



SANTA FE
SAFETY FIRST



The
Atchison, Topeka and Santa Fe
Railway Co.

WESTERN REGION

VALLEY DIVISION

TIMETABLE No.
3

IN EFFECT

Sunday, October 25, 1987

At 12:01 A.M.
Pacific Time

**This Timetable is for the exclusive use
and guidance of Employees.**

Q.W. TORPIN
General Manager
LOS ANGELES, CALIF.

D.M. MILLER A.H. RENNE R.T. DENNISON
Assistant General Managers
LOS ANGELES, CALIF.

J.R. MERRITT
Superintendent
FRESNO, CALIF.

T.A. BAHAM
Terminal Superintendent
BARSTOW, CALIF.

ASSISTANT SUPERINTENDENT
S.P. GEORGE Stockton, Calif.

TRAINMASTERS
W.F. McGINN Barstow, Calif.
M.J. WOOD Bakersfield, Calif.
G.C. DADO Fresno, Calif.
S.F. CROOK Richmond, Calif.

ASSISTANT TRAINMASTERS
N.C. ORFALL Barstow, Calif.
G. SEFCIK Barstow, Calif.
M.E. CURTIS Barstow, Calif.
J.A. McRAE Barstow, Calif.
M.F. BOYCE Barstow, Calif.
J.H. NOVARIA Barstow, Calif.
M.S. HILL Barstow, Calif.
T.E. YATES Barstow, Calif.
L.A. WILLIAMS Barstow, Calif.
C.R. MARSHALL Barstow, Calif.
L.T. JONES Barstow, Calif.
L.G. ROBERTS Barstow, Calif.
D.J. BUCHANAN Barstow, Calif.
D.M. LIVINGSTON Barstow, Calif.
V.E. PARKER Barstow, Calif.
F. PAOLINI Barstow, Calif.
S.B. CURTRIGHT Barstow, Calif.
R.A. CARLSON Bakersfield, Calif.
K.W. LUCAS Bakersfield, Calif.
D.G. REGENNITER Bakersfield, Calif.
P.H. ENGLE Bakersfield, Calif.
D.R. FARFAN Fresno, Calif.
J.G. SAFLEY Fresno, Calif.
R.L. CUMMINGS Fresno, Calif.
M.L. KOOP Fresno, Calif.
D.R. CUMMINGS Fresno, Calif.
B.G. CROW Stockton, Calif.
E.R. SMALL Stockton, Calif.
F.W. JOHNSON Stockton, Calif.
T.L. HICKEY Stockton, Calif.
L.B. HARTMAN Pittsburg, Calif.
J.R. FRAIZER Richmond, Calif.
R.T. GOLDEN Richmond, Calif.
R.E. RHODES Richmond, Calif.
E.B. GREENWELL Richmond, Calif.
G.R. BENNETT Richmond, Calif.
E.P. KUNTZ Richmond, Calif.
V.A. CASANOVA Richmond, Calif.

SUPERVISOR OF AIR BRAKES —
GENERAL ROAD FOREMAN OF ENGINES
M.B. SPEARS Los Angeles, Calif.

ROAD FOREMEN OF ENGINES
J.T. CAMPBELL Barstow, Calif.
J.P. HERNDON Bakersfield, Calif.
M.E. BROOKS Fresno, Calif.
M.A. THORNTON (Amtrak) Los Angeles, Calif.

DIVISION MANAGERS OF SAFETY
C.M. BARTMAN Barstow, Calif.
C.D. BREWER Fresno, Calif.

CHIEF DISPATCHER'S OFFICE — FRESNO
D.R. MUNDAY, Chief Dispatcher

ASSISTANT CHIEF DISPATCHERS
J.B. BONESTEEL D.R. MACIEL, JR. D.M. ILER

TRAIN DISPATCHERS
R.D. RILEY B.J. FLEMING G.S. ICANBERRY
B.E. WALDRUM G.E. BOWMAN K.J. FELKER
D.F. PAULS G.I. RICHARDSON E.R. GARCIA
M.S. BYRNE T.B. ROSAL N.A. MYROW

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EXPLANATION OF CHARACTERS

A — Automatic Interlocking
B — General Orders/Circulars
g — Gate, normal position against conflicting route
G — Gate, normal position against this Subdivision
G — Gate, left in position last used
M — Manual Interlocking
P — Telephone
R — Radio communication
S — Crossing protected by stop signs
T — Turning facility
X — Crossover (DT)
Y — Yard Limits
MT — Main Track

EXPLANATION OF ROADWAY SIGNS

Temporary Restrictions — Red, Yellow and Green flags or discs
Permanent Speed Sign — Square or rectangular in shape, Yellow
with numerals or Green
Permanent Stop Sign — Rectangular in shape, Red
Whistle Sign — Square in shape, White with letter "W"

WEST- WARD ↓		MOJAVE SUBDIVISION		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
19000	Yard	BARSTOW	BPRT		745.9
		HOUSE 93			746.8
		HOUSE 90			749.0
		VALLEY JCT.			749A.0
		HUTT			749A.9
18540	8011	HINKLEY			757.2
18530	8034	JIMGREY			772.9
18525	8052	BORON			784.0
18519	8004	SILT			789.6
18515	8007	EDWARDS			797.1
18509	8019	BISSELL			803.6
18505	8772	SANBORN			810.1
17910	Yard	MOJAVE	MR		814.7
17410		KERN JCT.	MR	DT	885.2
17400	Yard	BAKERSFIELD	BPRT	ABS	887.7
(140.0)					

Rule 251 in effect between Kern Jct. and M.P. 887.4 Bakersfield.
CTC in effect on main track and sidings between Barstow and M.P. 814.5 Mojave.

Double Track in effect between Kern Jct. and Bakersfield.

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

Rule 94 in effect:

Between Kern Jct. and M.P. 889.2 Bakersfield.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Frt.
Mojave Subdivision	70	55*

* Between Barstow and Mojave, maximum authorized speed for freight trains is:

70 MPH provided:

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

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

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

MOJAVE SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	MPH
2 Curves	M.P. 746.4 to 747.1	50
Curve	M.P. 747.1 to 749A.0 (North Track)	60
3 Curves	M.P. 747.1 to 749A.0 (South Track)	60
Curve	M.P. 749A.0 to 749A.8	45
Curve	M.P. 749A.8 to 750.5	50
Curve	M.P. 750.5 to 751.3	60
2 Curves	M.P. 813.5 to 814.5	40
Kern Jct. to Bakersfield		20
"F" Street Crossing	M.P. 887.7	10
P.C. Borax Co. Spur		20
Government Spur	M.P. 785.0	20
Government Spur	M.P. 797.1	20
BARSTOW YARD		
Low Lead		15
Balloon Track		10

In CTC sidings, speed limit 40 MPH, except Boron — 20 MPH while head end of train is passing over switch to P.C. Borax Spur, and east and west end house track switches and at Edwards over wye switches.

(D) SPEED RESTRICTIONS — SWITCHES

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

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

STATION	TYPE	LOCATION	MPH
Barstow	D	EE Passenger Siding	20
	D	Crossover	50
	D	Yard Entry	50
House 93	D	WE Passenger Siding	20
	D	Crossover	50
	D	Departure Yard Lead	50
	D	Inspection Yard Lead	50
	D	Inspection Yard Lead	50
House 90	D	Inspection Yard Lead	50
	D	North Departure Yard Lead	50
	D	South Departure Yard Lead	50
	D	2 Crossovers	50
Barstow Yard	D	EE and WE Inspection Yard Tracks 1102 and 1103	50
	D	Jct. of High and Low Leads on Yard Entry Track from Needles	30
	P	Crossovers Between First and Mojave Subdivision Yard Entry Tracks	30
	P	EE and WE All Receiving Yard Tracks	30
	P	EE Departure Yard Tracks 1201 through 1205	30
	P	WE All Departure Yard Tracks	30
	P	Crossover Between North Departure Lead and South Departure Lead WE Departure Lead	30
	P	Crossover Between WE Inspection Yard Track 1103 and WE Departure Yard Track 1201	30
	P	EE Departure Yard Tracks 1206 through 1210	15
	D	Valley Division Jct.	50
Hutt	D	Mojave Subdivision Receiving Yard Lead	30

MOJAVE SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES (continued)

STATION	TYPE	LOCATION	MPH
Hinkley	D	EE and WE Siding	40
Jimgrey	D	EE and WE Siding	40
Boron	D	EE and WE Siding	40
Silt	D	EE and WE Siding	40
Edwards	D	EE and WE Siding	40
Bissell	D	EE and WE Siding	40
Sanborn	D	EE and WE Siding	40
Kern Jct.	D	Jct. to S.P.	30
Bakersfield	S	End of DT M.P. 888.2	15

Normal position for spring switch at end of DT Bakersfield, M.P. 888.2 is for north track.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Waterman Spur	751.3	3.9 miles	West
P.C. Borax Co. Spur	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 765.0	Hot Box & Dragging Equipment	Rotating white lights & radio communication at scanner
M.P. 813.0	Hot Box & Dragging Equipment	Rotating white lights & radio communication at scanner

WEST- WARD		ARVIN SUBDIVISION		EAST- WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
17745	4859	ARVIN	Y	R	333.1
17740		DI GIORGIO	Y	U	328.8
17735	3273	RIBIER	Y	L	326.8
17725	2643	LAMONT	Y	E	324.6
17720		WEST LAMONT	Y		323.5
17710		ALGOSO	Y	9	316.9
17705		MAGUNDEN	Y	3	316.6
(16.5)					

YARD LIMITS

Arvin to Magunden, M.P. 333.1 to 316.6.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Arvin Subdivision	20

(C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	MPH
Curve	M.P. 316.7 to 317.1	10
Curve	M.P. 324.2 to 324.4	10
Curve	M.P. 329.7 to 329.9	10

(D) SPEED RESTRICTIONS — SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Harpertown	321.1	1000	East & West
Patch	325.9	750	East

WEST- WARD		SUNSET RAILWAY COMPANY			EAST- WARD	
Station Number	Siding Feet	STATIONS			Mile Post	
17595		TAFT	Y	R U L E	8.8	
17585	1980	PENTLAND	Y		27.5	
17576		LEVEE	Y		18.1	
17572	2343	MILLUX	Y		14.4	
17566		GULF	Y		12.3	
17562	2316	CONNER	Y	9 3	9.6	
17556		LYLA	Y		7.0	
17534		GOSFORD	Y		0.0	
(36.3)						

General Code of Operating Rules and current Valley Division General Orders and Circulars are applicable to the Sunset Railway Company. No switch lights on Sunset Railway.

YARD LIMITS

Gosford to Taft, M.P. 0.0 to 8.8

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Gosford and Pentland	15
Pentland and Taft	10

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Del Kern	5.4	500	West
Garintee	6.0	1360	East and West

WEST- WARD		FIRST SUBDIVISION				EAST- WARD	
FIRST	CLASS					FIRST	CLASS
709	711	STATIONS				708	710
Leave Daily	Leave Daily	Station Number	Siding Feet		Mile Post	Arrive Daily	Arrive Daily
PM 3:50	AM 6:10	17400	Yard	BAKERSFIELD	887.7	PM 1:30	PM 11:15
		16386	E-6726 W-6155	JASTRO	891.1		
		16376	9015	UNA	897.7		
		16368	E-4833 W-5963	SHAFTER	905.4		
s4:15	s6:35	16359	6568	WASCO	913.0	s12:49	s10:34
		16352	8964	ELMO	919.2		
		16344	9032	SANDRINI	924.6		
		16340	8948	ALLENSWORTH	932.3		
		16322	8999	ANGIOLA	942.1		
		16313	E-5990 W-9951	CORCORAN T	950.9		
		16308	8879	GUERNSEY	960.3		
s5:03	s7:23	16246	E-8963 W-4490	S.P. Crossing HANFORD M	967.9	s12:05 PM	s 9:50
		16237	9055	SHIRLEY	973.2		
		16218	9051	CONEJO	982.2		
		16210	8959	BOWLES	988.3		
				CALWA CROSSING M	994.3		
5:29 PM	7:49 AM	16200	Yard	CALWA BPRT	994.9	11:37 AM	9:22 PM
Arrive Daily	Arrive Daily			(107.2)		Leave Daily	Leave Daily

CTC in effect on main track and sidings, between M.P. 889.2 Bakersfield and Calwa.

Double Track in effect between Kern Jct. and Bakersfield, M.P. 888.2.

Rule 94 in effect between Kern Jct. and M.P. 889.2 Bakersfield.

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psgr.	Frt.
First Subdivision	79	55*
Alpaugh Spur		20

* Maximum authorized speed for freight trains is:

70 MPH provided:

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

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

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

FIRST SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS

LOCATION		MPH
WESTWARD		
Bakersfield	M.P. 887.5 to 889.0	20
"F" Street Crossing	M.P. 887.7	10
Curve	M.P. 889.3 to 889.6	30
Curve	M.P. 889.9 to 890.1	40
Curve	M.P. 892.9 to 893.3	65
Crossing	M.P. 896.0 to 896.6	70
Crossing	M.P. 896.7 to 897.3	65
Crossing	M.P. 916.4 to 917.0	70
Crossing	M.P. 931.5 to 932.1	75
Crossing	M.P. 946.4 to 947.0	75
Crossing	M.P. 949.9 to 951.7	65
Crossing	M.P. 964.4 to 967.0	70
Hanford and 1 Curve	M.P. 967.5 to 969.5	45
3 Curves	M.P. 973.7 to 975.8	45
Crossing	M.P. 975.8 to 976.2	60
Crossing	M.P. 979.0 to 979.6	65
Crossing	M.P. 984.6 to 985.2	70
Crossing	M.P. 993.6 to 994.1	45
	M.P. 994.2 to 995.2	40
EASTWARD		
	M.P. 995.2 to 994.2	40
Crossing	M.P. 993.9 to 992.8	65
Crossing	M.P. 986.8 to 986.2	70
Crossing	M.P. 985.0 to 984.4	75
Crossing	M.P. 980.2 to 979.6	70
3 Curves	M.P. 975.8 to 973.7	45
Crossing	M.P. 973.7 to 973.2	65
Hanford and 1 Curve	M.P. 969.5 to 967.5	45
Crossing	M.P. 967.5 to 967.0	65
Crossing	M.P. 951.1 to 950.5	70
Crossing	M.P. 946.6 to 945.9	75
Crossing	M.P. 932.7 to 932.1	70
Crossing	M.P. 917.6 to 917.0	70
Crossing	M.P. 911.0 to 910.4	75
Crossing	M.P. 897.2 to 896.6	70
Curve	M.P. 893.3 to 892.9	65
Curve	M.P. 890.1 to 889.8	40
Curve	M.P. 889.6 to 889.0	30
Bakersfield	M.P. 889.0 to 887.5	20
"F" Street Crossing	M.P. 887.7	10

FIRST SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and dual control switches and crossovers at following locations.

"D" — Dual Control "ESL" — Electric Switch Lock
 "S" — Spring Switch "EE" — East End
 "WE" — West End

STATION	TYPE	LOCATION	MPH
Bakersfield	S	End of DT M.P. 888.2	15
	D	Turnout WE Yard to Main Track	15
Jastro	D	EE Siding	30
	D	WE Siding and Crossover	40
	D	Porterville Jct. Switch	30
Una	D	EE and WE Siding	40
Shafter	D	EE and WE Siding and Crossover	40
Wasco	D	EE and WE Siding	40
Elmo	D	EE and WE Siding	40
Sandrini	D	EE and WE Siding	40
Allensworth	D	EE and WE Siding	40
Stoil	ESL	EE and WE Storage	30
Angiola	D	EE and WE Siding	40
Blanco	ESL	Industry Track Switches	30
Corcoran	D	EE and WE East Siding	20
	D	EE and WE West Siding	40
Guernsey	D	EE and WE Siding	40
Hanford	D	EE and WE East Siding	40
	D	EE and WE West Siding	20
Shirley	D	EE and WE Siding	40
Conejo	D	EE and WE Siding	40
Bowles	D	EE and WE Siding	40
Calwa	D	Turnout EE Yard to Main Track	15
	D	End of Two Tracks	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Rosedale	895.7	2088	East & West
Crome	899.5	1700	West
Palmo	910.5	1400	West
Pond	921.2	2000	East
Stoil	936.0	4693	East & West
Alpaugh Spur	936.0	5.6 miles	West
West Isle	5.6	1344	West
Blanco	945.9	2400	East & West
Kings Park	964.0	7571	East & West
Laton	976.0	3515	East & West
Monmouth	985.6	1324	East & West

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 948.5	Hot Box & Dragging Equipment	Rotating white lights & radio communication at scanner

WEST-WARD ↓		PORTERVILLE SUBDIVISION		↑ EAST-WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
16286	E-6726 W-6155	JASTRO	Y	114.0	RULE 93
17390	1450	LANDCO	Y	113.5	
17083	1436	OIL JUNCTION	Y	110.7	
17005		DUCOR	Y	71.9	T W C
16998		ULTRA		66.0	
16990		PORTERVILLE	TY	58.2	
16924	1645	STRATHMORE		51.9	
16914		LINDSAY		46.7	
16904	1729	EXETER		39.2	
		Visalia Elect. Crossing	S	38.9	
16890		VENIDA		36.7	
16865		HILLMAID		31.2	
		Visalia Elect. Crossing	S	31.1	
16855		REDBANKS		30.1	
16845		CAIRNS		28.3	
16836		RAYO		26.9	
16825		WYETH	TY	20.6	
16624	3371	CUTLER	Y	19.0	
(93.4)					

TWC in effect between Ducor and Cutler.

Between Oil Junction and Ducor the following will govern:
 Current Southern Pacific Timetable and General Orders.

YARD LIMITS

Jastro to Oil Jct., M.P. 114.0 to 110.7
 Ducor (Santa Fe tracks only), M.P. 71.3 to 71.9
 Porterville, M.P. 57.4 to 59.2
 Cutler to and including Wyeth

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Porterville Subdivision	40
Orange Cove Spur, M.P. 11.2 to M.P. 13.0	10
Orange Cove Spur, M.P. 13.0 to Wyeth	20

(C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	MPH
Exeter	M.P. 39.1 to 39.6	20
Lindsay	M.P. 46.1 to 47.1	20
2 Curves	M.P. 61.5 to 62.1	30
Oil Junction to Jastro		20

(D) SPEED RESTRICTIONS — SWITCHES

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

PORTERVILLE SUBDIVISION

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Orange Cove Spur	20.6	8.4 miles	East and West
Neil	40.6	1000	West
Cleary	44.4	1277	West
Strathmore Spur	52.0	1.2 miles	East
Euclid	54.3	1100	West
Sunland Spur	61.4	1 mile	West
Magnolia	61.9	700	East

WEST- WARD ↓		OIL CITY SUBDIVISION		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
17083	1436	OIL JUNCTION	Y	308.6	
17090	1481	SEGURO	Y	310.8	
17085	1149	MALTA	Y	311.6	
(3.9)					

YARD LIMITS

Oil Junction to Malta inclusive, M.P. 308.6 to 311.6

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Oil City Subdivision	20

(C) SPEED RESTRICTIONS — VARIOUS

LOCATION	MPH
Crossing M.P. 310.7	10

(D) SPEED RESTRICTIONS — SWITCHES

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

WEST- WARD ↓		VISALIA SUBDIVISION		↑ EAST- WARD	
Station Number	Siding Feet	STATIONS		Mile Post	
16313	Yard	CORCORAN	PTY	0.3	
16450		S.P. Crossing	MY	15.0	
16454		TULARE		20.2	
16640	2338	LOMA		25.2	
		VISALIA	SY	33.3	
		S.P. Crossing	S	36.2	
16632		CALGRO		38.5	
16624	3380	CUTLER	Y	41.7	
16628		SULTANA		45.1	
16615		DINUBA		48.8	
16580	Yard	REEDLEY		51.0	
16575		LAC JAC		53.4	
16570		PARLIER		58.5	
16565	2651	DEL REY		61.9	
16560	2246	CASTY		64.4	
16555	1626	LONE STAR		68.9	
16200	Yard	CALWA	BPRTY		
(68.6)					

TWC in effect between Corcoran and Calwa.

YARD LIMITS

Corcoran M.P. 0.0 to 1.2

Tulare M.P. 14.5 to 17.4

Visalia M.P. 23.5 to 26.5

Cutler M.P. 37.9 to 40.0

Calwa M.P. 67.2 to 68.9

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Visalia Subdivision	40

(C) SPEED RESTRICTIONS — VARIOUS

LOCATION	MPH
Tulare M.P. 14.3 to 15.9	20
Visalia M.P. 24.5 to 26.0	15
Reedley M.P. 48.2 to 50.1	20
Parlier M.P. 53.1 to 53.6	24
Del Rey M.P. 58.4 to 58.8	24

(D) SPEED RESTRICTIONS — SWITCHES

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

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Higby	22.1	1000	East
Enson	43.9	270	East
Mattei Spur	65.2	2.2 miles	West

WEST- WARD				SECOND SUBDIVISION				EAST- WARD			
FIRST CLASS		Station Number	Siding Feet	STATIONS		Mile Post	FIRST CLASS		Mile Post	Arrive Daily	Arrive Daily
709	711						708	710			
Leave Daily	Leave Daily						Arrive Daily	Arrive Daily			
PM 5:29	AM 7:49	16200	Yard	CALWA 1.6	BPRT		AM 11:37	PM 9:22			
				S.P. Crossing SUNMAID CROSSING 1.3	M						
s 5:40	s 8:00	16200	Yard	FRESNO 2.0	BR		s 11:30	s 9:15			
		16095	1900	HAMMOND 4.9							
		16090	8514	FIGARDEN 6.3							
		16084	8950	GREGG 8.3							
s 6:07	s 8:27	15884	8984	MADERA 5.9			s 10:58	s 8:43			
		15876	9083	KISMET 5.7							
		15872	13900	SHARON 10.4							
		15866	8978	LE GRAND 5.8							
		15862	9688	PLANADA 8.8							
s 6:41	s 9:01	15780	10314	MERCED 6.8			s 10:27	s 8:12			
		15768	8989	FLUHR 8.8							
		15760	8999	BALLICO 7.9							
s 7:02	s 9:22	15756	8964	DENAIR 9.6			s 10:01	s 7:46			
		15695	8971	MODESTO EMPIRE JCT. 6.4							
s 7:21	s 9:41	15650	7231	RIVERBANK 5.8	BPT		s 9:45	s 7:30			
		15640	9254	ESCALON 8.2							
		15630	8968	DUFFY 7.3							
			7914	WALNUT 2.8							
		15000	Yard	MORMON 1.0	BPRT						
				U.P. Crossing STOCKTON TOWER S.P. Crossing 0.7	MR						
s 8:00	s 10:20	15000	6794	STOCKTON 5.2	T		s 9:15	s 7:00			
		14480	4881	GILLIS 2.5							
		14470	3674	HOLT 3.9							
		14460	4943	TRULL 3.8							
		14440	3558	ORWOOD 5.1	MR						
8:21	10:41	14410	8075	KNIGHTSEN 4.0			8:46	6:31			
		14390		OAKLEY 4.4	Y						
		14350	5580	SANDO 1.6	Y						
s 8:31	s 10:51	14340		ANTIOCH 3.9	Y		s 8:38	s 6:23			
		14330	5535	PITTSBURG 7.8	BPRT						
8:50 PM	11:10 AM	14320	3600	PORT CHICAGO 3.3	M		8:23 AM	6:08 PM			
		11210	3456	MALTBY 6.5							
		11230	3834	GLEN FRAZER 2.6	P						
		11240	4936	CHRISTIE 3.1	P						
		11250	5184	COLLIER 3.5							
		11270	5310	GATELEY 3.9							
		11280	5373	RHEEM 2.5							
		11300	Yard	RICHMOND BPRTY							
Arrive Daily	Arrive Daily			(194.1)			Leave Daily	Leave Daily			

SECOND SUBDIVISION

At Port Chicago, No. 708 and No. 710 will originate and No. 709 and No. 711 will terminate at the SP connection switch located at M.P. 1163.5 and schedule time will apply at this location.

TWC in effect on Cameo Spur.

TWC in effect between Stockton and Richmond.

TWC in effect on Oakdale Spur between M.P. 1 and M.P. 6 Movement outside these limits on Oakdale Spur will be made in accordance with Rule 105.

CTC in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 1550 feet west of M.P. 1122 Stockton.

Rule 315(A): When Crank Type Dual Control switches, controlled by Stockton Tower and Orwood are used in hand position, switches must not be returned to motor position until movement is clear of switches.

Rule 312(4): At San Joaquin River Bridge when westward signal located at M.P. 1123.7 or eastward signal located at M.P. 1124.0 or at Middle River Bridge westward signal located at M.P. 1134.6 or eastward signal located at M.P. 1134.9 indicates "Stop," trains must stop and, unless otherwise restricted, proceed with member of crew preceding movement over bridge.

At Glen Frazer, when Signal 11731 indicates "Stop and Proceed" or signal governing movement from west end siding to main track indicates "Stop," train may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board in advance of Signal 11752 until westward train has entered siding. Eastward train on siding must remain west of spotting section, until ready to depart. Spotting section designated by sign near signal at east end of siding. Eastward train, when ready to proceed, must occupy spotting section between sign and signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Collier. If train is occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

YARD LIMITS

Oakley to and including Pittsburg, M.P. 1145.0 to 1158.0
Richmond, M.P. 1187.3 to 1189.0

SECOND SUBDIVISION

SPECIAL INSTRUCTIONS

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Frt.
Calwa and Port Chicago	79	55*
Port Chicago and Richmond	70	55
Oakdale Spur		25

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

Westward M.P. 1175.0 to M.P. 1181.0

Eastward M.P. 1174.0 to M.P. 1167.0

Speed limit 50 MPH for all trains having Amtrak 500, 600 or 700 class units in consist on all curves Second Subdivision between Stockton and Port Chicago which are shown to be 50 MPH and above and on Curve M.P. 1162.8 to 1163.2.

* Between Calwa and Port Chicago maximum authorized speed for freight trains is:
70 MPH provided:

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

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

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

(C) SPEED RESTRICTIONS — VARIOUS

	LOCATION	MPH
	WESTWARD	
	M.P. 995.2 to 995.5	40
2 Curves	M.P. 995.5 to 996.8	35
Crossings	M.P. 996.8 to 1002.0	20
	M.P. 1002.0 to 1003.2	50
Crossing	M.P. 1003.8 to 1004.2	70
Crossing	M.P. 1014.5 to 1015.1	75
Crossing	M.P. 1039.2 to 1039.8	75
Curve	M.P. 1047.5 to 1047.9	65
Curve	M.P. 1053.7 to 1054.1	65
Crossings	M.P. 1055.7 to 1057.0	30
Crossing	M.P. 1057.2 to 1057.7	70
Crossing	M.P. 1063.4 to 1064.0	75
2 Curves	M.P. 1069.1 to 1070.5	65
Crossing	M.P. 1083.2 to 1083.8	70
Curve	M.P. 1087.9 to 1088.1	50
Crossing	M.P. 1088.9 to 1089.5	70
Crossing	M.P. 1097.7 to 1098.3	70
Crossing	M.P. 1106.5 to 1107.1	75
Curve	M.P. 1119.1 to 1119.5	55
Switch and Crossings	M.P. 1120.0 to 1121.7	20
Bridge	M.P. 1134.7 to 1136.4	30
Curve	M.P. 1139.5 to 1139.8	55
Crossing	M.P. 1140.4 to 1141.0	70
Crossing	M.P. 1142.4 to 1143.0	70
Crossing	M.P. 1146.6 to 1147.2	75
Crossing	M.P. 1150.3 to 1150.9	70
Antioch	M.P. 1151.2 to 1151.9	45
Curve	M.P. 1155.4 to 1155.7	60
2 Curves	M.P. 1161.3 to 1161.9	45
Curve	M.P. 1162.8 to 1163.3	65
6 Curves	M.P. 1167.3 to 1170.5	45
26 Curves and Tunnel No. 3	M.P. 1170.5 to 1180.9	35

SECOND SUBDIVISION

(C) SPEED RESTRICTIONS — VARIOUS (continued)

	LOCATION	MPH
	WESTWARD	
7 Curves	M.P. 1180.9 to 1185.1	45
Curve	M.P. 1185.1 to 1185.4	35
3 Curves	M.P. 1185.4 to 1189.0	45
	EASTWARD	
3 Curves	M.P. 1189.0 to 1185.4	45
Curve	M.P. 1185.4 to 1185.1	35
7 Curves	M.P. 1185.1 to 1180.9	45
26 Curves and Tunnel No. 3	M.P. 1180.9 to 1170.5	35
6 Curves	M.P. 1170.5 to 1167.3	45
Curve	M.P. 1163.3 to 1162.8	65
2 Curves	M.P. 1161.9 to 1161.3	45
Crossing	M.P. 1160.5 to 1159.9	65
Curve	M.P. 1155.7 to 1155.4	60
Crossing	M.P. 1154.7 to 1154.1	70
Antioch	M.P. 1151.9 to 1151.2	45
Crossing	M.P. 1151.2 to 1150.9	55
Crossing	M.P. 1147.8 to 1147.2	70
Crossing	M.P. 1141.6 to 1141.0	70
Curve	M.P. 1139.8 to 1139.5	55
Bridge	M.P. 1136.4 to 1134.7	30
Crossing	M.P. 1125.8 to 1125.2	70
Crossings and Switch	M.P. 1121.7 to 1120.0	20
Curve	M.P. 1119.5 to 1119.1	55
Crossing	M.P. 1118.5 to 1117.9	75
Crossing	M.P. 1098.9 to 1098.3	70
Crossing	M.P. 1090.1 to 1089.3	70
Curve	M.P. 1088.1 to 1087.9	50
Crossing	M.P. 1084.9 to 1084.3	70
2 Curves	M.P. 1070.5 to 1069.1	65
Crossing	M.P. 1058.3 to 1057.7	70
Crossing	M.P. 1057.0 to 1055.7	30
Crossing	M.P. 1055.7 to 1055.1	60
Curve	M.P. 1054.1 to 1053.7	65
Curve	M.P. 1047.9 to 1047.5	65
Crossing	M.P. 1041.7 to 1041.1	70
Crossing	M.P. 1040.4 to 1039.8	75
Crossing	M.P. 1014.5 to 1013.9	75
Crossing	M.P. 1004.8 to 1004.2	70
	M.P. 1003.2 to 1002.0	50
Crossings	M.P. 1002.0 to 996.8	20
2 Curves	M.P. 996.8 to 995.5	35
	M.P. 995.5 to 995.2	40

(D) SPEED RESTRICTIONS — SWITCHES

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

STATION	TYPE	LOCATION	MPH
Calwa	D	Two Crossovers M.P. 996.8	30
	D	Turnout Yard Lead to South Main Track M.P. 996.8	15
Fresno	D	End of Two Tracks	20
Figarden	D	EE and WE Siding	40
Gregg	D	EE and WE Siding	40
Madera	D	EE and WE Siding	40
Kismet	D	EE and WE Siding	40
Sharon	D	EE and WE Siding	40
LeGrand	D	EE and WE Siding	40
Planada	D	EE and WE Siding	40
Merced	D	EE Siding	40
	D	WE Siding	30

SECOND SUBDIVISION

(D) SPEED RESTRICTIONS — SWITCHES (continued)

STATION	TYPE	LOCATION	MPH
Fluhr	D	EE and WE Siding	40
Ballico	D	EE and WE Siding	40
Denair	D	EE and WE Siding	40
Empire	D	EE and WE Siding	40
Riverbank	D	EE and WE of Lead	15
	D	EE and WE Siding	40
Escalon	D	EE and WE Siding	40
Duffy	D	EE and WE Siding	40
Walnut	D	EE Siding	40
	D	Two Crossovers WE Siding	30
Stockton	D	WE Siding	30
Gillis	S	EE and WE Siding	30
Holt	S	EE and WE Siding	30
Trull	S	EE and WE Siding	30
Orwood	D	EE Siding	15
	S	WE Siding	30
Knightesen	S	EE and WE Siding	30
Sando	S	EE Siding	30
	S	WE Siding	15
Pittsburg	S	EE Siding	15
	S	WE Siding	30
Port Chicago	D	SP Connection	50
	S	WE Siding	30
Maltby	S	EE and WE Siding	30
Glen Frazer	S	EE and WE Siding	30
Christie	S	EE and WE Siding	30
Collier	S	EE and WE Siding	30
Gateley	S	EE and WE Siding	30
Rheem	S	EE and WE Siding	30

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Cameo Spur	1000.1	5 miles	East
Trigo	1014.3	1874	East & West
Tuttle	1050.7	2339	East & West
Kadota	1052.1	1072	East & West
Cement Spur	1057.5	1.2 miles	East
Pritchard	1059.1	998	East
Hughson	1085.8	2047	East & West
Claus	1092.8	2228	East & West
Oakdale Spur	1095.6	6.5 miles	East & West
Burnham	1112.3	400	East
Rockwell	1114.8	903	East
Woodsbro	1125.0	4250	East & West
Middle River	1134.8	2300	East
Werner	1138.8	1185	East & West
Bixler	1139.8	3990	East & West
Du Pont	1147.6	3473	East & West
East Antioch	1149.2	6350	East & West
Zee	1149.8	3163	East & West
Monsanto	1165.8	2304	East & West
Pinole	1181.5	500	East
Bethlehem Steel	1184.5	1562	East & West
San Pablo	1187.7	584	East & West

SECOND SUBDIVISION

3. TRACKSIDE WARNING DEVICES (Special Instruction 9)

Location	Type	Locator and Signals Affected
M.P. 1012.1	Dragging Equipment	Rotating white lights located at M.P. 1010.7
M.P. 1076.2	Hot Box and Dragging Equipment	Rotating white lights and radio communication at scanner
M.P. 1171.3 and 1171.5	Slide Detector	11701 and 11722 and rotating red light M.P. 1171.5

ALL SUBDIVISIONS

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

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

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

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

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

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

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

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

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

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

Where Maximum Authorized

Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1½ miles
50 MPH or over	2 miles

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

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

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

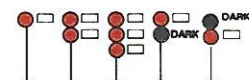
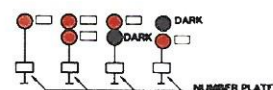
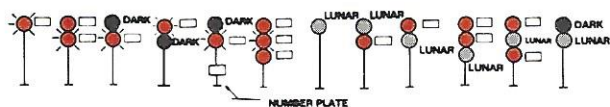
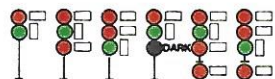
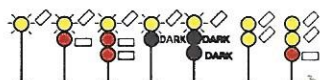
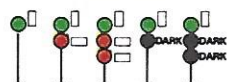
ALL SUBDIVISIONS

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

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

Rules 230 through 242 modified as follows:

ASPECTS OF COLOR LIGHT AND SEMAPHORE SIGNALS



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

ALL SUBDIVISIONS

Rule 317(2) does not apply.

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

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

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

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

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

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

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

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

Boisterous, profane or vulgar language is forbidden.

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

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

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

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

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

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

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

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

ALL SUBDIVISIONS

5. (a) Trains or engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instruction 1(A).

(b) Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

6. MAXIMUM SPEED OF ENGINES

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

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

*Engine without cars must not exceed 70 MPH.

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

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

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

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	3	5
Amtrak	2	2

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

Subdivision	Wrecking Derricks M.P.H.	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 AT-199465 AT-199466 and Jordan M.P.H.	Locomotive Cranes AT-199600 AT-199720 Other Machines M.P.H.
Mojave, First,			
Second	40	45	30
Porterville and Visalia	20	20	20
All Other Subdivisions	15	15	15

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

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

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

ALL SUBDIVISIONS

9. RULE 109(C) TRACKSIDE WARNING DETECTORS:

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

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

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

INSTRUCTIONS APPLICABLE TO ALL TYPES

1. To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for hot box or hot wheels, train may be rolled by crew member on ground. If defect(s) indicated is for other than a hot box or hot wheel, train must stop and crew member walk to location of such equipment.

2. If an overheated journal is found, the car or unit must be setout. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

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

If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must then be setout. **EXCEPTION**, train crew must request and be governed by instruction from chief dispatcher concerning further handling of ten-pack equipment after second detector stop.

3. When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.

4. When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds, the bearing should be considered overheated. **WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.**

Use yellow crayon marker to write the date and letter "x" above each journal indicated or found to be overheated and the date and letter "w" above each wheel indicated, found to be defective or overheated.

5. Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

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

6. Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

- (A) It is snowing or sleeting; or,
- (B) There is snow on ground which can be agitated by a moving train.

INSTRUCTIONS APPLICABLE TO RADIO READOUT (REPORTER) TYPE:

1. After train passes the detector:

- A. If no defects were noted, a message stating "no defects" will be transmitted via radio and train may proceed at prescribed speed.
- B. If no radio message is transmitted, or if no message or audible tone (see item 5) is received, train may proceed at prescribed speed and must be observed closely en route.

2. If rotating white light is illuminated before head-end of train reaches the detector, or a message stating 'system failure' is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see item 5) should an alarm occur during passage of the train.

ALL SUBDIVISIONS

A. If such message or tone is not received, train may proceed at prescribed speed.

B. If such message or tone is received, train must be governed by item 5.

3. If rotating white light becomes illuminated as train passes the detector but a message or audible tone is not transmitted via radio, entire train must be inspected for defects.

4. If defects are noted as train passes the detector; a rotating white light will become illuminated, and:

A. A message stating 'you have a defect' will be transmitted via radio; or,

B. An audible tone will be transmitted via radio. The tone will be: (a) a fast beep if on north track, (b) a slow beep if on middle or south track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear-end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from head-end of train, and references to 'left' or 'right' side are to the engineer's left or right side in the direction of travel.

5. If a train receives 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms or 1 wide load alarm — remainder of train must be inspected for additional defects.

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

10. Rule N: Southern Pacific trains will use A.T.&S.F. main track between Stockton Tower and Riverbank, between Fresno and Hammond, Cameo Spur and on Oakdale Spur. Sacramento Northern trains will use joint track between Stockton Tower and Pittsburg.

A.T.&S.F. trains will use Southern Pacific main track between Kern Jct. and Mojave, between Oil Jct. and Ducor and between Richmond and Oakland.

11. Rule 104(L): All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

12. Rule 82(A): Clearances not required on Valley Division.

13. Rule 450: Track Bulletins will be used on Valley Division.

ALL SUBDIVISIONS

14. An incorrect engine number shown on an address on a track warrant must be reported by a crew member and, if authorized by the train dispatcher, may be changed to show the correct engine number.

15. In the application Rule 104(B) (5), trains operating without cabooses must not leave siding switch used to enter siding lined and locked for siding unless authorized to do so by the train dispatcher.

16. Maximum authorized speeds, unless further restricted:

	MPH
(a) Trains handling continuous welded or jointed rail except 25 MPH on all curves of 6° or more. Locations of such curves to be furnished by train dispatcher (refer to Operating Circular)	40
(b) Trains handling ACFX tank cars 17451 thru 17495: Trains handling NATX tank cars 10841 thru 10865:	45
(c) Trains handling gondolas numbered PC 598500 - 598599, CR 598500 thru 598999 or SP 345000 - 345699	45
(d) Trains handling ATSF tank and work equipment cars: 100301 thru 101099 189000 thru 189999 192770 thru 192875 199880 thru 199899 202750 thru 202999 209000 thru 209999	45
(e) Trains handling following tank cars: DVLX 4001 thru 4190 and the following UTLX cars: 76517 76539 76556 76558 76568 76595 76649 76656 76696 76733 76736 thru 76738 76742 thru 76745 76747 76748 76750 76751 78256 thru 78269 78272 78274 78278 78281 78285 78287 thru 78293 78326 78328 thru 78333 78336 thru 78340 78343 78344 78347 78348 78350 78353	40
(f) Trains handling EMPTY "Schnabel" type cars: APWX 1004 GEX 40010, 80002, 80003 BBCX 1000 GPUX 100 CAPX 1001 HEPX 200 CEBX 100, 101 KWUX 10 CPOX 820 WECK 101, 102, 200-203, 301 GWEX 1016	40
All cars listed in (f) must be handled on or near the rear end of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.	
(g) Trains handling LOADED "Schnabel" type cars listed in (f), also CEBX 800 LOADED & EMPTY, must be governed by instructions issued for each individual movement.	
(h) Trains handling solid consists of military equipment	55
(i) Trains handling empty gondola cars KCS 801011 thru 802930	45
(j) Trains handling hopper cars WFAX 84654 thru 84700	45
(k) Solid trains of empty trailers and/or empty containers	55

17. Within Track Warrant Control limits, any track warrant received with only Box 13, 14 and 17 marked requiring speed or other restriction must be retained and complied with on all trips during the tour of duty on which they were received.

HAZARDOUS MATERIAL

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

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (209) 441-2652. Tell him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous materials from shipping papers.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

MUST NOT BE NEXT TO:

Engine, occupied caboose or passenger car	X
Car occupied by guard or escort	X (1)
Loaded plain flat car	X
Loaded bulkhead flat car	X (2)
Loaded TOFC/COFC flat car	X
Flat Car loaded with vehicles	X
Open top car with shiftable load	X (2)
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X
Car placarded EXPLOSIVES A	X
Car placarded POISON GAS	
Car placarded RADIOACTIVE	X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

Loaded cars placarded:



Loaded cars placarded:



Loaded cars placarded:



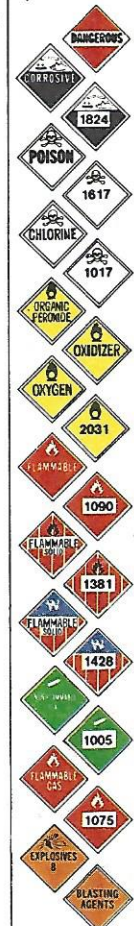
Loaded tank cars placarded:



Empty tank cars placarded:

RESIDUE *:
Corrosive
Poison
Chlorine
Organic Peroxide
Oxidizer
Oxygen
Flammable
Flammable Solid
Flammable Liquid
Non Flammable Gas
Flammable Gas
Poison Gas

Loaded cars other than tank cars placarded:



Loaded cars placarded:



NO RESTRICTIONS

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

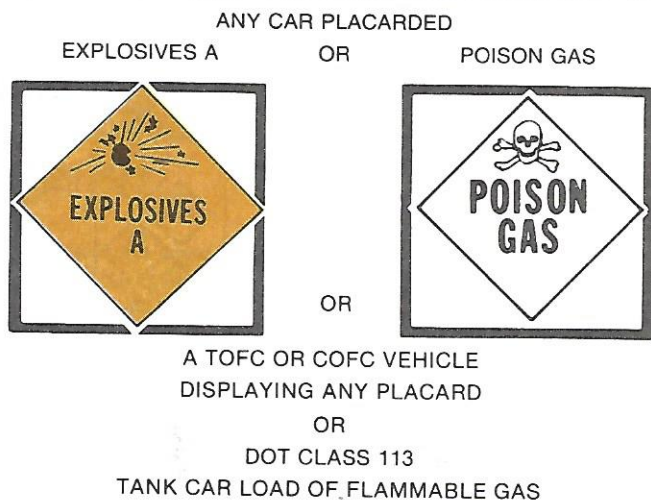
(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

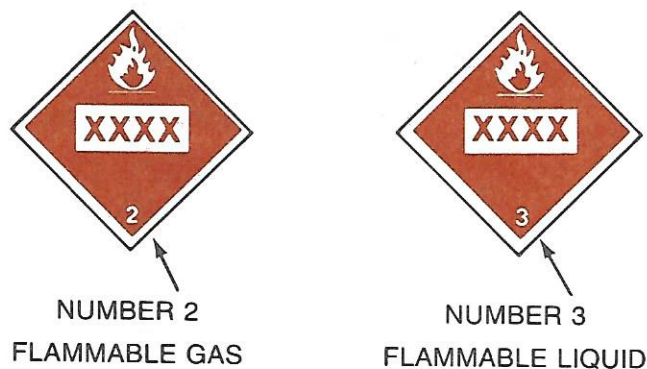
* Examples of Residue Placards are shown on following page.

SWITCHING RESTRICTIONS

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



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



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



Examples of Residue Placards

ALL SUBDIVISIONS

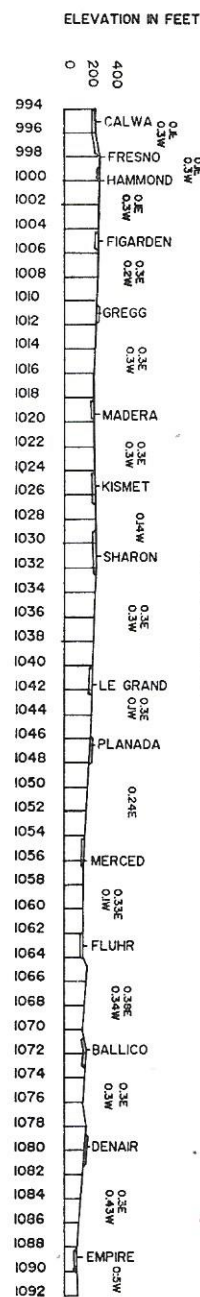
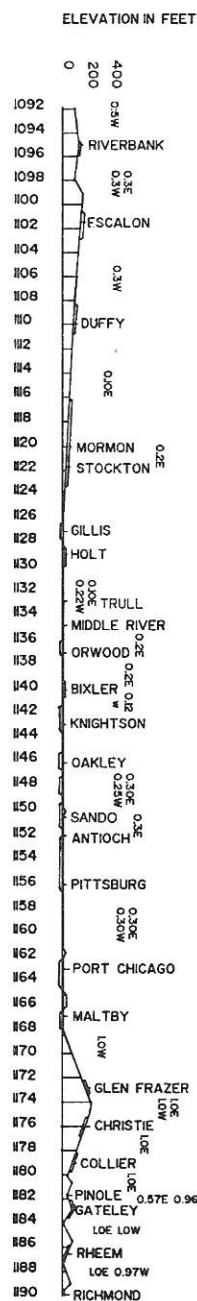
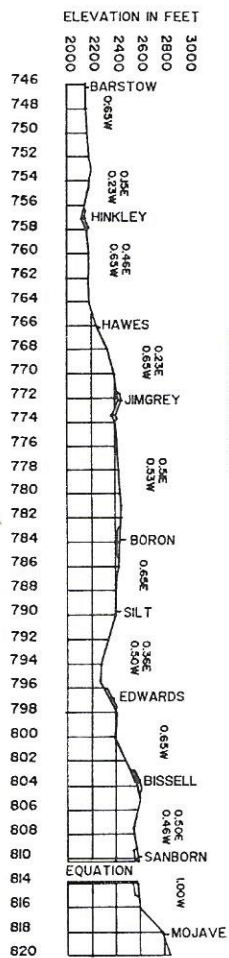
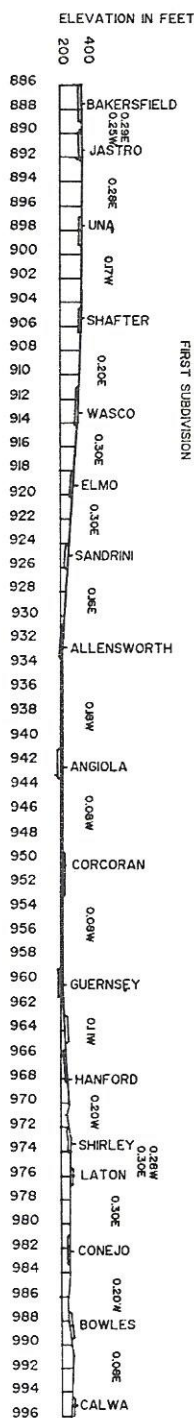
When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit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

CLASS	MAKE	TYPE	WEIGHT	TRACTION EFFORT	HORSE POWER	DYNAMIC BRAKE***
*200	EMD	F40PH	259,500	38,240	3000	4BF
1310	EMD	GP7	249,000	41,300	1500	No
1460	EMD	GP38	262,500	41,300	1500	No
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	No
2244	EMD	GP9	249,000	45,200	1750	No
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	No
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3500	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF-40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	6ET
5381	EMD	SD45	391,500	72,286	3600	6EF
5426	EMD	SD45	389,500	72,286	3500	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,500	83,100	3600	6EF
5625	EMD	SD45-2	395,500	73,650	3600	6EF
5662	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
5990	EMD	SDFP45	399,000	68,006	3600	6ET
6300	GE	U23B	262,500	60,400	2250	4EF
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	265,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
7200	GE	SF30-B	285,150	71,200	3000	4EF
**7400	GE	B39-8	285,940	68,100	3900	4EF
**7484	GE	B36-7	274,500	64,600	3600	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

* Amtrak passenger units.

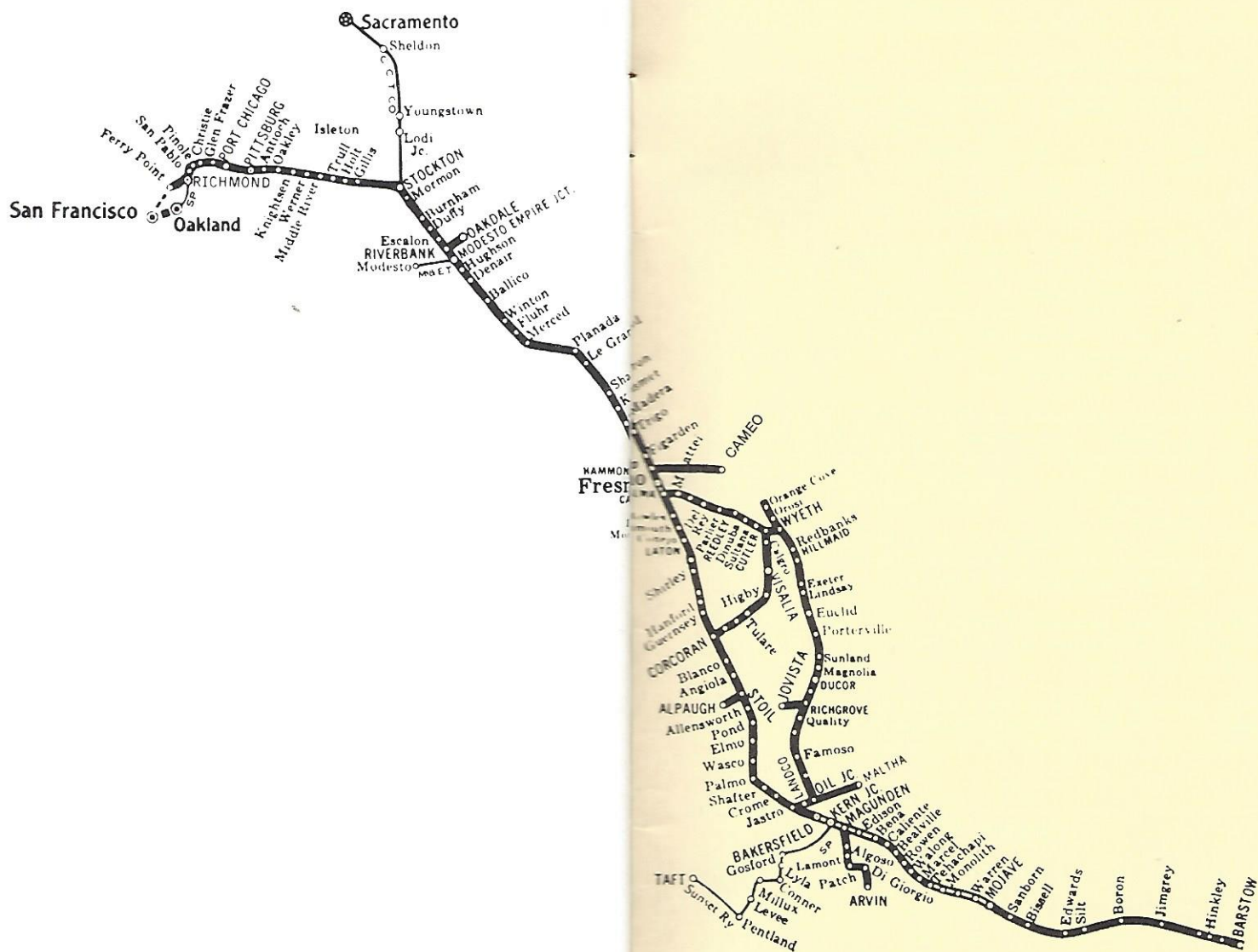
** For the purpose of calculating dynamic braking effort, Units 7400-7402 and 7484-7499 must be considered as having six axles.

*** Information relating to dynamic brake is designated as follows:
Number indicates number of axles.
Type is indicated by B-Basic, E-Extended Range.
System is indicated by F-Flat, T-Taper.



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VALLEY DIVISION

**RULE 455, VERBAL AUTHORIZATION
BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT**

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

The following words will be used by foreman in properly identifying himself:

"Foreman _____ (of Gang No. _____) using Track Bulletin No. _____ Line No. _____ between MP _____ and MP _____ on _____ Subdivision."

In granting verbal authority for movement through limits of Track Bulletin Form B, the following alternatives will be used by foreman:

(a) Movement Beyond Red Flag

To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

"_____ (train) _____ may pass red flag located at MP _____ (or enter limits) without stopping."

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(b) Movement at Speed Greater Than Restricted Speed

To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

"_____ (train) _____ may proceed through the limits at _____ MPH (or at "maximum authorized speed.")

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(c) Movement at Speed Less Than Restricted Speed

To require train or engine to move at a speed less than restricted speed, the following will be added:

"_____ (train) _____ may proceed at restricted speed but not exceeding _____ MPH (adding if necessary "until reaching MP _____.")

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

The instructions issued by foreman under (a), (b), or (c) must be repeated by the engineer and "OK" received from foreman before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.

SPEED TABLE

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