



## **LOS ANGELES AREA TIMETABLE #3**

**Effective 0001 Sunday, June 18, 2006**

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**This document supersedes:**

Union Pacific Railroad Los Angeles Timetable 2 effective Apr 11, 2002

## EXPLANATION OF CHARACTERS

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

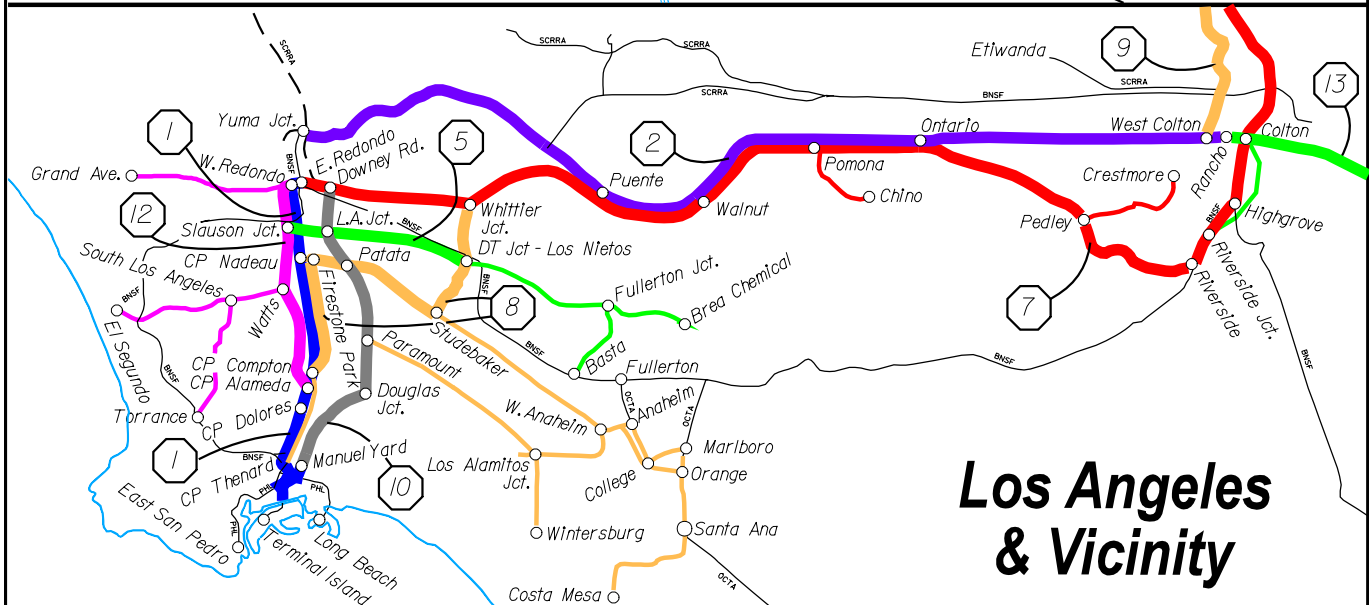
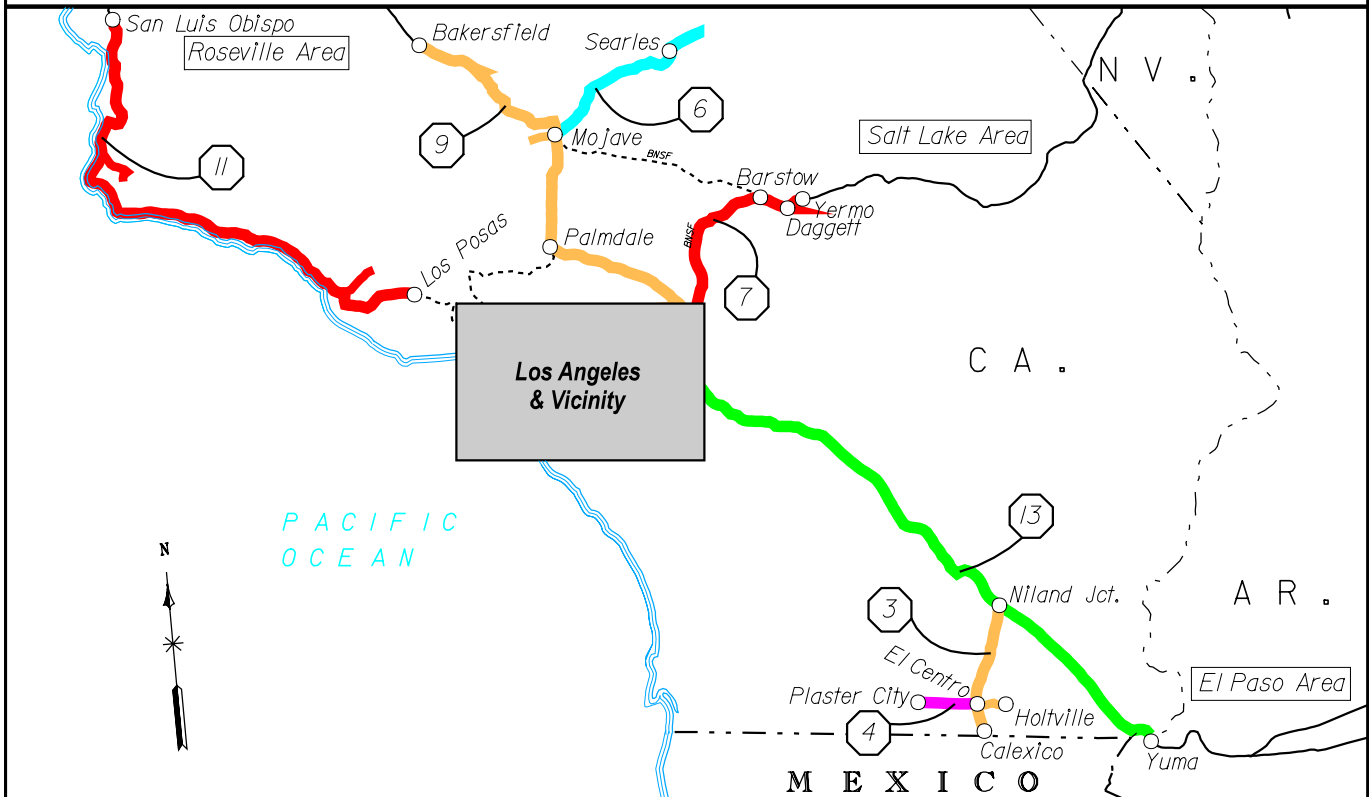
Track Diagram Color Codes		
		CTC
		ABS
		TWC
		ABS TWC

## OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Timetable Item #	Area #	Area Name	Timetable Item #
1	Portland	PB-27020	12	Twin Cities	PB-27031
2	Salt Lake City	PB-27021	13	Chicago	PB-27032
3	Roseville	PB-27022	14	St. Louis	PB-27033
4	Los Angeles	PB-27023	15	North Little Rock	PB-27034
5	El Paso	PB-27024	16	Dallas / Ft. Worth	PB-27035
6	Denver	PB-27025	17	Houston	PB-27036
7	North Platte	PB-27026	18	San Antonio	PB-27037
8	Council Bluffs	PB-27027	0	All Area 3 Hole Singles	PB-27038
9	Kansas City	PB-27028	0	3" Binder	PB-27019
10	Salina	PB-27029	0	Area Tabs (19 Each)	PB-27018
11	Iowa	PB-27030	0	System Special Instructions	PB-27015



**Building America**  
**LOS ANGELES AREA**  
**TIMETABLE #3**  
**Effective 0001 Sunday, June 18, 2006**



**Los Angeles  
& Vicinity**

<b>1. ALAMEDA CORRIDOR.... (0985)</b>	<b>6. LONE PINE..... (0942)</b>	<b>10. SAN PEDRO..... (0972)</b>
<b>2. ALHAMBRA..... (0975)</b>	<b>7. LOS ANGELES..... (0965)</b>	<b>11. SANTA BARBARA..... (0958)</b>
<b>3. CALEXICO..... (0945)</b>	<b>8. LOS NIETOS..... (0990)</b>	<b>12. WILMINGTON..... (0980)</b>
<b>4. EL CENTRO..... (0947)</b>	<b>9. MOJAVE..... (0940)</b>	<b>13. YUMA..... (0943)</b>
<b>5. LA HABRA..... (0987)</b>		



# LOS ANGELES AREA

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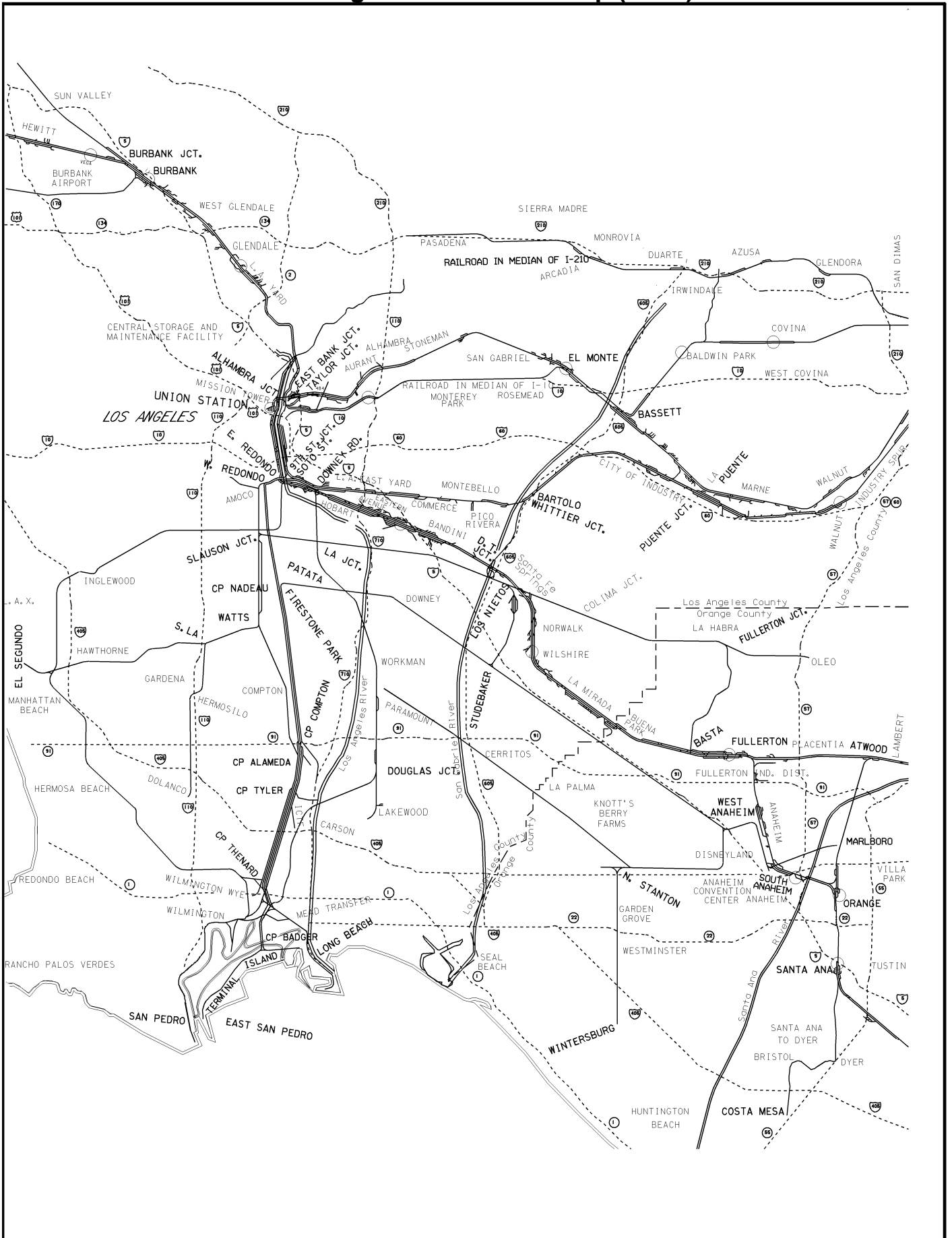
# LOS ANGELES AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
ACOLITA	SP606	YUMA	39	EL CENTRO	SY131	CALEXICO	43
ALHAMBRA	CO473	ALHAMBRA	26	EL CENTRO	SY131	EL CENTRO	45
ANSEL		MOJAVE	32	EL MONTE	CO479	ALHAMBRA	26
ARAZ	SP571	YUMA	39	ELLWOOD	CO349	SANTA BARBARA	4
ARLINGTON	CX760	LOS ANGELES	20	END MAIN TRACK		SAN PEDRO	12
AURANT	CO472	ALHAMBRA	26	FERRUM	SP657	YUMA	39
BAKERSFIELD	JQ181	MOJAVE	32	FIRESTONE PARK	JP008	LOS NIETOS	14
BANNING	SP728	YUMA	39	GARFIELD AVE.		LOS ANGELES	20
BARTOLO	CX801	LOS NIETOS	14	GARNET		YUMA	39
BARTOLO	CX801	LOS ANGELES	20	GAVIOTA	CO329	SANTA BARBARA	4
BASSETT	CO482	ALHAMBRA	26	GLAMIS	SP598	YUMA	39
BEALVILLE	JQ154	MOJAVE	32	GREENLEAF		WILMINGTON	13
BEAUMONT	SP734	YUMA	39	GROVER	CO254	SANTA BARBARA	4
BENA	JQ166	MOJAVE	32	GUADALUPE	CO266	SANTA BARBARA	4
BENCH	JQ004	MOJAVE	32	GUASTI	CO508	ALHAMBRA	26
BERTRAM	SP650	YUMA	39	HAMILTON		ALHAMBRA	26
BNSF CROSSING	SP758	YUMA	39	HAMILTON Trk.1		LOS ANGELES	20
BON VIEW		LOS ANGELES	20	HEBER	SY136	CALEXICO	43
BRAWLEY	SY118	CALEXICO	43	HILAND	JQ031	MOJAVE	32
BRYN MAWR(Hold Signal)	SP754	YUMA	39	HINDA		YUMA	39
CABAZON	SP722	YUMA	39	HONDA	CO297	SANTA BARBARA	4
CABLE	JQ137	MOJAVE	32	ICE DECK SIDING Trk. 2	SP756	YUMA	39
CABLE X-OVER		MOJAVE	32	ILMON	JQ162	MOJAVE	32
CACTUS	SP584	YUMA	39	IMPERIAL	SY128	CALEXICO	43
CALEXICO	SY141	CALEXICO	43	INDIO	SP686	YUMA	39
CALIENTE	JQ159	MOJAVE	32	INDUSTRY	CO486	ALHAMBRA	26
CALIPATRIA	SY108	CALEXICO	43	IRIS	SP622	YUMA	39
CALLENDER	CO260	SANTA BARBARA	4	JUNCTION TRANSFER	WH00	LA HABRA	17
CAMARILLO	CO411	SANTA BARBARA	4	KAISER	CO512	ALHAMBRA	26
CAMERON	JQ123	MOJAVE	32	KEENBROOK		MOJAVE	32
CANTIL	JR023	LONE PINE	38	KERN JCT.	JQ180	MOJAVE	32
CANYON	JQ024	MOJAVE	32	LA JCT RY		SAN PEDRO	12
CAPITAN	CO339	SANTA BARBARA	4	LAS POSAS	CO421	SANTA BARBARA	4
CARSON		WILMINGTON	13	LATC	CO470	ALHAMBRA	26
CARSON	CS515	SAN PEDRO	12	LIMONITE		LOS ANGELES	20
CHAFFEE	JR001	LONE PINE	38	LOMA LINDA	SP755	YUMA	39
CLIFF	JQ151	MOJAVE	32	LOS NIETOS	WH00	LOS NIETOS	14
CLYDE	SP591	YUMA	39	MARCEL	JQ140	MOJAVE	32
COACHELLA	SP682	YUMA	39	MARNE	CO488	ALHAMBRA	26
COLORADO	SP564	YUMA	39	MECCA	SP671	YUMA	39
CONCEPCION	CO315	SANTA BARBARA	4	MIRA LOMA Trk.2	CX767	LOS ANGELES	20
DAGGETT	CX654	LOS ANGELES	20	MOJAVE	JQ113	MOJAVE	32
DENIS		MOJAVE	32	MOJAVE	JQ113	LONE PINE	38
DERAIL (Trk.2)		ALHAMBRA	26	MONTCLAIR	CX777	LOS ANGELES	20
DEVON	CO276	SANTA BARBARA	4	MORTMAR	SP663	YUMA	39
DIAMOND BAR		LOS ANGELES	20	MT. VERNON Trk. 2		YUMA	39
DIKE	JQ013	MOJAVE	32	MYOMA	SP690	YUMA	39
DOUGLAS JCT.	CS512	SAN PEDRO	12	N. LANCASTER		MOJAVE	32
DOWNEY	FS006	LOS NIETOS	14	NADEAU		WILMINGTON	13
DOWNEY RD.	CX809	SAN PEDRO	12	NARLON	CO283	SANTA BARBARA	4
DOWNEY ROAD	CX810	LOS ANGELES	20	NEW SIDING		ALHAMBRA	26
DT JCT.		LOS NIETOS	14	NILAND	SP629	YUMA	39
DT JCT.		LA HABRA	17	NILAND JCT.	SP629	CALEXICO	43
DUNES	SP576	YUMA	39	NORTH BAKERSFIELD		MOJAVE	32
EAST GARNET		YUMA	39	NORTH MONTALVO	CO393	SANTA BARBARA	4
EAST LOS ANGELES	CX806	LOS ANGELES	20	NORTH MONTCLAIR	CO502	ALHAMBRA	26
EAST WYE-BYPASS		MOJAVE	32	NORTH ONTARIO	CO505	ALHAMBRA	26
EAST YARD	SP558	YUMA	39				

# LOS ANGELES AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
NORTH SAN LUIS OBISPO	CO242	SANTA BARBARA	4	SOUTH STUDEBAKER	FS008	LOS NIETOS	14
NORTH SANTA BARBARA	CO358	SANTA BARBARA	4	SPADRA	CX784	LOS ANGELES	20
NORTH STUDEBAKER	FS008	LOS NIETOS	14	STREETER	CX759	LOS ANGELES	20
OAK	CX782	LOS ANGELES	20	SUDDEN	CO307	SANTA BARBARA	4
OBAN		MOJAVE	32	SUMMIT SWITCH Trk. 1	JQ131	MOJAVE	32
ONTARIO	CX775	LOS ANGELES	20	SURF	CO292	SANTA BARBARA	4
ORDWAY		YUMA	39	TANGAIR	CO287	SANTA BARBARA	4
OXNARD	CO398	SANTA BARBARA	4	TEHACHAPI	JQ133	MOJAVE	32
PALMDALE	JQ080	MOJAVE	32	THERMAL	SP677	YUMA	39
PALMDALE JCT.	JQ079	MOJAVE	32	THOUSAND PALMS	SP697	YUMA	39
PARAMOUNT	CS510	SAN PEDRO	12	TURNER AVE.		LOS ANGELES	20
PATATA	FS003	LOS NIETOS	14	VALLEY BLVD		ALHAMBRA	26
PEDLEY	CX765	LOS ANGELES	20	VENTURA	CO388	SANTA BARBARA	4
PEPPER	SP760	ALHAMBRA	26	W. YERMO	CX652	LOS ANGELES	20
PHELAN	JQ043	MOJAVE	32	WALDORF	CO270	SANTA BARBARA	4
PICO RIVERA	CX803	LOS ANGELES	20	WALKER	WH00	LA HABRA	17
PIONEER BLVD.		LOS NIETOS	14	WALNUT	CX789	LOS ANGELES	20
PLASTER CITY	SY317	EL CENTRO	45	WALNUT	CO491	ALHAMBRA	26
POMONA	CO499	ALHAMBRA	26	WALONG	JQ142	MOJAVE	32
PUENTE JCT.	CX795	LOS ANGELES	20	WASH	JQ059	MOJAVE	32
RANCHO		YUMA	39	WEEDS Trk. 2 & 3		LOS ANGELES	20
RANCHO		ALHAMBRA	26	WEST COLTON		ALHAMBRA	26
RANCHO	SP760	MOJAVE	32	WEST GARNET Trk. 2	SP708	YUMA	39
REGINA	SP614	YUMA	39	WEST INDIO		YUMA	39
RESERVOIR	CO500	ALHAMBRA	26	WEST PALM SPRINGS	SP714	YUMA	39
RESERVOIR Trk.1		LOS ANGELES	20	WEST RIVERSIDE		LOS ANGELES	20
RIDDLE		SAN PEDRO	12	WINTERHAVEN	SP568	YUMA	39
RIMLON	SP701	YUMA	39	WISTER	SP636	YUMA	39
RIVERSIDE LEAD Trk. 2		YUMA	39	WO TOWER	CO498	LOS ANGELES	20
ROBERTSON Trk. 2	sp724	YUMA	39	WOODFORD	JQ145	MOJAVE	32
ROGOZA	SP641	YUMA	39	YERMO	CX650	LOS ANGELES	20
ROSELAWN		LOS ANGELES	20	YUMA	SP563	YUMA	39
ROWEN	JQ148	MOJAVE	32	YUMA JCT.	CO469	ALHAMBRA	26
S. LANCASTER		MOJAVE	32				
SALVIA	SP705	YUMA	39				
SAN LUIS OBISPO Trk. 2		SANTA BARBARA	4				
SAN PEDRO JCT.	CS500	SAN PEDRO	12				
SANDCUT	JQ169	MOJAVE	32				
SANTA BARBARA	CO361	SANTA BARBARA	4				
SCRRA JCT.		LOS ANGELES	20				
SEACLIFF	CO378	SANTA BARBARA	4				
SEARLES	JR048	LONE PINE	38				
SEELY	SY308	EL CENTRO	45				
SIERRA		ALHAMBRA	26				
SILVERWOOD		MOJAVE	32				
SLAUSON JCT	JP004	WILMINGTON	13				
SLAUSON JCT.	JP003	LA HABRA	17				
SLOVER	JQ003	MOJAVE	32				
SOTO ST. JCT. Trk. 2 & 3		LOS ANGELES	20				
SOUTH BELL	CS506	SAN PEDRO	12				
SOUTH FONTANA	CO514	ALHAMBRA	26				
SOUTH MOJAVE	JQ112	MOJAVE	32				
SOUTH MONTALVO		SANTA BARBARA	4				
SOUTH SAN LUIS OBISPO	CO245	SANTA BARBARA	4				
SOUTH SANTA BARBARA	CO362	SANTA BARBARA	4				

# Los Angeles Basin Area Map (West)





# SANTA BARBARA SUBDIVISION (0958)

		Radio Display:							
		CP CO248 to CP CO356 -9696 (*73)							
		CP CO356 to Las Posas -4242 (*50)							
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH	NORTH	Sta. #'s	Siding Feet		
				▼ STATIONS ▲	▲				
248.5	CTC	2MT	CO248	NORTH SAN LUIS OBISPO (0.4)		CO242			
248.6 249.9			CO249 CO250	SAN LUIS OBISPO Trk. 2 (3.0)	X		6025		
251.6			CO251	SOUTH SAN LUIS OBISPO (9.1)		CO245			
260.9	TWC ABS	ABS		GROVER (6.1)		CO254	6000		
267.0				CALLENDER (6.2)		CO260	5850		
273.2				GUADALUPE (4.2)	B	CO266	3500		
277.4				WALDORF (5.8)		CO270	4035		
283.2				DEVON (6.7)		CO276	4267		
289.9				NARLON (4.0)		CO283	6218		
293.9				TANGAIR (5.5)	T	CO287	5511		
299.4				SURF (5.2)	T	CO292	5550		
304.6				HONDA (9.4)		CO297	6725		
314.0				SUDDEN (7.4)		CO307	5818		
321.4				CONCEPCION (14.3)		CO315	6128		
335.4 336.3				CO335 CO336	GAVIOTA (10.8)	! (M)	CO329	3747	
346.5					CAPITAN (11.7)		CO339	4964	
355.8 357.6			CTC		CO356 CO358	ELLWOOD (6.8)	!	CO349	9369
365.0			CTC 2MT		CO365	NORTH SANTA BARBARA (2.4)		CO358	
367.4				SANTA BARBARA (1.2)		CO361			
368.6	CTC		CO369	SOUTH SANTA BARBARA (16.7)		CO362			
385.3 386.3		CO385 CO386	SEACLIFF (9.5)	!	CO378	4960			
394.8 397.2		CO395 CO397	VENTURA (4.8)	!	CO388	10470			
399.6		CO399	NORTH MONTALVO (0.8)	T	CO393				
400.4		CO400	SOUTH MONTALVO (3.6)	T					
404.0 405.6		CO404 CO406	OXNARD (8.5)	! B	CO398	5701			
412.5 414.7		CO413 CO415	CAMARILLO (10.6)	!	CO411	9997			
423.1		CO423	LAS POSAS		CO421				
(174.6)									
<b>SI-01 MAIN TRACK AUTHORITY</b>									
CTC between: MP 248.5 and MP 251.6; MP 355.8 and MP 423.1.									
TWC/ABS between: MP 251.6 and MP 355.8									

SI-02 MAXIMUM SPEED TABLE		
Maximum Speed		MPH
Between Mileposts		PSGR FRT
Between MP 248.5 and MP 423.1		
(Except as Below).....		79 60
248.5 and 249.8	Trks. 1 & 2.....	25 25
249.8 and 251.6	Trk. 1.....	60 40
249.8 and 251.6	Trk. 2.....	40 40
251.6 and 255.1	.....	60 40
255.1 and 257.8	.....	40 35
257.8 and 258.9	.....	30 25
258.9 and 260.4	.....	60 40
260.4 and 260.7	.....	55 50
260.7 and 263.9	.....	70 60
263.9 and 264.6	.....	60 40
264.6 and 265.7	.....	40 35
265.7 and 272.3	.....	70 60
272.3 and 273.7	.....	50 40
273.7 and 275.6	.....	60 40
275.6 and 276.2	.....	55 40
276.2 and 276.7	.....	40 40
276.7 and 279.9	.....	60 40
279.9 and 280.4	.....	45 40
280.4 and 282.3	.....	40 35
282.3 and 285.6	.....	40 40
285.6 and 287.7	.....	50 40
287.7 and 288.1	.....	40 35
288.1 and 291.0	.....	60 40
291.0 and 291.3	.....	55 40
291.3 and 292.6	.....	60 40
292.6 and 292.8	.....	40 40
292.8 and 295.2	.....	50 40
295.2 and 296.3	.....	55 40
296.3 and 296.9	.....	40 40
296.9 and 297.9	.....	60 40
297.9 and 298.3	.....	55 40
298.3 and 300.2	.....	60 40
300.2 and 300.6	.....	55 40
300.6 and 301.1	.....	60 40
301.1 and 301.4	.....	50 40
301.4 and 302.6	.....	60 40
302.6 and 302.8	.....	55 40
302.8 and 305.8	.....	60 40
305.8 and 306.5	.....	45 40
306.5 and 306.9	.....	40 40
306.9 and 308.5	.....	50 40
308.5 and 315.0	.....	60 40
315.0 and 315.5	.....	40 40
315.5 and 318.5	.....	45 40
318.5 and 318.6	.....	40 35
318.6 and 319.8	.....	40 40
319.8 and 322.0	.....	60 40
322.0 and 322.4	.....	50 40
322.4 and 325.9	.....	60 40
325.9 and 326.4	.....	55 40
326.4 and 328.3	.....	60 40
328.3 and 328.6	.....	55 40
328.6 and 329.7	.....	60 40
329.7 and 330.0	.....	55 40
330.0 and 331.8	.....	60 40
331.8 and 332.8	.....	40 35
332.8 and 335.1	.....	75 60
335.1 and 335.4	.....	55 50
335.4 and 338.6	.....	79 60
338.6 and 341.4	.....	65 60

# SANTA BARBARA SUBDIVISION (0958)

Between Mileposts Between MP 248.5 and MP 423.1	PSGR	FRT
<b>(Except as Below)</b> .....	<b>79</b>	<b>60</b>
341.4 and 342.7.....	50	40
342.7 and 344.0.....	45	40
344.0 and 344.8.....	40	35
344.8 and 345.5.....	45	40
345.5 and 347.6.....	75	60
347.6 **.....	75	35
347.6 and 353.5.....	75	60
353.5 and 354.2.....	70	60
354.2 and 354.5.....	55	50
354.5 and 363.8.....	79	60
363.8 and 365.0.....	60	40
365.0 and 366.7 Trk. 2.....	60	40
366.7 and 367.1 Trk. 2.....	40	40
367.1 and 368.6 Trk. 2.....	45	40
365.0 and 368.6 Trk. 1.....	40	40
368.6 and 369.6.....	45	40
369.6 and 371.9.....	60	40
371.9 and 378.6.....	50	40
378.6 and 380.6.....	55	40
380.6 and 382.1.....	50	40
382.1 and 383.3.....	55	40
383.3 and 384.0.....	45	40
384.0 and 384.4.....	40	40
384.4 and 387.5.....	60	40
387.5 and 387.9.....	40	40
387.9 and 393.3.....	60	40
393.9 and 393.6.....	40	40
393.6 and 394.9.....	50	40
394.9 and 396.2.....	60	40
396.2 and 398.8.....	79	40
398.8 and 399.1.....	55	50
399.1 and 401.9.....	65	50
401.9 and 402.3.....	55	50
402.3 and 404.0.....	79	50
404.0 and 404.6.....	45	40
404.6 and 411.5.....	79	60
411.5 and 412.0.....	55	50
412.0 and 414.8.....	79	60
414.8 and 418.1.....	70	60
418.1 and 420.6.....	75	60
420.6 and 423.1.....	70	60

\*\* Only southward freight trains exceeding 120 TPOB must comply with speed restriction. Speed restriction will not apply when signal at speed restriction location displays CLEAR.

<b>SI-03 OTHER SPEED RESTRICTIONS</b>	
Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
All Sidings and Turnouts.....	10
Exceptions: Ellwood, Ventura, Camarillo, South San Luis Obispo.....	40
Seacliff: Psgr.....	40
Frt.....	35
Gaviota, Oxnard.....	30
Capitan, North San Luis Obispo.....	25
<b>2. Dual Control Switch Turnouts</b>	
CP CO365, CP CO369.....	40
CP CO250.....	30
<b>3. Misc. Speed Restrictions (No Exceptions)</b>	

<b>SI-04 MAIN TRACK DESIGNATIONS</b>		
Two main tracks between: MP 365.0 and MP 368.6; MP 248.5 and MP 251.5.		
<b>SI-05 MILEPOST EQUATIONS</b>		
MP 423.1 = MP 426.4 on Metro-Link Ventura Sub.		
<b>SI-06 RCL OPERATIONS - None.</b>		
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
( # ) 256.7	( # ) 327.6	% 398.7
% 264.4	% 333.7	( # ) 402.6
( # ) 269.7	( # ) 341.3	% 409.0
% 280.7	( # ) 363.0	( # ) 421.1
( # ) 286.8	( # ) 383.1	
( # ) 309.0	% 389.9	

## SANTA BARBARA SUBDIVISION (0958)

### SI-08 RULES ITEMS

**Rule 6.32.2. Santa Barbara:** Steet crossing sound detector microphones are installed at the following locations:

- Trk. 1 just north of State St. MP 367.4
  - Trk. 2 just south of Montecito St. MP 367.2
- Trains that stop short of either of the above crossings must sound whistle to activate the gates at the crossing.

**Rule 9.15:** in effect on siding Gaviota. MW On-Track equipment must obtain a track permit to occupy this siding. A track permit will be issued to a train only when operating conditions require siding to be jointly occupied by a train and men or equipment.

**Rule 32.20: "No Idle Zone"**  
 San Luis Obispo: Unless otherwise instructed comply with the following: A "No Idle Zone" is in effect between MP 248.7 and MP 249.1. Signs reading "No Idle Zone" are displayed at the limits of this zone.

Inbound trains - Prior to arrival in San Luis Obispo, all crews must contact Train Dispatcher to ascertain if outbound crew will be on duty upon arrival. If no outbound crew is on duty, comply with the following:

- 1) Shutdown and secure ALL locomotives in consist;
- 2) Tie a minimum of five hand brakes on head end of train;
- 3) Complete UPRR Train and Securement Checklist and include exact time locomotives shutdown;
- 4) Advise Train Dispatcher of the time locomotives were shutdown.

Outbound Trains - When assuming duty comply with the following:

- 1) Contact Train Dispatcher to ascertain location of your train;
- 2) If train has been shutdown and secured, ascertain exact time locomotives were shutdown;
- 3) Advise Train Dispatcher of required Air Brake Test needed;
- 4) Complete required Air Brake Test.

After Outbound crew has taken over a train, it must be moved, if practicable, outside the "No Idle Zone". If a delay of 30 minutes or greater is incurred, locomotives within the "No Idle Zone" must be shut down.

Shut Down Procedures Outside of "No Idle Zone": Any train left unattended outside the "No Idle Zone" between MP 248.5 and MP 251.5 must comply with the following:

- 1) Shutdown and secure ALL locomotives in consist;
- 2) Tie a minimum of five hand brakes on head end of train;
- 3) Complete UPRR Train and Securement Checklist;
- 4) Additionally, include exact time locomotives were shutdown;
- 5) Advise Train Dispatcher of exact time locomotives were shutdown.

The Engineer, Conductor and Lookout are equally responsible for compliance with the above instructions.

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

### SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
San Luis Obispo (AMTRK Sta.)	248.7	CO242
Pismo	259.4	CO253
Oceano	262.5	CO256
Bromela	269.0	CO262
South Vandenberg	305.8	CO299
Sacate	331.4	CO324
Goleta (AMTRK Sta.)	358.2	CO353
La Patera	358.3	CO352
Leesdale	408.7	CO402
Somis	416.4	CO414

### SI-11 INDUSTRIAL LEADS

**Montalvo Industrial Lead:(0960)**  
 extends 12.0 miles from MP 399.6 to MP 411.6.  
 Maximum Gross Weight: 120 Tons

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

**Lompoc Industrial Lead:(0966)**  
 extends 10.1 miles from MP 0.0 to MP 10.1.  
 Lead switch located at North Surf.  
 Entire Lead is FRA excepted track.  
 Maximum Gross Weight: 120 Tons

Business Tracks	MP	Sta.#'s
Baroda	1.0	CB401
Post	5.0	CB404
Lompoc	10.0	CB409

**White Hills Industrial Lead:(0959)**  
 extends 3.5 miles from MP 0.0 to MP 3.5.  
 Lead off Lompoc Industrial Lead.  
 Entire Lead-FRA excepted track.  
 Maximum Gross Weight: 120 Tons

Business Tracks	MP	Sta.#'s
White Hills		CB414

### SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum Gross Weight: 158 Tons.**

The following table must be used to determine maximum freight train speed between MP 248.5 and MP 355.8.

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

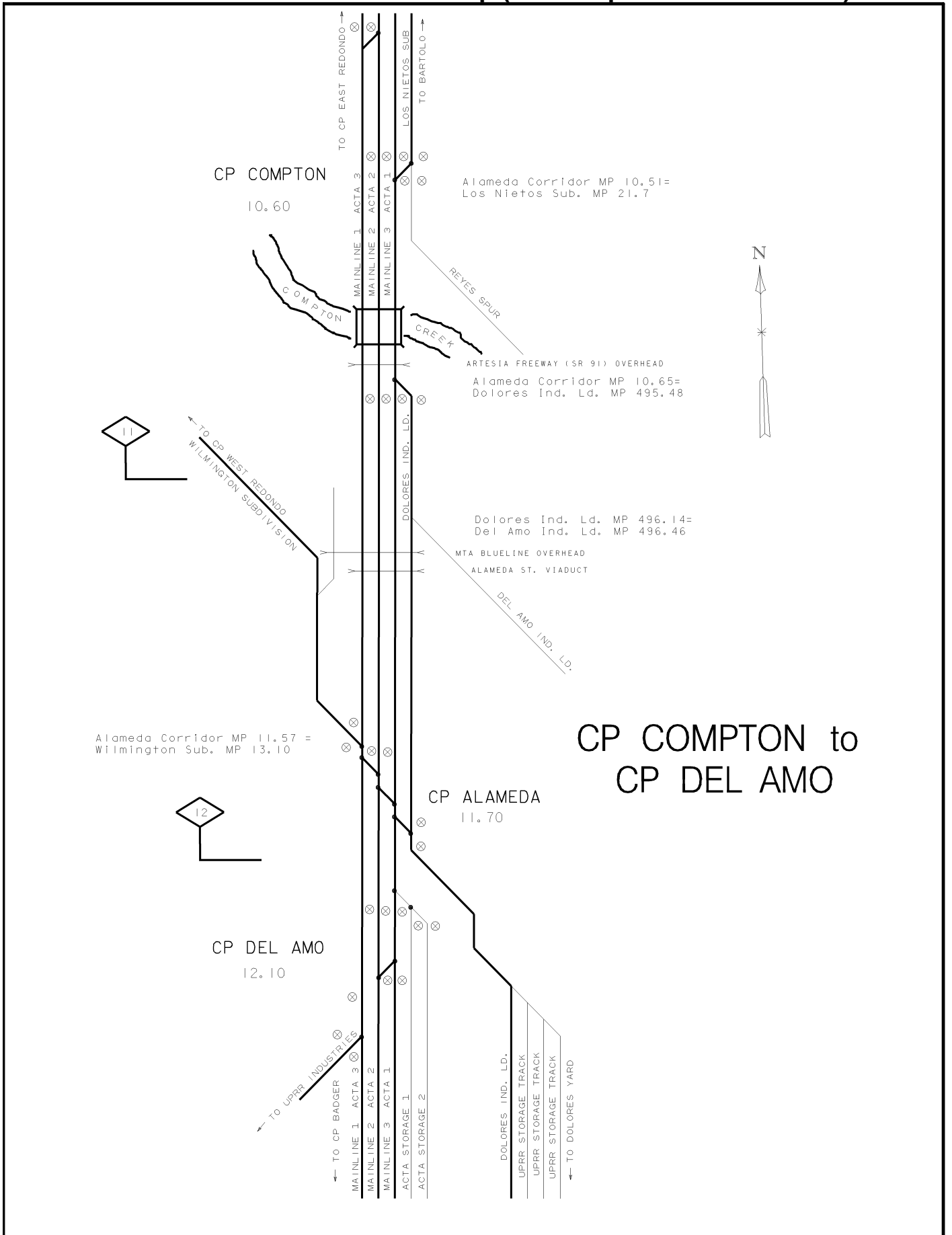
### SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

### SI-14 MISC. INSTRUCTIONS

**Restricted Tracks:** All locomotives are prohibited on the following tracks:

- \* Ventura County Trk.3 and 250 feet beyond the south switch Trk. 9.
- \* South Vandenberg AFB (MP 309.2) on government spur south of Interchange Track.

# Alameda Corridor Sub Area Map (CP Compton to CP Del Amo)



## ALAMEDA CORRIDOR SUBDIVISION (0985)

		Radio Display:					
		MP 0.0 to MP 16.1 (FRT) -5757 (*1) MP 0.0 to MP 16.1 (MW) -1717					
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS	EAST STATIONS	Sta. #'s	Siding Feet
0.0		CTC 3MT	AC000	CP EAST REDONDO (0.1)	X	AC000	
0.1			AC001	CP WEST REDONDO (0.3)	X	AC001	
0.4			AC004	CP 25TH STREET (3.7)	X	AC004	
4.1			AC041	CP NADEAU (3.8)	X	AC041	
7.9			AC079	CP WEBER (2.7)	X	AC079	
10.6			AC106	CP COMPTON (1.1)		AC106	
11.7			AC117	CP ALAMEDA (0.4)	X	AC117	
12.1			AC121	CP DEL AMO (0.7)	X	AC121	
12.8			AC128	CP TYLER Trk.1 & 2 (0.6)	X	AC128	
13.4			AC134	CP CARSON Trk.3 (1.0)		AC134	
14.4			AC144	CP DOLORES (0.4)	X	AC144	
14.8			AC148	CP CHANNEL (0.7)	X	AC148	
15.5			AC155	CP SEPULVEDA (0.6)	X	AC155	
16.1			AC161	CP WEST THENARD		AC161	

(16.1)

### SI-01 MAIN TRACK AUTHORITY

**CTC between:** MP 0.0 and MP 16.1.

**CTC from:** CP AC155 (MT No.1) on Watson Lead.

**Main Tracks 1, 2 & 3** connect to Pacific Harbor Lines Railroad at CP West Thenard.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
<b>Between Mileposts</b>	
<b>0.0 and 16.1</b>	
<b>(Except as Below).....</b>	<b>40</b>
0.0 and 0.6.....	30
0.6 and 0.9.....	35
15.9 and 16.1.....	25

Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 5 MPH above maximum authorized speed for freight trains.

### SI-03 OTHER SPEED RESTRICTIONS

**Maximum Speed** **MPH**

1. **Thru Sidings & Turnouts (No Exceptions.)**
2. **Dual Control Switch Turnouts**  
 All MT to MT Crossovers..... 40  
 Exceptions: CP AC000..... 30  
                   CP AC001..... 30  
                   CP AC117..... 30  
 CP AC106(Connection to Los Nietos Sub.) 30  
 CP AC117(Connection to Wilmington Sub.) 30  
 CP AC155 (MT No.1) Connection to BNSF  
 Watson Lead..... 30  
 BNSF Crossing (off MT on Watson Lead).. 30  
 CP AC001(Connection BNSF Trk.1 & 2 to  
 San Bernadino Sub.)..... 25  
 Trains 100 TPOB and over through  
 turnouts..... 25  
 CP AC001(Connection to Wilmington Sub.) 15  
 CP AC106(Connection to Dolores Ind. Ld) 15  
 All other turnouts..... 15
3. **Misc. Speed Restrictions**  
 CP AC155(MT No.1) Watson Lead to BNSF  
 Crossing..... 30  
 BNSF Crossing to Rolling Jct..... 20  
 Track 901 between  
 MP 498.3 (Carson St.) and MP 497.0..... 20  
 Dolores Industrial Lead,  
 MP 497.0 to MP 496.6 (CP Alameda)..... 20  
 Yard 41, tracks 924, 925, 926;  
 at Tosco oil can spot..... 5

### SI-04 MAIN TRACK DESIGNATIONS

**Three main tracks between:**  
 CP East Redondo and CP West Thenard.

### SI-05 MILEPOST EQUATIONS - None.

### SI-06 RCL OPERATIONS

**Designated Remote Control Areas:** All tracks on the Alameda Corridor Subdivision (0985).

#### Designated Remote Control Zones:

Dolores Yard:  
 Zone #905:  
 From switch at east end track 905, westward to private crossing at Carson Street overpass. PSP installed. Tonnage limited to 7,000 tons per locomotive. Zone activation may be determined by contacting the Dolores Yardmaster.

#### J Yard:

Zone #5:  
 City Fiber Lead from the 701 switch eastward to a point approximately 300 feet west of 23rd Street. PSP installed. Tonnage limited to 7,000 tons per locomotive.

Zone #6:  
 J yard old main track from 500 feet west of the 25th street crossing, westward to a point approximately 300 feet east of Little Alameda Street.  
 PSP installed.  
 Tonnage limited to 7,000 tons per locomotive.  
 Zone activation may be determined by contacting the E. Los Angeles Yardmaster on channel 82-82.

### SI-07 ITEM 13 TRAIN DEFECT DETECTORS

- % 2.7
- % 6.4
- % 8.9
- %#& 12.9 \*

\* BNSF "Recall code 8 (eight)" applies to detector at MP 12.9.

<p><b>SI-08 RULES ITEMS</b></p> <p><b>Rule 1.3.1:</b> Union Pacific Operating Rules, Signal Rules, System Special Instructions, General Orders, and Maintenance of Way Rules apply.</p> <p><b>Rule 1.36:</b> Trains handling excessive dimension loads must contact Corridor Dispatcher 10 before entering track between MP 0.4 and MP 10.6.</p> <p><b>Rule 1.47. ICTF:</b> The Conductor and ALL crew members of inbound ICTF trains must remain with the train when arriving, entering or operating within the ICTF facility. Movements within the ICTF facility will be governed by Operations Manager's instructions. Due to noise ordinance, do not start light engine movement from the north end of yard to the south end of the yard without permission from Operations Manager.</p> <p><b>Rule 5.13. ICTF:</b> A Blue Signal/ Power Derail System is in effect at the ICTF to provide protection to the equipment and personnel working within the loading/ unloading areas. The Blue Signal/Power Derail System consists of a power derail interlocked with a dwarf light type signal and a derail target to indicate the position of the derail. For crews to enter a track protected by this system, be governed as follows:  <ul style="list-style-type: none"> <li>- Blue Signal Aspect: Movement into track prohibited</li> <li>- Yellow Signal Aspect: Movement into track permitted.</li> <li>- Dark or otherwise improperly displayed signal aspect: Movement into track prohibited until control tower operator advises track is not under blue signal protection.</li> </ul> </p> <p><b>Rule 6.5. ICTF:</b> The engineer of inbound ICTF trains, after cutting off engine from train and clearing crossing(s), must operate from the leading unit in the direction of movement.</p> <p><b>Rule 6.29.1. Exception:</b> When inspecting a passing train, that part reading "The trainman's inspection must be made from the ground" does not apply between MP 0.4 and MP 10.6.</p> <p><b>Rule 7.6. ICTF:</b> Apply one (1) hand brake on descending end of each crossing. Engines may be detached or crossings cut before setting hand brakes on train. When necessary to release hand brakes to move a portion of the cars, the same number of hand brakes must be applied on remaining cars.</p> <p><b>Rule 7.7. ICTF:</b> Kicking or dropping cars is prohibited.</p> <p><b>Rule 7.12. ICTF:</b> 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 night time hours, a lighted fusee must be placed on the point of the car when shoving into the above tracks.</p>
<p><b>SI-09 FRA EXCEPTED TRACKS - None.</b></p>
<p><b>SI-10 BUSINESS TRACKS - None.</b></p>

<p><b>SI-11 INDUSTRIAL LEADS</b></p> <p><b>Alameda Industrial Lead:(0994)</b> extends off Main No.3, at MP 0.1. 1.9 miles between MP 485.4 (J Yard) and MP 487.3 (BNSF Crossing). Maximum Gross Weight - 158 tons.</p> <hr/> <p><b>Del Amo Industrial Lead:(0998)</b> (extends off of Dolores Ind. Ld. MP 496.1) = MP 496.5 1.5 miles to End of Track.</p> <hr/> <p><b>Dolores Industrial Lead (0996)</b> extends off Main No.3, at MP 10.6 CP Compton = MP 495.5, 5.5 miles to the connection with the Pacific Harbor Line at West Thenard, MP 501.0.</p>
<p><b>SI-12 TONNAGE RESTRICTIONS/TPOB</b></p> <p><b>Maximum Gross Weight: 143 Tons.</b></p>
<p><b>SI-13 TRAIN MAKE-UP RESTRICTIONS</b></p> <p>BNSF Train Make-up Restrictions: All BNSF trains operating on the Alameda Corridor Subdivision must comply with system train make-up rules along with the following added restriction: * All eastward BNSF trains must not have more than 7,325 trailing tons behind any car weighing less than 45 tons.</p>

**ALAMEDA CORRIDOR SUBDIVISION (0985)****SI-14 MISC. INSTRUCTIONS**

**Dolores Yard Instructions:** All trains and engines must receive permission from the Dolores Yardmaster (radio channel 14-14), before entering or departing Dolores Yard.

All Trains and engines destined ICTF or the ICTF Support Yard must:

1. Receive permission and yarding instructions from the ICTF Tower to enter the ICTF Plant or Support Yard.
2. Monitor Channel - 86-86 while in the ICTF Plant or Support Yard.
3. Determine from the ICTF Tower if other crews are working in the yard and assure an understanding is reached as to specific moves and activities to be made.
4. Advise and receive permission from the ICTF Tower when ready to depart the ICTF Plant and Support Yard.

Instructions for spotting the loaded oil cans at Tosco:

All crews spotting the oil cans at Tosco off the UP Industry spur must first conduct a Job Briefing with the Dolores Yardmaster detailing how the cars will be spotted.

Due to close clearance on the following tracks, do not ride on side of equipment when spotting cars:

Dolores yard track 41,  
Tosco tracks 924 through 926.

**Dolores Locomotive Facility:** Switches connecting the top end of the roundhouse track and the lead switch to track 905 and 906 at Carson St. are power operated switches. Switches may be lined after pushing button located in the box on the pole next to the switch.

**Pacific Harbor Line Operations:** Governed by the General Code of Operating Rules, current Pacific Harbor Line Timetable and Pacific Harbor Line General Orders.

Before entering Pacific Harbor Line trackage at West Thenard (PHL Alameda Sub.) or PHL San Pedro Sub. all trains and engines MUST contact the Pacific Harbor Line Badger Bridge Assistant Trainmaster on Channel 58-58 to obtain authority, routing or other information. Current Pacific Harbor Line Timetable and Track Work Advisory must be in your possession before entering Pacific Harbor Line Trackage.

**POWER DERAILS:** Locations of power derails on tracks leading to main tracks:

- Main No.1:** MP 0.1-BNSF 9th St. Yard Lead
- Main No.1:** MP 0.2-Auto Doc South (Wilmington Sub.)
- Main No.3:** MP 0.2-UP J-Yard
- Main No.3:** MP 10.7-UP Four Lead
- Main No.3:** MP 11.9-ACTA Storage 2
- Main No.1:** MP 12.2-UP Industry Spur
- Main No.3:** MP 13.3-ACTA Storage 2

**ACTA Storage Track Lengths:**

ACTA Storage 1 - 7294 feet.  
ACTA Storage 2 - 7270 feet.

**EMERGENCY LADDERS:** There are forty-seven (47) Emergency Ladders attached to the walls, on both sides, between CP West Redondo and CP Compton. In addition, there are two (2) emergency telephones at each ladder, one near the ladder at the bottom and one at the top of the ladder.

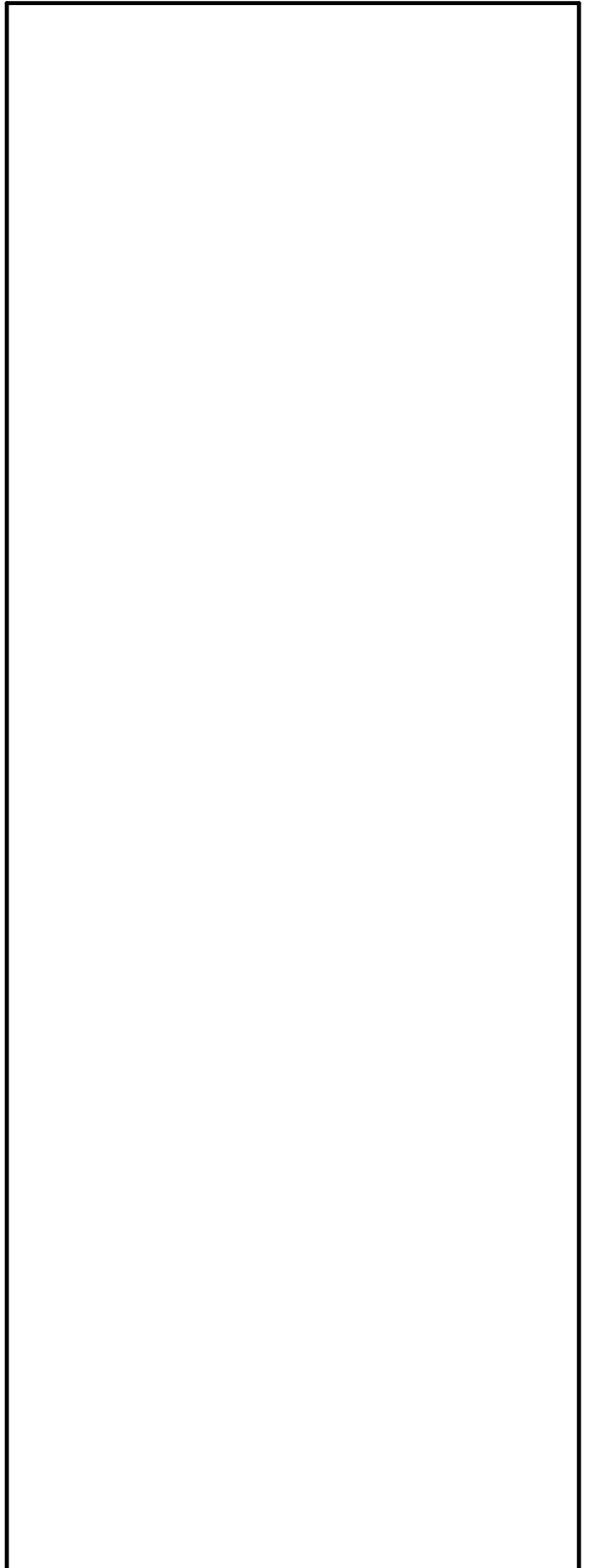
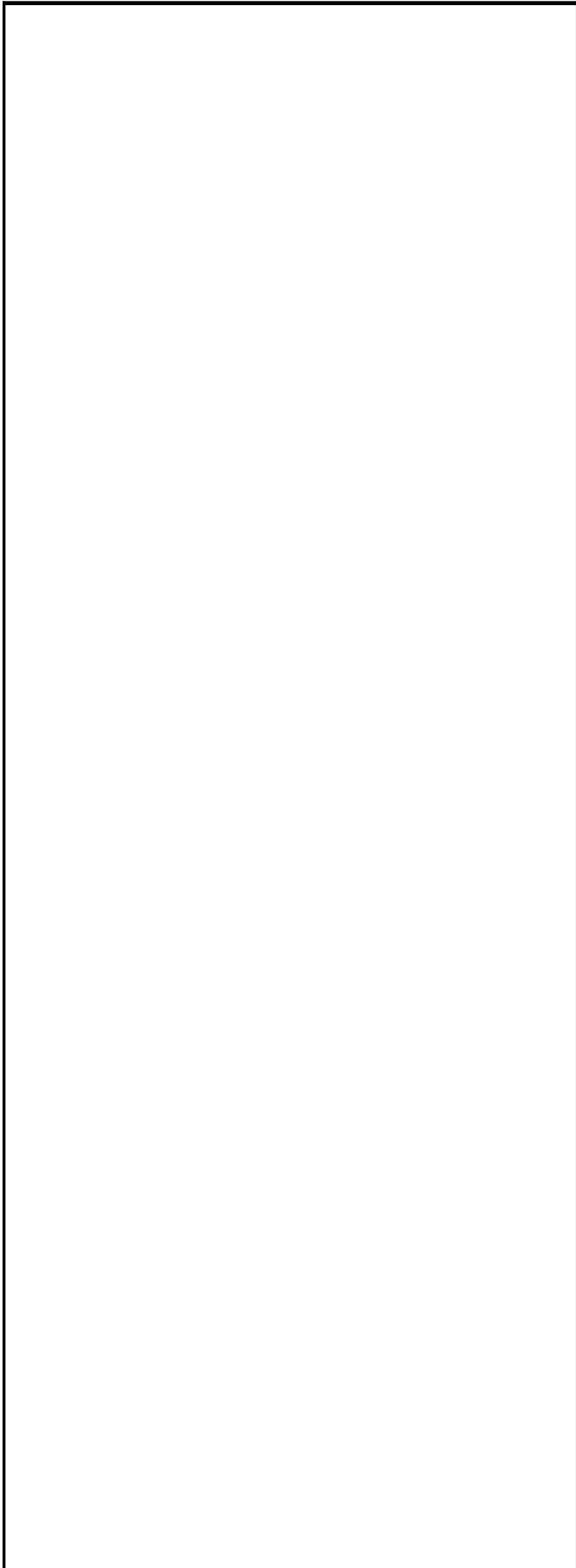
**SI-14 MISC INSTRUCTIONS Continued...****LADDERS ARE FOR EMERGENCY USE ONLY.**

When necessary to use the ladders for any emergency, notify the Train Dispatcher if possible. Open the box (located just below the ladder) with a switch key, engage the hand crank and crank the ladder down. Always be aware of close clearances any time it is necessary to use emergency ladders or when getting on or off equipment.

**Communication Phone Numbers:**

Dispatcher - (909)386-4422  
UP Corridor Mgr - (909)386-4282  
BNSF Chief Dispatcher - (909)386-4230  
Emergency: \*911

**NOTES:**



## SAN PEDRO SUBDIVISION (0972)

		Radio Display:						
		Riddle to Manuel Yard -1414 (*52) Pacific Harbor Line -5858						
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH STATIONS ▼	NORTH STATIONS ▲	Sta. #'s	Siding Feet	
2.8		YL	C003	DOWNNEY RD. (0.3)	TY	CX809		
3.1		PD031		SAN PEDRO JCT. (0.1)	Y (X)BNSF(M)	CS500		
3.2		YL	PD032	RIDDLE (0.4)	(X)BNSF(M)Y			
3.6		ABS		LA JCT RY (1.5)	Y (X)UP(A)			
5.1		TWC		(X)UP(A) (1.1)				
6.2				SOUTH BELL (1.2)		CS506	3740	
7.4				(X)UP(A) (5.1)				
12.5				PARAMOUNT (2.1)		CS510	5915	
14.6				DOUGLAS JCT. (3.1)		CS512		
17.7				CARSON (0.3)		CS515		
18.0				END MAIN TRACK				
(15.2)								
<b>SI-01 MAIN TRACK AUTHORITY</b>								
Yard Limits between: MP 2.8 and MP 5.1.								
ABS between: MP 3.4 and MP 4.2.								
TWC between: MP 5.1 and MP 18.0.								
<b>SI-02 MAXIMUM SPEED TABLE</b>								
Maximum Speed				MPH				
Between Mileposts 2.8 and 18.0 (Except as Below)..... 20								
<b>SI-03 OTHER SPEED RESTRICTIONS</b>								
Maximum Speed				MPH				
1. Thru Sidings & Turnouts (No Exceptions.)								
2. Dual Control Switch Turnouts CP PD032..... 10								
3. Misc. Speed Restrictions North Leg Hobart Wye..... 10 Between MP 18.0 and MP 20.8..... 20								
<b>SI-04 MAIN TRACK DESIGNATIONS</b>								
(X)UP(A) MP 5.1 - La Habra Sub. crossing.								
(X)UP(A) MP 7.4 - Los Nietos Sub. crossing.								
<b>SI-05 MILEPOST EQUATIONS - None.</b>								
<b>SI-06 RCL OPERATIONS</b>								
Designated Remote Control Area: All tracks on the San Pedro Subdivision.								
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.</b>								

<b>SI-08 RULES ITEMS</b>		
Rule 10.3: Track and Time rules apply within interlocking limits at CP PD031 and CP PD032. Interlocking controlled by BNSF San Bernardino Subdivision Dispatcher, Radio Channel 3636, telephone 909-386-4215.		
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #S</b>
Bell .....	5.4	CS504
Workman .....	9.3	CS507
Rioco .....	13.8	CS511
Evans .....	12.0	CS510
Carson .....	17.7	CS515
Manuel One .....	19.2	CS516
Manuel Two .....	19.2	CS516
Manuel Three .....	20.6	CS517
Mead Transfer (PHL Trk.).....	22.1	CS519
<b>SI-11 INDUSTRIAL LEADS</b>		
<b>Lakewood Industrial Lead:(0974)</b> extends 2.8 miles from MP 0.0 to MP 2.8. Entire lead FRA excepted track.		
<b>Business Tracks</b>		
	<b>MP</b>	<b>Sta.#'s</b>
Lakewood .....	1.6	CS602
<b>Paramount Industrial Lead:(0973)</b> 1.3 miles. MP 11.1 to 12.4: Maximum Gross Weight: 130 tons. Rule 6.32.2: Rosecrans Ave. MP 11.4; Street crossing activation signal in place at Rosecrans Ave. Activation signal displays red aspect normally. All trains will stop short of activation signal unless the signal is displaying a proceed indication. The train on the approach to the activation signal will initiate the traffic signal sequence (track clearance phase) to clear the tracks. Once the track clearance phase is complete, the activation signal will display a proceed indication and the train may proceed over the crossing. If the activation signal fails to display a proceed indication, be governed by Rule 6.32.2.		
<b>Business Tracks</b>		
	<b>MP</b>	<b>Sta.#'s</b>
Crutcher .....	12.1	AS014
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
Maximum Gross Weight: 143 Tons.		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>		
<b>SI-14 MISC. INSTRUCTIONS</b>		
Trains Enroute to or from LA harbor must obtain permission from UP Dolores Yardmaster before entering Dolores Yard. Route must be specified.		
<b>Manuel Yard:</b> Before passing MP 18.0, trains and engines must contact PHL Badger Bridge Assistant Tainmaster to coordinate move to be made between MP 18.0 and MP 20.8. Other than main track rules apply.		
<b>Pacific Harbor Line (PHL):</b> Operations over Pacific Harbor Line will be governed by the General Code of Operating Rules, current Pacific Harbor Line Timetable and Pacific Harbor Line General Orders. Southward train must obtain TWC authority before entering Hobart Tower interlocking limits. Northward trains must obtain TWC authority before departing Terminal Island, Long Beach, Mead Yard or Manual Pass 1, 2 or 3. Current Pacific Harbor Line Timetable and Track Work Advisory must be in your possession before entering Pacific Harbor Line Trackage.		

# WILMINGTON SUBDIVISION (0980)

		Radio Display:					
		CP AC000 to CP AC117 -1414 (*52)					
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH	NORTH	Sta. #s	Siding Feet
				▼ STATIONS ▲	▲		
0.0		CTC	AC001	CP WEST REDONDO (0.5)	B		
0.5			WI005	NADEAU (2.0)	!		10032
2.5			WI025	SLAUSON JCT (0.4)	T	JP004	
2.8			WI028	CARSON (7.3)	!		15259
5.7			WI057				
10.2			WI102	GREENLEAF (1.4)			
11.7			AC117	CP ALAMEDA			AC117
(11.7)							
<b>SI-01 MAIN TRACK AUTHORITY</b>							
<p><b>CTC between:</b> MP 0.0 and MP 11.7.</p> <p><b>CP West Redondo:</b> controlled by Alameda Corridor Train Dispatcher.</p> <p><b>CP Alameda:</b> controlled by Alameda Corridor Train Dispatcher.</p>							
<b>SI-02 MAXIMUM SPEED TABLE</b>							
<b>Maximum Speed</b>		<b>MPH</b>					
<b>Between Mileposts</b>							
<b>0.0 and 11.7</b>							
<b>(Except as Below)..... 40</b>							
0.0 and 0.8..... 10							
10.2 and 11.7..... 20							
<p>Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 5 MPH above maximum authorized speed for freight trains.</p>							
<b>SI-03 OTHER SPEED RESTRICTIONS</b>							
<b>Maximum Speed</b>		<b>MPH</b>					
<b>1. Thru Sidings &amp; Turnouts</b>							
Siding Carson..... 25							
Siding Nadeau between:							
MP 0.5 and MP 0.8..... 10							
MP 0.8 and MP 2.5..... 25							
<b>2. Dual Control Switch Turnouts (No Exceptions.)</b>							
<b>3. Misc. Speed Restrictions (No Exceptions.)</b>							
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>							
<b>SI-05 MILEPOST EQUATIONS - None.</b>							
<b>SI-06 RCL OPERATIONS</b>							
Designated Remote Control Area: All tracks on the Wilmington Subdivision (0980).							
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>							
% 1.1							

<b>SI-08 RULES ITEMS</b>		
<p><b>Rule 8.3:</b> El Segundo Industrial Lead: When verbally authorized by the Train Dispatcher, main track switch at MP 5.7 may be left lined for other than main track by movements entering or leaving El Segundo Industrial Lead.</p> <p><b>Rule 9.12.2. Slauson Jct.:</b> When interlocking signal displays STOP indication for train or engine in any direction, before proceeding, authority must be received from UP Train Dispatcher.</p> <p><b>Rule 42.16 (Maintenance of Way Rule):</b> "Foul Time" for Maintenance of Way employees applies within interlocking limits at CP WI025 Slauson Jct/BNSF Crossing.</p>		
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #S</b>
Wingfoot .....	2.9	JP006
Compton .....	10.6	JP013
<b>SI-11 INDUSTRIAL LEADS</b>		
<p><b>Santa Monica Industrial Lead:(0981)</b> extends 0.2 miles, off Main Track at MP 0.5. Maximum Gross Weight: 100 Tons</p> <p>Absolute signal on the Santa Monica Industrial Lead governing movements from the Santa Monica Industrial Lead to the Nadeau Siding, and Absolute signal on the Nadeau Siding governing movements from the Nadeau Siding to the Santa Monica Industrial lead, do not automatically display a PROCEED indication for movements across the RTD Blue Line tracks.</p> <p>Crew member must call the RTD Control Operator prior to approaching the interlocking to request that the route be lined. RTD Control Operator telephone number is 323-563-5015. If unable to contact RTD Control Operator or if signal fails to display a PROCEED indication, be governed by instructions in the pushbutton box on the signal.</p>		
<p><b>El Segundo Industrial Lead:(0982)</b> extends 10.8 miles from MP 490.8 to MP 501.6. Off Main Track at MP 5.7 (Watts). Maximum Gross Weight: 143 Tons</p>		
<b>Business Tracks</b>	<b>MP</b>	<b>Sta.#s</b>
South Los Angeles .....	493.0	JP201
Cypave .....	496.0	JP204
Hawthorne .....	497.7	JP206
Wise Transfer .....	499.6	JP209
El Segundo .....	501.6	JP210
<p><b>Torrance Industrial Lead:(0983)</b> extends 9.9 miles from MP 493 (South L.A.) to MP 502.9. Maximum Gross Weight: 143 Tons</p>		
<b>Business Tracks</b>	<b>MP</b>	<b>Sta.#s</b>
Gardena .....	496.8	JP303
Hermosillo .....	497.3	JP304
Dolanco .....	500.7	JP307
Torrance .....	501.0	JP308
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
<b>Maximum Gross Weight: 158 tons.</b>		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>		
<b>SI-14 MISC. INSTRUCTIONS</b>		
<p><b>Automatic Interlocking</b> on Nadeau siding at MP 0.7 protects switch to the Santa Monica Industrial Lead. When signals display STOP, be governed by instructions in release box.</p>		

# LOS NIETOS SUBDIVISION (0990)

		Radio Display:						
		Bartolo to Dominguez -1414 (*52)						
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH	NORTH	Sta. #s	Siding Feet	
				▼ STATIONS	▲			
0.0		CTC	C011	BARTOLO (3.4)		CX801		
3.4			LN034	DT JCT. (0.5)	(X)BNSF(M)			
3.9		YL	LN039	PIONEER BLVD. (0.3)		Y		
4.2				LOS NIETOS (2.1)		Y	WH009	
6.3		CTC 2MT	LN063	NORTH STUDEBAKER (1.0)		FS008		
7.3			LN073	SOUTH STUDEBAKER (2.9)		T	FS008	
10.2		TWC		DOWNEY (2.7)		FS006		
12.9				PATATA (0.2)			FS003	
13.1				(X)UP(A) (2.8)				
15.9				FIRESTONE PARK (5.8)			JP008	
21.7			AC106	CP COMPTON			AC106	Yard
(21.7)								
<b>SI-01 MAIN TRACK AUTHORITY</b>								
<b>CTC between:</b> MP 0.0 and MP 3.9; MP 6.3 and MP 7.3; BNSF crossing and connection to La Habra Sub. on Balloon track.								
<b>TWC between:</b> MP 7.3 and MP 21.7								
<b>Yard Limits between:</b> MP 3.9 and MP 6.3								
<b>SI-02 MAXIMUM SPEED TABLE</b>								
<b>Maximum Speed</b>				<b>MPH</b>				
<b>Between Mileposts</b>								
0.0 and 21.7				20				
(Except as Below).....				15				
3.4 and 4.9.....				15				
7.3 and 16.5 (Firestone).....				10				
16.5 and 21.7.....				15				
Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 5 MPH above maximum authorized speed for freight trains.								
<b>SI-03 OTHER SPEED RESTRICTIONS</b>								
<b>Maximum Speed</b>				<b>MPH</b>				
1. Thru Sidings & Turnouts (No Exceptions.)								
2. Dual Control Switch Turnouts (No Exceptions.)								
3. Misc. Speed Restrictions								
On Balloon Trk.....				15				
Thru Turnout Northward (MP 6.3).....				15				
Studebaker Wye (MP 7.3).....				10				
<b>SI-04 MAIN TRACK DESIGNATIONS</b>								
Two main tracks between: MP 6.3 and MP 7.3.								
<b>SI-05 MILEPOST EQUATIONS - None.</b>								

<b>SI-06 RCL OPERATIONS</b>	
<b>RCL Areas::</b>	
Los Nietos Subdivision (0990) MP 3.4 To MP 15.3; Brea Chemical Industrial Lead (0988); Tustin Industrial Lead(0992); Stanton Industrial Lead (0993); Santa Ana Industrial Lead (0991), Fullerton Industrial Lead (0989).	
<b>Instructions for RCL Zones Announced by Signs:</b>	
A Zone is active when the sign is in the upright and locked position for the approaching movement. Authority to enter an active Zone is permitted only after complying with rule 6.7 A, entering a Remote Control Zone. If Zone sign is in the down position, the Zone is inactive and entry is permitted under rule 6.28.	
<b>Remote Control Zones:</b>	
<b>Los Nietos Yard:</b> Zone limits are announced by sign at all zone entry points.	
Zone #1	
East end - on main track, 150 feet west of the Los Nietos yard office, but not fouling main track crossover at MP 4.2. Eastward to 300 feet west of Pioneer Blvd., just before entering CTC limits. Positive Stop Protection (PSP) installed. Tonnage limited to 7,000 tons per locomotive.	
Zone #2	
West end - on main track from crossover switch MP 5.0, Smith Ave crossing, westward to MP 5.8. PSP installed. Tonnage limited to 7,000 tons per locomotive.	
Zone #3	
West end switching lead from Smith Ave crossing westward to 400 feet east of main track switch. PSP installed. Tonnage limited to 7,000 tons per locomotive.	
<b>Brea Chemical Industrial Lead - Valla Yard:</b> Zone limits are announced by sign at all zone entry points.	
Zone #1	
Industrial lead eastward from Sorenson Ave to (MP 498.67). PSP installed. Tonnage limited to 7,000 tons per locomotive.	
<b>Santa Ana Industrial Lead - La Mirada Yard:</b> Zone limits are announced by sign at all zone entry points.	
Zone #1	
Industrial lead eastward from MP 503.0 to MP 503.3. PSP installed. Tonnage limited to 7,000 tons per locomotive.	
<b>Santa Ana Industrial Lead - Anaheim Yard:</b> Zone limits are announced by sign at all zone entry points.	
Zone #1	
Industrial lead eastward from MP 507.0 to MP 508.3 to include the sidings at yard 57 track 869 and yard 57 track 870. PSP installed. Tonnage limited to 7,000 tons per locomotive.	
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>	
% 6.0	
% 17.7	
<b>SI-08 RULES ITEMS - None.</b>	
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>	

# LOS NIETOS SUBDIVISION (0990)

<b>SI-10 BUSINESS TRACKS</b>		
Track Name	MP	STA. #'S
Tweedy .....	15.5	JP010
<b>SI-11 INDUSTRIAL LEADS</b>		
<p><b>Brea Chem Industrial Lead:(0988)</b> extends 12.1 miles from CP LN039 (Pioneer Blvd.) to MP 508.6. Maximum Gross Weight: 143 Tons. Maximum speed 10 MPH. Manual Interlocking (BNSF); MP 497.1. BNSF MP 153.0 on San Bernardino Sub. Rule 6.16: The requirement to approach UPRR crossing MP 498.5 prepared to stop will not apply. Valla: Switching movements which require blocking Santa Fe Springs Road, MP 498.3, are prohibited from 0715 to 0830 Monday through Friday.</p>		
<b>Business Tracks</b>	<b>MP</b>	<b>Sta.#'s</b>
Santa Fe Springs .....	497.2	WH010
Valla .....	498.3	WH011
Colima .....	500.8	WH013
Des Moines .....	503.7	WH016
La Habra .....	504.9	WH017
Fullerton Jct. ....	505.3	WH018
<p><b>Fullerton Industrial Lead:(0989)</b> extends 5.0 miles from MP 10.5 to MP 15.5. Lead switch located at MP 505.3 off Brea Chem Ld. Maximum Speeds: MPH MP 10.5 to MP 11.0..... 5 MP 11.0 to MP 15.5..... 10</p>		
<b>Business Tracks</b>	<b>MP</b>	<b>Sta.#'s</b>
Fullerton Jct. ....	10.5	WH018
Basta/Fullerton .....	15.0	CW217
<p><b>Santa Ana Industrial Lead:(0991)</b> extends 26.1 miles from MP 497.4 (MP 7.3 at South Studebaker) to MP 523.0. Maximum Gross Weight: 143 Tons. FRA excepted Track between MP 517.4 and MP 523.0. Movement between MP 512.3 (College MP 170.2) and MP 517.2 (Santa Ana MP 175.6) is over Metrolink Trackage. Maximum Speed 20 MPH (Except as below): MP 497.4 to MP 498.0.... 10 MP 509.0 to MP 512.0.... 10 MP 512.0 to MP 512.3.... 05 MP 512.3 to MP 517.2.... 10 MP 517.2 to MP 517.4.... 05 MP 517.4 to MP 523.0.... 10</p> <p>Trains and engines will operate on Metrolink trackage between South Anaheim MP 512.3 (Metrolink MP 170.2) and Santa Ana MP 517.2 (Metrolink MP 175.7). Crew members of trains or engines originating at Anaheim enroute Santa Ana via SCRRA main track must contact Metrolink Train Dispatcher by phone and must obtain SCRRA Track Warrant before departing Anaheim. Metrolink Train Dispatcher phone (909)392-8740 or 1-888-446-9716.</p> <p>Following information must be provided to Metrolink Train Dispatcher:</p> <ol style="list-style-type: none"> <li>1. Engine Number.</li> <li>2. Name of Conductor and Engineer.</li> <li>3. On-duty Time.</li> <li>4. Loads, empties, tonnage and total train length.</li> <li>5. Caboose Number.</li> </ol> <p>NOTE: When practicable crews will use digital type radio. Metrolink Channel is 3030.</p>		

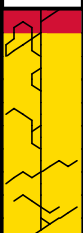
<b>SI-11 INDUSTRIAL LEADS Cont...</b>		
<p><b>Santa Ana Industrial Lead: Continued...(0991)</b></p> <p>SOUTH ANAHEIM: STOP SIGN and flop over type derail, installed at MP 512.3 and MP 517.2 to prevent unauthorized entrance to Metrolink trackage. Before passing STOP SIGN or lining derail employee must contact Metrolink San Diego Subdivision Train Dispatcher for movement authority. Authority will not be required when crew is switching Metrolink interchange traffic. Metrolink Dispatcher's telephone located on opposite side of Metrolink main track. Switches governing entrance to and from Metrolink main track are equipped with two (2) types of switch protective devices: * Mechanical switch lock; * Switch point protector lock. Mechanical Switch Lock: Mechanical switch locks are equipped with a 5-minute 15-second time release feature. After obtaining authority from Metrolink Train Dispatcher, the Sergeant and Greenleaf type switch locks may be removed from switch which automatically operates a time release feature. Foot treadle must not be depressed prior to expiration of the 5-minute 15-seconds time release feature because this would reset the time release feature, thus, requiring an additional 5-minute 15-seconds wait before the time release feature would release. After time release feature functions, the foot treadle must be depressed to release switch handle to allow switch to be thrown. NOTE:Employee must not attempt to reverse switch until switch point protector lock has been released. 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 of rail (disengage position) account tension causes it to snap into the (locking position.)</p> <p>When movement is made on Santa Ana or Olive Streets in the City of Anaheim, highly visible light or lighted fusee must be displayed to the rear of rear car from one hour before sunset to one hour after sunrise and when weather conditions restrict visibility .</p> <p>Do not stop or switch over the following crossings between 0701 and 0801 daily. Artesia Blvd. Knott Ave. Western Ave. Beach Blvd.</p>		
<b>Business Tracks</b>	<b>MP</b>	<b>Sta.#'s</b>
Norwalk .....	499.1	FS010
Buena Park .....	504.4	FS015
Anaheim .....	509.0	FS019
Santa Ana .....	517.2	FS028
Dyer .....	519.4	FS031
Costa Mesa .....	523.0	FS034

## LOS NIETOS SUBDIVISION (0990)

<b>SI-11 INDUSTRIAL LEADS Cont...</b>		
<p><b>Tustin Industrial Lead:(0992)</b> extends 2.5 miles from MP 512.2 (South Anaheim) to MP 514.7. Maximum Gross Weight: 143 Tons. Entire lead is FRA Excepted Track.</p> <p>Rule 9.12.2. Metrolink Crossing MP 512.4 (CP College MP 169.8): 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.</p> <p>BNSF Crossing MP 514.7: Crossing is under the control of BNSF Train Dispatcher. (Xing frog removed).</p> <p>Track out of service: MP 514.7 to MP 514.9 and MP 514.9 to MP 516.1.</p>		
<b>Business Tracks</b>	<b>MP</b>	<b>Sta.#'s</b>
Marlboro .....	514.5	FS102
Orange .....	515.2	FS026
<p><b>Stanton Industrial Lead:(0993)</b> extends 13.6 miles from MP 508.8 (Anaheim) to MP 522.6. Maximum Gross Weight: 143 Tons. Entire Lead FRA Excepted Track.</p>		
<b>Business Tracks</b>	<b>MP</b>	<b>Sta.#'s</b>
West Anaheim .....	509.0	CW220
North Stanton .....	513.9	AS003
Los Alamitos Jct. ....	514.3	AS104
Westminister .....	517.4	AS107
Smelter .....	519.6	AS109
Wintersburg .....	520.6	AS110
Weibling .....	521.7	. . .
<p><b>Paramount Industrial Lead:(0973)</b> extends 12.6 miles from MP 507.9 (N. Stanton) to MP 495.2. Track out of service MP 495.2 to MP 496.0. Maximum Gross Weight: 130 Tons. Entire Lead is FRA Excepted Track.</p>		
<b>Business Tracks</b>	<b>MP</b>	<b>Sta.#'s</b>
Paramount .....	496.1	CS510
Crutcher .....	497.0	AS014
Bellflower .....	498.7	AS012
Artesia .....	501.7	AS009
North Stanton .....	507.9	AS003
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
<p><b>Maximum Gross Weight:</b> Bartolo to North Studebaker: 143 Tons; North Studebaker to Firestone Park: 134 Tons; Firestone Park to CP Compton: 158 Tons.</p>		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>		

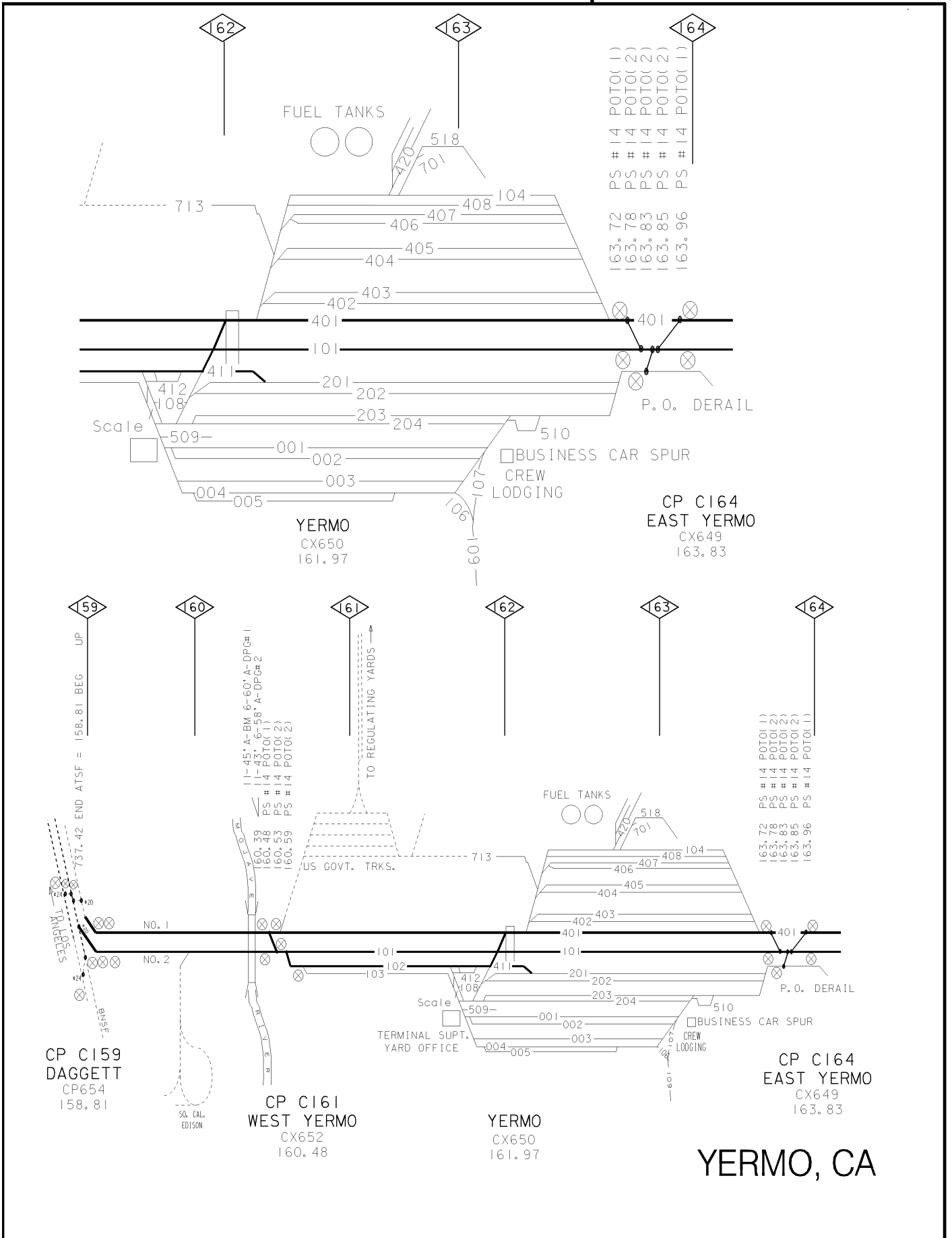
<b>SI-14 MISC. INSTRUCTIONS</b>
<p><b>Northward Train or Engine</b> movements routed from Los Nietos to Bartolo must not pass movement indicator at MP 4.2 unless movement indicator displays a PROCEED indication (Flashing White aspect), or authority has been obtained from the Train Dispatcher.</p> <p><b>ICTF:</b> Refer to Alameda Corridor Subdivision for instructions pertaining to train operations in the ICTF plant.</p> <p><b>Hand throw switch</b> between Telegraph Road and Smith Ave is a power operated switch. Location of switch is between the main track (Track 100) and the south end of the Los Nietos Extension (Track 101). Switch may be operated by pushing the button located in the box on the switch, locked with a UPRR 102 switch lock.</p> <p>Note: for problems with this switch, contact UPRR Signal Operations Desk at 800-848-8715, option 2.</p>

# LA HABRA SUBDIVISION (0987)

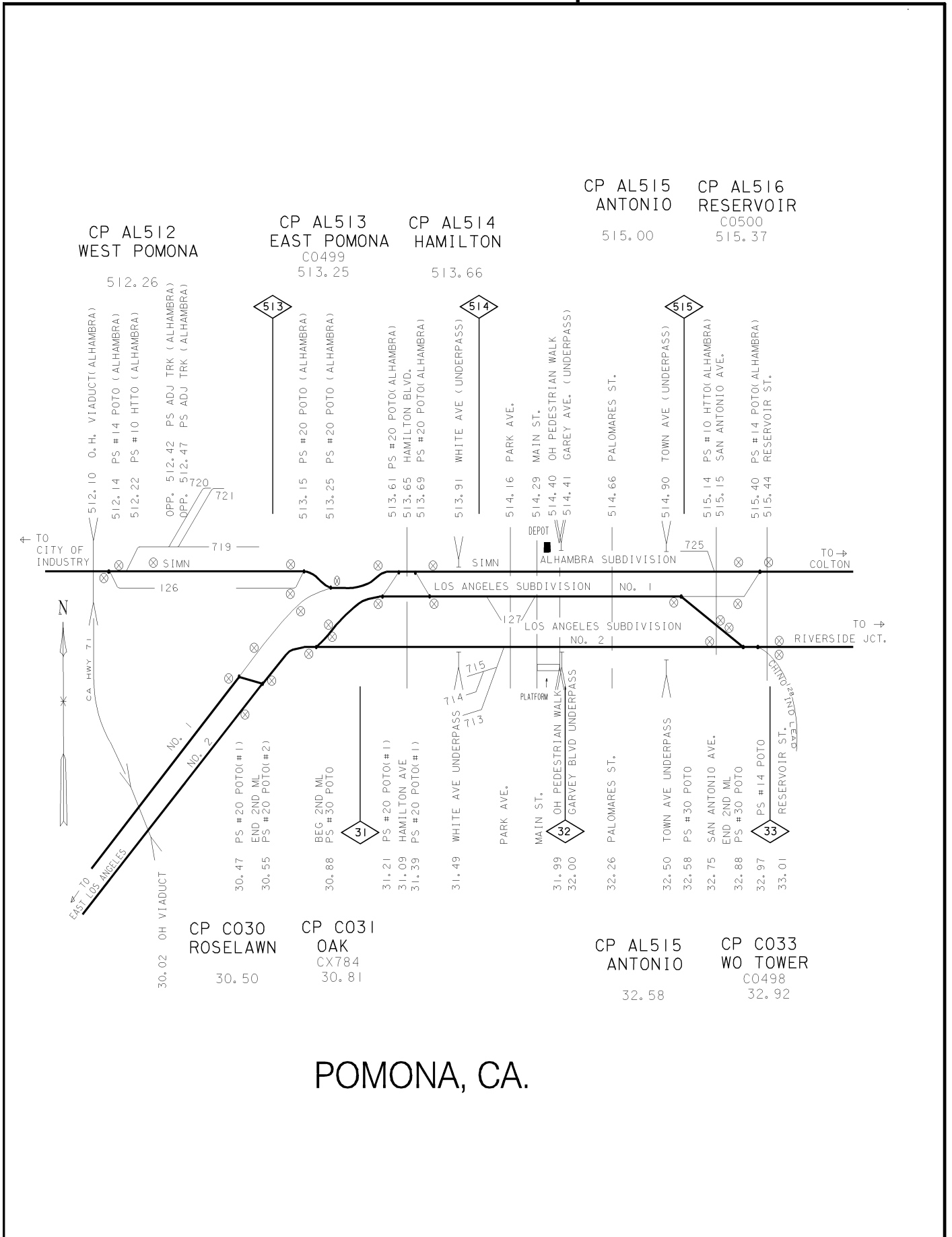
		Radio Display:					
		Pioneer Blvd. to Slauson Jct. -1414 (*52)					
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST	EAST	Sta. #'s	Siding Feet
				▼ STATIONS ▲	▲		
0.0		CTC	LN034	DT JCT. (4.8)			
4.8		TWC		WALKER (0.8)		WH004	3621
5.6				JUNCTION TRANSFER (1.7)		WH003	
7.3				(X)UP(A) (2.4)			
9.7		WI025		SLAUSON JCT.		T JP003	
(9.7)							
<b>SI-01 MAIN TRACK AUTHORITY</b>							
CTC between: MP 0.0 and MP 0.4.							
TWC between: MP 0.4 and MP 9.7.							
<b>SI-02 MAXIMUM SPEED TABLE</b>							
		<b>Maximum Speed</b>		<b>MPH</b>			
Between Mileposts							
0.0 and 9.7							
		(Except as Below).....		25			
		0.0 and 0.4.....		10			
		9.7 (Slauson Wye Trks).....		10			
<b>SI-03 OTHER SPEED RESTRICTIONS</b>							
		<b>Maximum Speed</b>		<b>MPH</b>			
1. Thru Sidings & Turnouts							
		Walker siding.....		10			
2. Dual Control Switch Turnouts (No Exceptions.)							
3. Misc. Speed Restrictions (No Exceptions.)							
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>							
<b>SI-05 MILEPOST EQUATIONS - None.</b>							
<b>SI-06 RCL OPERATIONS</b>							
Remote Control Area:							
All tracks on the La Habra Subdivision.							
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>							
		%		7.8			
<b>SI-08 RULES ITEMS</b>							
Rule 8.10: Switch Point Indicator located at MP 9.6 for westward movement.							
Rule 9.12.2: (X)BNSF(M)/Slauson Jct: When interlocking signal displays a STOP Indication, northward movements from La Habra Sub. to the Wilmington Sub. must obtain authority from the UPRR Train Dispatcher before proceeding.							
Rule 42.16: Maintenance of Way Rule: "Foul Time" may be granted for Maintenance of Way employees at CP WI025 (Slauson Jct./BNSF crossing).							
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>							
<b>SI-10 BUSINESS TRACKS - None.</b>							
<b>SI-11 INDUSTRIAL LEADS - None.</b>							
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>							
		Maximum Gross Weight: 120 Tons.					
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>							

<b>SI-14 MISCELLANEOUS INSTRUCTIONS - None.</b>

# Yermo Terminal Map



# Pomona Area Map



CP AL512  
WEST POMONA

512.26

CP AL513  
EAST POMONA

C0499  
513.25

CP AL514  
HAMILTON

513.66

CP AL515  
ANTONIO

515.00

CP AL516  
RESERVOIR

C0500  
515.37

CP C030  
ROSELAWN

30.50

CP C031  
OAK

CX784  
30.81

CP AL515  
ANTONIO

32.58

CP C033  
WO TOWER

C0498  
32.92

POMONA, CA.

# LOS ANGELES SUBDIVISION (0965)

		Radio Display:							
		Yermo to Daggett -2727 (*12) CP C057 to E. Redondo -2727 (*52)							
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST	EAST	Sta. #'s	Siding Feet		
				▼ STATIONS ▲	▲				
162.0	[Track Diagram]	CTC 2MT		YERMO (1.5)	BT	CX650			
160.5			C161	W. YERMO (1.6)	X	CX652			
158.9			C159	DAGGETT	B	CX654			
<b>Daggett-West Riverside via BNSF (102.1 miles)</b>									
56.7	[Track Diagram]	CTC 2MT	C057	WEST RIVERSIDE (0.3)					
56.4			C056	SCRRA JCT. (2.1)					
55.5			C055	STREETER (2.9)			CX759		
52.6	[Track Diagram]	CTC 2MT	C053	ARLINGTON (2.6)			CX760		
49.9			C050	LIMONITE (1.1)					
48.8	[Track Diagram]	CTC 2MT	C049	PEDLEY (2.2)	XT		CX765		
46.6			C047	CP C047 (0.9)		X			
45.7			C046	MIRA LOMA Trk.2		B	CX767	1-14264	
45.4			C045	C044 (4.1)	TURNER AVE. (3.2)	X		2-8175	
43.8	C042								
41.6	[Track Diagram]	CTC	C039	BON VIEW (0.3)					
38.4			C038	ONTARIO (1.4)	(X)UP(M)		CX775		
38.1			C036	MONTCLAIR (3.7)		!	CX777	7950	
36.7	[Track Diagram]	CTC 2MT	C033	WO TOWER (0.3)	(11)		CO498		
35.1			AL515	RESERVOIR Trk.1 (1.4)		X			
33.0	[Track Diagram]	CTC 2MT	AL514	HAMILTON Trk.1 (0.4)			X		
32.6			C031	OAK (0.3)	(11)		CX782		
31.2	[Track Diagram]	CTC 2MT	C030	ROSELAWN (2.7)					
30.8			C028	SPADRA (2.3)				CX784	
30.5			C025	DIAMOND BAR (2.6)					
27.8	[Track Diagram]	CTC 2MT	C023	WALNUT (4.6)			CX789		
25.5			C019	PUENTE JCT. (6.9)		X		CX795	
22.9	[Track Diagram]	CTC 2MT	C011	BARTOLO (0.5)			X	CX801	
18.3			C010	PICO RIVERA (3.5)				CX803	
11.4			C007	GARFIELD AVE. (1.8)				X	
10.9	[Track Diagram]	CTC 3MT	C005	EAST LOS ANGELES (1.8)				CX806	
7.4			C004	WEEDS Trk. 2 & 3 (1.0)					
5.6	[Track Diagram]	CTC 2MT	C003	DOWNNEY ROAD (0.7)				TX	CX810
3.8			C002	SOTO ST. JCT. Trk. 2 & 3 (0.5)				X	
2.8	[Track Diagram]	CTC 2MT	AC000	CP EAST REDONDO					
2.1									
1.6									
(159.9)									

<b>SI-01 MAIN TRACK AUTHORITY</b>	
<b>CTC between:</b> MP 162.0 and MP 158.9; MP 56.6 and MP 1.6.	
<b>CTC in effect on:</b> Connection track: CP C030(Trk.1) to CP AL513(Alhambra Sub); Connection track: CP C031 to CP AL514(Alhambra Sub); Connection track: CP C001(Ninth St.) to CP AC000.	
<b>SI-02 MAXIMUM SPEED TABLE</b>	
<b>Maximum Speed</b>	<b>MPH</b>
<b>Between Mileposts</b>	<b>PSGR FRT</b>
<b>56.7 and 1.6</b>	
<b>(Except as Below)..... 79 65</b>	
56.7 and 56.5.....	45 45
56.5 and 56.1.....	55 50
56.1 and 55.3.....	50 50
55.3 and 53.7 Trk. 1.....	60 55
53.7 and 53.4 Trk. 1.....	55 50
53.4 and 52.6 Trk. 1.....	65 60
53.8 and 53.4 Trk. 2.....	55 50
53.4 and 52.6 Trk. 2.....	70 60
52.6 and 52.2.....	65 60
52.2 and 51.7.....	60 60
51.7 and 49.7.....	70 65
49.7 and 38.4 Trk. 2.....	70 65
38.7 and 39.4 Trk. 1.....	70 65
38.4 and 38.1.....	50 40
38.1 (X).....	40 40
38.1 and 32.9.....	70 65
32.9 and 30.8 Trk. 1.....	40 40
32.9 and 31.1 Trk. 2.....	70 65
31.1 and 30.8 Trk. 2.....	70 60
30.8 and 27.9.....	70 60
27.9 and 23.8.....	70 65
23.8 and 23.0.....	65 65
23.0 and 11.4 Trk. 2.....	70 65
15.4 and 14.9 Trk. 1.....	70 65
14.0 and 13.5 Trk. 1.....	70 65
11.4 and 10.9.....	70 65
10.9 and 10.5 Trk. 1.....	70 65
10.9 and 9.5 Trk. 2.....	20 20
10.5 and 10.1 Trk. 1.....	65 60
10.1 and 9.5 Trk. 1.....	70 65
9.5 and 8.7.....	70 65
2.4 and 2.1 Trk. 1.....	45 40
7.2 and 2.1 Trk. 2.....	40 40
7.2 and 5.6 Trk. 3.....	20 20
3.8 and 2.1 Trk. 3.....	30 30
2.1 and 1.6 Trk. 2 & 3.....	20 20
<b>Between Mileposts</b>	
<b>162.0 and 158.9</b>	
<b>(Except as Below)..... 79 60</b>	
162.0 and 161.9 Trk. 1.....	20 20
161.9 and 159.0 Trk. 1.....	55 40
162.0 and 161.7 Trk. 2.....	20 20
161.7 and 159.0 Trk. 2.....	55 40
159.0 and 158.9 Trk. 1 & 2.....	40 35

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Siding 1 & 2 Mira Loma.....	20
<b>2. Dual Control Switch Turnouts</b>	
CP C031 and CP C033.....	60
CP C056, CP C055, CP C053, CP C050, CP C049, CP C047, CP C042, CP C039, CP AL514, CP C030, CP C028, CP C025, CP C011, CP C007.....	40
Connection track MP 32.6 to the Alhambra Sub, MP 515.1 (Reservoir)....	30
CP C011(Turnout to Los Nietos Sub)....	20
CP C046; CP C019(Turnout to C of I Yrd); CP C003 Downey Rd. (Xover to Trk.1); CP C007 main Trk.1 to Trk.4 (House 4)..	15
<b>3. Misc. Speed Restrictions</b>	
Connection track CP C001 (9th St.) to CP AC000.....	10
All tracks in the Mira Loma Space Center.....	5

SI-04 MAIN TRACK DESIGNATIONS	
<b>Two main tracks between:</b>	
MP 162.0 to MP 158.9(CP C159); CP C055 and CP C053; CP C050 and CP C039; CP C033 and CP C031; CP C030 and CP C028; CP C025 and CP C011; CP C010 and CP C007; CP C005 and CP C004; CP C002 and CP AC000.	
<b>Two main tracks between:</b>	
CP C002 and AC000 are designated Trk. 2 and Trk. 3.	
<b>Three main tracks between:</b>	
CP C007 and CP C005; CP C004 and CP C002.	

SI-05 MILEPOST EQUATIONS	
MP 1.6 = MP 0.0 on the Alameda Corridor Sub.	

SI-06 RCL OPERATIONS	
<b>Designated Remote Control Areas:</b>	
Between MP 1.6 and MP 11.4 on the Los Angeles Subdivision (0965). (Note: RCL area established on Metrolink River Subdivision, East Bank between CP Dayton Tower and CP Ninth St to include CP Yuma Jct., from 0900 to 1600 and 2200 to 0500, daily. Reference Metrolink Operating Rules.	
<b>Designated Remote Control Zones:</b>	
Fourth Street Yard: Zone #4: Fourth Street lead from west derail, eastward approximately 3,500 feet to the Ninth Street overpass. Zone equipped with PSP. Derail at east end of lead must be in derailing position when zone is activated. Tonnage limited to 7,000 tons per locomotive. Contact East Los Angeles Yardmaster, channel 8282, to determine zone activation status.	

SI-07 ITEM 13 TRAIN DEFECT DETECTORS	
(#) 37.9	
(#) 14.8	
& 8.3 *	

\* Detector at MP 8.3 protects Alameda Corridor.

SI-08 RULES ITEMS	
<b>Rule 1.45. Silverwood:</b> Movements thru connection track to the Mojave Sub. off BNSF Trk.1 controlled by the BNSF Train Dispatcher; movements thru connection track from Mojave Sub. controlled by the UPRR Train Dispatcher.	
<b>Alameda Corridor Dispatcher:</b> is the Control Operator at East Redondo, CP AC000.	
<b>Rule 5.8.2(7):</b> Eastward train must sound whistle signal at MP 52.0 approaching bridge at Arlington.	
<b>Rule 7.13:</b> City of Industry: Crest Conductor must be contacted prior to entering bowl tracks, 24-013 thru 24-027, from the west end. Crest Conductor must then notify all crews working on the east end of bowl tracks affected. During humping operations, protection must be provided by locking switches on hump control panel before movement begins on west end of track. Crest Conductor must again be contacted when movement is completed on the west end.	
<b>Rule 9.12.1:</b> When stopped by signal displaying a STOP indication, crew member must receive authority to pass the STOP indication as follows: * Daggett-eastward trains must contact both BNSF and UP dispatchers; westward trains must contact BNSF dispatcher. * West Riverside-trains in either direction must contact both UP and BNSF dispatchers. * Ninth St. (CP C001) When signal displays STOP indication for either direction, authority to pass signal must be granted from both the Metrolink San Gabriel Sub. dispatcher and UPLA Dispatcher 30. Metrolink San Gabriel Sub. dispatcher radio channel is 87-87.	
<b>Rule 10.3:</b> UPLA Dispatcher 30 will issue Track and Time between CP C001 (Ninth St.) and CP C002 (Soto St. Jct.).	
<b>Rule 30.17: East Yard Intermodal Tracks:</b> Trk. 801 thru Trk. 808; Air brake Rule 30.17 does not apply.	
<b>Rule 32.13:</b> Westward trains departing Yermo must replace EOT battery if battery life used is greater than 10.	
<b>Rule 32.20:</b> East Los Angeles/Commerce yard "NO IDLE ZONE" is in effect at the east end of East LA/Commerce Yard. The designated limits are as follows: New Mechanical Lead.....710 freeway over pass to the Clipper x-overs. Old Mechanical Lead.....710 freeway over pass to the Clipper x-overs. TRACKS 817, 816, 815, 814,(drotts) 813, 812, 811, 710 Freeway overpass east. No idling locomotives are permitted within these limits. All locomotives left standing must be shut down. Riverside - "No Idle Zone" Unless otherwise instructed, comply with the following "No Idle Zone" instructions between CP C053 and CP C056. If train is stopped within these limits, a crewmember must contact the dispatcher to determine duration of delay. If delay exceeds 30 minutes, all locomotives (including automatic start/stop locomotives) must be shut down, with the following exceptions: 1. When crew will remain on train, leave lead locomotive idling to keep train charged and for crew comfort. 2. When train is left unattended, leave one automatic start/stop locomotive running, if equipped.	

## LOS ANGELES SUBDIVISION (0965)

**SI-08 RULES ITEMS Continued...:**

**Rule 33.2:** Westward Trains - Before leaving BNSF Summit station, trains operating between Summit and San Bernardino over BNSF must have operative extended range dynamic brake on the lead locomotive. In addition, the locomotive consist must have the minimum number of required operative axles of dynamic brake. If the train does not meet the minimum requirement, the train must not proceed.

\* If not already in use, head-end locomotive consist with operative dynamic brake must be in dynamic brake prior to train reaching maximum authorized speed after the lead locomotive has passed MP 56.0.

\* Helper locomotives with operative dynamic brake must be in dynamic brake when passing crossovers at BNSF station Summit MP 55.9.

\* Between MP 56.6 and MP 78.0, dynamic brakes on road and helper power must be operated at a sufficient level (as directed by the lead engineer) to properly control train speed, using train air brakes as required.

**Rule 81.8.3:** Impaired clearance at MP 8.75 with maximum height clearance of 21 feet 2 inches.

**SI-09 FRA EXCEPTED TRACKS**

Dixon Spur, Mira Loma Space Center, Arlington Spur

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Nebo (BNSF) .....	741.6	CX658
Barstow (BNSF) .....	746.4	CX663
Lenwood (BNSF) .....	6.7	CX668
Hodge (BNSF) .....	13.6	CX674
Helendale (BNSF) .....	21.1	CX683
East Oro Grande (BNSF) .....	29.4	. . .
Oro Grande (BNSF) .....	31.5	CX693
Victorville (BNSF) .....	36.7	CX699
Frost (BNSF) .....	38.0	CX702
Thorn (BNSF) .....	41.1	CX703
Hesperia (BNSF) .....	45.1	CX707
Lugo (BNSF) .....	50.1	CX712
Summit (BNSF) .....	55.9	CX718
Silverwood (BNSF) .....	56.6	. . .
Alray (BNSF) .....	59.7	CX721
Cajon (BNSF) .....	62.8	CX726
Keenbrook (BNSF) .....	69.4	CX730
Devore (BNSF) .....	70.9	CX735
Ono (BNSF) .....	75.0	CX740
San Bernardino (BNSF) .....	81.4	CX746
Colton (BNSF) .....	3.2	CX749
Highgrove (BNSF) .....	6.7	CX752
West Riverside W.....	56.6	CX755
Arlington Spur .....	53.0	CX760
Mira Loma Space Center .....	45.7	CX767
Ontario .....	38.1	CX775
Pomona .....	31.9	CX781
City of Industry .....	16.9	CX796
East Yard TY.....	4.2	CX809

**SI-11 INDUSTRIAL LEADS**

**Crestmore Industrial Lead:(0970)**  
 extends 6.9 miles from MP 0.0 to MP 6.9.  
 Connects to main track at MP 48.0.  
 Entire lead FRA Excepted track.  
 Maximum Gross Weight: 143 Tons.

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

**Chino Industrial Lead:(0976)**  
 extends 5.1 miles from MP 0.0 to MP 5.1.  
 Off main track at CP CO33.  
 Road switchers operating on the Chino Industrial Lead must contact Los Angeles Sub. Train Dispatcher to occupy main track at Pomona.  
 Maximum speed on Chino Wye: 5 MPH.  
 Entire lead is FRA Excepted track.  
 Maximum Gross Weight: 143 tons.

**Rohr Industrial Lead:(0969)**  
 Off maintrack at MP 53.0.  
 Entire lead FRA Excepted track.

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum Gross Weight:**  
 between Yermo and Bartolo: 158 Tons;  
 between Bartolo and East Redondo: 143 Tons.

**BNSF Trackage:** The "BNSF TONS PER OPERATIVE BRAKE" calculation, if shown on UPRR TCS detailed consist, may be used to determine maximum permitted speed while operating on BNSF trackage.

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

**COUPLER LIMITS:**

On ascending grades between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA (Equivalent Powered Axles) of the helper by one of the following factors:  
 \* Riverside to Summit(Trk.1): factor is...'164'.  
 \* Riverside to Summit(Trk.2): factor is...'125'.  
 \* Victorville to Summit: factor is...'250'.  
 Subtract this tonnage from the total trailing tonnage behind a car. The final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Coupler Limits Table		
Territory	Standard Coupler	High Strength Coupler
Riverside to Summit via Trk.1	6260	8700
Riverside to Summit via Trk.2	4600	6390
Victorville to Summit	8540	11870

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" or "EX" as the last character(s) of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE, EF512WEX.

**SI-14 MISC. INSTRUCTIONS**

**Restricted Tracks:** Six-axle locomotives are prohibited on the following tracks:

- Chino Industrial Lead:  
(business and industry tracks only);
- Mira Loma Space Center;
- Rohr Industrial Lead.

**East Los Angeles:** Freight trains approaching Commerce Yard must contact the Commerce Yardmaster on channel 8282 for yarding instructions. Crew will advise yardmaster which main track their train is on.  
East Los Angeles radio channels:  
Yard - 8282,  
Mechanical and Car Department - 4646.

**Mira Loma Auto Center (MLAC) Switching Instructions:** The following procedures apply to crews spotting the auto facility at Mira Loma:  
\* Prior to shoving cars into the auto facility, crew must contact the "Auto Plant Switcher" on channel 2727 for spotting instructions.  
\* When shoving cars into the auto facility, maximum speed is 5 MPH.  
\* Prior to shoving east of the derail, the intended route must be lined for your movement.  
\* At least a minimum automatic air brake application must be used when shoving into the auto facility.  
\* If additional brake pipe reductions are necessary, engineer must not use excessive power while shoving.  
\* Care must be taken to prevent excessive slack action while switching or spotting movements are made.  
\* When shoving tracks, the Conductor must ride the rear car and stop movement short of the spot line on the east end of each track.  
\* Apply four handbrakes on the east (low) end of each cut.  
\* When making cut(s) on the west end of tracks, ensure cars are left clear of all other tracks.  
\* After hand brakes have been applied, do not release the air brakes to check securement.  
\* Ensure that a 20 psi brake pipe reduction has equalized before turning angle cock and closing slack to make the cut.

**Arlington:** Crew on eastward trains must contact UPRR Train Dispatcher to confirm they can proceed by signal indication onto the BNSF at West Riverside. If not able to proceed, train must stop short of Jurupa Ave. crossing MP 53.1 unless train can fit between Streeter Ave. MP 53.8 and Palm Ave. MP 54.8. Information regarding ability to proceed at West Riverside without blocking crossing may be obtained from either UPRR or BNSF train dispatcher.

**Riverside:** Automatic Horn System (AHS) in service at the following locations:

Panorama Rd	MP 56.20	Brockton Ave	MP 55.00
Riverside Ave	MP 55.60	Palm Ave	MP 54.80
Magnolia Ave	MP 55.20	Streeter Ave	MP 53.80

The AHS is initiated when the grade crossing warning system is activated by the approaching train or engine. The AHS sounds horns that are directed towards approaching street traffic and the indicator lights "X" will flash until the train or engine occupies the island of the grade crossing.  
When indicator lights "X" are flashing at the above locations, this will acknowledge the system is working properly and it is not necessary to sound whistle signal 5.8.2(7). However, this will not apply when there is a need to warn pedestrians or vehicular traffic unaware of an approaching train or engine, and their attention cannot be attracted by the ringing of the bell per Rule 5.8.1. If the indicator lights "X" are not flashing as the train approaches the crossing the whistle must be sounded.

**SI-14 MISC. INSTRUCTIONS Continued...**

**Trains requiring helper:** Before entering BNSF trackage at West Riverside, conductor of train requiring helpers on BNSF Cajon Subdiv. must contact UP Corridor Manager and ascertain helper power and helper crew information, including projected availability. If telephone/PBX is not available, this information may be requested through the UP Train Dispatcher.

**BNSF General Track Bulletin (GTB):** Crew operating a train over BNSF trackage must obtain BNSF "GTB" prior to entering BNSF trackage.

- Information to BNSF:** Before entering BNSF trackage at Daggett, conductor will contact UPRR Dispatcher 7 and provide the following information:
- \* Train Symbol;
  - \* High/Wides in train (Yes or No);
  - \* Hazmat in train (Yes or No);
  - \* Maximum Speed on BNSF;
- Horsepower per ton;
- \* Status of EOT battery (%);
  - \* Setouts on BNSF (if any);
  - \* Train or Engineer qualification, Summitt to San Bernardino / Slover via:
  - \* BNSF Trk. 1;
  - \* BNSF Trk. 2;
  - \* UPRR Silverwood or Keenbrook;
  - \* Manned Helper (Yes or No)

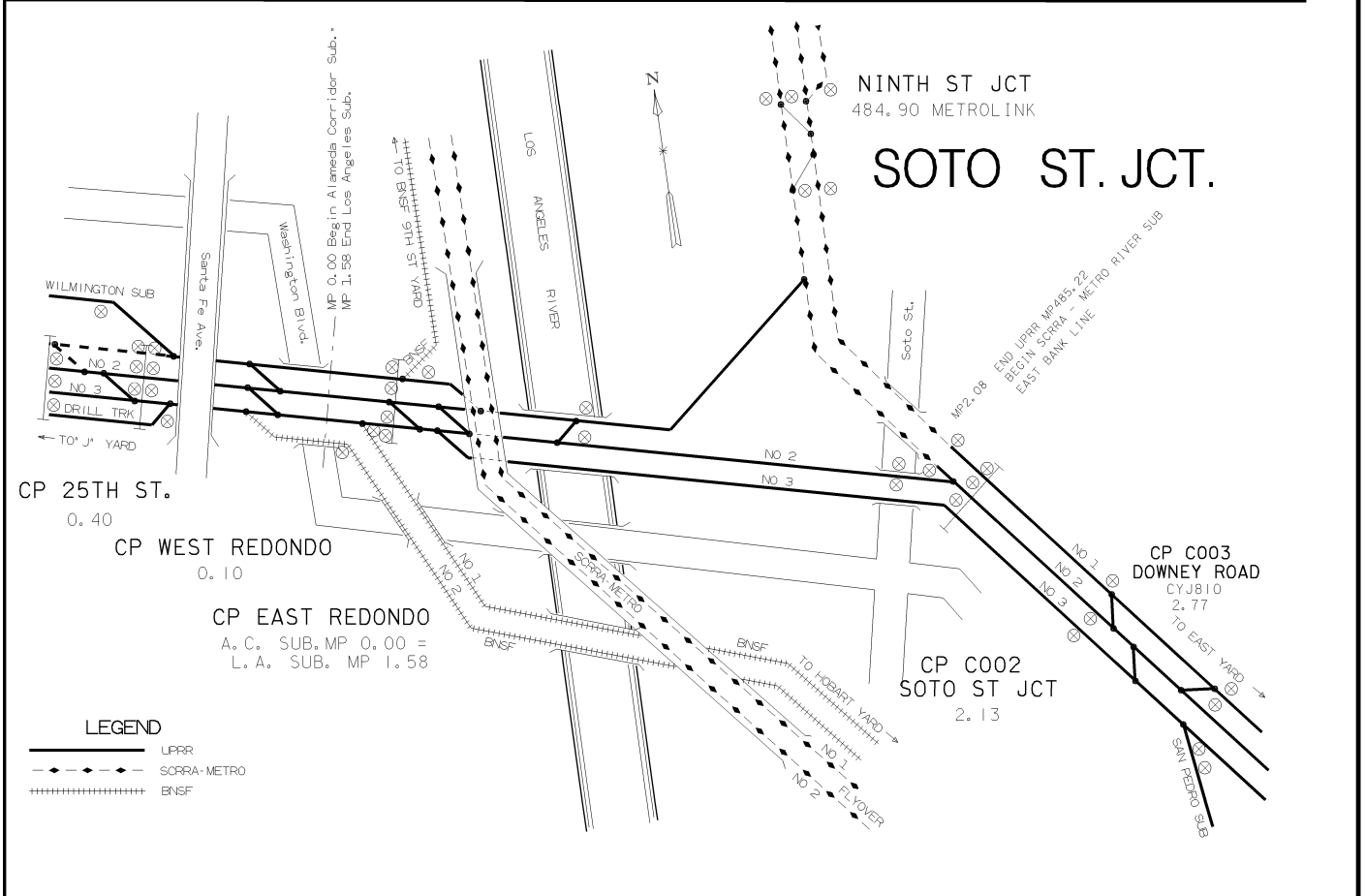
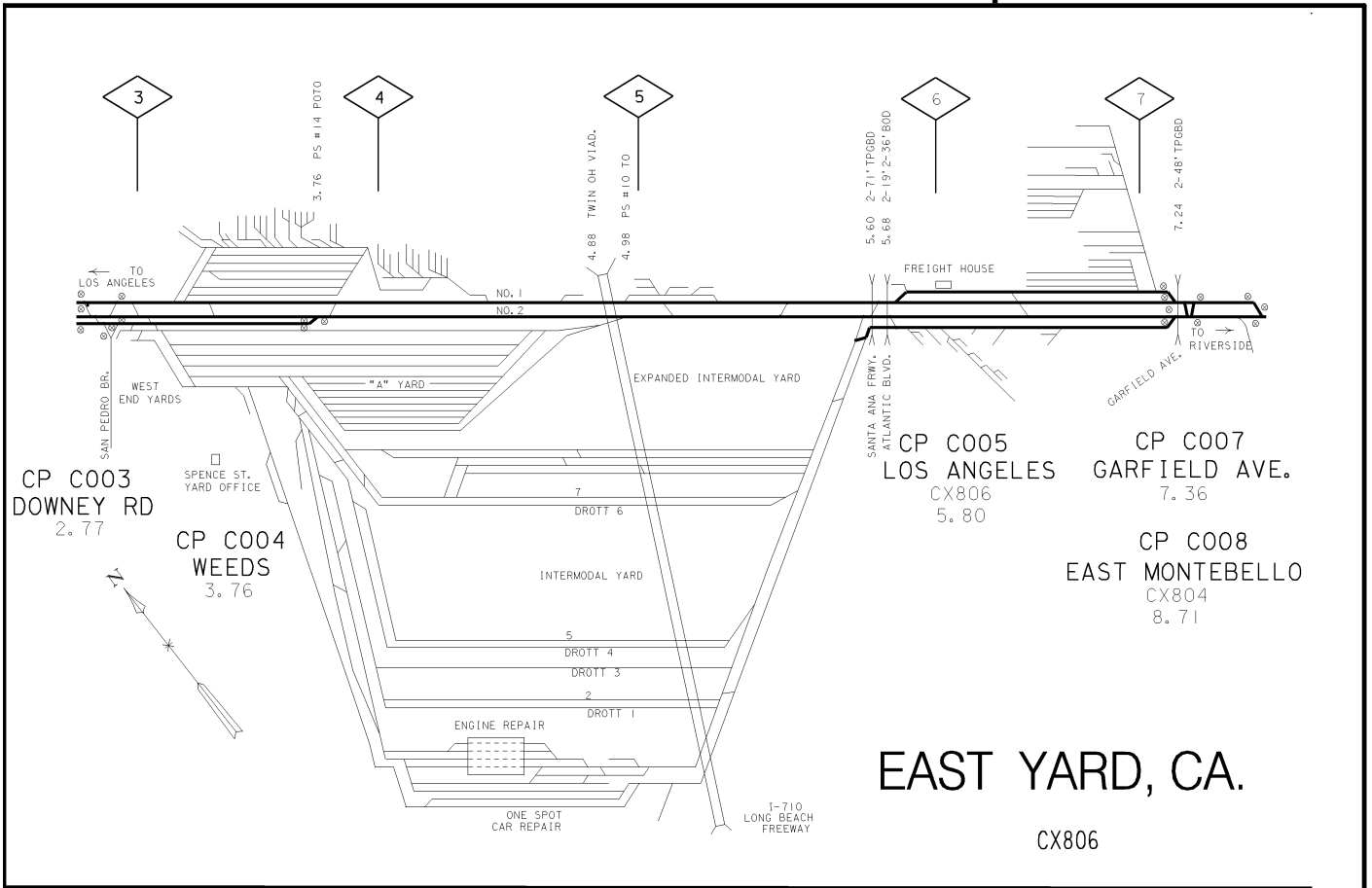
**Locomotives operated isolated:** Locomotives which are normally aspirated (non-turbo charged) must be isolated (and shut down if required by Rule 32.20) when operating between Barstow and San Bernardino on the BNSF Cajon Subdivision.

**Metrolink River Subdivision:** Requirements for RCL operations on Metrolink River Subdivision main track:  
\* RCL operations only permitted from 0900 to 1600 and 2200 to 0500, daily.  
\* Each RCL job must have a minimum of two crew members qualified on the River Subdivision.  
\* RCL operator controlling movement must make all movements at restricted speed not exceeding 15 MPH.  
\* RCL jobs must monitor Metrolink radio channel at all times and comply promptly with all instructions issued by Dispatcher.

**Communication Phone Numbers:**  
Telephone Number for UPLA Dispatcher 7, Yermo (MP 164.0) to Daggett (MP 158.9):  
Telephone: 800-726-1058  
Corridor Manager: (909) 386-4091

Telephone Number for UPLA Dispatcher 30, West Riverside (MP 158.9) to Bridge Jct. (MP 1.9):  
Telephone: 8-879-6316  
Outside Line: (909) 879-6316  
Corridor Manager: (909) 386-4282

# East Yard and Soto St. Jct. Area Map





## ALHAMBRA SUBDIVISION (0975)

Radio Display:							
Rancho to Yuma Jct. -4242 (*50)							
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS ▼	EAST STATIONS ▲	Sta. #s Siding Feet	
538.5	[Track Diagram]	CTC 2MT	SP538	RANCHO (0.8)	X		
537.7			SP537	DERAIL (Trk.2) (0.4)			
537.3			SP535	PEPPER (3.0)	BT	SP760	
534.7			AL534	WEST COLTON (2.3)		TX	
532.4			AL533	SIERRA (1.9)		X	
530.5			AL531	SOUTH FONTANA (3.0)	!	CO514	6259
529.3			AL529				
527.5				KAISER (2.8)			CO512
524.7			AL525	GUASTI (3.8)	!	CO508	5914
523.5			AL523				
520.9			AL521	NORTH ONTARIO (2.7)	!	CO505	5621
519.7			AL520				
518.2			AL518	NORTH MONTCLAIR (3.1)	!	CO502	6173
516.9			AL517				
515.1			AL515	RESERVOIR (1.4)			CO500
513.7			AL514	HAMILTON (0.6)		X	
513.1			AL513	POMONA (5.3)			CO499 3168
512.4			AL512				
507.8			AL508	WALNUT (3.9)	!	CO491	6231
506.5			AL506				
503.9			AL504	MARNE (1.2)	!	CO488	5789
502.7			AL503				
502.7			AL503	INDUSTRY (1.7)		BT!	CO486 8397
501.0			AL501				
501.0			AL501	NEW SIDING (2.5)	!		5103
499.9			AL500				
498.5			AL498	BASSETT (3.3)	X!	CO482	6529
497.1			AL497				
495.0	AL495	EL MONTE (6.7)	X!	CO479	6812		
493.5	AL493						
488.3	CTC 2MT	AL488	ALHAMBRA (1.4)		CO473		
486.9	AL487	AURANT (1.3)		X	CO472		
485.6	CTC#1 YL#2 2MT	AL485	VALLEY BLVD (2.7)		XY		
482.9			LATC (0.1)		YBT CO470		
482.8		AL482	YUMA JCT.		YTX CO469		

(56.1)

### SI-01 MAIN TRACK AUTHORITY

**CTC between:**

- CP SP538 and CP AL485;
- CP AL513 and CP CO30(Los Angeles Sub.) on the connection track.
- CP AL514 and CP CO31(Los Angeles Sub.) on the connection track.
- CP AL485 and CP AL482 on Trk.1 only.

**Yard Limits between:**

- CP AL485 and CP AL482 on Trk.2 only.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed		MPH	
Between Mileposts		PSGR FRT	
538.5 and 482.8			
(Except as Below).....		65	60
538.5 and 537.7 Trk.1.....		50	50
538.5 and 537.7 Trk.2.....		30	30
537.7 and 536.5.....		50	50
536.5 and 532.4.....		60	50
496.0 and 494.8.....		60	60
491.3 and 489.9.....		40+	40+
489.9 and 485.8.....		50	50
485.8 and 484.0 Trk.1.....		30	30
484.0 and 482.8 Trk.1.....		20	20
485.8 and 483.0 Trk.2.....		20	20
483.0 and 482.8 Trk.2.....		10	10

### SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
---------------	-----

- 1. Thru Sidings & Turnouts**
  - Siding Walnut..... 25
  - Siding Industry..... 10
- 2. Dual Control Switch Turnouts**
  - Turnout Alhambra CP AL488..... 50
  - CP AL513 (East Switch)..... 40
  - Hamilton Crossovers CP AL514..... 40
  - Reservoir CP AL516..... 30
- 3. Misc. Speed Restrictions**
  - Connection track CP AL513 to CP C030(Trk 1 on Los Angeles Sub)..... 60
  - West Colton Bypass Trk MP537.3 to MP538.1..... 20
  - Balloon Track..... 15
  - West Colton Track 112..... 10
  - West Colton Track 111 (100 Lead) MP532.4 to MP530.5..... 10
  - BNSF Transfer Track - BNSF MP 2.9 and UP MP538.6 (Trk 1)..... 10
  - West Colton yard track 116 between a point approximately 500 feet east of the Administration Building and 200 feet east of the Riverside Ave overpass. Limits may be protected by blue signals..... 5

### SI-04 MAIN TRACK DESIGNATIONS

- Two main tracks between:**
- CP SP538 and CP SP537;
  - CP AL488 and CP AL482.

### SI-05 MILEPOST EQUATIONS - None.

**SI-06 RCL OPERATIONS**

**Remote Control Areas:**

Between MP 482.8 and MP 488.3 on the Alhambra Subdivision (0975).  
 Note: RCL area established on Metrolink River Subdivision, East Bank between CP Dayton Tower and CP Ninth St to include CP Yuma Jct., from 0900 to 1600 and 2200 to 0500, daily. Reference Metrolink Operating Rules.

**Remote Control Zones:**

Zone #1:  
 LATC: Track #2 from switch #101 crossover at MP 483.0 (Daly St.) Eastward to MP 484.0 (San Pablo Street crossing). PSP installed.  
 Tonnage limited to 7,000 Tons per locomotive.

Zone #2:  
 LATC: Yard lead track #903 from switch #111 (Divider switch at Daly St.) MP 483.0 Eastward Apx.. 3000 feet to MP 483.7. PSP installed.  
 Tonnage limited to 7,000 tons per locomotive.

Zone #3:  
 Aurant Yard: Sugarhouse lead approximately 300 feet east of Valley Blvd., to Aurant yard switch #6. PSP installed.  
 Tonnage limited to 7,000 tons per locomotive.

Zone #4:  
 Fourth Street Yard: Fourth Street lead from west derail, eastward approximately 3,500 feet to the Ninth Street overpass. PSP installed.  
 Derail at east end of lead must be in derailing position when zone is activated.  
 Tonnage limited to 7,000 tons per locomotive.

Rule 6.7 A (Entering a Remote Control Zone):  
 Before entering a Remote Control Zone at LATC or Aurant Yard, crews must contact the Shops Tower (LATC) Yardmaster, channel 9696, to determine if the zone is activated. To determine if zone at Fourth Street is activated, contact East Los Angeles Yardmaster, channel 8282.

**RCL operations on Metrolink River Subdivision:**

- \* RCL operations only permitted between 0900 to 1600 and 2200 to 0500, daily.
- \* Each RCL job must have a minimum of two crew members qualified on the River Subdivision.
- \* RCL operator controlling movement must make all movements at restricted speed not exceeding 15 MPH.
- \* RCL jobs must monitor Metrolink radio channel at all times and comply promptly with all instructions issued by Dispatcher.

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

% 531.9	(#) 516.6	% 496.3
(#) 526.8	% 510.2	(#) 492.0
% 522.1	% 505.3	& 491.6 *
% 519.4	(#) 504.7	

\* Detector at MP 491.6 protects Alameda Corridor.

**SI-08 RULES ITEMS**

**Rule 1.14:** Movements from LATC may be made on Metrolink trackage after obtaining verbal permission and track restrictions, if any, from Metrolink Supervisor of Commuter Operations. Movements over Metrolink trackage will be governed by the General Code of Operating Rules and current Metrolink Timetable. Unless otherwise specified by Metrolink, trains and engines may only occupy Metrolink trackage after receiving:  
 1. Permission from Metrolink train dispatcher or  
 2. Metrolink track warrant.  
 Telephone numbers for Metrolink train dispatchers are:  
 Valley-(909)593-2868 or 1-888-446-9717;  
 San Gabriel-(909)596-2378 or 1-888-446-9719;  
 San Diego-(909)392-8740 or 1-888-446-9716;  
 River dispatcher-(909)593-2962 or 1-888-446-9718.

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

**Rule 6.4.2. West Colton:** This rule does not apply at Sierra CP AL533, for movements operating in either direction between receiving yard tracks and the 100 Lead (Track 111). Main track movements or movements made through crossovers in either direction within CP AL533 are not exempt from the requirements of the rule.

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

**Rule 7.11:** Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion except when allowing caboose to roll against train on descending grade at K-Mart, Track 742.  
 Kaiser: Air hoses must be coupled and air cut in through entire cut of cars when moving to or from Kaiser Steel plant.

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

**Rule 7.13. City of Industry:** Crest Conductor must be contacted prior to entering bowl tracks, 24-013 thru 24-027, from the west end. Crest Conductor must then notify all crews working on the east end of bowl tracks affected. During humping operations, protection must be provided by locking switches on hump control panel before movement begins on west end of track. Crest Conductor must again be contacted when movement is completed on the west end.

**Rule 8.18. City of Industry:** This rule does not apply. All switches in Industry Yard are considered "rigid" switches.

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

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

## ALHAMBRA SUBDIVISION (0975)

<b>SI-10 BUSINESS TRACKS</b>		
Track Name	MP	STA. #'S
Declezville .....	529.7	CO513
K-Mart .....	526.3	CO476
Johnson Wax .....	525.0	. . .
Sunkist .....	520.5	. . .
Aurant .....	486.9	CO472
PMT .....	482.8	CO470

**SI-11 INDUSTRIAL LEADS**  
**Azusa Industrial Lead:(8904)** extends 5.0 miles. from MP 502.0 to MP 507.0.  
 Access from Metrolink Railroad, San Gabriel Subdivision at Orange Ave Jct., Metrolink MP 19.9.  
 Entire Lead FRA Excepted Track.

**Declezville Industrial Lead:(0984)** extends 1.3 miles. Access from main track at MP529.7.  
 Entire Lead FRA Excepted Track.

**SI-12 TONNAGE RESTRICTIONS/TPOB**  
**Maximum Gross Weight:** 158 Tons.

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

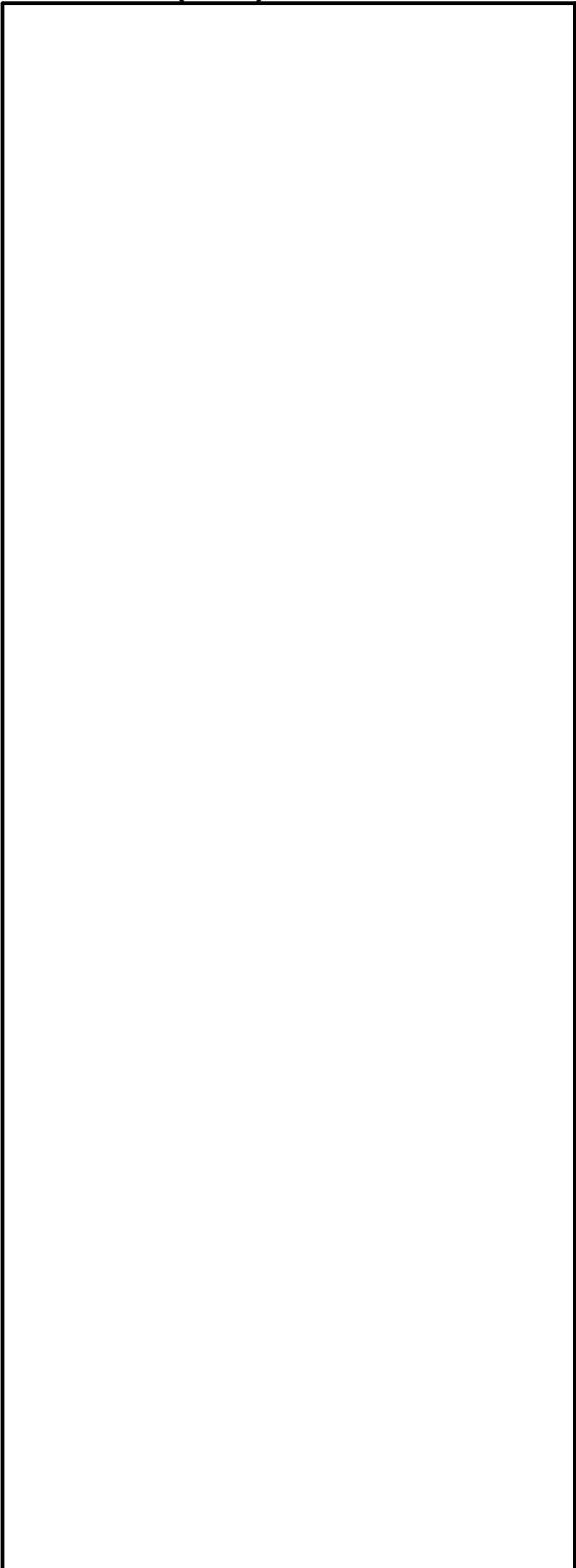
**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.**

**SI-14 MISC. INSTRUCTIONS**  
**Dispatcher Phone Numbers:**  
 Yuma Jct. to Rancho:  
 LA Dispatcher 50 - Phone 8-879-6126;  
 Outside Line:(909)-879-6126;  
 Corridor Mgr:(909)-386-4282.

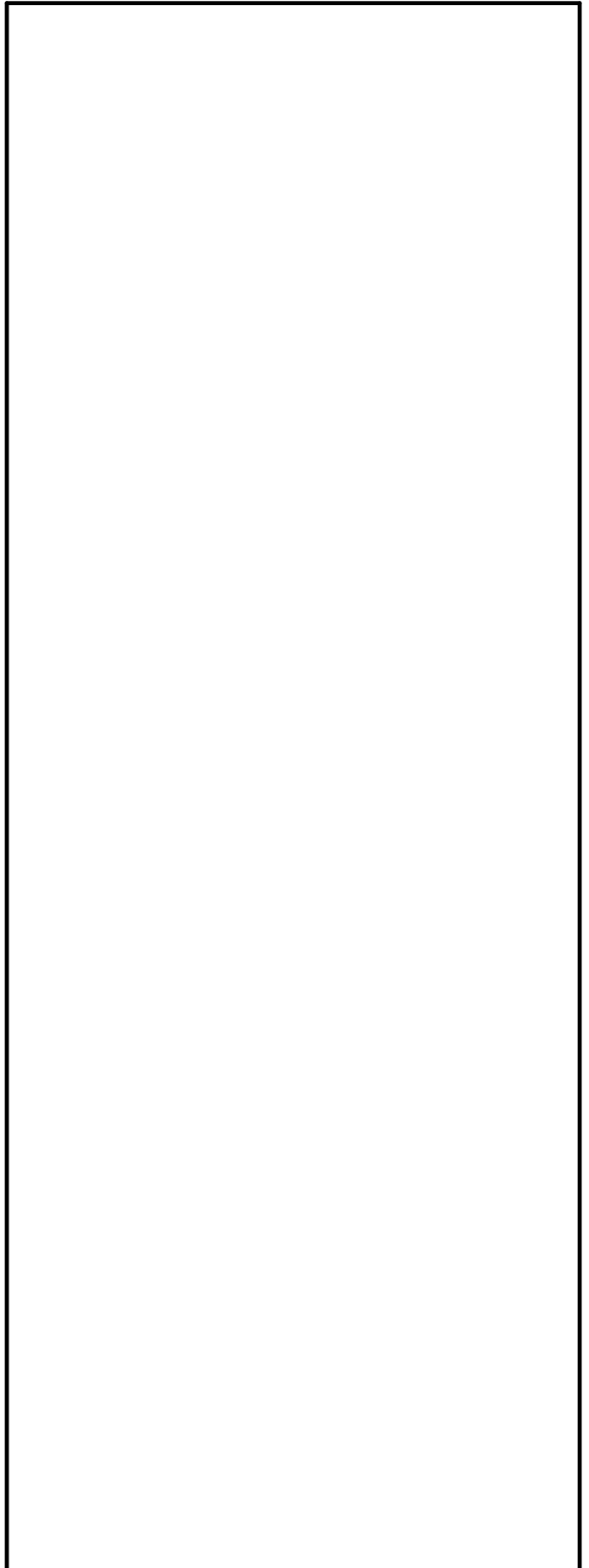
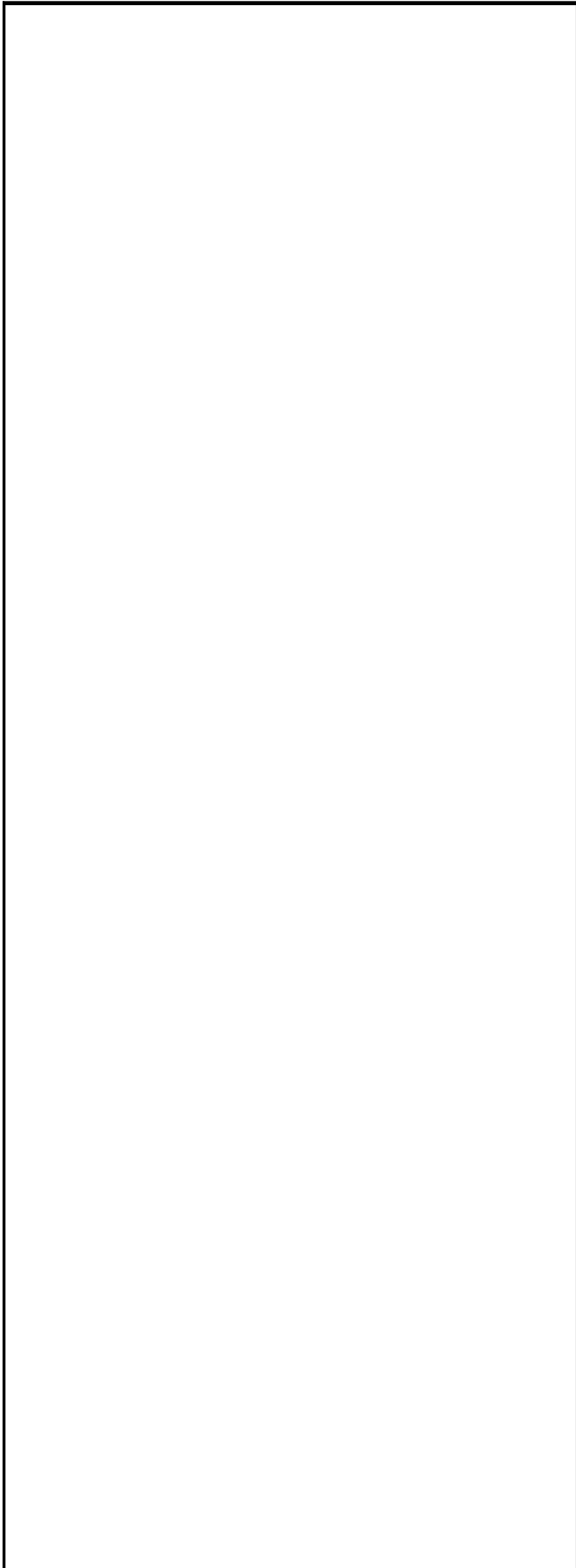
**LATC:** All westbound trains on No. 2 track at MP485.6, Valley Blvd. crossovers must not proceed until permission has been obtained to enter yard limits on Track 2 from LATC Shops Yardmaster on channel 9696.

**Industry Yard Communications:** Crest conductor will monitor only channel 4444. Trains and engines performing switching moves at Industry Yard requiring radio communications must use channel 4444.

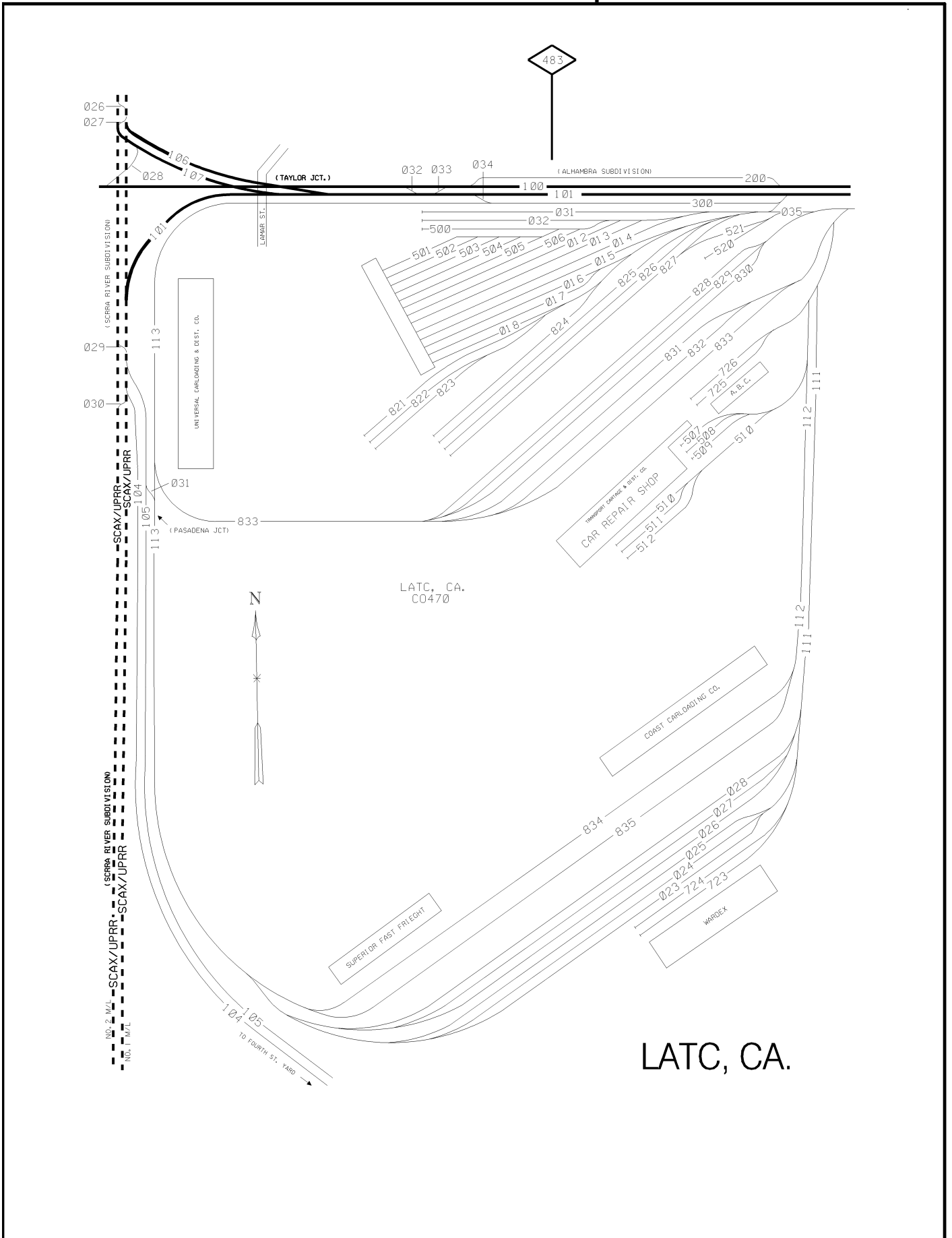
**West Colton Terminal Radio Communications:** On other than main track, all movements except yard assignments operating between Rancho SP538 and the west end of the 100 lead (AL531) must use channel 5050 for any terminal or movement instructions.



**NOTES:**



# L A T C Terminal Map





# MOJAVE SUBDIVISION (0940)

Mile Post	Track Layout	Rule 6.3	CP #'s	Radio Display:		Sta. #'s	Siding Feet
				SOUTH STATIONS ▼	NORTH STATIONS ▲		
				N.Bakersfield to Keenbrook -1414 (*54) Keenbrook to Rancho -4242 (*50)			
310.8		DT ABS	SP311	NORTH BAKERSFIELD (2.1)			
312.9				BAKERSFIELD (0.7)	BT	JQ181	YARD
313.6			SP314	KERN JCT. (11.4)	X(MT)	JQ180	
325.0		CTC 2MT	SP325	SANDCUT (3.1)	X	JQ169	
328.1		CTC	SP328	BENA (2.5)	(11)	JQ166	
330.6		CTC 2MT	SP331	ILMON (4.8)		JQ162	
335.4		CTC	SP335	CALIENTE (2.6)		JQ159	
338.0			SP338	BEALVILLE (4.3)	X!	JQ154	13270
339.5			SP340				
340.6			SP341				
341.8			SP342	CLIFF (3.3)	!	JQ151	7530
343.3			SP344				
345.1			SP345	ROWEN (2.8)	!	JQ148	8080
346.8			SP347				
347.9			SP348	WOODFORD (3.2)	!	JQ145	8960
349.7			SP350				
351.1			SP351	WALONG (2.9)	!	JQ142	4800
352.2			SP352				
353.0			SP353	MARCEL (3.4)	!	JQ140	6189
354.2			SP354				
356.4		CTC 2MT	SP356	CABLE (2.1)		JQ137	
358.5			SP358	CABLE X-OVER (2.1)	X		
360.6		DT ABS	SP361	TEHACHAPI (1.8)	X	JQ133	
362.4			SP362	SUMMIT SWITCH Trk. 1 (1.9)		JQ131	S5040
370.3		CTC#1 DT#2	SP370	CAMERON (8.0)	X	JQ123	
380.7		CTC#1 ABS#2	SP380	MOJAVE (10.3)	BT	JQ113	
381.3		CTC	SP381	SOUTH MOJAVE (0.6)		JQ112	
389.5			SP389	ANSEL (9.1)	!		8340
391.1			SP391				
399.3			SP399	OBAN (5.0)	!		8350
401.0			SP401				
404.3			SP404	N. LANCASTER (1.8)			
406.1			SP406	S. LANCASTER (3.1)			
409.2			SP409	DENIS (9.9)	!		8350
410.9			SP411				
414.4			SP414	PALMDALE JCT. (3.5)		JQ079	
416.5			SP416	PALMDALE (3.7)	!	JQ080	7370
418.1			SP418				
434.3			SP434	WASH (18.0)	!	JQ059	9000
436.1			SP436				
450.1			SP450	PHELAN (15.8)	!	JQ043	9000
451.9			SP452				
461.9			SP462	HILAND (11.9)	!	JQ031	9097
463.8			SP464				
464.7			SP465	SILVERWOOD (0.9)			
469.3			SP469	CANYON (6.6)	!	JQ024	9515
471.3			SP471				
479.0			SP479	KEENBROOK (7.3)	X		
480.2			SP480	DIKE (2.8)	!	JQ013	7705
481.8			SP482				

489.8		CTC	BENCH (8.0)	JQ004		
490.0			SP490 SLOVER (2.1)	JQ003	9127	
491.9			SP492			
492.6			SP494	EAST WYE-BYPASS (0.7)		
492.7			SP538	RANCHO	BT	SP760

(181.3)

## SI-01 MAIN TRACK AUTHORITY

### CTC between:

MP 325.0 and MP 360.6;  
 MP 370.3 and MP 381.3 on Trk. 1;  
 MP 381.3 and MP 492.7 (East leg of wye);  
 CP SP491 (West End Ballon Trk) to CP SP492 (East End Ballon Trk);  
 CP SP494 and CP SP535 on Bypass Trk.;  
 MP 491.9 and MP 492.1 (On West leg of wye).

### CTC at:

CP SP370 Tracks 1 and 2.

### ABS Rule 9.14/9.15 Track Permits between:

MP 310.8 and MP 325.0;  
 MP 360.6 and MP 370.3;  
 MP 370.4 and MP 381.3 (Trk. 2 only)

**Kern Jct.** is controlled by BNSF Train Dispatcher.

**Metrolink trackage:** movements are 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 either permission from Metrolink Train Dispatcher or a Metrolink track warrant.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed Between Mileposts	MPH	
	PSGR	FRT
310.8 and 492.7 (Except as Below).....	70	70
310.8 and 312.8.....	50	50
312.8 and 313.6 S.....	25	25
313.6 and 315.4 S.....	60	60
312.8 and 315.4 N.....	25	25
315.4 and 325.6.....	60	60
325.6 and 330.6.....	50	50
330.6 and 335.4 Trk.2.....	25	25
330.6 and 332.1 Trk.1.....	50	50
332.1 and 335.4 Trk.1 S.....	30	30
332.1 and 335.4 Trk.1 N.....	25	25
335.4 and 359.5 S.....	23	23
335.4 and 336.0 N.....	15	15
336.0 and 359.5 N.....	23	23
359.5 and 360.6 Trk.2.....	25	25
359.5 and 360.6 Trk.1 S.....	60	60
359.5 and 360.6 Trk.1 N.....	25	25
368.8 and 370.3 S.....	40	40
368.8 and 370.3 N.....	50	50
370.3 thru X-over N.....	25	25
370.3 and 371.4 S.....	35	35
371.4 and 374.0 S.....	35	30
374.0 and 380.1 S.....	35	25
380.1 and 380.2 S.....	20+	20+
380.2 and 381.2 S.....	35	25
370.3 and 373.4 Trk.1 N.....	50	50
373.4 and 376.4 Trk.1 N.....	35	35
376.4 and 380.1 Trk.1 N.....	45	45
380.1 and 380.2 Trk.1 N.....	20+	20+
380.2 and 381.2 Trk.1 N.....	35	25
381.2 and 381.4 Trk.1 N.....	25	25
370.3 and 373.4 Trk.2 N.....	50	50
373.4 and 376.4 Trk.2 N.....	35	35
376.4 and 381.4 Trk.2 N.....	45	45
381.2 and 381.4 S.....	25	25
414.4 and 414.6.....	35	35
414.6 and 460.8.....	60	60
460.8 and 462.8.....	50	50
462.8 and 463.8.....	40	40
463.8 and 487.4.....	30	30
487.4 and 491.0.....	40	40
491.0 and 491.9.....	30	30
491.9 and 492.7 (East Leg Wye)....	15	15
<b>Between Mileposts Against The Current of Traffic</b>	<b>PSGR</b>	<b>FRT</b>
(Except as Below).....	59	49
310.8 and 321.1 S.....	20	20
321.1 and 324.9 S.....	25	25
368.8 and 370.3 S.....	40	40
374.0 and 378.9 S.....	30	25
380.1 and 381.4 S.....	10	10
310.8 and 313.6 N.....	15	15
313.6 and 321.1 N.....	20	20
321.1 and 324.9 N.....	25	25
360.6 and 361.5 N.....	30	30
368.8 and 370.3 N.....	40	40

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Sidings Marcel, Walong, Woodford, Rowen, Bealville.....	23
Siding Cliff.....	10
<b>2. Dual Control Switch Turnouts</b>	
CP SP311, CP SP328.....	50
Palmdale Jct.: CP SP414.....	35
BNSF Crossovers - Kern Jct.....	20
Crossover Sandcut: CP SP325.....	20
Turnout: CP SP479.....	20
Through dual control switches and turnouts at South Mojave CP SP381.....	15
Short BNSF connection at South Mojave..	10
<b>3. Misc. Speed Restrictions</b>	
Silverwood: connection track to BNSF...	30
Trains handling "Dimensional loads" between MP 379.0 and MP 380.0.....	30
Crossover: CP SP370.....	25
Keenbrook: connection track to BNSF....	20
West Colton-West leg of Wye and Balloon Track.....	15
Crossover: Quantico MP 315.0.....	10

**SI-04 MAIN TRACK DESIGNATIONS**

Two main tracks between:  
 SP311 and SP328;  
 SP331 and SP335;  
 SP356 and SP381.

**SI-05 MILEPOST EQUATIONS**

MP 335.1 = MP 335.2  
 MP 356.6 = MP 356.7  
 MP 492.7 = MP 538.5 Yuma Sub. (Trk.1)

**SI-06 RCL OPERATIONS**

**Bakersfield Remote Control Area Limits:**  
 MP 322.0 and MP 304.0 ('Saco' on Fresno Sub.)  
 All Main Track, Industrial Leads and yard tracks.

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

% 315.0	(#) 377.0	% 451.9
(#) 318.8	% 381.3	% 454.8
% 323.8	% 387.3	(#) 457.9
(#)& 328.6 *	% 391.1	% 462.0
% 333.6	(#) 396.1	% 466.8
% 338.0	% 402.1	% 471.2
% 340.7	% 406.2	(#) 475.1
% 343.3	% 409.2	% 479.0
(#) 347.0	(#) 412.0	% 481.8
% 349.8	% 416.1	(#) 486.8
% 350.6	% 420.2	% 490.0
% 353.0	% 425.9	
% 355.2	(#) 431.1	
% 359.5	% 434.3	
(#)& 363.8 **	% 438.2	
% 368.5	% 442.3	
% 372.7	(#) 446.6	

\* detector protects tunnel MP 336.9.  
 \*\* detector protects tunnel MP 356.1.

# MOJAVE SUBDIVISION (0940)

**SI-08 RULES ITEMS**

**Rule 1.45. Silverwood:** Movements thru connection track to the Mojave Sub. off BNSF Trk.1 controlled by the BNSF Train Dispatcher; movements thru connection track from Mojave Sub. controlled by UP Train Dispatcher.

**Rule 6.25. Bakersfield:** A PROCEED indication of CTC controlled signal at CP SP311 or verbal authority from the Train Dispatcher to enter northward main track will authorize movement against the current of traffic to clearance point of 50 Lead switch. Movement against the current of traffic beyond this point will require track permit authority.  
Trains moving against the current of traffic by controlled signal indication must report to the Train Dispatcher when train is clear of the northward main track.

**Rule 6.25. Summit Switch:** When letter type indicator "M" is illuminated at MP 362.1, be governed as follows:  
a. Authorizes movement against the current of traffic on No. 1 track from the north 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 6.32.6:** Southward trains must make every effort to clear the crossing circuits at Dennison Road MP 361.4 when cutting out helper at Summit.

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

**Rule 9.13.1. Kern Jct:** If train or engine employees are required to operate the interlocking switch at Kern Jct., they must first receive permission from the BNSF Train Dispatcher. In addition, employees must also be governed by instructions posted in the tool box located at the Signal House at Kern Jct.

**Rule 14.1. Bench:** Trains operating on Metrolink Rialto Subdivision (connection at Bench) must receive Metrolink Track Warrant authorizing movement before entering Rialto Subdivision. Contact Metrolink San Gabriel Subdivision Train Dispatcher at (909)596-2378. Refer to Metrolink Timetable, Rialto Subdivision.

**Rule 32.1:** Grade Securement. Do not tie-up and leave a train unattended between stations Bakersfield and Mojave, or Hiland and Slover unless track has derail protection.

**Rule 33.2.1:** On both legs of wye at Slover, do not exceed the following dynamic brake force levels with 20 or more EADB - maximum 500 amps or 40k lbs force.

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

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**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Magunden .....	316.6	JQ177
Edison .....	320.1	JQ174
Monolith .....	365.0	JQ129
Fleta .....	384.4	JQ109
Rosamond .....	394.3	JQ100
Hivolt .....	460.0	JQ034

**SI-11 INDUSTRIAL LEADS**

**Oak Creek Industrial Lead:(0941)**  
extends 9.2 miles from MP 381.0 to MP 390.2.

On descending grades, trains must not exceed:  
a) 150 TPOB;  
b) 550 TPDBA.

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

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

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**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum Gross Weight:** 158 Tons.

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

**On descending grades between:**  
Tehachapi and Ilmon MP 332.1;  
Cameron MP 371.5 and Mojave;  
Harold MP 417.3 and Vincent (Metrolink);  
Hiland MP 463.8 and MP 486.0.

The following table must be used to determine maximum allowable speed taking into account freight train's TPOB and TPDBA.

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

A train that exceeds the table or experiences dynamic brake failure, or if the use of full dynamic braking and an 18 psi 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 are set. The train must not proceed except as instructed by the district Manager of Operating Practices.

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

\* BNSF trains will be governed by BNSF train makeup restrictions instead of UP train makeup restrictions.  
 \* UPRR trains operating on the Mojave Subdivision between West Colton and Silverwood, to or from BNSF may use BNSF train make up rules or UPRR Cima Subdivision train make up rules.  
 \* UPRR trains operating on the Mojave Subdivision between West Colton and Tehachapi governed by UPRR System train make-up rules.  
 \* See restrictions between Ilmon and Summit below.

Trains operating on Metrolink trackage between Harold and Vincent are governed by UPRR System Train Make-up rules.

\*\*\* RESTRICTIONS BETWEEN ILMON AND SUMMIT \*\*\*

The following EPA/EDBA table and train make-up restrictions apply between Ilmon and Summit Switch MP 362.4. For the remainder of the Mojave Subdivision, refer to UPRR System Train Makeup Requirements.

LEAD CONSIST EPA/EDBA TABLE		
Train Type	Max EPA	Max EDBA
Loaded Bulk-Commodity Unit Train	38	31
All Other Trains	34	27

**MAXIMUM TONNAGE BEHIND A RESTRICTED CAR:**  
 The amount of trailing tonnage behind a RESTRICTED car must not exceed the tonnage listed in the 'Maximum Trailing Tonnage' table below. When train includes any helper engine positioned within the trailing tonnage behind a restricted car, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a restricted car. This final figure is the actual trailing tonnage which must comply with the 'Maximum Trailing Tonnage' table.

Maximum Trailing Tonnage		
Type of Car	3,000 Tons	4,100 Tons
Articulated Doublestack Car or Solid Drawbar Connected Car	One or more empty platforms	N/A
Multi-platform Spine Car	One or more empty platforms	N/A
Car 73 feet in length or longer weighing less than 50 tons	Coupled to a car less than 73 feet in length	Coupled to another car 73 feet in length or longer

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

HEAD END CAR RESTRICTIONS:

Head End Car Restrictions		
Train Tonnage	First 5 Cars - Weight	First 5 Cars - Length
3,600 +	Each car must weigh 50 tons or more.	N/A
4,100 +	Each car must weigh 50 tons or more.	All cars must be 73 feet in length or longer; or, all cars must be less than 73 feet in length.

In determining train make-up restrictions above, be governed by the following when dealing with non-conventional cars:

Note: Asterisk (\*) character below can be either a letter or number.

Articulated doublestack car or spine car having all platform/wells loaded is to be considered the equivalent of 2 1/2 cars, each weighing 50 tons and each less than 73 feet in length.

Articulated doublestack car or spine car having any empty platform/wells is to be considered the equivalent of 2 1/2 cars, each weighing less than 50 tons and each less than 73 feet in length.

Articulated doublestack cars designated by TCS car type P1 will be considered as P3, P4 or P5 by the number of platforms listed on the consist. Example: DTTA 1234, DTTC 1234, DTTB 1234, are all three platform (P3\*)s.

Two-unit solid drawbar-connected long cars (P2):  
 1. 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 feet in length.  
 2. 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 feet in length.

Three-unit solid drawbar-connected doublestack car (P3\*):  
 1. If the total weight of the car is 150 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.  
 2. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

Four-unit solid drawbar-connected doublestack car (P4\*):  
 1. If the total weight of the car is 200 tons or more and all platforms are loaded, it is to be considered the equivalent of four cars, each weighing 50 tons and each less than 73 feet in length.  
 2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of four cars, each weighing less than 50 tons and each less than 73 feet in length.

# MOJAVE SUBDIVISION (0940)

**SI-13 TRAIN MAKE-UP RESTRICTIONS Cont...**  
 \*\*\* SUBDIVISION COUPLER LIMITS \*\*\*

Between the following designated limits the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. On ascending grade when train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a car. The final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

COUPLER LIMITS TABLE		
Territory	Standard Coupler	High Strength Coupler
Bakersfield to Ilmon	7375	11400
Ilmon to Summit Switch	4925	7600
Palmdale to Vincent and Santa Clarita to Vincent (Metrolink)	6200	7875
West Colton to Hiland	6200	7875
Mojave to Summit Switch	6200	7875

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. Coal cars, covered hopper cars and cars designed to carry TOFC vans and/or containers are 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" or "EX" as the last character(s) of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE, EF512WEX.

REVISE Rule 32.12.7 System Helper Placement Table to read:  
**REAR OR CUT-IN HELPER REQUIREMENTS:**  
 Use the following applicable table to determine whether a helper is placed on rear of train or at cut-in position on train. If rear helper or cut-in helper exceeds EPA requirements in below tables, sufficient locomotives must be isolated or, on AC locomotives only, traction motors or trucks may be cut out to meet requirements to prevent exceeding EPA limits in tables.

EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	Placement Requirement
24 or less:	May be placed on rear or cut in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
25 to 32:	Must be cut in as outlined in Part B.

LOADED BULK-COMMODITY UNIT TRAIN	
Helper EPA	Placement Requirement
28 or less:	May be placed on rear or cut in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
29 to 55:	Must be cut in as outlined in Part B.

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

OTHER THAN A LOADED or EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	Placement Requirement
Any Helper:	1. Rail pick-up cars RGAX 4694-4696; 2. Two-axle scale test car; 3. Cars designated 'Rear End Only' or 'Rear Rider'; 4. Occupied caboose; 5. Solid drawbar-connected five platform car in series CN 677000-677139; 6. Solid drawbar gondola AMGX car with symbol 2-P.
10 or less:	May be placed on the rear.
<b>Restrictions A and B apply to the equipment entrained within the Restricted Tonnage immediately ahead of the helper.</b>	
11 to 20:	Restriction A: Placed on rear. 1. A solid drawbar-connected multi-platform car having one or more empty platforms. 2. An articulated multi-platform car having an empty well / platform on either end or two consecutive empty wells / platforms. 3. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length ) with a single trailer/container on either or both platforms. 4. A car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons.  Helper may be cut-in to a location that will permit complying with the above requirement. Part B below will not apply.
21 to 23:	Restriction B: Placed on rear. Comply with items 1 through 3 as outlined in Restriction A above and the following: 5. A car less than 73 feet in length coupled to a car 73 feet in length or longer, unless the car is less than 82 feet in length and weighs 60 tons or more. 6. Car weighing less than 45 tons.  Helper may be cut-in to a location that will permit complying with the above requirement. Part B below will not apply.
24 to 36:	Restriction C: Must be cut in as outlined in Part B below. Make-up restrictions same as Restriction B above.

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

**RESTRICTED TONNAGE:**

When helper exceeds 10 EPA, the cars that make up the tonnage ahead of the helper must comply with the makeup restriction contained in Rule 32.12.7, Helper Placement.

In the table below, column (2) & (3) apply Ilmon to Summit; column (4) & (5) apply West Colton to Hiland and Mojave to Summit.

**RESTRICTED TONNAGE TABLE**

(1) Helper EPA	(2) Rear Helper	(3) Cut-In Helper	(4) Rear Helper	(5) Cut-In Helper
11 to 16	500	250	500	250
17	800	400	500	250
18	1000	500	500	250
19	1250	625	500	250
20	1450	725	500	250
21	1700	850	500	250
22	1950	975	650	250
23	2150	1075	900	250
24	----	1100	---	250
25	----	1150	---	250
26	----	1200	---	350
27	----	1350	---	450
28	----	1450	---	600
29	----	1570	---	700
30	----	1700	---	800
31	----	1800	---	900
32	----	1900	---	1050
33	----	2050	---	1150
34	----	2200	---	1300
35	---	2300	---	1400
36	----	2400	---	1500

**SI-14 MISC. INSTRUCTIONS**

**Restricted Tracks:**

Six-axle locomotives are prohibited at Bakersfield: Trks. 1131, 1132, 1146; Palmdale: Chandler Lumber Spur.

**Indicator signals:** Illuminated 'M' on Signal 3621 authorizes Northward movement on Trk.1 to beginning of CTC at Tehachapi. Illuminated letter 'M' on signal 3630 authorizes movement to enter Trk.1.

**Mojave Yard:** Do not leave locomotives running at the north end of the yard. If locomotives must be kept running, park the units at the south end of the yard.

**Palmdale Chandler** spur track: 5 mph around two "S"-curves located between 10th Street and End of Track. Maximum of 2 six-axle locomotives allowed.

**Bench:** Southward freight trains must not leave Bench unless they receive a Clear or Advance Approach signal indication at the north switch Slover, or, unless instructed to do so by UPRR Train Dispatcher #50 or #48.

**Slover:** Under no circumstances are trains to be left standing or unattended on main track or siding at Slover.

Southward 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, including local freight assignments, routed on track 104 (main track), via Administration Building.

**West Colton:** Terminal Radio Communications: On other than main track, all movements, except yard assignments, operating between Rancho (SP538) and the west end of the 100 lead (AL531) will use radio channel 5050 for any terminal or movement instructions.

Terminating or passing trains MUST contact the West Colton GYM before passing Bench for:

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

**Locomotive Fuel Readings:** Engineer's must report fuel levels of less than 1500 gallons on any locomotive in their consist to the train dispatcher. Fuel readings should be checked when taking charge of locomotives and before leaving train unattended.

## LONE PINE SUBDIVISION (0942)

		Radio Display:						
		MP 431.7 to Mojave -1414(*54)						
Mile Post	Track Layout	Rule 6.3	CP #s	WEST ▼ STATIONS ▲	EAST ▲	Sta. #s	Siding Feet	
431.4		YL		END OF TRACK (3.0)	Y			
428.4				SEARLES (25.9)	TY	JR048		
402.5			TWC		CANTIL (21.7)		JR023	
380.8					CHAFFEE (0.7)		JR001	
380.1					MOJAVE	B	JQ113	
(51.3)								
<b>SI-01 MAIN TRACK AUTHORITY</b>								
TWC between: MP 426.0 and MP 380.1.								
Yard Limits between: MP 431.7 and MP 426.0.								
<b>SI-02 MAXIMUM SPEED TABLE</b>								
<b>Maximum Speed</b>		<b>MPH</b>						
Between Mileposts 431.7 and 380.1								
(Except as Below)..... 40								
431.7 and 426.0..... 10								
426.0 and 422.0..... 20								
<b>SI-03 OTHER SPEED RESTRICTIONS</b>								
<b>Maximum Speed</b>		<b>MPH</b>						
1. Thru Sidings & Turnouts (No Exceptions.)								
2. Dual Control Switch Turnouts (No Exceptions.)								
3. Misc. Speed Restrictions (No Exceptions.)								
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>								
<b>SI-05 MILEPOST EQUATIONS</b>								
MP 379.5 = MP 380.8								
<b>SI-06 RCL OPERATIONS - None.</b>								
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>								
% 401.3								
% 422.1								
<b>SI-08 RULES ITEMS - None.</b>								
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>								
<b>SI-10 BUSINESS TRACKS - None.</b>								
<b>SI-11 INDUSTRIAL LEADS - None.</b>								

<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
Maximum Gross Weight: 143 Tons.		
On descending grades between Searles and MP 412.0, the following table must be used to determine the maximum allowable speed taking into account freight train's TPOB and TPDBA.		
<b>Tons Per Operative Brake:</b>	<b>Tons Per Dynamic Brake Axle:</b>	<b>Maximum Speed:</b>
110 or less	400 or less	25 MPH
	400+ to 550	20 MPH
110+ to 140	400 or less	20 MPH
	400+ to 550	15 MPH
140+ to 150	550 or less	10 MPH
Any train that exceeds this table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 16 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed except as instructed by the district Manager of Operating Practices.		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>		
<b>SI-14 MISCELLANEOUS INSTRUCTIONS - None.</b>		

# YUMA SUBDIVISION (0943)

		Radio Display:						
		East Yard to Araz -1414 (*66)						
		Araz to Rancho -9696 (*48)						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS	EAST STATIONS	Sta. #'s	Siding Feet	
737.5		DT ABS	SP738	EAST YARD (5.1)	Y	SP558		
732.4		CTC	SP733	YUMA (0.3)	BTY	SP563		
732.1		CTC 2MT	SP732	COLORADO (3.0)		SP564		
729.1			SP729	WINTERHAVEN (3.3)	X	SP568		
725.8		CTC	SP726	ARAZ (4.2)		SP571		
721.6			SP722	DUNES (8.0)	!	SP576	8406	
719.9			SP720					
713.6			SP714	CACTUS (7.0)	!	SP584	8422	
711.9			SP712					
706.6			SP707	CLYDE (7.9)	!	SP591	8500	
704.9			SP705					
698.7			SP699	GLAMIS (8.2)	!	SP598	8486	
697.1			SP697					
690.5			SP691	ACOLITA (7.6)	!	SP606	8495	
688.8			SP689					
682.9			SP683	REGINA (7.3)	!	SP614	8472	
681.2			SP681					
675.6			SP676	IRIS (7.7)	!	SP622	8475	
673.9			SP674					
667.9			SP669	NILAND (6.4)	! T	SP629	N12169	
667.8			SP668					
667.3			SP667					
665.6			SP665				S8548	
661.5			SP662	WISTER (5.4)	!	SP636	8333	
659.8			SP660					
656.1			SP656	ROGOZA (8.3)	!	SP641	8387	
654.4			SP654					
647.8			SP648	BERTRAM (7.2)	!	SP650	8372	
646.1			SP646					
640.6			SP641	FERRUM (6.0)	!	SP657	8269	
638.9			SP639					
634.6			SP635	MORTMAR (8.5)	!	SP663	8483	
632.9			SP633					
626.1			SP626	MECCA (5.9)	!	SP671	8388	
624.6			SP624					
620.2			SP620	THERMAL (5.8)	!	SP677	7088	
618.7			SP618					
614.4				COACHELLA (3.5)		SP682		
610.9		DT ABS		INDIO (1.3)	B	SP686		
609.6		CTC	SP610	WEST INDIO (2.0)				
607.6			SP608	MYOMA (5.0)	!	SP690	6361	
606.3			SP606					
602.6			SP603	THOUSAND PALMS (6.5)	!	SP697	20499	
600.6			SP601					
598.6			SP599					
596.1			SP596	RIMLON (4.1)	!	SP701	5979	
594.9			SP594					
592.0			SP592	SALVIA (3.0)	!	SP705	6833	
590.6			SP590					
589.0			SP589	EAST GARNET (0.7)	!			
588.3		CTC 2MT	SP588	GARNET (0.4)				
587.9			SP587	WEST GARNET Trk. 2 (6.2)	!	SP708	5268	
581.7			SP582	WEST PALM SPRINGS (7.5)	(11) X	SP714		
574.2			SP574	CABAZON (2.4)	(11) X	SP722		
571.8			sp572	ROBERTSON Trk. 2 (3.4)		sp724		
568.4			SP568	BANNING (6.6)	(11) X	SP728		

561.8	CTC 2MT	SP562	BEAUMONT (5.0)	(11) X	SP734	
556.8		SP557	HINDA (8.7)	(11) X		
548.1		SP548	ORDWAY (5.0)	(11) X		
543.1		SP543	BRYN MAWR(Hold Signal) (1.8)		SP754	
541.3		SP542	LOMA LINDA (0.0)	X	SP755	
541.3		SP542	ICE DECK SIDING Trk. 2 (1.4)	!	SP756	S5740
540.1		SP541				
539.9		SP540	MT. VERNON Trk. 2 (1.1)			
538.8		SP539	RIVERSIDE LEAD Trk. 2 (0.1)			
538.7			BNSF CROSSING (0.2)	(X)BNSF(M)	SP758	
538.5	SP538	RANCHO	X			

(198.3)

### SI-01 MAIN TRACK AUTHORITY

**CTC between:**

MP 732.4 (SP733) and MP 618.7 (SP618);  
MP 609.6 (SP610) and MP 538.5 (SP538).

**CTC in effect on:**

Connection Track from SP540 (MP 539.9 off Trk.2) to BNSF (BNSF channel 7272).

**Rule 9.14/9.15 between:**

MP 737.5 and MP 732.4 Trk.1;  
MP 618.7 and MP 609.6 Trks. 1&2.

**Yard Limits between:**

MP 737.5 and MP 732.4 Trk.2.

**ABS between:**

MP 618.7 and MP 609.6 Trks. 1&2;  
MP 737.5 and MP 734.3 westward & eastward Trk.1;  
MP 737.5 and MP 732.4 eastward & westward Trk.2;  
MP 734.3 and MP 732.4 westward on Trk.1.

## YUMA SUBDIVISION (0943)

SI-02 MAXIMUM SPEED TABLE		
Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
<b>538.5 and 737.5 Eastward</b>		
<b>(Except as Below)</b> .....	<b>79</b>	<b>65</b>
538.5 and 539.0 Trk.2.....	30	30
538.5 and 539.0 Trk.1.....	30	30
539.0 and 540.0.....	60	50
540.0 ** Trk.2.....	60+	45+
540.0 and 541.3.....	60	50
541.3 and 545.3.....	60	60
545.3 and 548.2.....	55	50
548.2 and 554.8.....	40	40
554.8 and 560.2.....	60	50
560.2 and 563.3.....	50	50
563.3 and 576.6.....	50	40
576.6 and 580.0.....	45	40
580.0 and 585.0.....	50	40
585.0 and 589.0.....	60+	40+
589.0 and 591.5.....	60	50
591.5 and 598.5.....	65	60
598.5 and 600.5.....	79	60
600.5 **.....	79	55+
600.5 and 609.6.....	79	60
609.6 and 609.7 Turnout-Trk.2....	30	30
609.7 and 612.7 Trk.2.....	50	50
612.7 and 618.4 Trk.2.....	70	50
609.7 and 618.4 Trk.1.....	50	49
618.4 and 618.8.....	50	50
618.8 and 623.4.....	65	60
623.4 and 630.0.....	79	60
632.0 and 635.8.....	75	65
635.8 **.....	75+	55+
635.8 and 640.9.....	75	65
649.2 **.....	79	55+
649.3 and 654.4.....	75	65
654.4 **.....	75+	55+
654.4 and 655.6.....	75	65
655.6 and 659.8.....	70	65
659.8 **.....	70+	55+
659.8 and 667.8.....	70	65
667.8 **.....	70+	55+
667.8 and 669.4.....	70	65
669.4 **.....	70+	55+
669.4 and 676.8.....	70	65
676.8 **.....	70+	55+
676.8 and 680.0.....	70	65
685.8 **.....	79	55+
715.0 **.....	79	55+
716.8 **.....	79	55+
722.8 **.....	79	45+
723.1 and 723.9.....	60	50
723.9 and 727.0.....	40	40
727.0 and 732.1.....	60	50
732.1 and 733.0.....	25	25
733.0 and 737.5 Trk.2.....	50	50
733.0 and 734.5 Trk.1.....	25	25
734.5 and 737.5 Trk.1.....	40	40

Between Mileposts	PSGR FRT	
<b>737.5 and 538.5 Westward</b>		
<b>(Except as Below)</b> .....	<b>79</b>	<b>70</b>
737.5 and 735.3.....	50	50
735.3 and 734.5.....	40	40
734.5 and 732.1.....	25	25
732.1 and 727.0.....	60	50
727.0 and 723.9.....	40	40
723.9 and 723.1.....	60	50
721.6 **.....	79	55+
695.7 **.....	79	55+
680.0 and 655.6.....	70	70
640.9 and 632.0.....	75	70
623.4 and 618.8.....	65	60
618.8 and 618.4.....	50	50
618.4 and 613.0 Trk.1.....	70	50
613.0 and 610.9 Trk.1.....	50	50
618.4 and 609.7 Trk.2.....	50	49
609.7 and 609.6 (Turnout Trk.2)...	30	30
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 563.3.....	50	50
563.3 and 560.2.....	50	40
560.2 and 554.8.....	60	40
554.8 and 548.2.....	40	40
548.2 and 545.3.....	55	40
545.3 and 541.3.....	60	40
541.3 and 540.0.....	60	50
540.0 Trk. 1 **.....	60+	45+
540.0 and 539.0.....	60	50
539.0 and 538.5 Trk.1.....	30	30
539.0 and 538.5 Trk.2.....	30	30
** Only freight trains exceeding 80 TPOB must comply with speed restriction. Speed restriction will not apply when signal at speed restriction location displays CLEAR.		
<b>SI-03 OTHER SPEED RESTRICTIONS</b>		
<b>Maximum Speed</b>	<b>MPH</b>	
<b>1. Thru Sidings &amp; Turnouts</b>		
Sidings Clyde, Glamis, Iris, Mortmar, Niland(south), Ferrum, Thermal, Thousand Palms.....	25	
West switch Ice-Deck siding.....	15	
<b>2. Dual Control Switch Turnouts</b>		
CP SP618 (MP 618.4) turnout to 2MT's...	50	
Araz, West Palm Springs, Cabazon, Banning, Beaumont, Hinda, Ordway.....	40	
Winterhaven.....	35	
<b>3. Misc. Speed Restrictions</b>		
Trains handling dimensional and excess dimensional equipment between MP 538.0 and MP 539.0.....	30	
Connection Track between SP540 Mt. Vernon and BNSF.....	20	
Niland wye: both legs.....	10	
BNSF Transfer Track: BNSF MP 2.9 and UPRR MP 538.6 (Trk 1)..	10	
Yuma and East Yard Yuma: all yard tracks.....	5	
Exceptions: (speed defaults to 10 MPH): Drill track from Subway to Pacific Ave, to and including the 29/30 switch, track 29 and 30 to and including hand throw crossover at east yard.		

<p><b>SI-04 MAIN TRACK DESIGNATIONS</b>  <b>Two main tracks between:</b>                  MP 737.5 and MP 732.4;                  MP 732.1 and MP 725.8;                  MP 618.7 and MP 609.6;                  MP 588.3 and MP 538.5.</p> <p><b>Current of Traffic:</b> Westward on Trk.1 between MP 737.5 and MP 732.4.</p> <p><b>CP SP668:</b> Off main track on Wye tracks - connects to Calexico Sub., designated as "Niland Jct."  <b>CP SP667:</b> Designated as "Niland Crossovers".  <b>CP SP601:</b> Designated as "Thousand Palms Crossover".</p>																																									
<p><b>SI-05 MILEPOST EQUATIONS - None.</b></p>																																									
<p><b>SI-06 RCL OPERATIONS - None.</b></p>																																									
<p><b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b></p> <table border="1"> <tr> <td>% 735.1</td> <td>% 652.4</td> <td>(#) 570.0</td> </tr> <tr> <td>% 729.9</td> <td>% 650.1</td> <td>% 560.2</td> </tr> <tr> <td>(&amp;)(#)723.7 *</td> <td>(#) 643.8</td> <td>(#) 558.0</td> </tr> <tr> <td>% 715.0</td> <td>% 636.6</td> <td>% 552.7</td> </tr> <tr> <td>(#) 710.7</td> <td>(#) 627.0</td> <td>% 546.2</td> </tr> <tr> <td>(#) 700.4</td> <td>% 621.4</td> <td>(#) 543.1</td> </tr> <tr> <td>% 693.8</td> <td>(#) 608.5</td> <td></td> </tr> <tr> <td>(#) 685.9</td> <td>% 604.4</td> <td></td> </tr> <tr> <td>% 678.0</td> <td>(#) 598.0</td> <td></td> </tr> <tr> <td>(#) 670.5</td> <td>% 589.9</td> <td></td> </tr> <tr> <td>% 663.6</td> <td>(#) 582.6</td> <td></td> </tr> <tr> <td>(@) 662.5</td> <td>% 580.0</td> <td></td> </tr> <tr> <td>(#) 657.2</td> <td>% 572.1</td> <td></td> </tr> </table> <p>* Detector 723.7 protects bridge at MP 732.3.</p>			% 735.1	% 652.4	(#) 570.0	% 729.9	% 650.1	% 560.2	(&)(#)723.7 *	(#) 643.8	(#) 558.0	% 715.0	% 636.6	% 552.7	(#) 710.7	(#) 627.0	% 546.2	(#) 700.4	% 621.4	(#) 543.1	% 693.8	(#) 608.5		(#) 685.9	% 604.4		% 678.0	(#) 598.0		(#) 670.5	% 589.9		% 663.6	(#) 582.6		(@) 662.5	% 580.0		(#) 657.2	% 572.1	
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<p><b>SI-08 RULES ITEMS</b></p> <p><b>Rule 6.20:</b> Do not leave unattended trains coupled to another train.</p> <p><b>Rule 9.12.2. BNSF Interlocking-West Colton:</b>                  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 or eastward interlocking signal MP 538.6 displays a STOP indication, after stopping train or engine must receive authority from UPRR train dispatcher to proceed. UP train dispatcher must obtain authority from BNSF train dispatcher before authorizing movement into BNSF Interlocking limits.</p> <p><b>Rule 9.17. Between Yuma and East Yard:</b> Trains and engines may enter Trk.1 or Trk.2 at a hand-operated switch only after receiving authority from the Train Dispatcher.</p> <p><b>Rule 10.1:</b> Authority to enter CTC must first be received before entering the connection track at Old Colton yard, MP 538.8. After authority is received, a crew member must line the hand-operated switch and wait 5 minutes. The movement may then enter the connection track.</p> <p><b>Rule 30.13:</b> Applies to eastward passenger trains between MP 561.0 and Beaumont, and to westward passenger trains between MP 566.0 and MP 563.5.</p> <p><b>Rule 32.1:</b> Grade Securement: Do not tie up and leave a train unattended between Garnet and Loma Linda crossovers unless track has derail protection.</p>																																									
<p><b>SI-09 FRA EXCEPTED TRACKS</b></p> <p><b>Yuma Yard:</b> All Yard tracks except - 023, 029, 110, 166, &amp; 915 on the Gila Subdivision.  <b>Ferrum:</b> Tracks 33, 34 &amp; 35  <b>Indio:</b> All yard tracks.  <b>Old Colton:</b> All yard tracks.</p>																																									

<p><b>SI-10 BUSINESS TRACKS</b></p> <table border="1"> <thead> <tr> <th>Track Name</th> <th>MP</th> <th>STA. #'S</th> </tr> </thead> <tbody> <tr> <td>Redlands .....</td> <td>546.5</td> <td>SP751</td> </tr> <tr> <td>El Casco .....</td> <td>552.8</td> <td>SP742</td> </tr> <tr> <td>Back Track (Trk 2) West Switch.....</td> <td>561.6</td> <td>SP734</td> </tr> <tr> <td>Back Track (Trk 2) East Switch.....</td> <td>562.6</td> <td>SP734</td> </tr> </tbody> </table>			Track Name	MP	STA. #'S	Redlands .....	546.5	SP751	El Casco .....	552.8	SP742	Back Track (Trk 2) West Switch.....	561.6	SP734	Back Track (Trk 2) East Switch.....	562.6	SP734																											
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<p><b>SI-11 INDUSTRIAL LEADS</b></p> <p><b>Riverside Industrial Lead:(0944)</b>                  extends 7.0 miles from MP 539.0 to MP 546.0.                  Maximum Gross Weight: 143 Tons.                  Automatic Interlocking (BNSF) located at MP 543.8 between Orange Center and Iowa Ave.</p> <table border="1"> <thead> <tr> <th>Business Tracks</th> <th>MP</th> <th>Sta.#'s</th> </tr> </thead> <tbody> <tr> <td>Colton .....</td> <td>539.0</td> <td>CX749</td> </tr> <tr> <td>Grand Terrace .....</td> <td>541.2</td> <td>CX750</td> </tr> <tr> <td>Highgrove .....</td> <td>542.3</td> <td>CX751</td> </tr> <tr> <td>Orange Center .....</td> <td>543.3</td> <td>CX752</td> </tr> <tr> <td>Iowa Ave. ....</td> <td>544.2</td> <td>CX753</td> </tr> <tr> <td>Riverside Jct. ....</td> <td>545.4</td> <td>CX754</td> </tr> </tbody> </table>			Business Tracks	MP	Sta.#'s	Colton .....	539.0	CX749	Grand Terrace .....	541.2	CX750	Highgrove .....	542.3	CX751	Orange Center .....	543.3	CX752	Iowa Ave. ....	544.2	CX753	Riverside Jct. ....	545.4	CX754																					
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Riverside Jct. ....	545.4	CX754																																										
<p><b>SI-12 TONNAGE RESTRICTIONS/TPOB</b></p> <p><b>Maximum Gross Weight:</b> 158 Tons.</p> <table border="1"> <thead> <tr> <th>Tons Per Operative Brake:</th> <th>Tons Per Dynamic Brake Axle:</th> <th>Maximum Speed:</th> </tr> </thead> <tbody> <tr> <td>80 or less</td> <td>N/A</td> <td>65E 70W</td> </tr> <tr> <td>80+ to 100</td> <td>N/A</td> <td>60E 65W</td> </tr> <tr> <td>100+ to 132</td> <td>N/A</td> <td>60</td> </tr> <tr> <td>Over 132</td> <td>N/A</td> <td>45</td> </tr> </tbody> </table> <p>On descending grades between Loma Linda MP 541.3 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 TPDBA.</p> <table border="1"> <thead> <tr> <th>Tons Per Operative Brake:</th> <th>Tons Per Dynamic Brake Axle:</th> <th>Maximum Speed:</th> </tr> </thead> <tbody> <tr> <td rowspan="4">80 or less</td> <td>250 or less</td> <td>No restriction</td> </tr> <tr> <td>250+ to 300</td> <td>30</td> </tr> <tr> <td>300+ to 425</td> <td>25</td> </tr> <tr> <td>425+ to 500</td> <td>20</td> </tr> <tr> <td rowspan="3">80+ to 100</td> <td>250 or less</td> <td>30</td> </tr> <tr> <td>250+ to 300</td> <td>25</td> </tr> <tr> <td>300+ to 500</td> <td>20</td> </tr> <tr> <td rowspan="2">100+ to 130</td> <td>250 or less</td> <td>25</td> </tr> <tr> <td>250+ to 500</td> <td>20</td> </tr> <tr> <td>130+ to 140</td> <td>500 or less</td> <td>20</td> </tr> </tbody> </table> <p><b>A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brake 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 the district Manager of Operating Practices.</b></p> <p><b>Maximum allowable speed</b> applies until the lead engine reaches MP 541.3 or MP 589.0.</p>			Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:	80 or less	N/A	65E 70W	80+ to 100	N/A	60E 65W	100+ to 132	N/A	60	Over 132	N/A	45	Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:	80 or less	250 or less	No restriction	250+ to 300	30	300+ to 425	25	425+ to 500	20	80+ to 100	250 or less	30	250+ to 300	25	300+ to 500	20	100+ to 130	250 or less	25	250+ to 500	20	130+ to 140	500 or less	20
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## YUMA SUBDIVISION (0943)

### SI-13 TRAIN MAKE-UP RESTRICTIONS

**COUPLER LIMITS:**

On ascending grades between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA (Equivalent Powered Axles) of the helper by the factor '230'. Subtract this tonnage from the total trailing tonnage behind a car. The final figure is the actual trailing tonnage which must comply with the 'Coupler Limit' table.

**Coupler Limits Table**

Territory	Standard Coupler	High Strength Coupler
Bryn Mawr to Beaumont	6800	8700
MP 586.5 to MP 563.2	6400	8300

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. Coal cars, covered hopper cars and cars designed to carry TOFC vans and/or containers are 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" or "EX" as the last character(s) of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE, EF512WEX.

### SI-14 MISC. INSTRUCTIONS

**Restricted Tracks:** Six-axle locomotives are prohibited on the following industry tracks at Yuma:

- 904 (Airbase Main)
- 914 (Fertizona)
- 913 (Agro Phosphate)
- 911 (Growers Farm Supply)
- 901 (Sonoma Pacific)
- 888 (Barkley Seed)

**West Colton Terminal Radio Communications:** On other than main track, all movements, except yard assignments, operating between Rancho (SP538) and the west end of the 100 lead (AL531) will use radio channel 50-50 for any terminal or movement instructions.

**San Timoteo Canyon:** In an effort to keep private road crossings in the San Timoteo Canyon clear for local residents, consider the following when operating on restrictive signal indications between Hinda and Ordway.

\* Westward trains should not pass signal at MP 552.7 when indication is more restrictive than Advance Approach, unless total train length is less than 6,800 feet.

\* If signal at MP 552.7 displays Advance Approach and total train length is less than 6,800 feet, train may proceed to Live Oak Canyon road crossing. Contact Dispatcher before continuing to Ordway.

\* When possible, if total train length exceeds 6,800 feet, remain behind signal at MP 552.7 until signal displays Clear, or when instructed by Dispatcher.

**All westward trains** must slow roll at East Rogoza for Border Patrol train inspection unless otherwise instructed by the Train Dispatcher or by US Border Patrol Agent.

**Yuma:** Eastward freight trains must stop at the Subway (MP 734.0) for crew change unless otherwise notified by Train Dispatcher. Crewmember must call for crew pickup prior to train's arrival.

**Yuma securement instructions:**

Five hand brakes on west end of all yard tracks. All hand brakes must be released and air cut in before shoving cars to clear in tracks 103-105 and 107-109. After movement is completed, hand brakes must be reapplied.

**Beaumont Helper Instructions:** Helper consists must not be placed in multiple with road consist when any part of train is between Loma Linda (MP 541.3) and Beaumont (MP 561.4); or between MP 566.2 and Garnet (MP 589.0).

Helper Crews on duty at West Colton must call Dispatcher or Corridor Manager for instructions and to verify transportation has been called.

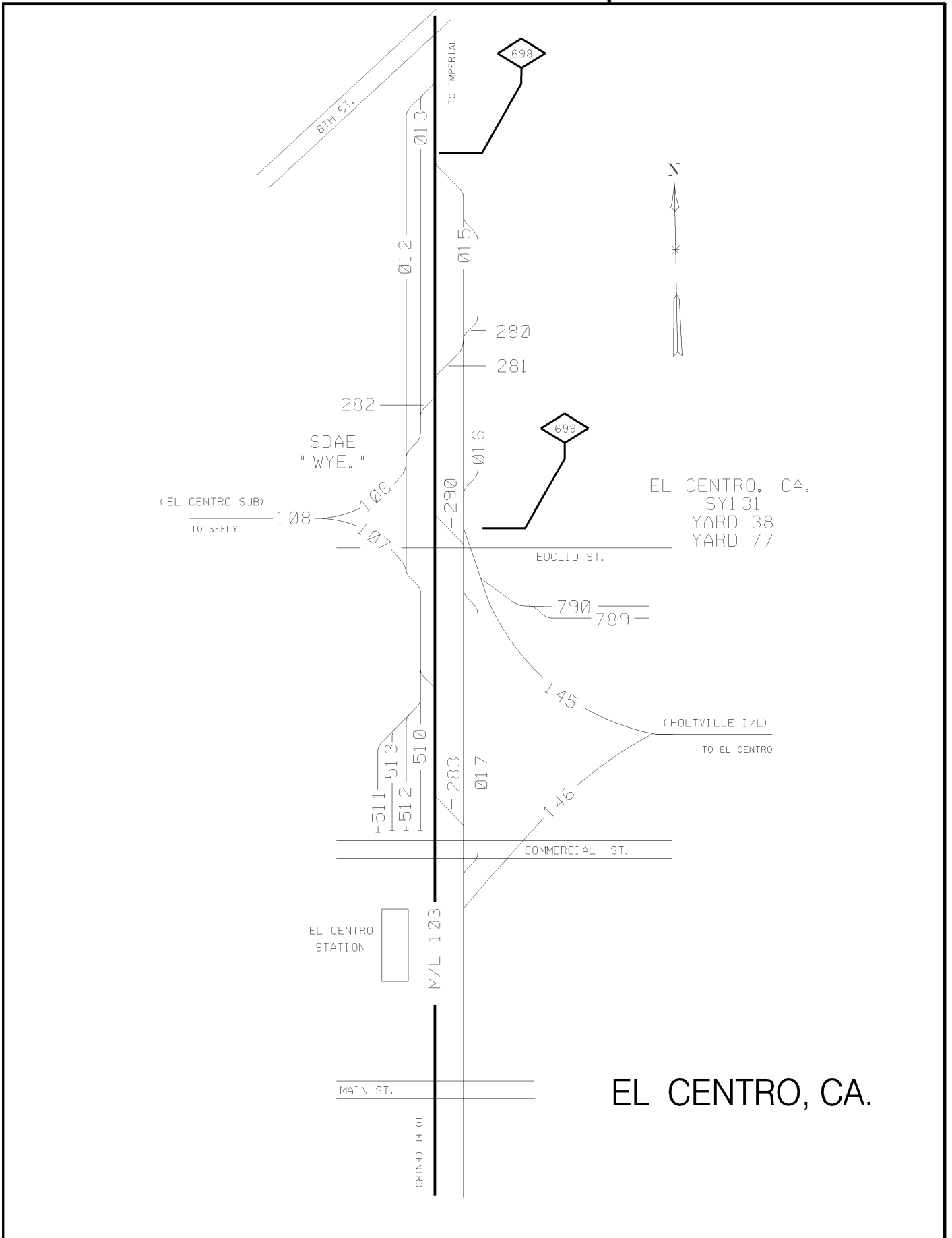
**Apex:** References to station Apex refer to MP 563.5

# CALEXICO SUBDIVISION (0945)

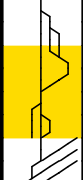
Radio Display:						
Niland Jct. to Calexico -4545 (*48)						
Mile Post	Track Layout	Rule 6.3	CP #s	WEST ▼ STATIONS ▲	EAST ▲	Sta. #s Siding Feet
708.5		YL		CALEXICO (4.5)	Y	SY141
704.0		TWC		HEBER (4.6)		SY136
699.4		YL		EL CENTRO (3.8)	BTY	SY131
695.6		TWC		IMPERIAL (9.4)		SY128
686.2				BRAWLEY (10.5)		SY118 5930
675.7				CALIPATRIA (8.2)		SY108
667.9			SP668	NILAND JCT.	T	SP629
(40.6)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
<b>TWC between:</b> MP 706.0 and MP 701.0; MP 694.5 and MP 667.9.  <b>Yard Limits between:</b> MP 708.5 and MP 706.0; MP 701.0 and MP 694.5;						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
<b>Maximum Speed</b>		<b>MPH</b>				
<b>Between Mileposts</b>						
708.5 and 667.9						
(Except as Below)..... 40						
708.5 and 706.6..... 10						
<b>SI-03 OTHER SPEED RESTRICTIONS</b>						
<b>Maximum Speed</b>		<b>MPH</b>				
1. Thru Sidings & Turnouts						
Siding Brawley..... 10						
2. Dual Control Switch Turnouts (No Exceptions)						
3. Misc. Speed Restrictions						
Both legs of Wye Niland..... 10						
<b>SI-04 MAIN TRACK DESIGNATIONS</b>						
CP SP668 (Niland Jct.): Connects at Niland on Yuma Subdivision.						
<b>SI-05 MILEPOST EQUATIONS - None.</b>						
<b>SI-06 RCL OPERATIONS - None.</b>						
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>						
---None---						
<b>SI-08 RULES ITEMS</b>						
System Special Instruction, Item 2-C: Exception #1 applies on entire subdivision when Level 2 Heat Restriction is in effect.						
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>						
<b>SI-10 BUSINESS TRACKS</b>						
<b>Track Name</b>		<b>MP</b>		<b>STA. #S</b>		
Jewett .....		701.5		SY113		
Carlton .....		691.4		SY123		
Rockwood .....		681.0		SY113		
Estelle .....		672.0		SY104		

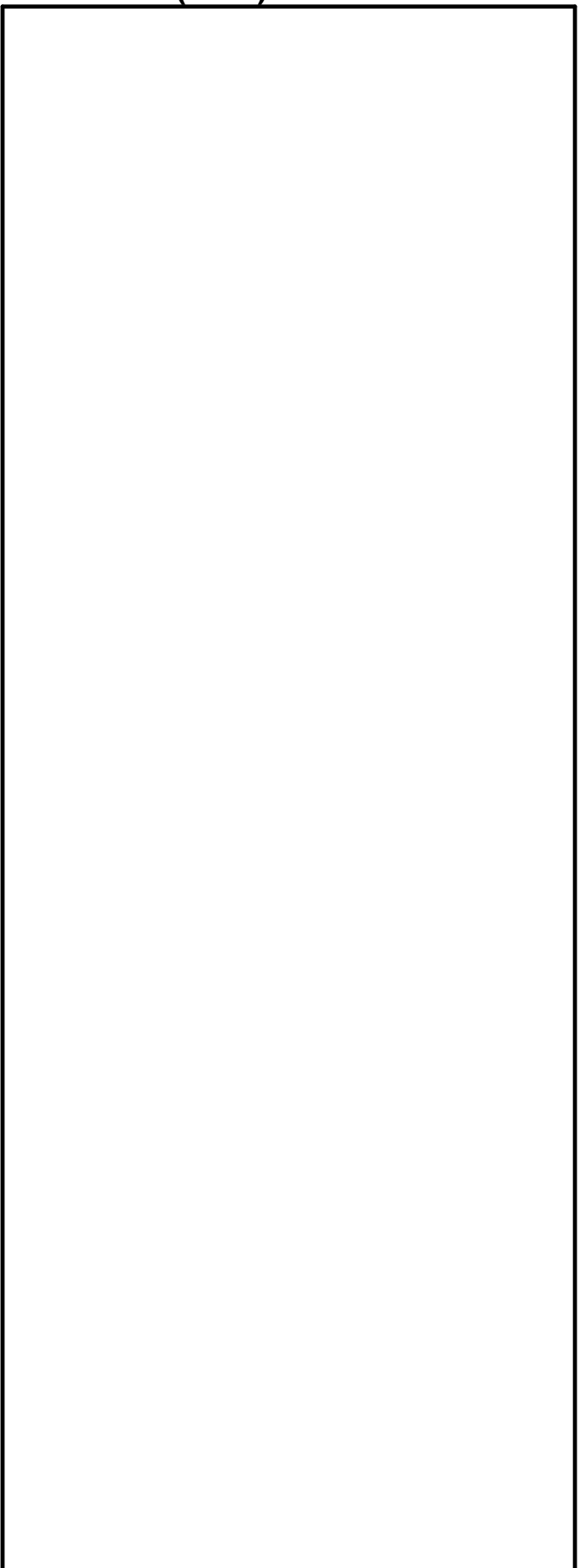
<b>SI-11 INDUSTRIAL LEADS</b>						
<b>Holtville Industrial Lead:(0946)</b> Access off main track at MP 699.1; extends from MP 713.7 to MP 710.7. Six-axle locomotives are prohibited on this industrial lead. Entire Lead is FRA Excepted Track.						
<table style="width: 100%;"> <tr> <td style="text-align: center;"><b>Business Tracks</b></td> <td style="text-align: center;"><b>MP</b></td> <td style="text-align: center;"><b>Sta.#s</b></td> </tr> <tr> <td>Holtville .....</td> <td>703.5</td> <td>SY210</td> </tr> </table>	<b>Business Tracks</b>	<b>MP</b>	<b>Sta.#s</b>	Holtville .....	703.5	SY210
<b>Business Tracks</b>	<b>MP</b>	<b>Sta.#s</b>				
Holtville .....	703.5	SY210				
<b>SI-12 TONNAGE RESTRICTIONS - None.</b>						
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>						
<b>SI-14 MISC. INSTRUCTIONS</b>						
<b>Restricted Tracks:</b> Six-axle locomotives are prohibited on the following tracks: trk. 775 Western Farms; trk. 777 Calcot Ltd.; trk. 778 Dune Company; trk. 836 Inland Paper; trk. 839 Simplot.						
<b>Procedures required</b> by employees operating main track switches on the Calexico Subdivision, except within yard limits. These instructions are in addition to System Special Instructions Item 10-K regarding the use of switches in non-signalized territory.						
* All main track hand throw switches outside yard limits will have a switch tag placed on the switch lock.						
* Whenever a switch is lined for other than main track movement, the employee handling the switch must have the switch tag in their possession (attached to their clothing if possible).						
* When employee restores switch for main track movement, switch tag must be re-attached to switch lock. During switching operations, it is only necessary to replace the switch tag when the switch is last restored for main track movement.						
* Missing switch tags must be reported to proper authority and replaced with a substitute tag marked "Switch Lined For Main Track."						

# El Centro Terminal Map



# EL CENTRO SUBDIVISION (0947)

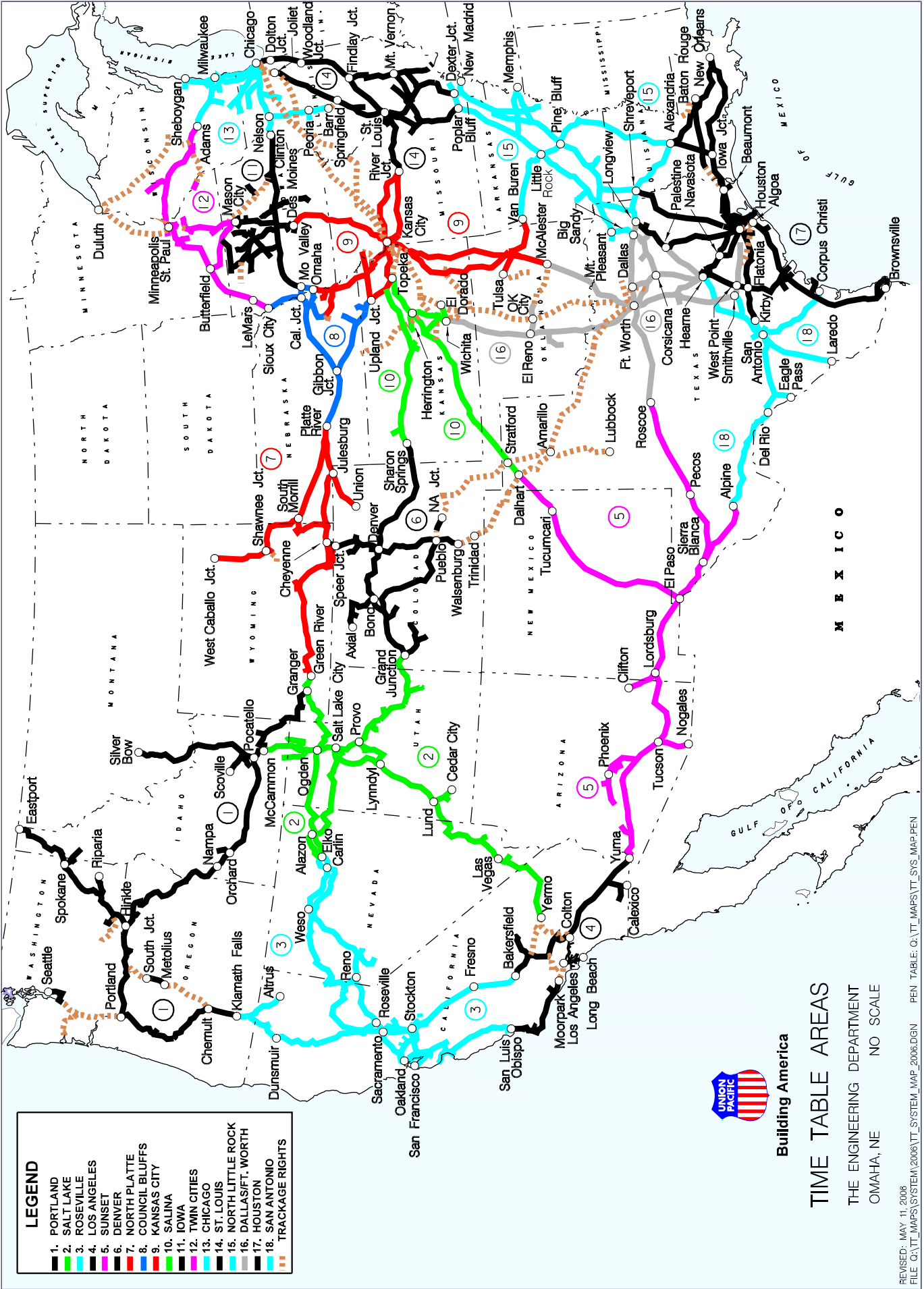
Radio Display:						
MP 129.6 to El Centro -4545 (*48)						
Mile Post	Track Layout	Rule 6.3	CP #s	WEST ▼ STATIONS ▲	EAST ▲	Sta. #s Siding Feet
129.6		YL		END OF TRACK (1.0)	Y	
130.0		TWC		PLASTER CITY (9.8)		SY317
139.8				SEELY (8.0)		SY308
147.8		YL		EL CENTRO	BTY	SY131
(18.2)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
<b>TWC between:</b> MP 131.0 and MP 145.0.  <b>Yard Limits between:</b> MP 129.6 and MP 131.0; MP 145.0 and MP 147.8.						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
<b>Maximum Speed</b>				<b>MPH</b>		
Between Mileposts						
129.6 and 147.8						
(Except as Below).....				25		
129.6 and 134.7.....				10		
<b>SI-03 OTHER SPEED RESTRICTIONS</b>						
<b>Maximum Speed</b>				<b>MPH</b>		
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions						
Both Legs of Wye El Centro..... 10						
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>						
<b>SI-05 MILEPOST EQUATIONS - None.</b>						
<b>SI-06 RCL OPERATIONS - None.</b>						
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.</b>						
<b>SI-08 RULES ITEMS</b>						
<b>Rule 8.20:</b>						
Derail located on main track at MP 130.8.						
When train or engine movement is completed, derail must be left lined in the derailing position.						
<b>System Special Instruction, Item 2-C:</b>						
Exception #2 applies on entire subdivision when Level 2 Heat Restriction is in effect.						
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>						
<b>SI-10 BUSINESS TRACKS - None.</b>						
<b>SI-11 INDUSTRIAL LEADS - None.</b>						
<b>SI-12 TONNAGE RESTRICTIONS - None.</b>						
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>						
<b>SI-14 MISCELLANEOUS INSTRUCTIONS - None.</b>						



**NOTES:**

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- LEGEND**
- 1. PORTLAND
  - 2. SALT LAKE
  - 3. ROSEVILLE
  - 4. LOS ANGELES
  - 5. SUNSET
  - 6. DENVER
  - 7. NORTH PLATTE
  - 8. COUNCIL BLUFFS
  - 9. KANSAS CITY
  - 10. SALINA
  - 11. IOWA
  - 12. TWIN CITIES
  - 13. CHICAGO
  - 14. ST. LOUIS
  - 15. NORTH LITTLE ROCK
  - 16. DALLAS/FT. WORTH
  - 17. HOUSTON
  - 18. SAN ANTONIO
  - TRACKAGE RIGHTS



**Building America**

**TIME TABLE AREAS**

THE ENGINEERING DEPARTMENT  
 OMAHA, NE NO SCALE



### Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300
1:30 AM	0130	1:30 PM	1330
2:00 AM	0200	2:00 PM	1400
3:00 AM	0300	3:00 PM	1500
4:00 AM	0400	4:00 PM	1600
5:00 AM	0500	5:00 PM	1700
6:00 AM	0600	6:00 PM	1800
7:00 AM	0700	7:00 PM	1900
8:00 AM	0800	8:00 PM	2000
9:00 AM	0900	9:00 PM	2100
10:00 AM	1000	10:00 PM	2200
11:00 AM	1100	11:00 PM	2300
11:59 AM	1159	11:59 PM	2359
Noon	1200	Midnight	0000 (new date)
12:01 PM	1201	12:01 AM	0001

### TABLE OF TRAIN SPEEDS

Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour	Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0



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