BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

California Division

And

Los Angeles Division

Timetable No. 3

IN EFFECT AT 0800
Pacific Continental Time

Wednesday, March 26, 2008

California Division
General Manager
Mark J. Kirschinger
San Bernardino, California
(909) 386-4150

Los Angeles Division
General Manager
Richard L. Ebel
Los Angeles, California
(323) 267-4000

California & Los Angeles Division
General Director
Transportation
Thomas C. Albanese
San Bernardino, California
(909) 386-4100
1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 16.1 ................................................................. 40 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.6 ................................................................. 30 MPH.
MP 0.6 to MP 0.9 ................................................................. 35 MPH.
MP 15.9 to MP 16.1 ............................................................. 25 MPH.

1(C). Speed—Switches and Turnouts

All Main Track to Main Track Crossovers .................. 40 MPH.

Exceptions:
CP AC000 (CP East Redondo) ................................. 30 MPH.
CP AC001 (CP West Redondo) ................................. 30 MPH.
CP AC117 (CP Alameda) ................................. 30 MPH.
Trains 100 TOB and over ..................................................... 25 MPH.
CP AC001 (Connection to Wilmington Sub.) .................. 15 MPH.
CP AC001 (Connection to Wilmington Sub.) 25 MPH.
CP AC010 (Connection to Los Nietos Sub.) .................. 30 MPH.
CP AC106 (Connection to Los Nietos Sub.) .......................... 30 MPH.
CP AC106 (Connection to Dolores Industrial Lead) .............. 15 MPH.
CP AC117 (Connection to Wilmington Sub.) .................. 30 MPH.
CP AC155 (Connection Main 1 to BNSF Watson Lead) ............ 30 MPH.
BNSF Xing, turnouts ..................................................... 30 MPH.
All other turnouts ...................................................... 15 MPH.

1(D). Speed—Other

CP AC155 (Main 1) Watson Lead to BNSF Xing .................. 20 MPH.
BNSF Xing to Rolling Jct. ........................................ 20 MPH.
Yard 41 Tracks 924, 925, 926 at Tocso ........................ 5 MPH.
Oil Can Spot ............................................................. 5 MPH.
Loaded Slab Trains ..................................................... 45 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

CP E. Redondo to CP W. Thenard.............. 143 tons, Restriction A
Alameda Industrial Lead ....................................................... 158 tons

3. Type of Operation

CTC—in effect:
MP 0.0 to MP 16.1

Watson Lead between CP AC155 to BNSF
Mains 1, 2 and 3 connect to Pacific Harbor Lines RR at CP West Thenard.

Multiple Main Tracks—in effect:
3 MT:
MP 0.0 to MP 16.1

4. General Code of Operating Rules Items

Rule 1.3.1—Union Pacific Operating Rules, Signals Rules

5. Trackside Warning Detectors (TWD)

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 0.4 (Alameda Corridor Subdivision) and MP 149.8 (San Bernardino Subdivision), designate the Remote Control Area at Hobart.

Power Derails—Locations of power derails on track leading to main tracks:
Main 1—MP 0.1, BNSF 9th St. Yard Lead (Auto Dock North)
Main 1—MP 0.2, Auto Dock South (Wilmington Sub.)
Main 3—MP 0.2, UP J Yard
Main 3—MP 12.1, ACTA Storage 2
Main 1—MP 12.2, UP Industry Spur
Main 3—MP 13.4, Dolares R/H Lean Connection to ACTA 2

Emergency Ladders—There are 47 Emergency Ladders attached to the walls, on both sides, between CP West Redondo and CP Compton. In addition, there are 2 emergency telephones at each ladder, one near the ladder at the bottom and one at the top of the ladder.

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.

**Alameda Industrial Lead**—(Off Main 3-MP 0.1). 1.9 miles long between MP 485.4 (J Yard) and MP 487.3 (BNSF Xing).

**Dolores Industrial Lead**—(Off Main 3, MP 10.6 CP Compton) - MP 495.5, 5.5 miles long to connection with Pacific Harbor Line at West Thenard, MP 501.0.


**Dolores Yard Instructions**—All trains and engines must receive permission from the Dolores Yardmaster or his representative before entering the limits of Dolores Yard or to depart Dolores Yard. All Trains and engines destined to 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 - 8686 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.

**Del Amo Industrial Lead**—(Off of Dolores Industrial Lead, MP 496.1) MP 496.5 - 1.5 miles to End of Track.

**Train Crew Motor Vehicle License**—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crew member shall be required to furnish a motor vehicle operator's license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator's license of the Engineer or any other crew member of the train.

**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 operating on the Alameda Corridor must not have more than 7,325 trailing tons behind any car weighing less than 45 tons.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. **Line Segments**
   - CP East Redondo to CP West Thenard - 8930
   - Watson Lead - CP AC155 to Long Beach Jct. - 8931

9. **Locations Not Shown as Station**—None
Speed—Maximum

1. Speed Regulations

1(A). Speed—Maximum

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

1(C). Speed—Switches and Turnouts

1(D). Speed—Other

Lone Star Spur, MP 901.9 to end of track.................10 MPH
Bridge 899.8, cars heavier than 143 tons.........25 MPH
Bakersfield—Tracks 424, 425, 532, 533, and 534 ..........5 MPH
See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
   Maximum Gross Weight of Car
   Bakersfield to Calwa.................................143 tons, Restriction A

3. Type of Operation
   CTC—in effect:
   MP 887.7 to MP 888.0, Main 1
   MP 994.2 to MP 994.4, Bruno Lead
   MP 888.0 to MP 994.9
   Multiple Main Tracks—in effect:
   2 MT:
   MP 887.7 to MP 892.5
   MP 967.2 to MP 972.3
   MP 986.3 to MP 994.9

   ABS—in effect:
   MP 887.7 to MP 888.0, Main 2
   Restricted Limits—in effect:
   MP 887.7 to MP 888.0—Main 2

4. General Code of Operating Rules Items
   Rule 1.14—San Joaquin Valley trains and engines may use
   main track between Bakersfield and Jastro, joint with BNSF
   trains and engines.
   Rule 1.47—Passenger Trains Observe and Call Signals—When
   a signal requires a train to stop at or pass the next signal at
   restricted speed, the engineer must communicate that fact to a
   designated member of the crew, including track designation if
   on multiple tracks, and get an acknowledgment. If no acknowl-
   edgment is received, the engineer must ascertain at the next
   scheduled stop why the message is not being confirmed.
   If the engineer fails to control the train movement in accordance
   with either a wayside signal or other restrictions imposed upon
   the train, the designated crew member shall at once communi-
   cate with and caution the engineer regarding the restriction, and
   if necessary, take appropriate action to ensure the safety of the
   train, including stopping all movement if appropriate.
   Rule 5.8.2—Sound the whistle approaching all crossings, public
   and private.
   Rule 6.19—When flagging is required, distance will be 2.0
   miles.
   Rule 8.12—The following crossovers at Bakersfield may be left
   lined and locked as last used:
   MP 886.1, Main 1 to Main 2 (Tulare Street)
   MP 887.3, Main 1 to Main 2 (Chester Street)
   MP 887.5, Main 2 to Working Lead
   Rule 9.1.8—For San Joaquin Amtrak operations only,
   the “Approach” signal indication is changed to read: Proceed
   prepared to stop at the next signal, trains exceeding 40 MPH
   immediately reduce to that speed.
   Rule 9.1.12—For San Joaquin Amtrak operations only, the
   “Diverging Approach” signal indication is changed to read: Pro-
   ceed on diverging route not exceeding prescribed speed through
   turnout; approach next signal preparing to stop, if exceeding 40
   MPH immediately reduce to that speed.
   Rule 9.9—All Trains Delayed Within a Block—In CTC, when any
   train stops or its speed is reduced below 10 MPH, the train must
   proceed at a speed not exceeding 40 MPH, prepared to stop at
   the next signal until the next signal is visible and that signal
   displays a proceed indication.

5. Trackside Warning Detectors (TWD)
   A. Protecting bridges, tunnels or other structures: None
   B. Other TWD locations
      MP 900.0—Exception Reporting—Recall Code 8
      MP 921.0—Exception Reporting—Recall Code 8
      MP 943.7—Exception Reporting—Recall Code 8
      MP 962.0—Exception Reporting—Recall Code 8
      MP 984.5—Exception Reporting—Recall Code 8

6. FRA Excepted Track—None

7. Special Conditions
   Remote Control Operations—Signs located at MP 885.0
   (Mojave Subdivision) and MP 903.0 (Bakersfield Subdivision),
   designate the Remote Control Area at Bakersfield.
   Sidings—Loaded coal trains or trains exceeding 100 TOB
   should hold the main track at all sidings when meeting or pass-
   ing trains except they may use the siding to reduce delay to
   Amtrak and Z trains. The following sidings must not be used by
   trains exceeding 100 TOB: East Corcoran and Hanford.
   When securing equipment in the following sidings, use the fol-
   lowing chart in conjunction with ABTH Rule 104.14 to determine
   the appropriate number of handbrakes.

<table>
<thead>
<tr>
<th>Sidings</th>
<th>Most Restrictive Grade</th>
<th>Ascending or Descending Movement E. Switch/Direction - W. Switch/Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Una</td>
<td>.32</td>
<td>Ascending</td>
</tr>
<tr>
<td>Shafter, East</td>
<td>.04</td>
<td>Descending, Flat</td>
</tr>
<tr>
<td>Shafter, West</td>
<td>.00</td>
<td>Flat</td>
</tr>
<tr>
<td>Wasco</td>
<td>.16</td>
<td>Descending, Descending</td>
</tr>
<tr>
<td>Elmo</td>
<td>.39</td>
<td>Ascending, Ascending</td>
</tr>
<tr>
<td>Sandini</td>
<td>.25</td>
<td>Ascending, Ascending</td>
</tr>
<tr>
<td>Alensworth</td>
<td>.10</td>
<td>Ascending, Ascending</td>
</tr>
<tr>
<td>Angiola</td>
<td>.08</td>
<td>Ascending, Ascending</td>
</tr>
<tr>
<td>Corcoran, East</td>
<td>.00</td>
<td>Flat</td>
</tr>
<tr>
<td>Corcoran, West</td>
<td>.05</td>
<td>Flat</td>
</tr>
<tr>
<td>Guernsey</td>
<td>.11</td>
<td>Descending, Ascending</td>
</tr>
<tr>
<td>Hanford, East</td>
<td>.20</td>
<td>Descending, Ascending</td>
</tr>
<tr>
<td>Shirley</td>
<td>.20</td>
<td>Descending, Ascending</td>
</tr>
<tr>
<td>Conejo</td>
<td>.20</td>
<td>Descending, Ascending</td>
</tr>
<tr>
<td>Bowles</td>
<td>.20</td>
<td>Descending, Ascending</td>
</tr>
</tbody>
</table>

   Locomotive Consists—When building locomotive consists, lo-
   comotives rated at less than 2000 horsepower and not equipped
   with a dynamic brake must be placed immediately behind the
   lead locomotive in the consist.
   Close Track Centers—The following locations have been identi-
   fied as having close track centers of 13 feet or less. Employees
   will not ride the side of cars in these tracks unless the adjacent
   track is known to be clear:
   Calwa Yard—5147, 5148, 5149, 5150, 5151, 5152, 5153, 5154,
   5155, 5156, 5157, 5158, 5159, 5160, 5161 and 5162.
   Bakersfield—403, 404, 405, 406, 407, 408, 409, 410, 411, 412,
   413, 414, 415, 416, 417, 418, 419, 420, 421 and 616.

   Bakersfield—Amtrak trains operating between “D” Street, MP
   887.8 and “F” Street, MP 887.7 must display ditch lights, sound
   whistle signal 5.8.2 (11), and ring bell continuously.
   When Amtrak trains are shoved, a member of the crew must
   precede the movement on foot from “D” Street, MP 887.8, to “F”
   Street, MP 887.7, when not equipped with ditch lights on the
   leading end of the movement.
   Between Kern Junction and Bakersfield, street crossing protec-
   tion circuits are so designed that following movements must
   not be nearer than 1,000 feet to preceding movements in order
   for the crossing protection devices to operate in the proper
   sequence.
Train Crew Motor Vehicle License—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator’s license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator’s license of the Engineer or any other crew member of the train.

System Special Instructions Amendment—
Item 9, Amtrak Instructions, under “Equipment”, the line reading “Movement with locomotives between cars is prohibited” does not apply on the California Division.

The following will apply:
Movement with locomotive between cars is prohibited unless:
A. Locomotive is being used in “push-pull” service.
B. “MU” control cables are connected through the entire train.
C. Locomotive between cars is not isolated or dead-in-tow.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Bakersfield Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Other Line Segments
Yard Line Segments
Line Segment Limits
7254 .......... Bakersfield Yard
7255 .......... Calwa Yard

Road Line Segments
Line Segment Limits
7200 .......... Kern Jct. to Calwa

9. Locations Not Shown as Stations

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Feet</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crome</td>
<td>899.5</td>
<td>1,700</td>
<td>West</td>
</tr>
<tr>
<td>Lone Star Spur</td>
<td>901.9</td>
<td>5.6 miles</td>
<td>East</td>
</tr>
<tr>
<td>Stoil</td>
<td>936.0</td>
<td>4,693</td>
<td>Both</td>
</tr>
<tr>
<td>Kings Park</td>
<td>964.0</td>
<td>7,571</td>
<td>Both</td>
</tr>
<tr>
<td>Laton</td>
<td>976.0</td>
<td>3,515</td>
<td>Both</td>
</tr>
<tr>
<td>Monmouth</td>
<td>985.6</td>
<td>1,324</td>
<td>Both</td>
</tr>
</tbody>
</table>
3. Train does not average more than 80 TOB. Exception: Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both may operate at 70 MPH with tons per operative brake as great as 90; and, Trains consisting entirely of loaded double-stack equipment may operate at 70 MPH with tons per operative brake as great as 105.

4. Engineer can control speed to 70 MPH without use of air brakes.

   (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

The maximum speed for freight trains is 45 MPH when:

1. Train exceeds 10,000 feet; or

2. Train averages 90 TOB or more.

Eastward freight trains on descending grades, with dynamic brakes not in use between MP 54.4 to MP 58.0..........................30 MPH.

1(B). Speed—Permanent Restrictions

**Westward:**

<table>
<thead>
<tr>
<th>Departure</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westward:</td>
<td>10 MPH.</td>
</tr>
<tr>
<td>MP 0.0 to MP 56.6</td>
<td>50 MPH.</td>
</tr>
<tr>
<td>MP 0.0 to MP 56.6X</td>
<td>45 MPH.</td>
</tr>
<tr>
<td>MP 0.0 to MP 57.4</td>
<td>40 MPH.</td>
</tr>
<tr>
<td>MP 0.0 to MP 58.0</td>
<td>35 MPH.</td>
</tr>
<tr>
<td>MP 0.0 to MP 58.0X</td>
<td>30 MPH.</td>
</tr>
<tr>
<td>MP 0.0 to MP 59.5</td>
<td>25 MPH.</td>
</tr>
<tr>
<td>MP 0.0 to MP 60.0</td>
<td>20 MPH.</td>
</tr>
</tbody>
</table>

**Eastward:**

<table>
<thead>
<tr>
<th>Departure</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastward:</td>
<td>10 MPH.</td>
</tr>
<tr>
<td>MP 90.0 to MP 58.0</td>
<td>50 MPH.</td>
</tr>
<tr>
<td>MP 90.0 to MP 57.4</td>
<td>45 MPH.</td>
</tr>
<tr>
<td>MP 90.0 to MP 56.6</td>
<td>40 MPH.</td>
</tr>
<tr>
<td>MP 90.0 to MP 56.6X</td>
<td>35 MPH.</td>
</tr>
<tr>
<td>MP 90.0 to MP 57.4</td>
<td>30 MPH.</td>
</tr>
<tr>
<td>MP 90.0 to MP 58.0</td>
<td>25 MPH.</td>
</tr>
<tr>
<td>MP 90.0 to MP 58.0X</td>
<td>20 MPH.</td>
</tr>
</tbody>
</table>

1. **Speed Regulations**

   1(A). Speed—Maximum

   **Passenger**

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>19000</td>
<td>79 MPH</td>
</tr>
<tr>
<td>20000</td>
<td>55 MPH</td>
</tr>
</tbody>
</table>

   **Freight**

<table>
<thead>
<tr>
<th>Mile Post</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>19000</td>
<td>79 MPH</td>
</tr>
<tr>
<td>20000</td>
<td>55 MPH</td>
</tr>
</tbody>
</table>

   Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

   1. Train does not contain empty cars(s). Refer to SSI item 1 (C) for determining speed for multi-platform, intermodal equipment.
   2. Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
MP 63.7X to MP 63.1X, curve (Main 1) ............................................................... 35 MPH.
MP 63.1X to MP 61.7X, curve (Main 1) ............................................................. 40 MPH 35 MPH.
MP 61.7X to MP 57.4X, curve (Main 1) .......................................................... 30 MPH.
MP 57.4X to MP 56.8X, curve (Main 1) .......................................................... 45 MPH 40 MPH.
MP 56.8X to MP 56.1X, curve (Main 1 and Main 2) ....................................... 45 MPH.
MP 56.1 to MP 52.1, curve .......................................................... 55 MPH 50 MPH.
MP 55.9 to MP 52.8, Martinez siding ........................................................... 40 MPH 40 MPH.
MP 52.1 to MP 50.4, curve .......................................................... 50 MPH.
MP 50.4 to MP 48.6, curve .......................................................... 55 MPH 50 MPH.
MP 48.8 to MP 48.1, curve .......................................................... 55 MPH.
MP 48.1 to MP 47.2, curve .......................................................... 75 MPH 65 MPH.
MP 43.7 to MP 42.0, curve
Protected by inert ATS induc tors ................................................................. 55 MPH 50 MPH.
MP 42.0 to MP 39.1, curve (Main 2) ............................................................. 50 MPH 45 MPH.
MP 39.1 to MP 37.4, curve (Main 2) ............................................................. 45 MPH 40 MPH.
MP 37.4 to MP 37.2, curve .......................................................... 35 MPH.
MP 37.2 to MP 36.2, curve .......................................................... 50 MPH 45 MPH.
MP 36.2 to MP 34.4, curve (Main 1) ............................................................. 65 MPH 65 MPH.
MP 36.2 to MP 34.4, curve (Main 2) ............................................................. 60 MPH 65 MPH.
MP 34.4 to MP 33.9, curve .......................................................... 40 MPH 35 MPH.
MP 33.9 to MP 31.8, curve .......................................................... 60 MPH 55 MPH.
MP 4.6 to MP 2.7, curve .......................................................... 65 MPH 60 MPH.
MP 2.7 to MP 0.8, (No. 3 Main) .......................................................... 50 MPH.
MP 2.7 to MP 0.8, (Nos. 1, 2 and 4 Main) .......................................................... 50 MPH.
MP 2.7 to MP 0.8, Insp. Yard 1101 through 1103 ........................................... 25 MPH.
MP 0.8 to MP 0.0 .......................................................... 50 MPH.
Departure Tracks 1201—1210 .......................................................... 10 MPH.
Receiver Tracks 1501—1505, East end .......................................................... 10 MPH.
Receiver Tracks 1506—1511 .......................................................... 25 MPH.
Departure 4 through 10, East end .......................................................... 10 MPH.

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speeds for that track unless otherwise indicated.

Barstow, EE passenger siding ............................................................. 20 MPH 10 MPH.
Barstow, crossover .......................................................... 50 MPH.
Barstow, yard entry .......................................................... 50 MPH.
Barstow Yard: EE and WE inspection yard tracks 1101, 1102, 1103, .......................... 25 MPH.
Departure Tracks 1201—1210 .......................................................... 10 MPH.
EE Receiver Tracks 1501—1505 .......................................................... 10 MPH.
EE Receiver Tracks 1506—1511 .......................................................... 25 MPH.
WE Receiver Tracks 1501—1521 .......................................................... 25 MPH.

Crossover between north departure lead and south departure lead, WE departure yard power switch 10 MPH.

Jct., high and low leads on Needles Subdivision, .......................................................... 25 MPH.

Crossovers between Cajon and Mojave Subdivision .......................................................... 25 MPH.

Crossover between WE inspection yard track 1103 and WE departure yard track 1201, power switches .......................................................... 25 MPH.
P 0.1, passenger siding over switch No. 0142 .......................................................... 50 MPH 10 MPH.

MP 0.1, Needles Subdivision yard entry .......................................................... 25 MPH.
Between First St. Bridge and WU Switch .......................................................... 25 MPH.

Low lead .......................................................... 15 MPH.

Balloon track .......................................................... 10 MPH.

MP 0.02 Barstow, EE passenger siding .......................................................... 20 MPH 10 MPH.

MP 0.0 Barstow, 3 crossovers .......................................................... 50 MPH.
MP 0.01 Barstow, yard entry .......................................................... 50 MPH.
MP 0.6 East D Y ard, WE passenger siding .......................................................... 20 MPH 10 MPH.
MP 0.7 East D Y ard, crossover .......................................................... 50 MPH.
MP 0.7 East D Y ard, departure yard lead .......................................................... 50 MPH.
MP 0.8 East D Y ard, turnout to No. 1 Main .......................................................... 30 MPH.
MP 0.9 East D Y ard, turnout to No. 2 Main .......................................................... 30 MPH.
MP 0.9 East D Y ard crossover, inspection yard lead .......................................................... 25 MPH.
MP 2.4 Crossover 1 switch WE inspection to N Departure Lead .......................................................... 10 MPH.

MP 2.5 Pull Back track .......................................................... 10 MPH.

MP 2.6 West D Y ard, turnout to No. 1 Main .......................................................... 50 MPH.
MP 2.7 Crossover .......................................................... 50 MPH.
MP 2.7 West D Y ard, inspection yard lead .......................................................... 50 MPH.
MP 2.7 West D Y ard, north departure yard lead .......................................................... 50 MPH.
MP 2.8 West D Y ard, south departure yard lead .......................................................... 50 MPH.
MP 2.8 to MP 2.9, 3 crossovers .......................................................... 50 MPH.
MP 3.4 Valley Jct., Mojave Subdivision Jct. .......................................................... 40 MPH.
MP 4.3 West R Y ard, receiving yard lead .......................................................... 25 MPH.
and MP 78.0 must have a properly functioning speed indicator on the controlling locomotive of the head-end consist.

Locomotive weight will not be included in train tonnage except for those units on which dynamic brake is inoperative.

Dynamic Brake Requirements for Westward Freight Trains: Westward freight trains operating between Summit and Cajon must test their Dynamic Brakes between Lenwood and Frost to determine retarding force. Helper engineers must indicate to trains being helped the total operative dynamic brake axles in helper consist. Trains greater than 3,000 tons before leaving Summit, it must be known that the lead locomotive in the consist has an operative extended range dynamic brake and that the locomotive consist has the minimum number of operative axles of extended dynamic brake. If the train does not meet the minimum requirement, THE TRAIN MUST NOT PROCEED. A helper consist may be added to meet the requirement. This requirement must be met using the axle count of locomotives having operative extended range type dynamic braking only.

After leaving Summit, if the dynamic brake on the lead locomotive in the consist becomes inoperative, or if the dynamic brake on a trailing locomotive becomes inoperative, and the loss of the dynamic brake causes the train to have less than the minimum required axles of dynamic brake, if in the judgement of the engineer the train is under control, the train may proceed without stopping.

Exception: Trains 3,000 tons or less and TOB is not greater than 40 are not required to have its locomotive consist equipped with extended range dynamic brake but must have the minimum number of (Basic or Extended range) operative axles of dynamic brake.

When operating with basic dynamic brakes (other than extended range) retarding force decreases as train speed reduces below 18 MPH. Additional brake pipe reduction and/or increased dynamic braking effort may be necessary to control train speed.

Tons Per Operative Brake (TOB)—The total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the following tables. When using the table to determine TOB, round the figures up to the next whole number. For example 105.1 TOB becomes 106 TOB.

Minimum required operative axles of dynamic brake for Main 2 between MP 56.6 and MP 61.5:

<table>
<thead>
<tr>
<th>Total Trailing Train Tonnage</th>
<th>TOB 75 or less</th>
<th>TOB 76 to 85</th>
<th>TOB 86 to 95</th>
<th>TOB 96 to 105</th>
<th>TOB 106 to 115</th>
<th>TOB 116 to 125</th>
<th>TOB 126 to 135</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,000 or less</td>
<td>4</td>
<td>6</td>
<td>8</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>2,001 to 4,000</td>
<td>10</td>
<td>12</td>
<td>14</td>
<td>16</td>
<td>18</td>
<td>18</td>
<td>20</td>
</tr>
<tr>
<td>4,001 to 5,000</td>
<td>12</td>
<td>14</td>
<td>18</td>
<td>20</td>
<td>22</td>
<td>22</td>
<td>24</td>
</tr>
<tr>
<td>5,001 to 6,000</td>
<td>14</td>
<td>18</td>
<td>20</td>
<td>22</td>
<td>24</td>
<td>24</td>
<td>26</td>
</tr>
<tr>
<td>6,001 to 7,000</td>
<td>16</td>
<td>20</td>
<td>22</td>
<td>24</td>
<td>28</td>
<td>30</td>
<td>32</td>
</tr>
<tr>
<td>7,001 to 8,000</td>
<td>16</td>
<td>22</td>
<td>24</td>
<td>28</td>
<td>32</td>
<td>34</td>
<td>36</td>
</tr>
<tr>
<td>8,001 to 9,000</td>
<td>18</td>
<td>24</td>
<td>28</td>
<td>32</td>
<td>36</td>
<td>38</td>
<td>40</td>
</tr>
<tr>
<td>9,001 to 10,000</td>
<td>20</td>
<td>26</td>
<td>32</td>
<td>36</td>
<td>38</td>
<td>42</td>
<td>44</td>
</tr>
<tr>
<td>10,001 to 12,000</td>
<td>24</td>
<td>32</td>
<td>38</td>
<td>42</td>
<td>46</td>
<td>50</td>
<td>52</td>
</tr>
<tr>
<td>12,001 to 14,000</td>
<td>28</td>
<td>36</td>
<td>42</td>
<td>48</td>
<td>54</td>
<td>58</td>
<td>60</td>
</tr>
</tbody>
</table>

Minimum required operative axles of dynamic brake for Main 1 and Main 2, MP 56.6 to MP 78.0; and for Main 3, MP 61.5 to MP 78.0:

<table>
<thead>
<tr>
<th>Total Trailing Train Tonnage</th>
<th>TOB 85 or less</th>
<th>TOB 86 to 95</th>
<th>TOB 96 to 105</th>
<th>TOB 106 to 115</th>
<th>TOB 116 to 125</th>
<th>TOB 126 to 135</th>
<th>TOB 136 to 145</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,000 or less</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>6</td>
<td>6</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>2,001 to 3,000</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>8</td>
<td>8</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>3,001 to 4,000</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>10</td>
<td>10</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>4,001 to 5,000</td>
<td>8</td>
<td>8</td>
<td>10</td>
<td>10</td>
<td>12</td>
<td>12</td>
<td>14</td>
</tr>
<tr>
<td>5,001 to 6,000</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>14</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>6,001 to 7,000</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>14</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>7,001 to 8,000</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>16</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>8,001 to 9,000</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>16</td>
<td>18</td>
<td>20</td>
<td>22</td>
</tr>
<tr>
<td>9,001 to 10,000</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>18</td>
<td>20</td>
<td>22</td>
<td>24</td>
</tr>
<tr>
<td>10,001 to 11,000</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>18</td>
<td>22</td>
<td>24</td>
<td>26</td>
</tr>
<tr>
<td>11,001 to 12,000</td>
<td>12</td>
<td>12</td>
<td>16</td>
<td>20</td>
<td>24</td>
<td>26</td>
<td>26</td>
</tr>
<tr>
<td>12,001 to 13,000</td>
<td>12</td>
<td>12</td>
<td>18</td>
<td>22</td>
<td>26</td>
<td>28</td>
<td>30</td>
</tr>
<tr>
<td>13,001 to 14,000</td>
<td>12</td>
<td>12</td>
<td>18</td>
<td>24</td>
<td>28</td>
<td>30</td>
<td>34</td>
</tr>
<tr>
<td>14,001 to 15,000</td>
<td>12</td>
<td>14</td>
<td>20</td>
<td>26</td>
<td>30</td>
<td>32</td>
<td>36</td>
</tr>
<tr>
<td>15,001 to 16,000</td>
<td>12</td>
<td>14</td>
<td>20</td>
<td>26</td>
<td>30</td>
<td>34</td>
<td>38</td>
</tr>
<tr>
<td>16,001 to 17,000</td>
<td>14</td>
<td>16</td>
<td>22</td>
<td>28</td>
<td>32</td>
<td>36</td>
<td>40</td>
</tr>
<tr>
<td>17,001 to 18,000</td>
<td>16</td>
<td>18</td>
<td>24</td>
<td>30</td>
<td>34</td>
<td>38</td>
<td>44</td>
</tr>
</tbody>
</table>

Air Brake and Train Handling Rule 103.2.1, dynamic brake limitation is 28 axles cut in per consist. Information concerning dynamic brake axle rating is located in the System Special Instructions, item 2 (B).

EXCEPTION: On Cajon Subdivision, trains may operate with 32 rated axles of dynamic brake per lead consist, provided that the following cars must not be within the first 25 cars/platforms:

1) Any conventional car (non-multi-platform) weighing less than 60 tons.
   Note: Single well double stack cars within the first 25 cars/platforms must weigh a minimum of 45 tons in the application of this rule.

2) Any 80 foot or longer flat car with a single trailer/container, regardless of car weight.
   Note: This includes twin flat cars (solid-drawbar connected flat cars TTX and RTX series) with a single trailer/container on either segment/platform.

3) Multi-platform cars with any empty platform.

West of MP 56.6, under certain conditions such as undesired emergency, break-in-two, emergency stop, etc., where it is necessary to hold the train in place while the air brake system is being recharged, starting behind the lead locomotives, apply a sufficient number of hand brakes to hold the train in place as outlined in ABTH Rules for the applicable railroad.

The brake system must be fully charged, after which a brake pipe reduction must be made that is sufficient to hold the train in place while the hand brakes are being released. Before proceeding, all hand brakes must be released.

Westward movement (excluding light engines) departing Summit routed MT 3 may not proceed with any Signal Aspect more restrictive than Flashing Yellow (or red over flashing yellow if routed through crossover From MT 2 or
Martinez Siding). This will provide two unoccupied blocks for Spacing while initially descending the grade. Train brake system recharging must begin at Signal Aspect changes to yellow or red over yellow prior to departing Summit following another train on MT 3. Exception: If a signal more favorable than Yellow cannot be provided, train dispatcher or other supervisor may permit a train to proceed on a more restrictive signal aspect.

The total brake pipe reduction to control train’s speed must not exceed 15 psi. If the total brake pipe reduction exceeds 15 psi, the train MUST BE STOPPED immediately. To control train speed, a sufficient number of retainers (not less than 20) starting behind the lead locomotives, must be set in High-Pressure position before releasing the train brakes. Before proceeding, the brake system must be fully recharged. Excessive use of the engine brake is prohibited. If retainers are positioned before reaching Cajon, a 10-minute stop to cool wheels must be made at Verdemont. Trains operating with retainers must stop east of the controlled signal at Baseline and place the retainers in Direct Exhaust position before proceeding.

The speed of trains must be controlled, at least in part, with the automatic air brake when the train tonnage exceeds: 2,500 tons on Main 3 between MP 56.6 and MP 61.5 or 3,500 tons on Main 1 and Main 2 between MP 56.6 and MP 78.0, and Main 3 between MP 61.5 and MP 78.0.

Oro Grande, East Victorville, Victorville, Thorn, Keenbrook, Devore and Ono—The speed limit is 5 MPH on other than main tracks for locomotives in excess of four axles. The speed is 10 MPH on Oro Storage Tracks 8381, 8391, and 8392. The speed on the Doanes Industrial Lead is 5 MPH. (Except at Oro Grande, locomotives with more than four axles are prohibited from operating on track 8246 and track 8247 at Riverside Cement.)

Temperature Restrictions
When the air temperature exceeds threshold temperature, all trains will be governed by the following table on main tracks through these limits unless a more restrictive speed is in effect. Temperature degrees are shown in Fahrenheit.

<table>
<thead>
<tr>
<th>Temperature Range</th>
<th>Passenger Trains</th>
<th>Freight Trains under 80 TOB</th>
<th>Freight Trains with 80 to100 TOB</th>
<th>Freight Trains over 100 TOB</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 0.0 to MP 50.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exceeds 110 degrees</td>
<td>No Restriction</td>
<td>No Restriction</td>
<td>55 MPH</td>
<td>45 MPH</td>
</tr>
<tr>
<td>Exceeds 115 degrees</td>
<td>70 MPH</td>
<td>No Restriction</td>
<td>50 MPH</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Exceeds 120 degrees</td>
<td>50 MPH</td>
<td>No Restriction</td>
<td>40 MPH</td>
<td>30 MPH</td>
</tr>
</tbody>
</table>

Train crews must notify the train dispatcher if their train is restricted by this instruction. If in doubt as to the temperature, contact the train dispatcher.

See Item 1 of the System Special instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Barstow to San Bernardino .....................143 tons, Restriction B

3. Type of Operation
CTC—in effect:
MP 0.0 to MP 81.4
MP 747.7X to MP 749.9X (Cajon Connection)
MP 3.01 MP 749.55 (Mojave Connection)

Multiple Main Tracks—in effect:
2 MT:
MP 2.6 to MP 55.6
MP 60.2 to MP 69.6

3 MT:
MP 0.0 to MP 0.8
MP 55.6 to MP 60.2
MP 69.6 to MP 81.4

4 MT:
MP 0.8 to MP 2.6

4. General Code of Operating Rules Items
Rule 5.8.2—Sound the whistle approaching all crossings, public and private.

Rule 6.19—When flagging is required, the distance will be 2.0 miles.

Rule 6.26—The main tracks cross at the grade separation at MP 39.1 and are designated as prescribed by Rule 6.26 on either side of the crossing.

The north track from WBCS Summit to CP Walker is Main 1. The track to the left of Main 1 from WBCS Summit to CP Walker is Main 2. The south track from WBCS Summit to Keenbrook is Main 3.

Rule 9.1—Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

<table>
<thead>
<tr>
<th>Aspect</th>
<th>Name</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flashing Yellow Over Lunar</td>
<td>Approach—Thirty</td>
<td>Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed, if exceeding 40 MPH, immediately reduce to that speed.</td>
</tr>
</tbody>
</table>

Rule 9.13—At San Bernardino, the A1 switch in the A-yard adjacent to MT 1 at MP 0.41 on the San Bernardino Subdivision is a dual control switch but does not have a signal governing movement over it. When instructed or permitted to hand-operate this dual control switch only, and not in conjunction with the MT 1 dual control switch, movement may proceed to the switch without authority to pass a stop indication, as none will govern. Eastward movements attempting to depart the A1 lead through the San Bernardino control point must not foul the A1 switch until signal indication is received, or the Cajon Subdivision Dispatcher authorizes movement past the stop indication (with instruction to hand operate the switch(es) if needed.)

Rule 9.13.1—When permitted or instructed to hand-operate the A1 dual control switch, be governed by the instructions found in the plastic tube mounted directly on the switch labeled “INSTRUCTIONS”.

—The speed limit is 5 MPH on other than main tracks for locomotives in excess of four axles. The speed is 10 MPH on Oro Storage Tracks 8381, 8391, and 8392. The speed on the Doanes Industrial Lead is 5 MPH. (Except at Oro Grande, locomotives with more than four axles are prohibited from operating on track 8246 and track 8247 at Riverside Cement.)
ABTH Rule 100.13—At Summit, westward passenger trains must make a running air brake test between MP 55 and MP 56. Westward freight trains operating between Summit and Cajon must make a running air brake test between Lenwood and Lugo, and in doing so must determine the following:
A. Retarding force of air brake system.
B. That normal brake pipe pressure changes occur at the rear of the train.

ABTH Rule 103.3—If the train is stopped at Summit for any reason, an automatic brake application of not less than 15 psi must be made and not released until ready to proceed.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
   - MP 8.5—DED—Exception Reporting—Recall Code 8
   - Transmits on both Channel 65 and 72
   - MP 28.5—DED—Exception Reporting—Recall Code 8
   - MP 32.7—DED—Exception Reporting
   - MP 37.9—DED—Exception Reporting
   - MP 42.9—DED—Exception Reporting
   - MP 48.5—DED—Exception Reporting—Recall Code 8
   - MP 52.8—DED—Exception Reporting
   - MP 58.2X—Main 1—DED—Exception Reporting
   - MP 58.6—Main 3—DED—Exception Reporting
   - MP 64.7—Exception Reporting—Recall Code 8
   - MP 71.5—DED—Exception Reporting
   - MP 76.2—Main 3—DED—Exception Reporting
   - MP 76.5—DED—Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions
   Helping Stalled DP Trains—Stalled Eastward Distributed Power Trains on the Cajon Subdivision between MP 78 and MP 52.8 must add helpers to the head end of the train under the direction of the Cajon Operating Officer Responder and operate as outlined below. ABTH Rules 102.12.3, 102.12.4, and 102.12.5 are amended only for this specific move to read:

102.12.3—Manned Helper Added to Head End of Train—When a manned helper is coupled on the head end of the train, the helper engineer will transfer control of the air brakes (and the throttle with MU cable) to the road engineer as follows:
   a. Communicate with the road engineer to determine the brake pipe reduction currently applied to the train.
   b. The helper engineer must make a reduction 2 psi more than the current reduction applied to the train.
   c. After brake pipe exhaust has ceased, cut out the automatic brake valve and place handle in the release position.
   d. Notify the engineer on the road locomotive of the amount of the brake pipe pressure reduction.
   e. The independent brake valve must be left cut in on the helper locomotive. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive.

102.12.4—Manned Helper Removed From Head End of Train—When a manned helper will be detached from the head end of the train do the following:
   1. The engineer in control of the road locomotive will:
      a. Make not less than a 6 psi brake pipe reduction.
      b. Notify the helper engineer when ready to detach the manned helper after closing the angle cocks between the helper consist and the road locomotive and removing the MU cable.
   2. The helper engineer will cut in the Automatic Brake Valve after the angle cocks are closed between the consists.
   3. After the helper consist is detached, the Engineer on the road locomotive will increase the brake reduction on the train to not less than 15 psi before the train departs.

102.12.5—Operating Responsibilities with Manned Helper—When adding helpers to the head end of a DP train, the control of all locomotives coupled together must be transferred to the DP road locomotive engineer by plugging in the MU cable, whenever practicable. When more than one locomotive is attached to a train, the engineer of the DP road locomotive must control the train’s air brakes. The engineer in the lead locomotive consists in charge of train movement. The engineer in charge will communicate with and direct the engineer on the DP road locomotive as follows:
   1. Identify speed restrictions and locations where a stop is to be made at least 2 miles in advance.
   2. Communicate clearly the name or aspect of signals affecting the train’s movement as soon as the signals become visible or audible.

Note: The helper engineer will be responsible to comply with whistle requirements and may utilize the ABV handle, even though cut out, to initiate an emergency application of the brakes should any emergency situation occur requiring this action. The speed limit for a train in this configuration must not exceed 20 MPH.

Freight trains that exceed the maximum authorized speed by 5 MPH, MUST stop by using an emergency application of the air brakes. Westward freight trains operating between MP 56.6 and MP 78.0 that are experiencing air brake problems MUST STOP immediately using an emergency air brake application, if necessary, and must secure the train. The train must not proceed until the air brake system is repaired. At Summit, freight trains required to stop before descending the grade must recharge the train brake system before proceeding.

Automatic Brake Valve Cutout Valve Position—When operating westward freight trains on the Cajon Subdivision, place the automatic brake valve cutout valve in FRT position. In the event of equalizing reservoir leakage while operating between MP 56.6 and MP 78.0, the train MUST BE STOPPED. After stopping, the train must be properly secured and the automatic brake valve cutout valve placed in PASS position. The train brake system must be fully charged before proceeding. A radio report must be made promptly to the Mechanical Desk, Fort Worth, and Form 1226-B Std. “Locomotive Inspection Form” must be completed and turned in at conclusion of the trip.

Before departing Barstow, westward freight trains must notify the Cajon Subdivision dispatcher of the following information:
   1. Work to be performed on the Cajon Subdivision and at San Bernardino.
   2. If they will require helpers to meet the HPT as outlined above.
   3. If the train qualifies for Main 3.

Coupler capacity for trains (non-DP or helpers)—
   Eastward trains (MT 1):
   - Solid intermodal & loaded coal trains - 8,500 tons
   - All other trains - 6,500 tons
Remote Control Zone (RCZ)—Remote Control Operations—Coiled Steel Trains—If it becomes necessary to change a battery en route, this fact

NOTE: Some classes of locomotives will display an “EOT BATT” box on the locomotive engineer's control screen. If this box is illuminated in YELLOW with Black letters, this indicates “Low Battery”. If EOT battery is OK, box is not shown.

Before departing Barstow or Yermo, westward freight trains operating on to the Cajon Subdivision must verify that there are no ETD messages indicating “Low Battery” displayed on the head end device. If any of these messages are received prior to departing Barstow, a fully charged battery must be installed before departing.

Before passing Summit, westward freight trains must verify that there are no ETD messages indicating “Low Battery” displayed on the head end device. If any of these messages are received, a fully charged battery must be installed before departing Summit.

After departing Summit, if an ETD message indicating “Low Battery” is displayed on the head end device, crew must bring train safely to a stop in accordance with good train handling practices and the battery MUST be changed.

NOTE: Some classes of locomotives will display an “EOT BATT” box on the locomotive engineer's control screen. If this box is illuminated in YELLOW with Black letters, this indicates “Low Battery”. If EOT battery is OK, box is not shown.

If it becomes necessary to change a battery en route, this fact MUST be reported to the train dispatcher who will notify the appropriate responders in order that an accurate record be maintained.

Coiled Steel Trains—Westward loaded coiled steel trains are restricted to Main 1 and Main 2 from MP 56.6 to MP 61.5.

Remote Control Operations—Signs located at MP 5.0 (Cajon Subdivision), MP 751.0 (Mojave Subdivision) and MP 743.6 (Needles Subdivision), designate the Remote Control Area at Barstow.

Signs located at MP 73.9 (Cajon Subdivision) and MP 3.2 (San Bernardino Subdivision), designate the Remote Control Area at San Bernardino.

Remote Control Zone (RCZ)—Receiving tracks 1-10 (1501-1510) including the leads to the hump crest are designated as the Remote Control Zone (RCZ) at Barstow yard. Before the RCZ can be fouled or occupied, the Route Selector must be contacted to determine if the RCZ has been activated. All tracks east of the hump crest are governed by GCCOR Rule 6.28, Movement on Other Than Main Track, and are not included in the RCZ.

Activation/Deactivation Procedure at Barstow—The remote control operator will contact the Route Selector and request that RCZ protection be established after the remote control locomotive has cleared in the receiving track where protection is desired. All communication between the remote control operator and the Route Selector will be by radio. The following words will be used “(Employee Name)_______would like to establish a zone in track (Track Number)______.”. The Route Selector will line the west receiving track switch away from the lead and provide switch blocking including the switches on the hump crest leads. After this process has been completed the Route Selector will notify the remote control operator that the RCZ has been activated. The RCZ will remain activated using the following words: “Zone is activated in (Track Number)______”. A zone is not active until verified by the Route Selector. The RCZ will remain activated until the remote control operator has requested that the RCZ be deactivated.

Ono Sidings—Tracks 8381, 8391 and 8392—Cars left unattended at these locations must be secured with a sufficient number of handbrakes to prevent movement. Use the table in the ABTH Rule 104.14 to determine the number of handbrakes to be applied. Cars must be left a sufficient distance from the derail (approximately 150 feet) to allow locomotives to be attached to the cars and main track switch to be closed while performing an air test on the cars.

Deposit: The grade at these locations is 2.2% descending east to west.

Train Make-Up Instructions—Exception to train make-up instructions contained in System General Orders. When trains operate on the Cajon Subdivision, Main 1 and Main 2 between MP 56.6 and MP 80.0 the following will apply:

If trains are greater than 4,500 tons and less than 5,000 tons, the cars listed in the train make-up instructions must not be within the first 15 cars/platforms. If a train is 5,000 tons or greater, the cars listed in the train make-up instructions must not be within the first 15 cars/platforms. With this exception trains that are Main 1 and Main 2 only must notify the Cajon Subdivision Dispatcher upon departing Watson.

Close Clearance Overhead and Side Obstructions that Impair Clearance—Victorville—CEMEX Co. “A” track (8274), “B” track (8275)

Hesperia—Don Oakes Lumber Company (track 8323)

Long Mile Post Condition—Between MP 0.0 to MP 3.0, each mile is 6495 feet.

Between MP 3.0 to MP 4.0, each mile is 5821 feet.

Train Crew Motor Vehicle License—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crew member shall be required to furnish a motor vehicle operator’s license, nor shall any citation involving the operation of the train be issued against the motor vehicle operator’s license of the Engineer or any other crew member of the train.

Work Train Instructions—These instructions apply to all work trains operating on the Cajon Subdivision.

All work train crews will conduct a job briefing with a BNSF Operating Officer (Representative can be from the Operating, Mechanical or Engineering Department(s)) at the beginning of their tour of duty and at intervals that do not exceed four (4) hours until the end of the tour of duty. Movements must not be made unless these briefings occur.

All work trains operating must be operated with the ability to initiate an emergency application from the rear of the train.
All mountain grade train handling rules outlined under ABTH Rule 102.6, 103.7 apply to work trains.

All movements, including switching movements, must be made with the air brakes on all cars being handled cut in and charged. All cars left standing on the main track (in addition to securing with hand brakes) will be left in emergency when the locomotive is detached.

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Cajon Subdivision. Refer to Item 21 of the System Special Instructions.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. **Line Segments**
   
   **Yard Line Segments**
   
   **Line Segment** | **Limits**
   --- | ---
   7253 .......... Barstow Yard
   7650 .......... San Bernardino Yard

   **Road Line Segments**
   
   **Line Segment** | **Limits**
   --- | ---
   7600 .......... Barstow to San Bernardino

9. **Locations Not Shown as Stations**

   | Name          | Mile Post Location | Capacity Feet | Switch Opens |
   --- | --- | --- | --- |
   Helendale | Main 1 | 21.1 | 640 | Both East |
   | Main 2 | 21.1 | 937 | Both |
   Oro Grande | Main 1 | 31.5 | 2,591 | West |
   | Main 2 | 31.5 | 2,145 | Both |
   Victorville | Main 1 | 36.7 | 4,750 | Both |
   | Main 2 | 36.7 | 4,700 | Both |
   Thorn | Main 1 | 41.1 | 3,635 | Both |
   Hesperia | Main 2 | 45.1 | 6,760 | Both |
   Mountain Man Spur | Main 1 | 54.3 | 3,000 | East |
   Cajon | Main 1 | 64.3X | 1,025 | Both |
   Old Keenbrook | Main 1 | 67.3 | 100 | West |
   Devore | Main 1 | 71.0 | 700 | West |
   Cargill | Main 1 | 72.5 | 3,301 | Both |
   | Main 3 | 73.4 | 1,000 | West |
   Ono | Main 1 | 75.2 | 6,573 | Both |
   | Main 1 | 76.7 | 7,562 | Both |
1. **Speed Regulations**

1(A). **Speed—Maximum**

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<tr>
<th>Length of Siding (Feet)</th>
<th>Station Nos.</th>
<th>Mile Post</th>
<th>Harbor Subdivision MAIN LINE STATIONS</th>
<th>Rule 4.3</th>
<th>Type of Oper.</th>
<th>Line Segment</th>
<th>Miles to Next Stn</th>
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RADIO COMMUNICATION

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</tbody>
</table>

2. **Bridge and Equipment Weight Restrictions**

Maximum Gross Weight of Car

- Harbor Jct. to Long Beach: 143 tons, Restriction A

3. **Type of Operation**

Restricted Limits—in effect:

- MP 0.1 to MP 27.6

When approaching UPRRX Manual Interlocking at MP 2.8, contact the UPRR Train Dispatcher by radio (Channel 1414, Tone * 50) with information regarding your expected arrival at the interlocking. This requirement is to avoid blocking road crossings.

4. **General Code of Operating Rules Items**

- Rule 5.8.2—Sound the whistle approaching all crossings, public and private.

- Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. **FRA Exceptioned Track**—None

6. **Trackside Warning Detectors (TWD)**—None

7. **Special Conditions**

- Remote Control Operations—Signs located at MP 26.0, MP 27.4 and MP 27.8 designate the Remote Control Area at Watson Yard.

- Pacific Harbor Line—BNSF Employees operating on the PHL must have in their possession the current PHL Timetable and Special Instructions.

- FRA 10000 states: no conditions are known to exist which would prohibit the operation of trains over the line segment.

- All movements between West Thenard and G Street must be made by permit of the Pacific Harbor Line Railway Dispatcher at Badger Bridge on Channel 58 and the proper authority acquired when operating in both directions.

- California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator's license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator's license of the Engineer or any other crew member of the train.

- Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. **Line Segments**

8(A). Yard Line Segments

<table>
<thead>
<tr>
<th>Line Segment</th>
<th>Limits</th>
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<td>7653</td>
<td>Wilmington Yard</td>
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8(B). Road Line Segments

<table>
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<tr>
<th>Line Segment</th>
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9. **Locations Not Shown as Stations**

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Feet</th>
<th>Switch Opens</th>
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<td>Lairport - Main 1</td>
<td>13.6</td>
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10. Grade Chart

ELEVATION IN FEET

Harbor Jct 1
Widacim 6
Hyde Park 8
Larport 10
Lawndale 12
Torrance 14
Ironsides 16
Long Beach Jct 18

ELEVATION IN FEET

MILEPOST 20

EASTWARD 0
Train Crew Motor Vehicle License—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator’s license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator’s license of the Engineer or any other crew member of the train.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments
Road Line Segments
Line Segment Limits
7601 ............ Hesperia to Cushenbury

9. Locations Not Shown as Stations

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Feet</th>
<th>Switch Opens</th>
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<tr>
<td>Pluess-Staufer, Inc.</td>
<td>23.5</td>
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<tr>
<td>Chas. Pfizer and Co., Inc.</td>
<td>26.2</td>
<td>1,300</td>
<td>East</td>
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10. Grade Chart

CALIFORNIA DIVISION—No. 3—March 26, 2008—Lucerne Valley Subdivision
<table>
<thead>
<tr>
<th>Length of Siding (Feet)</th>
<th>Station No.</th>
<th>Mile Post</th>
<th>Mojave Subdivision MAIN LINE STATIONS</th>
<th>Rule 4.3 Type of Operation</th>
<th>Miles to Next Segment</th>
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</table>

Between Mojave (BNSF) and Kern Jct. is under the jurisdiction of UP timetable and special instructions.

| 380.7 | MOJAVE (UP) | 10.3 |
| 17830 | CAMERON     | 8.0  |
|      | E5.040      | 1.9  |
| 17820 | SUMMIT SWITCH | 1.9 |
| 17815 | TEHACHAPI   | 2.0  |
| 17810 | CABLE-X-OVER | 1.9 |
| 6.189 | MARCEL      | 2.3  |
| 17805 | 354.1       | 3.0  |
| 4.800 | WALONG      | 3.0  |
| 8.960 | WOODFORD    | 3.3  |
| 8.080 | ROWEN       | 3.2  |
| 7.530 | CLIFF       | 2.8  |
| 13.275 | BEAVILLES | 4.3  |
| 17777 | CALIENTE    | 3.8  |
| 17765 | ILMON       | 3.4  |
| 17760 | BENA        | 2.9  |
| 17755 | SANDCUT     | 4.9  |
| 17750 | EDISON      | 3.5  |
| 17705 | MAGUNDEN    | 3.0  |
| 17510 | KERN JCT.   | 3.0  |
| 886.9 | AMTRAK LEAD | 1.7  |
| 887.5 | EAST BAKERSFIELD | 0.6 |
| 14000 | BAKERSFIELD | 136.7 |

**1(B). Speed—Permanent Restrictions**

| Eastward and Westward | MP 747.7X to MP 749.9X, Jewell to Hutt | 25 MPH |
|                       | Cajon Connection Track                     | 25 MPH |
|                       | Mojave Connection Track                      | 30 MPH |
|                       | MP 749A.0 to MP 749B.8                        | 30 MPH |
|                       | MP 749A.8 to MP 750.5                       | 50 MPH |
|                       | MP 750.5 to MP 751.3                       | 60 MPH |
|                       | MP 784.7 Spur                                | 20 MPH |
|                       | MP 785.0 Spur                                | 10 MPH |
|                       | MP 791.1 Spur                                | 10 MPH |
|                       | MP 813.5 to MP 814.5                       | 40 MPH |
|                       | Kern Jct. to Bakersfield (Eastward trains may increase speed when head end passes Kern Jct.) | 20 MPH |
|                       | MP 888.0 to MP 889.3—Main 2                | 40 MPH |
|                       | MP 888.0 to MP 889.2—Main 1                | 79 MPH |
|                       | MP 888.0 to MP 889.5                      | 55 MPH |

**1(C). Speed—Switches and Turnouts**

- Valley Jct., Cajon Subdivision Jct. ........................................... 40 MPH
- Mojave Jct., Cajon Connection Track ........................................... 25 MPH
- Desert, Cajon Connection Track ................................................ 25 MPH
- CTC Siding (excluding exceptions) ............................................ 40 MPH
- Boron Siding ........................................................................... 30 MPH
- Edwards Siding, between MP 797.0 and MP 797.3............................ 30 MPH
- Kern Jct. to UP ........................................................................ 30 MPH
- Barstow to UP .......................................................................... 15 MPH
- South crossover to UP ............................................................... 15 MPH
- Chester, MP 887.3, crossover main to main ................................ 10 MPH

**1(D). Speed—Other**

| Mojave Yard entry ...................................................................... 25 MPH |
| Bakersfield—Tracks 424, 425, 532, 533 and 534 ...................... 45 MPH |
| Trains 143 TOB and greater on descending grades: Northbound, MP 360.0 to MP 331.3 ........................................... 15 MPH |
| Southbound, MP 371.3 to MP 361.3 ........................................... 15 MPH |

**Temperature Restrictions**

- When air temperature exceeds threshold temperature, all trains will be governed by the following table on Main Tracks through these limits unless a more restrictive speed is in effect.
- Notify the train dispatcher when your train is restricted by this instruction.

Temperature degrees are shown in Fahrenheit.
2. Bridge and Equipment Weight Restrictions
   Maximum Gross Weight of Car
   Valley Jct. to Bakersfield.......................143 tons, Restriction A

3. Type of Operation
   CTC—in effect:
   MP 747.7X to MP 749.9X, Cajon Connection Track
   MP 747.9 to MP 749.55, Mojave Connection Track
   MP 749A.0 to MP 814.5
   MP 887.5 to MP 887.7, Main 1
   MP 886.9 to MP 887.5, Amtrak Lead
   Multiple Main Track—in effect:
   2 MT:
   MP 887.5 to MP 887.7
   ABS—in effect:
   MP 885.2 to MP 887.5, Main 1
   MP 885.2 to MP 887.7, Main 2
   Double Track—in effect:
   MP 885.2 to MP 887.5
   Restricted Limits—in effect:
   MP 885.2 to MP 887.5—Main 1
   MP 885.2 to MP 887.7—Main 2

   Manual Interlockings Not Controlled by BNSF
   Location  Controlling Railroad
   Mojave (BNSF), MP 814.7  UP RR

4. General Code of Operating Rules and Air Brake Items
   Rule 1.14—BNSF trains may use Union Pacific joint track between Mojave and Kern Jct. San Joaquin Valley trains and engines may use BNSF track between Kern Jct. and Bakersfield.
   Rule 5.8.2—Sound the whistle approaching all crossings, public and private.
   Rule 6.19—When flagging is required, distance will be 2.0 miles.
   Rule 8.12—The following crossovers at Bakersfield may be left lined and locked as last used:
   MP 886.1, Main 1 to Main 2 (Tulare Street)
   MP 887.3, Main 1 to Main 2 (Chester Avenue)
   MP 887.5, Main 2 to Working Lead

---

### Table: Temperature Range

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<tr>
<th>Temperature Range</th>
<th>Passenger Trains</th>
<th>Freight under 80 TOB</th>
<th>Freight 80 to 100 TOB</th>
<th>Freight over 100 TOB</th>
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<tr>
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<td>No Restrictions</td>
<td>No Restrictions</td>
<td>Maximum 55 MPH.</td>
<td>Maximum 45 MPH.</td>
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<tr>
<td>Exceeds 115 degrees</td>
<td>Maximum 70 MPH.</td>
<td>No Restrictions</td>
<td>Maximum 50 MPH.</td>
<td>Maximum 40 MPH.</td>
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<td>Exceeds 120 degrees</td>
<td>Maximum 50 MPH.</td>
<td>No Restrictions</td>
<td>Maximum 40 MPH.</td>
<td>Maximum 30 MPH.</td>
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See Item 1 of the System Special Instructions for additional speed restrictions.

---

5. Trackside Warning Detectors (TWD)
   A. Protecting bridges, tunnels or other structures: None
   B. Other TWD locations
      - MP 765.0—Exception Reporting—Recall Code 7
      - MP 788.0—Exception Reporting—Recall Code 8
      - MP 813.0—Exception Reporting—Recall Code 8

6. FRA Excepted Track—None

7. Special Conditions
   Monolith—Structures along the west side of track 807 provide close clearance and TRAINMEN MUST NOT RIDE on the side of equipment at this location.
   Bakersfield—Amtrak trains operating between "D" Street, MP 887.8 and "F" Street, MP 887.7 must display ditch lights, sound whistle signal 5.8.2 (11), and ring bell continuously.
   When Amtrak trains are shoved, a member of the crew must precede the movement on foot from "D" Street, MP 887.8, to "F" Street, MP 887.7 when not equipped with ditch lights on the leading end of the movement.
   Between Kern Junction and Bakersfield, street crossing protection circuits are so designed that following movements must not be nearer than 1,000 feet to preceding movements, in order for the crossing protection devices to operate in the proper sequence.
   Sidings—When securing equipment in the following sidings, use the following chart in conjunction with ABTH Rule 104.14 to determine the appropriate number of handbrakes.
MP 331.3 to MP 381.3—The speed of trains must be controlled, at least in part, with automatic air brake when train tonnage exceeds 3,500 tons when operating on descending grades, MP 331.3 to MP 381.3. Freight trains operating between these mileposts that exceed the maximum authorized speed by 5 MPH must stop by using an emergency application of the air brakes.

Mountain Grade Operations—The maximum number of rated powered axles in the head end consist ascending mountain grade is 36.

Locomotive Consists—When building locomotive consists, locomotives rated at less than 2000 horsepower and not equipped with a dynamic brake must be placed immediately behind the lead locomotive in the consist.

Minimum Dynamic Brake Requirements—Between Mojave and Ilimon when operating on descending grades, it must be known that locomotive consist(s) has the minimum number of operative axles of dynamic brake. If train does not meet the minimum requirements as outlined below, train must not proceed. Helper consist may be added to meet this requirement. For the purpose of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in train’s total trailing tonnage. The total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table above. When using the table to determine TOB, round the figures up to the next whole number. For example: 105.1 TOB becomes 106 TOB.

Note: Air Brake and Train Handling Rule 103.2.1, item 1, dynamic brake limitation is 28 axles cut in per consist. Information concerning dynamic brake axle rating is located in the BNSF System Special Instructions, item 2(B).

ABTH Rule 103.2.1 is amended for the Mojave Subdivision as follows: Trains with 60 TOB or more and consisting of greater than 50% loaded coil steel cars in number series below may utilize a maximum of 32 axles of dynamic braking provided first 30 cars in train all weigh a minimum of 100 tons each. In addition, these trains must be operated with helpers or DP positioned at the rear of the train.

As part of the job safety briefing process, “Mojave Subdivision Train Make-Up and Locomotive Placement Worksheet” must be completed and reviewed by train and when applicable, helper crews along with the Trainmaster or Assistant Trainmaster on duty at either Bakersfield or Barstow. A computer generated train list will be used to determine train makeup and locomotive placement. It must be agreed that train makeup and helper/distributed power placement are correct before train departs. Form will be filed at the initial terminal. If helpers/distributed power are to be placed in train after departing originating terminal, the Trainmaster or Assistant Trainmaster at that terminal must review the placement of the helpers/distributed power with the crew before the train departs. If the train consist is changed enroute, the train and, when applicable, helper crew will complete a new form and agree to changes. The new form will then be filed at destination terminal at tie-up. Forms are available at on-duty points Bakersfield and Barstow.

### Minimum Required Operative Axles of Dynamic Brake for BNSF freight trains, between Mojave and Ilimon.

<table>
<thead>
<tr>
<th>Total Trailing Train Tonnage</th>
<th>TOB 85 or less</th>
<th>TOB 86 to 95</th>
<th>TOB 96 to 105</th>
<th>TOB 106 to 115</th>
<th>TOB 116 to 125</th>
<th>TOB 126 to 135 or TOB 136 or 145</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,000 or less</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>6</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>2,001 to 3,000</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>8</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>3,001 to 4,000</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>10</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>4,001 to 5,000</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>10</td>
<td>12</td>
<td>14</td>
</tr>
<tr>
<td>5,001 to 6,000</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>14</td>
<td>16</td>
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<tr>
<td>6,001 to 7,000</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>7,001 to 8,000</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>16</td>
<td>16</td>
<td>20</td>
</tr>
<tr>
<td>8,001 to 9,000</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>16</td>
<td>20</td>
<td>22</td>
</tr>
<tr>
<td>9,001 to 10,000</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>18</td>
<td>20</td>
<td>22</td>
</tr>
<tr>
<td>10,001 to 11,000</td>
<td>12</td>
<td>12</td>
<td>14</td>
<td>18</td>
<td>22</td>
<td>24</td>
</tr>
<tr>
<td>11,001 to 12,000</td>
<td>12</td>
<td>12</td>
<td>16</td>
<td>20</td>
<td>24</td>
<td>30</td>
</tr>
<tr>
<td>12,001 to 13,000</td>
<td>12</td>
<td>12</td>
<td>18</td>
<td>22</td>
<td>26</td>
<td>28</td>
</tr>
<tr>
<td>13,001 to 14,000</td>
<td>12</td>
<td>12</td>
<td>18</td>
<td>24</td>
<td>28</td>
<td>30</td>
</tr>
<tr>
<td>14,001 to 15,000</td>
<td>12</td>
<td>12</td>
<td>20</td>
<td>26</td>
<td>30</td>
<td>32</td>
</tr>
<tr>
<td>15,001 to 16,000</td>
<td>12</td>
<td>14</td>
<td>20</td>
<td>26</td>
<td>30</td>
<td>34</td>
</tr>
<tr>
<td>16,001 to 17,000</td>
<td>14</td>
<td>16</td>
<td>22</td>
<td>28</td>
<td>32</td>
<td>36</td>
</tr>
<tr>
<td>17,001 to 18,000</td>
<td>16</td>
<td>18</td>
<td>24</td>
<td>30</td>
<td>34</td>
<td>38</td>
</tr>
</tbody>
</table>

### Coupler Capacity and Train Length Limitations—(Trains with Head End Power Only)

<table>
<thead>
<tr>
<th>GRADE C (STD. COUPLER)</th>
<th>GRADE E (HI-STRENGTH COUPLER)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ilimon - Summit</td>
<td>4,925 tons</td>
</tr>
<tr>
<td>Mojave - Summit</td>
<td>5,100 tons</td>
</tr>
</tbody>
</table>

Note: Trains with a combination of Grade C and Grade E couplers may operate at Grade E limits provided the first Grade C car is positioned so that trailing tonnage behind that car does not exceed coupler capacities for Grade C above.

Helpers—All trains with helpers and/or distributed power, other than loaded bulk commodity trains, must not exceed 11,000 tons.

Remote Control Operations—Signs located at MP 885.0 (Mojave Subdivision) and MP 903.0 (Bakersfield Subdivision), designate the Remote Control Area at Bakersfield.

Signs located at MP 5.0 (Cajon Subdivision), MP 751.0 (Mojave Subdivision) and MP 743.6 (Needles Subdivision), designate the Remote Control Area at Barstow.

<table>
<thead>
<tr>
<th>Siding</th>
<th>Most Restrictive Grade</th>
<th>Ascending or Descending Movement E Switch/Direction</th>
<th>W Switch/Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hinkley</td>
<td>.58</td>
<td>Ascending</td>
<td>Ascending</td>
</tr>
<tr>
<td>Jim Grey</td>
<td>.59</td>
<td>Descending</td>
<td>Ascending</td>
</tr>
<tr>
<td>Boron</td>
<td>.55</td>
<td>Ascending</td>
<td>Descending</td>
</tr>
<tr>
<td>Silt</td>
<td>.19</td>
<td>Ascending</td>
<td>Descending</td>
</tr>
<tr>
<td>Edwards</td>
<td>.50</td>
<td>Descending</td>
<td>Ascending</td>
</tr>
<tr>
<td>Bassell</td>
<td>.50</td>
<td>Descending</td>
<td>Ascending</td>
</tr>
<tr>
<td>Sanborn</td>
<td>.54</td>
<td>Descending</td>
<td>Ascending</td>
</tr>
<tr>
<td>Summit Switch</td>
<td>.63</td>
<td>Descending</td>
<td>Ascending</td>
</tr>
<tr>
<td>Marcal</td>
<td>2.22</td>
<td>Ascending</td>
<td>Descending</td>
</tr>
<tr>
<td>Walong</td>
<td>2.20</td>
<td>Ascending</td>
<td>Descending</td>
</tr>
<tr>
<td>Woodford</td>
<td>2.20</td>
<td>Ascending</td>
<td>Descending</td>
</tr>
<tr>
<td>Rowen</td>
<td>2.25</td>
<td>Ascending</td>
<td>Descending</td>
</tr>
<tr>
<td>Cliff</td>
<td>2.20</td>
<td>Ascending</td>
<td>Descending</td>
</tr>
<tr>
<td>Beavle</td>
<td>2.20</td>
<td>Ascending</td>
<td>Descending</td>
</tr>
</tbody>
</table>
Remote Control Zone (RCZ)—Receiving tracks 1-10 (1501-1510) including the leads to the hump crest are designated as the Remote Control Zone (RCZ) at Barstow yard. Before the RCZ can be fouled or occupied, the Route Selector must be contacted to determine if the RCZ has been activated. All tracks east of the hump crest are governed by GCOR Rule 6.28, Movement on Other Than Main Track, and are not included in the RCZ.

Activation/Deactivation Procedure at Barstow—The remote control operator will contact the Route Selector and request that RCZ protection be established after the remote control locomotive has cleared in the receiving track where protection is desired. All communication between the remote control operator and the Route Selector will be by radio. The following words will be used: “(Employee Name) _______ would like to establish a zone in track (Track Number) _______. The Route Selector will line the west receiving track switch away from the lead and provide switch blocking including the switches on the hump crest leads. After this process has been completed the Route Selector will notify the remote control operator that the RCZ has been activated. The RCZ will remain activated using the following words: “Zone is activated in (Track Number) ______.”. A zone is not active until verified by the Route Selector. The RCZ will remain activated until the remote control operator has requested that the RCZ be deactivated.

System Special Instructions Amendment—Item 9, Amtrak Instructions, under “Equipment”, the line reading “Movement with locomotives between cars is prohibited” does not apply on the California Division. The following will apply: Movement with locomotive between cars is prohibited unless:

A. Locomotive is being used in “push-pull” service.
B. “MU” control cables are connected through the entire train.
C. Locomotive between cars is not isolated or dead-in-tow.

Train Make-up Restrictions—RoadRailer Equipment
A. Total Trailing tonnage must not exceed 3000 tons.

Additional Restrictions:

<table>
<thead>
<tr>
<th>TRAIN TONNAGE</th>
<th>RESTRICTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 1500 Tons</td>
<td>No Restrictions</td>
</tr>
<tr>
<td>Over 1500 Tons</td>
<td>No more than 1500 trailing tons behind any RoadRailer unit weighing less than 28 tons.</td>
</tr>
</tbody>
</table>

NOTE: A RoadRailer unit is defined as one trailer and its accompanying coupler mate or intermediate bogie.

B. Additional RoadRailer Power and Dynamic Brake Restrictions:

- On the Mojave Subdivision, no more than 24 rated axles of power may be used.
- Between limon and Mojave, if necessary to start train on ascending grade, throttle must not be advanced above Run 3 until brakes on train have been released. Throttle position 5 must not be exceeded to start the train. When starting train, exercise EXTREME caution while advancing the throttle, as outlined in ABTH Rule 103.4. In addition, do not increase throttle until at least 10 seconds after the amperage or tractive effort decreases. No more than 16 rated axles of dynamic brake may be used at any time on RoadRailer trains.

OTTX and SP 345000-345999 cars—Following train make-up restrictions apply to OTTX cars:
(a) Empty cars must be entrained at rear of train.
(b) Loaded cars must be entrained as close to the rear as train makeup permits.
(c) Trains containing loaded OTTX cars must not exceed 6,100 feet.
(d) Trains having more than 10 OTTX cars, loaded or empty, must not exceed 4,500 feet.

Continuous Welded Rail—Loaded continuous welded rail (CWR) trains must be handled separately from other trains. Short ribbon rails 700 feet or less in length may be moved in mixed trains providing tonnage behind loaded ribbon rail cars does not exceed 2,000 tons. A box car or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movements except preparatory to and during unloading or loading.

Conditions for Handling Low Battery Messages—Eastward freight trains operating on the Mojave Subdivision destined for the Cajon Subdivision via the Cajon Connection that will not enter the yard at Barstow must verify that there are no ETD messages indicating “Low Battery” displayed on the head end device before arriving Barstow. If any of these messages are received prior to arriving, Barstow Mechanical must be notified. If it becomes necessary to change a battery enroute, this fact MUST be reported to the train dispatcher who will notify the appropriate responders in order that an accurate record can be maintained.

NOTE: Some classes of locomotives will display an “EOT BATT” box on the locomotive engineer’s control screen. If this box is illuminated in YELLOW with black letters this indicates a “Low Battery”. If the EOT battery is OK, this box is not shown.

Before departing Barstow, westward freight trains operating on to the Cajon Subdivision must verify that there are no ETD messages indicating “Low Battery” displayed on the head end device. If any of these messages are received, a fully charged battery must be installed before departing Barstow.

Train Crew Motor Vehicle License—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator’s license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator’s license of the Engineer or any other crew member of the train.

Close Track Centers—The following locations have been identified as having close track centers of 13 feet or less. Employees will not ride the side of cars in these tracks unless the adjacent track is known to be clear:
- HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Mojave Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
- Bridge MP 775.7 Bridge MP 775.9

8. Line Segments
Yard Line Segments

<table>
<thead>
<tr>
<th>Line Segment</th>
<th>Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>7253 ..........</td>
<td>Barstow Yard</td>
</tr>
<tr>
<td>7254 ..........</td>
<td>Bakersfield Yard</td>
</tr>
</tbody>
</table>

Road Line Segments

<table>
<thead>
<tr>
<th>Line Segment</th>
<th>Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>7200 ..........</td>
<td>Valley Jct. to Mojave</td>
</tr>
<tr>
<td>8107 ..........</td>
<td>Mojave to Kern Jct. (UP Railroad)</td>
</tr>
<tr>
<td>7200 ..........</td>
<td>Kern Jct. to Bakersfield</td>
</tr>
</tbody>
</table>
9. Locations Not Shown as Stations

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post</th>
<th>Location</th>
<th>Capacity</th>
<th>Switch</th>
</tr>
</thead>
<tbody>
<tr>
<td>P.C. Borax Co. Spur</td>
<td>784.7</td>
<td>3.5 miles</td>
<td>East</td>
<td></td>
</tr>
<tr>
<td>Government Spur</td>
<td>785.0</td>
<td>3.7 miles</td>
<td>East</td>
<td></td>
</tr>
<tr>
<td>Government Spur</td>
<td>797.1</td>
<td>6.5 miles</td>
<td>Both</td>
<td></td>
</tr>
</tbody>
</table>

10. Grade Charts

[Grade charts showing elevations and mileposts]
### California Division—No. 3—March 26, 2008—Needles Subdivision

#### Needles Subdivision MAIN LINE STATIONS

<table>
<thead>
<tr>
<th>Station Nos.</th>
<th>Mile Post</th>
<th>Length of Siding (Feet)</th>
<th>Type of Oper.</th>
<th>Line Segment</th>
<th>Rule 4.3</th>
<th>Miles to Nearest SR</th>
<th>MP 578.0 to MP 609.1, Including trains 100</th>
<th>Passenger</th>
<th>Freight</th>
</tr>
</thead>
<tbody>
<tr>
<td>19800</td>
<td>578.4</td>
<td></td>
<td>BCPT</td>
<td>3MTC</td>
<td>(112,3)</td>
<td>(112,3)</td>
<td>TOB and over..............................................90 MPH........55 MPH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19790</td>
<td>592.1</td>
<td></td>
<td>X(2)</td>
<td></td>
<td></td>
<td></td>
<td>MP 706.6 to MP 737.3, including trains 100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19780</td>
<td>601.5</td>
<td></td>
<td>X(2)</td>
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<td></td>
<td></td>
<td>TOB and over..............................................79 MPH........55 MPH.</td>
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<td></td>
</tr>
<tr>
<td>19775</td>
<td>609.2</td>
<td></td>
<td>EAST GOFFS</td>
<td>X</td>
<td></td>
<td></td>
<td>MP 706.6 to MP 706.6, including trains 100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19770</td>
<td>622.6</td>
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<td>WEST GOFFS</td>
<td>X</td>
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<td>TOB and over..............................................79 MPH........55 MPH.</td>
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<td></td>
</tr>
<tr>
<td>19765</td>
<td>626.2</td>
<td></td>
<td>ESSEX</td>
<td>X</td>
<td></td>
<td></td>
<td>MP 706.6 to MP 685.8, including trains 100</td>
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<tr>
<td>19760</td>
<td>634.7</td>
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<td>WEST DANBY</td>
<td>X</td>
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<tr>
<td>19290</td>
<td>658.4</td>
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<td>SALTUS</td>
<td>X</td>
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<td>EAST AMBOY</td>
<td>X</td>
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<td>TOB and over..............................................79 MPH........55 MPH.</td>
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<td></td>
</tr>
<tr>
<td>19280</td>
<td>669.3</td>
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<td>WEST AMBOY</td>
<td>X</td>
<td></td>
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<tr>
<td>19275</td>
<td>674.6</td>
<td></td>
<td>EAST SIBERIA</td>
<td>X</td>
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<td>TOB and over..............................................79 MPH........55 MPH.</td>
<td></td>
<td></td>
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<tr>
<td>19270</td>
<td>676.6</td>
<td></td>
<td>WEST SIBERIA</td>
<td>X</td>
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<td>TOB and over..............................................79 MPH........55 MPH.</td>
<td></td>
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<tr>
<td>19265</td>
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<td>EAST ASH HILL</td>
<td>XT</td>
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<tr>
<td>19260</td>
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<td></td>
<td>WEST ASH HILL</td>
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<tr>
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<td>693.4</td>
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<td>LUDLOW</td>
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<tr>
<td>19230</td>
<td>705.2</td>
<td></td>
<td>EAST PISGAH</td>
<td>X</td>
<td></td>
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<td>TOB and over..............................................79 MPH........55 MPH.</td>
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<td></td>
</tr>
<tr>
<td>19225</td>
<td>707.3</td>
<td></td>
<td>WEST PISGAH</td>
<td>X</td>
<td></td>
<td></td>
<td>TOB and over..............................................79 MPH........55 MPH.</td>
<td></td>
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<tr>
<td>19215</td>
<td>712.8</td>
<td></td>
<td>HECTOR</td>
<td>X(2)</td>
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<td></td>
<td>TOB and over..............................................79 MPH........55 MPH.</td>
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</tr>
<tr>
<td>19210</td>
<td>724.3</td>
<td></td>
<td>CP 7245</td>
<td>X(2)</td>
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<td>TOB and over..............................................79 MPH........55 MPH.</td>
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</tr>
<tr>
<td>19200</td>
<td>725.7</td>
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<td>EAST NEWBERRY</td>
<td>X</td>
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<td>TOB and over..............................................79 MPH........55 MPH.</td>
<td></td>
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</tr>
<tr>
<td>19195</td>
<td>727.2</td>
<td></td>
<td>WEST NEWBERRY</td>
<td>X</td>
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<td></td>
<td>TOB and over..............................................79 MPH........55 MPH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19185</td>
<td>731.2</td>
<td></td>
<td>MINNEOLA</td>
<td>X(2)</td>
<td></td>
<td></td>
<td>TOB and over..............................................79 MPH........55 MPH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19175</td>
<td>737.3</td>
<td></td>
<td>DAGGETT</td>
<td>X(2)</td>
<td></td>
<td></td>
<td>TOB and over..............................................79 MPH........55 MPH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19170</td>
<td>739.6</td>
<td></td>
<td>WEST DAGGETT</td>
<td>X(2)</td>
<td></td>
<td></td>
<td>TOB and over..............................................79 MPH........55 MPH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19160</td>
<td>743.6</td>
<td></td>
<td>EAST BARSTOW</td>
<td>X(2)</td>
<td></td>
<td></td>
<td>TOB and over..............................................79 MPH........55 MPH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19150</td>
<td>745.9</td>
<td></td>
<td>BARSTOW</td>
<td>BCPT</td>
<td></td>
<td></td>
<td>TOB and over..............................................79 MPH........55 MPH.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Dispatcher Phones:

WBCS East Needles to but not including Minneola—(909) 386-4212, Fax—(909) 386-4242 Minneola to Barstow—(909) 386-4213, Fax—(909) 386-4243

### Speed Regulations

1. **Speed—maximum**

   **Main 1**

   - MP 578.0 to MP 609.1, including trains 100
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.

   **Main 2**

   - MP 745.9 to MP 737.3, including trains 100
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.

   **Main 3**

   - MP 758.0 to MP 609.1, including trains 100
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.
     - TOB and over..............................................79 MPH........55 MPH.

### Exceptions:

- **Light engines without dynamic brakes in use:** 24 MPH on descending grades—Eastward Ash Hill to Bagdad and Goffs to Needles.

Note: Eastward freight trains must not exceed 60 MPH between Goffs and Needles, and are further restricted to 45 MPH if any of the following apply:

1. Train averages more than 80 TOB.
2. Train exceeds 5,500 tons.
3. Tonnage (including locomotives without operative dynamic brake) exceeds 300 tons per axle of operative dynamic brake, using the table in System Special Instructions Item 2(C).

**Trains operating with solid double-stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.**

1. **Speed—Permanent Restrictions**

   **Main 1**

   - MP 578.0 to MP 579.4..............................................50 MPH........40 MPH.
   - MP 579.4 to MP 582.7..............................................45 MPH........40 MPH.
   - MP 582.7 to MP 584.5..............................................50 MPH........40 MPH.
   - MP 584.5 to MP 587.0..............................................55 MPH........50 MPH.
   - MP 587.0 to MP 587.8..............................................50 MPH........45 MPH.
   - MP 587.8 to MP 589.3..............................................50 MPH........50 MPH.
   - MP 589.3 to MP 592.7..............................................65 MPH........55 MPH.
   - MP 592.7 to MP 593.3..............................................60 MPH........50 MPH.
### CALIFORNIA DIVISION—No. 3—March 26, 2008—Needles Subdivision

#### MP 593.3 to MP 593.8
- **Passenger**: Protected by Inert ATS Inductors
- **Freight**: 30 MPH...

#### MP 593.8 to MP 597.9
- **Passenger**: 65 MPH...
- **Freight**: 55 MPH...

#### MP 597.9 to MP 599.1
- **Passenger**: 60 MPH...
- **Freight**: 55 MPH...

#### MP 599.1 to MP 601.5
- **Passenger**: 70 MPH...
- **Freight**: 65 MPH...

#### MP 601.5 to MP 609.1
- **Passenger**: 70 MPH...
- **Freight**: 70 MPH...

#### MP 609.1 to MP 609.7
- **Passenger**: 80 MPH...
- **Freight**: 80 MPH...

#### MP 610.1 to MP 619.2
- **Passenger**: 85 MPH...
- **Freight**: 85 MPH...

#### MP 638.6 to MP 639.2
- **Passenger**: 85 MPH...
- **Freight**: 85 MPH...

#### MP 642.4 to MP 642.7
- **Passenger**: 85 MPH...
- **Freight**: 85 MPH...

#### MP 644.8 to MP 646.2
- **Passenger**: 75 MPH...
- **Freight**: 75 MPH...

#### MP 671.5 to MP 674.0
- **Passenger**: 60 MPH...
- **Freight**: 50 MPH...

#### MP 674.0 to MP 678.1
- **Passenger**: 55 MPH...
- **Freight**: 50 MPH...

#### MP 678.1 to MP 680.3
- **Passenger**: 40 MPH...
- **Freight**: 35 MPH...

#### MP 681.3 to MP 682.7
- **Passenger**: 55 MPH...
- **Freight**: 65 MPH...

#### MP 682.7 to MP 683.5
- **Passenger**: 40 MPH...
- **Freight**: 40 MPH...

#### MP 683.5 to MP 686.2
- **Passenger**: 55 MPH...
- **Freight**: 50 MPH...

#### MP 688.4 to MP 689.5
- **Passenger**: 60 MPH...
- **Freight**: 65 MPH...

#### MP 692.9 to MP 693.7
- **Passenger**: 70 MPH...
- **Freight**: 65 MPH...

#### MP 693.7 to MP 698.8
- **Passenger**: Protected by Inert ATS Inductors
- **Freight**: 45 MPH...

#### MP 696.1 to MP 699.1
- **Passenger**: 55 MPH...
- **Freight**: 50 MPH...

#### MP 701.4 to MP 702.2
- **Passenger**: 85 MPH...
- **Freight**: 85 MPH...

#### MP 707.8 to MP 710.6
- **Passenger**: 70 MPH...
- **Freight**: 65 MPH...

#### MP 710.6 to MP 711.6
- **Passenger**: 80 MPH...
- **Freight**: 80 MPH...

#### MP 745.0 to MP 745.9
- **Passenger**: 50 MPH...
- **Freight**: 50 MPH...

#### MP 869.4 to MP 869.9
- **Passenger**: 60 MPH...
- **Freight**: 55 MPH...

#### MP 694.9 to MP 693.8
- **Passenger**: Protected by Inert ATS Inductors
- **Freight**: 50 MPH...
- **Speed Limit**: 45 MPH...

#### MP 693.6 to MP 698.2
- **Passenger**: Protected by Inert ATS Inductors
- **Freight**: 70 MPH...
- **Speed Limit**: 65 MPH...

#### MP 688.4 to MP 688.8
- **Passenger**: 60 MPH...
- **Freight**: 65 MPH...

#### MP 685.8 to MP 683.5
- **Passenger**: 70 MPH...
- **Freight**: 70 MPH...

#### MP 683.4 to MP 681.4
- **Passenger**: Protected by Inert ATS Inductors
- **Speed Limit**: 50 MPH...

#### MP 680.7 to MP 687.3X
- **Passenger**: 75 MPH...
- **Speed Limit**: 75 MPH...

#### MP 677.8 to MP 678.7
- **Passenger**: 65 MPH...
- **Speed Limit**: 65 MPH...

#### MP 677.8 to MP 677.9
- **Passenger**: 75 MPH...
- **Speed Limit**: 75 MPH...

#### MP 676.9 to MP 677.4
- **Passenger**: 70 MPH...
- **Speed Limit**: 70 MPH...

#### MP 639.2 to MP 638.3
- **Passenger**: 75 MPH...
- **Speed Limit**: 75 MPH...

#### MP 625.3 to MP 625.3
- **Passenger**: 65 MPH...
- **Speed Limit**: 65 MPH...

#### MP 624.6 to MP 618.9
- **Passenger**: 75 MPH...
- **Speed Limit**: 75 MPH...

#### MP 612.2 to MP 611.0
- **Passenger**: 75 MPH...
- **Speed Limit**: 75 MPH...

#### MP 609.0 to MP 608.3
- **Passenger**: 70 MPH...
- **Speed Limit**: 70 MPH...

#### MP 601.5 to MP 599.1
- **Passenger**: 70 MPH...
- **Speed Limit**: 70 MPH...

#### MP 599.1 to MP 597.9
- **Passenger**: 85 MPH...
- **Speed Limit**: 85 MPH...

#### MP 597.7 to MP 595.2
- **Passenger**: 75 MPH...
- **Speed Limit**: 75 MPH...

#### MP 591.4 to MP 589.5
- **Passenger**: 70 MPH...
- **Speed Limit**: 70 MPH...

#### MP 589.3 to MP 587.8
- **Passenger**: 55 MPH...
- **Speed Limit**: 50 MPH...

#### MP 587.8 to MP 587.0
- **Passenger**: 45 MPH...
- **Speed Limit**: 45 MPH...

#### MP 587.0 to MP 585.2
- **Passenger**: 65 MPH...
- **Speed Limit**: 65 MPH...

#### MP 585.2 to MP 583.2
- **Passenger**: 50 MPH...
- **Speed Limit**: 50 MPH...

#### MP 582.3 to MP 580.2
- **Passenger**: 60 MPH...
- **Speed Limit**: 60 MPH...

#### MP 580.2 to MP 579.4
- **Passenger**: 45 MPH...
- **Speed Limit**: 40 MPH...

#### MP 579.4 to MP 578.0
- **Passenger**: 50 MPH...
- **Speed Limit**: 40 MPH...

#### Main 3
- **Passenger**: 80 MPH...
- **Speed Limit**: 80 MPH...

#### MP 580.2 to MP 578.0
- **Passenger**: 50 MPH...
- **Speed Limit**: 50 MPH...

#### MP 745.0 to MP 749.3
- **Passenger**: 50 MPH...
- **Speed Limit**: 50 MPH...

### (D). Speed—Other
- Bridge 694.7, cars heavier than 143 tons
- Barstow, MP 0.4 Needles Subdivision yard entry
- Between First St. and WJ Switch
- High Lead
- 20 MPH...
- 25 MPH...
- 15 MPH...
- 15 MPH...

### Temperature Restrictions
- When the air temperature exceeds threshold temperature, all trains will be governed by the following table on main tracks through these limits unless a more restrictive speed is in effect.
- Train crews must notify the train dispatcher if their train is restricted by this instruction. If in doubt as to the temperature, contact the train dispatcher. Temperature degrees are shown in Fahrenheit.

#### MP 578.0 to MP 650.5:

<table>
<thead>
<tr>
<th>Temperature Range</th>
<th>Passenger Trains</th>
<th>Freight Trains under 80 TOB</th>
<th>Freight Trains with 80 to 100 TOB</th>
<th>Freight Trains over 100 TOB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exceeds 115 degrees</td>
<td>No Restriction</td>
<td>No Restriction</td>
<td>55 MPH</td>
<td>45 MPH</td>
</tr>
<tr>
<td>Exceeds 120 degrees</td>
<td>70 MPH</td>
<td>No Restriction</td>
<td>50 MPH</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Exceeds 125 degrees</td>
<td>50 MPH</td>
<td>No Restriction</td>
<td>40 MPH</td>
<td>30 MPH</td>
</tr>
</tbody>
</table>

### 1(C). Speed—Switches and Turnouts
- Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.
- MP 578.3 Needles, MT 1 to Yard 1
  - 20 MPH...
- MP 578.4 Needles, crossovers
  - 40 MPH...
- West Needles, turnout MT 1 to MT 1
  - 40 MPH...
- West Needles, 2 crossovers
  - 50 MPH...
- Iba, 2 crossovers
  - 50 MPH...
MP 650.5 to MP 745.9:

<table>
<thead>
<tr>
<th>Temperature Range</th>
<th>Passenger Trains</th>
<th>Freight Trains under 80 TOB</th>
<th>Freight Trains with 80 to 100 TOB</th>
<th>Freight Trains over 100 TOB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exceeds 110 degrees</td>
<td>No Restriction</td>
<td>No Restriction</td>
<td>55 MPH</td>
<td>45 MPH</td>
</tr>
<tr>
<td>Exceeds 115 degrees</td>
<td>70 MPH</td>
<td>No Restriction</td>
<td>50 MPH</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Exceeds 120 degrees</td>
<td>50 MPH</td>
<td>No Restriction</td>
<td>40 MPH</td>
<td>30 MPH</td>
</tr>
</tbody>
</table>

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Needles to Barstow .................................143 tons, Restriction A
Saltus—Six-axle locomotives must not operate on West Salt Spur, track 6491.

3. Type of Operation

CTC—in effect:
MP 578.4 to MP 745.9

Multiple Main Tracks—
2 MT:
MP 580.2 to MP 737.4
3 MT:
MP 574.7 to MP 580.2
MP 737.4 to MP 745.9

4. General Code of Operating Rules Items

Rule 1.14—Union Pacific trains may use joint track between Daggett and Barstow. BNSF trains may use A&CR RR tracks between MP 189.0 and MP 190.4, under the provisions of Rule 6.28. A&CR RR trains may use BNSF Main 2 auxiliary and yard tracks 6476 and 6478 at Cadiz.

Rule 5.6.2—Sound the whistle approaching all crossings, public and private.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 12.1—ATS in effect on Main 1, Goffs to Bagdad and Pisgah to Daggett in Westward direction only; and on Main 2, Daggett to Pisgah, and Bagdad to MP 646.1 in Eastward direction only.

Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

<table>
<thead>
<tr>
<th>Aspect</th>
<th>Name</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flashing Yellow Over Lunar</td>
<td>Approach—Thirty</td>
<td>Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed, if exceeding 40 MPH, immediately reduce to that speed.</td>
</tr>
</tbody>
</table>

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations

MP 584.6—Exception Reporting—Recall Code 8
MP 589.6—Main 1, DED—Exception Reporting
MP 590.8—Main 2, DED—Exception Reporting
MP 594.6—Main 1, DED—Exception Reporting
MP 600.7—Exception Reporting—Recall Code 7
MP 614.9—Exception Reporting—Recall Code 7

MP 628.1—Exception Reporting—Recall Code 8
MP 644.5—Exception Reporting—Recall Code 7
MP 654.0—Exception Reporting—Recall Code 8
MP 665.2—Exception Reporting—Recall Code 7
MP 670.0—DED—Exception Reporting
MP 674.5—DED—Exception Reporting
MP 679.3—Main 2, DED—Exception Reporting
MP 680.0—Main 1, DED—Exception Reporting
MP 683.6—Exception Reporting—Recall Code 7
MP 691.8—Exception Reporting—Recall Code 8
MP 696.4—DED—Exception Reporting
MP 702.7—DED—Exception Reporting
MP 709.2—DED—Exception Reporting
MP 711.1—Exception Reporting—Recall Code 7
MP 732.9—Exception Reporting—Recall Code 8
MP 739.7—Exception Reporting—Recall Code 7

C. Other detectors

MP 587.9—High Water
Signal Main 1—5861
Signal Main 1—5892
Signal Main 2—5863
Signal Main 2—5894
MP 642.9—High Water
Signal Main 1—6411
Signal Main 1—6442
Signal Main 2—6413
Signal Main 2—6444

6. FRA Excepted Track—None

7. Special Conditions

Newberry—Do not leave cars, locomotives, or any other equipment on tracks 7276 and 7277 at Newberry unless permission is obtained from the train dispatcher. There is close overhead clearance and close side clearance on the south side of Track 7279.

Remote Control Operations—Signs located at MP 5.0 (Cajon Subdivision), MP 751.0 (Mojave Subdivision) and MP 743.6 (Needles Subdivision), designate the Remote Control Area at Barstow.

Remote Control Zone (RCZ)—Receiving tracks 1-10 (1501-1510) including the leads to the hump crest are designated as the Remote Control Zone (RCZ) at Barstow yard. Before the RCZ can be fouled or occupied, the Route Selector must be contacted to determine if the RCZ has been activated. All tracks east of the hump crest are governed by GCOR Rule 6.28, Movement on Other Than Main Track, and are not included in the RCZ.

Activation/Deactivation Procedure at Barstow—The remote control operator will contact the Route Selector and request that RCZ protection be established after the remote control locomotive has cleared in the receiving track where protection is desired. All communication between the remote control operator and the Route Selector will be by radio. The following words will be used “(Employee Name) ____ would like to establish a zone in track (Track Number) ____”. The Route Selector will line the west receiving track switch away from the lead and provide switch blocking including the switches on the hump crest leads. After this process has been completed the Route Selector will notify the remote control operator that the RCZ has been activated. The RCZ will remain activated using the following words: “Zone is activated in (Track Number) ____”. A zone is not active until verified by the Route Selector. The RCZ will remain activated until the remote control operator has requested that the RCZ be deactivated.
Conditions for Handling Low Battery Messages—Westward freight trains operating on the Needles Subdivision must verify that there are no ETD messages indicating “Low Battery” displayed on the head end device before arriving Barstow. If any of these messages are received prior to arriving, Barstow Mechanical must be notified. If it becomes necessary to change a battery enroute, this fact MUST be reported to the train dispatcher who will notify the appropriate responders in order that an accurate record can be maintained.

NOTE: Some classes of locomotives will display an “EOT BATT” box on the locomotive engineer’s control screen. If this box is illuminated in YELLOW with Black letters, this indicates “Low Battery”. If EOT battery is OK, box is not shown.

Switches—All safety hub (flop-over) switches on the Needles Subdivision are considered “rigid” and must not be run through.

Train Crew Motor Vehicle License—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator’s license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator’s license of the Engineer or any other crew member of the train.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Needles Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 592.4 to MP 592.8, Main 1

8. Line Segments
   Yard Line Segments
   Line Segment Limits
   7253 .......... Barstow Yard

   Road Line Segments
   Line Segment Limits
   7200 .......... Needles to Barstow MP 578.4 to MP 745.9

9. Locations Not Shown as Stations

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Feet</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Klinefelter (Main 1 &amp; 2)</td>
<td>589.1</td>
<td>917</td>
<td>West</td>
</tr>
<tr>
<td>Ibis (Main 1)</td>
<td>592.3</td>
<td>1,621</td>
<td>West</td>
</tr>
<tr>
<td>Bannock (Main 1)</td>
<td>597.4</td>
<td>957</td>
<td>East</td>
</tr>
<tr>
<td>Bannock (Main 2)</td>
<td>597.4</td>
<td>1,102</td>
<td>East</td>
</tr>
<tr>
<td>Homer (Main 1)</td>
<td>601.5</td>
<td>6,710</td>
<td>Both</td>
</tr>
<tr>
<td>Homer (Main 2)</td>
<td>602.5</td>
<td>1,345</td>
<td>West</td>
</tr>
<tr>
<td>Goffs (Off Siding)</td>
<td>609.3</td>
<td>950</td>
<td>Both</td>
</tr>
<tr>
<td>Goffs (Main 2)</td>
<td>607.5</td>
<td>6,610</td>
<td>East</td>
</tr>
<tr>
<td>Set out tracks Fenner (Main 1)</td>
<td>618.7</td>
<td>682</td>
<td>West</td>
</tr>
<tr>
<td>Set out tracks Fenner (Main 2)</td>
<td>618.7</td>
<td>790</td>
<td>West</td>
</tr>
<tr>
<td>Essex (Main 1)</td>
<td>626.2</td>
<td>1,500</td>
<td>East</td>
</tr>
<tr>
<td>Essex (Main 2)</td>
<td>626.2</td>
<td>5,203</td>
<td>Both</td>
</tr>
<tr>
<td>Danby (Main 1)</td>
<td>634.7</td>
<td>672</td>
<td>Both</td>
</tr>
<tr>
<td>East Danby (Main 2)</td>
<td>634.7</td>
<td>5,520</td>
<td>Both</td>
</tr>
<tr>
<td>East Cadiz (Main 1)</td>
<td>634.7 to 647.2</td>
<td>9,384</td>
<td>Both</td>
</tr>
<tr>
<td>West Cadiz (Main 2)</td>
<td>649.0</td>
<td>9,188</td>
<td>Both</td>
</tr>
<tr>
<td>Saltus (Main 1)</td>
<td>658.4</td>
<td>800</td>
<td>West</td>
</tr>
<tr>
<td>Saltus (Main 2)</td>
<td>658.4</td>
<td>2,480</td>
<td>Both</td>
</tr>
<tr>
<td>West Amboy (Main 2)</td>
<td>661.8</td>
<td>4,687</td>
<td>Both</td>
</tr>
<tr>
<td>Bagdad (Main 2)</td>
<td>669.3</td>
<td>4,961</td>
<td>Both</td>
</tr>
<tr>
<td>Bagdad (Main 1)</td>
<td>669.9</td>
<td>2,040</td>
<td>Both</td>
</tr>
<tr>
<td>East Siberia (Main 1)</td>
<td>674.6</td>
<td>4,598</td>
<td>Both</td>
</tr>
<tr>
<td>Siberia (Main 2)</td>
<td>677.2</td>
<td>747</td>
<td>West</td>
</tr>
<tr>
<td>West Ash Hill (Main 2)</td>
<td>688.2</td>
<td>7,392</td>
<td>Both</td>
</tr>
<tr>
<td>Ludlow (Main 2)</td>
<td>693.6</td>
<td>2,460</td>
<td>Both</td>
</tr>
<tr>
<td>Ludlow (Main 1)</td>
<td>693.7</td>
<td>900</td>
<td>West</td>
</tr>
<tr>
<td>East Pisgah (Main 1)</td>
<td>705.4</td>
<td>5,700</td>
<td>Both</td>
</tr>
<tr>
<td>West Pisgah (Main 2)</td>
<td>707.3</td>
<td>9,592</td>
<td>Both</td>
</tr>
<tr>
<td>Hector (Main 2)</td>
<td>712.8</td>
<td>750</td>
<td>Both</td>
</tr>
<tr>
<td>Hector (Main 1)</td>
<td>713.3</td>
<td>500</td>
<td>West</td>
</tr>
<tr>
<td>Newberry (Main 1)</td>
<td>724.3</td>
<td>6,520</td>
<td>Both</td>
</tr>
<tr>
<td>Newberry (Main 2)</td>
<td>727.5</td>
<td>5,363</td>
<td>Both</td>
</tr>
<tr>
<td>Coolwater (Main 1)</td>
<td>736.2</td>
<td>750</td>
<td>West</td>
</tr>
<tr>
<td>Daggett (Main 2)</td>
<td>738.0</td>
<td>750</td>
<td>East</td>
</tr>
<tr>
<td>Nebo (Main 2)</td>
<td>741.6</td>
<td>5,488</td>
<td>Both</td>
</tr>
</tbody>
</table>
10. Grade Charts

ELEVATION IN FEET

EASTWARD →

NEEDLES

PLAGHAN

2000 2400 2800 3200 3600 4000 4400 4800 5200 5600

200 400 600 800 1000 1200 1400 1600 1800 2000

200 400 600 800 1000 1200 1400 1600 1800 2000

200 400 600 800 1000 1200 1400 1600 1800 2000

MILEPOST

WESTWARD →

PLAGHAN

CALIFORNIA DIVISION—No. 3—March 26, 2008—Needles Subdivision
Train Crew Motor Vehicle License—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crew member shall be required to furnish a motor vehicle operator’s license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator’s license of the Engineer or any other crew member of the train.

System Special Instructions Amendment—Item 9, Amtrak Instructions, under “Equipment”, the line reading “Movement with locomotives between cars is prohibited” does not apply on the Northern California Division.

The following will apply:
- Movement with locomotive between cars is prohibited unless:
  A. Locomotive is being used in “push-pull” service.
  B. “MU” control cables are connected through the entire train.
  C. Locomotive between cars is not isolated or dead-in-tow.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments
   Yard Line Segments
   Line Segment Yard
   7256 .......... Riverbank Yard

   Road Line Segments
   Line Segment Limits
   7215 .......... Riverbank to Oakdale

9. Locations Not Show as Stations—None

10. Grade Charts

---

**RADIO COMMUNICATION**

<table>
<thead>
<tr>
<th>Station No.</th>
<th>Type of Operation</th>
<th>Line Segment</th>
</tr>
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<tbody>
<tr>
<td>36</td>
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<td>3</td>
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<tr>
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<td>0</td>
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<td>9</td>
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<td>0</td>
<td>EMER</td>
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</table>

---

1. **Speed Regulations**

1(A). **Speed—Maximum**

Freight

MP 6.5 to MP 0.0 .................................................................................................................. 29 MPH.

1(B). **Speed—Permanent Restrictions**—None

1(C). **Speed—Switches and Turnouts**—None

1(D). **Speed—Other**

Riverbank—Speed limit 5 MPH trains and engines on east leg of wye Track 7958 approaching and passing over Patterson Road either direction.

All locomotive cranes/pile drivers, and Jordan spreaders ........................................................ 10 MPH.

**Temperature Restriction**

When air temperature meets the threshold temperature of 100 degrees F between the hours of 1400 and 1900, operate at 10 MPH.

See Item 1 of System Special Instructions for additional speed restrictions.

---

2. **Bridge and Equipment Weight Restrictions**

**Maximum Gross Weight of Car**

UP RRX to Riverbank......................... 143 tons, Restriction D

---

3. **Type of Operation**

**Restricted Limits**—in effect:

MP 6.5 to MP 6.0 (BNSF track only)

MP 1.0 to MP 0.0

**TWC**—in effect:

MP 6.0 to MP 1.0

---

4. **General Code of Operating Rules Items**

**Rule 1.14**—Union Pacific may use joint track between Riverbank and Oakdale.

**Rule 5.8.2**—Sound the whistle approaching all crossings, public and private.

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

---

5. **Trackside Warning Detectors (TWD)**—None

6. **FRA Excepted Track**—None

7. **Special Conditions**

**Locomotive Consists**—When building locomotive consists, locomotives rated at less than 2000 horsepower and not equipped with a dynamic brake must be placed immediately behind the lead locomotive in the consist.
1. Speed Regulations

1(A). Speed—Maximum

<table>
<thead>
<tr>
<th>Speed Zone</th>
<th>Milepost</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 0.0X to MP 0.3X</td>
<td>15 MPH</td>
<td>10 MPH</td>
</tr>
<tr>
<td>MP 0.3X to MP 0.7X</td>
<td>20 MPH</td>
<td>10 MPH</td>
</tr>
<tr>
<td>MP 0.7X to MP 2.2X</td>
<td>30 MPH</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 2.2X to MP 3.1X</td>
<td>40 MPH</td>
<td>40 MPH</td>
</tr>
<tr>
<td>MP 3.1X to MP 3.8X</td>
<td>50 MPH</td>
<td>40 MPH</td>
</tr>
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</table>

1(B). Speed—Permanent Restrictions

<table>
<thead>
<tr>
<th>Speed Zone</th>
<th>Milepost</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 0.0X to MP 0.3X</td>
<td>30 MPH</td>
<td>30 MPH</td>
</tr>
<tr>
<td>MP 0.3X to MP 0.7X</td>
<td>40 MPH</td>
<td>40 MPH</td>
</tr>
<tr>
<td>MP 0.7X to MP 2.2X</td>
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<td>50 MPH</td>
</tr>
<tr>
<td>MP 2.2X to MP 3.1X</td>
<td>60 MPH</td>
<td>60 MPH</td>
</tr>
<tr>
<td>MP 3.1X to MP 3.8X</td>
<td>70 MPH</td>
<td>70 MPH</td>
</tr>
</tbody>
</table>

1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

<table>
<thead>
<tr>
<th>Speed Zone</th>
<th>Milepost</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>MP 0.0X to MP 0.3X</td>
<td>10 MPH</td>
<td>15 MPH</td>
</tr>
<tr>
<td>MP 0.3X to MP 0.7X</td>
<td>15 MPH</td>
<td>20 MPH</td>
</tr>
<tr>
<td>MP 0.7X to MP 2.2X</td>
<td>30 MPH</td>
<td>30 MPH</td>
</tr>
</tbody>
</table>

2. Dispatcher Phones:

San Bernardino to and including West Riverside—(909) 386-4214, Fax—(909) 386-4294
West Riverside to Harbor Jct—(909) 386-4215
Fax—(909) 386-4245

3._altering_and_etc.m leaning

31
Train crews must notify the Train Dispatcher if their train is restricted by this instruction. If in doubt about the temperature, contact the Train Dispatcher.

<table>
<thead>
<tr>
<th>Temperature Range</th>
<th>Passenger Trains</th>
<th>Freight Trains under 80 TOB</th>
<th>Freight Trains with 80 to 100 TOB</th>
<th>Freight Trains over 100 TOB</th>
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<tbody>
<tr>
<td>Exceeds 100 degrees</td>
<td>No Restriction</td>
<td>No Restriction</td>
<td>55 MPH</td>
<td>45 MPH</td>
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<td>Exceeds 105 degrees</td>
<td>70 MPH</td>
<td>No Restriction</td>
<td>50 MPH</td>
<td>40 MPH</td>
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<tr>
<td>Exceeds 110 degrees</td>
<td>50 MPH</td>
<td>No Restriction</td>
<td>40 MPH</td>
<td>30 MPH</td>
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</table>

San Jacinto Industrial Spur—From 1100 to 1900 hours, if the air temperature is over 100 degrees F, the track is out of service unless movement is preceded by the track supervisor; then the train can proceed at 10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Barstow to San Bernardino — 143 tons, Restriction B

Highgrove to San Jacinto — 143 tons, Restriction D

3. Type of Operation

CTC—in effect:

MP 0.0X to MP 143.1
MP 0.0X to MP 143.8, Main 1
MP 144.5 (Downey Lead)

Multiple Main Tracks—in effect:

2 MT:
MP 3.0 to MP 6.1
MP 10.6 to MP 29.4
MP 35.8 to MP 45.5
MP 160.4 to MP 149.4
MP 144.4 to MP 143.1

3 MT:
MP 2.2 to MP 3.0
MP 6.1 to MP 10.6
MP 29.4 to MP 35.8
MP 45.5 to MP 160.4
MP 149.4 to MP 144.7

4 MT:
MP 0.0X to MP 2.2
MP 144.7 to MP 144.4

4. General Code of Operating Rules Items

Rule 1.14—Union Pacific trains may use joint track between San Bernardino and West Riverside. BNSF trains and engines may use Metrolink tracks between CP Rancho and Arcadia. The speed limit on all auxiliary tracks is not specifically governed by the Metrolink Timetable and other instructions; it is 10 MPH, unless further restricted. The special instructions for ALL SUBDIVISIONS and all general orders and general notices remain in effect unless specific instructions to the contrary are issued by Metrolink.

Rule 1.47—Passenger Trains—Observe and Call Signals: When a signal requires the train to stop at or pass the next signal at restricted speed, the engineer must communicate that fact to a designated member of the crew, including the track designation if on multiple tracks, and get an acknowledgment. If no
acknowledgment is received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

Rule 5.8.2 Quiet Zones—A Quiet Zone is in effect at the following crossings between MP 39.0 and MP 43.0:
- Kellogg Drive MP 39.00 Anaheim
- Lakeview Ave MP 39.02 Placentia
- Richfield Rd MP 40.44 Placentia
- Van Buren St MP 40.69 Placentia
- Jefferson St MP 41.02 Placentia
- Tustin Ave (Rose Dr) MP 41.43 Anaheim
- Orangethorpe Ave MP 41.69 Anaheim
- Kraemer Blvd MP 42.49 Anaheim

Requirement for whistle signal 7 is not in effect at these crossings. All other whistle requirements remain in effect. The partial quiet zone at Melrose and Placentia is no longer in effect. Whistle signal 7 is required at these crossings.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—From Highgrove, MP 0.0, to San Jacinto, MP 38.3, is the San Jacinto Industrial Spur. Rule 6.28 is in effect. Rule 9.12.3, Automatic Interlocking, is in effect at UP RRX, MP 1.5. Turning facility is located at Val Verde, MP 13.5. All switches must be left lined and locked for movement on the San Jacinto Industrial Spur track.

Rule 9.9—All Trains—Train Delayed Within a Block: In CTC, when any train stops or its speed is reduced below 10 MPH, the train must proceed at a speed not exceeding 40 MPH, prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

Rule 9.12.1—Permission must be secured from the BNSF train dispatcher to pass controlled signals indicating Stop at Fullerton Jct. and Atwood.

Before operating beyond controlled signals indicating Stop onto the Metrolink San Gabriel, Orange and Orange subdivisions, permission must be obtained from the BNSF train dispatcher to pass the Stop signal and from the Metrolink train dispatcher to occupy the Main Track beyond the control point.

Rule 9.13—At San Bernardino, the A1 switch in the A-yard adjacent to MT 1 at MP 0.41 on the San Bernardino Subdivision is a dual control switch but does not have a signal governing movement over it. When instructed or permitted to hand-operate this dual control switch only, and not in conjunction with the MT 1 dual control switch, movement may proceed to the switch without authority to pass a stop indication, as none will govern. Eastward movements attempting to depart the A1 lead through the San Bernardino control point must not foul the A1 switch until signal indication is received, or the Cajon Subdivision Dispatcher authorizes movement past the stop indication (with instruction to hand operate the switch(es) if needed.)

Rule 9.13.1—When permitted or instructed to hand-operate the A1 dual control switch, be governed by the instructions found in the plastic tube mounted directly on the switch labeled “INSTRUCTIONS”.

Rule 10.3—When Track and Time is granted to trains or engines on the Metrolink San Gabriel, Olive and Orange subdivisions between the BNSF-controlled signal and points beyond on the Metrolink Subdivision, permission must be obtained from the BNSF train dispatcher to pass the controlled signal.

ABTH Rule 101.14—In the application of Air Brake and Train Handling Rule 101.14, first bullet reading, “Distance to be traveled exceeds 2 miles”: at Hobart Yard only, movements on other than Main Track may be made from other than the cab nearest the direction traveled when the distance to be traveled does not exceed 5 miles.”

5. Trackside Warning Detectors (TWD)
   A. Protecting bridges, tunnels or other structures:
      - MP 144.45—Recall Code 8
   B. Other TWD locations
      - MP 6.0—DED—Exception Reporting—Recall Code 8
      - MP 22.4—DED—Exception Reporting
      - MP 26.4—DED—Exception Reporting
      - MP 32.0—DED—Exception Reporting—Recall Code 8
      - MP 38.3—DED—Exception Reporting
      - MP 42.5—DED—Exception Reporting
      - MP 154.7—Exception Reporting—Recall Code 8
   C. Other detectors
      - MP 4.6—High Water
      - EWD controlled signals Highgrove
      - WWD controlled signals W. Colton

6. FRA Excepted Track
   San Jacinto Industrial Spur, all tracks MP 18.8 to MP 38.3.

7. Special Conditions
   Remote Control Operations—Signs located at MP 73.9 (Cajon Subdivision) and MP 3.2 (San Bernardino Subdivision), designate the Remote Control Area at San Bernardino. Signs located at MP 26.0, MP 27.4 and MP 27.8X designate the Remote Control Area at Watson Yard. Signs located at MP 0.4 (Alameda Corridor Subdivision) and MP 149.8 (San Bernardino Subdivision), designate the Remote Control Area at Hobart.

   Trains departing CP Kaiser—Trains departing CP Kaiser to San Bernardino Yard must contact the assistant trainmaster (909-386-4384) for permission to enter the B Yard.

   Close Clearance—Close clearance on the south track, south side, between East and West Norwalk.

   Close clearance at Kimberly-Clark, track 6321.

   Employees must not ride on cars when operating under the Seventh Street Viaduct at Milepost 142.0 in West Bank yard, Los Angeles. Train must stop before shoving cars under the viaduct. Each movement under the viaduct will be handled by an employee on the ground who will control the continued movement beyond the point where movement originally stopped.

   Train Crew Motor Vehicle License—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator’s license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator’s license of the Engineer or any other crew member of the train.

   BNSF System Special Instructions Amendment—Item 9 Amtrak Instructions, under the heading “Equipment,” the line reading, “Movement with locomotive between cars is prohibited” does not apply on the California Division. Be governed by the following instructions:

   Movement with locomotives between cars is prohibited unless:
   A. Locomotive is being used in “push-pull service.”
   B. “MU” cables are connected through the entire train.
   C. Locomotive between cars is not isolated or dead-in-tow.
San Pedro Subdivision—BNSF trains operating on the San Pedro Subdivision (0972) between San Pedro Junction and MP 5.1 must ascertain from the UPRR Dispatcher #30 if any track bulletins are in effect within yard limits. Crews will contact the UPRR Dispatcher #30 on AAR Road Channel 14 or by telephone (909) 685-2316. Westward BNSF trains traveling to UP Colton and Eastward BNSF trains traveling from UP Colton to the BNSF should use UPRR Dispatcher #50 (909) 685-2126. If track bulletins are in effect, trains must receive copies of the bulletins before operating on the subdivision. If no track bulletins are in effect, trains may operate on verbal instructions from the dispatcher.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the San Bernardino Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. Line Segments
Yard Line Segments
Line Segment Limits
7650............San Bernardino Yard
7652............Hobart Yard
7651............First Street Yard (LA)

Road Line Segments
Line Segment Limits
7602............San Bernardino to Fullerton Jct.

9. Locations Not Shown as Stations

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Feet</th>
<th>Switch Opens</th>
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<tbody>
<tr>
<td>San Bernardino Subdivision</td>
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<tr>
<td>San Jacinto Industrial Spur</td>
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<td>Arlington</td>
<td>15.9</td>
<td>2,000</td>
<td>West</td>
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<tr>
<td>Porphyry (3M Spur)</td>
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<td>Ellis</td>
<td>19.9</td>
<td>800</td>
<td>East</td>
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</tbody>
</table>
5. Trackside Warning Detectors (TWD)—None
6. FRA Excepted Track—None
7. Special Conditions
   Remote Control Operations—Signs located at MP 267.7 and MP 273.1 designate the Remote Control Area at San Diego yard.
   Train Crew Motor Vehicle License—California Vehicle Code 12953 states: any circumstances involving accidents or violations in which the Engineer or any other crew member of any train is detained by state or local police, neither the Engineer nor any other crewmember shall be required to furnish a motor vehicle operator's license, nor shall any citation involving the operation of a train be issued against the motor vehicle operator's license of the Engineer or any other crew member of the train.
   Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None
8. Line Segments
   Yard Line Segments
   Line Segment Limits
   Exp...Bay Yard
   Road Line Segments
   Line Segment Limits
   7600 .......Fullerton Jct. and National City
9. Locations Not Shown as Stations—None

2. Bridge and Equipment Weight Restrictions
   Maximum Gross Weight of Car
   National City to San Diego 143 tons, Restriction C

3. Type of Operation
   Restricted Limits—in effect:
   MP 273.1 to MP 267.7

4. General Code of Operating Rules Items
   Rule 1.14—BNSF trains and engines may use Metrolink tracks between Fullerton Jct. or Atwood and County Line, and may use San Diego Northern Railway tracks between County Line and San Diego, MP 267.7. San Diego Northern Railway trains and engines may use Main Track between MP 267.6 and MP 268.8. The speed limit on all auxiliary tracks is not specifically governed by the Metrolink and San Diego Northern Railway timetables and other instructions; it is 10 MPH, unless further restricted. The special instructions for ALL SUBDIVISIONS and all general orders and general notices remain in effect unless specific instructions to the contrary are issued by Metrolink or San Diego Northern Railway.
   Rule 5.8.2—Sound the whistle approaching all crossings, public and private.
   Rule 6.19—When flagging is required, distance will be 1.0 mile.

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**San Diego Subdivision MAIN LINE STATIONS**

<table>
<thead>
<tr>
<th>Station No.</th>
<th>Mile Post</th>
<th>Station Name</th>
<th>Rule 4.3</th>
<th>Type of Oper.</th>
<th>Line Segment</th>
<th>Miles to Next Stn</th>
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<tbody>
<tr>
<td>25710</td>
<td>273.1</td>
<td>NATIONAL CTY</td>
<td>R</td>
<td>7600</td>
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<tr>
<td>2593</td>
<td>22ND ST</td>
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<td>25700</td>
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<td>SAN DIEGO</td>
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<td>23200</td>
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<td>FULLERTON JC</td>
<td>JBCPX</td>
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<td>108.9</td>
<td></td>
</tr>
</tbody>
</table>

**Dispatcher Phone:**
Fullerton Jct/Atwood to San Diego (Metrolink)—(909) 446-9716, Fax—(909) 392-8709
San Diego to National City—(909) 386-4215, (888) 446-9716, Fax—(909) 386-4245

1. Speed Regulations

1(A). Speed—Maximum
   Passenger
   MP 273.1 to MP 268.5 (5th Ave.) 10 MPH
   MP 268.5 (5th Ave.) to MP 273.1 10 MPH
   The following is in effect between Fullerton Jct. and Atwood and San Diego:
   The maximum speed for freight trains is 45 MPH when:
   1. Train exceeds 10,000 feet; or
   2. Train averages 90 TOB or more.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts
   San Diego Subdivision 10 MPH.

1(D). Speed—Other—None

See Item 1 of the System Special Instructions for additional speed restrictions.

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**RADIO COMMUNICATION**

<table>
<thead>
<tr>
<th>CH</th>
<th>DS</th>
<th>MC</th>
<th>FS</th>
<th>EMER</th>
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<tbody>
<tr>
<td>National City to MP 267.7</td>
<td>32</td>
<td>1</td>
<td>4</td>
<td>S&amp;7</td>
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<tr>
<td>MP 267.7 to Fullerton Jct/Atwood</td>
<td>30</td>
<td>1</td>
<td>4</td>
<td>S&amp;7</td>
</tr>
</tbody>
</table>
### California Division—No. 3—March 26, 2008—Stockton Subdivision

#### Stockton Subdivision Main Line Stations

<table>
<thead>
<tr>
<th>Station</th>
<th>Mile Post</th>
<th>Distance (Feet)</th>
<th>Rule 4.3</th>
<th>Type of Control</th>
<th>Line Segment</th>
<th>Miles to Next Signal</th>
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<tr>
<td>16200</td>
<td>994.9</td>
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#### Radio Communication

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#### Dispatcher phones:

Caliva to and including WE Fluhr (DS 26)—(909) 386-4226, Fax—(909) 386-4246
WE Fluhr to Richmond (DS 27)—(909) 386-4227, Fax—(909) 386-4237

## 1. Speed Regulations

### 1(A). Speed—Maximum

#### Passenger

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<thead>
<tr>
<th>Speed</th>
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#### Freight

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### 2. Additional Attempts

- If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.

### 3. Train Operations

- Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

### 4. Freight Trains

- Freight trains on descending grades, with dynamic brakes not in use, must not exceed 30 MPH.

### 5. Towing

- Towing other than those listed above is prohibited.

### 6. Conductor Speed

- Conductor speed for trains not listed above is not to exceed 30 MPH.
<table>
<thead>
<tr>
<th>Milepost</th>
<th>Passenger Speed</th>
<th>Freight Speed</th>
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<td>MP 1136.2 to MP 1136.4</td>
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### Eastward

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### 1(C). Speed—Switches and Turnouts

Trains and engines using auxiliary tracks must not exceed turnout speed for that track unless otherwise indicated.

- MP 996.8 Sunnai Crossing, 2 crossovers: 30 MPH to 30 MPH.
- MP 996.8 Calwa, Turnout, yard lead to Main 2: 15 MPH to 15 MPH.
- Fresno—End of two tracks: 30 MPH to 30 MPH.
- Figarden—Both ends siding: 40 MPH to 40 MPH.
- Greig—Both ends siding: 40 MPH to 40 MPH.
- Madera—Both ends siding: 40 MPH to 40 MPH.
- Kismet—Both ends siding: 40 MPH to 40 MPH.
- Sharon—Both ends siding: 40 MPH to 40 MPH.
- Legrand—Both ends siding: 40 MPH to 40 MPH.
- Planada—Both ends siding: 40 MPH to 40 MPH.
- Merced—EE siding: 40 MPH to 40 MPH.
- Merced—WE siding: 30 MPH to 30 MPH.
- Filer—Both ends siding: 40 MPH to 40 MPH.
- Balboa—Both ends siding: 40 MPH to 40 MPH.
- Denair—Both ends siding: 40 MPH to 40 MPH.
- Modesto Empire Jct.—Turnouts: 60 MPH to 50 MPH.
- Riverbank—Both ends siding: 25 MPH to 25 MPH.
- East Escalon: 40 MPH to 40 MPH.
- Escalon, crossovers: 40 MPH to 40 MPH.
- West Escalon: 40 MPH to 40 MPH.
- MP 1113.1, Turnout to track 7926: 10 MPH to 10 MPH.
- Duffy—Both ends siding: 40 MPH to 40 MPH.
- East Mariposa, turnout: 40 MPH to 40 MPH.
- West Mariposa, crossover: 40 MPH to 40 MPH.
- Wheat: 50 MPH to 50 MPH.
- Hanshaw: 50 MPH to 50 MPH.
- Keddie Jct., all switches: 10 MPH to 10 MPH.
- UP Crossing, Crossovers: 15 MPH to 15 MPH.
- West Stockton: 30 MPH to 30 MPH.
- West Stockton—Crossover to Port Lead: 15 MPH to 15 MPH.
- Holt—MP 1128.9 End of two tracks: 50 MPH to 50 MPH.
- Trull—MP 1133.6 End of two tracks: 50 MPH to 50 MPH.
- Orwood—Both ends siding: 10 MPH to 10 MPH.

### 1(D). Speed—Other

- Stockton Intermodal Tracks: 201, 203-206, 305, 306: 20 MPH.
- Exception: Tracks 305, 306—EWD trains departing: 40 MPH.
- MP 1167.4, departing siding, WWD (HER): 15 MPH.
- MP 1173.36 to MP 1174.62, Tunnel No. 3, car kind M3F: 13 MPH.
- Richmond Pacific Railroad Tracks:
  - Harbor Lead—MP 0.8 to MP 2.2: 5 MPH.
  - L.R.T. Lead—MP 1.9 to MP 2.8: 5 MPH.
  - Cutting Lead—MP 2.4 to MP 2.7: 5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

### 2. Bridge and Equipment Weight Restrictions

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<td>Calwa to Richmond: 143 tons, Restriction B</td>
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### 3. Type of Operation

- **Rule 6.13—Yard Limits**
  - MP 1187.3 to MP 1189.0
- **CTC—in effect:**
  - MP 994.9 to MP 1146.4
  - MP 1150.8 to MP 1163.7
  - MP 1111.9 to MP 1122.2 CP Almond, East Lead, Mariposa
  - MP 1114.84 to MP 1116.1, West Lead, Mariposa
- **ABS—in effect:**
  - MP 1146.4 to MP 1150.8
  - MP 1163.7 to MP 1188.3
- **TWC—in effect:**
  - MP 1146.4 to MP 1155.8
  - MP 1163.7 to MP 1189.0

### Multiple Main Tracks

- **in effect: 2 MT:**
  - MP 994.9 to MP 998.1
  - MP 1087.1 to MP 1090.8
  - MP 1098.55 to MP 1102.87
  - MP 1116.1 to MP 1122.2
  - MP 1129.0 to MP 1133.6
  - MP 1139.4 to MP 1146.4

### 4. General Code of Operating Rules Items

**Rule 1.14—UPRR Trains** may use joint track between Keddie Jct. and Riverbank and between Keddie Jct. and Port Chicago. BNSF trains may use Union Pacific joint track between Stege and Oakland, Stege and Warm Springs and Stockton and Keddie. SJVR trains may use joint track between Calwa and Hammond.

**Rule 1.47—Passenger Trains**—Observe and Call Signals:

When a signal requires a train to stop at or pass the next signal at Restricted Speed, the engineer must communicate that fact to a designated member of the crew, including track designation if on multiple tracks, and get an acknowledgment. If no acknowledgment is received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engine fails to control the train movement in accordance with...
either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction and, if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

Rule 5.8.2 Quiet Zones—This modification applies between MP 1190.3 and MP 1190.8 on the 400 lead at Richmond Ave., MP 1190.4 and on the 300 lead at Gerrard Blvd., MP 1190.4; at Cutting Blvd., MP 1190.5; at Canal Blvd., MP 1190.6; and at Marina Bay Parkway, MP 1191.5. Due to this quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

Rule 6.19—When flagging is required, the distance will be 2.0 miles.

Rule 9.1—Signals Not Conforming to Aspects and Indications Shown in the System Special Instructions

<table>
<thead>
<tr>
<th>Aspect</th>
<th>Name</th>
<th>Indication</th>
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<tbody>
<tr>
<td>Red Over</td>
<td>Diverging Approach (Rule 9.1.11 does not apply)</td>
<td>Proceed per BNSF Rule 9.1.12.</td>
</tr>
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</table>

Rule 9.9—All Trains—Train Delayed Within a Block: In CTC, when any train stops or its speed is reduced below 10 MPH, the train must proceed at a speed not exceeding 40 MPH, prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

Rule 9.10—is amended on the Stockton Subdivision as follows: Paragraph under the heading “Exception” is amended to read: Within ABS limits, a train having authority to enter the Main Track at a switch where there is no governing signal will:
- be governed by Main Track signal provided it can be determined by signal indication that no train is approaching from the rear;
- be governed by Main Track signal after meeting a train while that train is still in the block to the rear.

Rule 9.13—At Christie, eastward train on siding must remain West of spotting section until ready to depart. Spotting section is designated by sign near signal at east end of siding. Eastward train, when ready to proceed, must occupy spotting section between signal and track. Signal will clear in 45 seconds if westward train on Main Track is West of signal at MP 1175.4, governing movement eastward on Main Track at east end of Christie, or if Main Track is clear between signals at MP 1173.3, governing movement westward at MP 1178.6, governing movement eastward on Main Track at east end of Collier. If train is occupying section of Main Track between signal at MP 1175.4, governing movement eastward on Main Track at east end of Collier, the signal will not clear before two and one-half minutes.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

- MP 1130.9—DED—WWD only—Recall Code 8
- MP 1139.4—DED—EWD only (Transmits on both channels 30 and 36)—Recall Code 8
- MP 1144.5—Recall Code 8
- Protects Bridge MP 1136.5 and Tunnel MP 1170.2
- MP 1180.5—EWD only—Protects Tunnel MP 1175.4

B. Other TWD locations

- MP 1010.0—Exception Reporting—Recall Code 8
- MP 1029.3—Exception Reporting—Recall Code 8
- MP 1051.1—Exception Reporting—Recall Code 8
- MP 1076.2—Exception Reporting—Recall Code 8
- MP 1099.1—Exception Reporting—Recall Code 8
- MP 1123.0—Exception Reporting—Recall Code 8

- MP 1127.4—DED, Exception Reporting
- MP 1130.9—DED—EWD only
- MP 1134.6—DED, Exception Reporting
- MP 1139.4—DED—WWD only
- MP 1148.6—DED, Exception Reporting
- MP 1153.3—DED, Exception Reporting
- MP 1168.9—Exception Reporting—Recall Code 8
- MP 1180.5—WWD only

C. Other detectors

- MP 1171.3, 1171.5—Slide Detector
- MP 1170.1 & EWD, rotating red light MP 1171.5

6. FRA Excepted Track—None

7. Special Conditions

Fluh—GCOR Rule 6.32.2 applies at the Santa Fe Way crossing on track 7868 at MP 1062.59.

Orwood—Excess dimension cars may not operate through siding.

Pittsburg—The west end of track 0611 must be left lined for track 0611. NOTE: Failure to do so will cause a track light on the Pittsburg siding.

Movement from Richmond Yard to Stege Wye—The Richmond Pacific Railroad will use the tracks between Stege Wye and BK Junction. BNSF RR trains or engines may use the tracks between Stege Wye and 23rd Street Yard after contacting the LIRR West Oakland Yard via radio on Road Channel 46 and the Richmond Pacific railroad via radio on Road Channel 55. If contact with the Richmond Pacific Railroad cannot be made, BNSF RR crews may proceed using GCOR Rule 6.28, Movement on Other than Main Track. Richmond Pacific Railroad crews must contact the AT&M/R7 at Richmond Yard on Road Channel 36 before entering or occupying the Siberia Lead between Siberia Junction and BK Junction.

Remote Control Operations—Signs located at MP 993.0 (Bakersfield Subdivision) and MP 998.1 (Stockton Subdivision), designate the Remote Control Area at Fresno.

Signs located at MP 1116.1 and MP 1121.0, (Stockton Subdivision) designate the Remote Control Area at Mormon.

Remote Control Zone—Between the derail on the East Long Lead (track 113) to the clearance point on the east end of 132 and east of the east switch 149 track (locations marked by signs and on the lead only) the East Long Lead has been designated a Remote Control Zone at Mormon Yard in Stockton.

Activation/Deactivation Procedure—The Remote Control Operator will notify the trainmaster or assistant trainmaster when the Remote Control Zone has been activated. The Remote Control Operator will also notify the trainmaster or assistant trainmaster when the Remote Control Zone has been deactivated. Only the Remote Control Operator can activate or deactivate the Remote Control Zone.

Before the Remote Control Zone can be fouled or occupied the trainmaster or assistant trainmaster must be contacted to determine if the Remote Control Zone has been activated.

Close Track Centers—The following locations have been identified as having close track centers of 13 feet or less. Employees will not ride the side of cars in these tracks unless the adjacent track is known to be clear:

- Richmond Yard—13-15, 22-26, 29-32 and 34.
- Calwa Yard—5147-5162.
- Hughsor—12/8’ track centers between Tracks 7907 and 7909.
Close Clearance, Overhead and Side Obstructions
MP 1088.6—Syphon—north headwall—south headwall
MP 1091.4—Syphon—north headwall
Glen Frazer—Tunnel No. 1, Tunnel No. 2, Tunnel No. 3
East Antioch—Track 528, do not ride on the south side of
equipment.
MP 1165.8—Monsanto Chemical, tracks 1371 and 1372. The
structure located 503 feet west of the east switch of the cross-
over causes impaired overhead and side clearance. Cars should
not be placed, nor an engine operated along side or West of
these structures.
Sidings—Orwood, Sando and Christie sidings must not be used
for trains that exceed 100 TOB.
When securing equipment in the following sidings, use the fol-
lowing chart in conjunction with ABTH Rule 104.14 to determine
the appropriate number of handbrakes.

<table>
<thead>
<tr>
<th>Sidings</th>
<th>Most Restrictive Grade</th>
<th>Ascending or Descending Movement</th>
<th>Switch</th>
<th>Direction</th>
<th>W. Switch</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figarden</td>
<td>.10</td>
<td>Descending</td>
<td>Descending</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Gregg</td>
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<td>Ascending</td>
<td>Descending</td>
<td></td>
<td></td>
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<tr>
<td>Madera</td>
<td>.30</td>
<td>Ascending</td>
<td>Ascending</td>
<td></td>
<td></td>
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<tr>
<td>Kismet</td>
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<td>Ascending</td>
<td></td>
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<tr>
<td>Sharon</td>
<td>.10</td>
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<td>Descending</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Legrand</td>
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<td>Descending</td>
<td></td>
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</tr>
<tr>
<td>Planada</td>
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<tr>
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<tr>
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<tr>
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<td>Ascending</td>
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<td>Elly</td>
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<tr>
<td>Orwood</td>
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<td>Sando</td>
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<td>Ascending</td>
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<td>Flat</td>
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<tr>
<td>Malby</td>
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<td>Ascending</td>
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<tr>
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<td>Ascending</td>
<td>Descending</td>
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<td></td>
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</tr>
<tr>
<td>Gately</td>
<td>1.00</td>
<td>Descending</td>
<td>Descending</td>
<td></td>
<td></td>
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<tr>
<td>Rheem</td>
<td>1.00</td>
<td>Ascending</td>
<td>Ascending</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Locomotive Consists—When building locomotive consists, loco-
motives rated at less than 2000 horsepower and not equipped
with a dynamic brake must be placed immediately behind the
lead locomotive in the consist.

Train Crew Motor Vehicle License—California Vehicle Code
12953 states: any circumstances involving accidents or viola-
tions in which the Engineer or any other crew member of any
train is detained by state or local police, neither the Engineer
nor any other crewmember shall be required to furnish a motor
vehicle operator’s license, nor shall any citation involving the
operation of a train be issued against the motor vehicle operator’s
license of the Engineer or any other crew member of the train.

System Special Instructions Amendment—Item 9, Amtrak
Instructions, under “Equipment”, the line reading “Movement
with locomotives between cars is prohibited” does not apply on
the California Division.

The following will apply: Movement with locomotive between
cars is prohibited unless:
A. Locomotive is being used in “push-pull” service.
B. “MU” control cables are connected through the entire train.
C. Locomotive between cars is not isolated or dead-in-tow.

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect
on the Stockton Subdivision. Refer to Item 21 of the System
Special Instructions.
Flash Flood Warnings—The following locations have been
identified as “critical areas” subject to flash floods and washouts
as outlined in System Special Instructions, Item 33: None

8. Line Segments
Yard Line Segments
Line Segment | Limits
-------------|------------------
7255..........Calwa
7256..........Riverbank Yard
7257..........Stockton Yard Limits
7258..........Richmond
7273..........Mariposa Intermodal Facility,
              MP 0.00 to MP 9998.0

Road Line Segments
Line Segment | Limits
-------------|------------------
7200..........Calwa to Richmond MP 994.9 to MP 1189.0

9. Locations Not Shown as Stations

<table>
<thead>
<tr>
<th>Name</th>
<th>Mile Post Location</th>
<th>Capacity Feet</th>
<th>Switch Opens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trigo</td>
<td>1014.7</td>
<td>6,650</td>
<td>Both</td>
</tr>
<tr>
<td>Tuttle</td>
<td>1050.7</td>
<td>2,339</td>
<td>Both</td>
</tr>
<tr>
<td>Kadota</td>
<td>1052.1</td>
<td>851</td>
<td>West</td>
</tr>
<tr>
<td>Quebecor</td>
<td>1058.0</td>
<td>890</td>
<td>West</td>
</tr>
<tr>
<td>Swanson</td>
<td>1083.0</td>
<td>6,650</td>
<td>Both</td>
</tr>
<tr>
<td>Hughson</td>
<td>1085.8</td>
<td>2,047</td>
<td>Both</td>
</tr>
<tr>
<td>Claus</td>
<td>1092.8</td>
<td>2,228</td>
<td>West</td>
</tr>
<tr>
<td>Woodsbro</td>
<td>1125.0</td>
<td>4,250</td>
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</tr>
<tr>
<td>Knighs</td>
<td>1142.4</td>
<td>1,100</td>
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<tr>
<td>DuPont</td>
<td>1147.6</td>
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<tr>
<td>East Antioch</td>
<td>1149.2</td>
<td>6,350</td>
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<tr>
<td>Zee</td>
<td>1149.8</td>
<td>3,163</td>
<td>Both</td>
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<td>Monsanto</td>
<td>1165.8</td>
<td>2,304</td>
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</tr>
<tr>
<td>San Pablo</td>
<td>1187.7</td>
<td>584</td>
<td>East</td>
</tr>
</tbody>
</table>
10. Grade Charts

ELEVATION IN FEET

ELEVATION IN FEET

CALIFORNIA DIVISION—No. 3—March 26, 2008—Stockton Subdivision
### Speed Tables

#### SPEED TABLE

<table>
<thead>
<tr>
<th>Time Per Mile Miles Per Hour</th>
<th>Time Per Mile Miles Per Hour</th>
<th>Time Per Mile Miles Per Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min.</td>
<td>Sec.</td>
<td>Min.</td>
</tr>
<tr>
<td>- 36</td>
<td>100</td>
<td>- 58</td>
</tr>
<tr>
<td>- 37</td>
<td>97.3</td>
<td>- 59</td>
</tr>
<tr>
<td>- 38</td>
<td>94.7</td>
<td>- 1</td>
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<td>- 39</td>
<td>92.3</td>
<td>- 1</td>
</tr>
<tr>
<td>- 40</td>
<td>90.0</td>
<td>- 1</td>
</tr>
<tr>
<td>- 41</td>
<td>87.8</td>
<td>- 1</td>
</tr>
<tr>
<td>- 42</td>
<td>85.7</td>
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<td>83.7</td>
<td>- 1</td>
</tr>
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<td>- 44</td>
<td>81.8</td>
<td>- 1</td>
</tr>
<tr>
<td>- 45</td>
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<td>- 1</td>
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</tr>
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<td>- 48</td>
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<td>- 50</td>
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</tr>
<tr>
<td>- 51</td>
<td>70.6</td>
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<td>- 52</td>
<td>69.2</td>
<td>- 1</td>
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<td>67.9</td>
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<td>- 54</td>
<td>66.6</td>
<td>- 1</td>
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<tr>
<td>- 55</td>
<td>65.5</td>
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<td>- 56</td>
<td>64.2</td>
<td>- 1</td>
</tr>
<tr>
<td>- 57</td>
<td>63.2</td>
<td>- 1</td>
</tr>
</tbody>
</table>

### TERMSDXO

**T - Trains**

**E - Engines**

**R - Railroad cars**

**M - Men & equipment fouling track**

**S - Stop signal**

**D - Derail or switch lined improperly**

**X - Crossings at grade**

**O - Other crew movements**

Remember “TERMSDXO” when shoving cars

---

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

<table>
<thead>
<tr>
<th>Train Speed</th>
<th>Delay to Sound Whistle</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 MPH</td>
<td>3 seconds</td>
</tr>
<tr>
<td>35 MPH</td>
<td>6 seconds</td>
</tr>
<tr>
<td>30 MPH</td>
<td>10 seconds</td>
</tr>
<tr>
<td>25 MPH</td>
<td>16 seconds</td>
</tr>
<tr>
<td>20 MPH</td>
<td>25 seconds</td>
</tr>
<tr>
<td>15 MPH</td>
<td>40 seconds</td>
</tr>
<tr>
<td>10 MPH</td>
<td>1 minute 10 seconds</td>
</tr>
</tbody>
</table>