

# Shandin Division

## *Special instructions*

### **Rule 6.13 Yard Limits (Continued)**

**Mojave:** Yard Limits is in effect on all Release Tracks and the Yard Lead, South Track, MP 1170.8 to MP 1171.4

**Wyeth:** Yard Limits is in effect on diverging track onto the Southern Pacific MP 1181.8

### **Rule 6.26 Track Assignments**

**West Mojave:** South Track is the Chaffee Block which extends to include the West crossover.

North Track is the West yard lead/drill track.

**Mojave:** South Track including the ATSF Junction switch, and both East crossovers are in the Mojave Block. Arrival/Departure track is located on Track 201. Engine Release tracks are located on Track 207 and 208.

**East Mojave:** South Track is the #2 main track which is the El Camino Block and designated Eastward. North Track is the #1 main track which is the Arness Block and designated Westward.

### **Rule 14.7 Reporting Clear of Track Warrant Limits**

A crew member will report limits clear after their train has been confirmed out of the track warrant limits and in Yard Limits, siding, or other track, with all main track switches returned to normal position and locked in place.

Crew members will report limits clear to the dispatcher using the following sample format:

**Crew Member:** "ATSF 5255, track warrant number (track warrant number) limits reported clear, at your time, by (crew member's initials)"

**Train Dispatcher:** "Shandin Sub, trackwarrant number (track warrant number), Dated (date issued), Granted to the ATSF 5255 at (current location). Authority from (first location) to (current location) on Main Track. Limits reported clear at (dispatcher's time) by (crew member's initials) dispatcher (dispatcher's initials)."

### **Rule 15.1 Track Warrant Requirements**

Southern Pacific trains and engines operating on Santa Fe territory must obtain Santa Fe track warrant.

Santa Fe crews may use track warrant received for their train for deadhead movement between CP Shandin and North Bay plus North Bay to Mojave. If deadhead equipment being handled is different from that addressed on track warrant, change of address on track warrant is not required.

# Shandin Division Timetable No. 1

Revision No.1

Effective Friday, February 20, 2004 at 1201 AM Pacific Time

For Routes Operated By  
Southern Pacific and Santa Fe Railroads

# Santa Fe



**SOUTHERN  
PACIFIC**

**Christopher Palomarez**  
Superintendent of Operations

**Gary Green**  
Director of Maintenance of Way – Shandin

**Gregg Fuhriman**  
Manager of Signal Operation – Glen Frazer

**Doug Fuhriman**  
General Manager – Mojave Yard

**Kevin Fuhriman**  
Assistant General Manager – Mojave Yard/Cottonwood

**Harry Wong**  
Director of Locomotive Service – Sheridan

**Ryan Martin**  
Co-Director of Locomotive Service

**Jere Ingram**  
General Manager of Freight Operations – Hearst

**Jesus Peña**  
Director of Intermodal Service – North Bay

**Bob Shremp**  
Chief Supervisor of Electronic System Operation – Arness Jct.

**Lance Falkenstern**  
General Manager – Arness

**Wesley Steiner**  
General Manager – Vernon Yard

**Tim Harris**  
Director – Right of Way Inspection

**Donnell Wells**  
Co-Director – Right of Way Inspection

# Introduction

This timetable governs the operation of the Atchison, Topeka and Santa Fe Railroad, plus the Southern Pacific Line thus connecting. All rules must be complied with by all railroad personnel regardless of gender or home railroad, whose duties are in any way affected by it. It supersedes all previous timetables and instructions.

Shandin Subdivision governed by the ATSF Shandin Sub dispatch.

Mojave Subdivision governed by the SP WR42 Dispatch

**Rule 4.3** Explanation of characters shown on station pages:

- #MT.....Number of main tracks
- ABS .....Automatic Block System
- ATS .....Automatic Train Stop
- CTC .....Centralized Traffic Control
- DTC .....Direct Traffic Control
- M.....Manual Interlocking
- T .....Turning Facility
- TWC .....Track Warrant Control
- Y .....Yard Limits

WEST- WARD ↓	<b>Vernon Branch</b>		↑ EAST- WARD
Station Number	Siding Feet	STATIONS	Meth. Of Oper.
43607		Wyeth	TWC
		0.1	
		Santa Fe Jct.	
		1.2	
	1650	Bean	
		0.9	
		Duffy	
		1.2	
		Harris	Y
		3.7	
		Sheridan	
		1.2	
		Wells Creek	
		0.1	
	1050	Vernon	
		2.1	
		Steiner	
			231.4

# Shandin Division

## Movement of Trains and Engines

**Rule 16.2 Multiple Authorities (Continued)**  
opposing train. The words "after the arrival of (Train)" must be included in the issuance of the authority.

**Rule 16.4 Work and Time**  
Work and time authority may be issued to a train:  

- Within ABS when the block is clear or authority will not take effect until after the arrival of a train issued.
- A train in non-signaled territory, if the DTC block is clear.

 A train may occupy the designated block and move in either direction. When the block is jointly occupied, trains must move at restricted speed.

**Additional Time**  
Trains must release work and time before the time granted expires. If the train crew member in charge requires additional time, the authority must be obtained from the train dispatcher before time expires. If a train crew member is unable to contact the train dispatcher, and the time limit expires, authority is extended until the train dispatcher is contacted.

**Rule 16.6 Reverse Movements Within a DTC Block**  
The train dispatcher must grant permission for all reverse movements within a DTC block. Permission may be granted when no following trains have received authority in that block; or, the block is occupied by a following train, and the train dispatcher has verified that the following train dispatcher has verified that the following train has stopped and will remain stopped until movement is complete.

**Rule 16.7 Releasing DTC Block Authority**  
Unless the train dispatcher specifies otherwise, when a train with directional authority clear a DTC block, an employee will immediately release it to the train dispatcher. The train must not re-enter the DTC block it has been released from.

# Shandin Division

## Special instructions

**Rule 1.14 Other Railroads**  
Southern Pacific trains and engines will use Mojave Subdivision. Trackage rights may be executed from Anders, MP 1171.4 to Wyeth MP1181.8 on the Shandin Subdivision. Emergency circumstances may require trains and engines to be rerouted past Wyeth.

Santa Fe trains will use Shandin Subdivision and Mojave Yard Limits with permission from the Southern Pacific Mojave Yardmaster.

**Rule 2.16 Assigned Radio Frequencies**  
Radio channel \_\_ will be used on the Shandin Subdivision  
Radio channel \_\_ will be used on the Mojave Subdivision  
Radio channel \_\_ will be used on the Vernon Branch

**Rule 5.8.1 Ringing Engine Bell**  
**Mojave Yard:** Engine bell is to be sounded whenever train or equipment is moved on any tracks in to or out of yard limits.

**Arness Jct.:** Engine bell is to be sounded whenever train or equipment is moved on any track in yardlimits.

**Rule 6.13 Yard Limits**  
**Arness Jct.:** Yard Limits in effect on all diverging tracks from the Mainline, MP 268.6 to MP 272.6

# Shandin Division

## Movement of Trains and Engines

### Rule 6.26 Use of Multiple Main Tracks

Multiple main tracks will be designated by name or number. When necessary, track use will be indicated in the special instructions.

### Rule 6.27 Movement at Restricted Speed

When a train or engine is required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision. The crew must keep a lookout for obstruction and not exceed 20 MPH. Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required.

### Rule 14.9 Copying Track Warrants

The Conductor and engineer must have a copy of the track warrant issued to their train, and each crew member must read and understand it. The copy must show date, location, and name of the crew member who copied it. The following must occur when transmitted verbally:

### Transmitting Track Warrants

- A crew member will enter all of the information and instructions of the track warrant.
- The crew member will repeat the information to the train dispatcher.
- The train dispatcher will check it and, if correct, will say "OK" and give time and his initials.
- The crew member will enter the "OK" time and the train dispatcher's initials on the track warrant and repeat them to the train dispatcher.

### In Effect

- The track warrant is not in effect until the "OK" time is shown on it. Crew members may relay track warrants.

### Rule 14.10 Track Warrant in Effect

A track warrant is in effect until a crew member reports the train has cleared the limits, or the track warrant is made void. The crew member must inform the train dispatcher when the train has cleared the limits. If the track warrant shows a time limit, the train must clear the limits by the time specified, unless another track warrant is obtained. If the crew members cannot contact the train dispatcher and time limits expire, authority is extended until the train dispatcher can be contacted.

### Rule 14.12 Voiding Track Warrants

A crew member must write "VOID" across each copy of the track warrant when the train has reported clear of the limits or the track warrant has been made void.

### Rule 16.2 DTC Block Authority

The train dispatcher will issue DTC block authority to a crew members on the head end of the train when possible. Each DTC block record must be kept until the block is released, and the engineer and conductor each must have a copy available. DTC block authority must not be transferred to a relieving crew, unless authorized to do so by the train dispatcher. When verbal authority is received from the train dispatcher to leave equipment in a DTC block, the train dispatcher may instruct a crew member to void the DTC block authority.

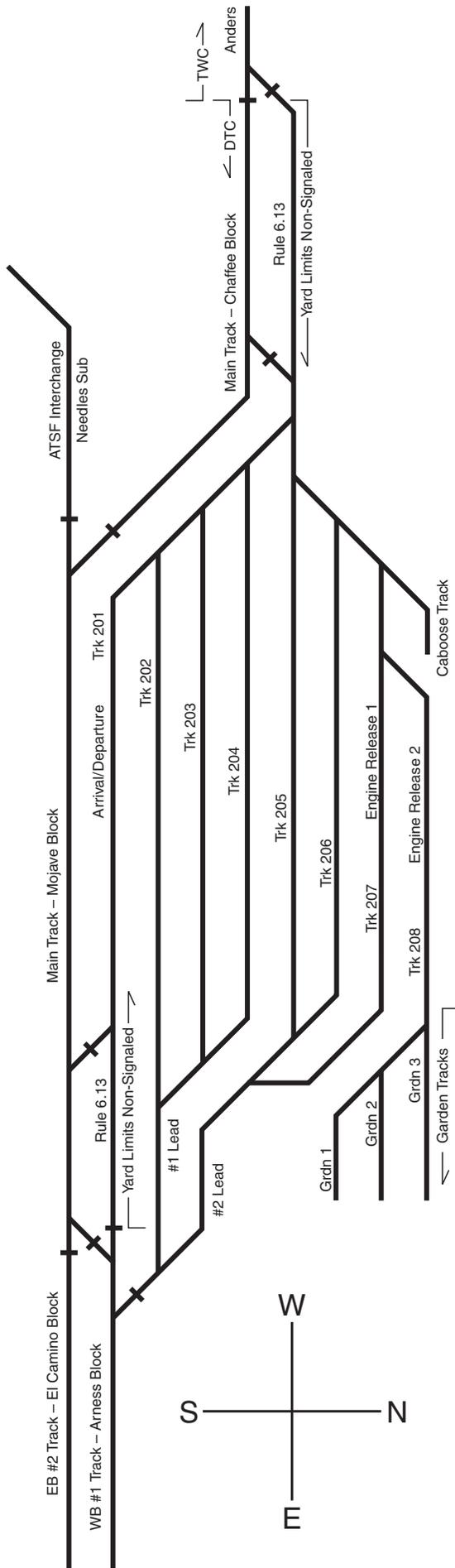
### Multiple Authorities

Not more than one DTC authority may be issued in the same DTC block except in ABS territory and non-signalized territory, authority may be issued to more than one train in the same direction. When directional authority will not take effect until after the arrival of an

WEST-WARD ↓		Mojave Subdivision			↑ EAST-WARD		
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post		
		El Camino		DTC 2MT	272.8		
		2.8					
	1810	Arness				270.0	
		0.8					
		Arness Jct. T			269.2		
		1.3					
		East Mojave			267.9		
		0.8					
43551		Mojave Y		DTC	267.1		
		2.2					
		Anders/ATSF Jct.		TWC	1171.4		

WEST-WARD ↓		Shandin Subdivision			↑ EAST-WARD		
Station Number	Siding Feet	STATIONS		Meth. of Oper.	Mile Post		
43551		Mojave Y		DTC	267.1		
		2.2					
		Anders/SP Jct.		TWC ABS	1171.4		
		0.9					
		Hearst				1172.3	
		0.7					
43560	1500	Glen Frazer				1173.0	
		2.6					
43600		Reynard				1175.6	
		4.9					
43605		Styx				1180.5	
		1.2					
43607		Wyeth			1181.7		
		0.1					
		Southern Pacific Jct. Y			1181.8		
		2.1					
		Llano			1183.9		
		1.1					
43692	1775	North Bay Y			1185.0		
		1.2					
		Cottonwood			1186.2		
		3.5					
		Piru			1189.7		
		5.7					
43701	1840	Shandin YT		CTC	1195.4		

Mojave Yard



Movement of Trains and Engines

**Rule 6.1 Repeat Instructions**

An operator who verbally receives instructions or information about train or engine movements must repeat them.

**Rule 6.2 Initiating Movement**

Before initiating movement on a main track, a crew member must receive a track warrant.

**Rule 6.3 Main Track Authorization**

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

- Rule 6.13 (Yard Limits)
- Rule 10.1 (Authority to Enter CTC Limits)
- Rule 14.1 (Authority to Enter TWC Limits)
- Rule 16.1 (Authority to Enter DTC Limits)

**Rule 6.4 Reverse Movements**

Make reverse movements on the main track at restricted speed and only within limits a train has authority to occupy the track.

**Rule 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. All movements entering or moving within yard limits must be at restricted speed unless operating under a block signal indication that is more favorable than Approach.

**Rule 6.14 Restricted Limits**

Between designated points specified by signs and in the special instructions, trains and engines may use the main track not protecting against other trains or engines. All movement must be at restricted speed.

**Rule 6.19 Flag Protection**

Flag protection is not required against following trains on the same track if:

- Train is within ABS limits and the rear of the train is protected by atleast two block signals or one block signal and one distant signal.
- Rear of the train is within BRT, CTC, DTC, or interlocking limits.
- Track warrant, general order, or special instructions specify that flag protection is not required **or**
- Rule 6.13 or 6.14 is in effect.

**Rule 6.19.4 Crossing Over or Fouling Main Track**

Except where Rule 6.13 or Rule 6.14 is in effect, a train must receive permission from the train dispatcher before crossing over to or obstructing another main track signaled for movement in one direction. Flag protection must be provided for movements against the current of traffic, unless the train dispatcher advises that no movements have been or will be authorized. Crew members who receive this advice must notify the train dispatcher when their movement is clear of the other main track.

**Rule 6.19.5 Protection in ABS by Lining Switch**

When a train or engine is within ABS limits and requires flag protection, the protection may be provided by lining and locking a main track switch against movement at or beyond the point where the train or engine will stop movement or clear the main track.

If the switch is located within a block other than the one occupied, do not make movements under this protection until 5 minutes after the switch has been lined. Also, make sure no train or engine is between the switch and the train or engine being protected or is within or closely approaching the block where the switch is located.