

HWY-15-MH-006
Metrolink Train Collision and Derailment
with Service Truck and Trailer
Oxnard, CA
February 24, 2015

SIGNAL ATTACHMENT 16

Los Angeles Area Timetable #05



LOS ANGELES AREA TIMETABLE #5

Effective 0900 Monday, October 28, 2013

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This document supersedes:

Union Pacific Railroad Los Angeles Timetable 4 effective Jun 14, 2010

EXPLANATION OF CHARACTERS

Symbol Represents:

Symbol Represents:

ABS	AUTOMATIC BLOCK SIGNAL
ACS	AUTOMATED CAB SIGNAL
ATC	AUTOMATIC TRAIN CONTROL
ATS	AUTOMATIC TRAIN STOP
CTC	CENTRALIZED TRAFFIC CONTROL
RL	RESTRICTED LIMITS
TWC	TRACK WARRANT CONTROL
DT	DOUBLE TRACK
#MT	MULTIPLE MAIN TRACK - # (number MT's)
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR
(A)	AUTOMATIC INTERLOCKING
B	BASE RADIO STATION
D	DRAW BRIDGE
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION
(M)	MANUAL INTERLOCKING
(S)	STOP SIGN
T	TURNING FACILITY
(X)	RAILROAD CROSSING AT GRADE
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES
Y	YARD LIMITS
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
(11-2)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES
(11-3)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES
N	NORTHWARD
S	SOUTHWARD
E	EASTWARD
W	WESTWARD

C	CENTER
+	HEAD - END RESTRICTION ONLY
(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
\$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
(@)	WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY

Track Diagram Color Codes			
	CTC		ATC
	ABS		ACS
	TWC		ATS
	YL / RL / DARK		9.14 / 9.15

OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Order #	Area #	Area Name	Order #	Area #	Area Name	Order #
1	Portland	PB-27020	9	Kansas City	PB-27028	17	Houston	PB-27036
2	Salt Lake City	PB-27021	10	Salina	PB-27029	18	San Antonio	PB-27037
3	Roseville	PB-27022	11	Iowa	PB-27030	0	All Area 3 Hole Singles	PB-27038
4	Los Angeles	PB-27023	12	Twin Cities	PB-27031	0	3" Binder	PB-27019
5	Sunset	PB-27024	13	Chicago	PB-27032	0	Area Tabs (19 Each)	PB-27018
6	Denver	PB-27025	14	St. Louis	PB-27033	0	System Special Instructions	PB-27015
7	North Platte	PB-27026	15	North Little Rock	PB-27034	99	UPRR TRAINING TT	PB-27099
8	Council Bluffs	PB-27027	16	Dallas / Ft. Worth	PB-27035			

Operating Practices

C. E. Copeland, General Director - Operating Practice
 S. L. Foresman, Sr. Director - Operating Practice and Rules
 G. A. Fowler, Director - Field Training Exercises (FTX)

Rules Manager	Phone Number	Timetable Area
Jack McGinley	909-685-2826	Salt Lake City - Portland - Roseville - Los Angeles - Sunset
Rick Carver	402-501-4310	Dallas/Ft Worth - Houston - San Antonio - Salina - North Little Rock
Jay Bahr	815-561-2511	Chicago - Council Bluffs - Denver - Iowa - Kansas City - North Platte - St. Louis - Twin Cities

LOS ANGELES AREA

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LOS ANGELES AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
ACOLITA	SP606	YUMA	46	GARNET		YUMA	46
ALHAMBRA	CO473	ALHAMBRA	32	GAVIOTA	CO329	SANTA BARBARA	2
ANSEL		MOJAVE	38	GLAMIS	SP598	YUMA	46
ARAZ		YUMA	46	GRAND		LOS ANGELES	20
ARAZ JCT.	SP571	YUMA	46	GREENLEAF		WILMINGTON	14
ARLINGTON	CX760	LOS ANGELES	20	GROVER		SANTA BARBARA	2
AURANT	CO472	ALHAMBRA	32	GUADALUPE		SANTA BARBARA	2
BAKERSFIELD	JQ181	MOJAVE	38	GUASTI	CO508	ALHAMBRA	32
BANNING	SP728	YUMA	46	HAMILTON		ALHAMBRA	32
BARTOLO	CX801	LOS NIETOS	16	HAMILTON Trk.1		LOS ANGELES	20
BARTOLO	CX801	LOS ANGELES	20	HEBER	SY136	CALEXICO	52
BASSETT	CO482	ALHAMBRA	32	HILAND	JQ031	MOJAVE	38
BEALVILLE	JQ154	MOJAVE	38	HINDA		YUMA	46
BEAUMONT	SP734	YUMA	46	HONDA		SANTA BARBARA	2
BENA	JQ166	MOJAVE	38	ICE DECK SIDING Trk. 2	SP756	YUMA	46
BENCH	JQ004	MOJAVE	38	ILMON	JQ162	MOJAVE	38
BERTRAM Trk.2	SP650	YUMA	46	IMPERIAL	SY128	CALEXICO	52
BON VIEW		LOS ANGELES	20	INDIO	SP686	YUMA	46
BRAWLEY	SY118	CALEXICO	52	INDUSTRY	CO486	ALHAMBRA	32
CABAZON	SP722	YUMA	46	IRIS	SP622	YUMA	46
CABLE	JQ137	MOJAVE	38	JUNCTION TRANSFER	WH003	LA HABRA	9
CABLE X-OVER		MOJAVE	38	KAISER	CO512	ALHAMBRA	32
CACTUS	SP584	YUMA	46	KEENBROOK		MOJAVE	38
CALEXICO	SY141	CALEXICO	52	KERN JCT.	JQ180	MOJAVE	38
CALIENTE	JQ159	MOJAVE	38	LA JCT RY		SAN PEDRO	12
CALIPATRIA	SY108	CALEXICO	52	LAS POSAS	CO421	SANTA BARBARA	2
CALLENDER		SANTA BARBARA	2	LATC	CO470	ALHAMBRA	32
CAMARILLO	CO411	SANTA BARBARA	2	LIMONITE		LOS ANGELES	20
CAMERON	JQ123	MOJAVE	38	LOMA LINDA	SP755	YUMA	46
CANTIL	JR023	LONE PINE	44	LOS NIETOS	WH009	LOS NIETOS	16
CANYON	JQ024	MOJAVE	38	MARCEL	JQ140	MOJAVE	38
CAPITAN		SANTA BARBARA	2	MARNE	CO488	ALHAMBRA	32
CARSON		WILMINGTON	14	MECCA	SP671	YUMA	46
CARSON	CS515	SAN PEDRO	12	MESQUITE	SP600	YUMA	46
CEDAR		ALHAMBRA	32	MESQUITE	SP600	YUMA	46
CHAFFEE	JR001	LONE PINE	44	MESQUITE LANDFILL		YUMA	46
CLIFF	JQ151	MOJAVE	38	MIRA LOMA Trk.2	CX767	LOS ANGELES	20
CLYDE	SP591	YUMA	46	MOJAVE	JQ113	MOJAVE	38
COACHELLA	SP682	YUMA	46	MOJAVE	JQ113	LONE PINE	44
COLORADO	SP564	YUMA	46	MONTCLAIR	CX777	LOS ANGELES	20
CONCEPCION		SANTA BARBARA	2	MORTMAR	SP663	YUMA	46
DAGGETT	CX654	LOS ANGELES	20	MT. VERNON Trk. 2		YUMA	46
DENIS		MOJAVE	38	MYOMA	SP690	YUMA	46
DEVON		SANTA BARBARA	2	N. LANCASTER		MOJAVE	38
DIKE	JQ013	MOJAVE	38	NADEAU		WILMINGTON	14
DOUGLAS JCT.	CS512	SAN PEDRO	12	NARLON		SANTA BARBARA	2
DOWNEY RD.	CX809	SAN PEDRO	12	NEW SIDING		ALHAMBRA	32
DOWNEY ROAD	CX810	LOS ANGELES	20	NILAND	SP629	YUMA	46
DT JCT.		LA HABRA	9	NILAND JCT.	SP629	CALEXICO	52
DT JCT.		LOS NIETOS	16	NORTH BAKERSFIELD		MOJAVE	38
EAST LOS ANGELES	CX806	LOS ANGELES	20	NORTH MONTALVO	CO393	SANTA BARBARA	2
EAST MONTCLAIR	CO502	ALHAMBRA	32	NORTH ONTARIO	CO505	ALHAMBRA	32
EL CENTRO	SY131	EL CENTRO	54	NORTH SAN LUIS	CO242	SANTA BARBARA	2
EL CENTRO	SY131	CALEXICO	52	OBISPO			
EL MONTE	CO479	ALHAMBRA	32	NORTH SANTA BARBARA	CO358	SANTA BARBARA	2
ELLWOOD	CO349	SANTA BARBARA	2	OAK	CX782	LOS ANGELES	20
END MAIN TRACK		SAN PEDRO	12	OBAN		MOJAVE	38
GARFIELD AVE.		LOS ANGELES	20	ONTARIO	CX775	LOS ANGELES	20

LOS ANGELES AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
ORDWAY		YUMA	46	VALLEY BLVD		ALHAMBRA	32
OXNARD	CO398	SANTA BARBARA	2	VENTURA	CO388	SANTA BARBARA	2
PALMDALE	JQ080	MOJAVE	38	VENTURA		LOS ANGELES	20
PALMDALE JCT.	JQ079	MOJAVE	38	VULCAN	JQ066	MOJAVE	38
PARAMOUNT	CS510	SAN PEDRO	12	W.YERMO	CX652	LOS ANGELES	20
PEDLEY	CX765	LOS ANGELES	20	WALDORF		SANTA BARBARA	2
PEPPER (Trk. 2)	SP759	MOJAVE	38	WALKER	WH004	LA HABRA	9
PEPPER (Trk.2)	SP759	ALHAMBRA	32	WALNUT	CO491	ALHAMBRA	32
PHELAN	JQ043	MOJAVE	38	WALONG	JQ142	MOJAVE	38
PIONEER BLVD.		LOS NIETOS	16	WASH	JQ059	MOJAVE	38
PLASTER CITY	SY317	EL CENTRO	54	WEEDS Trk. 2 & 3		LOS ANGELES	20
POMONA	CO499	ALHAMBRA	32	WEST COLTON	SP760	ALHAMBRA	32
PUENTE JCT.	CX795	LOS ANGELES	20	WEST GARNET Trk. 2	SP708	YUMA	46
RANCHO		YUMA	46	WEST MONTCLAIR		ALHAMBRA	32
RANCHO		ALHAMBRA	32	WEST PALM SPRINGS	SP714	YUMA	46
RANCHO (Trk.1)		MOJAVE	38	WINTERHAVEN	SP568	YUMA	46
REGINA	SP614	YUMA	46	WISTER	SP636	YUMA	46
RESERVOIR	CO500	ALHAMBRA	32	WISTER CROSSOVER		YUMA	46
RESERVOIR Trk.1		LOS ANGELES	20	WO TOWER	CX780	LOS ANGELES	20
RIDDLE		SAN PEDRO	12	WOODFORD	JQ145	MOJAVE	38
RIMLON	SP701	YUMA	46	YERMO	CX650	LOS ANGELES	20
RIVERSIDE AVE (Trk.2)		ALHAMBRA	32	YUMA	SP563	YUMA	46
ROBERTSON Trk. 2	SP724	YUMA	46				
ROGOZA		YUMA	46				
ROSELAWN		LOS ANGELES	20				
ROWEN	JQ148	MOJAVE	38				
S. LANCASTER		MOJAVE	38				
SALTON	SP657	YUMA	46				
SALVIA Trk.1	SP705	YUMA	46				
SAN LUIS OBISPO Trk. 2		SANTA BARBARA	2				
SAN PEDRO JCT.	CS500	SAN PEDRO	12				
SANDCUT	JQ169	MOJAVE	38				
SANTA BARBARA	CO361	SANTA BARBARA	2				
SCRRA JCT.		LOS ANGELES	20				
SEACLIFF	CO378	SANTA BARBARA	2				
SEARLES	JR048	LONE PINE	44				
SEELY	SY308	EL CENTRO	54				
SIERRA		ALHAMBRA	32				
SILVERWOOD		MOJAVE	38				
SLAUSON JCT	JP004	WILMINGTON	14				
SLAUSON JCT.	JP004	LA HABRA	9				
SLOVER	JQ003	MOJAVE	38				
SOTO ST. JCT. Trk. 2 & 3		LOS ANGELES	20				
SOUTH BELL	CS506	SAN PEDRO	12				
SOUTH FONTANA	CO514	ALHAMBRA	32				
SOUTH MOJAVE	JQ112	MOJAVE	38				
SOUTH MONTALVO		SANTA BARBARA	2				
SOUTH SAN LUIS OBISPO	CO245	SANTA BARBARA	2				
SOUTH SANTA BARBARA	CO362	SANTA BARBARA	2				
STREETER	CX759	LOS ANGELES	20				
STUDEBAKER	FS008	LOS NIETOS	16				
SUDDEN		SANTA BARBARA	2				
SURF		SANTA BARBARA	2				
TANGAIR		SANTA BARBARA	2				
TEHACHAPI	JQ133	MOJAVE	38				
THERMAL	SP677	YUMA	46				
UP YUMA JCT. (Trk.1)	CO469	ALHAMBRA	32				

SANTA BARBARA SUBDIVISION (0958)

Radio Display: CP CO248 to CP CO251- 051-051 *58 CP CO251 to Las Posas- 096-096 *64								
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH STATIONS ▼	NORTH STATIONS ▲	Sta. #'s Siding Feet		
248.5		CTC 2MT	CO248	NORTH SAN LUIS OBISPO (0.4)		CO242		
248.6 249.9			CO249 CO250	SAN LUIS OBISPO Trk. 2 (3.0)	X		6025	
251.6			CO251	SOUTH SAN LUIS OBISPO (9.1)		CO245		
260.3 260.9 261.6		TWC ABS		GROVER (6.1)		CO254 6000		
266.3 267.0 267.5				CALLENDER (6.2)		CO260 5850		
272.7 273.2 273.6				GUADALUPE (4.2)		CO266 3500		
276.7 277.4 277.6				WALDORF (5.8)		CO270 4035		
282.8 283.2 283.7				DEVON (6.7)		CO276 4267		
289.4 289.9 290.7				NARLON (4.0)		CO283 6218		
293.6 293.9 294.8				TANGAIR (5.5)		CO287 5511		
298.7 299.4 299.9				SURF (5.2)		CO292 5550		
303.4 304.6 304.8				HONDA (9.4)		CO297 6725		
313.1 314.0 314.2				SUDDEN (7.4)		CO307 5818		
320.7 321.4 322.0				CONCEPCION (14.3)		CO315 6128		
335.4 335.8 336.3				CO335 GAVIOTA (10.8)	! (M)	CO329 3747		
345.7 346.5 346.7				CAPITAN (11.7)		CO339 4964		
355.8 357.6				CTC 2MT	CO356 CO358	ELLWOOD (6.8)	!	CO349 9369
365.0					CO365	NORTH SANTA BARBARA (2.4)		CO358
367.4				CTC		SANTA BARBARA (1.2)		CO361
368.6					CO369	SOUTH SANTA BARBARA (16.7)		CO362
385.3 386.3				CTC	CO385 CO386	SEACLIFF (9.5)	!	CO378 4960
394.8 397.2					CO395 CO397	VENTURA (4.8)	!	CO388 10470
399.6					CO399	NORTH MONTALVO (0.8)	T	CO393
400.4	CO400	SOUTH MONTALVO (3.6)			T			
404.0 405.6	CO404 CO406	OXNARD (8.5)			! B	CO398 5701		
412.5 414.7	CO413 CO415	CAMARILLO (10.6)			!	CO411 9997		
423.1	CO423	LAS POSAS				CO421		
CP Las Posas Southward via Metrolink (Ventura Sub.)								
(174.6)								

SI-01 MAIN TRACK AUTHORITY		
CTC between: MP 248.5 and MP 251.6; MP 355.8 and MP 423.1.		
TWC/ABS between: MP 251.6 and MP 355.8		
SI-02 MAXIMUM SPEED TABLE		
Maximum Speed		MPH
Between Mileposts	PSGR FRT	
248.5 and 423.1		
(Except as Below).....		
248.5 and 249.8 Trks. 1 & 2.....	25	25
249.8 and 251.6 Trk. 1.....	60	40
249.8 and 251.6 Trk. 2.....	40	40
251.6 and 255.1.....	60	40
255.1 and 257.8.....	40	35
257.8 and 258.9.....	30	25
258.9 and 260.4.....	60	40
260.4 and 260.7.....	55	50
260.7 and 263.9.....	70	60
263.9 and 264.6.....	60	40
264.6 and 265.6.....	40	35
265.6 and 272.3.....	70	60
272.3 and 273.7.....	50	40
273.7 and 275.6.....	60	40
275.6 and 276.2.....	55	40
276.2 and 276.7.....	40	40
276.7 and 279.9.....	60	40
279.9 and 280.4.....	45	40
280.4 and 282.3.....	40	35
282.3 and 285.6.....	40	40
285.6 and 287.7.....	50	40
287.7 and 288.1.....	40	35
288.1 and 291.0.....	60	40
291.0 and 291.3.....	55	40
291.3 and 292.6.....	60	40
292.6 and 292.8.....	40	40
292.8 and 295.2.....	50	40
295.2 and 296.3.....	55	40
296.3 and 296.9.....	40	40
296.9 and 297.9.....	60	40
297.9 and 298.3.....	55	40
298.3 and 300.2.....	60	40
300.2 and 300.6.....	55	40
300.6 and 301.1.....	60	40
301.1 and 301.4.....	50	40
301.4 and 302.6.....	60	40
302.6 and 302.8.....	55	40
302.8 and 305.8.....	60	40
305.8 and 306.5.....	45	40
306.5 and 306.9.....	40	40
306.9 and 308.7.....	50	40
308.7 and 315.0.....	60	40
315.0 and 315.5.....	40	40
315.5 and 318.5.....	45	40
318.5 and 318.6.....	40	35
318.6 and 319.8.....	40	40
319.8 and 322.0.....	60	40
322.0 and 322.4.....	50	40
322.4 and 325.8.....	60	40
325.8 and 326.4.....	55	40
326.4 and 328.3.....	60	40
328.3 and 328.6.....	55	40
328.6 and 329.7.....	60	40
329.7 and 330.0.....	55	40

SANTA BARBARA SUBDIVISION (0958)

Between Mileposts	PSGR	FRT
248.5 and 423.1		
(Except as Below).....	79	60
330.0 and 331.8.....	60	40
331.8 and 332.8.....	40	35
332.8 and 335.1.....	75	60
335.1 and 335.4.....	55	50
335.4 and 338.6.....	79	60
338.6 and 341.4.....	65	60
341.4 and 342.7.....	50	40
342.7 and 344.0.....	45	40
344.0 and 344.8.....	40	35
344.8 and 345.5.....	45	40
345.5 and 353.5.....	75	60
353.5 and 354.2.....	70	60
354.2 and 354.5.....	55	50
354.5 and 363.8.....	79	60
363.8 and 365.0.....	60	40
365.0 and 366.7 Trk. 2.....	60	40
366.7 and 367.1 Trk. 2.....	40	40
367.1 and 368.6 Trk. 2.....	45	40
365.0 and 368.6 Trk. 1.....	40	40
368.6 and 369.6.....	45	40
369.6 and 371.9.....	60	40
371.9 and 378.6.....	50	40
378.6 and 380.6.....	55	40
380.6 and 382.1.....	50	40
382.1 and 383.3.....	55	40
383.3 and 383.8.....	45	40
383.8 and 384.4.....	40	40
384.4 and 387.5.....	60	40
387.5 and 387.9.....	40	40
387.9 and 393.3.....	60	40
393.3 and 393.6.....	40	40
393.6 and 394.9.....	50	40
394.9 and 396.2.....	60	40
396.2 and 398.8.....	79	40
398.8 and 399.1.....	55	50
399.1 and 401.9.....	65	50
401.9 and 402.3.....	55	50
402.3 and 404.0.....	79	50
404.0 and 404.7.....	45	40
404.7 and 411.5.....	79	60
411.5 and 412.0.....	55	50
412.0 and 414.8.....	79	60
414.8 and 418.1.....	70	60
418.1 and 420.6.....	75	60
420.6 and 423.1.....	70	60

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Sidings and Turnouts.....	10
Exceptions: Ellwood, Ventura, Camarillo	40
Seacliff: Psgr.....	40
Frt.....	35
Gaviota, Oxnard, Capitan.....	30
2. Dual Control Switch Turnouts	
CP CO251, CP CO365, CP CO369.....	40
CP CO250.....	30
CP CO248.....	25
3. Misc. Speed Restrictions (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS
 Two main tracks between:
 MP 248.5 and MP 251.5;
 MP 365.0 and MP 368.6.

SI-05 MILEPOST EQUATIONS
 MP 423.1 = MP 426.4 on Metro-Link Ventura Sub.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 255.0	% 289.4	% 342.5
(#) 256.7	% 290.7	% 344.0
% 258.4	% 292.1	% 345.6
% 260.4	% 293.6	% 346.7
% 261.6	% 294.8	% 348.1
% 263.9	% 296.9	% 349.6
% 266.3	% 301.5	% 351.5
% 267.5	% 303.4	(#) 363.0
% 269.2	% 304.8	% 389.9
(#) 269.7	% 307.2	(#) 383.1
% 271.0	(#) 309.0	(#) 402.6
% 272.6	% 311.4	% 398.7
% 273.6	% 316.2	% 409.0
% 275.3	% 318.4	(#) 421.1
% 276.7	% 320.7	
% 277.6	% 324.0	
% 279.5	% 325.6	
% 281.1	(#) 327.6	
% 282.7	% 330.3	
% 283.7	% 333.7	
% 285.6	% 339.6	
(#) 286.8	(#) 341.3	

SI-08 RULES ITEMS

Rule 2.21: Crew members of Metrolink trains may use cellular phones in accordance with current Metrolink Timetable instructions.

Rule 6.32.2 Santa Barbara: Street crossing sound detector microphones are installed at the following locations:
 Trk. 1 just north of State St. MP 367.4
 Trk. 2 just south of Montecito St. MP 367.2
 Trains that stop short of either of the above crossings must sound whistle to activate the gates at the crossing.

Rule 6.32.2 Procedure 2: Applies when operating on sidings and other than main track at the following crossings:
 MP 283.1 (Associated Road)
 MP 283.6 (Righetti Road)

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

SANTA BARBARA SUBDIVISION (0958)

SI-08 RULE ITEMS Continued...

Rule 32.20: "No Idle Zone"

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

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

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

Outbound Trains - When assuming duty comply with the following:

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

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

Shut Down Procedures Outside of "No Idle Zone": Any train left unattended outside the "No Idle Zone" between MP 248.5 and MP 251.5 must comply with the above procedures (1-4) for inbound trains.

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

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

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

SI-11 INDUSTRIAL LEADS

Montalvo Industrial Lead: (0960)

Extends 12.0 miles from MP 399.6 to MP 411.6. Maximum Gross Weight: 120 Tons.

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

Lompoc Industrial Lead: (0966)

Extends 10.1 miles from MP 0.0 to MP 10.1. Maximum Gross Weight: 120 Tons.

Lead switch located at North Surf. Entire Lead is FRA excepted track. Six-axle locomotives are prohibited. Trains and engines comply with Rule 6.32.2 Procedure 2 at MP 9.9 "A" Street, due to rusty rail conditions.

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

White Hills Industrial Lead: (0959)

Extends 3.5 miles from MP 0.0 to MP 3.5. Maximum Gross Weight: 120 Tons.

Lead off Lompoc Industrial Lead. Entire Lead-FRA excepted track. Six-axle locomotives are prohibited.

Business Tracks	MP	Sta.#'s
White Hills		CB414

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

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

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

SI-13 TRAIN MAKE-UP RESTRICTIONS

Cars in excess of 19 feet 4 inches above top of rail are prohibited on the Santa Barbara subdivision. Restriction includes double stack container loads in excess of 19'-4". Also series TTQX multilevel cars (type M3X and M3Y), BNSF 306000-306153 and GVSF 89000-89058.

"EXCEPTION: Any High/Wide load that has a Protection Notice covering the movement through the area may be moved as cleared by the notice."

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

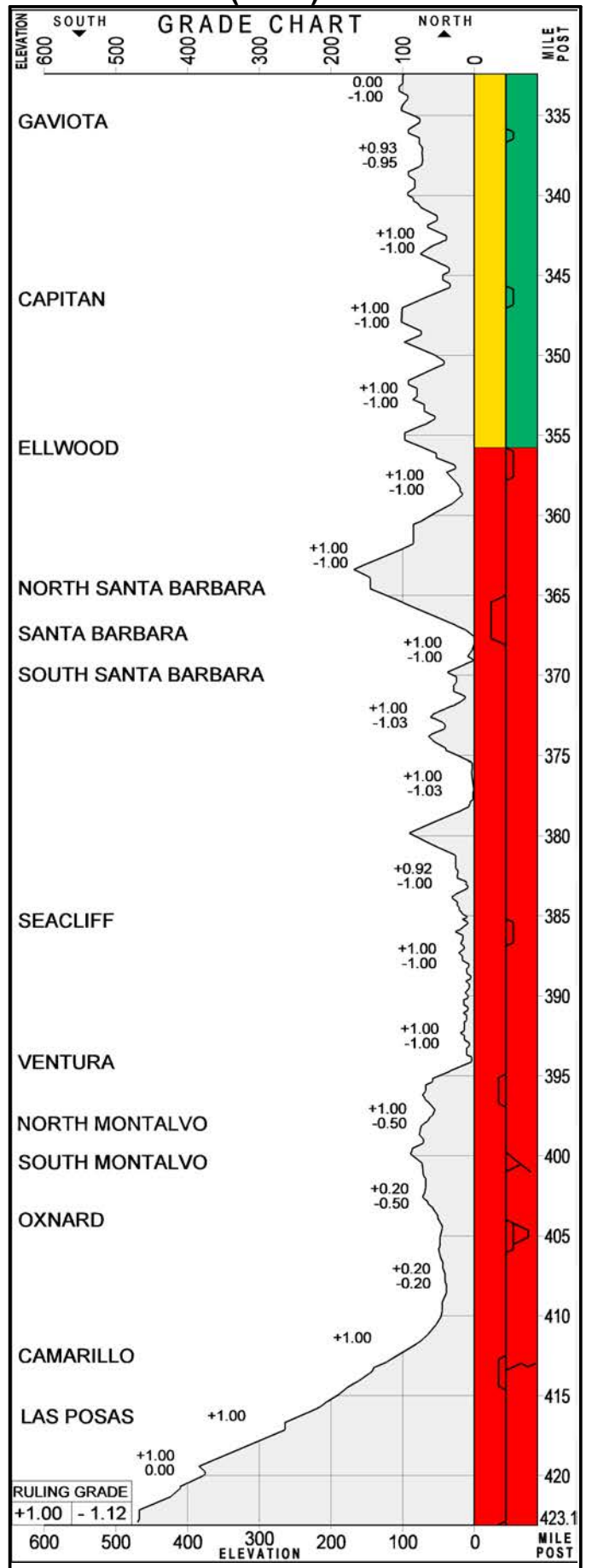
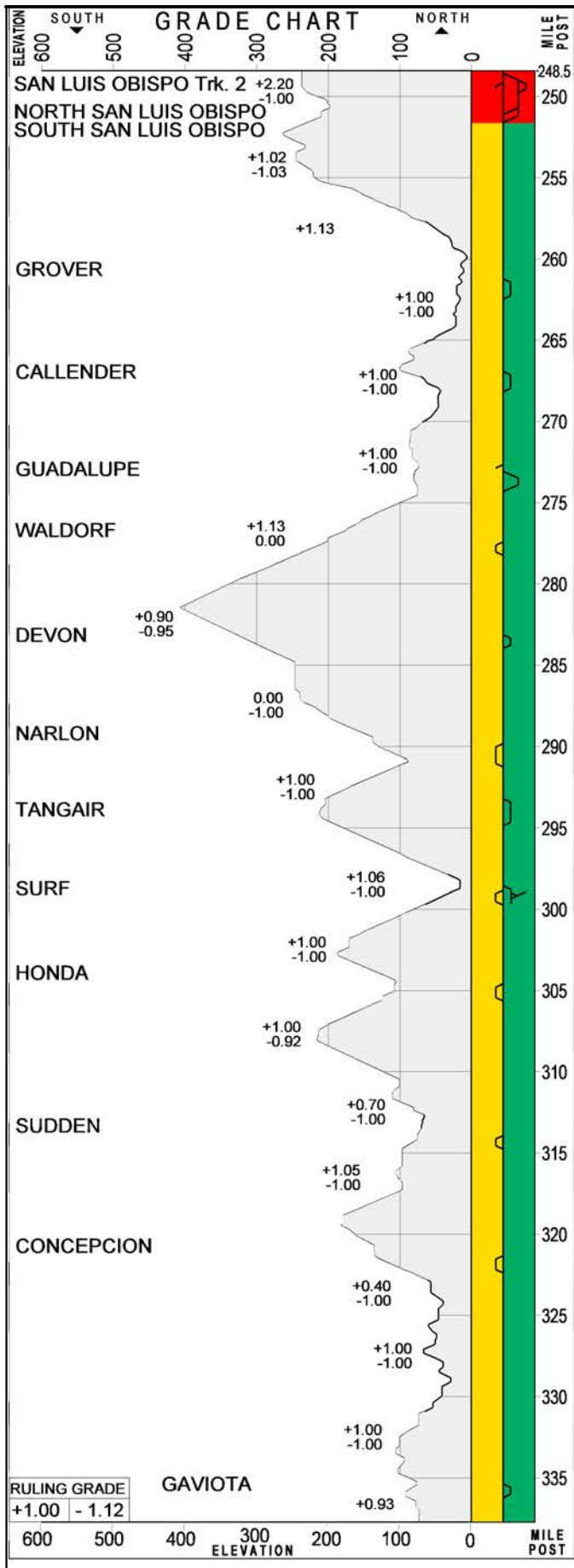
Restricted Tracks: All locomotives are prohibited on the following tracks:

- * Ventura County Trk.3 and 250 feet beyond the south switch Trk. 9.
- * South Vandenberg AFB (MP 305.9) on government spur south of Interchange Track.

Chief Engineer Bulletin 136.4.9 applies: A Train Approach Warning System (TAWs) has been installed, inspected and is certified for use at CP CO251, South San Luis Obispo.

Gemco: Off Metrolink Ventura Subdivision at CP Woodman, MP 456.1.

SANTA BARBARA SUBDIVISION (0958)



ALAMEDA CORRIDOR SUBDIVISION (0985)

Radio Display: MP 0.0 to MP 16.1 (FRT)- 017-017 *1 MP 0.0 to MP 16.1 (MW)- 057-057							
Mile Post	Track Layout	Rule 6.3	CP #s	WEST ▼ STATIONS ▲	EAST ▲	Sta. #s Siding Feet	
0.0		CTC 3MT	AC000	CP EAST REDONDO (0.1)	X	AC000	
0.1			AC001	CP WEST REDONDO (0.3)	X	AC001	
0.4			AC004	CP 25TH STREET (3.7)	X	AC004	
4.1			AC041	CP NADEAU (3.8)	X	AC041	
7.9			AC079	CP WEBER (2.7)	X	AC079	
10.6			AC106	CP COMPTON Trk.3 (1.1)		AC106	
11.7			AC117	CP ALAMEDA (0.4)	X	AC117	
12.1			AC121	CP DEL AMO (0.7)	X	AC121	
12.8			AC128	CP TYLER Trk.1 & 2 (0.6)	X	AC128	
13.4			AC134	CP CARSON Trk.3 (1.0)		AC134	
14.4			AC144	CP DOLORES (0.4)	X	AC144	
14.8			AC148	CP CHANNEL (0.7)	X	AC148	
15.5			AC155	CP SEPULVEDA (0.6)	X	AC155	
16.1			AC161	CP WEST THENARD		AC161	

(16.1)

SI-01 MAIN TRACK AUTHORITY

CTC between: MP 0.0 and MP 16.1.
 CTC from: CP AC155 (MT No.1) on Watson Lead.
 Main Tracks 1, 2 & 3 connect to Pacific Harbor Lines Railroad at CP West Thenard.

SI-02 MAXIMUM SPEED TABLE

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

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts	
All MT to MT Crossovers.....	40
Exceptions: CP AC000.....	30
CP AC001.....	30
CP AC117.....	30
CP AC106(Connection to Los Nietos Sub.)	30
CP AC117(Connection to Wilmington Sub.)	30
CP AC155 (MT No.1) Connection to BNSF Watson Lead.....	30
BNSF Crossing (off MT on Watson Lead)..	30
CP AC001(Connection BNSF Trk.1 & 2 to San Bernadino Sub.).....	25
Trains 100 TPOB and over through turnouts.....	25
CP AC001(Connection to Wilmington Sub.)	15
CP AC106(Connection to Dolores Ind. Ld)	15
All other turnouts.....	15
3. Misc. Speed Restrictions	
CP AC155(MT No.1) Watson Lead to BNSF Crossing.....	30
BNSF Crossing to Rolling Jct.....	20
Track 901 between MP 498.3 (Carson St.) and MP 497.0.....	20
Dolores Industrial Lead, MP 497.0 to MP 496.6 (CP Alameda).....	20
ACTA Storage Tracks 1 & 2.....	10
Yard 41, tracks 924, 925, 926; at Tosco oil can spot.....	5

SI-04 MAIN TRACK DESIGNATIONS

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

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Designated Remote Control Areas: All tracks on the Alameda Corridor Subdivision (0985).
 See Los Angeles Superintendent Bulletin for detailed RCL operation information.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

- ‡ 2.7
- ‡ 6.4
- ‡ 8.9
- ‡#& 12.9 *

* BNSF "Recall code #6 (six)" applies to detector at MP 12.9.

SI-08 RULES ITEMS

Rule 1.3.1: Union Pacific Operating Rules, Signal Rules, System Special Instructions, General Orders, and Maintenance of Way Rules apply.

Rule 1.36: Trains handling excessive dimension loads must contact Corridor Dispatcher 10 before entering track between MP 0.4 and MP 10.6.

Rule 1.47. ICTF: Movements within the ICTF facility will be governed by Operations Manager's instructions.

Due to noise ordinance, do not start light engine movement from the north end of yard to the south end of the yard without permission from Operations Manager.

Rule 5.13. ICTF: A Blue Signal/ Power Derail System is in effect at the ICTF to provide protection to the equipment and personnel working within the loading/ unloading areas. The Blue Signal/Power Derail System consists of a power derail interlocked with a dwarf light type signal and a derail target to indicate the position of the derail.

For crews to enter a track protected by this system, be governed as follows:

- Blue Signal Aspect: Movement into track prohibited
- Yellow Signal Aspect: Movement into track permitted.
- Dark or otherwise improperly displayed signal aspect: Movement into track prohibited until control tower operator advises track is not under blue signal protection.

Rule 6.5. ICTF Ramp: The engineer of inbound ICTF trains, after cutting off engine from train and clearing crossing(s), must operate from the leading unit in the direction of movement when practical.

Rule 6.29.1. Exception: When inspecting a passing train, that part reading "The trainman's inspection must be made from the ground" does not apply between MP 0.4 and MP 10.6.

Rule 6.32.8 ICTF: For operations within the ICTF Facility, change second bullet to read: Movements with the engine in the lead, when controlled from the cab nearest the direction of travel, must ring the engine bell and sound whistle if security escort, or other escort is not at the crossing to provide a warning to vehicles, or in case of emergency.

Rule 7.1. ICTF: When shoving cars into intermodal tracks 801 thru 812, a member of the crew must precede the movement, or take a position on the leading car, to give warning signals to lift equipment operators, hostlers and others who may foul the tracks being shoved.

In addition, during night time hours, a lighted fusee must be placed on the point of the car when shoving into the above tracks.

Rule 7.7. ICTF: Kicking cars is prohibited.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS

Alameda Industrial Lead: (0994)

Extends off Main No.3, at MP 0.1. 1.9 miles between MP 485.4 (J Yard) and MP 487.3 (BNSF Crossing). Maximum Gross Weight - 158 tons.

Del Amo Industrial Lead: (0998)

Extends off of Dolores Ind. Ld. MP 496.1 = MP 496.5 1.5 miles to End of Track. Maximum Gross Weight - 134 tons.

Dolores Industrial Lead (0996)

Extends off Main No.3, at MP 10.6 CP Compton = MP 495.5, 5.5 miles to the connection with the Pacific Harbor Line at West Thenard, MP 501.0. Maximum Gross Weight - 134 tons. Trains and engines must receive permission from ICTF Operations Manager (Channel 086-086) before entering or departing the Dolores Industrial Lead.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Dolores Yard Instructions: All trains and engines must receive permission from the ICTF Operations Manager (radio channel 086-086), before entering or departing Dolores Yard.

- All Trains and engines destined ICTF or the ICTF Support Yard must:
1. Receive permission and yarding instructions from the ICTF Operations Manager to enter the ICTF Plant or Support Yard.
 2. Monitor Channel - 086-086 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 Operations Manager when ready to depart the ICTF Plant and Support Yard.

Instructions for spotting the loaded oil cans at Tosco:
All crews spotting the oil cans at Tosco off the UP Industry spur must first conduct a Job Briefing with the ICTF Operations Manager detailing how the cars will be spotted.

Due to close clearance on the following tracks, do not ride on side of equipment when spotting cars:
Dolores yard track 41;
Tosco tracks 924 through 926.

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

ALAMEDA CORRIDOR SUBDIVISION (0985)

SI-14 MISC INSTRUCTIONS Continued...

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

Before entering Pacific Harbor Line trackage at West Thenard (PHL Alameda Sub.) or PHL San Pedro Sub. all trains and engines MUST contact the Pacific Harbor Line Badger Bridge Assistant Trainmaster on Channel 058-058 to obtain authority, routing or other information. Current Pacific Harbor Line Timetable and Track Work Advisory must be in your possession before entering Pacific Harbor Line Trackage.

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

- Main No.1:** MP 0.1 - BNSF Amtrak Lead
- Main No.1:** MP 0.2 - LA Times Lead
- Main No.3:** MP 0.2 - UP J-Yard
- Main No.3:** MP 11.9 - ACTA Storage 2 "CP Del Amo"
- Main No.1:** MP 12.1 - "CP Del Amo"
- Main No.3:** MP 13.3 - Stub Track "CP Carson"

ACTA Storage Tracks:
 ACTA Storage 1 - 7294 feet. Hand throw derail located on west end of track.
 ACTA Storage 2 - 7270 feet. Hand throw derail located on west end of track.

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

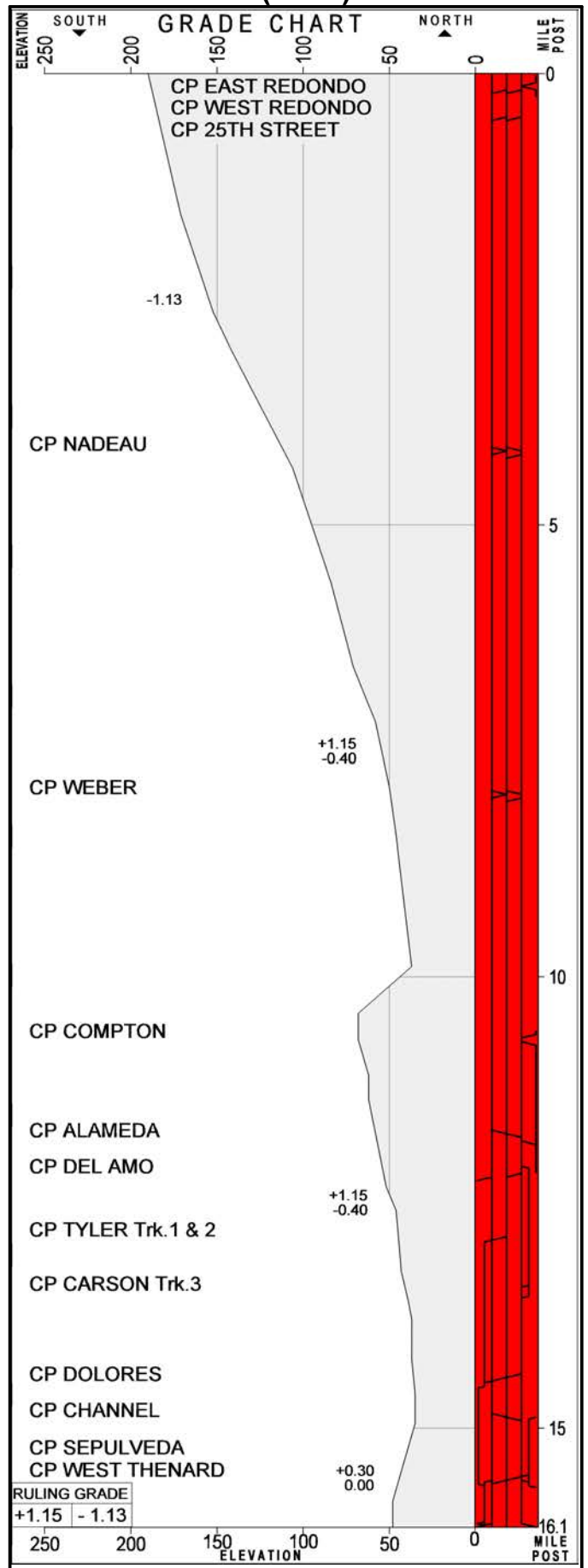
LADDERS ARE FOR EMERGENCY USE ONLY.
 When necessary to use the ladders for any emergency, notify the Train Dispatcher if possible. Open the box (located just below the ladder) with a switch key, engage the hand crank and crank the ladder down. Always be aware of close clearances any time it is necessary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

Communication Phone Numbers:
 Dispatcher - (817)867-7138
 UP Corridor Mgr - (909)386-4282
 BNSF Chief Dispatcher - (909)386-4230

Call in information:
 When near the following stations, dispatcher call-in numbers are:

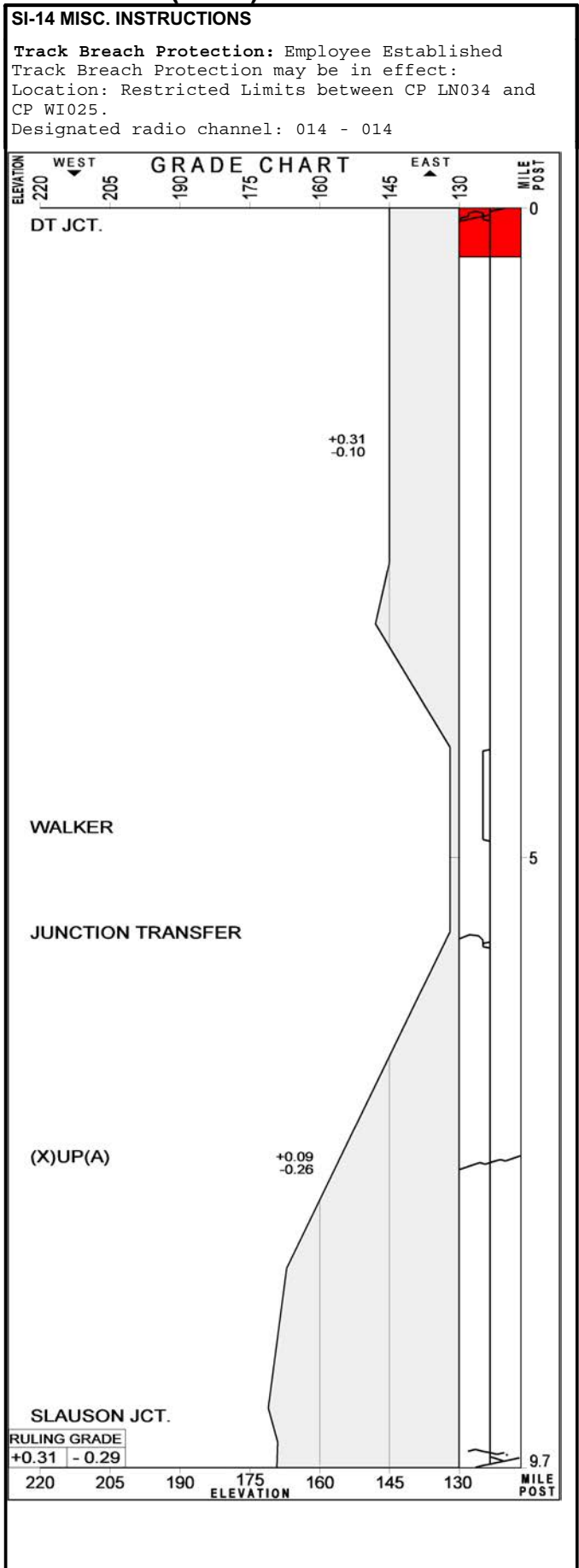
- Redondo - 25(X)
- Alameda - 15(X)
- Emergency - Call 911
- Dispatcher X=0,
- Mechanical Desk X=2,
- Customer Support X=3,
- Railroad Police X=4,
- Detector Desk X=5.

Idling Locomotives Avoid stopping or leaving locomotives idling on all main tracks between MP 11.3 and MP 11.4. Westward trains should stop under the Metro Blue Line overpass until authority to proceed is received at CP Alameda and permission from the Dolores yardmaster and/or ICTF tower has been granted as necessary.

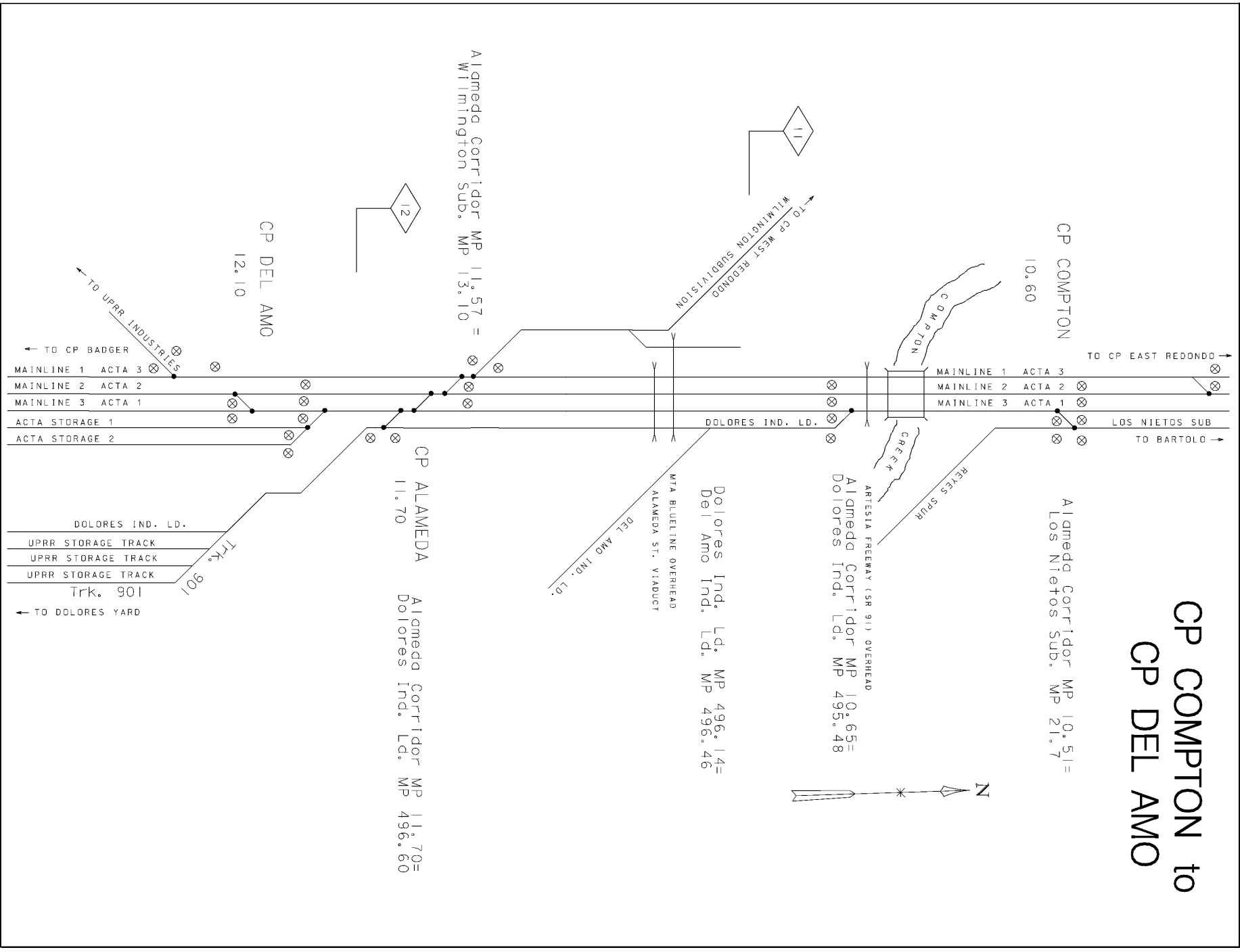


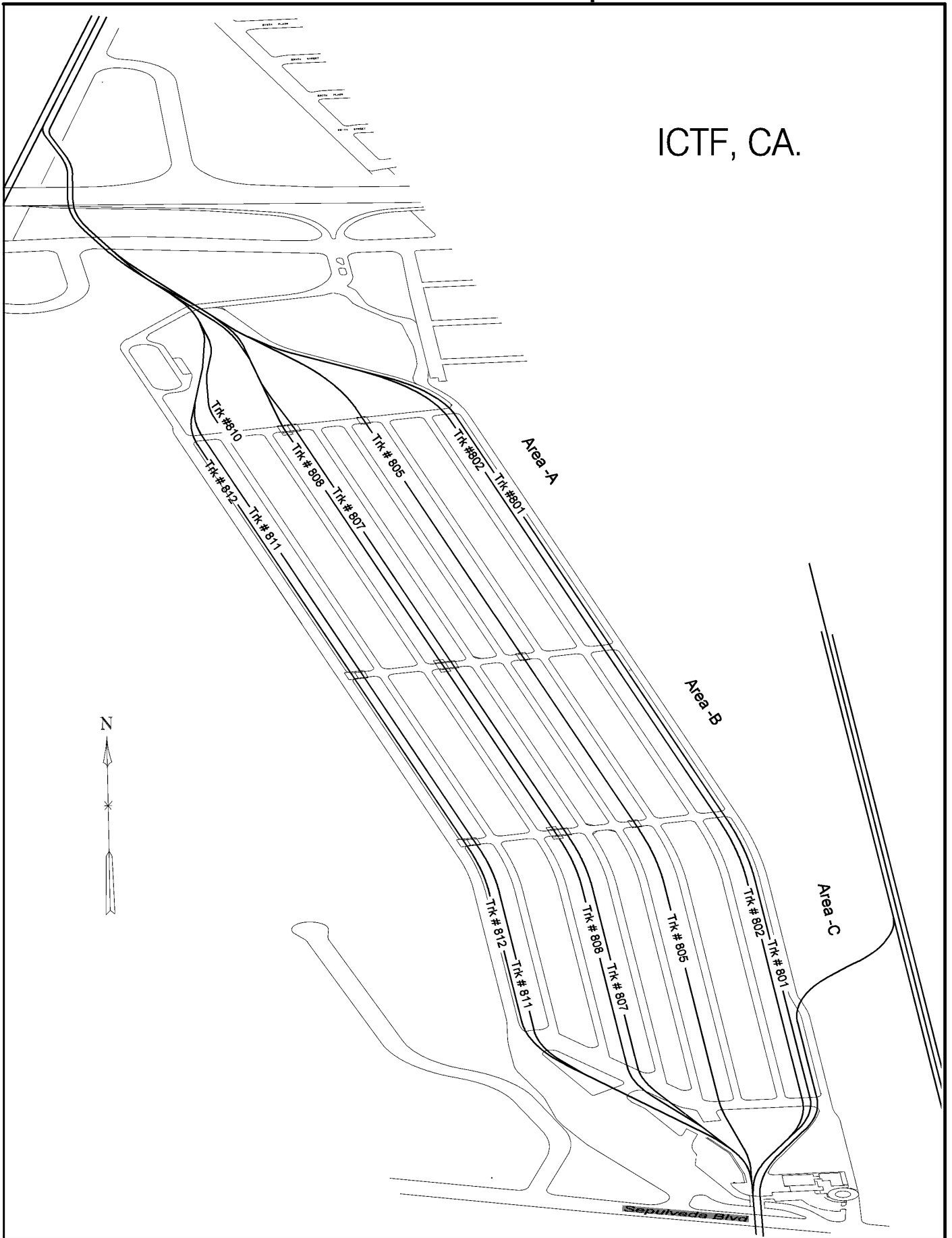
LA HABRA SUBDIVISION (0987)

Radio Display: Pioneer Blvd. to Slauson Jct.- 014-014 *50						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS ▼	EAST STATIONS ▲	Sta. #s / Siding Feet
0.0		CTC	LN034	DT JCT. (4.8)		
4.8		RL		WALKER (0.8)		WH004 3621
5.6				JUNCTION TRANSFER (1.7)		WH003
7.3				(X)UP(A) (2.4)		
9.7			WI025	SLAUSON JCT.		T JP004
(9.7)						
SI-01 MAIN TRACK AUTHORITY						
CTC between: MP 0.0 and MP 0.4.						
Restricted Limits between: CP LN034 and CP WI025.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed			MPH			
Between Mileposts 0.0 and 9.7						
(Except as Below)..... 20						
0.0 and 0.4..... 10						
9.7 (Slauson Wye Trks)..... 10						
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed			MPH			
1. Thru Sidings & Turnouts						
Walker siding..... 10						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
SI-04 MAIN TRACK DESIGNATIONS - None.						
SI-05 MILEPOST EQUATIONS - None.						
SI-06 RCL OPERATIONS						
Remote Control Area: All tracks on the La Habra Subdivision.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS						
% 7.8						
SI-08 RULES ITEMS						
Rule 8.10: Switch Point Indicator located at MP 9.6 for westward movement.						
Rule 9.12.2: (X)BNSF(M)/Slauson Jct: When interlocking signal displays a STOP Indication, northward movements from La Habra Sub. to the Wilmington Sub. must obtain authority from the UPRR Train Dispatcher before proceeding.						
Rule 42.16: Maintenance of Way Rule: "Foul Time" may be granted for Maintenance of Way employees at CP WI025 (Slauson Jct./BNSF crossing).						
SI-09 FRA EXCEPTED TRACKS - None.						
SI-10 BUSINESS TRACKS - None.						
SI-11 INDUSTRIAL LEADS - None.						
SI-12 TONNAGE RESTRICTIONS/TPOB						
Maximum Gross Weight: 120 Tons.						
SI-13 TRAIN MAKE-UP RESTRICTIONS						
No additional restrictions to system requirements.						



CP COMPTON to CP DEL AMO





SAN PEDRO SUBDIVISION (0972)

SI-11 INDUSTRIAL LEADS

Lakewood Industrial Lead: (0974)
 extends 2.8 miles from MP 0.0 to MP 2.8.
 Entire lead FRA excepted track.
 Maximum Gross Weight: 134 tons.

Business Tracks	MP	Sta.#'s
Lakewood	1.6	CS602

Paramount Industrial Lead: (0973)
 Extends 1.3 miles; MP 11.1 to MP 12.4.
 Maximum Gross Weight: 130 tons.
 High/Wide cars are prohibited on the entire lead.

Rule 6.32.2: Rosecrans Ave. MP 11.4; Street crossing activation signal in place at Rosecrans Ave. Activation signal displays red aspect normally. All trains will stop short of activation signal unless the signal is displaying a proceed indication. The train on the approach to the activation signal will initiate the traffic signal sequence (track clearance phase) to clear the tracks. Once the track clearance phase is complete, the activation signal will display a proceed indication and the train may proceed over the crossing. If the activation signal fails to display a proceed indication, be governed by Rule 6.32.2.

Business Tracks	MP	Sta.#'s
Crutcher	12.1	AN014

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

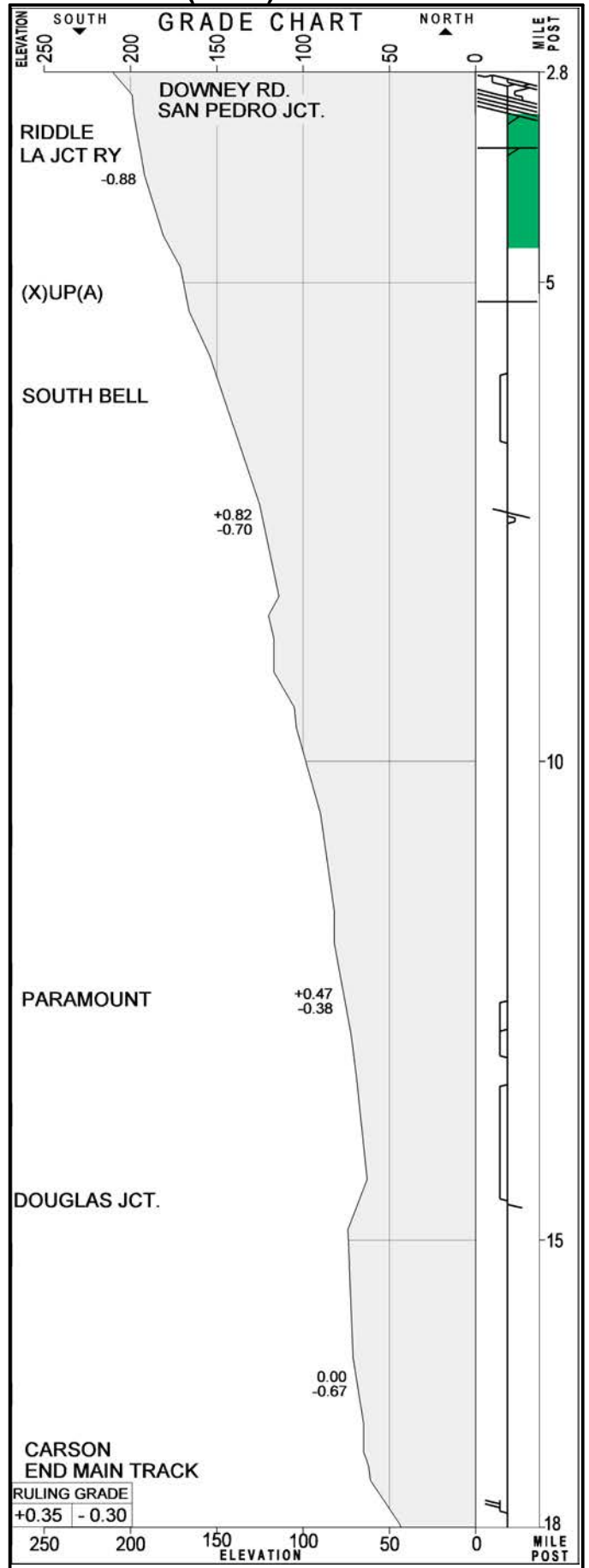
Trains Enroute to or from LA harbor must obtain permission from ICTF Operations Manager on channel 086-086 before entering Dolores Yard or the Dolores Industrial Lead. Route must be specified.

Manuel Yard: Before passing MP 18.0, trains and engines must contact PHL Badger Bridge Assistant Tainmaster to coordinate move to be made between MP 18.0 and MP 20.8. Other than main track rules apply.

Pacific Harbor Line (PHL): Operations over Pacific Harbor Line will be governed by the General Code of Operating Rules, current Pacific Harbor Line Timetable and Pacific Harbor Line General Orders.

Current Pacific Harbor Line Timetable, general orders and track bulletins must be in your possession before entering Pacific Harbor Line Trackage.

Track Breach Protection
 Employee Established Track Breach Protection may be in effect entire subdivision.
 Designated radio channel: 014-014

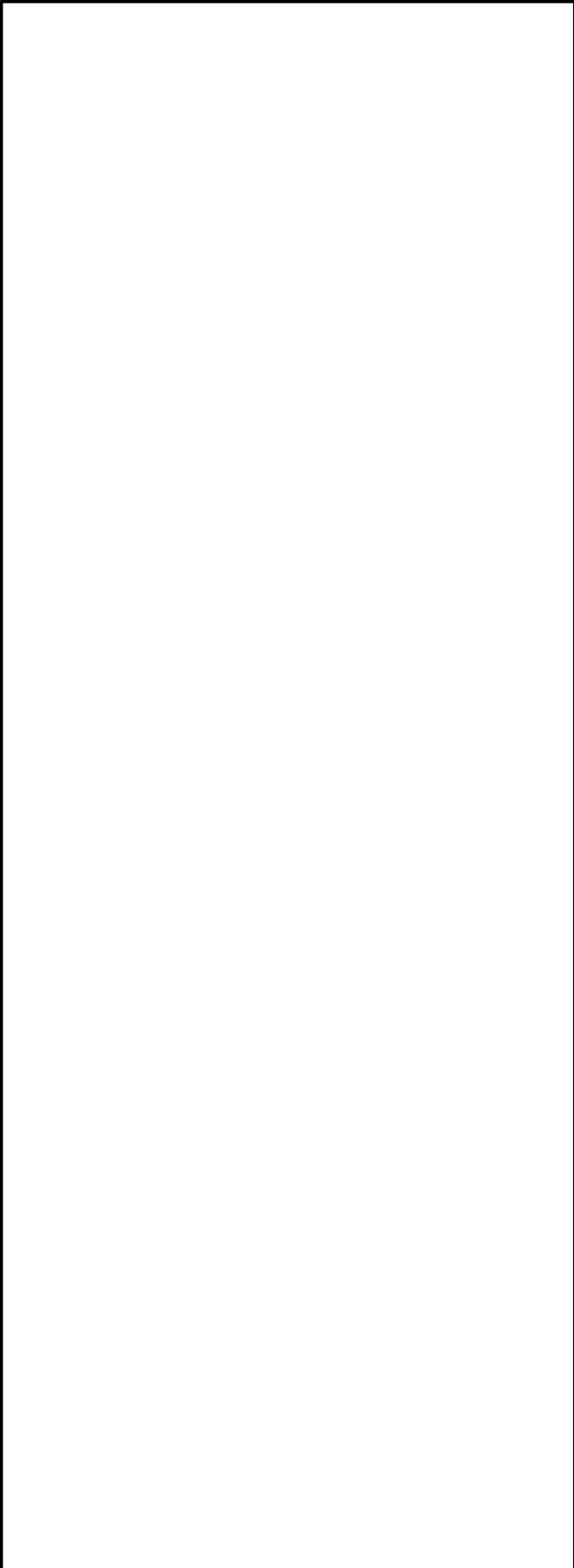
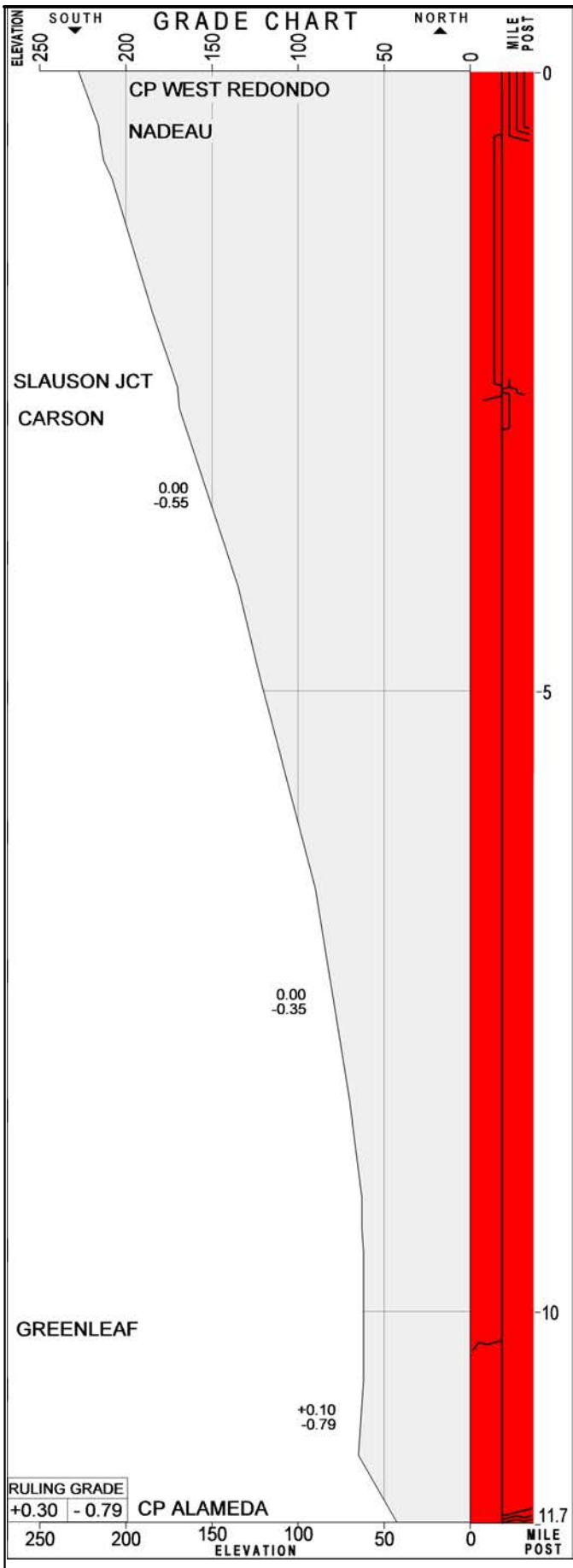


WILMINGTON SUBDIVISION (0980)

Radio Display: CP AC001 to CP AC117- 014-014 *50								
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH ▼ STATIONS	NORTH ▲	Sta. #s Siding Feet		
0.0		CTC	AC001	CP WEST REDONDO (0.5)	B			
0.5			WI005	NADEAU (2.0)	!		10032	
2.5			WI025	SLAUSON JCT (0.4)	T	(X)BNSF(M)	JP004	
2.8			WI028	CARSON (7.3)	!			15259
5.7			WI057	GREENLEAF (1.4)				
10.2			WI102	CP ALAMEDA				
11.7			AC117				AC117	
(11.7)								
SI-01 MAIN TRACK AUTHORITY								
CTC between: MP 0.0 and MP 11.7. CP West Redondo: Controlled by Alameda Corridor Train Dispatcher. CP Alameda: Controlled by Alameda Corridor Train Dispatcher.								
SI-02 MAXIMUM SPEED TABLE								
Maximum Speed			MPH					
Between Mileposts								
0.0 and 11.7								
(Except as Below)..... 40								
0.0 and 0.8..... 10								
10.2 and 11.7..... 20								
SI-03 OTHER SPEED RESTRICTIONS								
Maximum Speed			MPH					
1. Thru Sidings & Turnouts								
Siding Nadeau between:								
MP 0.5 and MP 0.8..... 10								
MP 0.8 and MP 2.5..... 25								
Siding Carson..... 10								
2. Dual Control Switch Turnouts (No Exceptions.)								
3. Misc. Speed Restrictions (No Exceptions.)								
SI-04 MAIN TRACK DESIGNATIONS - None.								
SI-05 MILEPOST EQUATIONS - None.								
SI-06 RCL OPERATIONS								
Designated Remote Control Area: All tracks on the Wilmington Subdivision (0980).								
SI-07 ITEM 13 TRAIN DEFECT DETECTORS								
% 1.1								
SI-08 RULES ITEMS								
Rule 8.3: El Segundo Industrial Lead: When verbally authorized by the Train Dispatcher, main track switch at MP 5.7 may be left lined for other than main track by movements entering or leaving El Segundo Industrial Lead. Rule 6.32.2: All trains and engines must comply with Procedure 2 at and between the following grade crossings due to rusty rail conditions: 108th St. (MP 6.0) and Greenleaf Blvd. (MP 10.2) Rule 10.3: Track and Time rule applies within manual interlocking limits at CP WI025, Slauson Jct.								

SI-09 FRA EXCEPTED TRACKS - None.		
SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #S
Wingfoot	2.9	JP006
Compton	10.6	JP013
SI-11 INDUSTRIAL LEADS		
El Segundo Industrial Lead:(0982)		
Off Main Track at MP 5.7 (Watts). Extends 10.8 miles from MP 490.8 to MP 501.6.		
Maximum Gross Weight: 143 Tons.		
Business Tracks		
	MP	Sta.#s
South Los Angeles	493.0	JP201
Cypave	496.0	JP204
Hawthorne	497.7	JP206
Wise Transfer	499.6	JP209
El Segundo	501.6	JP210
Torrance Industrial Lead:(0983)		
Off Main Track at MP 5.7 (Watts). Extends 9.9 miles from MP 493.0 (South L.A.) to MP 502.9.		
Maximum Gross Weight: 143 Tons		
Rule 6.32.2:		
All trains and engines comply with Procedure 2, at and between the following crossings due to rusty rail conditions:		
Artesia Blvd. (MP 497.8) and Llewellyn Ave. (MP 501.4).		
Business Tracks		
	MP	Sta.#s
Gardena	496.8	JP303
Hermosillo	497.3	JP304
Dolanco	500.7	JP307
Torrance	501.0	JP308
SI-12 TONNAGE RESTRICTIONS/TPOB		
Maximum Gross Weight: 158 tons.		
SI-13 TRAIN MAKE-UP RESTRICTIONS		
No additional restrictions to system requirements.		
SI-14 MISCELLANEOUS INSTRUCTIONS - None.		

WILMINGTON SUBDIVISION (0980)



LOS NIETOS SUBDIVISION (0990)

		Radio Display: Bartolo to Dominguez- 014-014 *50				
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH ▼ STATIONS	NORTH ▲	Sta. #s Siding Feet
0.0		CTC	C011	BARTOLO (3.4)		CX801
3.4			LN034	DT JCT. (0.5)	(X)BNSF(M) (X)UPT	
3.9		YL	LN039	PIONEER BLVD. (0.3)		Y
4.2				LOS NIETOS (2.1)		Y
6.3		CTC 2MT	LN063	STUDEBAKER (1.0)		FS008
7.3			LN073			
Track between South Studebaker and CP Compton designated as the Patata Industrial Lead.						
(7.3)						
SI-01 MAIN TRACK AUTHORITY						
CTC between: MP 0.0 and MP 3.9; MP 6.3 and MP 7.3; BNSF crossing and connection to La Habra Sub. on Balloon track.						
Yard Limits between: MP 3.9 and MP 6.3						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed		MPH				
Between Mileposts						
0.0 and 7.3						
(Except as Below).....						20
3.4 and 4.2.....						15
4.2.....						10
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed		MPH				
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions						
DT Jct. Balloon Trk.....						15
Thru Turnout Northward (MP 6.3).....						15
Studebaker Wye (MP 7.3).....						10
SI-04 MAIN TRACK DESIGNATIONS						
Two main tracks between: CP LN063 and CP LN073.						
SI-05 MILEPOST EQUATIONS - None.						

SI-06 RCL OPERATIONS						
RCL Areas: Los Nietos Subdivision (0990) MP 3.4 To MP 7.3; Brea Chemical Industrial Lead (0988); Tustin Industrial Lead (0992); Stanton Industrial Lead (0993); Santa Ana Industrial Lead (0991); Fullerton Industrial Lead (0989); Patata Industrial Lead (0995).						
Instructions for RCL Zones Announced by Signs: A Zone is active when the sign is in the upright and locked position for the approaching movement. Authority to enter an active Zone is permitted only after complying with rule 6.7 A, entering a Remote Control Zone. If Zone sign is in the down position, the Zone is inactive and entry is permitted under rule 6.28.						
All Remote Control Zones: Zone limits are announced by sign at all zone entry points. Contact Remote Control Operator on channel 014-014.						
Los Nietos Yard: Zone #1 On main track between clearance point of track 100 and track 761 extending northward to Pioneer Blvd. Zone #3 Between south end of track 101 (switching lead) from Smith Ave northward to 400 feet south of main track switch.						
Valla - (Brea Chemical Industrial Lead): Zone #1 On Industrial lead between Sorenson Ave, westward to Greenleaf Ave.						
La Mirada (Santa Ana Industrial Lead): Zone #1 On Industrial lead between point of switch on track 708 extending westward to Artesia Blvd.						
Anaheim (Santa Ana Industrial Lead): Zone #1 On Industrial lead between MP 507.0 westward to MP 508.3 and includes the sidings at yard 57 track 869 and yard 57 track 870. See Los Angeles Superintendent Bulletin for detailed RCL operation information.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS						
% 6.0						
% 17.7						
SI-08 RULES ITEMS - None.						
SI-09 FRA EXCEPTED TRACKS - None.						
SI-10 BUSINESS TRACKS						
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Track Name</th> <th style="text-align: center;">MP</th> <th style="text-align: center;">STA. #S</th> </tr> </thead> <tbody> <tr> <td>Tweedy</td> <td style="text-align: center;">15.5</td> <td style="text-align: center;">JP010</td> </tr> </tbody> </table>	Track Name	MP	STA. #S	Tweedy	15.5	JP010
Track Name	MP	STA. #S				
Tweedy	15.5	JP010				

SI-11 INDUSTRIAL LEADS

All Los Nietos Industrial Leads:

On industrial leads where the maximum speed exceeds 10 MPH, the normal position of all industrial lead switches is for industrial lead movement and they must be left lined and locked in that position.

Brea Chem Industrial Lead: (0988)

Extends 12.1 miles from CP LN039 (Pioneer Blvd.) to MP 508.6.
 Maximum Gross Weight: 143 Tons.
 Maximum speed 10 MPH.
 Manual Interlocking (BNSF);
 MP 497.1. BNSF MP 153.0 on San Bernardino Sub.
 Rule 6.16: The requirement to approach UPRR crossing MP 498.5 prepared to stop will not apply.
 Valla: Switching movements which require blocking Santa Fe Springs Road, MP 498.3, are prohibited from 0715 to 0830 Monday through Friday.

Business Tracks	MP	Sta.#'s
Santa Fe Springs	497.2	WH010
Valla	498.3	WH011
Colima	500.8	WH013
Des Moines	503.7	WH016
La Habra	504.9	WH017
Fullerton Jct.	505.3	WH018

Fullerton Industrial Lead: (0989)

Extends 5.0 miles from MP 10.5 to MP 15.5.
 Maximum Gross Weight: 134 tons.
 Lead switch located at MP 505.3 off Brea Chem Ld.
 Maximum Speeds: MPH
 MP 10.5 to MP 11.0..... 5
 MP 11.0 to MP 15.5..... 10

Business Tracks	MP	Sta.#'s
Fullerton Jct.	10.5	WH018
Basta/Fullerton	15.0	CW217

Santa Ana Industrial Lead: (0991)

Extends 26.1 miles from MP 497.4 (MP 7.3 at South Studebaker) to MP 523.0.
 Maximum Gross Weight: 143 Tons.
 Movement between MP 512.3 (College MP 170.2) and MP 517.2 (Santa Ana MP 175.6) is over Metrolink Trackage.

Maximum Speed 20 MPH
 (Except as below):

MP 497.4 to MP 498.0....	10
MP 504.0 to MP 505.0....	10
MP 509.0 to MP 512.0....	10
MP 512.0 to MP 512.3....	05
MP 512.3 to MP 517.2....	10
MP 517.2 to MP 517.4....	05
MP 517.4 to MP 523.0....	10

Trains and engines will operate on Metrolink trackage between South Anaheim MP 512.3 (Metrolink MP 170.2) and Santa Ana MP 517.2 (Metrolink MP 175.7). Crew members of trains or engines originating at Anaheim enroute Santa Ana via SCRRA main track must contact Metrolink Train Dispatcher by phone and must obtain SCRRA Track Warrant before departing Anaheim. Metrolink Train Dispatcher phone (909)392-8740 or 1-888-446-9716.

SI-11 INDUSTRIAL LEADS Cont...

Santa Ana Industrial Lead: Continued... (0991)

Following information must be provided to Metrolink Train Dispatcher:

1. Engine Number.
2. Name of Conductor and Engineer.
3. On-duty Time.
4. Loads, empties, tonnage and total train length.
5. Caboose Number.

NOTE: When practicable crews will use digital type radio. Metrolink Channel is 030-030.

SOUTH ANAHEIM:

STOP SIGN and flop over type derail, installed at MP 512.3 and MP 517.2 to prevent unauthorized entrance to Metrolink trackage. Before passing STOP SIGN or lining derail employee must contact Metrolink San Diego Subdivision Train Dispatcher for movement authority. Authority will not be required when crew is switching Metrolink interchange traffic. Metrolink Dispatcher's telephone located on opposite side of Metrolink main track.

Switches governing entrance to and from Metrolink main track are equipped with two (2) types of switch protective devices:

- * Mechanical switch lock;
- * Switch point protector lock.

Mechanical Switch Lock: Mechanical switch locks are equipped with a 5-minute 15-second time release feature. After obtaining authority from Metrolink Train Dispatcher, the Sergeant and Greenleaf type switch locks may be removed from switch which automatically operates a time release feature. Foot treadle must not be depressed prior to expiration of the 5-minute 15-seconds time release feature because this would reset the time release feature, thus, requiring an additional 5-minute 15-seconds wait before the time release feature would release. After time release feature functions, the foot treadle must be depressed to release switch handle to allow switch to be thrown.

NOTE: Employee must not attempt to reverse switch until switch point protector lock has been released.

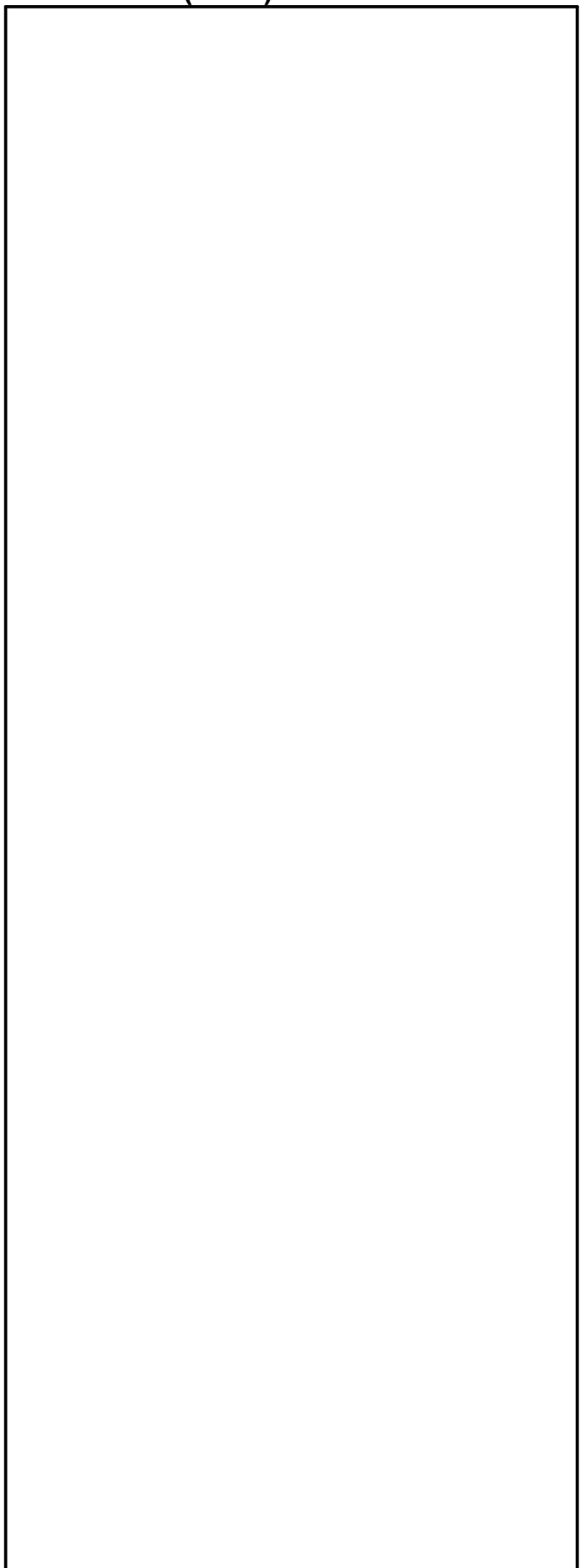
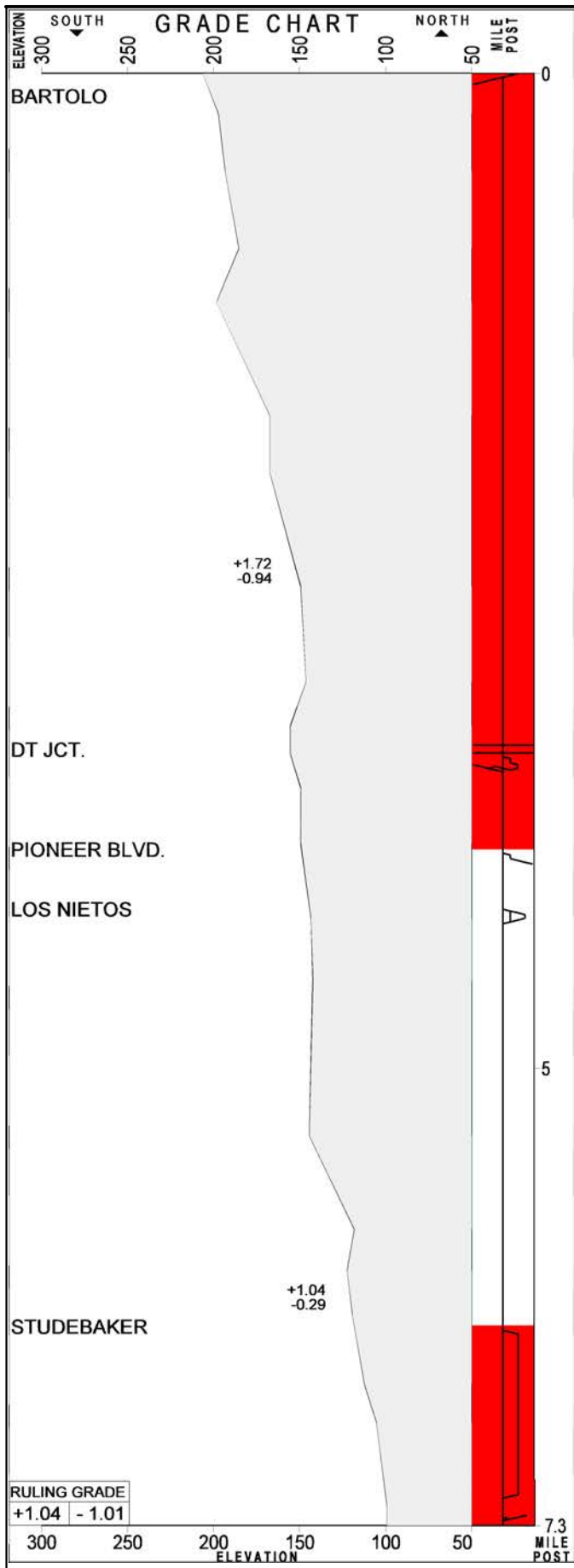
Switch Point Protector Lock: Switch point protector locks are a low bracket type switch point locking device located at base of rail approximately 2 feet back from end of switch point and locked with Metrolink lock. The switch point protector lock must be released before attempting to reverse switch. Once the Metrolink lock has been removed and switch point protector lever has been rotated away from rail and is parallel to the ground, it must then be foot depressed below the base of the rail to properly disengage.

LOS NIETOS SUBDIVISION (0990)

SI-11 INDUSTRIAL LEADS Cont...		
Santa Ana Industrial Lead: Continued... (0991)		
NOTE: Care must always be exercised to prevent injury to hands and fingers when working with metrolink switch point protector locks. Particular caution must be exercised to ensure fingers are kept clear when moving protector lock lever from beneath base of rail (disengage position) account tension causes it to snap into the (locking position.)		
When movement is made on Santa Ana or Olive Streets in the City of Anaheim, highly visible light or lighted fusee must be displayed to the rear of rear car from one hour before sunset to one hour after sunrise and when weather conditions restrict visibility.		
Do not stop or switch over the following crossings between 0701 and 0801 daily.		
Artesia Blvd.	Knott Ave.	
Western Ave.	Beach Blvd.	
All trains and engines comply with Rule 6.32.2, Procedure 2, at and between the following crossings due to rusty rail conditions: MP 519.0 (St. Gertrude Place) and MP 522.4 (Greenville St).		
Business Tracks	MP	Sta.#'s
Norwalk	499.1	FS010
Buena Park	504.4	FS015
Anaheim	509.0	FS019
Santa Ana	517.2	FS028
Dyer	519.4	FS031
Costa Mesa	523.0	FS034
Tustin Industrial Lead: (0992)		
Extends 2.5 miles from MP 512.2 (South Anaheim) to MP 514.7.		
Maximum Gross Weight: 143 Tons.		
Rule 9.12.2. Metrolink Crossing MP 512.4 (CP College MP 169.8): Crossing is under the control of Metrolink Train Dispatcher. Instructions for manual operation of power operated derails are located in telephone compartment of instrument case.		
BNSF Crossing MP 514.7: Crossing is under the control of BNSF Train Dispatcher. (Xing frog removed).		
Track out of service: MP 514.7 to MP 514.9 and MP 514.9 to MP 516.1.		
Business Tracks	MP	Sta.#'s
Marlboro	514.5	FS102
Orange	515.2	FS026
Stanton Industrial Lead: (0993)		
Extends 13.6 miles from MP 508.8 (Anaheim) to MP 522.6.		
Maximum Gross Weight: 143 Tons.		
All trains and engines comply with Rule 6.32.2, Procedure 2, at and between the following crossings due to rusty rail conditions: MP 516.6 (Garden Grove Blvd.) and MP 520.1 (Heil Ave).		
Business Tracks	MP	Sta.#'s
West Anaheim	509.0	CW220
North Stanton	513.9	AN003
Los Alamitos Jct.	514.3	AN104
Westminister	517.4	AN107
Smelter	519.6	AN109
Wintersburg	520.6	AN110
Weibling	521.7	. . .

SI-11 INDUSTRIAL LEADS Cont...		
Patata Industrial Lead: (0995)		
Extends 14.4 miles from South Studebaker (CP LN073) to CP Compton (CP AC106).		
Maximum Gross Weight: South Studebaker to Firestone Park: 134 tons; Firestone Park to CP Compton: 158 tons.		
Maximum Speeds: 7.3 and 16.5 10 16.5 and 21.7..... 15		
Automatic Interlocking (UPRR Crossing) located at MP 13.1.		
All trains and engines comply with Rule 6.32.2, Procedure 2, at and between the following crossings due to rusty rail conditions: MP 13.75 (Otis Ave) and MP 21.33 (Greenleaf Blvd).		
ICTF: Refer to Alameda Corridor Subdivision for instructions pertaining to train operations in the ICTF plant.		
Business Tracks	MP	Sta.#'s
Twedy	15.5	JP010
SI-12 TONNAGE RESTRICTIONS/TPOB		
Maximum Gross Weight: Bartolo to South Studebaker: 143 Tons; South Studebaker to Firestone Park: 134 Tons;		
SI-13 TRAIN MAKE-UP RESTRICTIONS		
No additional restrictions to system requirements.		
SI-14 MISC. INSTRUCTIONS		
Northward Train or Engine movements routed from Los Nietos to Bartolo must not pass movement indicator at MP 4.2 unless movement indicator displays a PROCEED indication (Flashing White aspect), or authority has been obtained from the Train Dispatcher.		
Track Breach Protection Employee Established Track Breach protection may be in effect: Location: Los Nietos Yard Limits (MP 3.9 and MP 6.3). Designated radio channel: 014-014		

LOS NIETOS SUBDIVISION (0990)



LOS ANGELES SUBDIVISION (0965)

Radio Display: Yermo to Daggett- 027-027 *12 CP C057 to E. Redondo- 027-027 *50							
Mile Post	Track Layout	Rule 6.3	CP #s	WEST STATIONS	EAST STATIONS	Sta. #s / Siding Feet	
162.0	[Track Diagram]	CTC 2MT		YERMO (1.5)	BT	CX650	
160.5			C161	W.YERMO (1.6)	X	CX652	
158.9 BN737.4			C159	DAGGETT (0.0)	B	CX654	
Daggett-Riverside via BNSF (102.1 miles)							
BN10.6 =56.6 56.4	[Track Diagram]	CTC	C057	RIVERSIDE (0.2)		CX755	
55.5			C056	SCRRA JCT. (0.9)			
52.6	[Track Diagram]	CTC 2MT	C055	STREETER (2.9)		CX759	
49.9			C053	ARLINGTON (2.7)		CX760	
48.8	[Track Diagram]	2MT	C050	LIMONITE (1.1)			
46.6			C049	PEDLEY (2.2)	XT	CX765	
45.7 45.4 43.8 41.8	[Track Diagram]		C047	CP C047 (0.9)	X		
41.1 38.4			C046	MIRA LOMA Trk.2	B	CX767	1-14264 2-8175
38.1			C045 C044	(3.9)	(Trk.2)		
36.7 35.1			C042	VENTURA	X		
33.0	[Track Diagram]	CTC 2MT	C041	(3.4)			
32.6			C039	BON VIEW (0.3)			
31.2	[Track Diagram]	CTC	C038	ONTARIO (1.4)	(X)UP(M)	CX775	
30.8			C036 C035	MONTCCLAIR (3.7)		CX777	7950
30.5	[Track Diagram]	CTC 2MT	C033	WO TOWER (0.4)	(11-3)	CX780	
26.2			AL515	RESERVOIR Trk.1 (1.4)	(11-3)X		
18.3	[Track Diagram]	CTC	AL514	HAMILTON Trk.1 (0.4)	X		
11.4			C031	OAK (0.3)	(11-2/11-3)	CX782	
7.4	[Track Diagram]	CTC 2MT	C030	ROSELAWN (4.3)	X		
5.6			C026	GRAND (7.9)	X		
3.8	[Track Diagram]	CTC 3MT	C019	PUEENTE JCT. (6.9)	X	CX795	
2.8			C011	BARTOLO (4.0)	X	CX801	
2.1	[Track Diagram]	CTC 2MT	C007	GARFIELD AVE. (1.8)	X		
1.6			C005	EAST LOS ANGELES (1.8)		CX806	
			C004	WEEDS Trk. 2 & 3 (1.0)			
			C003	DOWNEY ROAD (0.7)	TX	CX810	
			C002	SOTO ST. JCT. Trk. 2 & 3 (0.5)	X		
			AC000	CP EAST REDONDO (11-2)			
(160.2)							

SI-01 MAIN TRACK AUTHORITY		
CTC between: MP 162.0 and MP 158.9; MP 56.6 and MP 1.6.		
CTC in effect on: Connection track: CP C030(Trk.1) to CP AL513(Alhambra Sub); Connection track: CP C031 to CP AL514(Alhambra Sub); Connection track: CP C001(Ninth St.) to CP AC000.		
SI-02 MAXIMUM SPEED TABLE		
Maximum Speed	MPH	
Between Mileposts 162.0 and 158.9	PSGR	FRT
(Except as Below).....	79	60
162.0 and 161.9 Trk. 1.....	20	20
161.9 and 159.0 Trk. 1.....	55	40
162.0 and 161.7 Trk. 2.....	20	20
161.7 and 159.0 Trk. 2.....	55	40
159.0 and 158.9 Trk. 1 & 2.....	40	35
Between Mileposts 56.6 and 1.6	PSGR	FRT
(Except as Below).....	79	65
56.6 and 56.5.....	45	45
56.5 and 56.1.....	55	50
56.1 and 55.3.....	50	50
55.3 and 53.7 Trk. 1.....	60	55
53.7 and 53.4 Trk. 1.....	55	50
53.4 and 52.6 Trk. 1.....	65	60
53.8 and 53.4 Trk. 2.....	55	50
53.4 and 52.6 Trk. 2.....	70	60
52.6 and 52.2.....	65	60
52.2 and 51.7.....	60	60
51.7 and 49.7.....	70	65
49.7 and 38.4 Trk. 2.....	70	65
38.7 and 38.4 Trk. 1.....	70	65
38.4 and 38.1.....	55	50
38.1 and 32.9.....	70	65
32.9 and 30.8 Trk. 1.....	40	40
32.9 and 31.8 Trk. 2.....	70	65
31.8 and 30.7 Trk. 2.....	60	60
30.9 and 30.7.....	60	60
30.7 and 27.9.....	70	60
27.9 and 23.8.....	70	65
23.8 and 23.0.....	65	65
23.0 and 11.4 Trk. 2.....	70	65
15.4 and 14.9 Trk. 1.....	70	65
14.0 and 13.2.....	65	60
11.4 and 10.9.....	70	65
10.9 and 10.5.....	70	65
10.5 and 10.1.....	65	60
10.1 and 9.5.....	70	65
9.5 and 8.7.....	70	65
2.4 and 2.1 Trk. 1.....	45	40
7.2 and 2.1 Trk. 2.....	40	40
3.8 and 2.1 Trk. 3.....	30	30
2.1 and 1.6 Trk. 2 & 3.....	20	20

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Siding 1 & 2 Mira Loma.....	20
2. Dual Control Switch Turnouts	
CP C033 and CP C031.....	60
CP C026.....	50
CP C056, CP C055, CP C053, CP C050, CP C049, CP C047, CP C042, CP C041, CP C039, CP AL514, CP C030, CP C011(west crossover), CP C007.....	40
Connection track MP 32.6 to the Alhambra Sub, MP 515.1 (Reservoir), CP C011 (east crossover).....	30
CP C011(Turnout to Los Nietos Sub), CP C003 Downey Road Crossovers (Between Trk.1 and Trk.2).....	20
CP C046; CP C019(Turnout to C of I Yrd); CP C003 Downey Rd. (Between Trk.2 and Trk.3).....	15
3. Misc. Speed Restrictions	
Connection track CP C001 (9th St.) to CP AC000.....	10
House Track 4; Old Main Track #3 between MP 7.2 and MP 5.6.....	10
All tracks in the Mira Loma Space Center.....	5

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
 MP 162.0 to MP 158.9(CP C159);
 CP C055 and CP C053; CP C050 and CP C039;
 CP C033 and CP C031; CP C030 and CP C004;
 CP C002 and CP AC000
 (designated Trk.2 and Trk.3).

Three main tracks between:
 CP C004 and CP C002.

SI-05 MILEPOST EQUATIONS

MP 158.9 = MP 737.4 on BNSF.
 MP 56.6 = MP 10.6 on BNSF.
 MP 1.6 = MP 0.0 on the Alameda Corridor Sub.

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
 Between MP 1.6 and MP 11.4 on the Los Angeles Subdivision (0965).
 (Note: RCL area established on Metrolink River Subdivision, East Bank between CP Dayton Tower and CP Ninth St to include CP Yuma Jct., from 0900 to 1600 and 2200 to 0500, daily. Reference Metrolink Operating Rules.

Designated Remote Control Zones:
 EAST LOS ANGELES:
 Zone 1:
 East point of crossover switch #348 extending eastward to the clearance point of switch for MT 2 from MT 3.
 Zone Status Contact:
 Commerce Yardmaster or Remote Control Operator.
 Channel: 082-082

RCL operations on Metrolink River Subdivision:
 * Each RCL job must have a minimum of two crew members qualified on the River Subdivision.
 * RCL operator controlling movement must make all main track movements at restricted speed not exceeding 15 MPH.
 * RCL jobs must monitor Metrolink radio channel at all times and comply promptly with all instructions issued by Dispatcher.

Applies to Mira Loma and Arlington Zones:
 Instructions for RCL Zones Announced by Signs:
 A Zone is active when the sign is in the upright and locked position for the approaching movement. Authority to enter an active Zone is permitted only after complying with rule 6.7 A, entering a Remote Control Zone. If Zone sign is in the down position, the Zone is inactive and entry is permitted under rule 6.28.

MIRA LOMA:
 Zone 1:
 From the Dixon Lead derail to a point 425 feet south of Philadelphia Ave.
 Zone Status Contact:
 Signs / Remote Control Operator.
 Channel: 008-008

Zone limits are announced by signs in Mira Loma Yard at the northward entrance to Dixon Lead and at Philadelphia Street for southward movements.

ARLINGTON:
 Zone 1:
 From clearance point of the east and west switches of Track 701, including the body of the yard and all switches on the east end.
 Zone Status Contact:
 Signs / Remote Control Operator.
 Channel: 014-014
 Additional Information:
 Zone limits are announced by signs at both ends of track 701, but not at each entrance switch along the lead at east end of yard tracks.

See Los Angeles Superintendent Bulletin for detailed RCL operation information.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 37.9 *	% 24.4	(#) 14.8 *
% 27.7	% 22.9	& 8.3 *

* Detector at MP 8.3 protects Alameda Corridor.

Recall codes:
 8.3 Trk.1 831# / Trk.2 832#
 14.8 Trk.1 1481# / Trk.2 1482#
 37.9 3790#

LOS ANGELES SUBDIVISION (0965)

SI-08 RULES ITEMS

Alameda Corridor Dispatcher: is the Control Operator for East Redondo, CP AC000.

Rule 1.10: Crew members of Metrolink Trains may use cellular phones in accordance with current Metrolink Timetable instructions.

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

Rule 5.8.4: Item 9 of the System Special Instructions applies at and between: Hamilton Ave, MP 31.1 and Reservoir Street, MP 33.0

Exception: First Street crossing on spur track of Trk.2, MP 31.8, is not part of the quiet zone and whistle must be sounded.

Eastward train must sound whistle signal at MP 52.0 approaching bridge at Arlington.

Rule 7.13: City of Industry: See Alhambra Subdivision for City of Industry Yard information.

Rule 9.12.1: When stopped by signal displaying a STOP indication, crew member must receive authority to pass the STOP indication as follows:
 * Daggett-eastward trains must contact both BNSF and UPRR dispatchers; westward trains must contact BNSF dispatcher.

* Riverside-trains in either direction must contact both UPRR and BNSF dispatchers.

* CP Ninth St: Before operating eastward beyond control signals indicating STOP onto UPRR LA Sub, or the connection track towards the Alameda Corridor, authority must be secured from the Metrolink train dispatcher to pass controlled signals indicating STOP and authority must be obtained from the UPRR train dispatcher to occupy main track beyond Control Point. Trains operating westward onto the Metrolink River Sub are authorized by Metrolink dispatcher only.

Metrolink dispatchers radio frequencies for flagging instructions:

- San Gabriel Sub Dispatcher:
087-087 between 0600 and 2200
- River Sub Dispatcher:
047-047 between 2200 and 0600

Rule 10.3: UPLA Dispatcher 30 will issue Track and Time between CP C001 (Ninth St.) and CP C002 (Soto St. Jct.).

Track and Time applies within manual interlocking limits at CP C038, Ontario.

Rule 32.20: East Los Angeles/Commerce yard "NO IDLE ZONE" is in effect between the 710 Freeway overpass and the Clipper crossovers. No idling locomotives are permitted within these limits. All locomotives left standing must be shut down.

Riverside - "No Idle Zone"
 Unless otherwise instructed, comply with the following "No Idle Zone" instructions between CP C053 and CP C056.

If train is stopped within these limits, a crewmember must contact the dispatcher to determine duration of delay.
 If delay exceeds 30 minutes, all locomotives (including automatic start/stop locomotives) must be shut down, with the following exceptions:

1. When crew will remain on train, leave lead locomotive idling to keep train charged and for crew comfort.
2. When train is left unattended, leave one automatic start/stop locomotive running, if equipped.

SI-08 RULES ITEMS Continued...:

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

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

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

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

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

SI-09 FRA EXCEPTED TRACKS

Dixon Spur, Mira Loma Space Center, Arlington Spur

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Nebo (BNSF)	741.6	CX658
Barstow (BNSF)	746.4	CX663
Lenwood (BNSF)	6.7	CX668
Hodge (BNSF)	13.6	CX674
Helendale (BNSF)	21.1	CX683
East Oro Grande (BNSF)	29.4	. . .
Oro Grande (BNSF)	31.5	CX693
Victorville (BNSF)	36.7	CX699
Frost (BNSF)	38.0	CX702
Thorn (BNSF)	41.1	CX703
Hesperia (BNSF)	45.1	CX707
Lugo (BNSF)	50.1	CX712
Summit (BNSF)	55.9	CX718
Silverwood (BNSF)	56.6	. . .
Walker (BNSF)	60.2	. . .
Cajon (BNSF)	62.8	CX726
Keenbrook (BNSF)	69.4	CX730
Devore (BNSF)	70.9	CX735
Ono (BNSF)	75.0	CX740
San Bernardino (BNSF)	81.4	CX746
Colton (BNSF)	3.2	CX749
Highgrove (BNSF)	6.7	CX752
Riverside W.....	56.6	CX755
Arlington Spur	53.0	CX760
Mira Loma Space Center	45.7	CX767
Ventura Foods	41.5	CX773
Ontario	38.1	CX775
Pomona	31.9	CX781
City of Industry	16.9	CX796
East Yard TY.....	4.2	CX809

SI-11 INDUSTRIAL LEADS

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

Business Tracks	MP	Sta.#'s
Crestmore	6.3	CE007

Chino Industrial Lead: (0976)
 Off main track at CP CO33.
 Extends 5.1 miles from MP 0.0 to MP 5.1.
 Maximum Gross Weight: 143 Tons.
 Road switchers operating on the Chino Industrial Lead must contact Los Angeles Sub. Train Dispatcher to occupy main track at Pomona.
 Six-axle locomotives are prohibited on business and industry tracks only.
 Maximum speed on Chino Wye: 5 MPH on other than straight leg.
 Entire lead is FRA Excepted track.

Rohr Industrial Lead:(0969)
 Off maintrack at MP 53.0.
 Maximum Gross Weight: 134 tons.
 Entire lead FRA Excepted track.
 Six-axle locomotives prohibited.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight:
 between Yermo and Bartolo: 158 Tons;
 between Bartolo and East Redondo: 143 Tons.
BNSF Trackage: The "BNSF TONS PER OPERATIVE BRAKE" calculation, if shown on UPRR TCS detailed consist, may be used to determine maximum permitted speed while operating on BNSF trackage.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Union Pacific tons per powered axle (TPA) requirements satisfy BNSF horsepower per ton (HPT) requirements.
 No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Restricted Tracks:
 Six-axle locomotives are prohibited on the following tracks:
 Mira Loma Space Center.

East Los Angeles:
 Freight trains approaching Commerce Yard must contact the Commerce Yardmaster for yarding instructions and advise which main track the train is on.

East Los Angeles radio channels:
 Commerce Yard - 082-082,
 Mechanical and Car Department - 046-046.

East Los Angeles Locomotive Servicing Facility Instructions:
 Channel 034-034 used for both inbound and outbound communication.
 Inbound Movement:

Prior to entering the facility, contact the Inbound Foreman for locomotive placement instructions and contact the Outbound Foreman to remove derail protection. Notify the Outbound Foreman when your equipment is clear of the derails at Oak Street.
 Outbound Movement:

Prior to departing the facility, contact the Outbound Foreman to remove derail protection and notify the Outbound Foreman when your equipment is clear of the derails at the Old Locker Room.

Mira Loma
 Auto Center (MLAC) Switching Instructions: The following procedures apply to crews spotting the auto facility at Mira Loma:

- * Prior to shoving cars into the auto facility, crew must contact the "Auto Plant Switcher" on channel 027-027 for spotting instructions.
- * When shoving cars into the auto facility, maximum speed is 5 MPH.
- * Prior to shoving east of the derail, the intended route must be lined for your movement.
- * At least a minimum automatic air brake application must be used when shoving into the auto facility.
- * If additional brake pipe reductions are necessary, engineer must not use excessive power while shoving.
- * Care must be taken to prevent excessive slack action while switching or spotting movements are made.
- * When shoving tracks, the Conductor must ride the rear car and stop movement short of the spot line on the east end of each track.
- * Apply four handbrakes on the east (low) end of each cut.
- * After hand brakes have been applied, do not release the air brakes to check securement.
- * When making cut(s) on the west end of tracks, ensure cars are left clear of all other tracks.
- * Ensure that a 20 psi brake pipe reduction has equalized before turning angle cock and closing slack to make the cut.

Arlington:
 Crew on eastward trains must contact UPRR Train Dispatcher to confirm they can proceed by signal indication onto the BNSF at Riverside.
 If not able to proceed, train must stop short of Streeter Ave, MP 53.8 unless train can fit between Streeter Ave. and Palm Ave., MP 54.8.

Information regarding ability to proceed at Riverside without blocking crossing may be obtained from either UPRR or BNSF train dispatcher.

LOS ANGELES SUBDIVISION (0965)

SI-14 MISC. INSTRUCTIONS Continued...

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

Automatic Horn System (AHS) locations	
Street Name	Mile Post
Panorama Rd	56.2
Riverside Ave	55.6
Brockton Ave	55.0
Palm Ave	54.8

The AHS is initiated when the grade crossing warning system is activated by the approaching train or engine. The AHS sounds horns that are directed towards approaching street traffic and the indicator lights "X" will flash until the train or engine occupies the island of the grade crossing.

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

Trains requiring helper: Before entering BNSF trackage at Riverside, conductor of train requiring helpers on BNSF Cajon Subdiv. must contact UP Corridor Manager and ascertain helper power and helper crew information, including projected availability.

Information to BNSF: Before entering BNSF trackage at Daggett, conductor will fax the following information to the BNSF dispatcher at (909-386-4243):

- * Train Symbol;
- * High/Wides in train (Yes or No);
- * Hazmat in train (Yes or No);
- * Maximum Speed on BNSF;
- * Status of EOT battery (%);
- * Setouts on BNSF (if any);
- * Train or Engineer qualification,
Summit to San Bernardino / Slover via:
- * BNSF Trk. 1 or 2
- * BNSF Trk. 3;
- * UPRR Mojave Subdivision;
- * Manned Helper (Yes or No)

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

SI-14 MISC. INSTRUCTIONS Continued...

Communication Phone Numbers:

Telephone Number for UPRR Dispatcher 7, Yermo (MP 164.0) to Daggett (MP 158.9):

Telephone: (800)726-1058

Corridor Manager: (402) 636-7423

Telephone Number for UPRR Dispatcher 230, Riverside (MP 56.6) to East Redondo (MP 1.6):

Telephone: 8-685-2316

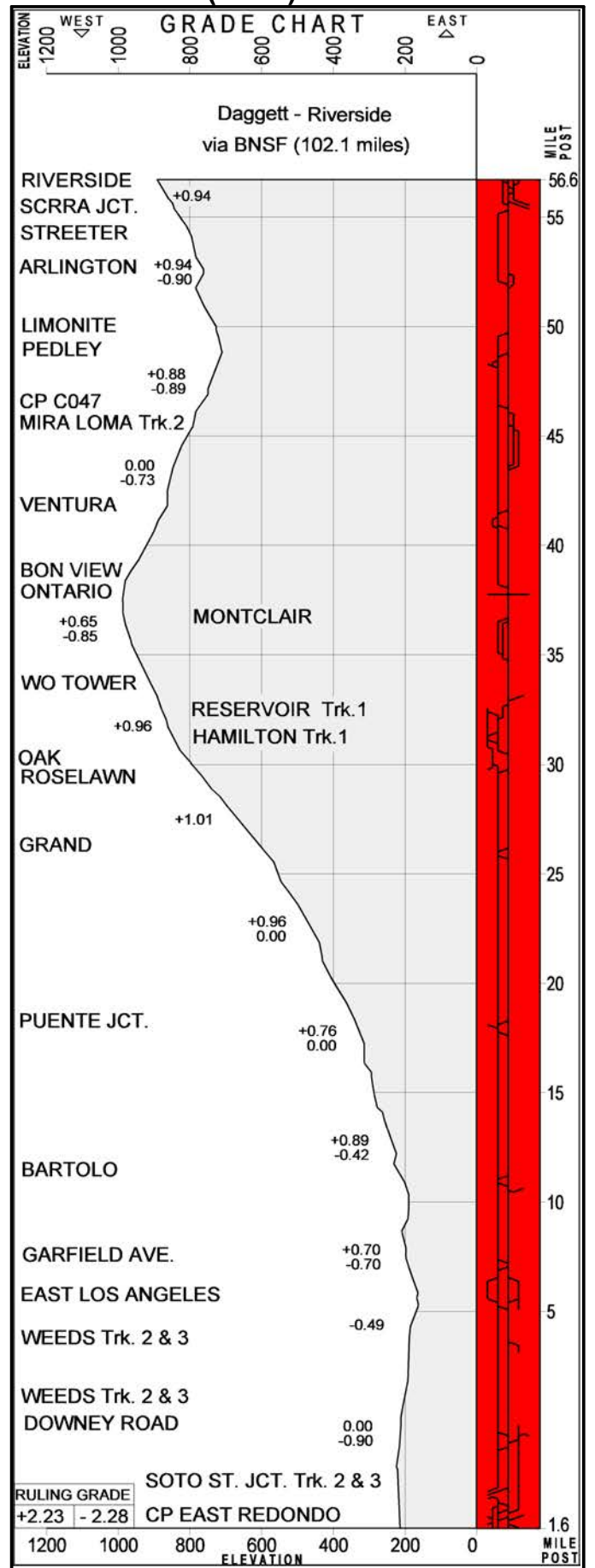
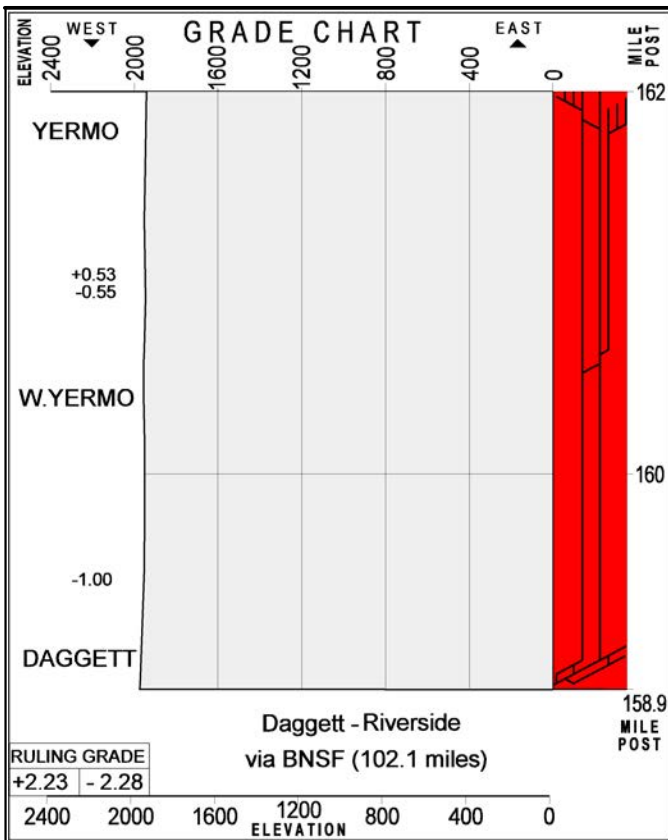
Outside Line: (909) 685-2316

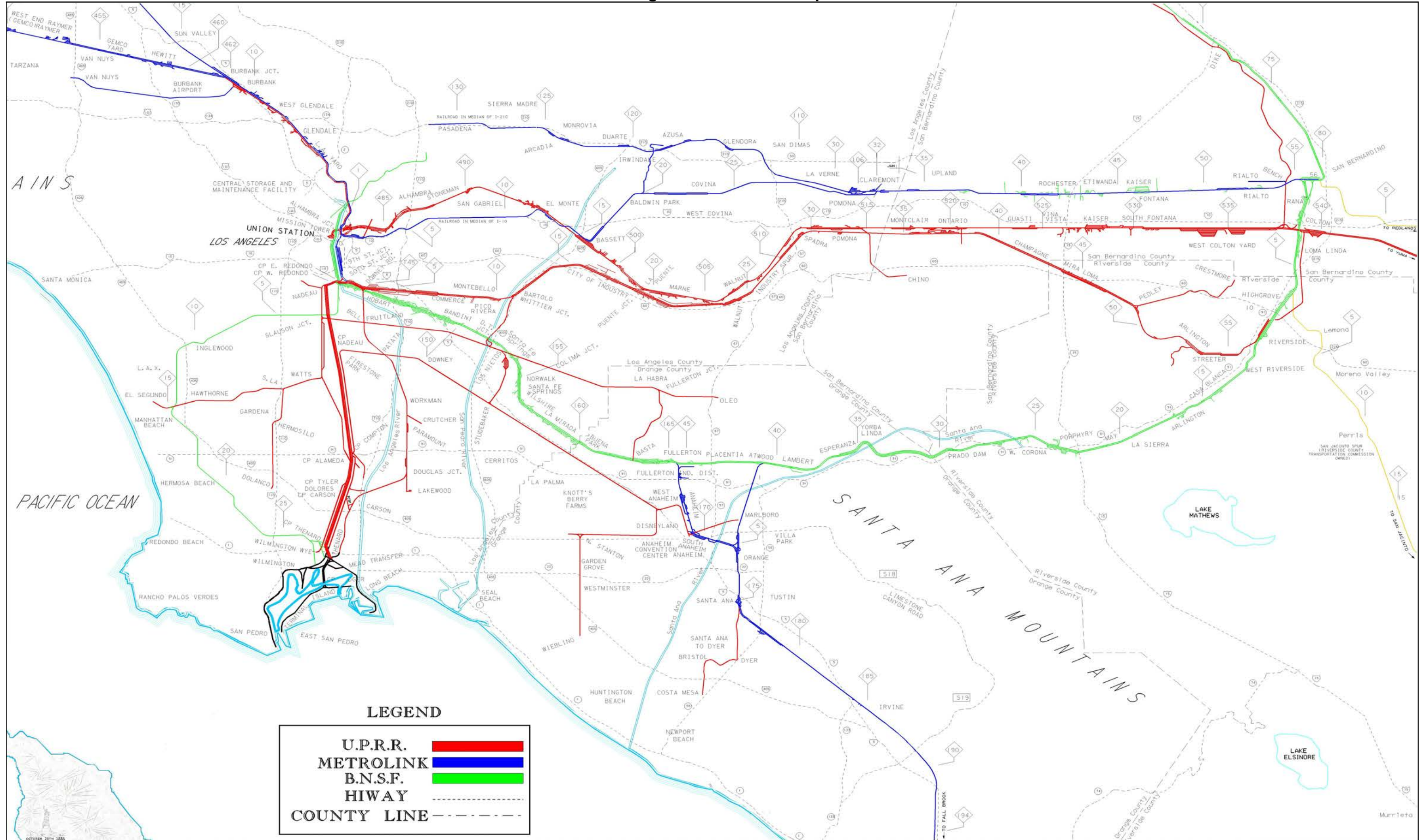
Corridor Manager: (909) 386-4282

Calpro switch (02-754) off Trk 1 at CP C046 must be left lined and locked against the UPRR Interchange Lead switch (02-705) when unattended to provide protection against entry to the main track.

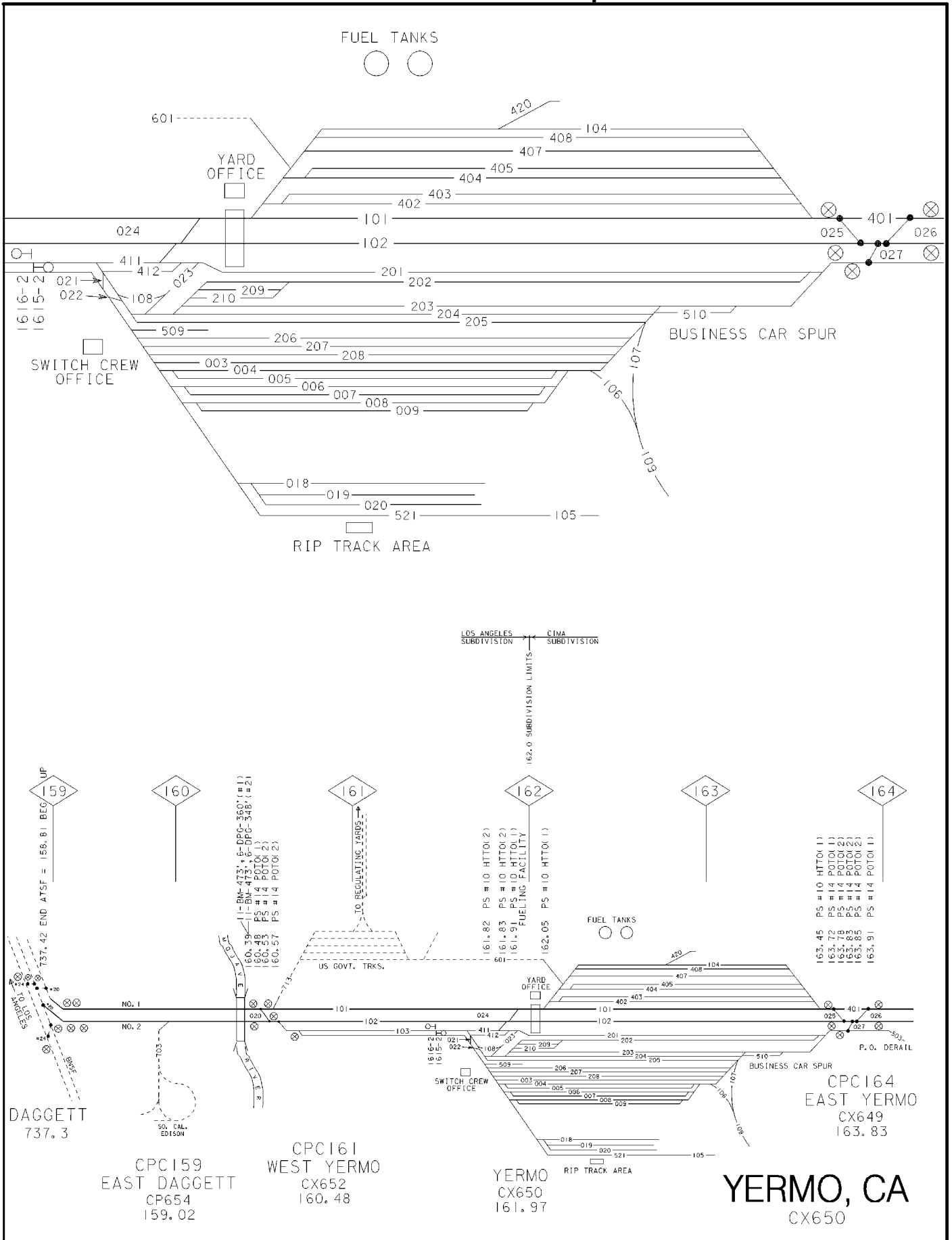
Yermo Contact Dispatcher before entering Yermo receiving or departure tracks to ensure that there are no known conflicting movements.

LOS ANGELES SUBDIVISION (0965)

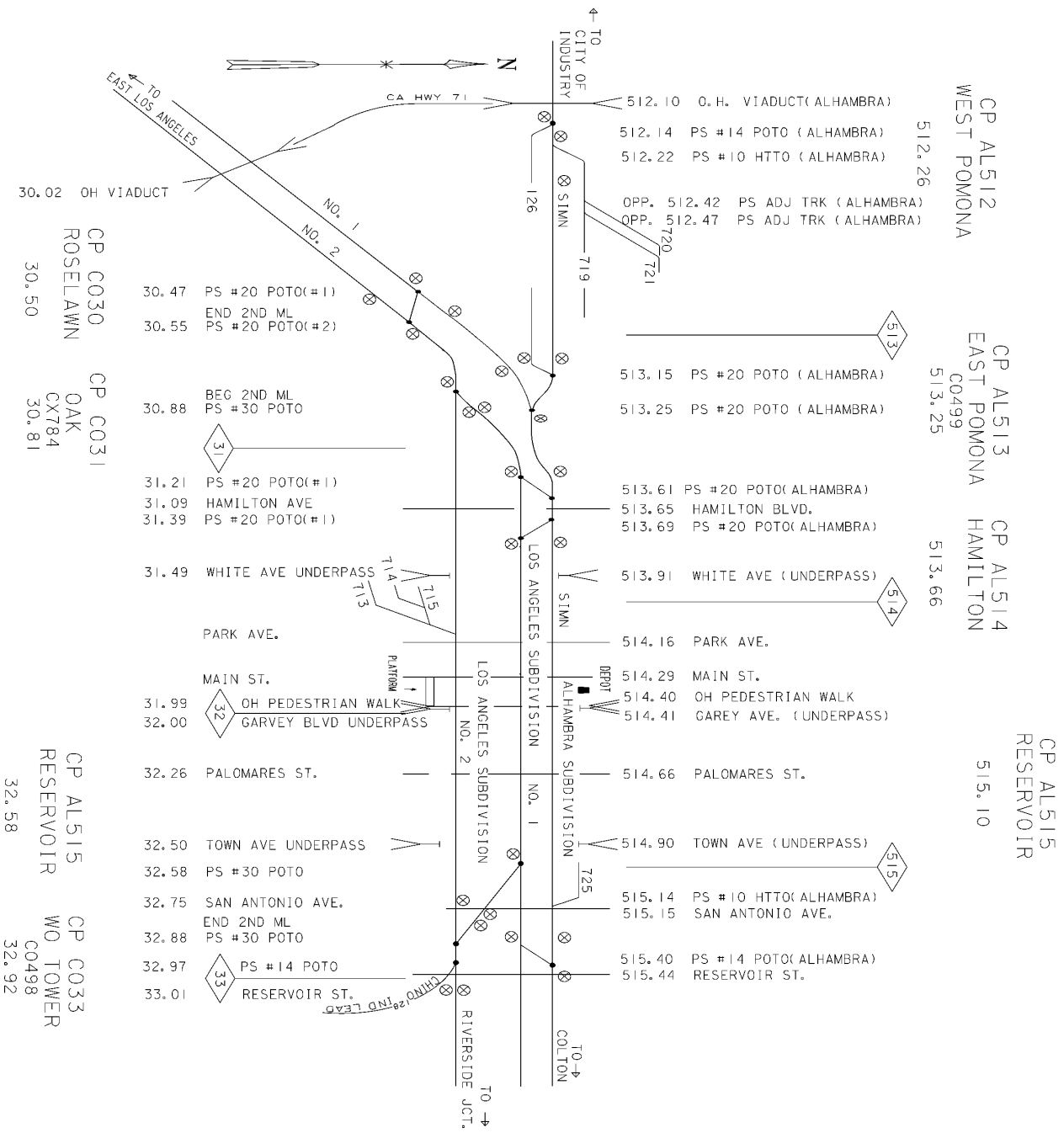




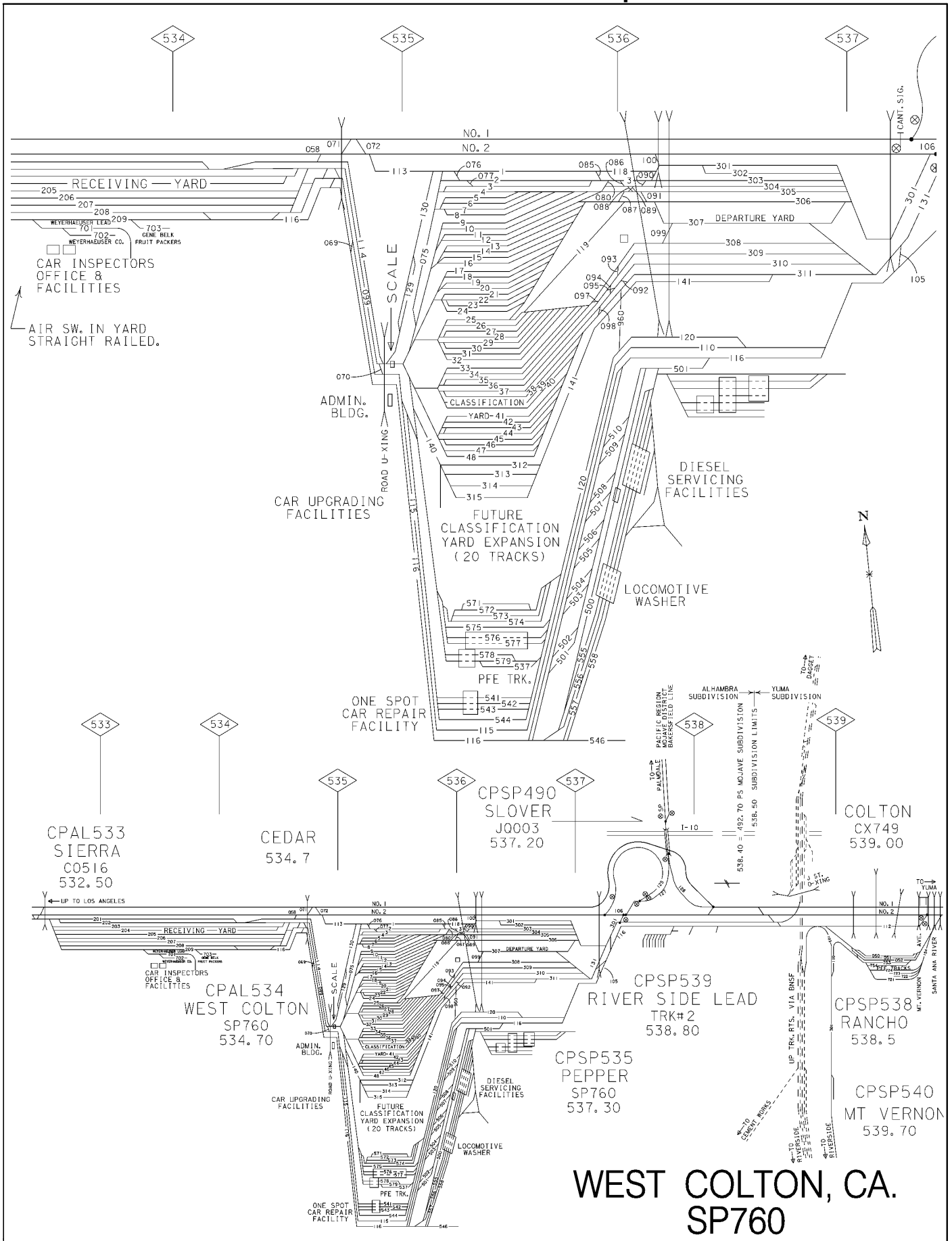
Yermo Terminal Map



POMONA, CA.

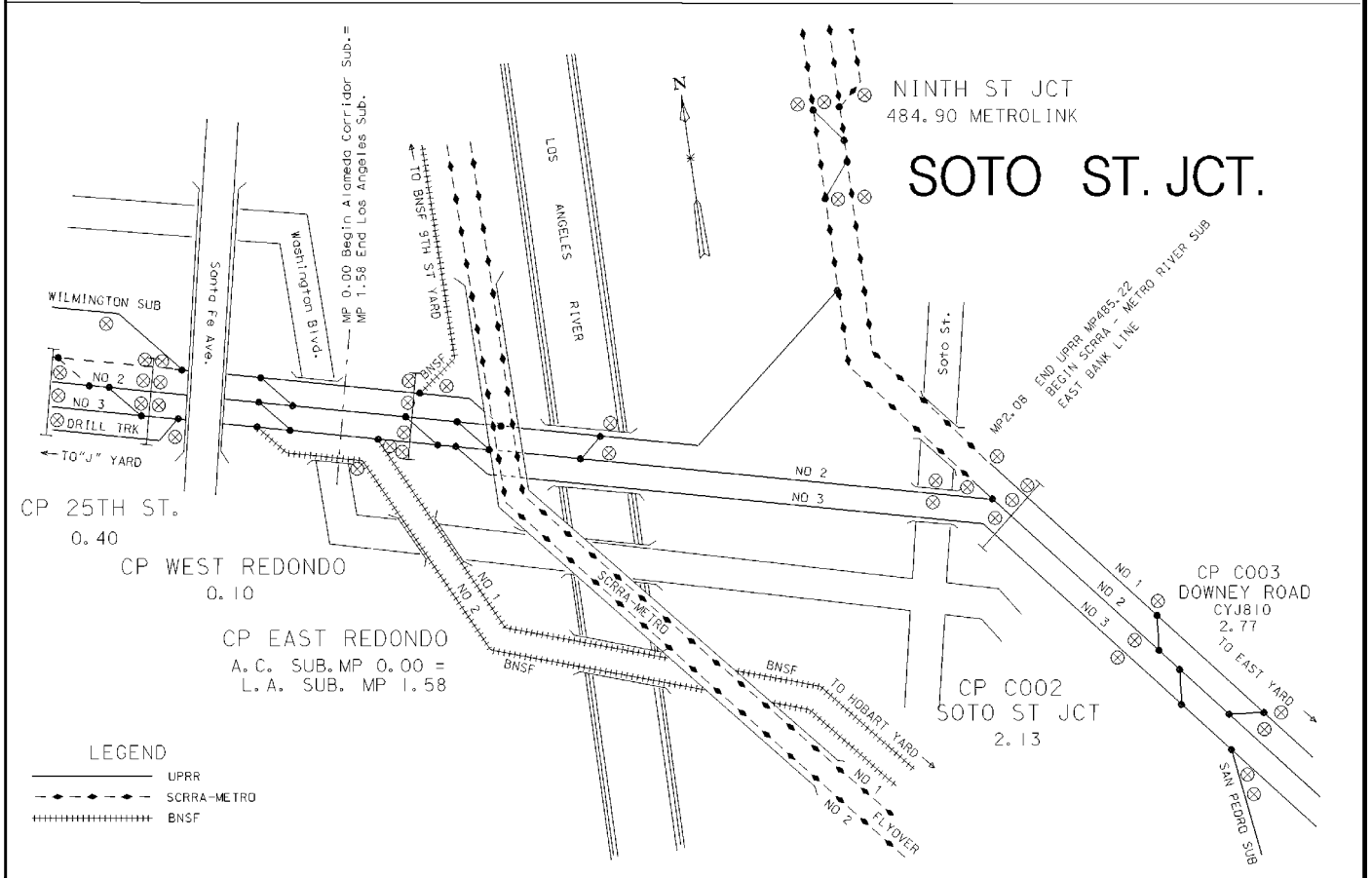
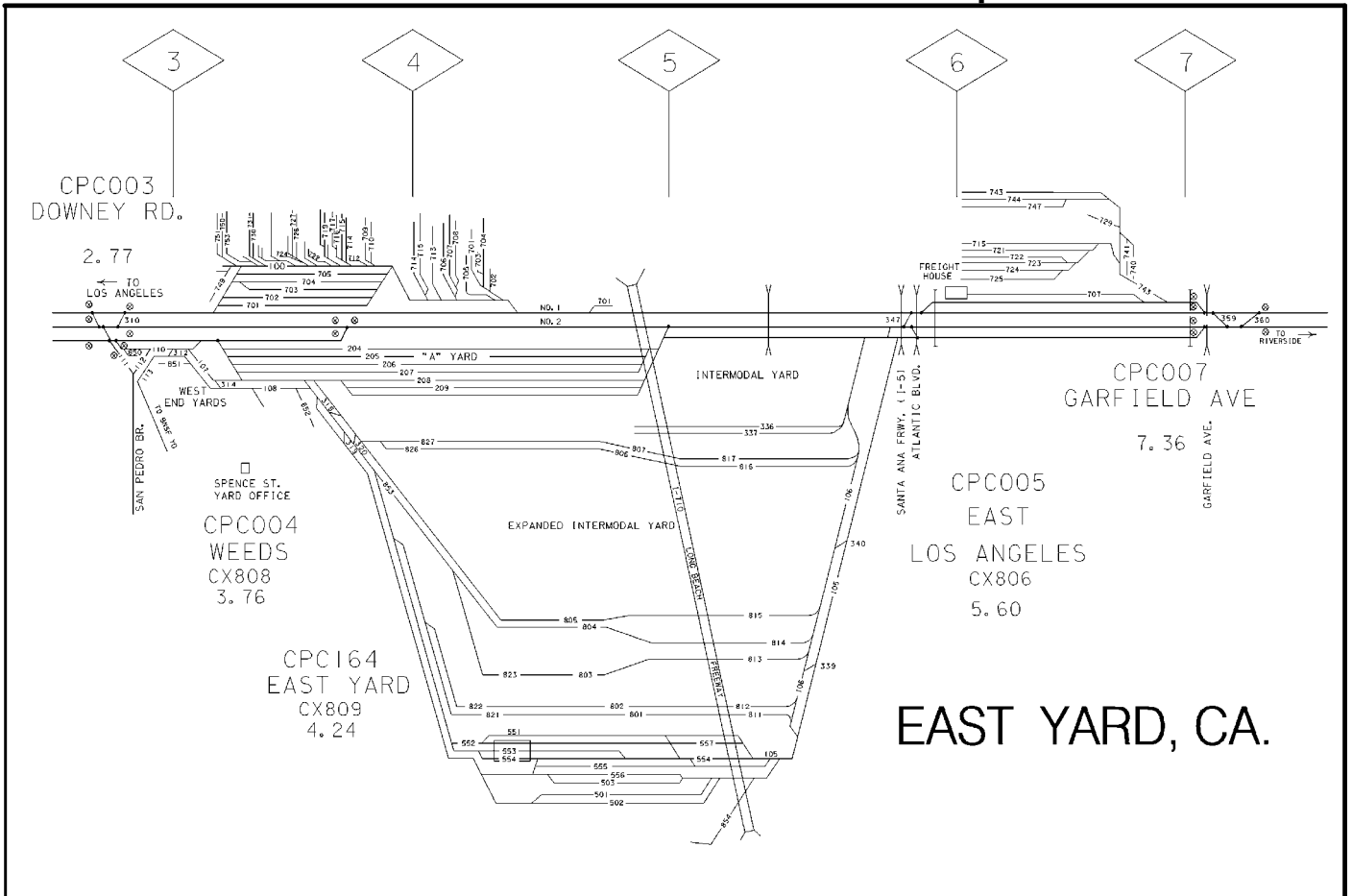


West Colton Terminal Map



**WEST COLTON, CA.
SP760**

East Yard and Soto St. Jct. Area Map



ALHAMBRA SUBDIVISION (0975)

		Radio Display: Rancho to Yuma Jct.- 042-042 *50							
Mile Post	Track Layout	Rule 6.3	CP #s	WEST	EAST	Sta. #s	Siding Feet		
				▼ STATIONS ▲	▲				
538.2	[Track Diagram]	CTC 2MT	SP538	RANCHO	X				
537.8				(0.9)					
537.3				SP535	PEPPER (Trk.2)	BT	SP759		
				(1.1)					
536.2				AL935	RIVERSIDE AVE (Trk.2)				
				(1.5)					
535.0					WEST COLTON	T	SP760		
				(1.2)					
534.7				AL534	CEDAR	X			
				(0.3)					
532.4				AL533	SIERRA	X!		8500	
				(2.0)					
530.5				CTC	AL531	SOUTH FONTANA	!	CO514	6259
529.3					AL529	(3.0)			
527.5						KAISER		CO512	
				(2.8)					
524.7					AL525	GUASTI	!	CO508	5914
523.5					AL523	(3.6)			
521.1				CTC	AL521	NORTH ONTARIO	(11-2)X	CO505	
				2MT		(1.7)			
519.4					AL519	EAST MONTCLAIR	(11-2)X	CO502	YARD
						(1.6)			
517.6					AL517	WEST MONTCLAIR	(11-2)X		
						(2.5)			
515.1	CTC	AL515	RESERVOIR		CO500				
			(1.4)						
513.7		AL514	HAMILTON	X					
			(0.6)						
513.1		AL513	POMONA		CO499	2400			
512.4		AL512	(5.3)						
507.8		AL508	WALNUT	!	CO491	6231			
506.5		AL506	(3.9)						
503.9		AL504	MARNE	!	CO488	5789			
502.7		AL503	(1.2)						
502.7		AL503	INDUSTRY	BT!	CO486	8397			
501.0		AL501	(1.7)						
501.0		AL501	NEW SIDING	!		5103			
499.9		AL500	(2.8)						
498.2		AL498	BASSETT	X!	CO482	5429			
497.1		AL497	(3.1)						
495.0		AL495	EL MONTE	!	CO479	6812			
493.5		AL493	(6.7)						
488.3	CTC	AL488	ALHAMBRA		CO473				
	2MT		(1.4)						
486.9		AL487	AURANT	X	CO472				
			(1.3)						
485.6	CTC#1	AL485	VALLEY BLVD	XY					
	RL #2		(2.7)						
482.9			LATC	BT	CO470				
			(0.1)						
482.8		AL482	UP YUMA JCT. (Trk.1)	TX	CO469				
(56.1)									

SI-01 MAIN TRACK AUTHORITY

CTC between:

CP SP538 and CP AL485;
 CP SP535 Balloon Track;
 CP AL513 and CP C030 (Los Angeles Sub.)
 on the connection track.
 CP AL514 and CP C031 (Los Angeles Sub.)
 on the connection track.
 CP AL485 and CP AL482 on Trk.1 only.

CTC in effect on:

North Connector from BNSF (MP 2.9) at Valley Blvd., CP SP939 to connection track within CP SP538 Rancho.

BNSF Manual Interlocking:

Track #112 at MP 538.5.

Restricted Limits between:

CP AL485 and CP AL482 on Trk.2 only.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
538.5 and 482.8		
(Except as Below).....	65	60
538.5 and 538.0 Trk.1 (old bypass).....	60	40
538.0 and 537.1 Trk.1 (old bypass).....	30	30
537.1 and 536.5 Trk.1.....	50	50
538.5 and 538.0 Trk.2.....	30	30
538.0 and 536.5 Trk.2.....	50	50
536.5 and 532.4.....	60	50
496.0 and 494.8.....	60	60
491.3 and 489.9.....	40+	40+
489.9 and 485.8.....	50	50
485.8 and 484.0 Trk.1.....	30	30
484.0 and 482.8 Trk.1.....	20	20
485.8 and 483.0 Trk.2.....	20	20
483.0 and 482.8 Trk.2.....	10	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Siding Guasti (East Switch).....	20
Siding Industry.....	20
Siding Walnut.....	25
2. Dual Control Switch Turnouts	
CP SP535 - Turnout from track 112 to main track.....	10
CP AL534 Cedar Crossovers.....	30
CP AL515 Reservoir, CP AL533 Sierra....	30
CP AL514 Hamilton Crossovers	40
CP AL513 (East Switch).....	40
CP AL488 Turnout Alhambra, CP AL521, CP AL519, CP AL517.....	50
3. Misc. Speed Restrictions	
BNSF Interlocking MP 538.7.....	10
BNSF North Connection Track - BNSF MP 2.9 and UPRR CP SP538.....	15
CP SP535 on Balloon Track.....	15
Track 590 (Locomotive Test Track during locomotive testing only).....	35
Connection track CP AL513 to CP C030 (Trk 1 on Los Angeles Sub).....	60

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
 CP SP538 and CP AL533;
 CP AL521 and CP AL515;
 CP AL488 and CP AL482.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Remote Control Areas:

Between MP 482.8 and MP 488.3 on the Alhambra Subdivision (0975).

Between MP 530.5 and MP 543.1 (Yuma Sub.)

Note: RCL area established on Metrolink River Subdivision, East Bank between CP Dayton Tower and CP Ninth St. to include CP Yuma Jct. Reference Metrolink Operating Rules.

Remote Control Zones:

WEST COLTON:

Receiving Yard Zones:

Each receiving yard track (201 - 209) is a separate zone. Each zone begins at the east fouling point extending westward to the west fouling point.

Hump Zone:

Begins at east end fouling point of each receiving yard track (201 - 209) and extends eastward on track 99 (Hump Lead) to the east clearance point of track 114.

Zone Status Contact:

Crest Yardmaster Channel: 050-050

Group 10 Zone:

Zone 120:

On Track 120 from the 75 switch (high stand) eastward to the clearance point of Track 110.

Zone Status Contact:

Trim Yardmaster Channel: 050-050

LATC:

Zone #1:

Track #2 from switch #101 crossover at MP 483.0 (Daly St.) eastward to MP 484.0 (San Pablo Street).

Zone #2:

Yard lead track 903 from switch 111 (divider switch at Daly St.) MP 483.0 to MP 483.7.

Zone Status Contact:

LATC or Commerce Yardmaster Channel: 066-066

AURANT YARD:

Zone 3:

Begins at point of switch Ladder Track #6 westward along track 707 to Valley Blvd.

Zone Status Contact:

LATC, Commerce Yardmaster or Remote Control Operator. Channel: 066-066

RCL operations on Metrolink River Subdivision:

* Each RCL job must have a minimum of two crew members qualified on the River Subdivision.

* RCL operator controlling movement must make all main track movements at restricted speed not exceeding 15 MPH.

* RCL jobs must monitor Metrolink radio channel at all times and comply promptly with all instructions issued by Dispatcher.

See Los Angeles Superintendent Bulletin for detailed RCL operation information.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 536.2	Trk.1	(#) 516.6	% 496.3
% 531.1		% 510.2	(#) 492.0
(#) 526.8		% 508.8	& 491.6 *
% 522.4		% 505.3	% 484.5
% 519.5		(#) 504.7	

* Detector at MP 491.6 protects Alameda Corridor.

Recall codes:

492.0 4920#

504.7 5047#

516.6 5166#

SI-08 RULES ITEMS

Rule 1.14: Movements from LATC may be made on Metrolink trackage after obtaining verbal permission and track restrictions, if any, from Metrolink Dispatcher.

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

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

Telephone numbers for Metrolink train dispatchers are:

Valley-(909)593-2868 or 1-888-446-9717;

San Gabriel-(909)596-2378 or 1-888-446-9719;

San Diego-(909)392-8740 or 1-888-446-9716;

River dispatcher-(909)593-2962 or 1-888-446-9718.

Rule 5.8.2 (7): Item 9 of the System Special Instructions applies at and between the following locations:

1. MP 505.7 (Fairway Drive) and MP 508.0 (Brea Canyon Road)
2. MP 513.6 (Hamilton Ave) and and MP 515.4 (Reservoir Street)

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

Rule 6.4.2 West Colton:

This rule does not apply at:

* Sierra CP AL533, for movements operating in either direction between receiving yard tracks and Sierra Siding. Main track movements or movements made through crossovers in either direction within CP AL533 are not exempt from the requirements of the rule.

* Cedar CP AL534, for movements operating on track 114 between CP AL534 and Cedar Ave. Eastward movements through crossovers to Main track are not exempt from the requirements of the rule.

Rule 7.11 Kaiser: Switching movements on the K-Mart Lead (Track 742) and at the Kaiser Steel Plant must be made with air brakes cut in on all cars and cars must not be detached while in motion.

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

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

Rule 10.2: During new construction, a work train may clear at a hand operated switch not equipped with an electric switch lock or signal governing movement to a CTC track when the clearing switch is:

- * Equipped with an engineering department lock.
- * Exclusively operated by an engineering department employee.

Note: This does not change the requirement to obtain CTC authority prior to occupying the track where CTC is in effect.

ALHAMBRA SUBDIVISION (0975)

SI-08 RULES ITEMS Continued:...

Rule 32.2.1: Trains operating on the UP/BNSF Transfer track between MP 538.6 and BNSF MP 2.9 must comply with the following restrictions:

- * Distributed power trains must operate in synchronous mode.
- * Conventional trains operating with 20 or more equivalent axles of dynamic braking must limit retarding force to 500 amps or 40k lbs when approaching and while operating on curved portion of Transfer Track.

Form 8620: Section V Switching:
Figure 10: Switching Chart
Cell "B" Part 1.c. - does not apply at West Colton.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Declezeville	529.7	CO513
K-Mart	526.3	CO476
Johnson Wax	525.0	. . .
Sunkist	520.5	. . .
PMT	482.8	CO470

SI-11 INDUSTRIAL LEADS

Azusa Industrial Lead:(8904) extends 5.0 miles. from MP 502.0 to MP 507.0.
Access from Metrolink Railroad, San Gabriel Subdivision at Orange Ave Jct., Metrolink MP 19.9.
Maximum gross weight 134 tons.

Business Tracks

Business Tracks	MP	Sta.#'s
Run Around Track (900')	502.4	BP103

Declezeville Industrial Lead:(0984) extends 1.3 miles. Access from main track at MP529.7.
Maximum gross weight 134 tons.
Entire Lead FRA Excepted Track.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

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

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Dispatcher Phone Numbers:
Yuma Jct. to Rancho:
LA Dispatcher 250 - Telephone 8-685-2126;
Outside Line: (909)-685-2126;
Corridor Mgr: (909)-386-4282.

LATC: Westward trains on Trk. 2 must not pass Valley Blvd., MP485.6 to enter Restricted Limits until permission is received from LATC or Commerce Yardmaster.
Yardmaster radio channels:
LATC - 042-042
Commerce - 082-082

City of Industry Yard:

- * Switching moves and yarding instructions at City of Industry requiring radio communications will be on channel 044-044, except for those assignments working the west end high side of bowl will use channel 088-088.
- * Terminating trains are to wye power and take to east end PMT tracks 561 - 568. Contact Chief Clerk or Manager for clear route and terminating track assignment.

West Colton Track bulletins are not required for switching movements operating through CP AL534 off track 114.

All movements entering and departing West Colton Yard must contact the West Colton Herder for routing instructions. This includes movements entering track 112 at Riverside Ave. (CP AL935) or Pepper Ave. (CP SP535).

Before boarding assigned consist in the diesel facility or before entering the facility with locomotives, crew must first contact the roundhouse foremen for instructions.
Contact information:
Radio - Channel 070-070
Telephone - 909-685-2125

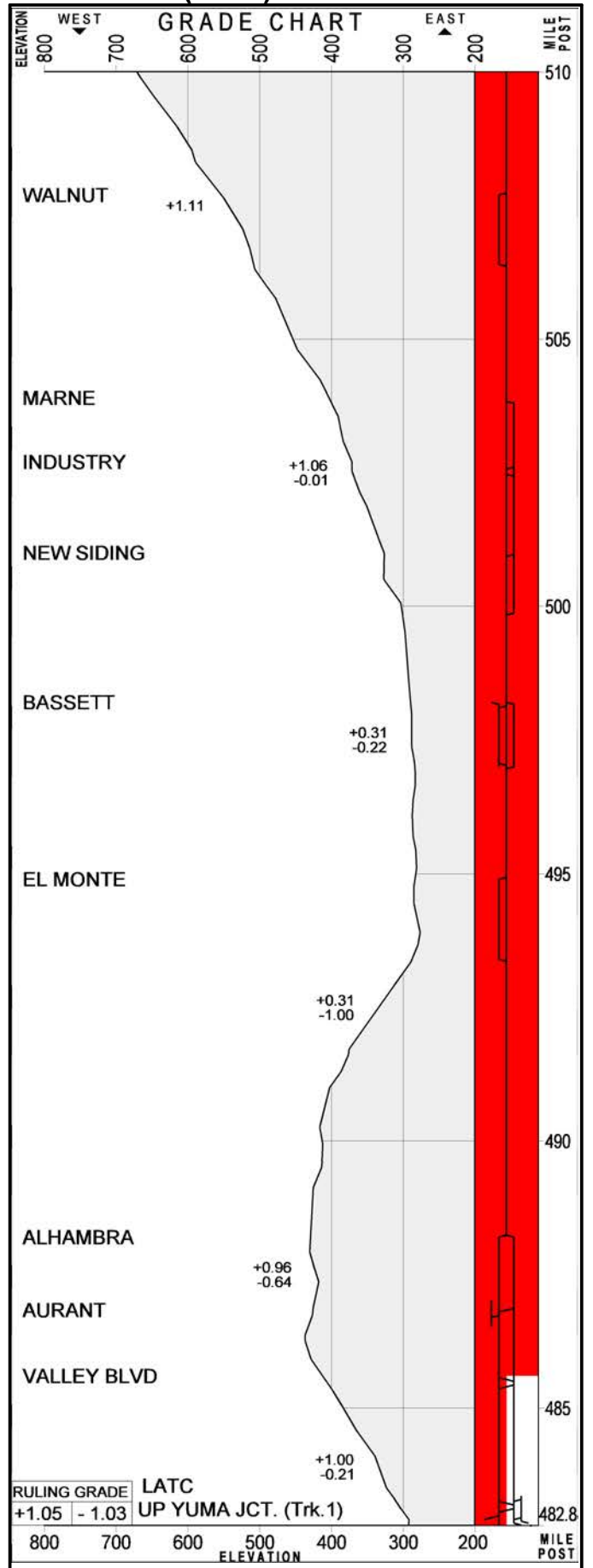
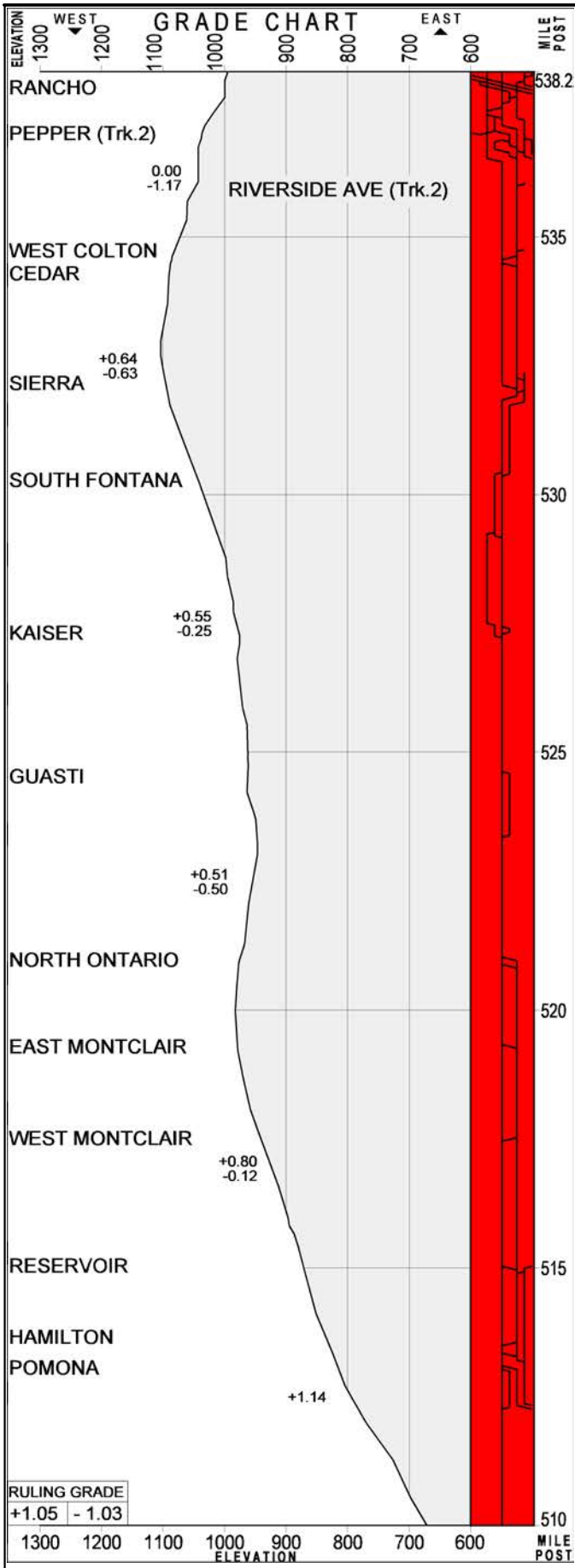
Track 590 is designated as a Locomotive Test Track. Locomotive Testing may only be performed when authorized and directed by a Locomotive Manager or Shop Planner. Equipment must not enter or foul the track unless permission is received from Locomotive Manager or Shop Planner. All locomotive testing is governed by the "Locomotive Test Track Policy for Push-Pull" operations and may only be performed by a Locomotive Mover qualified for Test Track Operations.

West Colton Terminal Radio Communications: On other than main track, all movements except yard assignments operating between Rancho SP538 and Sierra CP AL533 must use channel 050-050 for any terminal or movement instructions.

Gemco: Off Metrolink Ventura Subdivision at CP Woodman, MP 456.1.

Track Breach Protection: Employee Established Track Breach Protection may be in effect:
Location: Restricted Limits between CP AL485 and CP AL482 on Trk.2.
Designated radio channel: 042-042.

ALHAMBRA SUBDIVISION (0975)



MOJAVE SUBDIVISION (0940)

Radio Display: North Bakersfield to Highland- 014-014 *54 - Highland to Rancho- 042-42 *50							
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH STATIONS ▼	NORTH STATIONS ▲	Sta. #s Siding Feet	
310.8		DT ABS	SP311	NORTH BAKERSFIELD (2.1)			
312.9				BAKERSFIELD (0.7)	BT	JQ181 YARD	
313.6			SP314	KERN JCT. (11.4)	X(M)T	JQ180	
325.0		CTC 2MT	SP325	SANDCUT (3.1)	X	JQ169	
328.1		CTC	SP328	BENA (2.5)	(11-3)	JQ166	
330.6		CTC 2MT	SP331	ILMON (4.8)		JQ162	
335.4		CTC	SP335	CALIENTE (2.6)		JQ159	
338.0			SP338	BEALVILLE (4.3)	X!	JQ154 13270	
339.5			SP340				
340.6			SP341				
341.8			SP342		CLIFF (3.3)	!	JQ151 7530
343.3			SP344				
345.1			SP345		ROWEN (2.8)	!	JQ148 8080
346.8			SP347				
347.9			SP348		WOODFORD (3.2)	!	JQ145 8960
349.7			SP350				
351.1			SP351		WALONG (2.9)	!	JQ142 4800
352.2	SP352						
353.0	SP353		MARCEL (3.4)	!	JQ140 6189		
354.2	SP354						
356.4		CTC 2MT	SP356	CABLE (2.1)		JQ137	
358.5			SP358	CABLE X-OVER (2.1)	X		
360.6			SP361	TEHACHAPI (9.7)	X	JQ133	
370.3		CTC#1	SP370	CAMERON (8.0)	X	JQ123	
380.7		DT#2	SP380	MOJAVE (10.3)	BT	JQ113	
381.3		CTC	SP381	SOUTH MOJAVE (0.6)	X	JQ112	
389.5			SP389	ANSEL (9.1)	!	JQ103 8340	
391.1			SP391				
399.3			SP399	OBAN (5.0)	!	JQ094 8350	
401.0			SP401				
404.3			SP404	N. LANCASTER (1.8)			
406.1			SP406	S. LANCASTER (3.1)			
409.2			SP409	DENIS (9.9)	!	JQ084 8350	
410.9			SP411				
414.4			SP414	PALMDALE JCT. (3.5)		JQ079	
416.5	SP416	PALMDALE (11.7)	!	JQ080 7370			
418.1	SP418						
428.2	SP428	VULCAN (7.9)		JQ066			
434.3	SP434	WASH (15.8)	!	JQ059 9000			
436.1	SP436						
450.1	SP450	PHELAN (15.8)	!	JQ043 9000			
451.9	SP452						
461.9	SP462	HILAND (11.9)	!	JQ031 9097			
463.8	SP464						
464.7	SP465	SILVERWOOD (0.9)					
469.3	SP469	CANYON (6.6)	!	JQ024 9515			
471.3	SP471						
479.0	SP479	KEENBROOK (7.3)	X				

480.2		CTC	SP480	DIKE (2.8)	!	JQ013 7705
481.8		SP482				
489.8				BENCH (8.0)		JQ004
490.0		SP490		SLOVER (2.1)	!	JQ003 9127
491.9		SP492				
492.1 =537.3		SP535		PEPPER (Trk. 2)	BT	SP759
492.7 =538.2	SP538		RANCHO (Trk.1) (0.0)	X		
(181.3)						

SI-01 MAIN TRACK AUTHORITY

CTC between:

MP 325.0 and MP 370.3;
 MP 370.3 and MP 381.3 on Trk. 1;
 MP 381.3 and MP 492.7
 (East leg of wye - CP Rancho);
 MP 491.9 and MP 492.1
 (West leg of wye - CP Pepper).

CTC at:

CP SP370 Tracks 1 and 2.

ABS Rule 9.14/9.15 Track Permits between:

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

Kern Jct. is controlled by BNSF Train Dispatcher.

Palmdale Jct. / Metrolink trackage: Movements are governed by the General Code of Operating Rules and current Metrolink Timetable. Unless otherwise specified by Metrolink, trains may only occupy Metrolink trackage after receiving permission from Metrolink Train Dispatcher or a Metrolink track warrant.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
10.8 and 492.7		
(Except as Below).....	70	70
310.8 and 312.8.....	50	50
312.8 and 313.6.....	25	25
313.6 and 325.6.....	60	60
325.6 and 330.6.....	50	50
330.6 and 335.4 Trk.2.....	25	25
330.6 and 332.1 Trk.1.....	50	50
332.1 and 335.4 Trk.1 S.....	30	30
332.1 and 335.4 Trk.1 N.....	25	25
335.4 and 359.5 S.....	23	23
335.4 and 336.0 N.....	15	15
336.0 and 359.5 N.....	23	23
359.5 and 360.6 Trk.2.....	25	25
359.5 and 360.6 Trk.1 S.....	60	60
359.5 and 360.6 Trk.1 N.....	25	25
368.8 and 370.3 S.....	40	40
368.8 and 370.3 N.....	50	50
370.3 thru X-over N.....	25	25
370.3 and 371.4 S.....	35	35
371.4 and 374.0 S.....	35	30
374.0 and 380.1 S.....	35	25
380.1 and 380.2 S.....	20+	20+
380.2 and 381.2 S.....	35	25
370.3 and 373.4 Trk.1 N.....	50	50
373.4 and 376.4 Trk.1 N.....	35	35
376.4 and 380.1 Trk.1 N.....	45	45
380.1 and 380.2 Trk.1 N.....	20+	20+
380.2 and 381.2 Trk.1 N.....	35	25
381.2 and 381.5 Trk.1 N.....	25	25
370.3 and 373.4 Trk.2 N.....	50	50
373.4 and 376.4 Trk.2 N.....	35	35
376.4 and 381.5 Trk.2 N.....	45	45
381.2 and 381.5 S.....	25	25
414.4 and 414.6.....	35	35
414.6 and 460.8.....	60	60
460.8 and 462.8.....	50	50
462.8 and 463.8.....	40	40
463.8 and 487.4.....	30	30
487.4 and 491.0.....	40	40
491.0 and 491.9.....	30	30
491.9 and 492.7		
(East Leg Wye - CP Rancho).....	15	15
491.9 and 492.1		
(West Leg Wye - CP Pepper).....	15	15
Between Mileposts	PSGR	FRT
Against The Current of Traffic		
(Except as Below).....	59	49
310.8 and 321.1 S.....	20	20
321.1 and 324.9 S.....	25	25
368.8 and 370.3 S.....	40	40
374.0 and 378.9 S.....	30	25
380.1 and 381.4 S.....	10	10
310.8 and 313.6 N.....	15	15
313.6 and 321.1 N.....	20	20
321.1 and 324.9 N.....	25	25

SI-03 OTHER SPEED RESTRICTIONS

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

SI-04 MAIN TRACK DESIGNATIONS

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

SI-05 MILEPOST EQUATIONS

MP 335.1 = MP 335.2
 MP 356.6 = MP 356.7
 MP 492.1 West Leg Wye = MP 537.3 Alhambra Sub. (Trk.2)
 MP 492.7 East Leg Wye = MP 538.2 Alhambra Sub. (Trk.1)

SI-06 RCL OPERATIONS

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

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 315.0	(#) 377.0	(@) 460.0
(#) 318.8	% 381.3	% 462.0
% 323.8	% 382.6	% 466.8
(#)& 328.6 *	% 387.3	% 471.2
% 333.6	% 391.1	(@) 473.3
% 338.0	(#) 396.1	(#) 475.1
% 340.7	% 402.1	(@) 476.7
% 343.3	% 406.2	% 479.0
(#) 347.0	% 409.2	% 481.8
% 349.8	% 416.1	(@) 483.9
% 350.6	(#) 412.0	(@) 485.9
% 353.0	% 420.2	(#) 486.8
% 355.2	% 425.9	(@) 487.7
% 358.5	(#) 431.1	% 490.0
(#)& 363.8 **	% 434.3	
% 365.2	% 438.2	
% 367.0	% 442.3	
% 368.2	(#) 446.6	
% 368.5	% 451.9	
% 370.3	% 454.8	
% 372.7	(#) 457.9	

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

MOJAVE SUBDIVISION (0940)

SI-08 RULES ITEMS

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

Rule 6.2: At Kern Jct. trains operating from BNSF main tracks 1 or 2 to UP main tracks 1 or 2 must receive permission from UP Dispatcher 54 before occupying UP Mojave Subdivision.

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

Trains moving against the current of traffic by controlled signal indication must report to the Train Dispatcher when train is clear of the northward main track.

Rule 6.28 Bench: Trains operating on Metrolink Rialto Subdivision (connection at Bench) must obtain Track Bulletins in effect and contact Metrolink San Gabriel Subdivision Train Dispatcher, channel 087-087 for permission to enter. Refer to Metrolink Timetable, Rialto Subdivision.

Rule 8.3 Bakersfield: Southward trains departing from Bakersfield yard tracks may leave main track switches lined for other than main track.

Trains operating against the current of traffic must approach switches at Quantico MP 315.0 prepared to STOP until it can be seen that switches are properly lined.

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

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

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

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

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

SI-11 INDUSTRIAL LEADS

Oak Creek Industrial Lead: (0941) extends 9.4 miles from MP 381.0 to MP 390.4. Maximum gross weight is 134 tons. Maximum speed 20 MPH.

Note: All California Portland Cement tracks remain 10 MPH.

On descending grades, trains must not exceed:

- a) 150 TPOB;
- b) 550 TPDBA.

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

Business Tracks	MP	Sta.#'s
Creal	389.9	JR108

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

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

On descending grades between:

Tehachapi MP 360.6 and Ilmon MP 332.1; Cameron MP 371.5 and Mojave MP 380.7; Harold MP 417.3 and Vincent MP 61.6 (Metrolink); Hiland MP 463.8 and MP 486.0 (Maximum allowable speed applies until the lead engine reaches MP 486.0).

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

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

A train that exceeds the table or experiences dynamic brake failure, or if the use of full dynamic braking and an 18 psi brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars are set. The train must not proceed except as instructed by the district Manager of Operating Practices.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Use System Special Instructions Item 5 for train make-up restrictions except as shown below.

* BNSF trains will be governed by BNSF train makeup restrictions instead of UPRR train makeup restrictions.

* Union Pacific tons per powered axle (TPA) requirements satisfy BNSF horse power per ton (HPT) requirements.

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

RESTRICTIONS BETWEEN MP 332.1 AND MP 362.4

The following EPA/EDBA table applies between Ilmon and Summit Switch MP 362.4. The 36 EPA restriction does not apply to light engine movements.

LEAD CONSIST EPA/EDBA TABLE		
Train Type	Max EPA	Max EDBA
Loaded Bulk-Commodity Unit Train	36	31
All Other Trains	36	28

SI-14 MISC. INSTRUCTIONS

Restricted Tracks:

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

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

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

Bench: Southward freight trains must not leave Bench unless they receive a Clear or Advance Approach signal indication at the north switch Slover, or, unless instructed to do so by UPRR Dispatcher 250.

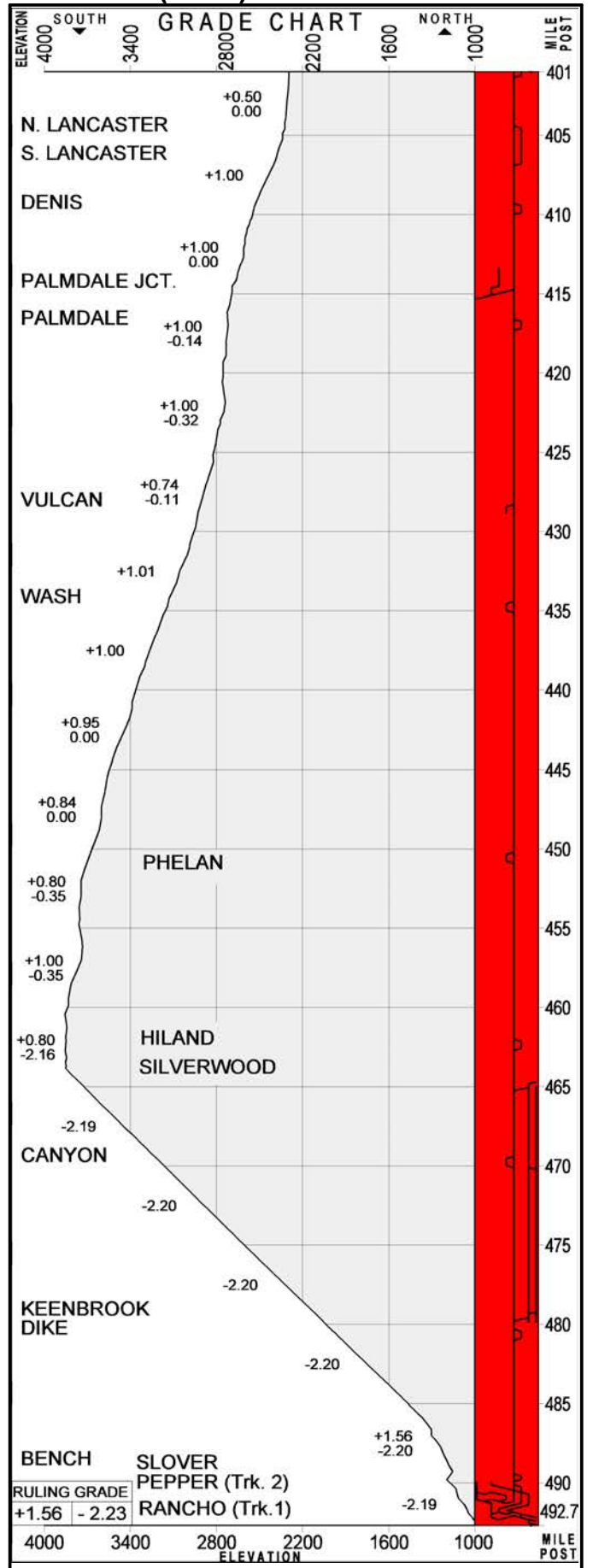
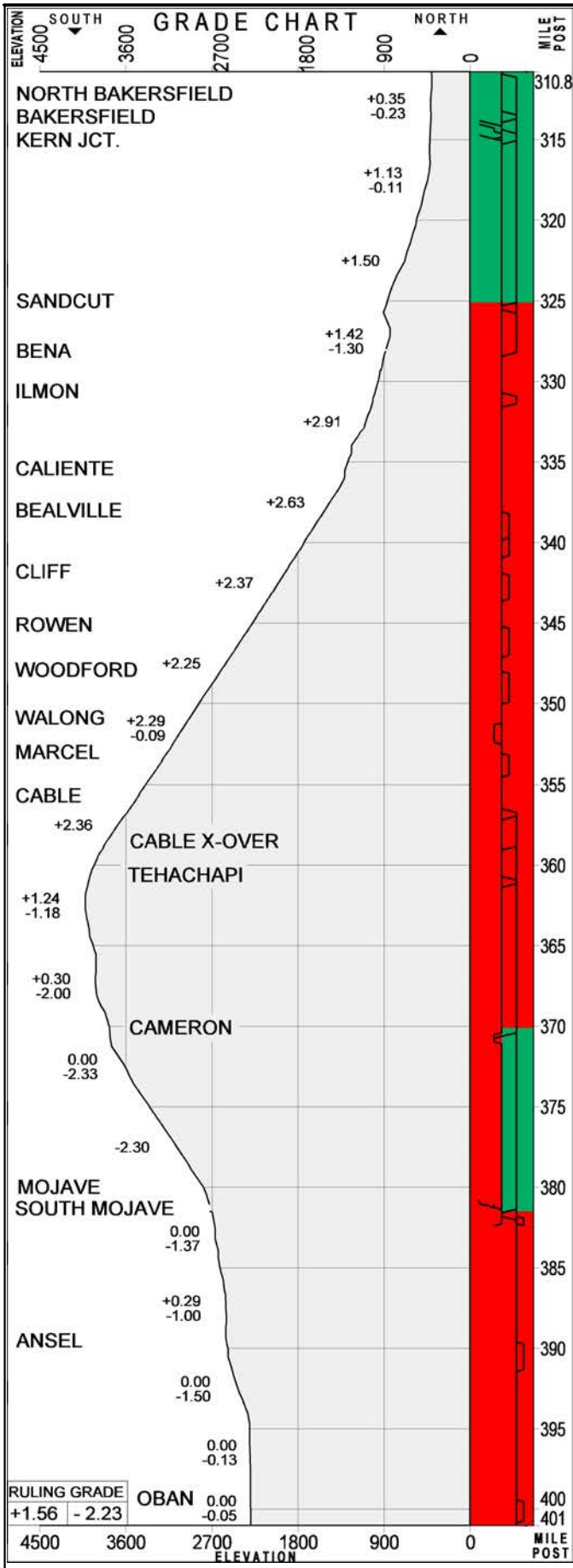
Slover: Under no circumstances are trains to be left standing or unattended on main track or siding at Slover.

West Colton: Terminal Radio Communications: On other than main track, all movements, except yard assignments, operating between Rancho (SP538) and the east end of Sierra Siding will use radio channel 050-050 for any terminal or movement instructions.

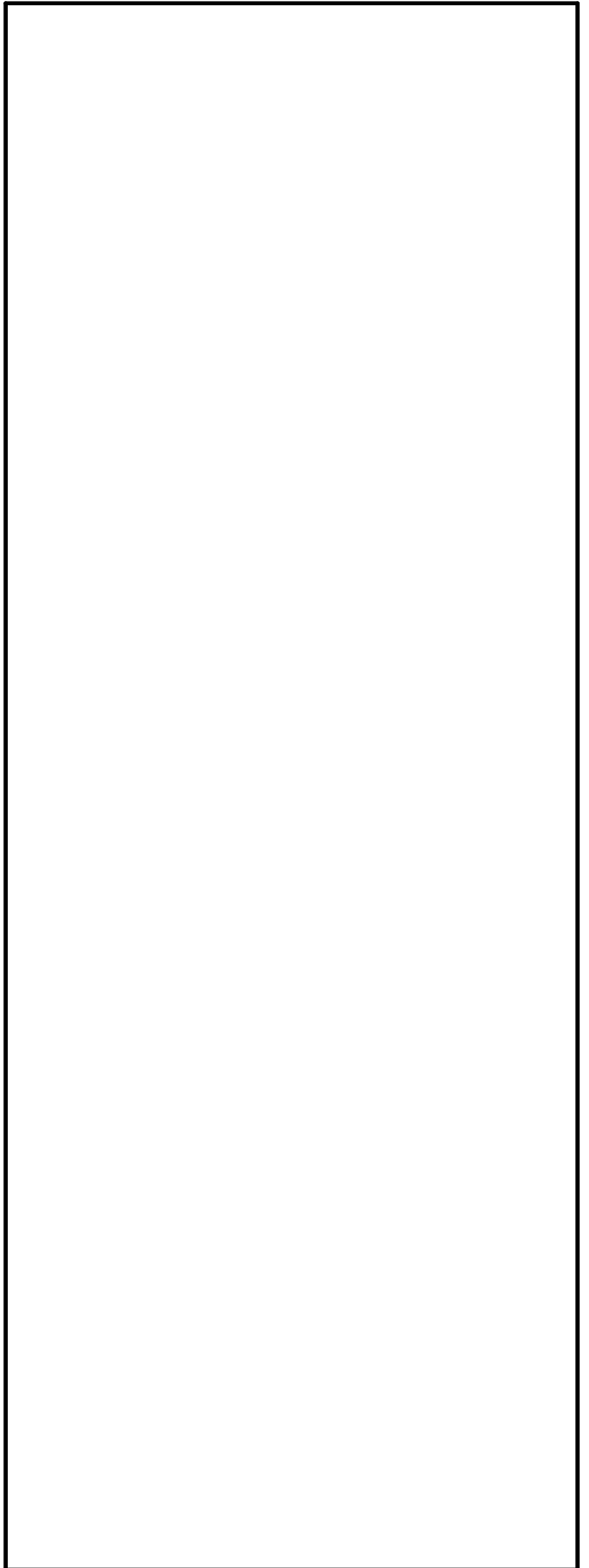
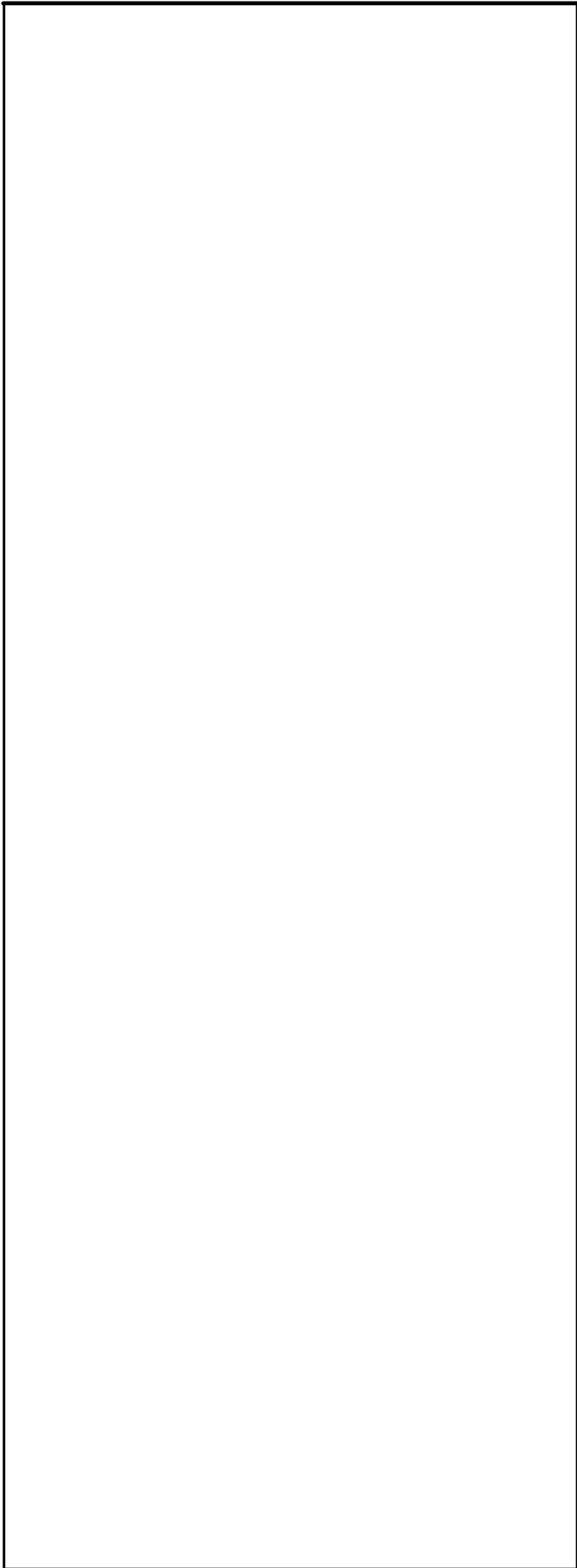
Terminating or passing trains MUST contact the West Colton Crest Yardmaster before passing Bench for:

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

MOJAVE SUBDIVISION (0940)



NOTES:

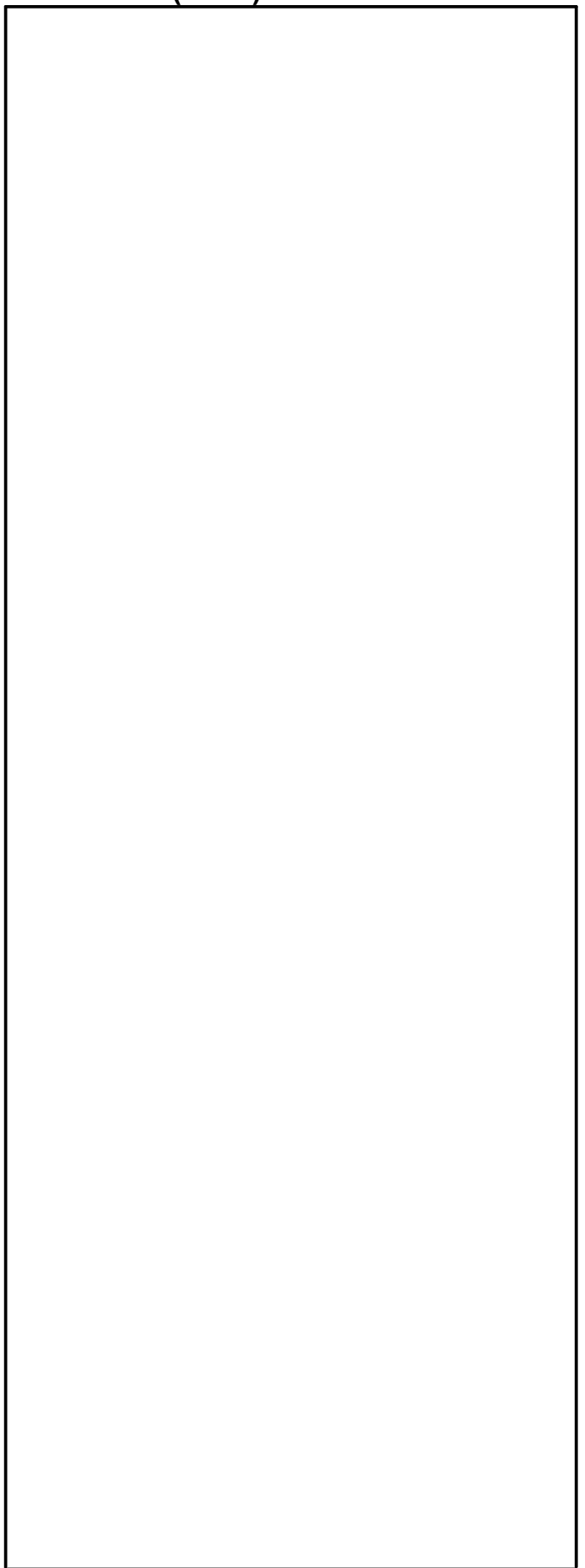
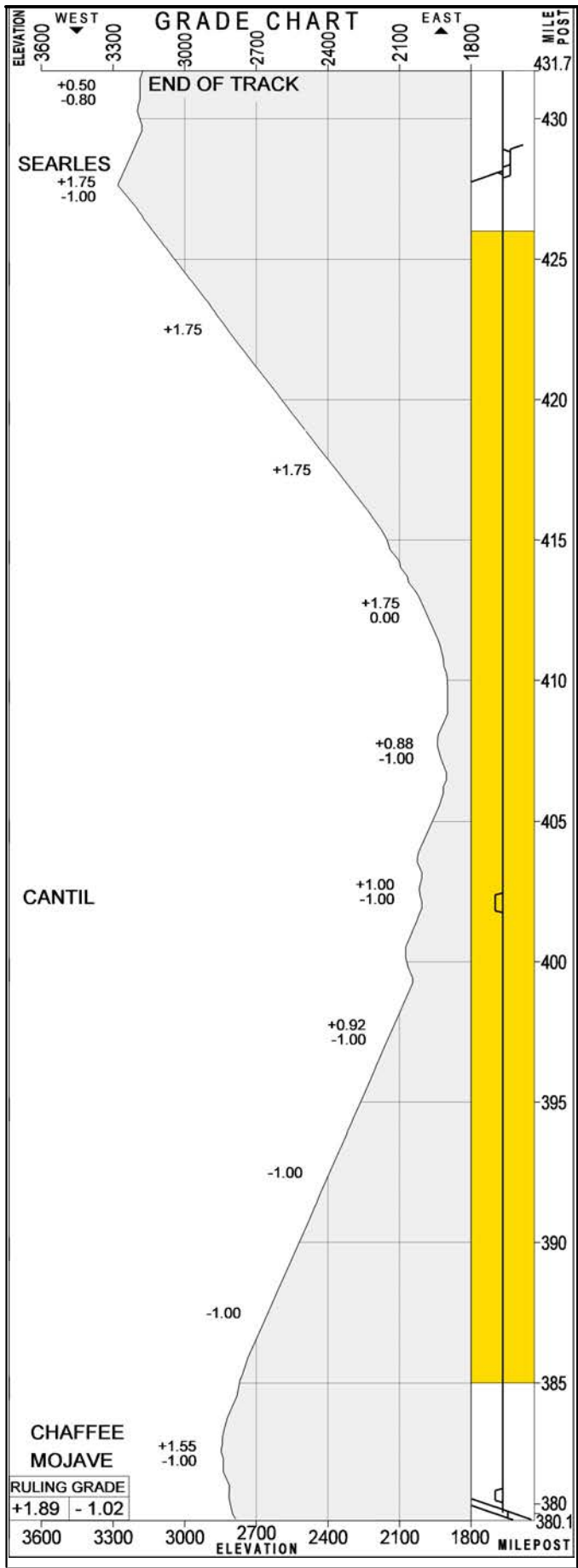


LONE PINE SUBDIVISION (0942)

Radio Display: MP 431.7 to Mojave- 014-014 *54								
Mile Post	Track Layout	Rule 6.3	CP #s	WEST ▼ STATIONS ▲	EAST ▲	Sta. #s Siding Feet		
431.7		YL		END OF TRACK (3.0)	Y			
428.4				SEARLES (25.9)	TY	JR048		
402.5				TWC		CANTIL (21.7)		JR023
380.8				YL		CHAFFEE (0.7)		JR001
380.1						MOJAVE	B	JQ113
(52.2)								
SI-01 MAIN TRACK AUTHORITY								
TWC between: MP 426.0 and MP 385.0. Yard Limits between: MP 431.7 and MP 426.0; MP 385.0 and MP 380.1.								
SI-02 MAXIMUM SPEED TABLE								
Maximum Speed				MPH				
Between Mileposts								
431.7 and 380.1								
(Except as Below).....				40				
431.7 and 427.8.....				10				
427.8 and 422.0.....				20				
SI-03 OTHER SPEED RESTRICTIONS								
Maximum Speed				MPH				
1. Thru Sidings & Turnouts (No Exceptions.)								
2. Dual Control Switch Turnouts (No Exceptions.)								
3. Misc. Speed Restrictions (No Exceptions.)								
SI-04 MAIN TRACK DESIGNATIONS - None.								
SI-05 MILEPOST EQUATIONS - None.								
SI-06 RCL OPERATIONS - None.								
SI-07 ITEM 13 TRAIN DEFECT DETECTORS								
%								
401.3								
%								
422.1								

SI-08 RULES ITEMS																
Rule 6.6 Back Up Movements: The following applies to eastward train operations in Tunnel 29: * In the event of a stall, a train authorized with a "Work Between" may make a Back Up Movement without contacting the train dispatcher. * A train authorized with directional authority may, prior to entering tunnel, obtain permission from the train dispatcher to make a Back Up Movement should train stall within the tunnel. Upon clearing the west tunnel portal, train tonnage must be reduced or power added before attempting eastward movement through tunnel. In the event of a possible train derailment preventing a back up movement, or if imminent danger to crew warrants an immediate evacuation of the tunnel, locomotives may be detached without complying with Rule 1.43 A.(4), and moved outside the tunnel. Immediately upon exiting the tunnel, contact the train dispatcher to make arrangements to properly secure the train.																
SI-09 FRA EXCEPTED TRACKS - None.																
SI-10 BUSINESS TRACKS - None.																
SI-11 INDUSTRIAL LEADS - None.																
SI-12 TONNAGE RESTRICTIONS/TPOB																
Maximum Gross Weight: 143 Tons. On descending grades between Searles and MP 412.0, the following table must be used to determine the maximum allowable speed taking into account freight train's TPOB and TPDBA.																
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Tons Per Operative Brake:</th> <th style="text-align: center;">Tons Per Dynamic Brake Axle:</th> <th style="text-align: center;">Maximum Speed:</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align: center;">110 or less</td> <td style="text-align: center;">400 or less</td> <td style="text-align: center;">25 MPH</td> </tr> <tr> <td style="text-align: center;">400+ to 550</td> <td style="text-align: center;">20 MPH</td> </tr> <tr> <td rowspan="2" style="text-align: center;">110+ to 140</td> <td style="text-align: center;">400 or less</td> <td style="text-align: center;">20 MPH</td> </tr> <tr> <td style="text-align: center;">400+ to 550</td> <td style="text-align: center;">15 MPH</td> </tr> <tr> <td style="text-align: center;">140+ to 150</td> <td style="text-align: center;">550 or less</td> <td style="text-align: center;">10 MPH</td> </tr> </tbody> </table>	Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:	110 or less	400 or less	25 MPH	400+ to 550	20 MPH	110+ to 140	400 or less	20 MPH	400+ to 550	15 MPH	140+ to 150	550 or less	10 MPH
Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:														
110 or less	400 or less	25 MPH														
	400+ to 550	20 MPH														
110+ to 140	400 or less	20 MPH														
	400+ to 550	15 MPH														
140+ to 150	550 or less	10 MPH														
Any train that exceeds this table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and a 16 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed except as instructed by the district Manager of Operating Practices.																
SI-13 TRAIN MAKE-UP RESTRICTIONS																
No additional restrictions to system requirements.																
SI-14 MISC. INSTRUCTIONS																
Track Breach Protection Employee Established Track Breach Protection may be in effect: Location: Mojave Yard Limits between: MP 380.1 and MP 385.0. Designated radio channel: 1414 and Location: Searles Yard Limits between: MP 431.7 and MP 426.0. Designated radio channel: 1414 Do not store cars between MP 428.6 (Searls Road), and the bridge at MP 429.6 due to insufficient walkway on high fill.																

LONE PINE SUBDIVISION (0942)



YUMA SUBDIVISION (0943)

Radio Display:							
East Yard to Beaumont- 096-096 *66							
Beaumont to Rancho- 042-042 *50							
Mesquite Line- 096-096 *66							
Mile Post	Track Layout	Rule 6.3	CP #s	WEST STATIONS	EAST STATIONS	Sta. #s	Siding Feet
732.4		CTC	SP733	YUMA (0.3)	BT	SP563	
732.1		CTC	SP732	COLORADO (3.0)		SP564	
729.1		CTC	SP729	WINTERHAVEN (3.3)	X	SP568	
725.8		CTC	SP726	ARAZ JCT. (2.1)		SP571	
723.7		CTC	SP724	ARAZ (8.8)	(11-2)		
714.9			SP715	CACTUS (8.3)	(11-2)	SP584	
706.6		CTC	SP707	CLYDE (7.9)	!	SP591	8500
704.9			SP705	GLAMIS (1.9)	!	SP598	8486
698.7			SP699	MESQUITE (6.3)	(11-2)	SP600	
696.8			SP697	ACOLITA (7.6)	!	SP606	8495
690.5			SP689	REGINA (7.3)	!	SP614	8472
688.8			SP683	IRIS (7.7)	!	SP622	8475
682.9			SP681	NILAND (6.4)	! T	SP629	N12169
675.6			SP676	WISTER (3.5)	!	SP636	8333
673.9			SP674	WISTER CROSSOVER (2.0)	(11-2)X		
667.9		CTC	SP658	ROGOZA (8.2)			
667.8			SP654	BERTRAM Trk.2 (11.1)	!	SP650	8372
667.3			SP648	SALTON (2.5)	(11-2)	SP657	
665.6			SP646	MORTMAR (8.5)	!	SP663	8483
661.5			SP637	MECCA (5.9)	!	SP671	8388
659.8			SP635	THERMAL (5.2)		SP677	
658.0		CTC	SP620	COACHELLA (4.1)	(11-2)X	SP682	
656.0		2MT	SP615	INDIO (6.4)	B	SP686	
648.2			SP605	MYOMA (6.8)	(11-2)X	SP690	
646.1			SP598	RIMLON (5.7)	(11-2)X	SP701	
637.1			SP592	SALVIA Trk.1 (3.0)	!	SP705	6632
634.6			SP590	GARNET (1.1)	(11-2)X		
632.9			SP588	WEST GARNET Trk. 2 (6.2)	!	SP708	4473
626.1			SP582	WEST PALM SPRINGS (7.5)	(11-2)X	SP714	
624.6			SP574	CABAZON (2.4)	(11-2)X	SP722	
620.2			SP572	ROBERTSON Trk. 2 (3.4)		SP724	
615.0		CTC	SP568	BANNING (6.6)	(11-2)X	SP728	
610.9		2MT	SP562	BEAUMONT (5.0)	(11-2)X	SP734	
604.5			SP557	HINDA (8.7)	(11-2)X		
597.7			SP548	ORDWAY (6.8)	(11-2)X		
592.0			SP542	LOMA LINDA (0.1)	X	SP755	
590.6							
589.0							
587.9							
581.7							
574.2							
571.8							
568.4							
561.8							
556.8							
548.1							
541.3							

541.2	SI-14	CTC		ICE DECK SIDING Trk. 2 (1.3)	!	SP756	5740
540.0		2MT		MT. VERNON Trk. 2 (1.4)			
539.9			SP540				
538.2			SP538	RANCHO	X		
537.8							
Mesquite Line (0948)							
696.8	SEE SI-14	CTC	SP697	MESQUITE (3.0)	(11-2)	SP600	
=0.0			SP003	CP SP003 (3.0)			
3.0			RL		MESQUITE LANDFILL (1.7)		
4.3					END OF TRACK (0.0)		Yard
6.0							
(198.3)							
SI-01 MAIN TRACK AUTHORITY							
CTC between: MP 732.4 (SP733) and MP 538.5 (SP538).							
CTC in effect on: Mt. Vernon Connection Track between: CP SP540 (MP 539.9) and BNSF (072-072) (MP 4.2). CP SP539 (MP 538.8) authorizes movements to/from Trk. 112.							
BNSF Manual Interlocking: Track #112 at MP 538.5.							
Mesquite Line:							
CTC between: MP 696.8 (Yuma Sub.) and MP 3.0.							
Restricted Limits between: MP 3.0 and MP 6.0.							
SI-02 MAXIMUM SPEED TABLE							
Maximum Speed				MPH			
Between Mileposts				PSGR FRT			
538.5 and 732.4 Eastward							
(Except as Below)..... 79 70							
538.5 and 538.6 Trk.2..... 50 50							
538.6 and 544.3 Trk.2..... 60 40							
538.5 and 544.3 Trk.1..... 60 40							
544.3 and 545.3..... 55 40							
545.3 and 548.2..... 50 40							
548.2 and 554.8 Trk.2..... 40 35							
548.2 and 554.8 Trk.1..... 45 40							
554.8 and 560.2..... 60 40							
560.2 and 562.9 Trk.2..... 40 35							
560.2 and 562.9 Trk.1..... 50 40							
562.9 and 576.6..... 60 40							
576.6 and 589.5..... 50 40							
589.5 and 618.3..... 70 70							
618.3 and 618.9..... 70 60							
618.9 and 620.2..... 79 70							
620.1 and 620.2 Trk.2 Turnout..... 30 30							
620.2 and 633.7..... 79 65							
633.7 and 634.6..... 70 60							
634.6 and 667.8..... 79 65							
667.8 **..... 70+ 55+							
667.8 and 669.4..... 79 65							
669.4 **..... 70+ 55+							
669.4 and 676.8..... 79 65							
676.8 **..... 70+ 55+							
676.8 and 685.8..... 79 65							
685.8 **..... 79 55+							
685.8 715.0..... 79 65							
715.0 **..... 79 55+							

Between Mileposts	PSGR	FRT
538.5 and 732.4 Eastward		
(Except as Below).....	79	70
715.0 716.8.....	79	65
716.8 **.....	79	55+
716.8 722.8.....	79	65
722.8 **.....	79	45+
722.8 and 723.1.....	79	65
723.1 and 723.9.....	60	40
723.9 and 726.8.....	45	40
726.8 and 731.8.....	60	50
731.8 and 732.0.....	50	40
732.0 and 732.4.....	30	25
Between Mileposts	PSGR	FRT
732.4 and 538.5 Westward		
(Except as Below).....	79	70
732.4 and 732.0.....	30	25
732.0 and 731.8.....	50	40
731.8 and 726.8.....	60	50
726.8 and 723.9.....	45	40
723.9 and 723.1.....	60	40
723.1 and 721.6.....	79	70
721.6 **.....	79	55+
721.6 and 695.7.....	79	70
695.7 **.....	79	55+
695.7 and 634.6.....	79	70
634.6 and 633.7.....	70	60
633.7 and 618.9.....	79	70
620.2 and 620.1 Trk.2 Turnout.....	30	30
618.9 and 618.3.....	70	60
618.3 and 589.5.....	79	70
589.5 and 576.6.....	50	40
576.6 and 562.9.....	60	40
562.9 and 560.2 Trk.2.....	40	35
562.9 and 560.2 Trk.1.....	50	40
560.2 and 554.8.....	60	40
554.8 and 548.2 Trk.2.....	40	35
554.8 and 548.2 Trk.1.....	45	40
548.2 and 545.3.....	50	40
545.3 and 544.3.....	55	40
544.3 and 538.5 Trk.1.....	60	40
544.3 and 538.6 Trk.2.....	60	40
538.6 and 538.5 Trk.2.....	50	50
Between Mileposts		
Mesquite Line		
(Except as Below).....	20	
4.3 and 6.0.....	10	

** Only freight trains exceeding 80 TPOB must comply with speed restriction. Speed restriction will not apply when signal at speed restriction location displays CLEAR.

SI-03 OTHER SPEED RESTRICTIONS		
Maximum Speed	MPH	
1. Thru Sidings & Turnouts		
Sidings Clyde, Iris, Mortmar, Niland(south).....	25	
West switch Ice-Deck.....	15	
2. Dual Control Switch Turnouts		
Crossovers: Araz, Cactus, Wister, East Bertram, Coachella, Myoma, Rimlon, Garnet.....	50	
Crossovers: West Palm Springs, Cabazon, Banning, Beaumont, Hinda, Ordway.....	40	
Araz Jct.....	40	
Winterhaven.....	35	
Thermal.....	30	
Mt. Vernon (SP540) to "Old Colton Yard"	20	
3. Misc. Speed Restrictions		
Connection Track between SP540 Mt. Vernon and BNSF.....	20	
Niland wye: both legs.....	10	
Trk. 112 at BNSF Interlocking MP 538.7	10	
SI-04 MAIN TRACK DESIGNATIONS		
Two main tracks between:		
CP SP732 and CP SP726;		
CP SP724 and CP SP715;		
CP SP658 and CP SP637;		
CP SP620 and CP SP538.		
CP SP668: Off main track on Wye tracks - connects to Calexico Sub., designated as "Niland Jct.".		
CP SP667: Designated as "Niland Crossovers".		
SI-05 MILEPOST EQUATIONS		
MP 696.8 = MP 0.0 on Mesquite Line.		
SI-06 RCL OPERATIONS		
West Colton Remote Control Area: Established between MP 530.5 (South Fontana - Alhambra Sub.) and MP 543.1 (Loma Linda).		
SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
% 729.9	% 652.4	% 595.8
(&)(#) 724.2 *	% 651.9	(#) 594.0
% 721.5	% 650.1	% 592.0 Trk.2
% 719.8	% 646.1 Trk.1	% 590.7 Trk.2
% 718.2	% 644.4	% 586.0
% 716.6	% 641.1	(#) 582.6
% 712.8	% 642.6	% 580.0
(#) 711.0	(#) 640.4	% 572.1
% 710.8	% 639.1	(#) 570.0
(#) 700.4	% 635.8	% 560.2
% 694.9	(#) 627.0	(#) 558.0
% 693.8	% 621.4	% 552.7
% 693.0	% 619.2	% 546.2
(#) 685.9	% 617.0	(#) 545.3
% 678.0	% 613.0	% 543.1
(#) 670.5	% 611.0	% 539.7 Trk.1
% 663.6	% 610.9	
(@) 662.5	(#) 608.5	
(#) 657.2	% 606.8	
% 656.3	% 602.8	
% 654.0	% 601.1	
(#) 653.4	% 599.5	
* Detector 724.2 protects bridge at MP 732.3.		

YUMA SUBDIVISION (0943)

SI-08 RULES ITEMS

Rule 5.8.2(7): Item 9 of the System Special Instructions applies at and between:

- MP 544.4 (Whittier Ave) and
- MP 545.4 (Beaumont Ave).

Rule 9.12.2. BNSF Interlocking-West Colton: When signals governing movement across the Manual Interlocking at MP 538.6 display a STOP indication, contact the BNSF train dispatcher for instructions.

Radio Channel 072-072.

Rule 10.2: During new construction, a work train may clear at a hand operated switch not equipped with an electric switch lock or signal governing movement to a CTC track when the clearing switch is:

- * Equipped with an engineering department lock.
- * Exclusively operated by an engineering department employee.

Note: This does not change the requirement to obtain CTC authority prior to occupying the track where CTC is in effect.

Rule 30.13: Applies to eastward passenger trains between MP 561.0 and Beaumont, and to westward passenger trains between MP 566.0 and MP 563.5.

Rule 32.1: Grade Securement: Do not tie up and leave a train unattended between Garnet and Loma Linda crossovers unless track has derail protection.

Between CG limits, MP 561.4 and MP 566.2, four (4) cars or more may be temporarily left standing on main track provided the following procedures are followed:

1. Cars are coupled and properly secured per Rule 32.1.2.
2. Crewmember left to attend equipment.
3. Dispatcher notified per Rule 6.20.

Rule 32.2.1: Trains operating on the UP/BNSF Transfer track between MP 538.6 and BNSF MP 2.9 must comply with the following restrictions:

- *Distributed power trains must operate in synchronous mode.
- *Conventional trains operating with 20 or more equivalent axles of dynamic braking must limit retarding force to 500 amps or 40k lbs when approaching and while operating on curved portion of Transfer Track.

SI-09 FRA EXCEPTED TRACKS

Indio: All yard tracks.

Old Colton: All yard tracks.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Redlands	546.5	SP751
El Casco	552.8	SP742
Back Track (Trk 2) West Switch.....	561.6	SP734
Back Track (Trk 2) East Switch.....	562.6	SP734

SI-11 INDUSTRIAL LEADS

Riverside Industrial Lead:(0944)

Extends 4.7 miles from MP 539.1 to MP 543.7. Maximum Gross Weight: 143 Tons.

Rule 31.8.7: Congress Street Yard "No Idle Zone" is in effect from 250 feet South of Congress Street to Santa Ana River Bridge. Signs are displayed at these limits. Do not allow locomotives to idle for more than 30 minutes within these limits.

Business Tracks	MP	Sta.#s
Colton	539.0	CX749
Grand Terrace	541.2	CX750
Highgrove	542.3	CX751
Orange Center	543.3	CX752
Access off BNSF trackage:		
Iowa Ave.	544.2	CX753
Riverside Jct.	545.4	CX754

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

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

On descending grades between Loma Linda MP 541.3 and Garnet MP 589.0 the following table must be used to determine the maximum allowable speed taking into account the freight train's TPOB and TPDBA.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
80 or less	250 or less	No restriction
	250+ to 300	30
	300+ to 425	25
	425+ to 500	20
80+ to 100	250 or less	30
	250+ to 300	25
	300+ to 500	20
100+ to 130	250 or less	25
	250+ to 500	20
130+	500 or less	20

Maximum allowable speed applies until the lead engine reaches MP 541.3 or MP 589.0.

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brake and an 18 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars placed in operative position. The train must not proceed except as instructed by the district Manager of Operating Practices.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Exception: The head end 36 EPA restriction contained in System Special Instructions, Item 5-B (Table C) will not apply to trains operating on the Yuma Subdivision.

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

West Colton Terminal Radio Communications: On other than main track, all movements, except yard assignments, operating between Rancho (SP538) and the east end of Sierra siding will use radio channel 050-050 for any terminal or movement instructions.

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

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

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

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

Beaumont Helper Instructions: Helper Crews on duty West Colton must call Dispatcher or Corridor Manager for instructions.

Border Patrol Instructions: Westward freight trains must allow for US Border Patrol train inspection at Rogoza as follows:

1. Approach Border Patrol Inspection Facility not exceeding 10 MPH unless relieved by train dispatcher or Border Patrol Agent.
2. If contacted by Border Patrol Agent, train may proceed as instructed. One or more stops may be requested by Agent.
3. If no Border Patrol contact is received as head end of train passes the inspection facility, train may then resume maximum authorized speed.

Time Zone Information: Yuma Subdivision operations are governed by Pacific Time to but not including CP SP733. Gila Subdivision operations are governed by Mountain Time at CP SP733 eastward.

Yuma: Eastward freight trains must stop short of crew change sign located 150 feet west of Yuma yard office for crew change unless notified otherwise by train dispatcher.

SI-14 MISC. INSTRUCTIONS Continued...

Mesquite Line: Mesquite Line is out of service until further notice.

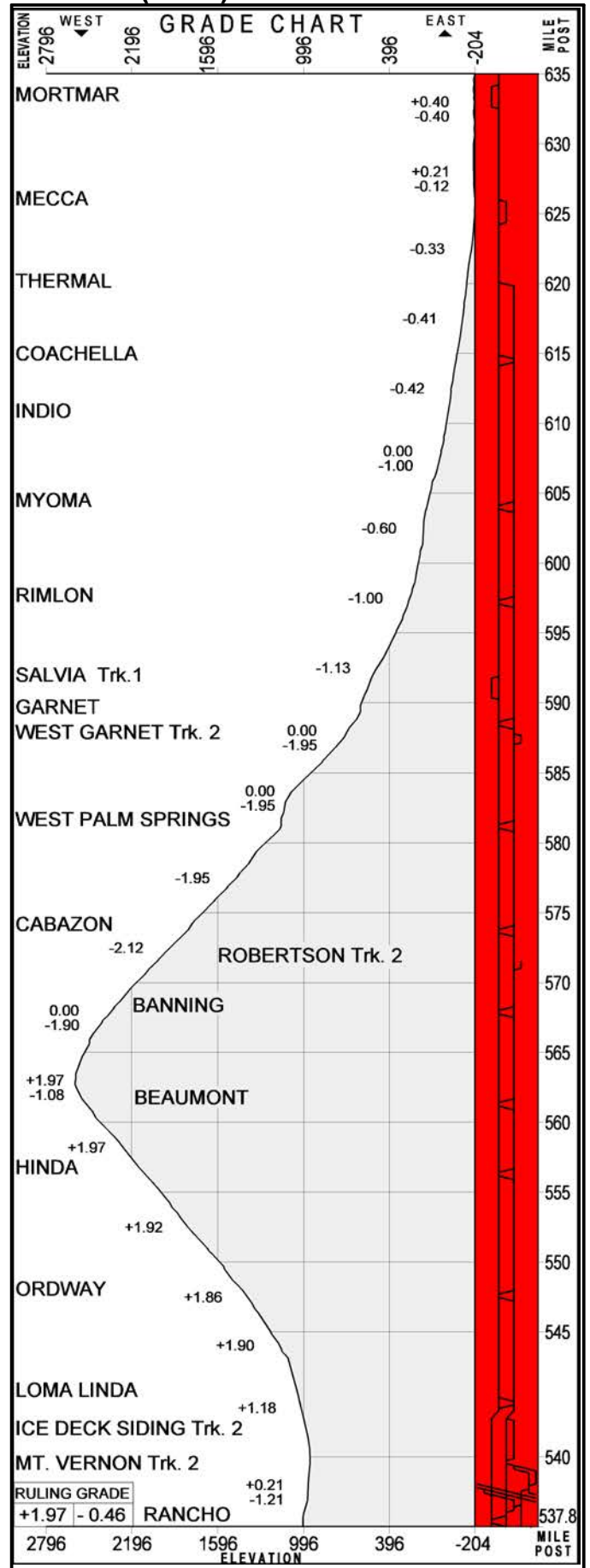
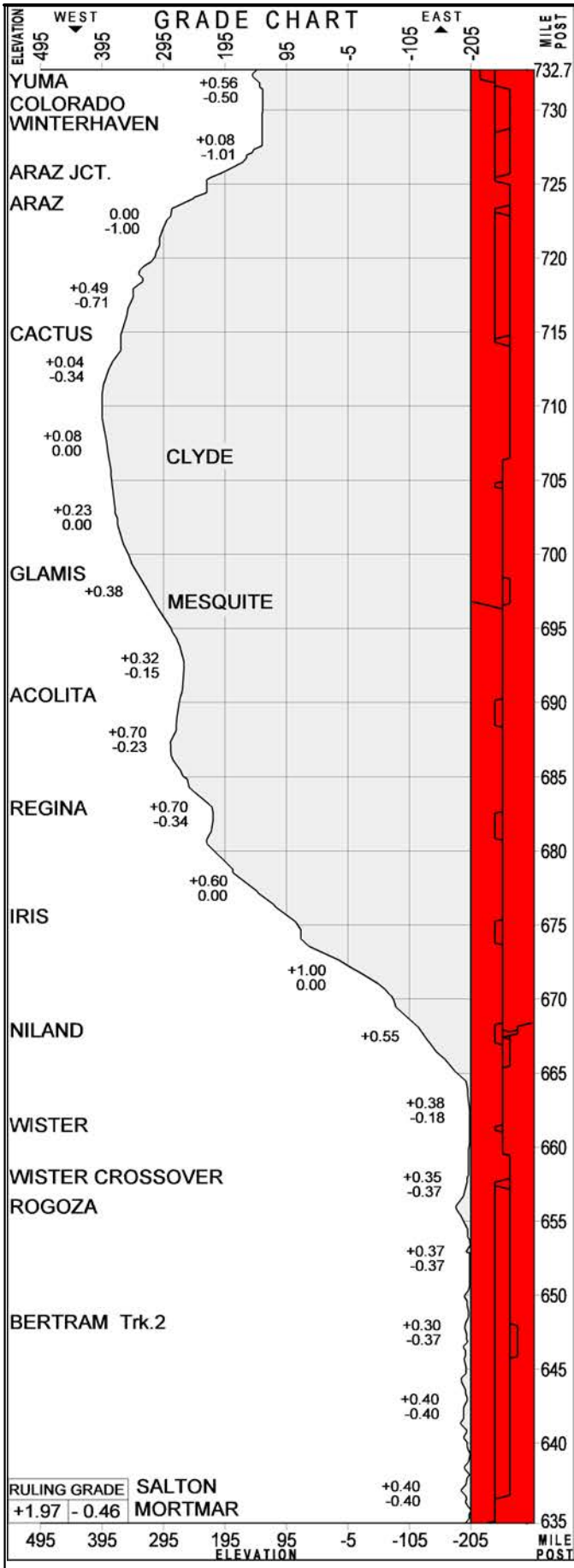
Mesquite Landfill Operating Instructions: Prior to departing Niland (eastward trains) or Yuma (westward trains) a job briefing must occur between the inbound crew and either the UPRR dispatcher or local manager to ensure that Transportation Technology Services (TTS) representative on site is notified of the trains arrival to allow sufficient time for local environment protection inspection before operating trains in the area.

Prior to entering Mesquite Landfill facility entrance at MP 4.3, crew must also coordinate with a UPRR Manager or Los Angeles Sanitation Department Representative for gate and inbound track instructions. Gate will remain closed except to permit immediate train movement.

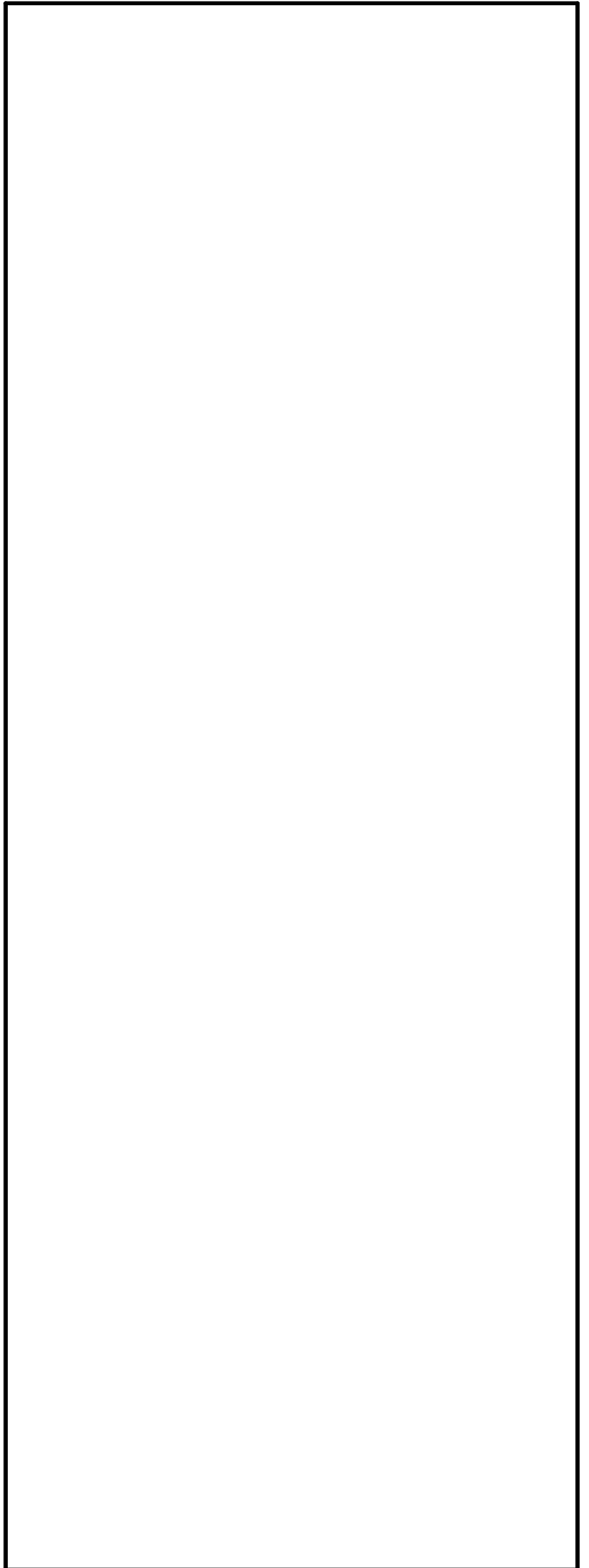
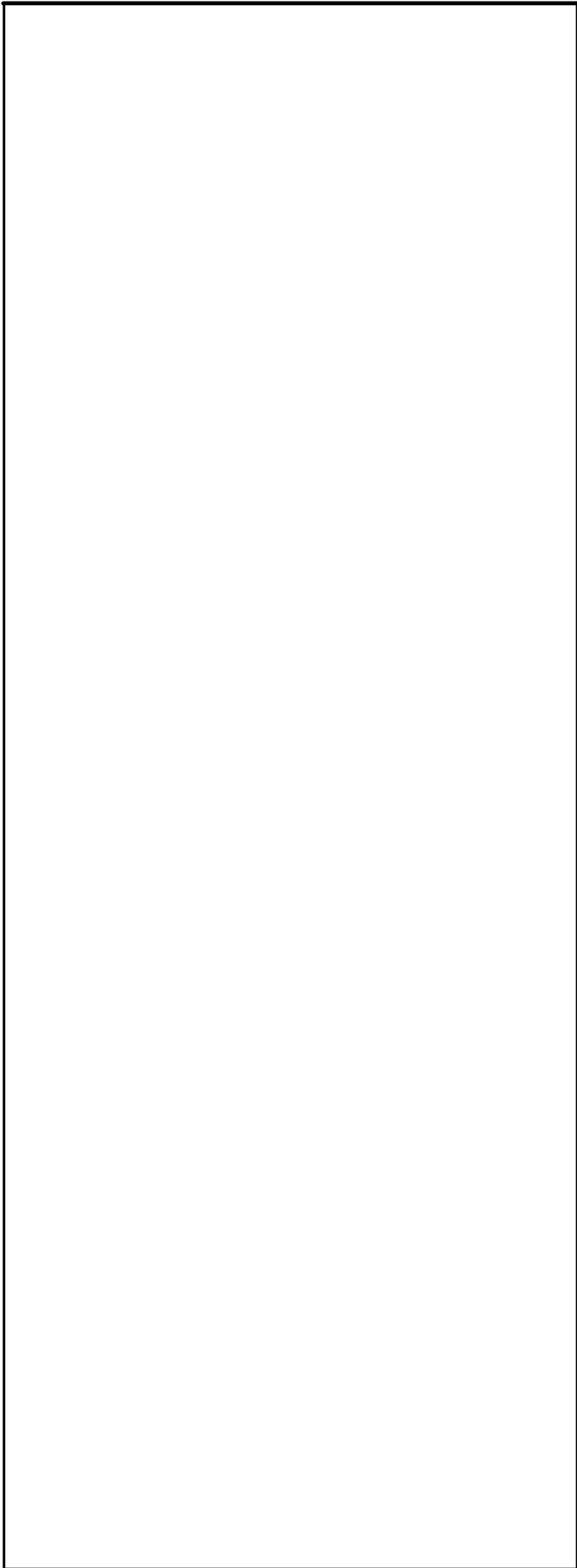
Local area is a Desert Tortoise Protection area. Tortoises are not to be touched, handled or disturbed in any way.

Mesquite Turnouts: CP Mesquite will authorize eastward movement on main track and siding at Glamis, and onto the Mesquite Line. Eastward trains approaching Mesquite (CP SP697) will receive information on the route to be taken by the indication of the approach signal to the control point. Intermediate signal at MP 695.8 may give an Approach Clear Fifty (yellow over green) for trains lined towards the LA Sanitation Lead which is a 50 MPH turnout with a moveable point frog. It may also give an Approach Diverging (yellow over yellow) for movements into the west end of Glamis Siding which is a 30 MPH turnout.

YUMA SUBDIVISION (0943)



NOTES:

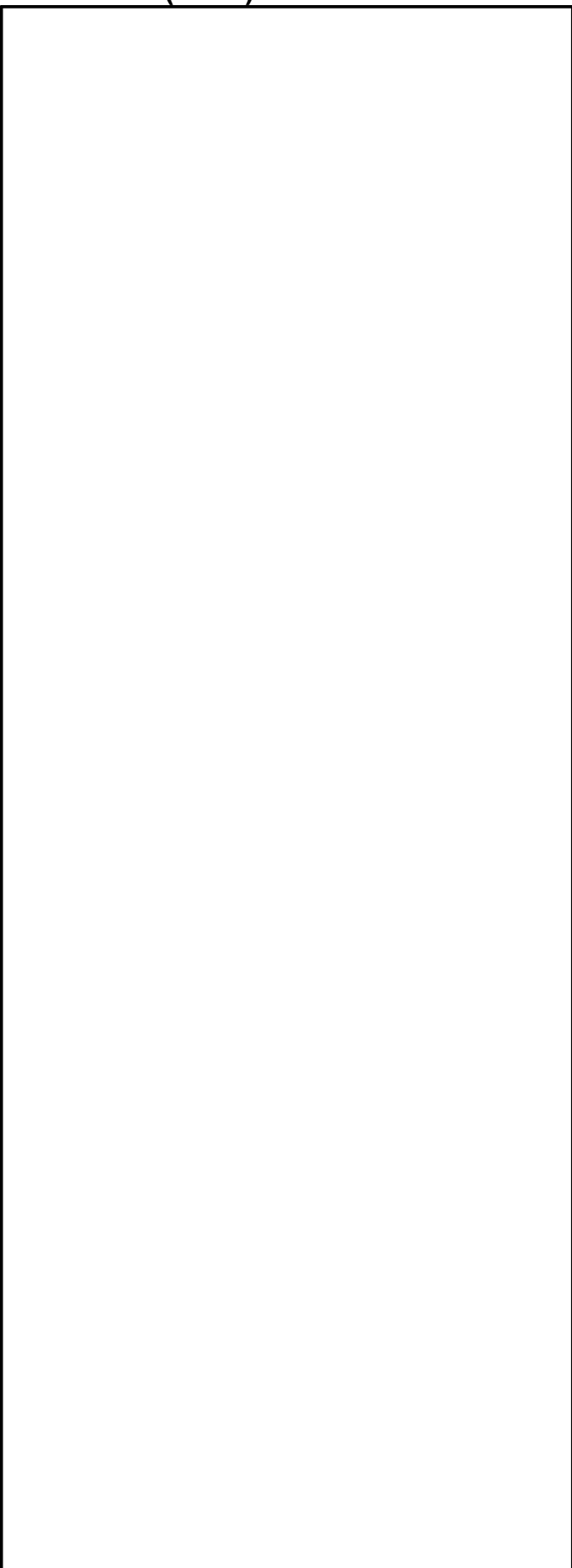
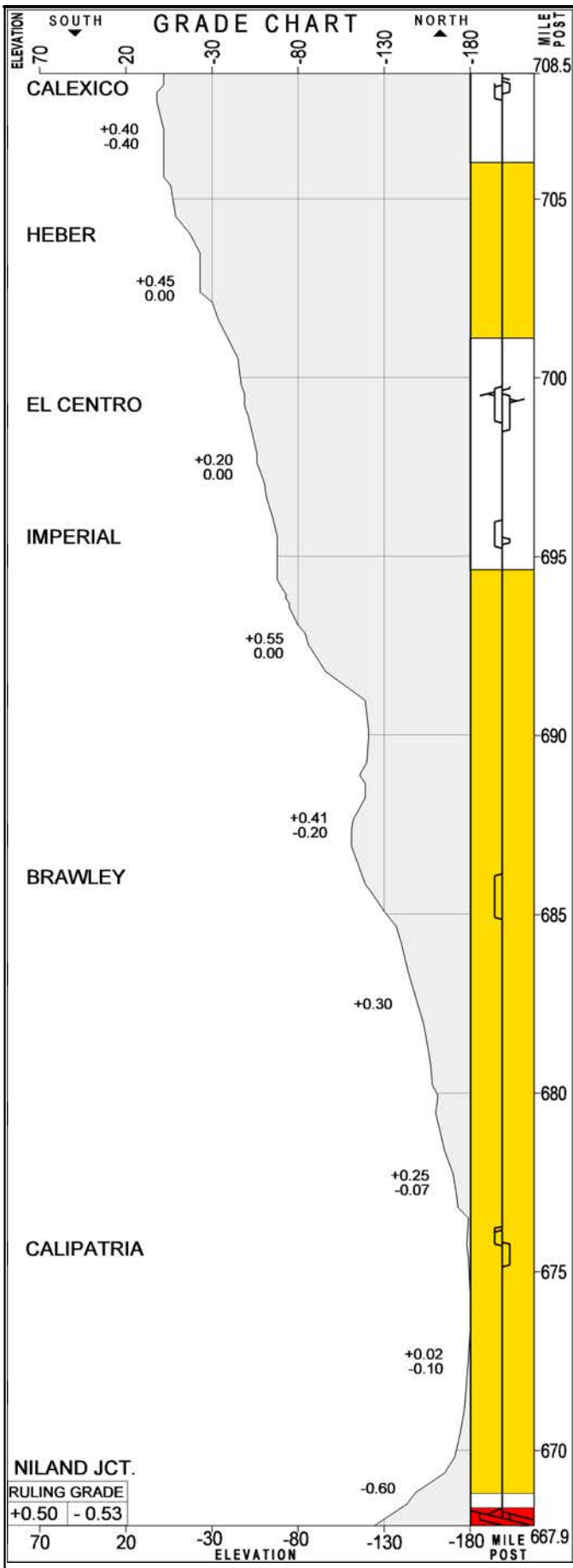


CALEXICO SUBDIVISION (0945)

Radio Display: Niland Jct. to Calexico- 045-045 *64							
Mile Post	Track Layout	Rule 6.3	CP #s	WEST STATIONS ▼	EAST ▲	Sta. #s	Siding Feet
708.9		6.28		CALEXICO (4.9)		SY141	
704.0		TWC		HEBER (4.6)		SY136	
699.4		YL		EL CENTRO (3.8)	BTY	SY131	
695.6				IMPERIAL (9.4)	Y	SY128	
686.2		TWC		BRAWLEY (10.5)		SY118	5930
675.7				CALIPATRIA (8.2)		SY108	
667.9		RL CTC	SP668	NILAND JCT.		T SP629	
(41.0)							
SI-01 MAIN TRACK AUTHORITY							
TWC between: MP 706.0 and MP 701.0; MP 694.5 and MP 668.9.							
Yard Limits between: MP 701.0 and MP 694.5.							
Restricted Limits between: MP 668.9 and MP 667.9.							
CTC in effect at: CP CP668 (NILAND JCT.)							
Note: Rule 6.28 applies between: MP 708.9 and MP 706.0.							
SI-02 MAXIMUM SPEED TABLE							
Maximum Speed				MPH			
Between Mileposts							
708.9 and 667.9							
(Except as Below).....				40			
708.9 and 706.0.....				10			
SI-03 OTHER SPEED RESTRICTIONS							
Maximum Speed				MPH			
1. Thru Sidings & Turnouts							
Siding Brawley.....				10			
2. Dual Control Switch Turnouts (No Exceptions)							
3. Misc. Speed Restrictions							
Both legs of Wye at Niland Jct.....				10			
SI-04 MAIN TRACK DESIGNATIONS							
CP SP668 (Niland Jct.): Connects at Niland on Yuma Subdivision.							
SI-05 MILEPOST EQUATIONS - None.							
SI-06 RCL OPERATIONS - None.							
SI-07 ITEM 13 TRAIN DEFECT DETECTORS							
SI-08 RULES ITEMS							
System Special Instruction, Item 2-D: Exception #1 applies on entire subdivision when Level 2 Heat Restriction is in effect.							
SI-09 FRA EXCEPTED TRACKS - None.							
SI-10 BUSINESS TRACKS							
Track Name		MP		STA. #S			
Jewett		701.5		SY113			
Carlton		691.4		SY123			
Rockwood		681.0		SY113			
Estelle		672.0		SY104			

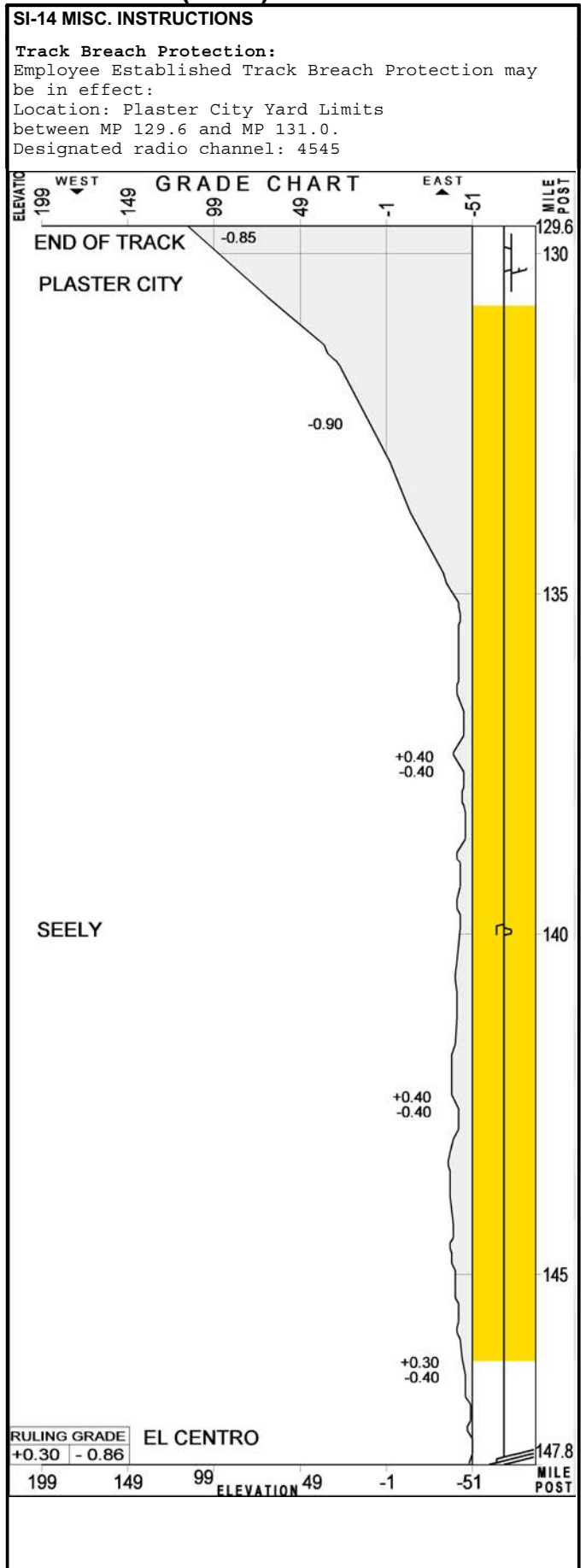
SI-11 INDUSTRIAL LEADS	
Holtville Industrial Lead: (0946) Access off main track at MP 699.1; extends from MP 713.7 to MP 710.7. Maximum gross weight 134 tons. Six-axle locomotives are prohibited. Entire Lead is FRA Excepted Track.	
Business Tracks	MP Sta.#s
Holtville	703.5 SY210
SI-12 TONNAGE RESTRICTIONS/TPOB	
Maximum Gross Weight: 143 Tons.	
SI-13 TRAIN MAKE-UP RESTRICTIONS	
No additional restrictions to system requirements.	
SI-14 MISC. INSTRUCTIONS	
Restricted Tracks: Six-axle locomotives are prohibited on the following tracks: trk. 775 Western Farms; trk. 777 Calcot Ltd.; trk. 778 Dune Company; trk. 836 Inland Paper; trk. 839 Simplot.	
Procedures required by employees operating main track switches on the Calexico Subdivision, except within yard limits. These instructions are in addition to System Special Instructions Item 10-K regarding the use of switches in non-signalized territory.	
* All main track hand throw switches outside yard limits will have a switch tag placed on the switch lock.	
* Whenever a switch is lined for other than main track movement, the employee handling the switch must have the switch tag in their possession (attached to their clothing if possible).	
* When employee restores switch for main track movement, switch tag must be re-attached to switch lock. During switching operations, it is only necessary to replace the switch tag when the switch is last restored for main track movement.	
* Missing switch tags must be reported to proper authority and replaced with a substitute tag marked "Switch Lined For Main Track."	
Track Breach Protection: Employee Established Track Breach Protection may be in effect: Location: El Centro Yard Limits between MP 701.0 and MP 694.5. Designated radio channel: 4545	

CALEXICO SUBDIVISION (0945)

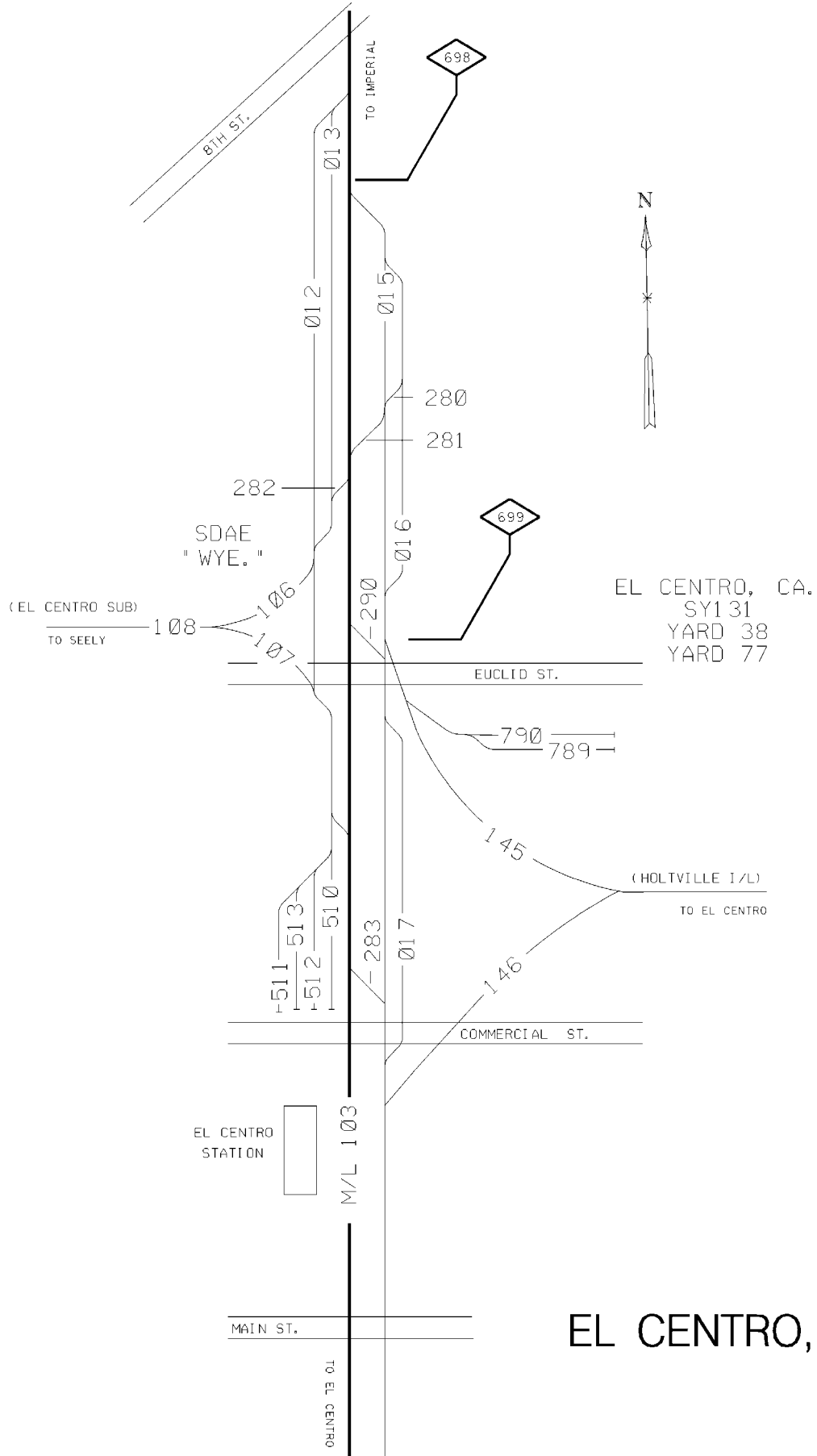


EL CENTRO SUBDIVISION (0947)

Radio Display: MP 129.6 to El Centro- 045-045 *64							
Mile Post	Track Layout	Rule 6.3	CP #s	WEST STATIONS ▼	EAST STATIONS ▲	Sta. #s	Siding Feet
129.6		YL		END OF TRACK (1.0)		Y	
130.0		TWC		PLASTER CITY (9.8)		SY317	
139.8				SEELY (8.0)		SY308	
147.8		6.28		EL CENTRO		BT SY131	
(18.2)							
SI-01 MAIN TRACK AUTHORITY							
Yard Limits between: MP 129.6 and MP 131.0.							
TWC between: MP 131.0 and MP 146.2.							
Note: Rule 6.28 applies between MP 146.2 and MP 147.8.							
SI-02 MAXIMUM SPEED TABLE							
Maximum Speed				MPH			
Between Mileposts							
129.6 and 147.8							
(Except as Below)..... 25							
129.6 and 131.0..... 10							
146.2 and 147.8..... 10							
SI-03 OTHER SPEED RESTRICTIONS							
Maximum Speed				MPH			
1. Thru Sidings & Turnouts (No Exceptions.)							
2. Dual Control Switch Turnouts (No Exceptions.)							
3. Misc. Speed Restrictions							
Both Legs of Wye at El Centro..... 10							
SI-04 MAIN TRACK DESIGNATIONS - None.							
SI-05 MILEPOST EQUATIONS - None.							
SI-06 RCL OPERATIONS - None.							
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.							
SI-08 RULES ITEMS							
Rule 8.20: Derail located on main track at MP 130.8.							
When train or engine movement is completed, derail must be left lined in the derailing position.							
System Special Instruction, Item 2-D:							
Exception #2 applies on entire subdivision when Level 2 Heat Restriction is in effect.							
SI-09 FRA EXCEPTED TRACKS - None.							
SI-10 BUSINESS TRACKS - None.							
SI-11 INDUSTRIAL LEADS - None.							
SI-12 TONNAGE RESTRICTIONS/TPOB							
Maximum Gross Weight: 143 Tons.							
SI-13 TRAIN MAKE-UP RESTRICTIONS							
No additional restrictions to system requirements.							



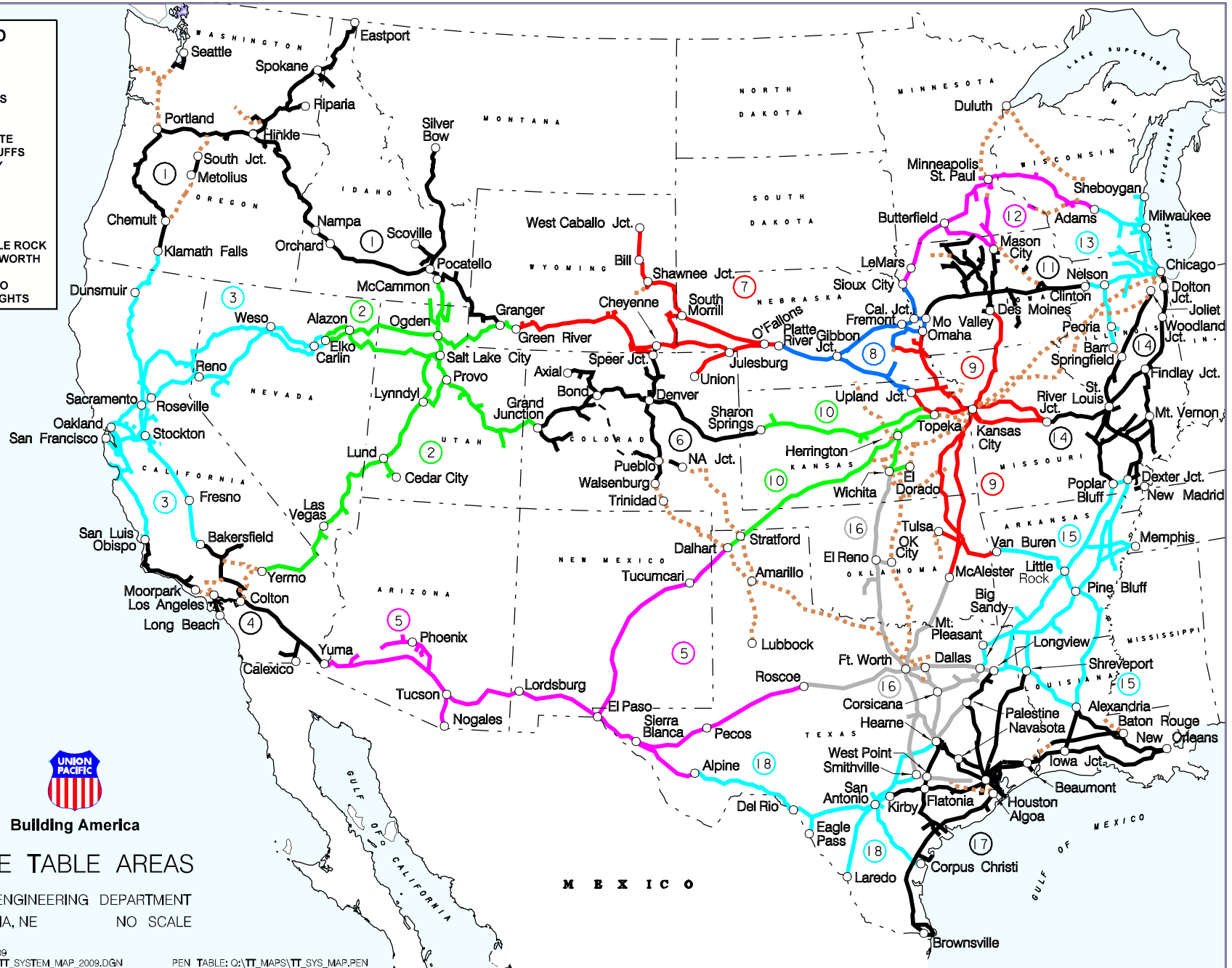
El Centro Terminal Map



EL CENTRO, CA.
 SY1 31
 YARD 38
 YARD 77

EL CENTRO, CA.

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



Building America

TIME TABLE AREAS

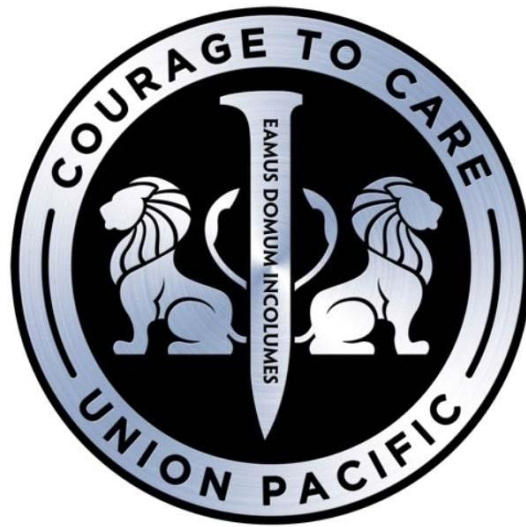
THE ENGINEERING DEPARTMENT
OMAHA, NE NO SCALE

Continental Time Conversion Chart

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

TABLE OF TRAIN SPEEDS

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



I have the courage to care. Worn with a lion's pride, it means those I work with will have my back, and I will have theirs. I pledge to shield myself and my team from harm. I will take action to keep them safe, by fixing an unsafe situation, addressing an unsafe behavior or stopping the line. In turn, I will have the courage to accept the same actions from my coworkers, who care enough to correct my path. We wear this badge out of respect for each other and those who have gone before us. On my watch, we will all go home safe to our families every day.