

California Railroad Guide 2019



David M. Bernstein

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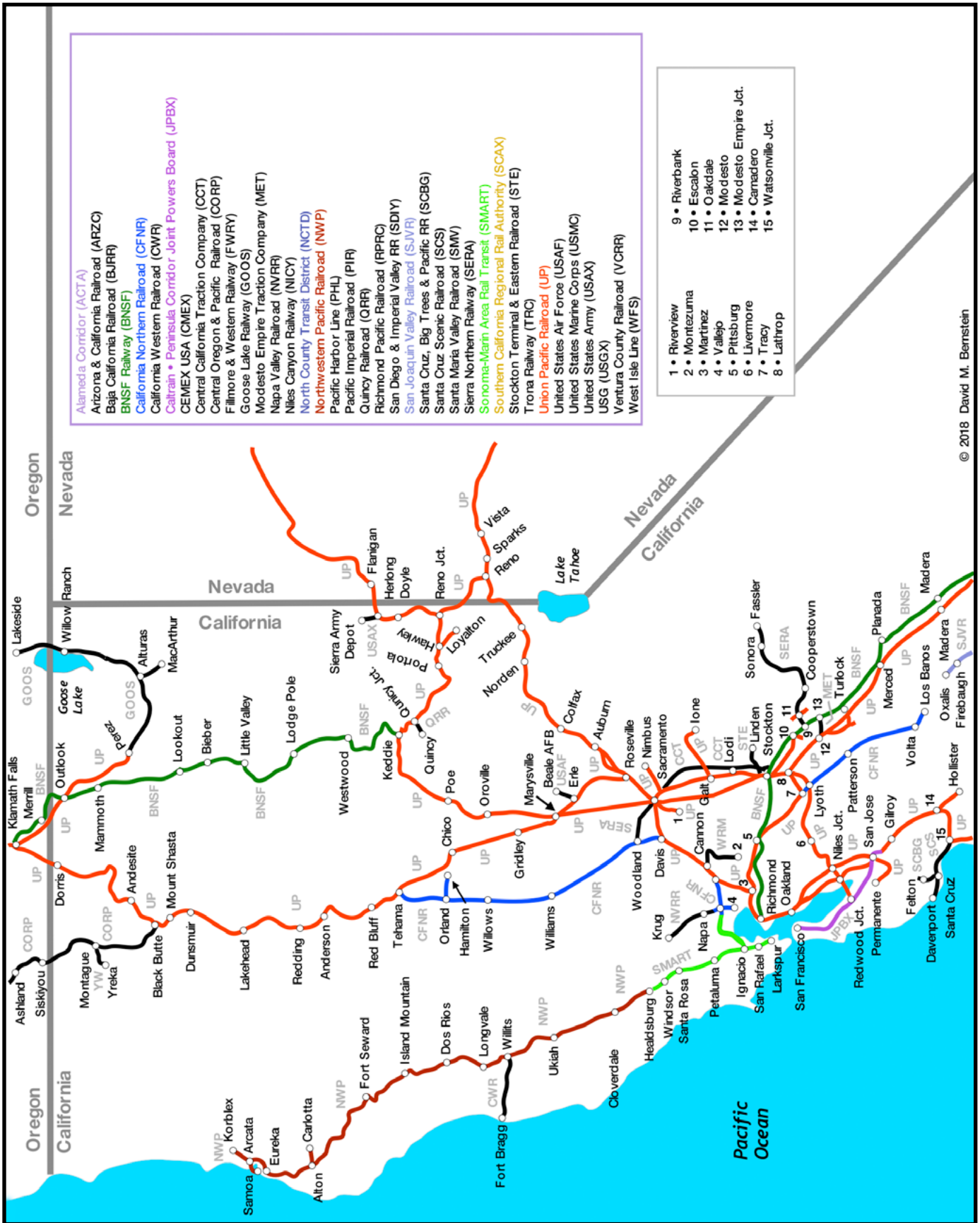
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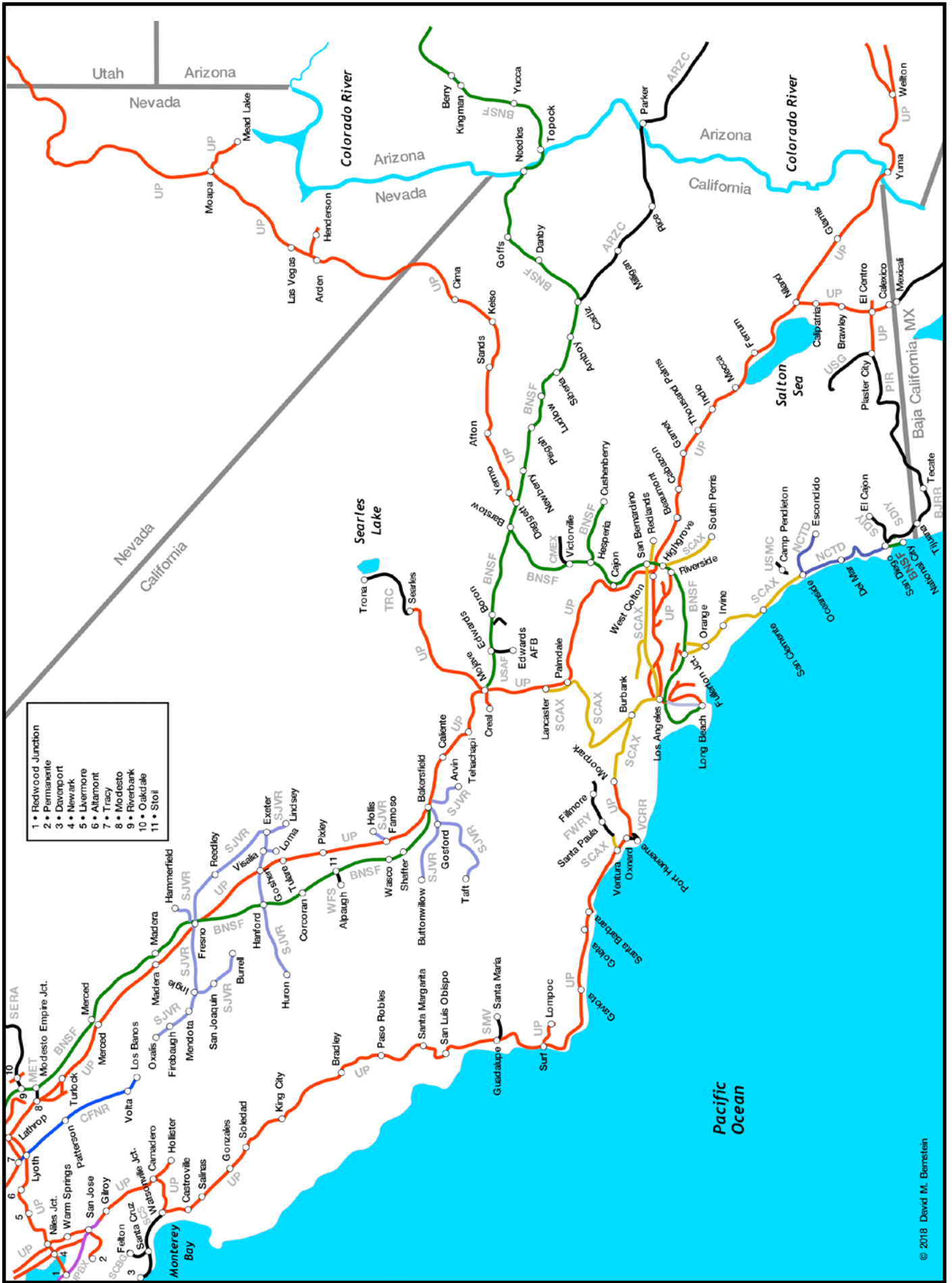
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- 8 • Modesto
- 9 • Riverbank
- 10 • Oakdale
- 11 • Stoll

Railroads Providing Freight Service in California					
Company	Code	Parent Company	Miles	Principal Terminals in California	Notes
Arizona & California Railroad Co.	ARZC	Genesee & Wyoming Inc.	84	Cadiz	1
Baja California Railroad	BJRR	Independent	70	Plaster City, San Ysidro	2
BNSF Railway Company	BNSF	Berkshire Hathaway Inc.	2,114	San Bernardino, Los Angeles, Bakersfield, Stockton, Richmond	3
California Northern Railroad Company	CFNR	Genesee & Wyoming Inc.	256	Tehama, Davis, Susuin-Fairfield	
CEMEX	CMEX	CEMEX USA	14	Victorville	
Central California Traction Company	CCT	BNSF (1/3), Union Pacific (2/3)	96	Stockton, Lodi	4
Central Oregon & Pacific Railroad Co.	CORP	Genesee & Wyoming Inc.	58	Black Butte	5
Fillmore and Western Railway Co.	FWRV	Ventura County Transp. Auth.	28	Fillmore, Santa Paula	6
Goose Lake Railway Company	GOOS	Lake County, Oregon	125	Lakeville, Alturas	7
Los Angeles Junction Railway Co.	LAJ	BNSF Railway Company	64	Los Angeles	
Modesto & Empire Traction Company	MET	Independent	33	Modesto	
Napa Valley Railroad Company	NVRR	Independent	18	Napa, Callistoga	8
Northwestern Pacific Railroad Co.	NWP	Independent	63	Schellville, Petaluma, Windsor	9
Pacific Harbor Line, Incorporated	PHL	Anacostia Rail Holdings Co.	59	Long Beach	
Pacific Sun Railroad, LLC	PSRR	Watco Companies, LLC	68	Oceanside, Escondido	
Quincy Railroad Company	QRR	Sierra Pacific Industries	3	Quincy	
Richmond Pacific Railroad Corp.	RPRC	Levin - Richmond Terminal Co.	6	Richmond	
Sacramento Southern Railroad Co.	SSR	State of California	3	Sacramento	
Sacramento Valley Railroad Company	SAV	Patriot Rail	7	Sacramento	
San Diego & Imperial Valley Railroad	SDIY	Genesee & Wyoming Inc.	10	San Diego	
San Francisco Bay Railroad Company	SFBR	Independent	5	San Francisco, Richmond	
San Joaquin Valley Railway Company	SJVR	Genesee & Wyoming Inc.	371	Bakersfield, Fresno, Exeter	
Santa Cruz, Big Trees & Pacific Rwy.	SCBG	Roaring Camp, Inc.	9	Santa Cruz	
Santa Cruz Scenic Railroad Co., LLC	SC	Progressive Rail Incorporated	31	Santa Cruz, Watsonville	
Santa Maria Valley Railroad Company	SMV	Independent	12	Santa Maria	
Sierra Northern Railway Company	SERA	Independent	120	West Sacramento, Oakdale	
Stockton Terminal & Eastern Railroad	STE	OmniTrax, Inc.	25	Stockton	
Trona Railway Company	TRC	Searles Valley Minerals, Inc.	31	Searles	
Union Pacific Railroad Company	UP	Union Pacific Corporation	3,292	Los Angeles, Bakersfield, Fresno, Oakland, Sacramento, Roseville,	10
USG	USGX	USG (United States Gypsum)	21	Plaster City	11
West Oakland Pacific Railroad	WOPR	Industrial Railways, Inc.	10	Oakland	
Ventura County Railroad Company	VCRR	Genesee & Wyoming Inc.	13	Ventura	
West Isle Line, Inc.	WFS	Crop Production Services	5	Alpaugh	
Yreka Western Railroad	YW	Railmark Holdings, Inc.	5	Montague, Yreka	

Miles tabulates mileage in California including mileage operated and trackage rights mileage.

- 190 miles, 84 miles in California and 106 miles in Arizona.
- Trackage in California owned by San Diego Metropolitan Transit System. Undergoing rehabilitation, expect service to begin in 2019.
- 32,500 total miles, 2,114 miles in California.
- CCT operates 15 miles of route miles plus trackage within the Port of Stockton.
- Total 362 miles, 58 miles in California and 304 miles in Oregon.
- Primarily a passenger operator, some freight is handled. Infrastructure is owned by Ventura County Transportation Commission.
- Owned by Lake County, Oregon. Operates 125.1 miles in California and 14.9 miles in Oregon.
- Primarily a passenger operator, some freight is handled.
- NWP operates over trackage owned by Sonoma Marin Area Rail Transit between Schellville and Windsor. NWP also has exclusive freight service rights on out of service trackage between Windsor and Willits owned by the North Coast Railroad Authority.
- 31,200 total miles, 3,292 miles in California.
- Narrow gauge industrial railroad.

Line Abandonments and Service Discontinuances in California • 2005 - 2018

Company / Agency	Transaction	STB Docket	End Point	End Point	Miles	Exemption	Consummated	Notes
Santa Clara Valley Transportation Authority	Abandonment	AB 980X	MP 16.3 San Jose Ind. Lead	MP 17.5 San Jose Ind. Lead	1.2	Jan. 15, 2006	May 8, 2007	Sold by UP to SCVTA 2002. UP discontinued service 2004.
			MP 2.6 "Milpitas Line"	MP 5.4 "Milpitas Line"	2.6			
Stockton Terminal & Eastern Railroad	Abandonment	AB 812X	Linden	Linden	0.7	Nov. 17, 2004	Jan. 16, 2007	Abandoned 3600 feet between N. Duncan Rd. and N. Wall Rd.
Union Pacific Railroad	Discontinuance	AB 33 (238X)	Alicia (MP 133.3) Pearson (MP 0.0)	Pearson (MP 129.9) Pearson (MP 1.9)	4.8	April 5, 2007	April 5, 2007	Pearson Industrial Lead
Union Pacific Railroad	Discontinuance	AB 33 (249X)	Hawley (MP 0.0)	Loyalton (MP 11.6)	11.6	Sept. 11, 2007	May 28, 2008	
Union Pacific Railroad	Abandonment	AB 33 (249X)	Loyalton (MP 11.6)	Loyalton (MP 12.3)	0.7	Sept. 11, 2007	May 28, 2008	
BNSF Railway	Abandonment	AB 6 (456X)	Riverside	Riverside	0.5	Sept. 28, 2007	Sept. 24, 2009	Casa Blanca wye MP 14.3
Union Pacific Railroad	Abandonment	AB 33 (254X)	Riverside (MP 454.8)	Riverside (MP 546.1)	0.3	Oct. 27, 2007	Dec. 26, 2007	Riverside Industrial Lead between 3rd St. and 6th St.
Union Pacific Railroad	Abandonment	AB 33 (265X)	Los Angeles MP 485.61	Los Angeles MP 485.69	0.1	May 8, 2008	March 2, 2009	Santa Monica Industrial Lead
Union Pacific Railroad	Abandonment	AB 33 (265X)	Los Angeles MP 485.69	Los Angeles MP 486.00	0.2	May 8, 2008	March 2, 2009	Discontinue trackage rights over LACMTA (sold by SP to LACTA in 1990).
San Joaquin Valley RR	Abandonment ♦	AB 398 (7X)	Strathmore (MP 268.6)	Jovista (MP 299.2)	30.8	June 6, 2008	Nov. 24, 2009	
San Joaquin Valley RR	Abandonment	AB 398 (8X)	Exeter (MP 259.4)	Strathmore (MP 268.6)	9.2	Denied 6/6/08	Denied	Abandonment denied by STB.
Union Pacific Railroad	Abandonment ♦	AB 33 (259X)	Lakewood (MP 16.2)	Lakewood (MP 16.5)	0.3	June 15, 2008	Oct. 14, 2008	Abandoned easement over Lakewood Ind. Lead between Carson St. and Clover St. (Sold by UP to Ganahl Lumber Company August 11, 2006).
San Diego & Imperial Valley Railroad	Discontinuance	AB 1029 (1X)	Escondido (MP 19.8)	Escondido (MP 21.2)	1.4	June 13, 2009		SD&IV discontinued operating the line Oct. 24, 2008 when Pacific Sun Railroad assumed lease from BNSF (the owner).
Union Pacific Railroad	Abandonment	AB 33 (278X)	Escalon (MP 21.2)	McHenry (MP 26.4)	5.2	Aug. 1, 2009	2012	
Tulare Valley Railroad	Abandonment	AB 397 (7X)	Ducor (MP 71.9)	Ultra (MP 66.0)	5.9	Aug. 20, 2009	2011	Rail banked 2011, later removed.
Arizona & California RR	Abandonment ♦	AB 1022 (1X)	Rice (MP 0.0)	Ripley (MP 49.4)	49.4	Jan. 24, 2010	June 13, 2011	Embargoed 12/18/2007 Operated 12/18 - 12/21/2008 Retained 4 miles at Rice as a yard track.
BNSF Railway	Discontinuance	AB 6 (471X)	Alameda (MP 0.0)	Alameda (MP 2.0)	2.0	May 1, 2010	May 1, 2010	BNSF discontinued trackage rights over Alameda Belt Line.

Railroad Tunnels in California						
Railroad	Subdivision or Line	Tunnel No.	Location	Mile Posts	Length (feet)	Notes
BNSF	Gateway	6	Almanor - Moccasin	181.8	1,103	
BNSF	Gateway	5	Moccasin - Keddie	199.2	279	
BNSF	Gateway	4	Moccasin - Keddie	199.5	470	
BNSF	Gateway	3	Moccasin - Keddie	200.4	470	
BNSF	Gateway	2	Moccasin - Keddie	201.9	538	
BNSF	Gateway	1	Keddie	202.8	665	
BNSF	Stockton	5	Richmond (400 Lead)	0.4	865	Out of service
BNSF	Stockton	1	Maltby - Christie	1170.3	1299	
BNSF	Stockton	2	Maltby - Christie	1171.4	300	
BNSF	Stockton	3	Glen Frazer	1173.5	5,637	
JPBX	Caltrain	1	San Francisco - 22nd Street	1.33 - 1.67	1,795	
JPBX	Caltrain	2	22nd Street - Bayshore	1.93 - 2.14	1,109	
JPBX	Caltrain	3	22nd Street - Bayshore	3.19 - 3.63	2,323	
NCRA	Northwestern Pacific	5	Cloverdale - Hopland	85.6	347	Out of service
NCRA	Northwestern Pacific	6	Cloverdale - Hopland	87.7	1,762	Out of service
NCRA	Northwestern Pacific	7	Cloverdale - Hopland	89.1	262	Out of service
NCRA	Northwestern Pacific	8	Cloverdale - Hopland	93.9	1,270	Out of service
NCRA	Northwestern Pacific	9	Cloverdale - Hopland	94.8	446	Out of service
NCRA	Northwestern Pacific	11	Willits - Longvale	145.5	658	Out of service
NCRA	Northwestern Pacific	12	Willits - Longvale	149.9	881	Out of service
NCRA	Northwestern Pacific	13	Longvale - Farley	156.0	228	Out of service
NCRA	Northwestern Pacific	14	Farley - Dos Rios	160.9	381	Out of service
NCRA	Northwestern Pacific	15	Farley - Dos Rios	163.6	356	Out of service
NCRA	Northwestern Pacific	16	Dos Rios - Spyrock	166.9	376	Out of service
NCRA	Northwestern Pacific	17	Dos Rios - Spyrock	169.6	173	Out of service
NCRA	Northwestern Pacific	18	Dos Rios - Spyrock	171.4	195	Out of service
NCRA	Northwestern Pacific	20	Dos Rios - Spyrock	175.2	465	Out of service
NCRA	Northwestern Pacific	21	Dos Rios - Spyrock	175.9	333	Out of service
NCRA	Northwestern Pacific	22	Dos Rios - Spyrock	179.2	129	Out of service
NCRA	Northwestern Pacific	23	Spyrock - Bell Springs	183.3	107	Out of service
NCRA	Northwestern Pacific	24	Bell Springs - Island Mountain	188.1	429	Out of service
NCRA	Northwestern Pacific	27	Island Mountain	194.8	4,314	Out of service
NCRA	Northwestern Pacific	28	Island Mountain - Kekawaka	199.8	264	Out of service
NCRA	Northwestern Pacific	29	Kekawaka - Cain Rock	200.9	279	Out of service
NCRA	Northwestern Pacific	30	Alderpoint - Fort Seward	209.5	348	Out of service
NCRA	Northwestern Pacific	31	Alderpoint - Fort Seward	212.4	469	Out of service
NCRA	Northwestern Pacific	34	Eel Rock - McCann	226.9	367	Out of service
NCRA	Northwestern Pacific	35	Eel Rock - McCann	227.9	252	Out of service
NCRA	Northwestern Pacific	36	Eel Rock - McCann	228.8	248	Out of service
NCRA	Northwestern Pacific	37	McCann - South Fork	234.0	270	Out of service








California Train Accidents and Incidents 2013 - 2018						
Calendar Years (2018 data Jan. 1 - July 31), source FRA.	2013	2014	2015	2016	2017	2018
Total Accidents/Incidents	799	818	870	951	973	540
--- Total fatalities	106	128	131	140	157	91
--- Total nonfatal conditions	579	578	607	702	672	346
--- Employee on duty deaths	0	1	1	0	0	0
--- Nonfatal employee on duty injuries	192	200	221	200	221	104
--- Nonfatal employee on duty illnesses	16	18	19	11	7	14
--- Total employee on duty cases	208	219	241	211	228	118
--- Trespasser deaths, not at highway railroad grade crossings	66	89	88	88	114	72
--- Trespasser injuries, not at highway railroad grade crossings	51	54	51	87	89	54
--- Trespasser Incidents, not at highway railroad grade crossings	115	136	138	167	194	124
--- Passengers killed in train accidents or crossing incidents	0	0	0	0	0	0
--- Passengers injured in train accidents or crossing incidents	30	14	32	45	7	2
--- Passengers killed in other incidents	0	0	0	0	1	0
--- Passengers injured in other incidents	135	147	141	183	158	76
Train Accidents (Not At Grade Crossings)	100	78	97	97	106	53
--- Train accident deaths	1	0	1	0	1	1
--- Train accident injuries	6	0	28	15	9	0
--- Human factor caused	46	36	40	44	45	19
--- Track caused	23	12	23	17	21	14
--- Motive power/equipment caused	12	9	15	19	13	7
--- Signal caused, all track types	2	5	3	2	4	3
----- Signal caused, main line track	0	1	0	0	0	0
--- Miscellaneous caused	17	16	16	15	23	10
--- Collisions	8	6	4	6	5	1
----- Collisions on main track	3	1	0	0	1	0
--- Derailments	69	51	70	59	74	42
--- Other types, e.g., obstructions	23	21	23	32	27	10
--- Train accidents on main track	34	19	28	30	27	20
--- Accidents on yard track	54	49	60	56	66	29
--- Hazmat releases	0	0	0	0	1	0
--- Cars carrying hazmat	214	274	250	236	317	107
--- Hazmat cars damaged/derailed	23	23	16	36	32	25
--- Cars releasing Hazmat	0	0	0	0	1	0
--- Accidents with reportable damage over \$100,000	28	18	25	20	27	18
--- Accidents with reportable damage over \$500,000	7	4	6	3	6	6
--- Accidents with reportable damage over \$1,000,000	4	1	3	2	2	2
Highway-Rail Incidents	146	127	150	168	166	109
--- Highway-rail incidents deaths	36	32	30	44	38	19
--- Highway-rail incidents injuries	76	45	44	65	58	34
--- Incidents at public grade crossings	127	112	127	150	152	103
Other Accidents/Incidents	553	613	623	686	701	378
--- Other incidents deaths	69	96	100	96	118	71
--- Other incidents injuries	497	533	535	622	605	312

Amtrak San Joaquin Route						
End Point (MP)	End Point (MP)	Miles	Ownership	Main Tracks	Max. Speed	Method of Operation
Jack London Square (7.0)	Oakland 10th Street (4.2)	2.7	Union Pacific	2	50	CTC • PTC
Oakland 10th Street (4.3 = 2.3)	Martinez (31.0)	28.7	Union Pacific	2	79	CTC • PTC
Martinez (31.0)	Martinez (31.9)	0.9	Union Pacific	3	40	CTC • PTC
Martinez (31.9)	Mococo (35.8)	3.9	Union Pacific	2	45	CTC • PTC
Mococo (35.8)	Port Chicago CP TR041 (40.8)	5.0	Union Pacific	1	79	CTC • PTC
Port Chicago (1163.6)	Bridgehead (1148.5)	15.1	BNSF	1	79	CTC • PTC
Bridgehead (1148.5)	Bixler (1139.4)	9.1	BNSF	2	79	CTC • PTC
Bixler (1139.4)	Trull (1133.5)	5.9	BNSF	1	79	CTC • PTC
Trull (1133.5)	Holt (1129.0)	4.5	BNSF	2	79	CTC • PTC
Holt (1129.0)	West Stockton (1122.1)	6.9	BNSF	1	79	CTC • PTC
West Stockton (1122.1)	Stockton (1121.4)	0.7	BNSF	2	60	CTC • PTC
Stockton (1121.4)	Stockton - Keddie Jct. (1120.5)	0.9	BNSF	2	60	CTC • PTC
		84.3				
Sacramento (89.1)	Elvas (91.7)	2.6	Union Pacific	2	30	CTC • PTC
Elvas (38.6)	Polk (43.0)	4.4	Union Pacific	2	79	CTC • PTC
Polk (43.0)	Elk Grove (52.1)	9.1	Union Pacific	1	79	CTC • PTC
Elk Grove (52.1)	CP SP055 (55.0)	2.9	Union Pacific	2	79	CTC • PTC
CP SP055 (55.0)	Need (59.5)	4.5	Union Pacific	1	79	CTC • PTC
Need (59.5)	CP SP062 (62.2)	2.7	Union Pacific	2	79	CTC • PTC
CP SP062 (62.2)	Akers (80.0)	17.8	Union Pacific	1	79	CTC • PTC
Akers (80.0)	Stockton - Church (84.7)	4.7	Union Pacific	2	79	CTC • PTC
Stockton - Church (84.7)	Stockton - Keedie Jct. (1120.5)	0.1	BNSF	1	10	CTC • PTC
		48.8				
Stockton - Keddie Jct. (1120.5)	Wheat (1116.1)	4.4	BNSF	2	79	CTC • PTC
Wheat (1116.1)	West Duffy (1110.5)	5.6	BNSF	1	79	CTC • PTC
West Duffy (1110.5)	Lake (1106.9)	3.6	BNSF	2	79	CTC • PTC
Lake (1106.9)	West Escalon (1102.9)	4.0	BNSF	1	79	CTC • PTC
West Escalon (1102.9)	East Escalon (1098.6)	4.1	BNSF	2	79	CTC • PTC
East Escalon (1098.6)	West Empire (1090.8)	7.8	BNSF	1	79	CTC • PTC
West Empire (1090.8)	East Empire (1087.2)	11.6	BNSF	2	79	CTC • PTC
East Empire (1087.2)	Tuttle (1050.1)	37.1	BNSF	1	79	CTC • PTC
Tuttle (1050.1)	Savana (1042.1)	8.0	BNSF	2	79	CTC • PTC
Savana (1042.1)	Fresno (998.0)	44.1	BNSF	1	79	CTC • PTC
Fresno (998.0)	Floral (986.5)	11.5	BNSF	2	79	CTC • PTC
Floral (986.5)	Shirley (972.5)	14.0	BNSF	1	79	CTC • PTC
Shirley (972.5)	Calabrese (962.7)	9.8	BNSF	2	79	CTC • PTC
Calabrese (962.7)	Lopez (892.4)	70.3	BNSF	1	79	CTC • PTC
Lopez (892.4)	Bakersfield (888.0)	4.4	BNSF	2	79	CTC • PTC
Bakersfield (888.0)	Bakersfield Amtrak (886.9)	1.1	BNSF	2	20	(see note)
		233.6				





Note: Between MP 888.0 and MP 886.9: Main Track 1 = CTC • Main Track 2 = Restricted Limits, Automatic Block Signal System


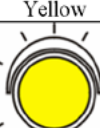


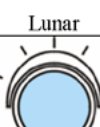
San Francisco Bay Area Rapid Transit District (BART)

5200 SIGNAL ASPECTS AND INDICATIONS

Aspect	Indication
 Green	Route is aligned and verified for normal movement (Exception: M87). Clear to proceed in automatic mode. Manual movement requires manual movement instructions.
 Flashing Green	Route is aligned and verified for diverging movement (Exception: M87). Clear to proceed in automatic mode. Manual movement requires manual movement instructions.
 Red	STOP! On-rail vehicles must not proceed beyond the signal/gate in manual or automatic mode without specific authorization.
 Derail Clear	Derail in down position. Clear to proceed in automatic mode. Manual movement requires manual movement instructions.
 Derail Clear (Green) (Dark)	Derail is in down position. Clear to proceed in automatic mode or in manual mode if authorized by signal indication.
 Derail Dark	STOP! Derail is in up position. On-rail vehicles must not proceed beyond the signal without authorization from the control center and insertion of cranks.
 Derail Not Clear (Dark) (Red)	STOP! Derail is in up position. On-rail vehicles must not proceed beyond the signal without authorization from the control center and insertion of cranks





5300 SIGNAL TYPES

 Single Aspect	May display Red, Yellow, Flashing Yellow, Green, Flashing Green, Lunar, Flashing Lunar, or Green "CLR."
 Twin (2) Aspect	May display Red or Red over yellow.
 Triple (3) Aspect	May display Red, Yellow, or Green individually. May display Red over Green or Red over Yellow in yards.
 Quad (4)	May display Red, Yellow, Green, or Lunar individually.

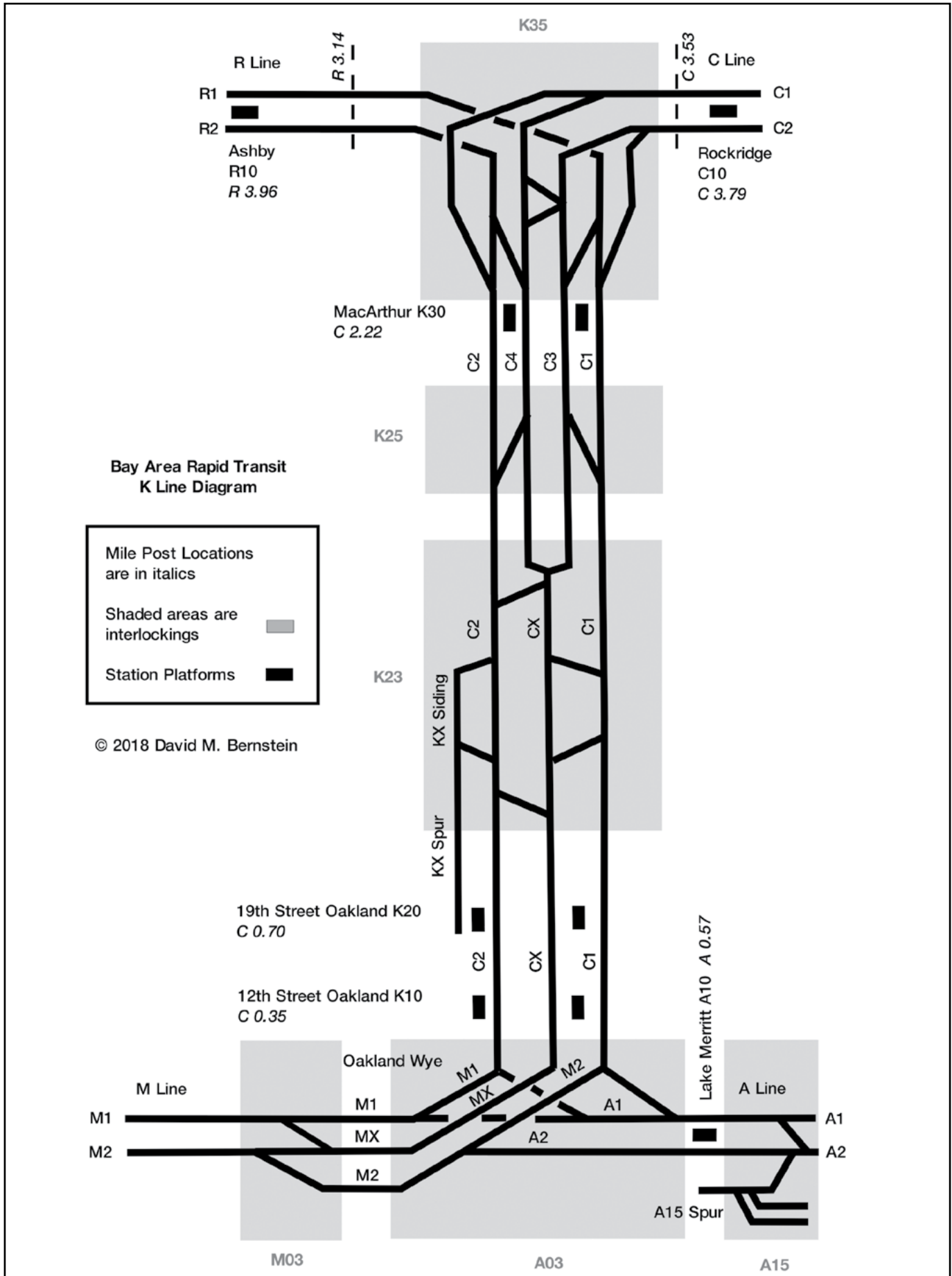
Aspect	Indication
 Yellow	Route is aligned and verified for normal movement. Proceed in manual mode at authorized speed.
 Flashing Yellow	Route is aligned and verified for diverging movement. Proceed in manual mode at authorized speed (speed codes not available).
 Red over Yellow	Local control route is established. Clear to proceed in yard manual mode.
 Lunar	Route is aligned and verified for normal movement into occupied track. Proceed in manual mode at authorized speed and must be prepared to stop short of train/car ahead.
 Flashing Lunar	Route is aligned and verified for diverging movement into occupied track. Proceed in manual mode at authorized speed and must be prepared to stop short of train/car ahead. Note: Signal does not flash for diverging route at A15E, A85B, A85C, C57B, C57C, M87, and M93.

5400 INFORMATIONAL SIGNALS

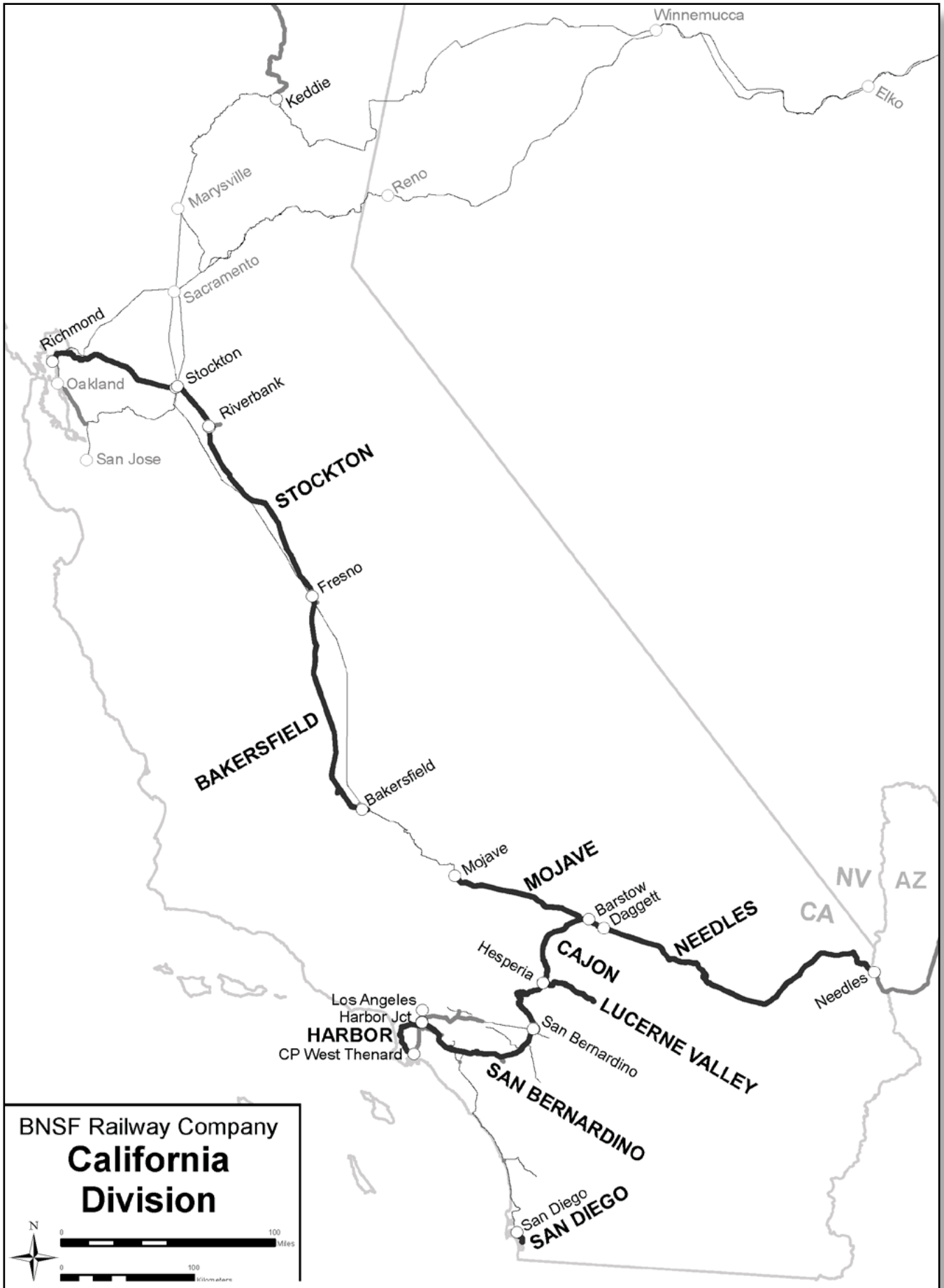
Informational signals convey information only. Informational signals do not authorize movement and do not verify route alignment.

 Yellow Arrow	Directional Yellow arrow indicates switch position at selected mainline locations.
Mainline-Reverse Running	
 Green Arrow	Directional Green arrow indicates switch position at selected mainline locations.
Mainline-Normal Running	
 Yellow Arrow	Directional Yellow arrow indicates switch position in local control area.
Local Control Area	
 Alpha Indicator	Indicates line routing.

San Francisco Bay Area Rapid Transit District (BART) · K Line



BNSF Railway



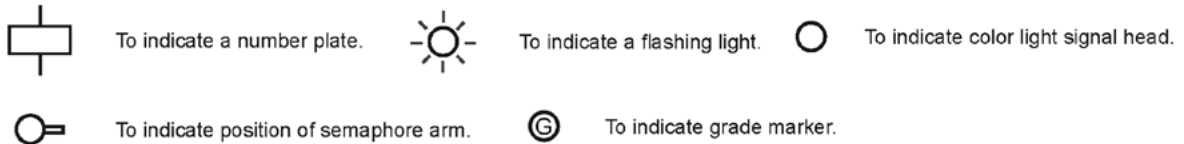
BNSF Railway

SPECIAL ASPECTS WHICH ARE NOT PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS			
Rule	Aspects	Name	Indication
9.1.16		TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
9.1.22		SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
9.1.23		SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
9.1.24		RESUME SPEED	End of slide fence restriction; resume speed.
9.1.25		HIGH WATER INDICATOR	When red or not illuminated, high water may be present; proceed at restricted speed through detection limits identified by timetable.
9.1.26		HIGH WATER INDICATOR	When green, no high water has been detected.

General Signal Instructions

In addition to Rule 9.1 of the General Code of Operating Rules, the following General Signal Instructions apply on BNSF Railway:

- Dwarf signals will display the same aspects and indications as high signals.
- The following symbols are used in diagrams of signal aspects.



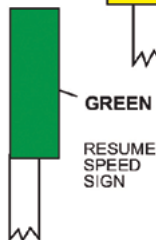
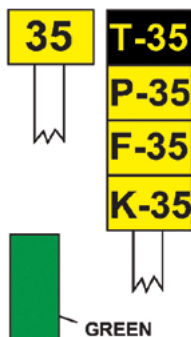
Wayside Horn System (WHS)



ADVANCE WARNING SIGN

SPEED SIGN

Permanent Speed Signs



Note: Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers, except signs for TALGO operations have black backgrounds and yellow letters and numbers.

Figures preceded by letter P apply to passenger trains, except TALGO, if there is a TALGO sign.
 Figures preceded by letter F apply to freight trains.
 Figures preceded by letter T apply to TALGO passenger trains.
 Figures preceded by the letter K apply to Key Trains.
 Figures not preceded by a letter apply to all trains.

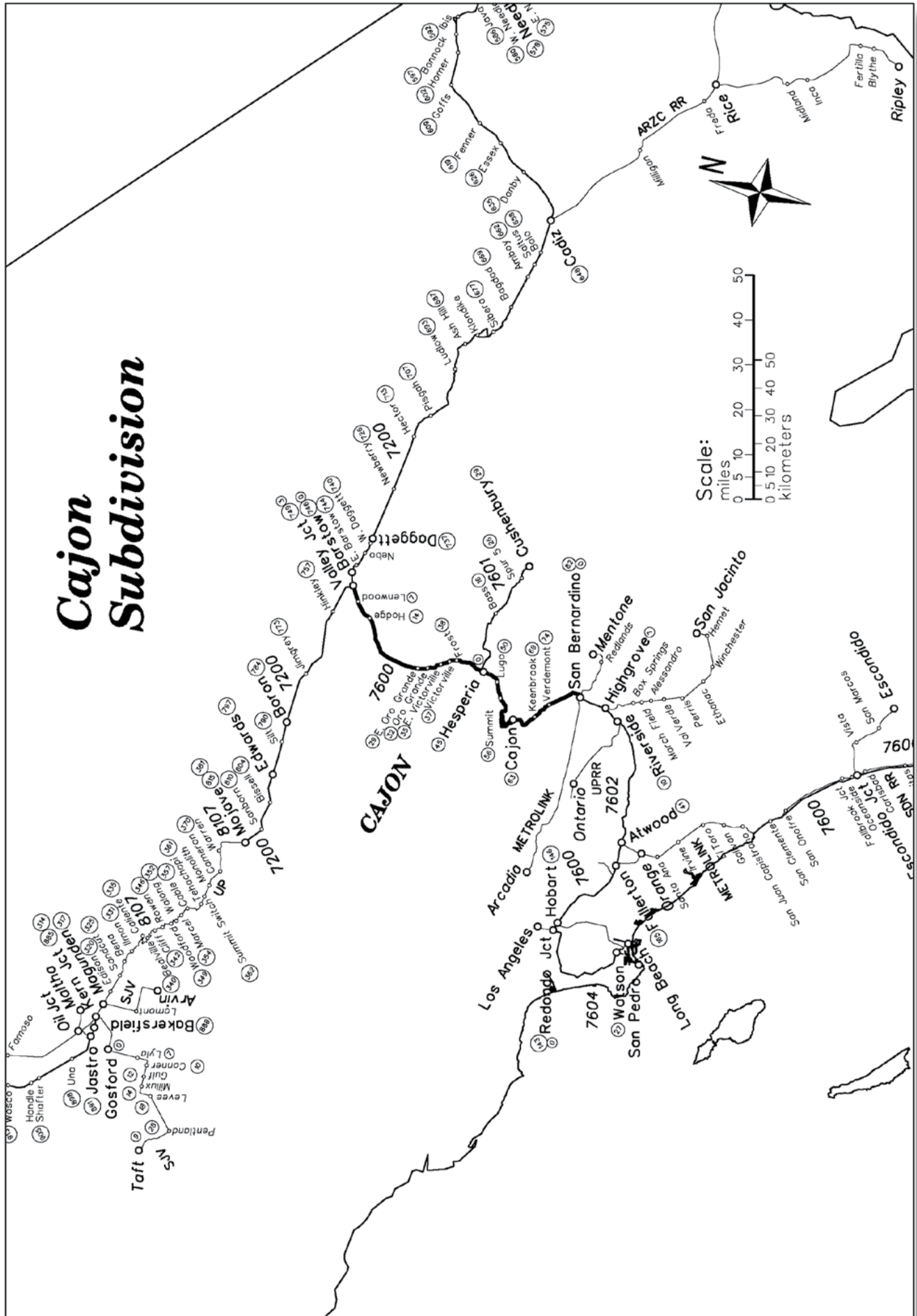
Reduced speed limits may be designated by Advance Warning sign (diagonally upward), Reduce Speed sign (rectangle) and Resume Speed sign (vertical).

The Advance Warning sign will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a Resume Speed sign or another Speed sign is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a Speed sign displaying a higher speed or a Resume Speed sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed or has cleared the limits of the restriction. Signs reading "K-END" indicate the end of Key Train municipal area limits. Resume speed signs are not displayed at the end of Key Train municipal area limits.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

Permanent speed signs will not be placed for trains moving against the current of traffic unless otherwise indicated.



BNSF Railway • Cajon Subdivision

▼ Westward		Barstow, CA - San Bernardino, CA (81.3 miles)			Eastward ▲	
Method of Operation	Mile Post Location	Stations	Facilities	Sidings (feet)	Notes	
CTC 3MT PTC	0.0	BARSTOW	BCPTX(2)		Needles Subdivision (MP 0.0 = MP 745.8)	
	0.8	EAST D YARD	X(2)			
CTC 4MT PTC	2.7	WEST D YARD	JX(2)		Mojave Connecting Track (Mojave Subdivision)	
CTC 2MT PTC	3.4	VALLEY JUNCTION	J		Mojave Subdivision Main Track	
	4.3	WEST R YARD				
	5.4	JEWELL	J		Cajon Connecting Track (to Mojave Subdivision)	
	6.7	LENWOOD	X(2)			
	13.6	HODGE	X(2)			
	21.1	HELLENDALE				
	29.4	EAST ORO GRANDE	X(2)			
	31.5	ORO GRANDE				
	34.6	EAST VICTORVILLE	JX		CEMEX connection	
	36.7	VICTORVILLE	BP			
	38.0	FROST	X(2)		Track designations at Frost, refer to page 110.	
	41.1	THORN				
	45.1	HESPERIA	J		Lucerne Valley Subdivision	
	50.1	LUGO	X(2)			
	52.8	MARTINEZ				
	CTC 3MT PTC	55.9	SUMMIT	X(2)		Split track MP 56.9 - MP 62.0
		56.6	SILVERWOOD (MT 1 & 2)	JX		Union Pacific Mojave Subdivision connection
59.4		WALKER (MT 1 & 2)	X(2)		Allray = MP 59.7	
62.8		CAJON	X(2)			
67.3		OLD KEENBROOK				
69.4		KEENBROOK	JX(2)		Union Pacific Mojave Subdivision connection	
71.0		DEVORE				
73.9		VERDEMONT	X(2)			
76.2		ONO				
79.9		BASELINE	X(2)			
80.6		SEVENTH STREET	X			
	81.3	SAN BERNARDINO	BCMPX(2)		San Bernardino Subdiv. (MP 81.3 = MP 0.0)	

Facilities

A • Automatic Interlocking B • Bulletins, General Orders C • Radio Base Station D • Drawbridge G • Gauntlet Track J • Junction
 M • Manual Interlocking P • Passenger Station R • Restricted Limits T • Turning Facility U • Railroad Crossing at Grade Not Interlocked
 X • Crossover X(2) • Multiple Crossovers Y • Yard Limits Z • Controlled Siding

BNSF Railway • Cajon Subdivision

Radio Communication

Location	Channel	Frequency
Barstow Yard	032	160.590 MHz
MP 0.0 - WBCS Hodge	065	161.085 MHz
WBCS Hodge - San Bernardino	072	161.190 MHz

Method Of Operation

End Point	End Point	Operation
MP 0.0	MP 1.0	CTC 3MT
MP 1.0	MP 2.4	CTC 4MT
MP 2.4	MP 52.8	CTC 2MT
MP 52.8	MP 81.3	CTC 3MT

CTC is in effect on:
 MP 2.3 (West D Yard) to MP 3.3 (Hutt) on Mojave Connection
 MP 3.8 (Desert) to MP 5.3 (Jewell) on Cajon Connection.

PTC (Positive Train Control) is in effect.

HLCS (Hy-Rail Limits Compliance System) is in effect.

Interlockings

Location	Railroad	Type	Control
MP 81.3	SCRRA	Manual Interlocking	SCRRA

SCRRA CP Vernon (connection with BNSF)

Special Signal Rule

Aspect	Name	Indication
Flashing Yellow over Lunar	Approach - Thirty	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.

Joint Operation

Between	Operation
Barstow - San Bernardino	Amtrak and Union Pacific trains use BNSF Railway tracks.

Split Main Track Locations

East MP	West MP	Between	Distance
56.9	62.0	Silverwood and Cajon	5.1 miles

Main Track 3 is on separate alignment east of Main Tracks 1 and 2.

Maximum Speeds

Location	MPH	
	P	F
Barstow - San Bernardino	79	70
Crossovers (except as shown below)	50	50
West D Yard - Hutt (Mojave Connection Trk.)	30	30
MP 3.4 Valley Jct. MT 1 to Mojave Subdiv.	40	40
MP 5.4 Jewell MT Cajon Connection Track	25	25
MP 52.8 Martinez Turnout MT1 to MT1	40	40
MP 56.7 Silverwood - UP Connection track	30	30
MP 69.6 Keenbrook - UP Connection track	20	20
MP 73.6 Ono - MT3 to west end Storage Track	20	20
MP 80.6 Seventh St. crossover MT2 to MT1	40	40

Main track permanent speed restrictions are not listed except for turnouts. Speeds for turnouts to yard tracks between Barstow and West R Yard are not listed.

Freight trains are restricted to 55 MPH if:

1. Train contains empty cars (refer to page 98).
2. Train exceeds 8,500 feet (except trains operating with distributed power with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length).
3. Train averages more than 80 TOB, exceptions:
 Trains consisting entirely of intermodal equipment and / or auto racks not exceeding 90 TOB may operate at 70 MPH.
 Trains consisting entirely of double stack and spine car equipment not exceeding 105 TOB may operate at 70 MPH.

Speed restrictions for westward freight trains between MP 58.6 and MP 78.0

Main 3 between MP 58.6 and MP 61.5

- 20 MPH if train does not exceed 95 TOB.
- 15 MPH if train exceeds 95 TOB.
- Cannot proceed if train exceeds 14,000 tons or 125 TOB.
- 20 MPH for light engine consists.

Main 1 and Main 2 between MP 56.6 and MP 78.0 and Main 3 between MP 61.5 and MP 78.0

- 30 MPH if train does not exceed 95 TOB.
- 25 MPH if train does not exceed 135 TOB.
- 15 MPH if train does not exceed 145 TOB.
- Cannot proceed if train exceeds 24,000 tons or 145 TOB.
- 35 MPH for light engine consists.

Westward freight trains exceeding 145 TOB may operate through turnout to Union Pacific Railroad at Silverwood (MP 56.5).

Eastward train with inoperative dynamic brakes

Between MP 54.4 and MP 38.0 eastward freight trains on descending grades with dynamic brakes not in use must not exceed 30 MPH.

BNSF Railway · Cajon Subdivision

Key Trains

Maximum speed for Key Trains:	
Between MP 32.0 and MP 42.0	35 MPH
Between MP 74.0 and MP 81.3	35 MPH

Trackside Warning Detectors

Mile Post	Location	Tracks	Type
8.5	Lenwood - Hodge	1, 2	DED
28.5	Hodge - East Oro Grande	1, 2	DED
32.7	Oro Grande - E. Victorville	1, 2	DED
37.9	Frost	1, 2	DED
42.9	Frost - Hesperia	1, 2	DED
48.5	Hesperia - Lugo	1, 2	DED
52.8	Lugo - Martinez	1, 2	DED
57.8	Silverwood - Walker	1, 2	DED
58.6	Silverwood - Walker	3	DED
64.7	Cajon - Keenbrook	1, 2, 3	HBD-DED
71.5	Keenbrook - Verdemont	1, 2, 3	DED
76.2	Ono	3	DED
76.5	Ono - Baseline	1, 2	DED

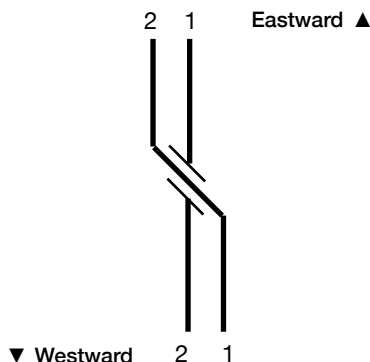
HBD = Hot Box Detector
 DED = Dragging Equipment Detector
 All detectors are exception reporting only.

Designation of Main Tracks

Facing westward main tracks are numbered beginning with Main 1 from right to left.

Facing eastward main tracks are numbered beginning with Main 1 from left to right.

At MP 39.1 (Frost) main tracks cross at grade separation:



Maximum Tonnage Non-DP or Helper Trains on Ascending Grades

Eastward trains Main 1 and Main 2 between Baseline and Summit and Main 3 between Baseline and Cajon:
 • Solid intermodal and loaded coal trains - 8,500 tons
 • All other trains - 6,500 tons

Eastward trains Main 3 between Cajon and Summit:
 • Solid intermodal and loaded coal trains - 6,300 tons
 • All other trains - 4,600 tons

Westward trains (all tracks) between Frost and Summit:
 • Solid intermodal and loaded coal trains - 11,500 tons
 • All other trains - 8,500 tons

Minimum Horsepower Per Ton (HPT) Requirements

Trains must notify the train dispatcher as soon as possible if helpers are required to meet the HPT requirements:

Eastward trains (all main tracks between Baseline and Cajon; Main 1 & 2 between Cajon and Summit):
 • Non-DP or helper equipped trains - 2.5 HPT
 • DP or helper equipped trains - 2.3 HPT

Eastward trains (Main 3) between Cajon and Summit:
 • Non-DP or helper equipped trains - 3.0 HPT
 • DP or helper equipped trains - 2.8 HPT

Westward trains (all main tracks) between Frost and Summit:
 • Non-DP or helper equipped trains - 2.0 HPT
 • DP or helper equipped trains - 1.8 HPT

Additional Items

When flagging is required, the distance is 2.0 miles.

Maximum gross car weight is 143 tons.

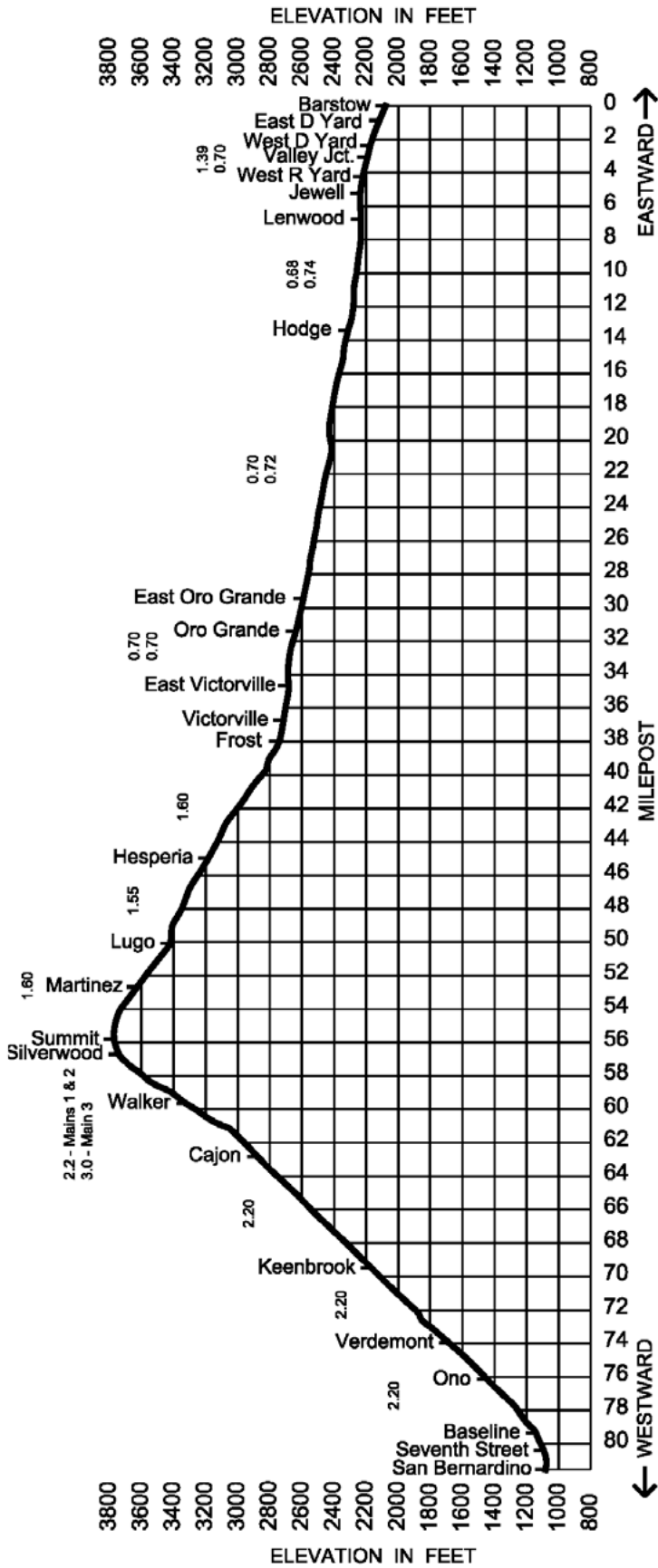
Westward trains (excluding light engines) departing Summit routed Main 3 may not proceed with any signal aspect more restrictive than Flashing Yellow (or Red over Flashing Yellow if routed through crossover from Main 2 or Main 1). This will provide two unoccupied blocks for train spacing. If a signal aspect more favorable than Yellow cannot be provided, the train dispatcher or supervisor may permit a train to proceed on a more restrictive signal aspect.

Freight trains that exceed the maximum authorized speed by 5 MPH must stop using an emergency application of the air brakes. Westward freight trains operating between MP 56.8 and MP 78.0 that are experiencing air brake problems must stop immediately using an emergency air brake application.

Flash Flood Critical Areas:
 MP 38.0 to MP 38.1
 MP 60.0 to MP 72.0

BNSF Railway · Cajon Subdivision

Grade Chart



San Joaquin Valley Railroad · Hanford Subdivision

▼ Westward		Goshen Jct., CA - Huron, CA (43.4 miles)			Eastward ▲
Method of Operation	Mile Post Location	Stations	Facilities	Sidings (feet)	Notes
TWC	240.1	GOSHEN JUNCTION — 13.4 —	JTY		Goshen Subdivision; UP Fresno Subdivision
	252.5	HANFORD — 0.3 —	B	1,365	
	252.9	BNSF CROSSING — 4.9 —	JM		BNSF Stockton Subdivision crossing
	255.9	ARMONA — 4.9 —			
	260.8	LEMOORE — 1.2 —		2,114	
	262.0	CIMARRON — 1.3 —			
	263.5	ROSSI — 8.0 —		450	
	271.5	VANGUARD — 1.6 —			
	273.1	WESTHAVEN — 6.6 —		1,190	
	279.7	HURON — 2.3 —	Y	5,350	
YL	283.5	END OF TRACK	Y		

Radio Communication

Name	Channel	Frequency
Road Channel	017	160.365 MHz

Railroad Crossings at Grade

Location	Railroad	Protection	Control
MP 252.9	BNSF	Manual Interlocking	BNSF

Method Of Operation

End Point	End Point	Operation
MP 240.1	MP 241.1	Yard Limits
MP 241.1	MP 278.0	Track Warrant Control
MP 278.0	MP 283.5	Yard Limits

Maximum Speed

Location	MPH
MP 240.1 to MP 283.5	40
All tracks other than main track	5

San Joaquin Valley Railroad · Landco Subdivision

▼ Southward		Oil Junction, CA - Gomez, CA (2.9 miles)			Northward ▲
Method of Operation	Mile Post Location	Stations	Facilities	Sidings (feet)	Notes
YL	110.8	OIL JUNCTION — 2.7 —	JY		Union Pacific Fresno Subdivision connection
	113.5	LANDCO — 0.2 —	Y	1,450	
	113.7	GOMEZ	JTY		BNSF Stockton Subdivision connection

Radio Communication

Name	Channel	Frequency
Road Channel	017	160.365 MHz

Maximum Speed

Location	MPH
Entire subdivision	20
All tracks other than main track	5

Method Of Operation

Territory	Operation
Entire subdivision	Yard Limits

Additional Items

Owned by BNSF Railway, leased to SJVR in 1999.

Union Pacific • Los Angeles Basin Industrial Leads

Union Pacific • Lakewood Industrial Lead

▼ Southward		Douglas Jct., CA - Lakewood, CA (1.9 miles)				Northward ▲
Method of Operation	Mile Post Location	Control Point Number	Stations	Facilities	Siding Length (feet)	Notes
Rule 6.28	0.0		DOUGLAS JCT. — 1.6 —	J		San Pedro Subdivision MP 14.6
	1.6		LAKWOOD — 0.3 —			UP ownership ends at MP 1.67
	1.9		END OF TRACK			

Radio: Channel 014 (160.320 MHz) • Maximum Speed 10 MPH • Maximum Weight 143 tons (286,000 lbs.)

Union Pacific • Patata Industrial Lead

▼ Southward		South Studebaker, CA - CP Compton, CA (14.4 miles)				Northward ▲
Method of Operation	Mile Post Location	Control Point Number	Stations	Facilities	Siding Length (feet)	Notes
Rule 6.28	7.3	LN073	SOUTH STUDEBAKER — 2.9 —	JT		Los Nietos Subdiv.; Santa Ana Ind. Lead
	10.2		DOWNEY — 2.7 —			
	12.9		PATATA — 0.2 —			
	13.1		UP CROSSING — 2.4 —	AJ		San Pedro Subdivision crossing
	15.5		TWEEDY — 0.4 —			
	15.9		FIRESTONE PARK — 5.8 —			
	21.7	AC106	CP COMPTON	J		Alameda Corridor Main Track 3 MP 10.6

Radio: Channel 014 (160.320 MHz) • Maximum Speed 10 MPH
Trackage north of south limit CP LN073 is designated Los Nietos Subdivision
Maximum Weights: MP 7.3 - MP 15.9 134 tons (268,000 lbs.) • MP 15.9 - MP 21.7 158 tons (316,000 lbs.)

Union Pacific • Paramount Industrial Lead

▼ Southward		Paramount, CA - Crutcher, CA (1.3 miles)				Northward ▲
Method of Operation	Mile Post Location	Control Point Number	Stations	Facilities	Siding Length (feet)	Notes
Rule 6.28	11.1		MILE POST 11.1 — 0.3 —	J		San Pedro Subdivision MP 11.1
	11.4		PARAMOUNT — 1.0 —			
	12.4		CRUTCHER			

Radio: Channel 014 (160.320 MHz) • Maximum Speed 10 MPH • Maximum Weight 143 tons (286,000 lbs.)

Union Pacific • Riverside Industrial Lead

▼ Eastward		Colton, CA (1.0 mile)				Westward ▲
Method of Operation	Mile Post Location	Control Point Number	Stations	Facilities	Siding Length (feet)	Notes
Rule 6.28	540.6		MT. VERNON — 1.0 —	J		Mt. Vernon Connecting Track, Colton
	539.6		CONGRESS STREET			

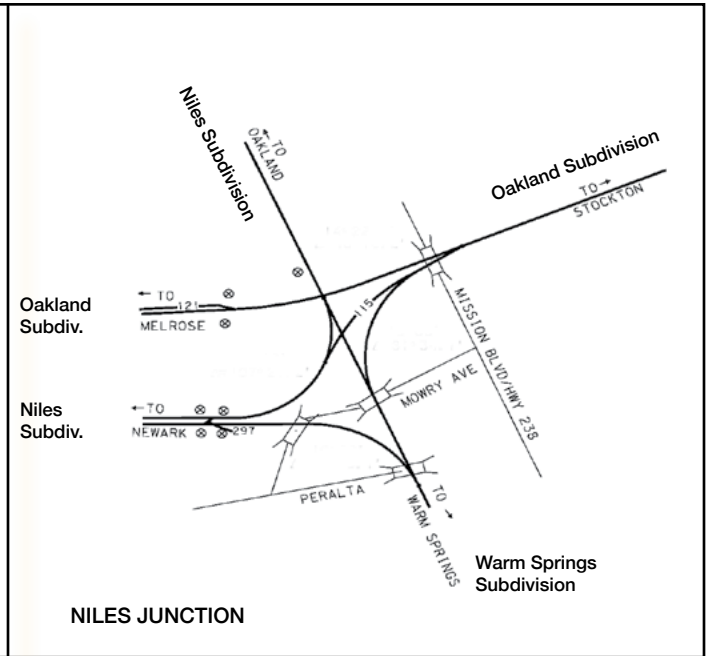
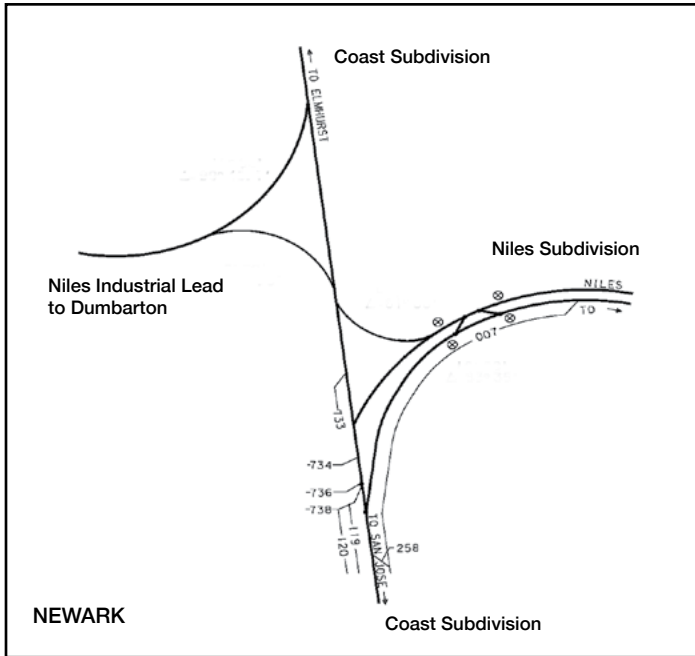
Radio: Channel 042 (160.740 MHz) • Maximum Speed 10 MPH • Maximum Weight 143 tons (286,000 lbs.) • FRA Excepted Track

Union Pacific • Niles Subdivision						
▼ Northward		Newark, CA - Oakland 10th St., CA (30.8 miles)			Southward ▲	
Method of Operation	Mile Post Location	Control Point Number	Stations	Facilities	Siding Length (feet)	Notes
CTC 2MT PTC	35.0	CO031	NEWARK — 0.5	JT		Coast Subdivision
	34.5	NI035	CHERRY — 1.5	X(2)		
	32.0		FREMONT — 0.9	P		Amtrak Fremont - Centerville station
	30.1	NI030	SHINN — 0.4	X		
CTC PTC	29.7	NI030	NILES JUNCTION — 3.1	JM		Oakland Subdivision crossing Warm Springs Subdivision connection
	26.6		DECOTO — 5.6			
	21.0	NI021	HAYWARD — 0.9	Z◆	11,263	
	20.1		HAYWARD AMTRAK — 1.3	P		
	18.8	NI019	CP NI019 — 2.3			North end Hayward Siding
	16.5		ESTUDILLO — 1.7			
	14.8		SAN LEANDRO — 0.9			
	13.7	NI014	ELMHURST — 1.6	J		Coast Subdivision connection MP 13.5
CTC 2MT PTC	12.1	NI912	COLISEUM — 0.1	XZ	710	Controlled siding off Main Track 2
	12.0		OAKLAND COLISEUM — 0.2	P		Amtrak station off controlled siding
	11.8	NI011	66TH AVENUE — 1.4	X		North end Coliseum siding
	10.4		MELROSE — 0.8'			
	9.6	NI010	EAST OAKLAND — 2.0	X(2)	8,500	South end Strong siding
	7.6	NI009	STRONG (MT 2) — 0.3	X(2)Z◆		
	7.3	NI008	SOUTH JACK LONDON — 0.3			Main Track 2
	7.0		JACK LONDON — 0.2	P		
	6.8	NI007	SOUTH JACK LONDON — 0.4			Main Track 2
	6.4	NI006	KING STREET — 0.1	X(2)		
	6.3		SOUTH OAKLAND — 0.5			
	5.8	NI005	MAGNOLIA — 0.6	X(2)		South end West Oakland Yard
	5.2		KIRKHAM (MT 2) — 0.6			
	4.6		WEST OAKLAND — 0.4	BCT		
	4.3		DESERT YARD — 0.0			
	4.3	RV001	10TH STREET	X(2)		Martinez Subdivision MP 4.3 = MP 2.3

Facilities

A • Automatic Interlocking B • Bulletins, General Orders C • Radio Base Station D • Drawbridge G • Gauntlet Track J • Junction
M • Manual Interlocking P • Passenger Station R • Restricted Limits T • Turning Facility U • Railroad Crossing at Grade Not Interlocked
X • Crossover X(2) • Multiple Crossovers Y • Yard Limits Z • Controlled Siding
◆ Siding with entering signal aspect more favorable than lunar

Union Pacific · Niles Subdivision



Radio Communication		
Territory	Channel	Frequency
Newark to Coliseum	042	160.740 MHz
Coliseum to 10th Street	046	160.800 MHz

Method Of Operation	
Territory	Operation
MP 35.0 to MP 30.1	CTC 2MT PTC
MP 30.1 to MP 13.7	CTC PTC
MP 13.7 to MP 4.2	CTC 2MT PTC
CTC is in effect on all sidings and on connecting track between Cherry CP NI035 and Carter CP CO030 (Coast Sub.). Freight trains are prohibited from controlled siding between CP NI912 and CP NI011 (Coliseum siding).	

Railroad Crossings at Grade			
Location	Railroad	Protection	Control
MP 29.8	UP	Manual Interlocking	UP

Designation of Main Tracks

Track numbers increase from west to east, and the western most track is No. 1.
 Between Cherry CP NI035 and Carter CP CO030 (Coast Subdivision) the connecting track is designated "North Leg".

Additional Items

Maximum gross weight is 158 tons (316,000 lbs.).

Unless specifically authorized by M of W manager, six axle units are prohibited from operating on any work lead, yard or industry track between MP 35.0 and MP 13.7

Maximum Speeds		
Location	MPH	
	P	F
MP 35.0 to MP 13.7	79	50
MP 13.7 to MP 4.3	79	60
Key Trains: Crude Oil / High Hazard Flammables entire subdivision	40	40
Controlled Sidings: Hayward, Strong Coliseum (CP NI912 - CP NI011)	30 15	30 X
Main track permanent speed restrictions are not listed. X = freight trains are prohibited		

Train Defect Detectors			
Mile Post	Location	Tracks	Type
32.7	Cherry - Shinn	1, 2	DED ✘
28.2	Niles Jct. - Hayward	MT	DED ✘
23.1	Niles Jct. - Hayward	MT	HBD-DED ▲
12.4	Elmhurst - Coliseum	1, 2	HBD-DED ▲
▲ Full verbal transmission. ✘ Talk on defect only.			
HBD = Hot Box Detector DED = Dragging Equipment Detector			
MT = Main Track 1 = Main Track 1 2 = Main Track 2			

Mile Post Equation

10th Street: MP 4.3 = MP 2.3 Martinez Subdivision

Billy Jones Wildcat Railroad

233 Blossom Hill Road • Los Gatos, CA 95032 • Telephone 408-395-7433 • Internet <https://bjwrr.org/>

Provides 1/3rd-scale train rides. The railroad maintains an engine house, depot, and a water tank, offering trips over one mile of track within Oak Meadow Park.

Spring and Fall: Saturday and Sunday 10.30 am - 4.30 pm.

Winter: Saturday and Sunday 11.00 am - 3.00 pm.

Regular train ride tickets: \$3.00.

Calico & Odessa Railroad

36600 Ghost Town Road • Yermo, CA 92389 • Telephone 760-254-2117 • Internet <https://www.calicoattractions.com/home.html>

Tourist attraction is based in Yermo and operates a 2-foot, 6-inch narrow gauge line through the ghost town of Calico.

Daily 9.00 am - 5.00 pm; closed Christmas Day.

Train ride: 11 years and older \$4.50, 5 years to 10 years old \$2.50, 4 years and under free.

California State Railroad Museum

111 I Street • Sacramento, CA 95814-2204 • Telephone 916-323-9280 • Internet <https://www.californiarailroad.museum>

One of the premier railroad museums in the United States with exhibits, museum store, archives, research library and train rides. The museum is within walking distance of the Sacramento Valley station served by Amtrak and light rail.

Museum hours 10.00 am - 5.00 pm daily; closed Thanksgiving, Christmas and New Year's Days.

Admission: Adults \$12.00 Youth (6-17 years) \$6.00 Children (5 years and under) free

Library and Archives Tuesday through Saturday, 1.00 pm-5.00 pm (except state holidays), no admission fee.

The **Sacramento Southern Railroad** (owned by the museum) provides 45-minute ride along the Sacramento River from April through September, every hour on the hour 11.00 am to 4.00 pm.

Train rides: Adults \$12 coach \$24 first class; Youth (6-17 years) \$6 coach \$16 first class; Children (5 years and under) free.

California Trolley & Railroad Corporation

635 Phelan Avenue • San Jose, CA 95112 • Telephone 406-293-2276 • Internet <http://www.ctrc.org>

Operates a number of trolleys on a short stretch of track. The group has two steam locomotives under their care, Southern Pacific 4-6-2 #2479 (Class P-10) manufactured by Baldwin in 1923 and Southern Pacific 0-6-0 #1215 (Class S-10) built by Baldwin (1913). No. 2749 is undergoing restoration for operation, No. 1215 cosmetic restoration.

California Western Railroad

100 W Laurel St • Fort Bragg, CA 95437 • Telephone 707-964-6371 • Internet <https://www.skunktrain.com>
299 E Commercial St • Willits, CA 95490.

Operates excursion trains between Fort Bragg and Willits using conventional diesel and steam powered trains and self propelled cars. Tunnel No. 1 collapsed in 2015 and is undergoing reconstruction. Present service consists of the Pudding Creek Express from Fort Bragg to Glen Blair Junction, a 1-hour, 7-mile round trip. The Northspur Flyer operates between Fort Bragg and Northspur, a 4 hour 40 minute round trip. The California Western Railroad is owned by the Sierra Northern Railway. Special trains are also operated.

Pudding Creek Express fares: Adult (13 years and older) \$25 Child (2-12 years) \$15 Infant \$10 Dogs \$10

Northspur Flyer fares: Adult (13 years and older) \$84 Child (2-12 years) \$42 Infant \$10 Dogs \$10

Colma Depot

1500 Hillsdale Blvd. • Colma, CA 94014 • Telephone 630-737-1576 • Internet www.colmahistory.com/

Restored Southern Pacific depot and museum, also includes a blacksmith shop and freight shed.

Open Tuesday to Sunday 10:00 am to 3:00 pm.

Admission: free

Descanso, Alpine & Pacific Railway

This 2 foot gauge railroad has been donated to the Pacific Southwest Railway Museum in Campo.

Dunsmuir Railroad Depot

5750 Sacramento Avenue • Dunsmuir, CA 96025 • Telephone 530-235-0839 • Internet <https://dunsmuirdepot.com/>

The station houses the Dunsmuir Museum, Railroad Display Room and archive rooms. Southern Pacific's Shasta Division Archives were saved and protected by Dunsmuir residents John Signor, Jerry Harmon and Bruce Petty for the last 25 years. These three men along with the Dunsmuir Railroad Depot Historical Society made the archives a part of the Dunsmuir Museum. The archives are available during regular museum hours and by appointment by calling Jerry Harmon at 530-926-2257 or Phyllis Skalko at 530-235-0839.

Open every 1st and 3rd Saturday, 10.00 am to 2.00 pm and for town events.

Admission is free.

General Code of Operating Rules

Rule 6.3 Main Track Authorization

Do not occupy main tracks unless authorized by one of the following:

- Rule 6.13 (Yard Limits).
- Rule 6.14 (Restricted Limits).
- Rule 6.15 (Block Register Territory).
- Rule 9.14 (Movement with the Current of Traffic).
- Rule 9.14.2 (Controlled Block System - applies on Union Pacific Railroad only)
- Rule 9.15 (Track Permits).
- Rule 10.1 (Authority to Enter Centralized Traffic Control Limits).
- Rule 14.1 (Authority to Enter Track Warrant Control Limits).
- Rule 14.6 (Movement Against the Current of Traffic).
- Rule 15.3 (Authorizing Movement Against the Current of Traffic).
- Rule 15.4 (Protection When Tracks Removed from Service).
- Rule 16.1 (Authority to Enter Direct Traffic Control Limits).
- At manual interlockings, verbal authority from the control operator or a controlled signal that indicates proceed.
- Special instructions or general order.

When unable to obtain authority and it is necessary to foul or occupy a main track in ABS, protection must be provided in both directions as outlined under Rule 9.17.1 (Signal Protection in ABS by Lining Switch).

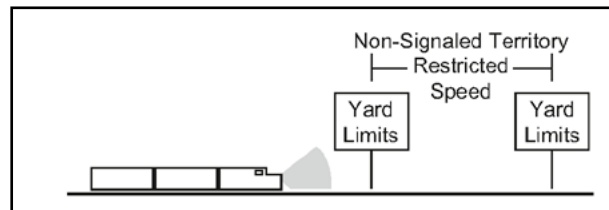
Rule 6.12 FRA Excepted Track

On a track designated as "FRA Excepted Track," the following will govern:

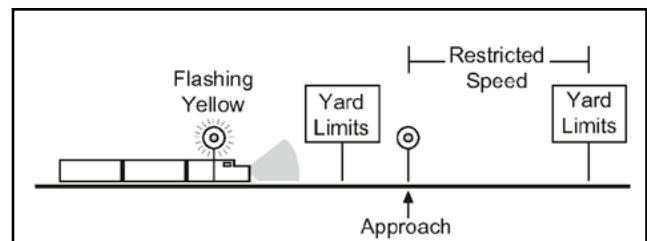
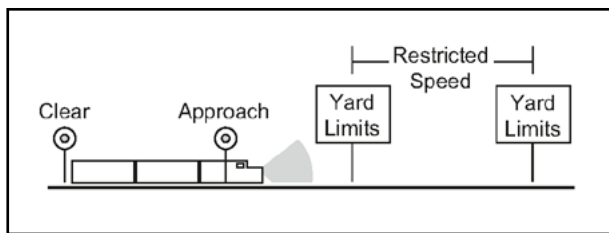
- Maximum speed must not exceed 10 MPH.
- No occupied passenger train will be operated.
- No movement will be operated that contains more than five cars placarded according to Hazardous Material Regulations.

6.13 Yard Limits

Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines. Engines must give way as soon as possible to trains as they approach. Engines must keep posted as to the arrival of passenger trains and must not delay them. All movements entering or moving within yard limits must be made at restricted speed unless operating under a block signal indication that is more favorable than Approach.



Upon observing or having advance knowledge that a block signal may require restricted speed due to yard limits, if entering or within yard limits, the movement must be at restricted speed at that block signal, or as soon as possible thereafter, consistent with good train handling.



Yard limits remain in effect continuously unless otherwise specified by special instructions or track bulletin.

Railroad Radio Frequencies

Channel	Frequency (MHz)	Channel	Frequency (MHz)	Channel	Frequency (MHz)	Channel	Frequency (MHz)
161	161.0325	170	161.1675	179	161.3025	188	161.4375
162	161.0475	171	161.1825	180	161.3175	189	161.4525
163	161.0625	172	161.1975	181	161.3325	190	161.4675
164	161.0775	173	161.2125	182	161.3475	191	161.4825
165	161.0925	174	161.2275	183	161.3625	192	161.4975
166	161.1075	175	161.2425	184	161.3775	193	161.5125
167	161.1225	176	161.2575	185	161.3925	194	161.5275
168	161.1375	177	161.2725	186	161.4075	195	161.5425
169	161.1525	178	161.2875	187	161.4225	196	161.5575

California Railroad Radio Assignments • Common Carrier Railroads

Railroad	Assignment	AAR Channel	Frequency (MHz)
Arizona & California Railroad	Road Channel	050	160.8600
	Road Channel Repeater	090	161.4600
	Switching	058	160.9800
BNSF Railway	Alameda Corridor Subdivision Road	017	160.3650
	Bakersfield Subdivision Road • Bakersfield - MP 889.4	084	161.3700
	Bakersfield Subdivision Road • MP 889.4 - Calwa	055	160.9350
	Cajon Subdivision • Barstow Yard	032	160.5900
	Cajon Subdivision Road • MP 0.0 - WBCS Hodge	065	161.0850
	Cajon Subdivision Road • WBCS Hodge - San Bernardino	072	161.1900
	Gateway Subdivision Road	066	161.1000
	Harbor Subdivision Road	055	160.9350
	Harbor Subdivision • Watson Yard	043	160.7550
	Lucerne Valley Subdivision Road	072	161.1900
	Mojave Subdivision • Barstow Yard	032	160.5900
	Mojave Subdivision Road • Valley Junction - Mojave	065	161.0850
	Mojave Subdivision Road • Kern Junction - Bakersfield	084	161.3700
	Mojave Subdivision • Bakersfield Yard	036	160.6500
	Needles Subdivision Road • Needles - Minneola	055	160.9350
	Needles Subdivision Road • Minneola - Barstow	065	161.0850
	Needles Subdivision Road • Barstow Yard	032	160.5900
	San Bernardino Subdiv. Road • San Bernardino - West Riverside	072	161.1900
	San Bernardino Subdiv. Road • West Riverside - West Redondo	036	160.6500
	San Bernardino Subdivision • San Bernardino Yard	084	161.3700
San Bernardino Subdivision • La Mirada Yard	032 - 072	160.5900 161.1900	
San Bernardino Subdivision • Hobart Yard	032 - 072	160.5900 161.1900	

Unless specified otherwise, all channels are duplex channels (i.e. channel 050 transmits and receives as 050 - 050).

Union Pacific Train Symbols

Example: **ZMQLC05**

Z	Train category	Premium intermodal
MQ	Origin station code	Mesquite, TX
LC	Destination station code	Los Angeles, CA (LATC)
05	Origin date	5th day of the month

Example: **2IEWLBR07**

2	Section Number	2nd section
I	Train category	Standard intermodal
EW	Origin station code	Houston, TX (Englewood)
LB	Destination station code	Long Beach, CA
R	Special condition code	Repositioning equipment
07	Origin date	7th day of the month

Example: **2GSTPFO21**

2	Section Number	2nd section
G	Train category	Grain
S	Train subcategory	Shuttle (load and empty)
TP	Origin station code	Topeka, KS
FO	Destination station code	Famoso, CA
21	Origin date	21st day of the month

All through freight train symbols must consist of:

- Train category (one character)
- Origin station code (two characters)
- Destination station code (two characters)
- Origin date (two numeric characters)

Through freight train symbols may also consist of:

- Section number (one numeric character) - this is left blank for the first section, numbers 2 -9 for extra sections
- Train subcategory
- Special condition code

Train Categories	
Code	Description
A	Automotive
B	Beets
C	Coal
D	Dummy schedule
E	Power move
F	Foreign railroad move
G	Grain
H	Helper service
I	Standard intermodal
J	(not used)
K	Priority intermodal
L	Local
M	Standard manifest
N	APL double stack
O	Ore
P	Passenger
Q	Priority manifest
R	Rock
S	Customer special
T	Transfer
U	Unit train (except
V	Priority manifest
W	Work train
X	(not used)
Y	Yard job
Z	Premium intermodal

Train Subcategories	
Code	Description
Used only for bulk commodity trains	
A	Auto created symbol (load)
B	DDG (load and empty)
C	Iowa cycle (load and empty)
D	Domestic whole grain (load)
E	Empty generic (used with category G)
E	Ethanol (load or empty, used with cat. U)

Train Subcategories	
Code	Description
Used only for bulk commodity trains	
K	Storage train
L	Loaded export
M	Meal (load and empty)
R	Syrup (load and empty)
S	Shuttle (load and empty)
X	Auto created symbol (empty)

Locomotive Rosters

Amtrak California (California Department of Transportation)

Abbr.	Number Series	Qty.	Model	Builder	Built	Axles	HP	Notes
CDTX	590	1	M14B	MPI	2010	4	1400	
CDTX	591	1	M21B	MPI	2010	4	2100	
CDTX	2001 - 2009	9	F59PHI	EMD	1994	4	3000	
CDTX	2010 - 2015	6	F59PHI	EMD	2001	4	3000	
CDTX	2051 - 2052	2	P32-8BWH	GE	1991	4	3200	Former AMTK 501, 502
CDTX	2101 - 2123	22	SC-44	SIE	2017 - 2019	4	4400	22 ordered, deliveries from 2017 through 2019

The Pacific Surfliner trains also use a dedicated fleet of 15 EMD F59PHI locomotives that are painted to match the livery of the "Surfliner" passenger cars, but they are Amtrak owned instead. Locomotives from Amtrak's national fleet such as P42DC are often used as substitutes when the Amtrak California dedicated fleet of locomotives undergoes maintenance. SC-44 locomotives will replace the Amtrak locomotives on Pacific Surfliner trains.

Arizona & California Railroad

Abbr.	Number Series	Qty.	Model	Builder	Built	Axles	HP	Notes
AZRC	2001 - 2005	5	GP20	EMD	1960	4	2000	
AZRC	3001 - 3005	5	GP30M	EMD	1962 - 1963	4	2250	
AZRC	3501 - 3503	3	GP35	EMD	1964 - 1965	4	2500	
AZRC	3802, 3803 3892, 3893	4	GP38-3	EMD	1969	4	3000	Rebuilt from GP40s
AZRC	3894	1	GP38AC	EMD	1970	4	2000	
AZRC	3901	1	GP39-2	EMD	1984	4	2300	
AZRC	4001 - 4004	4	SD40M-2	EMD	1966 - 1974	6	3000	4001 & 4003 were built as SD45-2s; 4002 & 4004 were built as SD45s.

BNSF Railway

Abbr.	Number Series	Qty.	Model	Builder	Built	Axles	HP	Notes
BNSF	50 - 60	11	TEBC6	VMV	1992	6	none	Road slugs, former SD9s
BNSF	61 - 70	10	Yard Slug	ATSF	various	6	none	
BNSF	100 - 158	59	GP60M	EMD	1990	4	2800	
BNSF	159 - 200	42	GP60	EMD	1990 - 1991	4	3800	
BNSF	227 - 299	73	SD75M	EMD	1995 - 1997	6	4300	
BNSF	300 - 302	3	SD40-2B	EMD	1972 - 1980	6	3000	Cabless units
BNSF	325 - 346	22	GP60B	EMD	1991	4	3800	Cabless units
BNSF	500 - 559	60	B40-8W	GE	1990 - 1992	4	4000	
BNSF	561 - 597	37	B40-8	GE	1988 - 1898	4	4000	
BNSF	599 - 619	21	AC44C4M	GE	2014	6	4400	
BNSF	620 - 799	180	C44-9W	GE	1994 - 1997	6	4400	
BNSF	867 - 951	85	C40-8W	GE	1993	6	4400	
BNSF	920 - 1123	204	C44-9W	GE	1996 - 1997	6	4400	

Intercity and Commuter Rail
Passenger Train Schedules



METROLINK.



Operator	Effective Date	Pages
Altamont Corridor Express	March 2017	498
Amtrak • California Zephyr	July 20, 2017	471
Amtrak • Capitol Corridor	May 7, 2018	473 - 480
Amtrak • Coast Starlight	January 2, 2018	472
Amtrak • Pacific Surfliner	October 8, 2018	483 - 486
Amtrak • San Joaquins	December 17, 2018	481 - 482
Amtrak • Southwest Chief	July 31, 2018	471
Amtrak • Sunset Limited	March 11, 2018	471
Caltrain	October 1, 2017	487 - 494
Coaster	October 8, 2018	495 - 496
Metrolink	October 8, 2018	499 - 508
SMART	August 25, 2017	497 - 498
<p>Schedules in effect on January 1, 2019 are tabulated. The effective dates are the date current schedules became effective. Rapid transit and light rail schedules are not tabulated.</p>		

Amtrak Schedules

Sunset Limited					
1	Train Number				2
①	Days of Operation				②
▼	Miles				▲
11.49 P	0	Lv	Yuma, AZ (MST) ③	Ar	2.42 A
2.02 A	146	Lv	Palm Springs, CA (PT)	Lv	12.36 A
3.54 A	213	Lv	Ontario	Lv	10.54 P
4.40 A	220	Lv	Pomona	Lv	10.41 P
5.35 A	251	Ar	Los Angeles (PT)	Lv	10.00 P
Trains 1 and 2 operate between New Orleans, LA and Los Angeles. Operates three days per week in each direction.					
① Departs Yuma Tu, Th, Sa; arrives Los Angeles We, Fr, Mo. ② Departs Los Angeles Su, We, Fr; Arrives Yuma Mo, Th, Sa. ③ Arizona does not observe Daylight Savings Time. Time will be one hour later beginning November 4, 2018 and ending on March 10, 2019.					
Equipment (Superliner): • Coaches (New Orleans - Los Angeles) • Coach (Chicago - Los Angeles via San Antonio) • Sightseer Lounge (New Orleans - Los Angeles) • Dining Car (New Orleans - Los Angeles) • Sleeping Cars (New Orleans - Los Angeles) • Sleeping Car (Chicago - Los Angeles via San Antonio)					
One Coach and one Sleeping Car operate between Chicago and San Antonio on Trains 21 and 22.					
Reservations are required.					

Southwest Chief					
3	Train Number				4
Daily	Days of Operation				Daily
▼	Miles				▲
11.46 P	(67)	Lv	Kingman, AZ (MST) ①	Ar	1.18 A
12.49 A	0	Lv	Needles, CA (PT)	Lv	12.18 A
3.44 A	169	Lv	Barstow	Lv	9.51 P
4.23 A	206	Lv	Victorville	Lv	9.05 P
5.42 A	243	Lv	San Bernardino	Lv	7.54 P
6.03 A	263	Lv	Riverside	Lv	7.28 P
6.44 A	299	Lv	Fullerton ②	Lv	6.45 P
8.15 A	325	Ar	Los Angeles (PT)	Lv	6.10 P
Trains 3 and 4 operate between Chicago, IL and Los Angeles.					
① Arizona does not observe Daylight Savings Time. Time will be one hour later beginning November 4, 2018 and ending on March 10, 2019. ② No. 3 stops at Fullerton to discharge passengers only and may leave before time shown.					
Equipment (Superliner): • Coaches (Chicago - Los Angeles) • Sightseer Lounge (Chicago - Los Angeles) • Dining Car (Chicago - Los Angeles) • Sleeping Cars (Chicago - Los Angeles)					
Reservations are required.					


California Zephyr					
5	Train Number				6
Daily	Days of Operation				Daily
▼	Miles				▲
8.36 A	0	Lv	Reno, NV (PT)	Ar	3.56 P
9.37 A	35	Lv	Truckee, CA	Lv	2.38 P
11.48 A	99	Lv	Colfax	Lv	12.21 P
12.57 P	134	Lv	Roseville	Lv	11.35 A
2.13 P	151	Ar	Sacramento	Lv	11.09 A
2.44 P	165	Ar	Davis	Lv	10.36 A
3.26 P	209	Ar	Martinez	Lv	9.54 A
3.59 P	228	Ar	Richmond	Lv	9.22 A
4.10 P	236	Ar	Emeryville (PT)	Lv	9.10 A
Trains 5 and 6 operate between Chicago, IL and Emeryville.					
Equipment (Superliner): • Coaches (Chicago - Emeryville) • Sightseer Lounge (Chicago - Emeryville) • Dining Car (Chicago - Emeryville) • Sleeping Cars (Chicago - Emeryville)					
Reservations are required.					





Internet: <https://www.amtrak.com>
Telephone: 1-800-872-7245

Amtrak Stations in California

Station	Code	Address			QT	\$					
Anaheim Regional Transp. Center	ANA	2626 E. Katella Avenue	EW	●	●	●	●	●	●		●
Antioch	ACA	100 I Street	PS								●
Auburn	ARN	277 Nevada Street	PS		●					●	●
Bakersfield	BFD	601 Truxton Avenue	EW	●	●	●	●	●	●	●	●
Barstow	BAR	685 North First Street	PS								●
Berkeley	BKY	700 University Avenue	PS		●					●	
Burbank 	BUR	3750 Empire Avenue	PS		●						●
Camarillo (Metrolink Station)	CML	30 Lewis Road	PX								●
Carlsbad Village (Coaster Station)	CBV	2775 State Street	PS						●		●
Carpinteria	CPN	475 Lindon Avenue	PS		●					●	●
Chatsworth (Metrolink Station)	CWT	10040 Old Depot Plaza	PS								●
Chico	CIC	450 Orange Street	PX							●	●
Colfax	COX	99 Railroad Street	EW								●
Corcoran	COC	1099 Otis Avenue	EW		●					●	●
Davis	DAV	840 Second Street	EW	●	●	●	●	●	●	●	●
Dunsmuir	DUN	5750 Sacramento Avenue	EW				●			●	●
Emeryville	EMY	5885 Horton Street	EW	●	●	●	●	●	●	●	●
Fairfield - Vacaville	FFV	4921 Vanden Rd. Fairfield	EW		●		●				
Fremont (Amtrak / ACE Station)	FMT	37260 Fremont Blvd.	EW		●		●				●
Fresno	FNO	2650 Tulare Street	EW	●	●		●	●	●	●	●
Fullerton Transportation Center	FUL	120 East Santa Fe Avenue	EW	●	●	●	●	●	●	●	●
Glendale	GDL	400 West Cerritos Avenue	PS								●
Goleta	GTA	25 South La Patera Lane	PS		●		●				●
Grover Beach	GVB	180 West Grand Avenue	PS		●						●
Guadalupe	GUA	330 Guadalupe Street	EW		●						●
Hanford	HNE	200 Santa Fe Avenue #A	EW	●	●		●	●		●	●
Hayward	HAY	22555 Meekland Avenue	PS		●					●	●
Irvine Transportation Center	IRV	15215 Barranca Parkway	EW	●	●	●	●		●	●	●
Lodi Transit Center	LOD	24 South Sacramento St.	EW		●						●
Lompoc - Surf	LPS	Ocean Ave and Park Rd	PS								●
Los Angeles Union Station 	LAX	800 North Alameda Street	EW	●	●	●	●	●	●	●	●
Madera	MDR	18770 Road 26	PS		●		●			●	●
Martinez	MTZ	601 Marina Vista Avenue	EW	●	●		●	●	●	●	●
Merced	MCD	324 West 24th Street	EW	●	●		●	●	●	●	●
Modesto	MOD	1700 Held Drive	EW	●	●		●	●	●	●	●
Moorpark (Amtrak / Metrolink Sta.)	MPK	300 High Street	PX								●
Needles	NDL	149 G St	EW								●
Oakland (Jack London Square)	OKJ	245 Second Street	EW	●	●	●	●	●	●	●	●

 Station facility: EW = enclosed waiting room PS = Platform with shelter PX = Platform no shelter

 Staffed station with ticket office QT Quik-Trac self-serve ticketing kiosk \$ Automatic Teller Machine  Restrooms

 Checked Baggage  Food (kiosk or vending machines)  Pay Telephones  Parking (fees may apply)

 airport connection

Palm Springs station is located at North Indian Canyon Drive and Palm Springs Station Road 0.6 mi /1.0 km south of I-10.

Station	RR	Subdivision or Line	MP
2nd Street Jct.	RPRC	2nd Street Industrial Lead	2.6
8th Street	SDTI	San Diego MTS Blue Line	4.5
8th St. Bypass	RPRC	Harbor Industrial Lead	1.9
8th St. Bypass	RPRC	LRT Industrial Lead	1.9
10th Street	UP	Martinez Subdivision	2.3
10th Street	UP	Niles Subdivision	4.3
22nd Street	BNSF	San Diego Subdivision	269.3
22nd Street	JPBX	Caltrain Peninsula	1.6
23rd Street	RPRC	Harbor Industrial Lead	0.8
24th Street	SDTI	San Diego Blue Line	5.3
25th Street	SDTI	San Diego Orange Line	1.9
26th Street	UP	Martinez Subdivision	3.2
32nd Street	SDTI	San Diego Orange Line	2.7
34th Street	UP	Martinez Subdivision	3.7
47th Street	SDTI	San Diego Orange Line	5.2
62nd Street	SDTI	San Diego Orange Line	6.9
66th Avenue	UP	Niles Subdivision	11.8
A&K Switch	CCT	Central Valley Branch	4.0
Acampo	UP	Fresno Subdivision	69.8
ACE	UP	Fresno Subdivision	83.7
Acolita	UP	Yuma Subdivision	687.2
Adams	CFNR	West Valley Subdivision	106.4
Airbase	SMV	Santa Maria Airfield Br.	3.0
Airport	SERA	Valley Subdivision	8.9
Airport Spur	SJVR	Oil City Subdivision	308.3
Ajm Lead	SDTI	San Diego Orange Line	18.1
Akers	UP	Fresno Subdivision	80.0
Alameda	UP	Dolores Industrial Lead	1.2
Alameda Street	UP	Alameda Industrial Lead	1.2
Alba	UP	McHenry Industrial Lead	17.0
Albrae	UP	Coast Subdivision	34.9
Alcant	UP	Fresno Subdivision	130.4
Alcoa	BNSF	Harbor Subdivision	20.1
Alderpoint	NCRA	Northwestern Pacific	209.0
Algozo	SJVR	Arvin Subdivision	316.9
Alhambra	UP	Alhambra Subdivision	488.3
Alicia	UP	Pearson Ind. Lead	132.4
Allensworth	BNSF	Bakersfield Subdivision	932.3
Allray	BNSF	Cajon Subdivision	59.7
Almanor	BNSF	Gateway Subdivision	177.3
Alpaugh	WFS	West Isle Line	5.5
Alpine	SERA	California Western RR	18.1
Alpine Road	STE	ST&E	5.6
Altamont	UP	Oakland Subdivision	55.6

Station	RR	Subdivision or Line	MP
Alton	NCRA	Northwestern Pacific Carlotta Branch	262.7
Alton	NCRA	Northwestern Pacific	262.7
Alturas	GOOS	Lakeview Branch	456.9
Alturas	GOOS	Modoc Subdivision	457.4
Alvarado	UP	Coast Subdivision	24.9
Alviso	UP	Coast Subdivision	38.5
Amaya Drive	SDTI	San Diego Orange Line	14.0
Ambrose	GOOS	Modoc Subdivision	485.4
Amtrak Lead	BNSF	Mojave Subdivision	886.9
Anaheim	UP	Santa Ana Industrial Lead	509.0
Anaheim	UP	Stanton Industrial Lead	508.8
Anaheim Canyon	SCAX	Olive Subdivision	1.2
Anaheim Stadium	SCAX	Orange Subdivision	170.8
Anderson	UP	Valley Subdivision	247.1
Andesite	UP	Black Butte Subdivision	360.0
Andorra	UP	Valley Subdivision	108.2
Angiola	BNSF	Bakersfield Subdivision	942.1
Anita	UP	Valley Subdivision	192.2
Ansel	UP	Mojave Subdivision	389.5
Antelope	UP	Martinez Subdivision	102.5
Antioch	BNSF	Stockton Subdivision	1151.9
Antioch	UP	Tracy Subdivision	53.5
Aptos	SC	Santa Cruz Scenic Rwy.	12.6
Araz	UP	Yuma Subdivision	723.7
Arbuckle	CFNR	West Valley Subdivision	113.3
Arcata	NCRA	Northwestern Pacific Korblex Branch	292.5
Arcata	NCRA	Northwestern Pacific Samoa Branch	292.5
Arena	UP	Fresno Subdivision	140.6
Arlington	BNSF	San Bernardino Subdiv.	15.1
Arlington	UP	Los Angeles Subdivision	52.6
Arlington	UP	Rohr Industrial Lead	0.0
Armona	SJVR	Hanford Subdivision	255.9
Army Point	UP	Benecia Industrial Lead	1.6
Arnele Avenue	SDTI	San Diego Orange Line	17.8
Arsenal	UP	Benecia Industrial Lead	0.9
Artios	CFNR	West Valley Subdivision	156.8
Arvin	SJVR	Arvin Subdivision	333.1
Asti	NCRA	Northwestern Pacific	81.3
Atascadero	UP	Coast Subdivision	223.0
Atherton	JPBX	Caltrain Peninsula	27.7
Atwater	UP	Fresno Subdivision	143.2
Atwood	BNSF	San Bernardino Subdiv.	40.6