANDLING INSTRUCTIONS

RULE 50.2. Bakersfield: Engineers taking charge of locomotives at Bakersfield Roundhouse must perform a Rule 50.2 Standing Locomotive Air Test.

RULE 50.8. Bakersfield: Within Bakersfield Diesel Facility, when securing multiple engine consist, only two hand brakes will be applied, one on each end of consist.

RULE 51.15. Will apply to all trains approaching Summit Switch; eastward trains between MP 455.0 and Hiland.

RULE 52.1.5. PLACEMENT OF HELPER ENGINES: Between Bakersfield and Bena, first helper may be positioned so that placement is correct after picking up second helper at Bena.

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

RULE 52.8. On both legs of wye at West Colton dynamic brake must not exceed:

No. of Axles	Load Meter Amps
20 — 24	.500
Less than 20	Maximum

MOJAVE SUBDIVISION

MISCELLANEOUS

1. Restricted Tracks

   A. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
All six-axle locomotives	Bakersfield: Tracks 1131, 1132, 1146

2. BNSF trains will be governed by BNSF train makeup restrictions instead of SP makeup restrictions.
3. Train Makeup Restrictions Applicable on the Mojave Subdivision.

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

   To use the table:

   (1) Determine if train contains any cars listed in column titled "Type of Car"

   (2) Follow horizontally across and determine if any criteria listed is met.

   (3) When car meets the criteria, the maximum actual trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of Car	Maximum Actual Trailing Tonnage			
	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-axle intermodal car (TOPS code QA)	Weighs less than 25 tons.	Weighs 25 tons or more		
Solid drawbar connected two-axle car (TOPS code QD7)	Under all conditions			
Articulated double stack car (TOPS code S)			Has one or more empty platforms	
Multiplatform articulated car (TOPS code Q)			Has one or more empty platforms	
Car 73' or longer in length weighing less than 50 tons.			If coupled to a car less than 73' in length.	If coupled to another car 73' or longer in length.

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

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

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

In determining train makeup restrictions A. and B. above, be governed by the following when dealing with these non-conventional cars:

Articulated intermodal double stack cars or spine cars (TOPS codes Q or S):

Car having all platforms loaded is to be considered the equivalent of 2-1/2 cars each weighing 50 tons and each less than 73' in length.

Two-unit solid drawbar-connected intermodal long cars (TOPS code PQ):

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

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

Three-unit solid drawbar-connected double stack cars (TOPS code SB):

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

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

4. Following applies when operating from Ilmon to Summit:

   a. Road locomotive of a loaded unit train must not exceed 32 axles of power.

   b. Road locomotive of other than a unit train must not exceed 24 axles of power.

   Exception:

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

   When determining axles of power:

   - SD60, SD70 and C44-9 are to be counted as having eight axles of power; and
   - AC4400CW and SD-70MAC locomotives are to be counted as having nine axles of power.
   - AC6000CW locomotives are to be counted as having 10 axles of power.

5. **Bakersfield:** Locomotive consist must not exceed five units when operating on all Bakersfield yard tracks except for Track 50.

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WESTWARD↓		STATIONS		↑EASTWARD
Station Number	Siding Feet	East Line		Mile Post
26410		EAST YARD Y	DT	737.5
		4.7		
26400		YUMA QTY	ABS	732.7
		0.8		
26390		COLORADO	2MT	731.9
		2.9		
...		WINTERHAVEN X-OVER	CTC	729.0
		3.0		
...		ARAZ		726.0
		6.3		
26385	8406	DUNES		720.7
		8.4		
26375	8422	CACTUS		712.3
		6.5		
26370	8500	CLYDE		705.8
		7.7		
26365	8486	GLAMIS		698.1
		8.0		
26360	8495	ACOLITA		690.1
		8.1		
26350	8472	REGINA		682.0
		7.6		
26340	8475	IRIS	C	674.4
		6.9		
26150	12169 8548	NILAND T	T	667.5
		7.4		
26144	8333	WISTER	C	660.1
		4.5		
26140	8387	FRINK		655.6
		8.8		
26136	8372	BERTRAM		646.8
		7.2		
26128	8269	FERRUM T		639.6
		6.3		
26120	8483	MORTMAR		633.3
		8.1		
26116	8388	MECCA		625.2
		5.7		
26112	7088	THERMAL		619.5
		5.1		
26108		COACHELLA		614.4
		3.5		
26098		INDIO QT	DT ABS	610.9
		4.4		
26088	6361	MYOMA		606.5
		6.0		
...		THOUSAND PALMS X-OVER		600.5
		1.5		
26080	20499	THOUSAND PALMS		599.0
		3.9		
26076	5979	RIMLON	C	595.1
		3.5		
26072	6833	SALVIA	T	591.6
		3.5		
26068	17121 5268	GARNET	C	588.1
		5.5		
26064	6460	WEST PALM SPRINGS		582.6
		4.0		
26060	11373	FINGAL		578.6
		2.1		
...		MONS X-OVERS		576.5
		0.3		
26056	17155	MONS		576.2
		2.1		
26052	16217	CABAZON		574.1
		5.9		
26044	5991	BANNING		568.2
		2.7		
26040	6498	PERSHING		565.5
		2.3		
...		APEX		563.2
		0.9		
...		BEAUMONT X-OVERS		562.3
		0.3		
26036		BEAUMONT		562.0
		3.0		
...		HINDA X-OVERS		559.0
		4.9		
...		EL CASCO X-OVERS	2MT	554.1
		4.8		
...		ORDWAY X-OVERS		549.3
		4.2		
...		REDLANDS X-OVERS	CTC	545.1
		2.5		
26004		LOMA LINDA		542.6
		1.3		
...		LOMA LINDA X-OVERS		541.3
		0.8		
...	5740	ICE DECK SIDING		540.5
		1.5		
25050		COLTON T		539.0
		0.3		
...		BNSF INTERLOCKING M		538.7
		3.0		
25000		WEST COLTON QT	CTC	535.0
		(202.5) (ROUTE B)		

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For movement between MP 541.0 (Hunts Lane) and West Colton, be governed by Basin Subdivision, West Colton Terminal Instruction.

Thousand Palms: Distance between Absolute signals at crossover and End of Siding East End 10218 feet, West End 9828 feet.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

EAST LINE

Limits	Psgr	Frt
Eastward		
532.4 and 536.5	60	50
536.5 and 537.6	50	50
537.6 and 538.7 (No. 2 Trk)	20	20
538.7 and 539.0 (No. 2 Trk)	30	30
537.6 and 538.6 (No. 1 Trk)	50	50
538.6 and 538.7 (No. 1 Trk) (BNSF Crossing)	20	20
538.7 and 539.0 (No. 1 Trk)	30	30
539.0 and 541.3	60	50
541.3 and 545.3	60	60
545.3 and 548.2	55	50
548.2 and 554.8	40	40
554.8 and 560.2	60	50
560.2 and 563.3	50	50
Turnout No. 2 Track		
563.3	25	25
563.3 and 576.6	50	40
576.6 and 580.0	45	40
580.0 and 585.0	50	40
585.0 and 589.0*	60	40
589.0 and 591.5	60	50
591.5 and 598.5	65	60
598.5 and 609.6	79	60
Turnout		
609.6 and 609.7	30	30
609.7 and 612.7	50	50
612.7 and 618.4	70	50
618.4 and 618.8	50	50
618.8 and 623.4	65	60
623.4 and 632.0	79	60
632.0 and 640.9	75	65
640.9 and 649.3	79	65
649.3 and 655.6	75	65
655.6 and 680.0	70	65
680.0 and 723.1	79	65
723.1 and 723.9	60	65
723.9 and 727.0	50	50
727.0 and 732.1	60	50
732.1 and 733.0	25	25
733.0 and 737.6	50	50

Limits	Psgr	Frt
Westward		
737.6 and 735.3	50	50
735.3 and 734.5	40	40
734.5 and 732.1	25	25
732.1 and 727.0	60	50
727.0 and 723.2	50	50
723.2 and 723.1	60	50
723.1 and 680.0	79	70
680.0 and 655.6	70	70
655.6 and 649.3	79	70
649.3 and 640.9	79	70
640.9 and 632.0	75	70
632.0 and 623.4	79	70
623.4 and 618.8	65	60
618.8 and 618.4	50	50
618.4 and 613.0	70	50
613.0 and 610.9	50	50
610.9 and 603.0	79	70
603.0 and 598.5	79	60
598.5 and 591.5	65	60
591.5 and 585.0	60	55
585.0 and 580.0	50	45
580.0 and 576.6	45	45
576.6 and 565.2	50	50
565.2 and 563.3	50	50
Turnout No. 2 Track		
563.3	25	25
563.3 and 560.2	50	40
560.2 and 554.8	60	40
554.8 and 548.2	40	40
548.2 and 545.3	55	40
545.3 and 541.3	60	40
541.3 and 540.1	60	50
540.1 and 539.0	60	50
539.0 and 538.7 (No. 1 Trk)	30	30
538.7 and 538.6 (No. 1 Trk) (BNSF Crossing)	20	20
538.6 and 537.6 (No. 1 Trk)	50	50
539.0 and 538.7 (No. 2 Trk)	30	30
538.7 and 537.6 (No. 2 Trk) (BNSF Crossing)	20	20
537.6 and 536.5	50	50
536.5 and 532.4	60	50

***RULE 5.5** Speed may be increased when lead engine has passed increase speed sign.

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AGAINST THE CURRENT OF TRAFFIC

Eastward			Westward		
Limits	Psgr	Frt	Limits	Psgr	Frt
Indio			**Indio**		
609.7 and 612.7	50	49	618.4 and 617.9	49	49
612.7 and 618.4	59	49	617.9 and 614.9	59	59
Yuma			614.9 and 614.2*	30	30
732.5 and 734.5 (subway)	25	25	614.2 and 612.7	59	49
734.5 (subway) and 737.6	40	40	612.7 and 609.7	50	49

***RULE 5.5.** Speed may be increased when lead engine has passed over Road Crossing Avenue 50.

To provide adequate stopping capabilities within our signal system, freight trains must not exceed the speed specified in the following table taking into account the train's tons per operative brake.

TONS PER OPERATIVE BRAKE	MAXIMUM SPEED EASTWARD	MAXIMUM SPEED WESTWARD
80 or less	65 MPH	70 MPH
80+ to 100	60 MPH	65 MPH
100+ to 132	60 MPH	60 MPH
Over 132	45 MPH	45 MPH

In addition to the above maximum speeds, freight trains exceeding 80 TPOB must be governed by the applicable speed column as required by train's TPOB in the following table. Each speed restriction applies until engine passes signal location or until signal comes into view and signal displays any aspect other than ADVANCE APPROACH (flashing yellow) or APPROACH (yellow).

Signal Number or Location	80+ to 100 TPOB	100+ to 120 TPOB	Over 120 TPOB	Signal Number or Location	80+ to 100 TPOB	100+ to 120 TPOB	Over 120 TPOB
EASTWARD (West Colton to Yuma)				6858		55	55
"A" M.P. 540.0		45	45	7150		55	55
"A" M.P. 600.5		55	55	7168		55	55
6358			55	7228		55	45
6492			55	"A" M.P. 725.9		45	45
"A" M.P. 654.4		55	55	**WESTWARD (Yuma to West Colton)**			
"A" M.P. 659.8		55	55	"A" M.P. 721.6		55	55
"A" M.P. 667.8			55	"A" M.P. 695.7			55
6694		55	55	"A" M.P. 540.0		45	45
6768		55	55				

GRADE RESTRICTIONS

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

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake			
	250 or Less	250 + to 300	300 + to 425	425 + to 500
Below 80	No Restrictions	30	25	20
80 to 100	30	25	20	20
100.1 to 130	25	20	20	20
130.1 to 140	20	20	20	20

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

Exception:

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

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

YUMA SUBDIVISION

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 18 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by a Road Foreman of Engines or other proper authority. Refer to Rule 52.1.7 for retainer use instructions.

SPEEDS ON OTHER THAN MAIN TRACK:

Remotely controlled turnouts, crossovers and sidings 25

Exceptions:

Winterhaven Crossovers 35
Turnout, west-end Cabazon 20
West Colton Bypass MP 537.3 to MP 538.1 20
East Yard, Yuma, Tracks 743-745 5
Yuma, all yard tracks and Drill Track 5
Yuma Diesel Facilities 5
Indio Yard Tracks 5
All other tracks Yuma Subdivision 10

WESTWARD↓		STATIONS		↑EASTWARD
Station Number	Siding Feet	**Riverside Branch**		Mile Post
...		END OF BRANCH Y 1.0		546.0
25160		RIVERSIDE JCT Y 4.2		545.4
25060		GRAND TERRACE Y 2.2		541.2
25050		COLTON TY		539.0
(7.4) (ROUTE BJ)				

Somerton Branch

26415		STEAM Y 6.1		6.1
26400		YUMA QTY		0.0
(6.1) (ROUTE BAP)				

Calexico Branch

26260		CALEXICO 4.5	BRT	708.5
26256		HEBER 4.6		704.0
26200		EL CENTRO QTY 3.8		699.4
26190		IMPERIAL 9.4	DTC	695.6
26175	5930	BRAWLEY 10.5		686.2
26165		CALIPATRIA 8.2		675.7
26150		NILAND T	CTC	667.5
(41.0) (ROUTE BNC)				

Sandia Branch

26230		HOLTVILLE Y 10.2	703.5
26200		EL CENTRO QTY	713.7
Main track is out of service between El Centro MP 712.0 and Holtville.			
(10.2) (ROUTE BNB)			

El Centro Branch

...		END OF BRANCH Y 1.0		129.6
26285		PLASTER CITY Y 9.8		130.0
26280		SEELY 8.0	BRT	139.8
26200		EL CENTRO QTY		147.8
(18.2) (ROUTE BNC)				

YUMA SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

RIVERSIDE BRANCH	All Trains
COLTON and END OF BRANCH	10

SOMERTON BRANCH	
YUMA and STEAM	10

CALEXICO BRANCH	
NILAND and CALEXICO	25
Exceptions:	
697.1 and 708.5	20
Both legs of Wye Niland	10

SANDIA BRANCH	
EL CENTRO and END OF BRANCH	10

EL CENTRO BRANCH	
EL CENTRO and END OF BRANCH	40
Exception: 147.8 and 146.2	25

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
544.5	Bryn Mawr	26008	672.0	Estelle	26160
546.5	Redlands	26020	681.0	Rockwood	26170
551.0	Ordway	26024	690.3	Grape	26180
552.7	El Casco	26028	691.4	Carlton	26185
	Sandia Branch		701.5	Jewett	26252
704.5	Rico	26223		**Riverside Branch**	
707.6	Meloland	26219	542.3	Highgrove	25064
			543.3	Orange Center	25150
			544.2	Iowa Ave.	25155

SPECIAL INSTRUCTIONS

RULE 6.12. FRA Excepted Track Rule applies on the following tracks:

Colton: All yard tracks.

Indio: All yard tracks.

Ferrum: All yard tracks.

Somerton Branch.

Yuma Yard: Not more than 5 cars of hazardous materials on all yard tracks except Tracks 104, 105, 743, and Drill Track.

Sandia Branch.

Plaster City: All yard tracks.

Riverside Branch.

RULE 6.13. Location Of Yard Limits:

West MP		East MP
0.0	Somerton Branch	6.1
697.1	El Centro (Calexico Branch)	702.0
713.7	Sandia Branch	703.5
131.0	Plaster City (El Centro Branch)	End of Branch
147.8	El Centro (El Centro Branch)	147.2
539.0	Riverside Branch	End of Branch
732.5	East Yard-Yuma (No. 2 Track)	737.4

Yard limit board at MP 737.4 is displayed to the left of No. 2 Track in a westward direction.

RULE 6.24. Between CTC limits MP 732.5, Yuma and CTC limits MP 737.4, East Yard, current of traffic is in a westward direction on No. 1 Track. On No. 1 Track, automatic block signal system is in effect in the westward direction between MP 734.3 (subway) and MP 732.5 and in both directions between MP 737.4 and MP 734.3.

RULE 6.26. Yuma - East Yard: Main tracks between Yuma and East Yard are designated as follows:

No. 1 Track: Current of traffic westward.

No. 2 Track: Double track rules will not apply. Automatic block signal system is in effect in both directions. Movements in either direction between MP 732.5 and MP 737.4 will be governed by Rule 6.13 Yard Limits.

RULE 6.29.1. Trackside Detectors:

MP	Type	MP	Type	MP	Type
543.1 Trk 1&2	HB, D	604.4	D	678.0	D
547.9 Trk 1&2	D	608.5	HB, D	685.9	HB, D
552.1 Trk 1&2	D	621.4	D	693.8	D
556.6 Trk 1&2	D	627.0	HB, D	700.4	HB, D
560.7	D	636.6	D	710.7	HB, D
564.3	HB, D	643.8	HB, D	715.0	D
570.0	D	650.1	D	722.5	HB
579.6	D	652.4	D	723.7	D, HW#
584.5	HB, D	657.2	HB, D	729.9	D
589.9	D	663.6	D	735.1	*D
598.0	HB, D	670.5	HB, D		

* No. 1 Track.

\# Protect Bridge MP 732.3

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

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

RULE 7.6. Instructions For Applying Hand Brakes:

Ferrum: Legs of wye track — All hand brakes

Yuma: Five hand brakes, west end. All handbrakes must be released and air cut in before shoving cars to clear in Tracks 103, 104, 105, 107, 108, and 109. After movement is completed, hand brakes must be reapplied.

East Yard: Five hand brakes, west end

Employee releasing any of these brakes must apply an equal number to replace them.

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

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

RULE 9.5.8. Block Signals With "P" Plates:

Eastward	Protection	Westward
Absolute	No. 1 Track, high water detector, bridge MP 550.4	5513
Absolute	No. 2 Track, high water detector, bridge MP 550.4	5511
"A" sig MP 571.2	High water detector, bridge MP 572.1	Barricade detector, MP 574.3 (siding only)
5726	Barricade detector, MP 574.3 (main track)	
	Barricade detector, MP 574.3	"A" signal MP 574.3
	High water detector, MP 572.1 (siding only)	
	High water detector, MP 572.1 (main track)	5725
"A" sig MP 574.2	High water detector, bridges MP 575.4 and 576.4	"A" signal MP 576.6
"A" sig MP 576.5	High water detector, bridge MP 576.7	"A" signal MP 578.8
Absolute	High water detector, bridges MP 579.1	5801
Absolute	High water detector, bridges MP 582.9 and MP 583.26 and MP 583.33	5839
"A" sig MP 607.7	High water detector, bridge MP 608.9	Absolute
Absolute	High water detector, bridge MP 618.6	Absolute
Absolute	Movements over end of derailing spur, MP 638.9	Absolute
Absolute	High water detector, bridge MP 640.9	6417
Absolute	High water detector, bridge MP 652.0	6531
6510	High water detector, bridges MP 671.3, MP 672.9	6729
6708	High water detector, bridge MP 691.6	6919
Absolute	High water detector, bridge MP 701.0	7019
7000	High water detector, bridge MP 705.3	Absolute
Absolute	High water detector, bridge MP 713.3	Absolute

YUMA SUBDIVISION

Cabazon: Eastward movements approaching west end of Cabazon will be governed as follows with regard to the "P" plates displayed on the Absolute signal and signal 5726.

Absolute signal: The "P" plate (barricade detector) only applies when operating on Cabazon siding.

Signal 5726. The "P" plates (barricade detector) applies to main track.

RULE 9.9. Indio: Eastward passenger train making station stop of five minutes or less may proceed prepared to stop at the next signal until it can be seen that signal displays a proceed indication.

RULE 9.14. Applies between MP 609.7, Indio and MP 618.4, Thermal; End of CTC, MP 732.5, Yuma and MP 737.4, East Yard on No. 1 Track.

RULE 9.15. Applies between:

MP 609.7, Indio and MP 618.4, Thermal, Track permits will be issued by Train Dispatcher.

End of CTC, MP 732.5, Yuma and MP 737.4, East Yard on No. 1 Track.

Track permits will be issued by Train Dispatcher.

RULE 9.17. Yuma-East Yard: Trains and engines may enter No. 2 Track between MP 732.5 and MP 737.4 at a hand-throw switch only after receiving permission from Train Dispatcher. Before granting permission, the train dispatcher must know that signals governing movement onto No. 2 Track are set to display Stop indication. When granted permission, the requirement to line main track switch and wait 5 minutes will not apply.

RULE 10.1. CTC is in effect on main track and sidings between MP 538.7 and MP 563.3 on No. 1 and No. 2 Tracks; MP 563.3 and MP 609.7; MP 618.4 and MP 725.8; MP 725.8 and MP 732.1 on No. 1 and No. 2 Tracks; MP 732.1 and 732.5.

Calexico Branch: CTC is in effect on east leg of wye and from crossover switch west leg of wye, Niland to MP 667.9.

RULE 15.1. Yuma: Conductors of trains arriving are responsible for delivery of track warrants, track bulletins, train consist, GA profile and other instructions to relieving crew.

If not personally relieved, conductor will leave all required material on control stand of lead locomotive.

RULE 16.1. Direct Traffic Control Designated Limits:

West MP	Block Name	East MP
	Calexico Branch	
667.9	Calipatria	684.0
684.0	Brawley	697.1

RULES AND INSTRUCTIONS GOVERNING AIR BRAKE SYSTEMS AND TRAIN HANDLING

RULE 50.8. When engines are left unattended on PMT Spur, they must be left at the east or west end just behind derail. Engines must not be left near middle of track when possible to avoid doing so.

RULE 51.15. Will apply to eastward trains between MP 561.0 and Apex and to westward trains between MP 566.0 and Apex.

YUMA SUBDIVISION

RULE 52.1.5. The placement of helper locomotives on the Yuma Subdivision will be governed by the following table. All other restrictions contained in Rule 52.1.5 remain in effect.

AXLES	PLACEMENT REQUIREMENTS
Any Helper	Must be entrained ahead of: a. Two axle-cars (TOPS code QA) weighing less than 25 tons; b. Solid drawbar connected two-axle cars (TOPS code QD7); c. Rail pick-up cars RGAX 4694-4696; d. Scale test cars SPMW 5868, SSW 99293, RGX 450; e. Foreign line scale test cars; and f. Other cars designated as rear end only. g. Any locomotive which is being handled dead-in-train in the rear portion of train. The first car ahead of any helper must NOT be: a. A flat car (TOPS code F or P) which weighs less than 50 tons; or b. An articulated double stack car, spine car, or a solid drawbar connected car (TOPS code Q, S, or PQ), having one or more empty platforms.
12 or less	May be placed behind caboose, on rear of a caboose less train or cut in ahead of 1/2 the tonnage rating of the helper locomotive(s). Within the state of California, not more than one locomotive unit operating or isolated, may be placed behind a caboose.
13 to 18	On a loaded unit train, helper locomotives may be placed ahead of caboose or on the rear of the caboose less train. On other than a loaded unit train, helper locomotive(s) must be cut in ahead of 1/2 the tonnage rating of the helper locomotive(s). The first car ahead of the helper locomotive(s) must weigh 50 tons or more.
19 to 24	Helper locomotive(s) must be cut in ahead of 1/2 the tonnage rating of the helper locomotive(s). The first car ahead of the helper locomotive(s) must weigh 50 tons or more.
25 to 36	May only be used on a loaded unit train and must be cut in ahead of 1/2 the tonnage rating of the helper locomotive(s).

MISCELLANEOUS

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

LOS ANGELES DIVISION

SPECIAL INSTRUCTIONS

Section A. Locomotive Tonnage Ratings Guideline:

	GP30 GP35 GP38 B23-7 B30-7 B36-7	GP40	GP 40M	SD40 SD45 GP60 B40/ B39	MX SD50	SD70 C44-9	AC
Between Colton and Los Angeles	1080	1610	1900	2420	2850	3990	5020
Between Los Angeles & S.L.O.	1080	1610	1900	2420	2850	3990	5020
Between S.L.O. and Santa Margarita	540	810	9500	1210	1420	1990	2510
Between Santa Margarita and Watsonville Jct.	1610	2420	2850	3630	4270	5980	7520
Santa Clarita to Vincent	540	810	9500	1210	1420	1990	2510
Vincent to Mojave	1080	1610	1900	2420	2850	3990	5020
Palmdale to Mojave	1090	1440	1930	2170	2900	3620	5070
Mojave to Summit	530	790	930	1190	1400	1960	2460
Summit to Bakersfield	1080	1610	1900	2420	2850	3990	5020
Bakersfield to Bena	1090	1440	1930	2170	2900	3620	5070
Bena to Summit	540	810	950	1210	1420	1990	2510
West Colton to Hiland	530	790	930	1190	1400	1960	2460
Hiland to Palmdale	2440	3660	4310	5490	6460	9040	11370
Palmdale to Hiland	1310	1960	2310	2950	3470	4850	6100
Yuma to Indio	1150	1720	2030	2580	3040	4260	5350
Indio to Garnet	1080	1610	1900	2420	2850	3990	5020
Garnet to Apex	680	1020	1200	1530	1800	2530	3180
Colton to Beaumont	720	1080	1270	1610	1900	2660	3340
Indio to Yuma	1080	1610	1900	2420	2850	3990	5020
Wellton to Indio	1641	2461	2895	3692	4343	6080	7644
Indio to Garnet	1077	1615	1900	2423	2850	3990	5016
Garnet to Colton	682	1023	1203	1534	1805	2527	3177
Colton to Indio	718	1077	1267	1615	1900	2660	3344
Indio to Wellton	1511	2267	2667	3400	4000	5600	7040

SD-40 type locomotives equipped with Positive Traction Control (PTC) are rated the same as SD-50's.

When GP type locomotives are used in a mixed consists, their short-time rating will govern all other locomotives in the same consist.

Locomotives equipped with PTC will have a short-time rating plate denoting short-time rating for that locomotive. This short-time rating plate is to be used instead of the short-time rating on the loadmeter.

Section B. Coupler Limits:

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

LOS ANGELES DIVISION

SPECIAL INSTRUCTIONS

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

Territory	Car Coupler Type	
	Standard	High Strength
San Luis Obispo to Santa Margarita	4,700	7,300
Santa Margarita to San Luis Obispo	5,300	8,300
MP 312.7 to Ilmon	10,000	15,000
Ilmon to Summit Switch	4,500	7,000
Palmdale to Hiland	10,000	15,000
Palmdale to Vincent	5,700	8,900
Colton to Hiland	4,700	7,300
Santa Clarita to Vincent	4,500	7,000
Palmdale to Mojave	10,000	15,000
Mojave to Summit Switch	5,100	8,000
Redlands X-Over to Beaumont	6,300	8,400
Garnet to Apex	6,100	8,100

Section C. Load Limit:

1. Unless authorized heavier loads will not be handled where load limit is shown.

   When load limit is 132 tons or higher and load limit of car is not exceeded, the following load limits apply.

   6 axle car — 197 ton
   8 axle car — 263 ton
2. Unless authorized, all relief outfit cranes, locomotive cranes, cranes and pile drivers must not operate over branches listing a load limit less than 132 tons.
3. Load limit will not apply to articulated cars.
4. Load Limit All

Lines: . . . . . 158 tons

Exceptions:

Amoco (J Yard-Watts) . . . . . 132 tons
(Watts-Dolores) . . . . . 120 tons
Walker (Los Nietos-Slauson Jct.) . . . . . 115 tons
(Slauson Jct.-Watts) . . . . . 132 tons
(Watts-Dolores) . . . . . 120 tons
Patata (Studebaker-Firestone Park) . . . . . 132 tons

Branches: . . . . . 132 tons

Exceptions:

Monterey Branch . . . . . 120 tons
Santa Monica . . . . . 100 tons
West Santa Ana . . . . . 130 tons
Santa Ana (Dyer-Costa Mesa) . . . . . 115 tons
Long Beach . . . . . 158 tons
Los Alamitos . . . . . 120 tons
White Hills . . . . . 120 tons
Ventura (Ventura Jct.-Nitroshell) . . . . . 158 tons
(Nitroshell-End of Branch) . . . . . 120 tons
Santa Paula . . . . . 120 tons
Burbank . . . . . 120 tons
Somerton . . . . . 120 tons
Riverside . . . . . 120 tons
La Habra . . . . . 143 tons

LOS ANGELES DIVISION

SPECIAL INSTRUCTIONS

Section D. Radio Channel Assignment:

Radio channel assignment for locomotives and other radios is Road 1 which is F-1 or 96-96 on all channel radios, or Road 2 which is F-2 or 14-14 on all channel radios.

The following list shows where Road 1 or Road 2 is used.

When entering or leaving assigned channel areas, wayside signs are placed reading "CHECK YOUR RADIO CHANNEL".

Trackside detectors will transmit on the channel assigned to the territory in which they are located.

Train will monitor only the Road channel which is assigned to the territory in which the train is operating.

SALINAS SUBDIVISION ..... Road 2

SANTA BARBARA SUBDIVISION ..... Road 1

BASIN SUBDIVISION: West Line

(Mission Tower to CP Taylor) ..... SCRRA 4747

(CP Taylor to Moorpark) ..... SCRRA 2929

Vernon, Patata, Amoco & Walker Lines ..... Road 2

Branches except Azusa & Chino ..... Road 2

Azusa & Chino ..... Road 1

UPRR except San Pedro Branch channel 27-27

UPRR San Pedro Branch channel 42-42

BNSF channel 36-36

LAUPT channel SCRRA 47-47

Mission Tower to Pomona ..... SCRRA 8787

Mission Tower to CP Ninth St. ..... SCRRA 8787

MOJAVE SUBDIVISION: Bakersfield - Slover ..... Road 2

Slover - Colton ..... Road 1

Palmdale - CP Taylor ..... SCRRA 29-29

Lone Pine Branch - Mojave MP 379.5 to MP 426.0 ..... Road 2

MP 426.0 to end of Branch ..... Road 1

YUMA SUBDIVISION ..... Road 1

BNSF Interlocking channel 36-36

Yard	Yard Channel	4 Channel	All Channel
ICTF			86-86
LATC	1	F-3	66-66
Bakersfield	2	F-4	88-88
West Colton	1	F-3	66-66
	2	F-4	88-88
West Colton Hump	3	F-3	49-24
Yuma	1	F-3	66-66

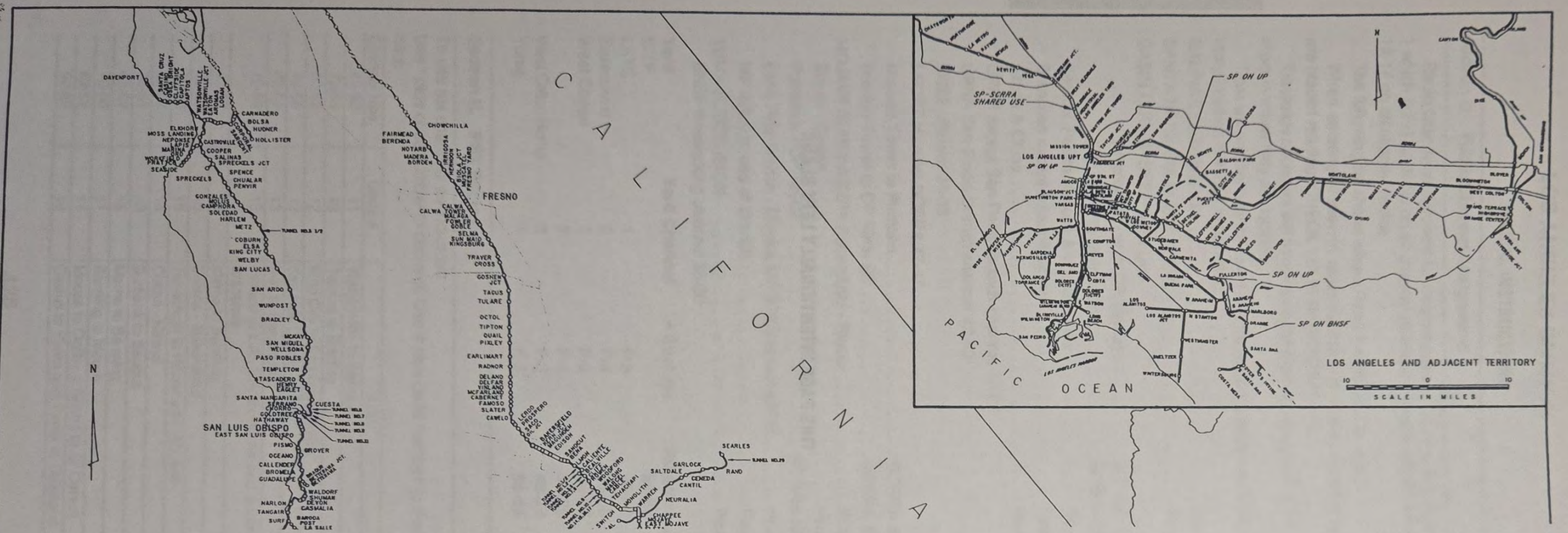
Section E. PBX Radios:

To use set channels as indicated.
Use * plus code number to connect. Use # plus code number to disconnect.

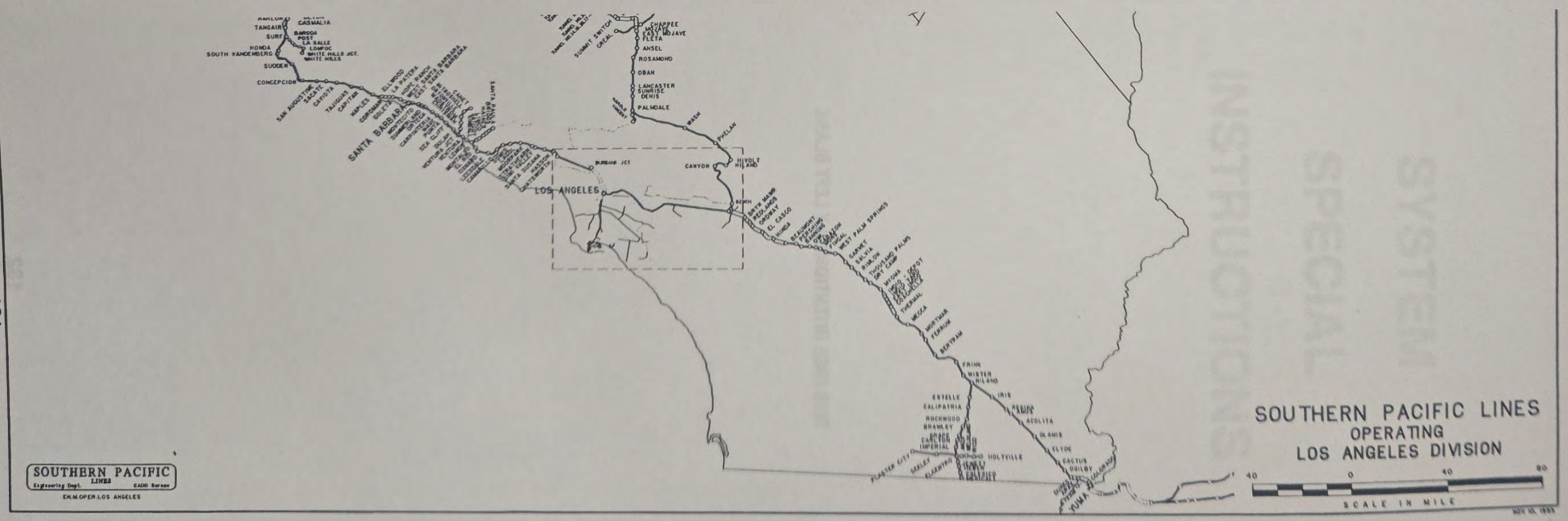
Channel Nos.	Code #	Area
62-52	11	Watsonville to Salinas
70-56	13	Salinas to Bradley
62-52	12	King City to San Luis Obispo
70-56	12	San Luis Obispo to Surf
62-52	13	Surf to Carpinteria
70-56	13	Oxnard to L.A., L.A. to Marne and South Branches
62-52	16	Marne to Banning
62-52	15	Delano - Bakersfield
70-56	16	Tehachapi to Hiland and Vincent
62-52	16	Colton - Hiland
70-56	13	Burbank to Saugus
62-52	16	Marne to Banning
70-56	11	Banning to Mecca
62-52	11	Mecca to Ogilby & Niland to El Centro
62-52	12	Cactus to Yuma and Yuma to Dateland

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CALIFORNIA
PACIFIC OCEAN
N
DAVENPORT
SANTA CRUZ
CAPITOLA
APTOS
WATSONVILLE JCT
WATSONVILLE
EATON
AROMAS
CORRAL
CARNADERO
BOLSA
HUDNER
HOLLISTER
ELKHORN
MOSS LANDING
NEPONSET
MARINA
CASTROVILLE
COOPER
SALINAS
SPRECKELS JCT
SPENCE
CHUALAR
PENVIR
SPRECKELS
GONZALES
MOLLES
CAMPHORA
SOLEDAD
HARLEM
METZ
COBURN
ELSA
KING CITY
WELBY
SAN LUCAS
SAN ARDO
WUNPOST
BRADLEY
MCKAY
SAN MIGUEL
WELLSONA
PASO ROBLES
TEMPLETON
ATASCADERO
HERMIT
EAGLET
SANTA MARGARITA
SERRANO
CHORRO
GOLDTREE
HATHAWAY
SAN LUIS OBISPO
EAST SAN LUIS OBISPO
PISMO
GROVER
OCEANO
CALLENDER
BROMELA
GUADALUPE
BETTERAVIA JCT
WALDORF
SHUMAR
DEVON
CASMALIA
HARLON
TANGAIR
SURF
BARODA
POST
LA SALLE
CUESTA
TUNNEL NO.6
TUNNEL NO.7
TUNNEL NO.8
TUNNEL NO.9
TUNNEL NO.10
TUNNEL NO.11
TUNNEL NO.12
TUNNEL NO.13 1/2
CHOWCHILLA
FAIRMEAD
BERENDA
NOTARB
MADERA
BORDEN
MERCED
MERIDIAN
CHOWCHILLA
BIOLA JCT
BIOLA
FRESNO YARD
FRESNO
CALWA
TOWER
MALAGA
FOWLER
CONDE
SELMA
SUN MAID
KINGSBURG
TRAVER
CROSS
GOSHEN JCT
TAGUS
TULARE
OCTOL
TIPTON
QUAIL
PIXLEY
EARLIMART
RADNOR
DELANO
DELFAR
VINELAND
MCFARLAND
CABERNET
FAMOSO
SLATER
CAMELO
LERDO
PROSPERO
ARCO
OIL JCT
BAKERSFIELD
BAKERSFIELD JCT
EDISON
SAUGUIT
BEAR
ILLIHI
CALIENTE
CALIENTE JCT
TRUXTON
WOOFORD
WALONG
MOJAVE
TEHACHAPI
TUNNEL NO.1
TUNNEL NO.2
TUNNEL NO.3
TUNNEL NO.4
TUNNEL NO.5
TUNNEL NO.6
TUNNEL NO.7
TUNNEL NO.8
TUNNEL NO.9
TUNNEL NO.10
TUNNEL NO.11
TUNNEL NO.12
TUNNEL NO.13
TUNNEL NO.14
TUNNEL NO.15
TUNNEL NO.16
TUNNEL NO.17
TUNNEL NO.18
SWITCH
MOHAVE
WARREN
NEURALIA
CHAPPEE
LAST
MOJAVE
SEARLES
TUNNEL NO.19
RAND
SALTDALE
GARLOCK
CANTIL
GENEDA
SP ON UP
SP-SCRRA SHARED USE
LOS ANGELES UPT
SP ON UP
MISSION TOWER
SP STA ST
ALAMEDA
DALWORTH JCT
HUNTINGTON PARK
YARNAS
WATTS
SOUTHGATE
C COMPTON
REYES
DOMINGUEZ
DEL AMO
DOLORES
CLEARING
DOLORES
TORRANCE
GARDENA
HERMOSILLO
EL SEGUNDO
WILMINGTON
DALWORTH
WILMINGTON
SAN PEDRO
LONG BEACH
LOS ANGELES HARBOR
LOS ALAMITOS
LOS ALAMITOS JCT
STUDEBAKER
WESTERN AVE
CARSON
LA HABRA
BUENA PARK
W ANAHEIM
FULLERTON
SP ON UP
ARGOVIA
E ANAHEIM
MARLBORO
ORANGE
SP ON BNSF
SANTA ANA
WESTMINSTER
HUNTINGTON BEACH
WINTERSBURG
COSTA MESA
SPRING
SANTA ANA
MONTCLAIR
BASSETT
SAN GABRIEL
EL MONTE
WEST COVINA
SAN JOSE TERRACE
SAN JOSE CREEK
SAN JOSE JCT
LOS ANGELES AND ADJACENT TERRITORY
10 0 10
SCALE IN MILES

131


SOUTHERN PACIFIC
Engineering Dept. LINES CADD Bureau
ENM.OPER.LOS ANGELES
SANTA BARBARA
LOS ANGELES
BURBANK JCT
CANYON
HIVOLT
MILAND
BEECH
BRITE
ARENA
PEDLANDS
ORMONT
EL CASCO
RUNDA
BEAUMONT
PERSHING
BANNING
CHERRY
VISTA
WEST PALM SPRINGS
GARNET
SALVIA
RIMROCK
THOUSAND PALMS
DRY CANYON
MYOMA
DEPOT
DOS LAGOS
COLLEGE
THERMAL
MECCA
MORTMAR
FERRUM
BERTRAM
FRINK
WISTER
MILAND
IRIS
ROLLIN
ACOLITA
GRAMS
FLYDE
CACTUS
DAILEY
COLORADO
ESTELLE
CALIPATRIA
ROCKWOOD
BRAWLEY
GRACE
IMPERIAL
HOLTVILLE
PLASTER CITY
SEELEY
ELMORO
YUMA
SUMMIT SWITCH
CRYSTAL
ANSEL
ROSAMOND
OBAN
LANCASTER
SUNRISE
DENIS
PALMDALE
WASH
PYLLAM
SOUTH VANDENBERG
HONDA
SUDDER
CONCEPCION
SAN AUGUSTINE
SAGATE
CAPIOTA
TAJIGUAS
CAPITAN
NAPLES
CORONADO
GOLETA
ELLWOOD
LA PATERA
GOPE RANCH
WEST SANTA BARBARA
SANTA BARBARA
MONTECITO
SUMMERLAND
CARPINTERIA
ASEGURA
ASEGURA JCT
SEA CLIFF
RINCON
VENTURA
SHULAR
MONTALVO
SAN BUENAVENTURA
SANTA CLARA
MISSION
OXNARD
HUENEME
CAMARILLO
LEWIS
MOORPARK
SANTA SUSANA
SIMI
BERMUDEZ
CHATSWORTH
CHATSWORTH JCT
SAN FERNANDO
SAN FERNANDO JCT
SOUTHERN PACIFIC LINES
OPERATING
LOS ANGELES DIVISION
40 0 40 80
SCALE IN MILE
NOV 10, 1983

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SYSTEM SPECIAL INSTRUCTIONS


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