

**RULE 10-I**

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

**Foreman's Response**

"THIS IS S.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP ..... AND MP ..... S.P. TRAIN ORDER NO. .... WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT ..... M.P.H."

**Engineer's Response**

"THIS IS ENGINEER S.P. TRAIN ..... I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. .... BETWEEN MP ..... AND MP ..... AT (Speed). REPEAT (Speed) MILES PER HOUR."

**Foreman's Response**

"S.P. TRAIN ORDER NO. .... BETWEEN MP ..... AND MP ..... M.P.H. OK."

**SPEED TABLE**

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
41"	87.8	1'11"	50.7
42"	85.7	1'12"	50
43"	83.7	1'13"	49.3
44"	81.8	1'14"	48.6
45"	80	1'15"	48
46"	78.3	1'16"	47.4
47"	76.6	1'17"	46.8
48"	75	1'18"	46.2
49"	73.5	1'19"	45.6
50"	72	1'20"	45
51"	70.6	1'25"	42.4
52"	69.2	1'30"	40
53"	67.9	1'35"	37.9
54"	66.7	1'40"	36
55"	65.6	1'45"	34.3
56"	64.3	1'50"	32.7
57"	63.2	1'55"	31.3
58"	62.1	2'00"	30
59"	61	2'15"	28.7
1'00"	60	2'30"	24
1'01"	59	2'45"	21.8
1'02"	58.1	3'00"	20
1'03"	57.1	3'30"	17.1
1'04"	56.2	4'00"	15
1'05"	55.4	5'00"	12
1'06"	54.5	6'00"	10
1'07"	53.7	7'00"	8.6
1'08"	52.9	7'30"	8
1'09"	52.2	8'00"	7.5
1'10"	51.4	10'00"	6

# SOUTHERN PACIFIC COMPANY



## LOS ANGELES DIVISION SPECIAL INSTRUCTIONS

### NO. 14

**EFFECTIVE OCTOBER 30, 1966**

**AT 12:01 A.M.,**

**PACIFIC STANDARD TIME**

**SUPERSEDING SPECIAL INSTRUCTIONS**

**No. 13**

**THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT**

**M. A. McINTYRE,**  
General Manager.

**R. D. SPENCE,**  
**S. B. BURTON,**  
Assistant General Managers.

**J. P. GRIFFIN,**  
General Superintendent of  
Transportation.

**J. J. WILLIS,**  
Superintendent of Transportation.

**J. H. LONG,**  
Superintendent.

**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS**

**SOUTHERN PACIFIC MEMORIAL HOSPITAL, INC.**

LOCATION	NAME	TITLE
San Francisco	Dr. V. M. Strange	Chief Surgeon
Los Angeles	Dr. M. T. Steele	Assistant to Chief Surgeon
Los Angeles	Dr. R. G. Stern	Division Surgeon
Los Angeles	Dr. J. R. Ong, Jr.	District Physician and Surgeon
Los Angeles	Dr. A. L. Kieler	District Physician and Surgeon
Los Angeles	Dr. Leroy Walter	District Physician and Surgeon
Los Angeles	Dr. David Singer	District Physician and Surgeon
Inglewood	Dr. Elmer David Charland	District Physician and Surgeon
Inglewood	Dr. Daniel Levenson	Emergency Surgeon
Huntington Park	Dr. Peter C. Yorke	District Physician and Surgeon
Eagle Rock	Dr. A. E. Hollenbeck	District Physician and Surgeon
Eagle Rock	Dr. W. J. Ekroth	District Physician and Surgeon
Aradisa	Dr. Herbert L. Herscher	District Physician and Surgeon
Pasadena	Dr. J. A. Hopkins	District Physician and Surgeon
No. Hollywood	Dr. Karl Stadlinger	District Physician and Surgeon
Burbank	Dr. Walter G. Case	District Physician and Surgeon
San Fernando	Dr. B. Tan	District Physician and Surgeon
Newhall	Dr. E. E. Steiger	District Physician and Surgeon
Newhall	Dr. William E. Trumbull	Emergency Surgeon
Santa Monica	Dr. C. M. Leggett	Emergency Surgeon
Compton	Dr. M. C. Todd	District Physician and Surgeon
Long Beach	Dr. Robert O. Block	District Physician and Surgeon
San Pedro	Dr. Gerald H. Evers	Emergency Surgeon
Whittier	Dr. S. Delos Champaign	District Physician and Surgeon
Downey	Dr. Curtis R. Pazman	Emergency Surgeon
Norwalk	Dr. E. H. Kersten	District Physician and Surgeon
Anaheim	Dr. L. J. Cella	Asst. Dis. Physician & Surgeon
Santa Ana	Dr. Thomas A. Wynne	District Physician and Surgeon
Pasadena	Dr. Z. T. Malaby	District Physician and Surgeon
Pasadena	Dr. T. C. Nicola	Emergency Surgeon
Alhambra	Dr. E. W. Gilbert	Emergency Surgeon
Alhambra	Dr. G. Glenn Dollinger	Emergency Surgeon
San Gabriel	Dr. A. S. Sonnenberg	District Physician and Surgeon
El Monte	Dr. W. W. Schults	District Physician and Surgeon
City of Industry	Dr. C. E. Sauer	Asst. Dis. Physician & Surgeon
La Puente	Dr. J. H. Austin	Emergency Surgeon
Covina	Dr. C. S. Condo	Emergency Surgeon
Covina	Dr. D. B. St. Clair	District Physician and Surgeon
Pomona	Dr. L. E. Ellenberger	District Physician and Surgeon
Colton	Dr. W. C. Engel	District Physician and Surgeon
Colton	Dr. Charles Engel	Asst. Dis. Physician & Surgeon
San Bernardino	Dr. C. M. Hadley	Oculist and Aurist
San Bernardino	Dr. Frederick H. Hull	Oculist and Aurist
San Bernardino	Dr. S. B. Hughes	District Physician and Surgeon
Riverside	Dr. Edw. E. Engel	District Physician and Surgeon
Redlands	Dr. H. A. Hill	District Physician and Surgeon
Banning	Dr. Joseph Nagy	Asst. Dis. Physician & Surgeon
Palm Springs	Dr. C. H. Woodmansee	District Physician and Surgeon
Indio	Dr. R. R. Dannebaum	District Physician and Surgeon
Indio	Dr. Alfred H. Herman	Oculist and Aurist
Calipatria	Dr. N. K. Caldwell	Emergency Surgeon
El Centro	Dr. J. E. Hayworth	District Physician and Surgeon
Brawley	Dr. A. H. Foster	District Physician and Surgeon
Brawley	Dr. C. M. Cutshaw	Asst. Dis. Physician & Surgeon
Brawley	Dr. G. C. Holleran	District Physician and Surgeon
Brawley	Dr. Theo. Niewenhaus	District Physician and Surgeon
Calverley	Dr. M. P. Ajalat	District Physician and Surgeon
Yuma	Dr. C. S. Powell	District Physician and Surgeon
Yuma	Dr. Wm. H. Lyle	Asst. Dis. Physician & Surgeon
Yuma	Dr. J. F. Stanley	Asst. Dis. Physician & Surgeon
Yuma	Dr. Robert A. Stratton	Asst. Dis. Physician & Surgeon
Yuma	Dr. James Volpe, Jr.	Refractionist
Glendale	Dr. E. A. Westphal	District Physician and Surgeon
Glendale	Dr. E. A. Taylor	Asst. Dis. Physician & Surgeon
Canoga Park and Reseda	Dr. M. S. Sumner	Emergency Surgeon
Van Nuys	Dr. Claude H. Chan	District Physician and Surgeon
Fillmore	Dr. J. E. Zornes	District Physician and Surgeon
Satigny	Dr. A. W. Cruden	Emergency Surgeon
Moortpark	Dr. John O. James	Emergency Surgeon
Ornard	Dr. Wallace A. Tamayoee	District Physician and Surgeon
Ventura	Dr. H. R. Henderson	District Physician and Surgeon
Carpinteria	Dr. C. G. Drace	Emergency Surgeon
Santa Barbara	Dr. G. Horace Voshow	District Physician and Surgeon
Santa Barbara	Dr. Leo Eisner	District Physician and Surgeon
Santa Barbara	Dr. R. A. Baragry	Oculist
Santa Barbara	Dr. G. T. Flynn	Asst. Dis. Physician & Surgeon
Santa Barbara	Dr. W. R. Johnston, A.	Oculist and Aurist
Santa Barbara	Dr. W. B. Gibb	Oculist
San Luis Obispo	Dr. James Barry Smith	District Physician and Surgeon
San Luis Obispo	Dr. R. T. Treadwell	District Physician and Surgeon
San Luis Obispo	Dr. A. F. Fogo	Aurist
San Luis Obispo	Dr. Karl Kundert	Asst. Oculist
Santa Maria	Dr. A. M. Beekler	Asst. Dis. Physician & Surgeon
Santa Maria	Dr. S. A. Fuhring	Asst. Oculist and Aurist
Guadalupe	Dr. Harold O. Nelson	District Physician and Surgeon
Lompoc	Dr. J. D. Warrick	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patient cannot be sent to or await arrival of Division or District Surgeon.

**HOSPITALS**

General Hospital	San Francisco
Division Hospital	Santa Fe Hospital, Los Angeles
Emergency Hospital	Mission Road Coach Yard, Los Angeles
Emergency Hospital	Taylor Yards, Los Angeles

**TRANSPORTATION HOSPITAL ASSOCIATION**

Former Pacific Electric Railway Company Employees will be governed by the following:

Los Angeles	E. Craig Heringman—Chief Surgeon
Hollywood	Citizen's Emergency Med. Group
Van Nuys	Van Nuys Medical Clinic
Burbank	Burbank Medical Clinic
West Los Angeles	West End Medical Group
El Segundo	Sepulveda Medical Group
San Gabriel Valley	Hofgaard Medical Center
Gardena	Wayne Medical Clinic
Bellflower	Bellflower Medical
San Fernando	Van Nuys Medical Clinic
La Puente	5th Avenue Medical Bldg.
Long Beach	Signal Hill Medical Center
Huntington Park	Southeast Medical Center

**LOCAL PANEL DOCTORS**

Anaheim	E. H. W. Kersten, M.D.
Balboa	S. R. Monaco, M.D.
So. Central Los Angeles	John Huling, M.D.
Canoga Park	Robt. J. Feinberg, M.D.
Compton	John W. Elder, M.D.
Eagle Rock	J. K. Hardesty, M.D.
El Segundo	Sepulveda Medical Group
Garden Grove	W. S. Rosenberg, M.D.
Hollywood	Citizen's Emergency Group
Inglewood	E. L. McFarlane, M.D.
La Habra	I. N. Kraushaar
Los Angeles	G. H. Douglass, M.D.
S. W. Central Los Angeles	T. B. Tulette
Pasadena	James Hopkins
Pasadena	W. E. Lynn
Redlands	H. A. Hill
Riverside	Elvin W. Hoag
San Bernardino	J. Wallace
Torrance	Medical Clinic of Torrance
West Covina	E. M. Nielson
Whittier	Gerald H. Evers
Whittier	Loma Medical Group

**WATCH INSPECTORS**

San Francisco	K. I. Dunlap, Mgr. of Time Service, 65 Market St.
Los Angeles	Merit Watch Co., Rm. 910 610 S. Main St.
Los Angeles	Chas. J. Weir, 3161 Glendale Blvd.
Los Angeles	Jon. J. Tholt, 598 West Ave. 28
Los Angeles	Carl Kimmel, 7512 Sunset Blvd.
Los Angeles	Clayton W. Riggs, 4944 Huntington Dr. So.
San Fernando	Levitt Jewelers, 1012 San Fernando Rd.
Huntington Park	Podimore, 7214 Pacific Blvd.
Glendale	Parr's, 102 East Broadway
Temple City	Fitzjohn's Jewelers, 9557 E. Las Tunas Dr.
Santa Ana	Ewerts, 113 W. 4th St.
Ornard	Bond's Jewelers
Ventura	Tom Eby, 309 E. Main St.
Santa Barbara	Alfred's Jewelers, 1103 State St.
San Pedro	Perham's, 278 W. Sixth St.
Long Beach	C. C. Lewis Jewelry Co., 833 Pine Ave.
Pasadena	J. Herbert Hall Co., 725 E. Colorado Blvd.
El Monte	Lawson's, 10842 W. Valley Blvd.
La Puente	Rudolph's Jewelers, 15805 E. Main St.
Covina	J. Hoard Boal, 236 N. Citrus Ave.
Pomona	E. W. Rehkop, 235 E. Second St.
Colton	Lincoln Jewelers, 1153 No. Mt. Vernon Ave.
Redlands	Smith Jewelers, 110 E. State St.
Banning	Felts Jewelry, 78 W. Ramsey
Indio	Titus & Shepherd Jewelers
Yuma	Edwards Jewelry Co., 298 Main St.
El Centro	Henry's Jewelers, 522 Main St.
Brawley	Al Johnson, 538 Main St.
Fillmore	Behersinger Jewelers, 335 Central
San Bernardino	Olsen's Jewelry, 317 E. St.
San Luis Obispo	Don Andrews, 1009 Higuera
Lompoc	Barolis Jewelry, 117-B So. H. Street
Sherman Oaks	Berggren Jewelers, 25 Fashion Square
Compton	Finley's Jewelry Store, 182 E. Compton Blvd.
El Segundo	Kile's Watch Shop, 208 Main St.
Inglewood	P. W. Andrew, Jeweler, 134 No. Market St.
Monrovia	Box Jewelers, 518 W. Myrtle
Santa Monica	Bubar's Jewelers, 1327 3rd St.
Torrance	Howard's Jewelers, 1503 Cabrillo Ave.
Norwalk	Setterberg Jeweler, 12130 Front St.

**RULE A.** Employees must know they have in their possession copy of Rules and Regulations of the Transportation Department effective July 1, 1960, page revisions listed on page 1, revised April 1, 1961.

**RULE M.** Employees are prohibited from getting on top of any box or other house cars not equipped with a roof running board except when necessary to make repairs.

Employees may ride on roof of cars equipped with roof running board when necessary during switching operations, but must not cross from the roof of one car to another while in motion.

Employees are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employees must be familiar with their location and avoid personal injury.

**RULE 1.** Form prescribed for recording variations of standard clock with time signal has been discontinued.

**RULE 10-G.** On all branch lines except EASTWARD, NILAND TO CALEXICO (Calexico Branch):  
667.4 to 708.88

WESTWARD, CALEXICO TO NILAND  
(Calexico Branch):  
708.88 to 667.4

an unattended red flag by day and, in addition, a red light by night will be placed to the right of main track in direction of approach at a distance of 1,000 feet from the point to be protected a yellow signal will be displayed to right of track and a torpedo will be placed on rail one-half mile in advance of red signal. Flagman will not be provided. Trains stopped by these signals must be governed by signal or instructions from the foreman in charge.

Between the mileposts listed above the yellow flag and torpedo will be placed one and one-half miles in advance of the red flag.

**RULES 10-G, 10-H and 10-I.** When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach. Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

Rule 10-H, first paragraph, is revised to read:

"When a yellow signal is required it will be displayed to the right of track in direction of approach, two miles from structure or track over which speed of trains must be restricted. Where two or more main tracks are affected the signal will be displayed for each track the same as if it were a single track."

Third paragraph is revised to read:

"Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed restricted speed thereover. When yellow signals are displayed and the speed is not specified by train order or timetable bulletin, trains must proceed expecting to find unattended red signal that may be displayed two miles beyond the yellow signal."

Rule 10-I, first paragraph, is revised to read:

"When Form Y train order is in effect an unattended red sign reading 'CONDITIONAL STOP' will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with a green flag or light is received. A yellow sign reading 'PROCEED PREPARED TO STOP' will be displayed two miles in advance of the red sign."

Form Y Train Order, third paragraph, is revised to read:

"Yellow proceed prepared to stop signs are displayed two miles in advance of red conditional stop sign."

**RULE 10-J.** Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

Rule 15, first paragraph, is revised to read:

"The explosion of a torpedo is a signal to proceed with caution for two miles."

Second paragraph is revised to read:

"When a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed two miles beyond the torpedo and the yellow signal."

**RULE 16(e)** is cancelled.

**RULE 16(k).** When standing, apply or release air brakes.

**RULE 19.** Last sentence of Item (5) is cancelled.

**RULE 20.** On diesel fueling tracks, a blue light will not be attached to reflectorized "Men at Work" signs when displayed at night.

**RULE 8-72.** Westward trains are superior to trains of the same class in the opposite direction.

**RULE 98.** Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

**RULE 103-A.** Automatic crossing gates:

Crews of trains or engines making stop, reverse movement, movement against current of traffic or movements from sidings yard or industrial track over crossings that may be protected by wigwags, crossing bells or other automatic warning devices must know that automatic protection is operating properly before entering crossing.

**RULE 105.** Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "N" for North and "S" for South are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

**RULE 220-A** is revised as follows: "Train orders relating to track conditions and Form Y train orders, unless annulled, must be respected by conductor and engineer on all trips made during the tour of duty on which such orders are received. Other train orders received by a train may be made applicable to an additional trip by issuance of an order reading 'RESPECT ORDER No. . . . .', or adding these words to the order creating the train for the additional trip."

#### "FORMS OF TRAIN ORDERS"

Form G, last paragraph, is revised as follows: "When an order, Form G, is fulfilled or annulled, other forms of orders held by the extra so created, except Forms K, V, Y, and train orders relating to track conditions, are also made void."

**RULE 283.** Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route." Figs. A and B, must be made with caution.

**RULES 281 and 285.** Movements against the current of traffic or to non-signalized track, governed by semaphore type signals displaying "Proceed," Fig. E, Rule 281; or light type signals displaying "Proceed not Exceeding Maximum Speed," Figs. D or G, Rule 285, must be made with caution.

**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS****RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM****PUSH BUTTONS**

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track. Further instructions posted inside push button box.

**ELECTRIC SWITCH LOCKS**

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within CTC limits, train dispatcher must also be notified by telephone when completed.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked."

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within CTC limits, train dispatcher's permission must also be obtained before lock box door is opened.

When block indicators indicate "block occupied," instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with a cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movements made only after flag protection provided on both track.

**MECHANICAL SWITCH LOCKS**

After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R." Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher or signal operator must be notified immediately and movement made only after necessary flag protection is provided.

**RULE 663(b). INTERLOCKING**

Signal operator may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be in hand position as required by Rule 772.

When indication lights on control panel are not illuminated movements may be authorized under provisions of this rule; however, before making a facing point or trailing point movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772 and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

**RULE 705. HOT BOX DETECTORS**

Instructions follow for operation of hot box detector boxes when stopped by illuminated letter actuated by hot box detector device. These instructions are also posted inside detector boxes.

Numerals displayed by indicator inside of box indicate location of car with hot bearing in train. Top row indicates hot bearing on right side of train and lower row on left side of train in direction of movement. Numbers displayed on top row or bottom row indicate numbers of axle between hot bearing and rear of train. Indicator will display a maximum of four hot bearings on each side of train. All journals of car indicated by detector as well as each adjoining car must be inspected.

When H indicator indicates a hot journal on train and there is no count shown on hot bearing detector and red light below readout marked "Locator out of Service" is illuminated, all journals on train must be inspected.

After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When hot box detectors actuated, following information is to be reported at next terminal in telegraph message form addressed jointly to Superintendent, Division Engineer, Signal Supervisor and Chief Dispatcher at Los Angeles identifying by Symbol H. B.

1. Date and time actuated, and M.P. location.
2. Train identification.
3. Car number and location in train.
4. Box location (1, 2, 3 or 4 from trailing end of car in direction of movement, right or left side).
5. Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.)
6. Report all cases where train passes over the detector without an indication having been displayed, but developing a hot box between detector and a point 20 miles beyond detector.

**CENTRALIZED TRAFFIC CONTROL**

**RULE 765.** Hand operated switches within A-PB or CTC limits must not be operated without permission from train dispatcher and where main track hand operated switches are not equipped with electric or mechanical switch locks and maximum authorized speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for the meeting or passing of trains.

**RULE 776.** Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule may resume normal speed after rear of train passes next block signal displaying green aspect.

**GENERAL REGULATIONS**

**RULE 808.** In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that whistle, bell, and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officer desire additional information they should be courteously referred to Claims Department representative.

**RULE 836.** Outside of yard limits cars shoved ahead of engine between stations on descending grade must be chained to the engine. When practicable engine must be kept on descending grade end of cars.

**RULE 872.** Enginemen when taking charge of through freight or passenger engines at San Luis Obispo, Santa Barbara, Los Angeles, Colton, Indio, and Yuma will consider engines as having been amply supplied with fuel and sand.

**RULE 873.** Sanders must not be operated between absolute or interlocking signals governing movements over dual control or power operated switches.

**AIR BRAKE RULES**

**RULE 2.** Engineers when taking charge of road engine at San Luis Obispo, Santa Barbara, Los Angeles, Colton, Indio, and Yuma will consider sanders are operating properly.

Enginemen taking charge of road engines at Taylor Roundhouse will consider that condensation has been drained from reservoirs, and from moisture and dirt collectors; that sanders are operating properly; and that communicating signal is operating and cut-out cocks are properly positioned on engines in passenger service.

**RULE 2-B.** Dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units or any combination of both which totals 24-axle of dynamic braking, except dynamic brake on DF-1 to DF-13 classes is limited to five units.

Trailing EMD units are capable of dynamic braking when connected to the lead unit with a field loop jumper.

A DF class Alco unit is capable of dynamic braking when its dynamic brake cut-out switch is closed; when the switch is open, the dynamic brake will not operate on the unit.

Field loop jumpers are only required in Alco units to permit the dynamic brake to operate on trailing EMD unit.

**RULE 2-C.** Enginemen must assure themselves that safety control valve (deadman control) is fully cut in when handling cars with train brakes cut in.

**RULE 3.** Standard brake pipe pressure for freight and mixed trains is 90 pounds.

**RULE 11.** Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br.Cyl.Rel." or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with a brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

**FREIGHT TRAINS**

**RULE 22.** Trainmen must not couple air hoses on outgoing trains at San Luis Obispo, Delora, South Gate, Los Nietos, City of Industry, Colton, Indio, and El Centro until train is made up and caboose and engine on train.

Coupling engine on head end and caboose to rear of train is an indication that train is made up and yardmen have

completed their work. Yardmen or trainmen must not perform switching on, or couple other cars to a train on which the caboose and engine have been attached, without instructions from yardmaster, or proper authority, who will arrange to notify members of crew in advance.

**RULE 32.** Except as provided in Air Brake Rule 32, trains operated with road locomotive consists which include EF 630 class units in series 8400 to 8445 inclusive stopped on grade between MP 252.1 and MP 732.7 must leave train brakes applied until train is ready to proceed.

**RULE 33.** When gross tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH.

**MISCELLANEOUS**

**5. Helper Service.**

(a) When helper engine is placed behind caboose, not more than 2 operating units or 4000 operative horsepower will be used.

(b) When helper engine is placed immediately ahead of caboose not more than four operating units or 8000 operating horsepower will be used.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

**6.** Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

**17.** Should a passenger train be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocking chain, and power plants and steam generators, if any, on engine shut down.

**28.** DF-1 to 12 and DP class engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

**SPEED RESTRICTIONS FOR ENGINES:** Maximum speed shown below is subject to further restriction applicable to certain territories as shown in Speed Restrictions for Trains: Nominal classifications are descriptive of the engines as follows:

- 1st letter ..... Builder: A Alco: B BLH: E EMD: F Fairbanks-Morse: G GE: K Krauss-Maffia
- 2nd letter ..... Type of service: F Freight: P Passenger: S Switcher
- 1st number ..... Number of axles
- 2nd and 3rd numbers ..... Horsepower (100)
- Last letter ..... Style of unit: A Car body type with control cab. B No control cab. No letter indicated road switcher type

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

Nominal Class	Maximum Speed
AP620A	79
EP620A	79
EP623A	79
EP624A	79
AP620B	79
EP620B	79
FP624	70
GS404	35
ES406	45
AS407	60
ES408	65
ES408B	65
ES409	65
AS409	60
AS409	60
AS410	60
BS410	60
ES410	60
ES410	65
BS412	60
ES412	65
FS412	60
GS407	55
EF415A	70
EP415A	75
EP415A	79
EP415B	70
EP415B	75
EP415B	79
EF418A	70
EF418B	70
EF415	70
BS615	65
BS615	35
BS615B	35
ES615	65
ES615	55
ES615	70
BS616	35
BS616B	35
AS416	65
AS416	65
EF618	70
EF418	70
EP418	75
AS418	79
AS618	70
AF420	65
EF420	75
EF423	75
AF624	70
EF425	75
EF625	75
GF425	75
AF628	75
KF636A	70
KF636	70
AF640	75
EF850B	75
GF850A	75
RDC	79

When on head end of train or running light and engineer is other than a leading control cab in direction of movement, must not exceed 30 MPH.

When operated in multiple unit control on head end of train or running light and engineer is in other than lead unit in direction of movement, must not exceed 30 MPH.

Diesel engines weighing 100,000 pounds or more moving dead in train will be placed first behind engine handling train; diesel engines weighing less than 100,000 pounds must be placed near rear of train.

Dead or disabled engines listed in timetable which requires movement at reduced speed must not be handled in train until train-order designating maximum speed is issued.

Engines handled dead must not exceed GS 404 restricted to 30 MPH.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars, except:	40	30
SPMW 2024	65	49
Cars with arch bar trucks	40	30
Steel pile-drivers, except:	40*	30*
SPMW 4088 and 5479 (locomotive crane pile-driver)	45*	35*
Relief outfits with steam derrick, except:	45	25*
(Relief outfits 7014 and 7025 must not be operated on any branch, except may be operated on Santa Paula Branch provided an empty 50-foot car is placed between crane and engine; on San Pedro Branch to MP 504.00; on Burbank Branch between Burbank and Canoga Park; on Santa Ana Branch and on Puente Branch)	35*	25*
Locomotive cranes:		
with boom disconnected, heavy end forward	45*	25*
except SPMW 743, 4020 and 4049	35*	25*
with boom disconnected, light end forward	20*	15
with boom in place, either end forward	25*	15
Rotary snow plows:		
Electrified	35	15
Steam	25	15

\*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead equipment with caboose	65	..
Passenger trains with caboose	65	..
Engine and caboose only, except:	..	65
must not exceed speed for same engine running forward light	..	..
Engine, flanger and caboose only, except:	..	40
On curves	..	30
Logs loaded on flat or logging cars, except:	..	35
On curves	..	25
Through truss bridges, tunnels, and passing stations	..	15

All cars handled in passenger train must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.



Freight and mixed trains containing no restricted cars are authorized to operate at column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) consistent with local restrictions ac-grade and other conditions, provided trains do not exceed:

Number of Cars	Tons per Operative Brake
70.....	70
75.....	69
80.....	68
85.....	67
90.....	66
95.....	65
100.....	64
105.....	63
110.....	62
115.....	61
120.....	60
125.....	58
130.....	56
135.....	54
140.....	52
145.....	50

Public Utilities Commission of California Decision No. 66278 effective Nov. 5, 1963, provides blanket authorization for movement of high-cube box cars over the following routes in the State of California:

- A. Between Yuma, Ariz. and Taylor Yard, California, via Colton, City of Industry, and Alhambra Avenue.
- B. Between Downey Ave. Interchange Yard and South Gate via Taylor and East Bank of Los Angeles River.
- C. Between City of Industry and South Gate via Studebaker.
- D. Between Downey Ave. Interchange and Raymer via Burbank.
- E. Between Burbank Jct. and Mojave via Saugus.
- F. Between Mojave and Bakersfield.
- G. Between Bakersfield and Melrose via Goshen Junction, Fresno, Los Banos.

High-cube box cars that move via the above routes, under this blanket authorization as well as high-cube box cars handled over other parts of our line within the State of California under special authorizations obtained from the Calif. Public Utilities Commission may be handled only under the following conditions:

1. If train length permits, such cars shall be entrained at least five cars distant from caboose.
2. The crew of each train containing freight cars herein authorized to be operated shall be informed by an appropriate train order that the consist of the train includes freight cars of such excess height and that members of the train crew are forbidden to ride on top of any such cars.
3. Any yard crew required to handle freight cars herein authorized to be operated shall be notified by its supervising officials of the presence of such cars in said yard.
4. Instructions be issued to all road and yard crews forbidding them to ride on the tops of the cars herein authorized to be operated.

Advance notice must be furnished by Superintendents to connecting divisions advising them of movements of such cars in order that the above requirements may be complied with.

Public Utilities Commission of California Decision No. 67027, effective April 20, 1964, grants permission to operate open top freight cars of an overall height of 17 ft. 0 in. above top of rail in the State of California. If length of train permits, such cars shall be entrained at least five cars distant from the caboose and the engine.

Maximum speed for trains handling open top loads of Petroleum Coke is restricted to 40 MPH.

**SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION**

**RULE 10-J. Speed signs to left of track:**

<u>Eastward</u>	<u>Reading</u>	<u>Westward</u>	<u>Reading</u>
		MP 254.04	25
		MP 264.71	60-50
MP 398.47	65-50	MP 462.40	79-50
		MP 490.36	6

Speed signs to right of track, but with one track intervening:  
 Westward at MP 486.30 reading 10 is to right of drill track and beyond Alameda St.  
 Westward at MP 488.10 reading 12 is to right of drill track.  
 Eastward at MP 501.24 reading 15.

**RULE 14(m).** Whistle will not be sounded one mile before reaching stations between Los Angeles and Burbank Jct.

**RULE 21-C.** Train indicators on trains arriving San Luis Obispo may be displayed until engine reaches roundhouse, but must be removed immediately on arrival at roundhouse.

**RULE 82-A.** Trains to or from San Joaquin Division authorized on San Joaquin or Los Angeles Division are also authorized between Los Angeles or Los Angeles Yard and Burbank Jct. and will display indicators and signals, if any, accordingly between Los Angeles or Los Angeles Yard and Burbank Jct.

Trains to San Joaquin Division originating at Los Angeles or Los Angeles Yard must obtain San Joaquin Division clearance and need not obtain Los Angeles Division clearance; and need not obtain clearance at Burbank Jct. if cleared by train-order signal.

Eastward regular trains and sections thereof from San Joaquin Division need not obtain clearance at Burbank Jct.

When an extra train is operating on the Burbank Branch between Burbank and Tarzana, MP 453.4, and/or between Chatsworth and Canoga Park, MP 449.2, train dispatcher must not authorize another train to operate on the Burbank Branch between Burbank and Tarzana MP 453.4 and/or between Chatsworth and Canoga Park MP 449.2 without first having an understanding in accordance with provisions of Rule 208-A with the conductors and the engineers of the extra trains that are operating at the time on the Burbank Branch.

Extra trains operating on the Burbank Branch between Burbank and Tarzana, MP 453.4, will display indicators as an extra train on the entire trip as indicated by engine number lead unit and are authorized to operate on the Burbank Branch between Burbank and Tarzana MP 453.4 as extra trains between Burbank and Tarzana MP 453.4 without obtaining a clearance.

Extra trains operating on the Burbank Branch between Chatsworth and Canoga Park MP 449.2 will display indicators as an extra train on the entire trip as indicated by engine number lead unit and are authorized to operate on the Burbank Branch between Chatsworth and Canoga Park MP 449.2 without obtaining a clearance.

**RULE 83.** Identification may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be applied at end of double track. Reduce speed sufficiently to permit identification and comply with Rule 14(k).

When a regular train or section of schedule is checked at Los Angeles it will not be necessary to obtain check of the same train at Burbank Jct. when moving to San Joaquin Division.

Identification may be made by trains between Burbank Jct. and Glendale to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification and Rule 14(k) will apply.

Identification may be made eastward between San Luis Obispo and MP 254.86, and westward between Santa Barbara and MP 368.28, to be applied at the end of double track. Trains approaching each other between these points must reduce speed sufficiently to permit identification, and Rule 14(k) will apply.

**RULE 83-A.** At the following stations, only trains indicated will register:

Guadalupe.....Trains originating or terminating.  
 Registration of westward light engines, terminating at San Luis Obispo, may be telephoned on arrival at roundhouse to train-order operator who must enter same on register and verify by repeating registration.

When engine is changed before completion of a trip crew must indicate on train register that trip was originated with engine No.....and completed with engine No.....

Engines originating at Lompoc, in addition to information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "signals." When trip has been completed, date of arrival at Lompoc must also be entered in column captioned "signals."

Los Angeles Yard, originating or terminating, except light engines to or from Santa Barbara Subdivision.

**RULE 83-B.** At open train-order offices, trains may register by ticket as follows:

Santa Barbara. First-class and trains consisting of passenger equipment only.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

<u>West MP</u>		<u>East MP</u>
249.56	San Luis Obispo.....	254.00
264.50	Oceano.....	267.00
275.20	Guadalupe.....	277.32
301.85	Surf.....	303.49
302.7	Surf Lompoc and White Hills Branches to end of branches.	
369.16	Santa Barbara.....	373.71
397.13	Ventura.....	400.50
	" (Ojai Branch).....	End of Branch
406.61	Oxnard.....	409.12
402.94	Montalvo (Santa Paula Branch).....	404.83
423.54	Fillmore.....	425.62
412.57	Santa Paula.....	416.53
446.06	Chatsworth (Burbank Branch).....	446.35
449.37	Saugus.....	451.64
448.17	" (Santa Paula Branch).....	
444.7	Chatsworth.....	462.00
462.32	Los Angeles (Coast line).....	
471.20	" (Saugus-Alhambra line).....	488.69
466.19	" (Burbank Branch).....	

Yard limit signs located to left of track:  
 Eastward on Saugus line, Burbank Jct.



San Luis Obispo. Westward freight trains except No. 371 and 373 must not pass Signal 2533 unless proceed signal received from switchmen, green flag by day, green light by night, or orally instructed by yardmaster or his representative.

**RULE 95.** All trains must obtain a clearance before leaving Santa Barbara.

**RULE D-97-A.** Applies between Santa Barbara and East Santa Barbara and between Burbank Jct. and Los Angeles, between San Luis Obispo and East San Luis Obispo and between Santa Barbara and West Santa Barbara.

**RULE 99.** Flag protection to rear is not required on Burbank Branch between Burbank and Chatsworth.

Between yard limit signs Burbank Jct., MP 462.00-MP 462.32, engines may proceed without train order authority under the protection of flagman as prescribed by Rule 99.

**RULE 99-C.** Will apply on Santa Paula and Burbank Branches.

**RULE 103-A.** Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

Station	Location	MP
*Santa Barbara	State St.	370.80
**North Hollywood	Tujunga Ave.	462.80

\*Eastward trains making station stop must stop west of marker post located just west of crossing. When such trains are ready to depart, gates must be lowered manually by inserting switch key in receptacle, located just west of crossing adjacent to Eastward Track, and turn one-half turn to right. Key may then be removed but track east of marker post must be occupied within one minute or gates will raise.

\*\*Signs reading "APPROACH CIRCUIT" located 808 feet west of crossing for eastward trains and 590 feet east of crossing for westward trains. Aluminum marker posts located approximately 60 feet east and west of crossing. Crossing protection signal will cut out if engines or cars moving toward crossing occupy track between "APPROACH CIRCUIT" signs and aluminum marker post for more than two minutes and member of crew must protect traffic before moving over crossing.

**Santa Barbara:** Engines on roundhouse lead must stop, and member of crew protect traffic before movement is made over Milpas Street.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

**Limco:** Telegraph road on Limoneria spur.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

\*Edison spur, MP 446.20 (Santa Paula Br.)  
..... Over Telegraph road.

\*Movements to be made only during daylight hours.

**RULE 104.** The normal position of rigid switches at junction points is as follows:

Surf	Middle track, for Lompoc Branch.
White Hills Jct.	White Hills Branch, for Lompoc-Surf line.
Ventura Jct.	Ojai Br., for Ventura line.
Ventura	Inside crossover switch west end team track, must be left lined for the crossover.
Montalvo	Santa Paula Br., east leg of wye for Oxnard.
Chatsworth	Burbank Br., for Main track.
Burbank	Burbank Br., for drill track.
Saugus	Santa Paula Br., for westward siding.

**Gemco:** Deraill on GM track No. 7 electrically locked. Fisher Body Plant Protection Department must be notified to release deraill before it can be thrown.

**RULE 105.** Oxnard: West switch to siding located at Signal 4078. Inside switch on siding must be left lined for drill track.

Eastward trains entering siding at Camarillo; and westward trains entering siding at Oxnard and Ortega will stop back of the home signal until the switch is thrown to enter the siding.

Siding at Callender extends from Signal 2696 to crossover just west of Signal 2708.

**RULE 107.** Station train indicators are provided in approach to the following station:

	Westward
.....	Glendale (MP 477.70)

When illuminated this indicator will convey the following information:

**TRAIN**—Train at platform on opposite track.

**CLEAR**—Indicator in service.

**Glendale:** When westward station train indicator is illuminated displaying "TRAIN," westward trains or engines must not proceed west of Signal 4775 until eastward train at the station has cleared, unless it is known that Eastward Track is occupied by a train not receiving or discharging traffic.

**RULE 208.** Third and fourth paragraphs will not apply to westward trains at Burbank Jct. via Sun Valley or Hewitt when train to which restricting order is addressed is entering siding.

**RULE 211.** To enable train dispatcher to advance a westward train beyond Burbank Junction where it is restricted for an opposing or a following train, operator after receiving verbal authority from train dispatcher will clear interlocking signal at west end of double track east of Burbank Junction for movement on main track on route desired, which will be an indication to an approaching train that orders had been issued authorizing movement to the next station at least, against and ahead of all superior trains and will not require the issuance of Form "N" train order or the lowering of train order signal several times.

**RULE 221.** Los Angeles Yard is a train-order office for trains originating.

Burbank Jct. is a train-order office only for westward trains.

Train-order office Santa Barbara is located at freight station. Crews of westward passenger trains will receive orders at train-order office, and deliver them to relieving crews at passenger station.

**RULE D-251.** Will apply as follows:

Both tracks between Burbank Jct. and Los Angeles.

Both tracks between Santa Barbara and East Santa Barbara.

Both tracks between San Luis Obispo and East San Luis Obispo and between West Santa Barbara and Santa Barbara.

**RULE 292.** San Luis Obispo: "A" signal at west end of double track.

When signal displays stop indication, train after stopping may proceed without calling train dispatcher.

**SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION**

**RULE 306.** The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch, east end double track, East San Luis Obispo	P-2549
P-2598	Collision detector, Tiber underpass, MP 259.83	P-2597
P-2608	Flood detector, second Villa Creek bridge 261.37	P-2615
P-2838	Mud slide detector fence, Shuman	P-2851
P-2940	Fire detector, Los Alamos bridge, Narlon	P-2955
P-3020	Spring switch west end siding, Surf	
	Spring switch east end siding, Surf	P-3033
P-3056	Slide detector fence, MP 306.13	P-3067
P-3164	Spring switch, west end siding, Sudden	
	Spring switch, east end siding, Sudden	P-3177
P-3192	Fire detector, Jalama, Canon bridge, Jalama	P-3207
P-3214	Slide detector fence, MP 321.50	P-3227
	Spring switch, east end siding, Concepcion	P-3253
P-3690	Spring switch, end double track, West Santa Barbara	
	Spring switch, east end double track, Santa Barbara	
	Spring switch, east end freight lead, Santa Barbara	P-3723
	Spring switch, east end siding, Ortega	P-3775
P-3844	Slide detector fence, MP 385.10	P-3871
P-3872	Slide detector fence, MP 387.20—MP 387.70	P-3885
	Spring switch, east end siding, Ventura	P-3993
	Spring switch, east end siding, Oxnard	P-4089
	Spring switch, east end siding, Camarillo	P-4173
	Spring switch, east end siding, Moorpark	P-4275
	Spring switch, east end siding, Santa Susana	P-4377
P-4428	Falling Rock Detector, Tunnel 27, MP 443.	P-4431
P-4452	Spring switch, west end siding, Chatsworth	
P-4460	High water detector Chatsworth MP 446.40	P-4471
P-3972	Dragging Equipment Detector, MP 394.22	
	Dragging Equipment Detector, MP 401.28	P-3981

Two indication light type indicators installed on masts of Signals 3972 and 3981, Ventura, and designated as dragging equipment indicators.

They will display red aspect with signal at "STOP" when actuated by dragging equipment detectors, and lunar aspect when not actuated by dragging equipment detectors.

Crews of trains stopped by Signals 3972 and 3982 with red indicator light illuminated will inspect their train for dragging equipment. Indicator lights must be changed to lunar by pressing push button located in box at Signals 3972 and 3981 after first complying with Rule 306.

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

Trains leaving end of double track at East Santa Barbara will be governed by Signal 3720.

Eastward trains taking siding at Camarillo, westward trains taking siding at Oxnard, and westward trains taking siding at Santa Susana must see that switch is lined to enter siding before passing home signal.

**RULE 513.** After complying with Rule 513, trains or engines will move from Ventura Junction to Ventura by block signal indication, which will supersede the superiority of trains.

**RULE 516. Overlap posts:**

Grover	Eastward trains,
Devon	Eastward trains,
Bromela	Westward trains.

**RULE 535. SPRING SWITCHES**

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
San Luis Obispo	End double track . . . . . Westward track
Surf	West end siding . . . . . Main track
Surf	East end siding . . . . . Main track
Sudden	West end of siding . . . . . Main track
Sudden	East end of siding . . . . . Main track
Concepcion	East end of siding . . . . . Main track
West Santa Barbara	End of double track . . . . . Eastward track
East Santa Barbara	End of double track . . . . . Westward track
East Santa Barbara	East end freight lead . . . . . Main track
Ortega	East switch of siding . . . . . Main track
Ventura	East switch of siding . . . . . Main track
Oxnard	East switch of siding . . . . . Main track
Camarillo	East switch of siding . . . . . Main track
Moorpark	East switch of siding . . . . . Main track
Santa Susana	East switch of siding . . . . . Main track
Chatsworth	West switch of siding . . . . . Main track

Spring switches not equipped with facing point locks are located as follows:

East San Luis Obispo	End double track . . . . . Westward track
East San Luis Obispo	West end siding . . . . . Siding

Spring derail on west end of turntable lead at San Luis Obispo may be trailed through on westward movement.

**RULE 605. INTERLOCKING**

Burbank Jct.: Limits extend on Santa Barbara Subdivision to signal bridge 1000 feet west of tower; on Mojave Subdivision (San Joaquin Division), to eastward interlocking signals 750 feet west of tower and on double track to westward interlocking signals 600 feet east of tower.

Whistle signals:  
To siding, o o o o o.  
To industrial lead, o — o.

Top unit of three-unit interlocking signal at east interlocking limit on Westward Track governs movement on main track to Mojave Subdivision. Middle unit governs movement through crossover to Santa Barbara Subdivision. Bottom unit governs movement to Valley siding and Coast siding.

Top unit of two-unit SA signal at west interlocking limit governs movement to Eastward Track. Bottom unit governs movement against current of traffic through interlocking limit and also to General Water Heater spur.

Trains from Burbank Branch must obtain permission from signal operator before fouling Eastward Track.

Westward trains via Burbank Branch must stop clear of Providencia Ave., MP 472.50, Burbank, and obtain permission from signal operator before crossing over Eastward Track and entering Burbank Branch main track.

Permission from signal operator will indicate that protection has been provided for such movements and signal operator is responsible that such protection has been provided.

Before authorizing these movements, signal operator must know that there are no trains or engines closely approaching or within the blocks to be occupied and that interlocking Signals No. 5 and 20 (levers) are displaying stop indication. Signals No. 5 and No. 20 (levers) must be kept in stop position until movement has been completed.

**Dayton Ave. Tower:** Limits extend on eastward track from interlocking signal, MP 479.31, to interlocking signal, MP 481.74, on East Bank; on westward track from Signal Bridge No. 4, MP 481.44, to interlocking signal, MP 479.31; including approximately 200 feet on Track No. 104 from interlocking signal at clear point to interlocking signal at inside switch of power-operated crossover to main track and approximately 200 feet on Track No. 101 from interlocking signal at clear point to interlocking signal at inside switch of power-operated crossover to main track; and from eastward interlocking signals on east end of Tracks Nos. 101, 102, 103, and engine leads to westward interlocking signals east of river bridge on Midway unit leads.

Crossovers between MP 479.31 and MP 479.51 equipped with dual control switches. Speed restriction through these crossovers is 15 MPH.

Eastward three-unit interlocking signal, MP 479.31, top unit governs movement to eastward main track; middle unit governs movement through crossover to westward main track; bottom unit governs movement through crossover to Track No. 104.

Westward three-unit interlocking signal, MP 479.51, top unit protects movement on eastward main track; middle unit governs movement through crossover to westward main track; bottom unit governs movement through crossover to Track No. 101.

Bottom unit of interlocking signals on Tracks Nos. 101 and 104 may display lunar aspect. When lunar aspect is displayed, train or engine may proceed without stopping at restricted speed within interlocking limits.

When interlocking signals display "Stop" indication, member of crew must contact Dayton Tower by phone. Phones mounted on aluminum instrument case at cantilever type signals MP 479.31 and MP 479.51.

Instructions for hand operation of dual control switch machines posted in phone boxes.

Westward first-class trains must not pass westward interlocking signal just east of Dayton Ave. Tower when signal displays "Proceed on Diverging Route" indication, unless proceed signal is received from yardman.

**Whistle signals:**

To Glendale or East Bank line, —

To River Station or "C" unit, o o o o o.

To Midway unit No. 1 Track, o — o; other tracks or freight lead, — o —.

For movement against current of traffic, — o o o o.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

**Mission Tower:** Limits extend on both tracks of East Bank line from interlocking signals located 300 feet west of East Bank Jct. switches to westward interlocking signals located on Signal Bridge No. 2; on both tracks of River Station line to interlocking signals located 250 feet west of Naud Jct. switch; on Colton Subdivision on Westward Track to interlocking signal located 300 feet east of Taylor Jct. and on Eastward Track from switches at MP 482.85 to interlocking signals located 400 feet east of Taylor Jct.

**Whistle signals:**

To LAUPT, o —.

To Alhambra or Naud Jct., east or west on East Bank line, —

To Roundhouse, — o — o.

To River Station or AO spur, o o o o o.

To Brewery spur or Lacy Manufacturing Co., o o o —.

To Coach Yard, o o o o —.

To Wilson Packing Co. lead, — o —.

To or from East Bank line or Alhambra, o — o o.

To Alhambra Ave. Coach Yard lead, o o — o.

To Naud Jct. from East Bank line, o o — o o.

Against current of traffic, — o o o o.

Signal just west of tower building and adjacent to Track No. 55 has white cisk attached to mast. Signal is to right of two converging tracks, and governs movement on either track.

Following addition to Rule 663(b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:

200 feet west of Signal Bridge No. 3 on the East Bank line.

200 feet west of signal on eastward passenger track from East Bank line to LAUPT via Alhambra Ave.

200 feet east of first signal east of UPRR crossing on westward Alhambra Ave. main track.

200 feet east of first signal leaving Coach yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank line will remain west of Main Street when stopped by signal.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

**Mission Tower:** Interlocking limits. Trains or engines encountering flashing red signals will be governed as follows:  
Aspect: Restricting signal flashing red indication proceed at restricted speed.

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows:
M. ....	3006	Surf. ....	Proceed to east end siding
S. ....	3006	Surf. ....	Enter siding
M. ....	3047	Surf. ....	Proceed to west end siding
S. ....	3047	Surf. ....	Enter siding
W. ....	3702	Santa Barbara	Eastward trains must stop short of Signal 3702 and wait until indicator is extinguished
		PSGR. Station	
M. ....		*Montalvo	Lining of derail and switch for movement to main track.
M. ....	4356	Santa Susana	Proceed to east end siding
S. ....	4356	Santa Susana	Enter siding
M. ....	4391	Santa Susana	Proceed to west end siding
S. ....	4391	Santa Susana	Enter siding

\*On absolute dwarf signal at East Leg of wye at MP 403.66.

**RULE 740. ABSOLUTE PERMISSIVE BLOCK**

**Oxnard-Montalvo:** Limits extend between MP 407.14 and MP 403.07. Block signals govern and authorize the use of the routes within these limits but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

When absolute signals at each end of APB limits (MP 407.14 and MP 403.07) display stop indication, trains or engines must stop and obtain permission from train-order operator Oxnard before proceeding.

Trains or engines must not enter main track or use main track switches within these limits without first obtaining permission from train-order operator Oxnard.

When necessary to perform switching within these limits Rule 765 will govern. Where in Rule 765 the term "train dispatcher" is used it has reference to train-order operator Oxnard within these limits.

Train-order operator Oxnard must obtain authorization from train dispatcher before granting work limits and clock time limit or authorizing trains or engines to enter or move on main track within these limits.

Phones located as follows:

Eastward absolute signal MP 403.00.

Main track switch east leg of wye, Montalvo.

Westward absolute signal MP 407.14.

Rules 741, 742 and 744 will not apply within these limits.

**SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION**

**GENERAL REGULATIONS**

**RULE 825.** When spotting cars on Tracks T-2 and T-3, General Motors plant, Gemco, hand brakes must be set on first and third cars.

When freight trains stop on receiving track at San Luis Obispo and engine is detached, trainmen will set sufficient hand brakes on the east end of train to secure train.

**RULE 826. Oxnard:** Indicator lights above each end of tracks leading to Union Ice Co. dock governs movements on these tracks as follows:

- Green:** Tracks may be used for train or switching movements.
- Yellow:** Tracks may be entered, switched, and engines, cars or cabooses added or detached.
- Red:** Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
- Not Lighted:** Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled or moved.

**AIR BRAKE RULES**

**RULE 24-B. San Luis Obispo-Santa Barbara:** When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

**MISCELLANEOUS**

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
DP, DF-1 to 12	San Luis Obispo Vegetable spur.
All Engines	Oxnard-Track No. 3, Ventura County RR. Oxnard-Ventura County RR. tracks—must not go beyond 250 feet east of the east switch of Track VC 9.

**Gemco:** Delivery post installed for delivery of waybills to conductors of trains while moving when pickup is to be made west of Gemco.

When shoving cars into Tracks Nos. 5, 6, 7, 8, 9, and 10 at General Motors plant, air must be cut in on all cars.

During plant hours, 7:00 AM to 1:30 AM, movement must be stopped and crossing inside General Motors plant on Tracks Nos. 6, 7, 8, and 9 protected by a member of crew.

Public Utilities Commission orders require that all cars and engines shall be brought to a stop not more than 100 feet or less than 10 feet before entering building Tracks Nos. 6, 7, and 8 at General Motors Corp., Gemco. Crews are prohibited from riding on cars in Tracks Nos. 6, 7, and 8 while entering or inside of plant building account overhead impaired clearance.

Watch for high water at Bridge 427.40, on Santa Paula Branch. Approach with caution, looking out for obstructions on track, stopping if necessary to make examination before proceeding.

Switches controlling lights in Tunnel No. 26 are located at east and west portals. Lights must be extinguished when not in use.

**11. Load limit (car and contents):**

San Luis Obispo-Santa Barbara	263,000 pounds
Surf-White Hills	240,000 pounds
Santa Barbara-Los Angeles	263,000 pounds
Ventura Jct.-Ojai	240,000 pounds
Montalvo-Saugus	240,000 pounds
Chatsworth-Burbank via Van Nuys	240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

**13. LOCATION OF STOCK YARDS**

Station	Capacity in cars
San Luis Obispo	27 (water)
Guadalupe	11 (water)
Casmalia	5½ (water)
San Augustine	6 (water)
Gaviota	16 (water)

**30.**

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description
261.37	Pismo	Villa Creek bridge
262.68	Pismo	Villa Creek bridge
265.57	Oceano	Overhead crossing
266.37	Oceano	Arroyo Grande River bridge
357.77	Ellwood	Overhead crossing
368.00	Santa Barbara	Overhead crossing
396.61	West of Ventura Jct	N. Fork Ventura River, bridge
396.87	West of Ventura Jct	Ventura River bridge
441.20	East of Santa Susana	Tunnel No. 26
442.90	East of Santa Susana	Tunnel No. 27
443.90	East of Santa Susana	Tunnel No. 28
415.40	East of Santa Paula	Santa Paula River, bridge
423.00	West of Fillmore	Seape Creek, bridge
432.00	East of Piru	Piru Creek, bridge

Account reduced overhead clearances, all rail movements will come to a complete stop and all trainmen will detrain before entering General Motors buildings at following locations:

- GEMCO (Raymer)
- Track No. 6
- Track No. 7
- Track No. 8

Employees are forbidden to ride the tops of cars while switching movements are being made into and out of above noted buildings.

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**

	With Caution Not Exceeding MPH
Through sidings	15
Through yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	10
Through slip switches	10
Through turnouts on other than sidings	10
On Limoneria spur, Limco, on tangent	25
on curves	10
On VC yard tracks, Oxnard, when shoving	10
On Vandenberg AFB Track Tangier (MP 297.4) to Helium Spur	30

# SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 5, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
<b>EASTWARD, SAN LUIS OBISPO TO SANTA BARBARA:</b>					<b>WESTWARD, SANTA BARBARA TO SAN LUIS OBISPO:</b>				
252.10 to 253.29			25	25	*370.70 to 370.60			20	20
253.29 to 254.86			35	35	370.60 to 368.32			50	50
254.86 to 258.50			60	60	368.32 to 368.28			35	35
258.50 to 259.80			35	30	368.28 to 267.00			70	60
259.80 to 261.18			40	30	367.00 to 357.76			79	60
261.18 to 262.30			30	30	357.76 to 356.85			60	60
262.30 to 263.95			60	60	356.85 to 354.36			79	60
263.95 to 267.94			79	60	354.36 to 354.17			75	60
267.94 to 269.00			40	40	354.17 to 348.80			79	60
269.00 to 275.61			79	60	348.80 to 348.13			60	60
275.61 to 277.00			50	50	348.13 to 347.40			45	45
277.00 to 279.51			60	60	347.40 to 344.77			55	55
279.51 to 280.00			50	50	344.77 to 342.00			70	60
280.00 to 283.24			79	60	342.00 to 338.60			79	60
283.24 to 287.00			40	40	338.60 to 336.19			60	60
287.00 to 291.00			55	55	336.19 to 335.67			45	45
291.00 to 291.32			45	45	335.67 to 333.30			65	60
291.32 to 294.40			79	60	333.30 to 333.05			55	55
294.40 to 295.80			60	60	333.05 to 328.26			60	60
295.80 to 296.08			50	50	328.26 to 325.66			70	60
296.08 to 299.57			55	55	325.66 to 325.36			55	55
299.57 to 300.20			50	50	325.36 to 323.12			70	60
300.20 to 304.40			60	60	323.12 to 321.87			45	45
304.40 to 306.10			55	55	321.87 to 318.20			50	50
306.10 to 309.00			65	60	318.20 to 312.90			79	60
309.00 to 311.81			50	50	312.90 to 311.81			70	60
311.81 to 312.90			70	60	311.81 to 309.00			50	50
312.90 to 318.20			79	60	309.00 to 306.10			65	60
318.20 to 321.87			50	50	306.10 to 304.40			55	55
321.87 to 323.12			45	45	304.40 to 300.20			60	60
323.12 to 325.36			70	60	300.20 to 299.57			50	50
325.36 to 325.66			55	55	299.57 to 296.08			55	55
325.66 to 328.26			70	60	296.08 to 295.80			50	50
328.60 to 333.05			60	60	295.80 to 294.40			60	60
333.05 to 333.30			55	55	294.40 to 291.32			79	60
333.30 to 335.67			65	60	291.32 to 291.00			45	45
335.67 to 336.19			45	45	291.00 to 287.00			55	55
336.19 to 338.60			60	60	287.00 to 283.24			40	40
338.60 to 342.00			79	60	283.24 to 280.00			79	60
342.00 to 244.77			70	60	280.00 to 279.57			50	50
344.77 to 347.40			55	55	279.57 to 277.00			60	60
347.40 to 348.13			45	45	277.00 to 275.61			50	50
348.13 to 348.80			60	60	275.61 to 269.00			79	50
348.80 to 354.17			79	60	269.00 to 267.94			40	40
354.17 to 354.36			75	60	267.94 to 263.95			79	60
354.36 to 356.85			79	60	263.95 to 262.30			60	60
356.85 to 357.76			60	60	262.30 to 261.18			30	30
357.76 to 367.00			79	60	261.18 to 259.80			50	35
367.00 to 368.28 (end double track)			70	60	259.80 to 258.50			35	30
368.28 to 368.32			35	35	258.50 to 254.86 (end double track)			60	60
368.32 to 370.60			50	50	254.86 to 253.29			35	35
*370.60 to 370.70			20	20	253.29 to 252.10			25	25

\*Regulated by City ordinance.

Freight and mixed trains are authorized to operate at Column 1 speed not exceeding 60 MPH when meeting requirements as outlined on page 6.

Light engines may operate at Column 1 speeds not exceeding 70 MPH except when dynamic brake is not operating on descending grades, light engines must not exceed Column 2 speed.



**SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 5, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
<b>EASTWARD, SANTA BARBARA TO LOS ANGELES:</b>					<b>WESTWARD, LOS ANGELES TO SANTA BARBARA:</b>				
★370.70 to 372.27 (Santa Barbara).....			20	20	482.80 to 482.18 (Los Angeles).....			12	12
372.27 to 383.66.....			55	55	482.18 to 481.90.....			15	15
383.66 to 384.40.....			45	45	481.90 to 481.69 (East Bank Jct.).....			20	20
384.40 to 387.70.....			50	45	★481.69 to 481.67 (North Main St.).....			15	15
387.70 to 390.84.....			65	60	481.67 to 480.00.....			20	20
390.84 to 391.23.....			50	45	480.00 to 477.34.....			40	40
391.23 to 392.23.....			60	60	477.34 to 471.49 (462:61) (Burbank Jct.).....			50	50
392.23 to 396.66.....			70	60	Through crossover east of Tower.....			30	25
396.66 to 397.08.....			45	45	462.61 to 462.38.....			40	40
★397.08 to 398.20 (Ventura).....			25	20	462.38 to 460.00.....			60	60
392.20 to 399.60.....			65	60	460.00 to 444.39.....			60	60
399.60 to 402.10.....			79	60	444.39 to 440.90.....			40	40
402.10 to 402.38.....			65	60	440.90 to 437.80.....			60	50
402.38 to 404.20.....			79	60	437.80 to 434.35.....			79	50
404.20 to 405.27.....			60	50	434.35 to 429.82.....			65	50
405.27 to 405.66.....			60	50	429.82 to 429.45.....			55	50
405.66 to 407.23.....			75	55	429.45 to 418.00.....			70	60
406.23 to 408.08.....			35	35	418.00 to 415.36.....			79	60
408.08 to 414.85.....			79	60	415.36 to 414.85.....			60	60
414.85 to 415.36.....			60	60	414.85 to 408.83.....			79	60
415.36 to 418.00.....			79	60	408.83 to 408.08.....			79	55
418.00 to 429.45.....			70	60	408.08 to 407.23.....			35	35
429.45 to 429.82.....			55	55	407.23 to 405.66.....			75	60
429.82 to 434.35.....			65	60	405.66 to 405.27.....			60	50
434.35 to 437.80.....			79	60	405.27 to 404.20.....			60	50
437.80 to 440.90.....			60	60	404.20 to 402.38.....			79	60
440.90 to 444.39.....			40	40	402.38 to 402.10.....			65	60
444.39 to 460.00.....			60	60	402.10 to 399.60.....			79	60
460.00 to 462.38.....			60	50	399.60 to 398.95.....			65	60
462.38 to 462.61 (471.49) (Burbank Jct.).....			40	40	398.95 to 398.20.....			65	45
471.49 to 477.34.....			50	50	★398.20 to 397.08 (Ventura).....			25	20
477.34 to 480.60 (Dayton Ave. Tower).....			40	40	397.08 to 396.66.....			45	45
480.60 to 481.67.....			20	20	396.66 to 392.23.....			70	60
★481.67 to 481.69 (North Main St.).....			15	15	392.23 to 391.23.....			60	60
481.69 to 481.90 (East Bank Jct.).....			20	20	391.23 to 390.84.....			50	45
481.90 to 482.18.....			15	15	390.84 to 387.70.....			65	60
482.18 to 482.80 (Los Angeles).....			12	12	387.70 to 384.40.....			50	45
					384.40 to 383.66.....			45	45
					383.66 to 373.02.....			55	55
					373.02 to 372.27.....			55	45
					★372.27 to 370.70 (Santa Barbara).....			20	20

★Regulated by City ordinance.

Freight and mixed trains are authorized to operate at Column 1 speed not exceeding 60 MPH when meeting requirements as outlined on page 6. When gross tonnage of freight train handling cars with single capacity brake exceeds 80 tons per operative brake, maximum speed of train must not exceed 40 MPH between MP 440.90 and MP 415.36.

Light engines may operate at Column 1 speeds not exceeding 70 MPH except when dynamic brake is not operating on descending grades, light engines must not exceed Column 2 speed.

# SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 5, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY	FREIGHT AND MIXED	TERRITORY	FREIGHT AND MIXED
MP    MP		MP    MP	
<b>EASTWARD, SURF TO WHITE HILLS:</b>		<b>WESTWARD, WHITE HILLS TO SURF:</b>	
302.91 to 303.31 (junction switch and wye).....	10	315.93 to 312.94.....	10
303.31 to 308.93.....	35	313.25 to 312.90.....	10
308.93 to 312.90.....	20	312.90 to 308.93.....	20
312.90 to 313.25.....	10	308.93 to 303.31.....	35
312.94 to 316.93.....	10	303.31 to 302.91.....	10
<b>EASTWARD, VENTURA JCT. TO OJAI:</b>		<b>WESTWARD, OJAI TO VENTURA JCT.:</b>	
★397.30 to 398.29 (Ventura).....	10	412.30 to 408.00.....	20
398.29 to 407.00.....	20	408.00 to 407.00.....	10
407.00 to 408.00.....	10	407.00 to 398.29.....	20
408.00 to 412.30.....	20	★398.29 to 397.30 (Ventura).....	10
<b>EASTWARD, MONTALVO TO SAUGUS:</b>		<b>WESTWARD, SAUGUS TO MONTALVO:</b>	
402.94 to 408.00.....	30	448.62 to 448.42.....	20
408.00 to 411.00.....	40	448.42 to 441.96.....	30
411.00 to 412.80.....	30	441.96 to 431.62.....	25
★412.80 to 415.30 (Santa Paula).....	15	431.62 to 415.30.....	30
415.30 to 431.62.....	30	★415.30 to 412.80 (Santa Paula).....	15
431.62 to 441.96.....	25	412.80 to 411.00.....	30
441.96 to 448.42.....	30	411.00 to 408.00.....	40
448.42 to 448.62.....	20	408.00 to 402.94.....	30
<b>EASTWARD, CHATSWORTH TO BURBANK VIA VAN NUYS:</b>		<b>WESTWARD, BURBANK TO CHATSWORTH VIA VAN NUYS:</b>	
445.50 to 446.27.....	25	466.81 to 466.12.....	25
446.27 to 457.39.....	35	466.12 to 466.02.....	10
457.39 to 457.41 (Sepulveda Blvd.).....	10	466.02 to 457.41.....	25
457.41 to 466.81.....	25	457.41 to 457.39 (Sepulveda Blvd.).....	10
		457.39 to 446.27.....	35
		446.27 to 445.50.....	25

★Regulated by City ordinance.

Trains must not exceed 10 MPH entering Vanowen Street crossing at Canoga Park, MP 449.60 and Highway 101 at Montalvo, MP 403.30.

Trains with class of engine shown below are further restricted between points shown, as follows:

	OJAI BRANCH		SANTA PAULA BRANCH				BURBANK BRANCH
	MP 403.6 408.4		MP 403.30 408.00	MP 411.00 431.48	MP 440.15 443.37	MP 443.97 448.62	MP 445.00 464.50
EF-418, EP-418.....	20				20		30
EF-420, EF-418.....					25		
AS-418.....	15		25	25	15	25	25
EF-415, EP-415.....					15		

**SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION**

**RATING OF ENGINES—In Units of 2000 Lbs. (Tons)**

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles and Santa Barbara Via Oxnard	Saugus to Montalvo	Montalvo to Saugus	Ventura Jct. to Ojai	Burbank to Chatsworth	Ojai to Ventura Jct.	Chatsworth-Burbank Via Burbank Branch	Santa Luis Obispo and Santa Barbara	Surf to White Hills Junction	White Hills Junction to Surf	White Hills Junction to White Hills
EP-620A, EP-623A, EP-624A, EP-620B	6000-6004, 6018, 6046-6054, 5900-5917	1375	5500	1375					1425			
AP-620A, A-620B	6011, 6016, 6028-6046	1925	5525	1925					1425			
GS-404	3, 4, 1652	550	2500	550	200	375	350	2000	500	950	300	150
ES-406, AS-407	1000-1016, 1028-1032	800	4000	800	275	525	550	4000	750	1700	450	225
GS-407	5100-5120	950	4000	950	350	650	650	2500	875	1875	525	275
AS-409	1200-1257	1350	4000	1350	525	950	950	4000	1300	3000	775	425
FS-412	2360-2394	1650	4000	1650	650	1200	1225	4000	1575	3875	975	525
BS-412	2100-2157	1475	4000	1475	575	1025	1100	4000	1400	3400	850	475
AS-410, BS-410, ES-410	{1700-1845, SSW-1850-1854, 1855-1869, 1904-1915, SSW-1900-1903, 1914-1963	1400	4000	1400	525	1000	1000	4000	1350	3225	825	425
ES-408, ES-408B	1100-1128, 1160-1163	1600	4000	1600	625	1125	1150	4000	1500	3750	975	525
FS-409	1170-1179	1775	4000	1775	700	1250	1275	4000	1675	4150	1125	575
AS-409	1270-1281	1800	4000	1800	725	1300	1300	4000	1725	4175	1075	600
EP-415A-EP-415B (62/15 gear ratio)	6138-6470, 8022-8303, 315-379, SSW-925-975	1800	6050	1800	725	1350	1375	6050	1725	4450	1200	600
EP-418, EP-418	SSW-3641-3652, 3653-3727, 3000-3009	2225	8000	2225	900	1725	1750	8000	2175	5925	1725	750
AS-418	2900-2936	2200	8000	2200	875	1675	1725	8000	2100	5625	1650	700
EP-423	SSW-5000-5009, 5010-5017	2225	8000	2225	900	1800	1850	8000	2150	5875	1850	750
FS-616	2700-2742	2400	5000	2400	950	1775	1775	8000	2300	5850	1675	800
EP-418A, EP-418B	6000-637, 700-726	2225	5250	2225	925	1725	1750	5250	2175	5800	1700	750
BS-615	6200-6202	2225	4000	2225	900	1675	1700	4725	2125	5600	1700	750
BS-616	187-190, 5205-5222, 5224-5226, 5243-5245	2600	5000	2600	1050	1925	1900	5000	2500	6400	1800	850
BS-616B	4901-4905	2600	5000	2600	1025x	1900	1900x	5000	2500	6250	1850	850
AF-420	4000-4009	2350	8000	2375	950	1850	1900	8000	2300	6175	1925	800
GP-425	6700-6767	2600	8000	2650	1075	2175	2250	8000	2575	7025	2650	875
EP-420	SSW-4030-4049, 4050-4087	2475	8000	2500	1050	1950	2000	8000	2450	6900	2175	850
AS-618	2950-2970	2800	8000	2800	1125	2075	2100	8000	2700	7025	2250	925
EP-618	3800-3830, 3850-3966	2875	8000	2875	1150	2125	2150	8000	2775	7250	2400	950
KF-636A, KF-636	9100-9105, 9102-9120	3050	8000	3100	1275	2350	2650	8000	2950	8550	3350	1025
EP-624	3020-3035	3350	8000	3350	1375x	2650	2700x	8000	3225	10025	4050	1125
EP-425	SSW-6500-6519, 6520-6681	2425	8000	2450	1025	2000	2075	8000	2400	6400	2225	825
AP-640	9150-9152	3825	8000	3875	1600x	3225	3600x	8000	3725	9650	6000	1300
EP-850B	9500-9502	4875	8000	5000	2050	4400	8000	8000	4825	12925	8025	1650
GF-860A	9550-9552	5425	8000	5625x	2300x	5025	8400x	8000	5425	13600	8450	1900
ES-412	2200-2293	1350	8000	1350	525	1000	1025	9000	1350	3250	825	425
EP-625	6900-6928	3275	9000	3275	1350	2375	2650	9000	3375	8075	4450	1100
AP-628	7100-7128	3600	9000	3600	1475	2875	3000	9000	3750	2925	5150	1200
EP-430	7600-7607	2475	9000	2925	1050	2125	2175	9000	2725	6475	2475	825
EP-630	8400-8478	3675	9000	4125	1550	3150	3425	9000	4025	9050	6950	1275
AP-630	7800-7814	3825	9000	3900	1600	3300	3500	9000	4150	9350	8250	1300

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

**RULE 10-J. Speed signs to left of track:**

Eastward	Reading	Westward	Reading
MP 513.05	40	MP 540.75	30
MP 537.77	20	MP 585.75	45-35
MP 562.60	50-25		
MP 575.83	45-25		
MP 617.66	50	MP 633.71	79-60
MP 618.50	79-60		

Speed sign to right of track, but with one track intervening:

Westward at MP 497.67 reading 60-40.

**RULE 14(m).** Whistle will not be sounded one mile before reaching stations between Los Angeles and Alhambra.

**RULE 19-B.** Light engines and helper engines will not display oscillating red light to the rear between Colton and Indio.

**RULE 21-C.** Extra trains are not required to display train indicators or white classification lights except when handling loads with excess dimensions and with a train order covering. Engine numbers need not be removed from indicator boxes on arrival at destination. Markers must be properly displayed.

Regular trains authorized on Colton Subdivision or Gila Subdivision of the Tucson Division will display indicators and signals, if any, between end of CTC, Yuma and East Yard.

**RULE 82-A.** Trains with SP clearance obtained at Los Angeles Yard, Indio, Colton, or City of Industry are authorized to operate as an extra train within yard limits on Puente Branch.

Trains with SP clearance obtained at Los Nietos are authorized to operate as an extra train within yard limits on Puente Branch and as an extra train on Colton Subdivision.

Trains via Puente Branch will obtain UPRR clearance and trains orders, if any, at Los Angeles Yard, Indio, Colton, City of Industry or Los Nietos which will apply on UPRR between Puente Jct. and Bartolo.

First-class trains and trains consisting of passenger equipment only, authorized on Colton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized without obtaining a clearance at Indio Yard.

Movements between CTC limits and Colton governed by block signals which indications will supersede the superiority of trains.

**RULE 83-A.** At the following stations only trains indicated will register:

Indio Yard—Trains originating and terminating.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP		East MP
471.20	Los Angeles (Saugus-Alhambra line)	488.69
511.57	City of Industry (both legs of wye)	512.67
	Pomona (Chino Branch)	End of Branch
536.51	Colton	541.14
	“ (Riverside Branch)	End of Branch
544.57	Bryn Mawr (Redlands Branch)	End of Branch
607.85	Indio	618.41
731.51	Yuma	737.83
	Yuma (Yuma Valley Railroad)	End of Branch
674.52	Calipatria (Calexico Branch)	End of Branch
674.52	Calipatria (Westmorland Br.)	End of Branch
	End of Branch (Sandia Branch)	713.7
2.00	State St. (San Bernardino Branch)	7.50
7.50	(San Bernardino Branch)	End of Branch
18.04	(Basset Branch)	End of Branch
18.08	(Orange Ave. Jct.-Azusa Br.)	End of Branch

Yard limit signs located to left of track:  
Westward at Colton.

**Colton:** Trains must move with caution between absolute signals MP 538.52 and MP 540.05.

**Indio:** Illuminated letter “M” on lettertype indicator located on eastward “A” signals east end of Myoma (MP 607.6) will authorize eastward freight trains to continue on main track to point where crews are changed. When letter “M” not illuminated, eastward freight trains must receive proceed signal before passing Jackson Street.

**Yuma:** Trains must not enter or depart Yuma Yard unless a proceed signal is received, green flag by day, green light by night, or engineer is orally authorized.

**RULE D-97-A.** Applies between Los Angeles and Alhambra, and between MP 609.74, Indio and MP 618.41, Thermal, and between end of CTC, MP 732.45, Yuma, and Subway, MP 734.26.

**RULE 98.** Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

- \*Upland—AT&SFRy—MP 37
- \*Grapeland—AT&SFRy—MP 42
- \*Rialto—AT&SFRy—MP 52
- \*Must not exceed 15 MPH.

Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:

- San Bernardino—“E” St.—AT&SFRy—MP 57
- Porphyry—AT&SFRy—1.54 mile west of Corona

**RULE 103 A.** Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

Station	Location	MP
*Aurant	Valley Blvd.	485.80
**Alhambra	Fremont Ave.	487.40
***Pomona	Park Ave.	514.10
***Pomona	Main St.	514.30

\*Westward movement on yard track will not lower gates until engine or cars are approximately 200 feet east of crossing (indicated by aluminum marker post), and crews must not enter crossing until it is known gates are down.

\*\*Westward trains making station stop east of Signal 4875 will actuate gates when engine passes Signal 4875 moving toward crossing. Westward trains making station stop west of Signal 4875 will not actuate gates until engine passes over track circuit located 200 feet east of crossing indicated by aluminum marker post located adjacent to eastward main track. Speed of 10 MPH must not be exceeded after making station stop until gates are down. Gates on north side of tracks equipped with unit for display of flashing white light. Display of flashing white light indicates gates are down. Engines or trains approaching this crossing after making station stop must not enter crossing until flashing white light is displayed or it is known gates are down.

\*\*\*Sound detector microphone located just east of Park Avenue crossing, MP 514.10, identified by marker block reading “STOP” located north of main track. Westward trains making station stop on main track only to receive or discharge passengers must sound whistle for one second which will activate the crossing gates and crossings must not be entered until gates are down. Switching movements over these crossings must not exceed 10 MPH, and crossings must not be entered until gates are down. Gates will remain down if cars or engines are left standing within 25 feet either side of crossings on main track and 75 feet either side of crossings on siding and 50 feet either side of crossings on storage track. Not more than three cars are to be left on storage track.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Pomona—When switching over crossings on siding not protected by gates or flagman.

**SPECIAL INSTRUCTIONS—COLTON SUBDIVISION**

**Cabazon:** City ordinance prohibits blocking Broadway crossing, MP 574.00, for more than 5 minutes in any 8 minute period.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossing:  
Riverside—Orange Ave., Eighth St.

**Riverside:** Crossing bells located at Seventh and Ninth Streets are manually controlled with switches located on the bells. Crossing bells must be in operation when any train movements are made over crossings, unless protected by member of train crew on both sides of train, before and while movements are being made over crossings.

**Riverside Jct.:** Movement of engines and cars over Massachusetts Ave., crossing on Eric Emtman spur must be made with caution not exceeding 8 MPH.

**Pomona:** Trains on Chino Branch must not exceed 10 MPH over crossings of Riverside Drive, East End Ave., and Fifth St.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

- El Monte—Over Arden Drive on drill track.
- Redlands 2nd St.—Over Orange St.
- Redlands 2nd St.—Over Fourth St.
- Indio—Over highway on California Date Growers Assn. spur.

Trains must stop and traffic on highway be protected by member of the train crew over the following crossings:

- Yuma . . . . . All crossings in old yard.
- Yuma . . . . . 1st, 2nd, 3rd and 4th Streets, on yard tracks.
- Brawley—When shoving cars eastward over K. St. on Even drill or Standard Oil spur. When engine ahead, stop, sound whistle signal (14) and if crossing clear, proceed.
- El Centro—Before pushing or backing cars on house track or drill tracks over Main Street.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

- El Centro—Over Commercial Ave. and Second Ave. on No. 70 drill.

**RULE 104.** The normal position of rigid switches at junction points is as follows:

- City of Industry . . . Puente Branch, for connecting track.
- Colton . . . . . Junction switch on Riverside Br., for main track.
- Riverside Jct. . . . . Junction switch for main track.
- Baldwin Park . . . . . For Bassett Branch.
- Orange Ave. Jct. . . . . For Azusa Branch.
- Ferrum . . . . . EMRR for Interchange track.
- Calipatria . . . . . Westmorland Br., for Calexico Branch.
- Holtville . . . . . Holton Interurban main track for Sandia Branch.
- El Centro . . . . . Interchange track, for SD&AEry main track.
- El Centro . . . . . Sandia Branch, for east leg of old wye.
- Deraills in main track:
- Bryn Mawr . . . . . Redlands Branch.

**City of Industry:** Normal alignment of switch at east leg of wye is to extension track.

Cars must not be left on either the east or west leg of wye track or connecting track to UPRR.

**RULE 105. Thermal:** Eastward siding extends between eastward absolute signal, MP 618.41, beginning of CTC and westward absolute signal at spring switch, MP 620.15.

Westward trains must not use this siding without obtaining permission from train dispatcher.

**RULE 221.** Colton is train-order office only for trains originating.

Conductors and engineers of trains operating between City of Industry and Los Nietos are not required to obtain an SP clearance at City of Industry or Los Nietos except on the initial trip between these stations.

El Centro is a train-order office for SD&AE trains and trains originating via Iris or Wister.

**RULE D-251.** Will apply as follows:

Both tracks between Los Angeles and Alhambra.  
On both tracks between MP 609.74, Indio and MP 618.41, Thermal.

On both main tracks between end of CTC, MP 732.45, Yuma and Subway, MP 734.26.

Between Subway MP 734.26 and MP 737.50 westward track is identified as No. 1 Track and eastward track is identified as No. 2 track and trains and engines may use main tracks in either direction being governed by signal indications.

**RULE 286.** When distant signals governing movements on sidings between Colton and Araz Jct. display yellow aspect, train may proceed on siding at restricted speed expecting to find siding occupied by a preceding train.

**RULE 306.** The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-I." Absolute signals are listed as "P-A."

Eastward Signal	Protection	Westward Signal
4912	Dragging equipment detector, MP 488.5 absolute signal at MP 485.73. Two indication light type indicators installed adjacent to eastward automatic Signal 4912, MP 491.20, San Gabriel Blvd., San Gabriel, and to the right of westward main track and to the left of eastward main track 550 feet east of Valley Blvd., MP 485.91, and designed as dragging equipment indicators. Indicators will display red aspect when actuated by dragging equipment detector and lunar aspect when not actuated by dragging equipment detector. Crew of train stopped by red indicator will inspect their train for dragging equipment and then call dispatcher who will change indicator aspect from red to lunar.	
P-A	High water detector, Bridge MP 550.41 . . . .	P-5511
P-A	High water detector, Bridge MP 583.26 . . . .	P-5833
P-A	High water detector, Bridge MP 583.33 . . . .	P-5833
P-6086	Flood detector, Bridge MP 608.93 . . . . . Absolute Signals MP 609.72	
P-A } P-A }	High water detector bridge, MP 618.60 . . . . Spring switch, east end eastward siding, Thermal . . . . .	P-A P-A
P-A	Movements over end of derailling spur, Ferrum . . . . .	P-A
P-A } P-A }	High water detector bridge, MP 640.87 . . . .	P-6417
P-6510	High water detector bridge, MP 651.99 . . . .	P-6531
P-6708	High water detector bridge, MP 672.79 . . . .	P-6729
P-A } P-A }	High water detector bridge, MP 691.62 . . . .	P-6919
P-A	High water detector bridge, MP 705.26 . . . .	P-A
P-A	High water detector bridge, MP 713.28 . . . .	P-A
P-A } P-A }	Spring switch, east end Colorado River bridge, Yuma . . . . . Spring switch, MP 737.50, east end cross-over from running track to Track No. 2 . . . .	P-A P-SA



**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

**Taylor Jct.:** When signal 4841 displays stop indication trains and engines after stopping must contact signal operator at Mission Tower and be governed by his instructions.

**Indio Yard:** Signal 6130 on yard lead track governs movements through crossover between yard lead and Main tracks to Eastward track with current of traffic only.

Signals 6111 and 6113 on No. 1 drill track govern movements through crossover to Westward track only.

**Yuma:** Main tracks between MP 734.26 and MP 737.50 are designated as follows:

No. 1 Track—To north.

No. 2 Track—To south.

Between MP 734.26 and MP 737.50 trains or engines may use main tracks in either direction, being governed by signal indication.

Signal 7333 governs westward movements through crossover to main tracks only and will remain dark until crossover switch is open.

Westward signal adjacent to Track No. 2, MP 734.32, will display red aspect only as per Rule 290, fig. I. Trains and engines will be governed by yardmaster's instructions before passing this signal.

These signals will remain dark until crossover switches are open.

**RULE 535. SPRING SWITCHES**

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Pomona . . . . . Junction, Chino Branch . . . . .	Controlled siding
*Yuma . . . . . West leg of wye from running track . . . . .	West leg of wye
. . . . . East leg of wye from running track . . . . .	Running track
. . . . . Tail end of wye . . . . .	West leg of wye
. . . . . East end Roundhouse Track No. 1 . . . . .	East leg of wye
. . . . . West end Roundhouse Track No. 1 . . . . .	Roundhouse Track No. 1

\*All engines to diesel facilities will use west leg of wye into roundhouse service track.

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Thermal . . . . . East end eastward siding . . . . .	Main Track
Yuma . . . . . East end bridge . . . . .	Eastward Track
East Yard . . . . . East end of crossover from running track to Track No. 2 . . . . .	Track No. 2

**Yuma:** Spring switch on engine lead equipped with switch-point indicator. Indicator does not indicate track occupancy. Indicator will display green aspect with switch in either normal or reverse position. When indicator displays red aspect or indicator light is extinguished, careful examination of switch must be made before making a facing point movement.

**RULE 605. INTERLOCKING**

**Mission Tower:** Limits extend on both tracks of East Bank line from interlocking signals located 300 feet west of East Bank Jct. switches to westward interlocking signals located on Signal Bridge No. 2; on both tracks of River Station line to interlocking signals located 250 feet west of Naud Jct. switch; on Colton Subdivision on Westward Track to interlocking signal located 300 feet east of Taylor Jct. and on Eastward Track from switches at MP 482.85 to interlocking signals located 400 feet east of Taylor Jct.

Whistle signals:

- To LAUPT, o —.
- To Alhambra or Naud Jct., east or west on East Bank line, —.
- To Roundhouse, — o — o.
- To River Station or AO spur, o o o o o.
- To Brewery spur or Lacy Manufacturing Co., o o o —.
- To Coach yard, o o o o —.
- To Wilson Packing Co. lead, — o —.
- To or from East Bank line or Alhambra, o — o o.
- To Alhambra Ave. Coach yard lead, o o — o.
- To Naud Jct. from East Bank line, o o — o o.
- Against current of traffic, — o o o o.

Signal just west of tower building and adjacent to track No. 55 has white disk attached to mast. Signal is to right of two converging tracks, and governs movement on either track.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:

- 200 feet west of Signal Bridge No. 3 on the East Bank line.
- 200 feet west of signal on eastward passenger track from East Bank line to LAUPT via Alhambra Ave.
- 200 feet east of first signal east of UPRR crossing on westward Alhambra Ave. main tracks.
- 200 feet east of first signal leaving Coach yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank line will remain west of Main Street when stopped by signal.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Interlocking limits. Trains or engines encountering flashing red signals will be governed as follows:

Aspect: Restricting signal flashing red indication proceed at restricted speed.

**Colton Tower:** Limits extend eastward on main track and siding from End of CTC, MP 538.52, to wetward interlocking signals just east of AT&SFRy crossing.

**El Monte:** Limits extend to Centralized Traffic Control signals each side of crossing. Controlled by Train Dispatcher.

Eastward approach signal 131, located east side of Tyler Ave., is two indication red and yellow, normal indication red, will clear to yellow when eastward home signal is clear. Eastward trains approaching Signal 131 will stop west of Tyler Ave., if signal is at STOP position, and a member of the crew will contact Train Dispatcher by telephone for instructions.

Beginning of eastward preliminary circuit for El Monte Centralized Traffic Control is located on main track at the west side of Lexington Ave. Crew switching at El Monte shall use west end of siding and crossover west of Lexington Ave. When necessary to leave the east end of siding, member of crew must contact Train Dispatcher and inform him of the move to be made.

**RULE 680. AUTOMATIC INTERLOCKING**

**AT&SFRy Crossing (Orange Center), MP 544.00:** Limits extend between interlocking signals in approach to both sides of crossing.

- North San Dimas—San Bernardino Branch
- Euclid Avenue—San Bernardino Branch
- Claremont—San Bernardino Branch
- Kincaid—Azusa Branch
- North San Dimas—AT&SFRy crossing.
- Kincaid—AT&SFRy crossing.
- Euclid Ave., Upland—AT&SFRy crossing.
- Claremont—AT&SFRy crossing.

At each of the above, limits extend to interlocking signals on each side of crossing.

Following special instructions pertain to North San Dimas, Kincaid, Euclid Ave., and Claremont.

Switch indicator and derail are located at each side of AT&SFRy tracks. Each derail is equipped with mechanical switchman that can be trailed through. A signal is located at facing point of each derail.

Train desiring to cross the AT&SFRy tracks shall first observe the switch indicator at the derail; if the switch indicator shows clear, trainman shall remove padlock from the groundstand; in 50 seconds the electric lock on the switch stand will release, and the derail shall be thrown, and the signal will clear.

If there is a train on the AT&SFRy approach circuit, the switch indicator will indicate STOP. To make crossing movement when switch indicator is at STOP, trainman shall first remove the padlock at the derail, then proceed to crossing to observe that no train is approaching on the AT&SFRy within the limit of his vision. If no train can be observed approaching, he shall then insert key in circuit controller at the crossing, turn key and hold for 10 seconds, which places AT&SFRy signals at STOP; in 5 minutes the derail can be reversed and the signal will clear for the crossing movement.

If signal does not clear call AT&SFRy dispatcher.

However, if a train on the AT&SFRy is observed to be approaching, the key must not be inserted until the train has passed the crossing or has stopped.

After it has been determined that the AT&SFRy train does not intend to make a crossing, the key may be inserted and operation made as described in previous paragraph.

(The electric lock is equipped with two treadles, upper and lower. Upper treadle is depressed to remove padlock. The lower treadle is depressed to unlock the hand operating lever on derail. The upper treadle shall not be depressed except for removing padlock).

#### RULE 705. LETTER-TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approach- ing	Authorizes movement as follows:
M.....	On mast End Myoma Myoma	Eastward at East End Myoma	Proceed on main track Indio
M.....	6139.....	Indio.....	Proceed on main track Indio

#### RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approach- ing	Location of Readout
H.....	Westward "A" MP 640.59	Ferrum.....	"A" Signal west end Ferrum
W.....	6447.....	Ferrum	
H.....	Eastward "A" MP 646.12	Bertram.....	"A" Signal east end Bertram
W.....	6434.....	Bertram	
H.....	Westward "A" MP 668.06	Niland	"A" Signal west end Niland Westward trains routed via Calexico Branch must stop with rear end of train clear of main track and make inspection for hot journals.
W.....	6709.....	Niland	
H.....	Eastward "A" MP 673.86	Iris.....	"A" Signal east end Iris.
W.....	6694.....	Iris	

When letter H is illuminated, train must be stopped before reaching location of readout and member of crew must open hot bearing detector box. When letter W is illuminated train must stop and not proceed until indicator is extinguished. Telephone located near letter W.

Refer to Rule 705 All Subdivisions.

**RULE 760. CENTRALIZED TRAFFIC CONTROL**

Limits on westward track between MP 482.90 and end of double track MP 488.22 and on eastward track between MP 485.55 and MP 488.22 and between end of double track MP 488.22 and Colton Tower MP 538.52 and between MP 540.05 Colton and MP 609.74 Indio.

Westward track signaled for movements in both directions between MP 482.90 and end of double track MP 488.22.

Eastward track signaled for movements in both directions between MP 485.55 and end of double track MP 488.22.

At east end Aurant, that portion of drill track between absolute signal opposite yard office and absolute signal 10 feet west of initial switch of crossover from drill track to westward track is also in CTC limits.

Absolute signals on Eastward and Westward Tracks, and eastward signal on drill track at east end Aurant are equipped with call-on unit which, when flashing yellow authorizes train or engine, after stopping, to move with caution to couple to train or cars, or for switching moves.

Flag protection will not be required when rear of train stands between absolute signals at east end Aurant and end double track Alhambra, except flagman on a train carrying passengers must take position not less than 30 feet behind rear car.

Movements across track MP 495.00, El Monte under control of train dispatcher. When absolute signals governing movement over crossing display stop indication member of crew must call train dispatcher and after ascertaining that derails in both directions are set to derail and no train approaching from either direction, train dispatcher may authorize movement over the crossing.

Movements across UPRR main track on Chino Branch, Pomona, under control UPRR train dispatcher. Eastward trains to Chino Branch must line initial switch before signal will clear. Westward signal will clear on approach of train. If these signals fail to clear, contact UPRR train dispatcher by telephone and be governed by his instruction. Telephone in box at initial switch and in UPRR CTC house at crossing.

Movements across UPRR track on spur at Ontario governed by dwarf type light signals. Electrically locked derails 200 feet either side of UPRR main track are controlled by UPRR train dispatcher. If electric lock fails to unlock within three minutes contact UPRR train dispatcher by telephone and be governed by his instructions. Telephone in box at crossing.

Junction switch Chino Branch on siding at Pomona is equipped with switch-point indicator, and if red aspect displayed or not lighted, careful examination must be made to insure switch safe before passing over eastward, on siding.

Call-on unit, near junction switch, when flashing white will authorize trains and engines from Chino Branch to enter controlled siding at Pomona, expecting to find siding occupied.

On No. 1 Track and No. 2 Track between MP 559.00 (Hinda crossover) and MP 563.35 (east end Beaumont) block signals are provided for movement of trains in either direction on both main tracks.

Movements may be made in either direction on either track, being governed by indication of absolute and automatic block signals.

West switch of siding MP 561.56 and east switch MP 562.06 at Beaumont equipped with electric locks.

Main tracks between MP 559.00 (Hinda crossover) and MP 563.35 (East End Beaumont) are numbered as follows:

- No. 1 Track—To north.
- No. 2 Track—To south.

Limits extend from MP 618.41, Thermal, to MP 732.38, Yuma. Yard track between inside crossover switch west of station and both legs of wye track, Niland and continuing to MP 675.01, Calipatria.

On No. 1 Track and No. 2 Track between Araz Jct. and Yuma block signals are provided for movement of trains in either direction on both main tracks. Movements may be made in either direction on either track being governed by indications of absolute and automatic block signals.

Main tracks between Araz Jct. and Yuma are numbered as follows:

- No. 1 Track—To north.
- No. 2 Track—To south.

**GENERAL REGULATIONS**

**RULE 825.** Portable rail skids are hung on posts at following locations:

- |                   |                 |
|-------------------|-----------------|
| Pomona—west end   | Garnet—east end |
| Redlands—west end | Salvia—east end |
| Perahing—east end | Rimlon—east end |
| Banning—east end  |                 |

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

Rail clamps on Hazel-Atlas Glass Co. tracks at Pomona, to prevent cars rolling out of tracks. Crews must remove clamps before switching these tracks, and replace after switching.

At Irwindale not less than 6 hand brakes must be set on lower end. When less than 6 cars all hand brakes must be set.

When necessary to release hand brakes to move a portion of the cars the same number of brakes must be set on remaining cars.

**Instructions for setting hand brakes:**

**Yuma:** Freight trains . . . Four brakes on east end,  
Two brakes on west end.

A sufficient number of hand brakes must be set on passenger equipment placed on Passenger Tracks Nos. 4 and 5 after a reduction of 10 pounds of air has been made.

**East Yard:** Freight trains . . Two brakes on east end,  
Five brakes on west end.

**RULE 826. Colton:** Indicator lights located at each end of icing platform on PFE Tracks Nos. 5, 6 and 7, and at switch to PFE spur, govern movement on those tracks as follows:

- Green:** Tracks may be used for train or switching movements.
- Red:** Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
- Not lighted:** Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

**Yuma:** Indicator lights located above Tracks Nos. 1, 2, 3 and 4 at each end PFE icing platform govern movements on those tracks as follows:

- Green:** Tracks may be used for train or switching movements.
- Yellow:** Tracks may be entered, switched, and engines, cars or cabooses added or detached.
- Red:** Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
- Not Lighted:** Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

**RULE 827.** Trains of passenger equipment, except **GOLDEN STATE SUNSET**, must approach Indio at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

Except when pressure maintaining feature is in use, eastward freight trains with less than two dynamic brakes in operation must stop at Owl or Cabazon 10 minutes and westward freight trains with less than two dynamic brakes in operation must stop at El Casco or Ordway 10 minutes for heat radiation and train inspection. If stop is made at Hinda for other than operating reasons, train may then proceed to Redlands for next 10 minute stop.

Engines without dynamic brakes in operation, running light on descending grade must stop between Hinda and Redlands, Owl and West Palm Springs for inspection.

Beet and ore trains (except ore trains consisting of cars in series SP 345000 to SP 345669 and SP 463500 to SP 463999) between Beaumont and Colton must stop ten minutes at El Casco or Ordway for wheel heat radiation and train inspection.

Ore trains consisting of cars in series SP 345000 to SP 345669 and SP 463500 to SP 463900 between Beaumont and Colton without dynamic brakes in operation must stop ten minutes at El Casco or Ordway for wheel heat radiation and train inspection.

**RULE 837.** Loma Linda to Garnet, inclusive, and on Redlands Branch switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion except when allowing caboose to roll against train on descending grade.

**Lincoln Park Spur:** Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion.

**AIR BRAKE RULES**

**RULE 3.** Standard brake pipe pressure for freight trains is 90 lbs.

**RULE 14.** When dynamic brakes are used on both road and helper engines when moving on descending grades, additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

**RULE 17.** Retaining valves will be used on descending grades as follows:

Colton to Garnet:

Passenger Trains: All retaining valves will be used except when three or more units of dynamic brake are in operation. Retaining valves on head end cars may be turned up at Colton or Indio. Retaining valves on passenger carrying cars may be turned down on westward trains at Loma Linda. If stop made by eastward train at West Palm Springs, retaining valves on head end cars may be turned down.

Freight and Mixed Trains (except ore trains consisting of cars in series SP 345000 to SP 345669 and SP 463500 to SP 463999) or beet trains consisting of cars in series SP 358000 to SP 359014:

With no dynamic brake in operation, one retaining valve for each 75 tons in train.

When dynamic brakes are in operation on road engine, and tonnage of train exceeds 950 tons per four-axle unit, or 1500 tons per six-axle unit, one retaining valve for each 100 tons in train: except when three or more units of dynamic brake on road engine are in operation with pressure maintaining system of braking being used and tonnage exceeds 6000 tons, one retaining valve for each 100 tons in train.

Ore trains consisting of cars in Series SP 345000 to SP 345699 and SP 463500 to SP 463999:

Beaumont to Loma Linda or Colton: With less than 16 axles of dynamic brake in operation on road engine, all retainers will be used, except when 12 or more axles of dynamic brake are in operation on helper units, 75% of retainers will be used. With 16 to 35 axles of dynamic brake in operation in train, 75% of retainers will be used. With 36 to 59 axles of dynamic brake in operation, 50% of retainers will be used. With 60 or more axles of dynamic brake in operation in train, retainers are not required.

Beet trains consisting of cars in series SP 358000 to SP 359014 or ore trains consisting of cars other than those in series SP 345000 to SP 345669 and SP 463500 to SP 463999:

When train consists of all loaded beet or ore cars all retaining valves must be used in HIGH PRESSURE position, Beaumont to Loma Linda or Colton. When majority of cars in train are loaded beet or ore cars and train exceeds 75 tons per operative brake one retaining valve must be used for each 100 tons in train. Retaining valve on loaded beet or ore cars must be used in HIGH PRESSURE position. On cars other than loaded beet or ore cars retaining valve must be used in LOW PRESSURE position.

**GENERAL**

Westward freight trains may turn up retaining valves when stop is made for operating reasons at Pershing.

**FREIGHT TRAINS**

**RULE 24-B. Indio:** When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

**Yuma:** When crew is changed, but train consist remains intact, incoming engineer after completing stop will make a full service brake application leaving brakes applied. Outgoing engineer will release brakes and proceed without making prescribed test.

**RULE 25.** Will apply at Beaumont, except on trains not using retaining valves and not required to stop, but such trains must make running test approaching MP 563.00 as follows:

Engineer while working power will make reduction of approximately 7 lbs. wait for slack to adjust, then make a 3 lbs. reduction before releasing brakes. Trainmen will give proceed signal after they have noted reduction on caboose gauge and the following build-up in pressure when brakes are released. On ore trains this test must be made and brakes released before reaching MP 563.5.

Westward freight trains must not leave Beaumont until pressure as indicated by air gage in caboose is restored to 80 lbs. or to within 5 lbs. of maximum pressure indicated by caboose air gage between Garnet and Beaumont.

**RULE 33.** Maximum tonnage per operative brake is as follows:

**COLTON TO GARNET**

Trains handled by engine equipped with one air compressor .....	30 tons
Trains handled by engine with two or more air compressors operating, except: .....	75 tons
Beet trains (Maximum 100 cars beets) when consisting of cars in series SP 358000 to SP 359014 running at reduced speed .....	99½ tons
Ore trains (maximum 95 cars ore) running at reduced speed, except .....	99½ tons
When consisting of cars in series SP 345000 to SP 345669 and SP 463500 to SP 463999 .....	139½ tons
Redlands Branch .....	60 tons

**PASSENGER TRAINS**

**RULE 39.** Running test must be made before descending grade, Beaumont.

**TRAIN HANDLING**

**RULE 60.** Changes in dynamic braking force must be made gradually when practicable. On descending grades between Colton and Indio, dynamic brake on freight trains must be reduced to one-half of maximum 500 feet before entering and 1500 feet after passing through turnout or cross-over and during adjustment of slack following release of train air brakes.

Engines in excess of 5 units must not be used in shoving head end of ore trains to coupling in ascending direction.

MISCELLANEOUS

9. Helper Service:

- (a) Helper engines must not be placed on the head end of freight train.
- (b) Helper engine or engines coupled together must not exceed ten units.
- (c) Helper engines consisting of more than four units coupled must be placed in train so that approximately three tons are being pulled for every two tons being pushed ahead, exclusive of tonnage rating of the road engine and helper placed behind or immediately ahead of caboose.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines . . . . .	West Colton—Tracks diverging from Track No. 2 in GATCo. yard.

**Kaiser.** Lead track from north line of Colton Ave., jointly used by SP and Kaiser Co.; the tracks within Kaiser plant jointly used by SP, AT&SFRy, and Kaiser Co., and nine tracks within Kaiser plant jointly used by SP and Kaiser Co. SP crews must not go beyond a point 250 feet east of easterly lead switch (connection with AT&SFRy.) in "X" yard, or 200 feet east of crossover 222 at ore dump. All movements must be made with caution. Derails must be left in derailing position while switching at Kaiser plant, and secured in derailing position when leaving plant. Hand brakes must be secured on at least four cars on lower end when setting out on Kaiser plant tracks. When picking up cars at least four hand brakes must be secured on lower end of cut remaining in the track. If four cars or less, secure all hand brakes. Air must be coupled and in use through entire cut of cars when moving to or from Kaiser plant, and air brake test must be made as prescribed in Air Brake Rule 24-F.

When coupling air hoses on cars within Kaiser plant, a member of crew must be stationed at east switch or switch to rear of cut, to prevent Kaiser or AT&SFRy crews from switching or dropping cars against cut being handled by SP crews.

**Ferrum:** On EMRR engines or cars must not move beyond point 100 feet west of point derail.

Wye track located on EMRR main track between switches Ferrum yard.

Movements into derailing spur must not be made and crossover must be kept lined for normal movement on main track, except for direct movements entering or leaving yard.

11. Load limit (car and contents):

Los Angeles-Indio . . . . .	263,000 pounds
*Indio-Los Nietos via Puente Jct. . . . .	279,000 pounds
Pomona-Chino . . . . .	251,000 pounds
Colton-Riverside . . . . .	240,000 pounds
Bryn Mawr-Crafton . . . . .	230,000 pounds
San Bernardino Branch	
Los Angeles-State St.-Colton . . . . .	196,000 pounds
Bassett-Azusa . . . . .	199,000 pounds
San Bernardino-Redlands . . . . .	156,000 pounds
State St.-Lincoln Park . . . . .	272,000 pounds
Riverside Branch	
Arlington-Corona . . . . .	240,000 pounds
*Ferrum-Indio . . . . .	279,000 pounds
Indio-Yuma . . . . .	263,000 pounds
Niland-Calexico . . . . .	251,000 pounds
Calipatria-Westmorland . . . . .	240,000 pounds
Moss-El Centro (via Sandia) . . . . .	240,000 pounds

\*Ore when consisting of cars in series SP 345000 to SP 345669.

Unless authorized by Superintendent heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Colton . . . . .	2 (water)
Estelle . . . . .	16 (water)
Calipatria . . . . .	22 (water)
Brawley . . . . .	43 (water)
Imperial . . . . .	24 (water)
El Centro . . . . .	18 (water)
Heber . . . . .	22 (water)
Calexico . . . . .	28 (water)
Westmorland . . . . .	8 (water)
Orita . . . . .	5 (water)
Sandia . . . . .	5 (water)
Fuller . . . . .	10 (water)
Yuma-East Yard . . . . .	117 (water)

29. Train dispatching between Yuma and East Yard, is under the jurisdiction of Tucson Division.

AT&SFRy.

Movements over AT&SF tracks between Riverside Jct. and May will be governed by Southern Pacific Rules except the following AT&SF rules will apply:  
(Rule 261 in effect on main track)

Capacity of Sidings In 50 ft. Cars	S.P. Crossing Riverside Jct.	M.P.
E-42	0.6 Riverside	9.8
99	4.2 Casa Blanca	14.0
62	2.4 Arlington	16.4
94	3.3 May	20.2

SIGNAL SYSTEM TWO IN EFFECT

**Traffic Control System (TCS).**—A block signal system under which movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

**Medium Speed.**—A speed not exceeding 40 miles per hour.

**Restricted Speed.**—A speed that will permit stopping short of another train, obstruction or switch not properly lined, but not exceeding 20 miles per hour.

10(A). Temporary slow signals, yellow flag, disc or light, will be displayed not less than one mile (when practicable) in advance of locations where the speed of trains must be reduced, or where Form U train orders require trains to stop. Temporary resume speed signals, green flag, disc or light, will be displayed to indicate the end of such areas.

When temporary slow signals are displayed, trains must not exceed fifteen miles per hour, unless otherwise directed by train order or special instructions, until rear of train has passed temporary resume speed signal.

Temporary stop signals, red flag, disc or light, will be displayed at locations where trains must stop as required by Form U train order. Trains must not pass temporary stop signals until notified by Foreman or Supervisor in charge. When so notified, trains must not exceed the speed specified by such Foreman or Supervisor through the restricted area.

**Note:**—Where maximum authorized speed shown in time table exceeds fifty-nine miles per hour, temporary slow signals will be displayed not less than one and one-half miles in advance of restricted area.

11. A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile.



**SPECIAL INSTRUCTIONS—COLTON SUBDIVISION**

15. The explosion of two torpedoes is a signal to be on the lookout for flagman, obstruction or train ahead for one mile. Speed must be reduced immediately where view is not clear ahead for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required.

**U.**

**Stop and Speed Limit Orders.**

- (1) Eight naught one 8 01 A M to five naught one 5 01 P M between 15 poles West of M P 10 and M P 11 between D and E track is impassable stop and do not enter these limits until notified that track is passable.

To be used where safety of the movement requires that trains stop, and are not to pass temporary stop signal until notified by Foreman or Supervisor in charge that track is passable. The Foreman or Supervisor in charge must specify the speed permitted through the limits specified.

- (2) Eight naught one 8 01 A M to five naught one 5 01 P M approach (GANGS OR MACHINES) between 15 poles West of M P 10 and M P 11 between D and E prepared to stop short of men or machines fouling track until proper proceed signal received or notified verbally by (TITLE AND NAME OF EMPLOYEE IN CHARGE) that track is clear of men and machines Speed limit passing men or machines . . . . . M P H.

- (3) Speed limit . . . . . M P H between M P 12 and 5 poles West of M P 13 between D and E.  
To be used where track condition requires speed to be reduced below normal.

- (4) Speed limit . . . . . M P H over bridge 10 poles West of M P 10 between D and E.  
To be used where bridge condition requires speed to be reduced below normal.

- (5) Heavy rains between F and J take every precaution for safety.  
To be used when reports indicate track or structures may be endangered.

Trains and engines, within the limits of this order, must approach gangs or machines prepared to stop, and stop short of men or machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men or machines, and may then proceed, complying with speed restrictions, if any, in the train order.

**Rules Governing Opposing and Following Movement of Trains by Block Signals.**

261. On portions of the railroad, and on designated tracks so specified in the time table, trains will be governed by block signals, whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

The movement of trains will be supervised by the train dispatcher, who will issue instructions as may be required.

The train dispatcher must be advised in advance of any known condition that will delay the train or will prevent it from making usual speed.

Except as affected by this rule, All Block Signal Rules and Operating Rules remain in force.

**FIXED SIGNALS.  
SYSTEM TWO.**

Rules 281 to 292 inclusive, show fixed signals, their indications and names, and are effective only at the points, or on the territory specified in the time table.

**SIGNAL SYSTEM TWO.**

RULE	ASPECT	NAME	INDICATION
281	Green	Clear	Proceed
281(A)	Flashing Green	Approach—Limited	Proceed; Approach next signal not exceeding Limited speed, and be prepared to enter diverging route at prescribed speed.
282	Flashing Yellow	Approach medium	Proceed; approach signal not exceeding medium speed, and be prepared to enter diverging route at prescribed speed.
283	Red over Green	Diverging—Clear	Proceed through diverging route, prescribed speed through turn-out.
285	Yellow	Approach	Proceed preparing to stop at next signal; if exceeding medium speed immediately reduce to medium speed.
286	Red over Flashing Yellow	Diverging—Approach	Proceed through diverging route; prescribed speed through turn-out; approach next signal preparing to stop, if exceeding medium speed immediately reduce to medium speed.
290	Flashing Red	Restricting	Proceed at restricted speed.
291	Red— with number plate	Stop and Proceed	Stop; and proceed as prescribed by Rule 320.
292	RED	Stop	Stop.

320. At a "stop and proceed" signal, a train will be governed as follows:

(A) On single track, except where Rule 261 is in effect, where block can be seen to be clear of opposing movement; stop, then proceed at once at restricted speed.

Where block cannot be seen to be clear of opposing movement; stop, wait five minutes, then proceed at restricted speed. When view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

(B) On two or more tracks, or on any track where Rule 261 is in effect; stop, then proceed at once at restricted speed.

(C) Where the letter "G" appears on the mast of a "stop and proceed" signal, train may, without stopping, pass such signal at restricted speed, and proceed at restricted speed to next governing signal.

(D) Where facing point switch is located immediately beyond a "stop and proceed" signal and switch is lined for turnout, train may, without stopping, pass such signal at restricted speed to enter turnout, provided main track is clear to fouling point.

321. When a train is stopped by a "stop" signal, it will be governed as follows:

(A) At a control station, when signal cannot be cleared, employe in charge may give permission to pass such signal verbally, or by proceed signal with yellow flag or yellow light. In either case a member of crew must immediately precede the move, examine each switch and derail affecting the move and flag over railroad crossing within the interlocking limits.

(B) Where control station is not in the immediate vicinity of the signal, member of crew must communicate with control station. If authorized to proceed member of crew must examine all switches and derails before moving over them, and flag over railroad crossings within the interlocking limits.

(C) At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

(Amended July 1, 1960)

(D) At automatic interlockings, a member of crew must go to control box and follow instructions outlined therein.

(E) Within ABS limits where signal, other than a controlled signal, governing movement from siding or other track to main track indicates "stop," and train has other authority to enter main track, after providing proper protection the main track switch will be opened and, after expiration of five minutes, train may proceed complying with Rules 99 and 321(F).

When movement is through a spring switch, the same procedure will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

(F) When authority is received from control station to pass a "stop" signal, and movement beyond signal is within ABS limits, or on a track where Rule 261 is in effect, movement must be made at restricted speed to next governing signal.

When movement is made beyond a "stop" signal in accordance with the provisions of Rules 321(C), 321(D) or 321(E), within ABS limits or on a track where Rule 261 is in effect, train must move at restricted speed to next governing signal; and on single track or on a track where Rule 261 is in effect, when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman.

Note:—In complying with Rules 321(A) and (B), after permission is given to pass a signal in stop position, the interlocking limits will, when practicable, be fouled before a member of crew precedes movement.

Rule 321(F) is not applicable in ATC territory.

**RULES APPLICABLE ONLY WITHIN TCS LIMITS**

500. Within Traffic Control System limits, trains will run as prescribed by Rule 261.

502. Trains originating at other than district terminals may proceed without clearance card Form 902, after obtaining permission from control station, and will display signals as prescribed by Rule 21.

504. When a train or engine is to do work, or occupy track or tracks within specified limits, where Rule 261 is in effect, permission must be obtained from control station, specifying time and limits, and tracks to be used. When the train or engine has entered these limits control station must lock all signals governing movements into such limits at "stop", and locks must not be removed until the train or engine has cleared the specified tracks within the limits. Tracks specified may be used in either direction within the specified limits without flag protection.

Train or engine must be clear of tracks specified within the limits by the time stated and will report to control station when clear. When additional time is required, it must be authorized by control station before expiration of previous time limit.

Where the control station is not operated by the train dispatcher, such permission, working limits, time, and specified tracks, must first be obtained by the control station from the train dispatcher.

**SPEED:**

	MPH
Maximum speed .....	60
Except as follows:	
Two track Junction Switch MP 10.0 .....	30
All other Crossovers and turnouts .....	15
4 Curves MP 9.6 to MP 10.0 Westward .....	30
2 Curves MP 11.9 to 12.5 .....	50
3 Curves MP 15.5 to 16.7 .....	55

**30.**

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description
482.60	Los Angeles . . . 2nd crossing, L. A. River bridge	Side
539.80	Colton . . . . . Santa Ana River bridge	Side
547.30	West of Redlands, 2nd Street . . . Mill Creek bridge	Overhead and Side
1.96	Macy St. (Brooklyn Ave.)	Overhead
2.75	State St.	Overhead
3.10	Cornwall St.	Overhead and Side
3.20	Marengo St.	Overhead
3.29	Soto St.	Overhead
54.17	Meridian St.	Overhead and Side
54.67	10 inch iron pipe overhead	Overhead and Side
54.68	AT&SFRy overpass	Overhead and Side
61.22	Santa Ana River Bridge (Marigold) Arlington to Porphyry	Overhead and Side
732.30	West of Yuma . . Colorado River bridge	Side

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS** With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, crossovers, and turnouts, except	10
Through slip switches	10
Facing point movement through turnout end of double track, MP 488.23 at Alhambra	35
Trains through controlled sidings, turnouts and crossovers, except	25
Crossover at MP 541.35	20
Redlands	20
Crossover at MP 562.2, Beaumont	20
Pershing	20
West switch siding, Cabazon, MP 571.2	20
Through controlled sidings—Indio to Yuma	30
*Over, upon, or across any street crossing, Yuma	5

\*Regulated by City ordinance.

**SPECIAL INSTRUCTIONS—COLTON SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 5, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin. All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
<b>EASTWARD, LOS ANGELES YARD TO TAYLOR JCT.:</b>					<b>WESTWARD, TAYLOR JCT. TO LOS ANGELES YARD:</b>				
479.70 to 480.60 (Dayton Ave. Tower)			40	40	482.80 to 481.90 (East Bank Jct.)			15	15
480.60 to 481.67			20	20	481.90 to 481.69			20	20
*481.67 to 481.69 (North Main St.)			15	15	*481.69 to 481.67 (North Main St.)			15	15
481.69 to 481.90 (East Bank Jct.)			20	20	481.67 to 480.00			20	20
481.90 to 482.80 (Taylor Jct.)			15	15	*480.00 to 479.70 (Los Angeles Yard)			40	40
<b>EASTWARD, LOS ANGELES TO INDIO YD.:</b>					<b>WESTWARD, INDIO YARD TO LOS ANGELES:</b>				
Los Angeles to Mission Tower			12	12	611.30 to 610.80			30	30
*Mission Tower to 484.05			15	15	610.80 to 598.50			70	60
*484.05 to 485.80 (Valley Blvd.)			25	25	598.50 to 589.00			60	60
*485.80 to 488.22 (Alhambra)			40	40	589.00 to 585.00			55	55
488.22 to 488.25 (end double track)			35	35	585.00 to 576.58			45	45
*488.25 to 489.89 (Alhambra)			40	40	576.58 to 563.35			50	50
*489.89 to 491.33 (San Gabriel)			30	30	563.35 to 554.82 (Track One)			50	25
491.33 to 493.31			65	60	554.82 to 553.30 (Track One)			45	25
*493.31 to 495.04 (El Monte)			40	40	553.30 to 548.20 (Track One)			25	25
495.04 to 507.80			65	60	548.20 to 545.28			50	25
507.80 to 508.10			65	60	545.28 to 540.00			60	25
508.10 to 513.80			65	60	540.00 to 538.52			30	30
*513.80 to 514.80 (Pomona)			40	40	538.52 to 537.32			50	50
514.80 to 519.51			65	60	537.32 to 523.40			70	60
519.51 to 520.91			40	40	523.40 to 520.91			65	60
520.91 to 523.40			65	60	520.91 to 519.51			40	40
523.40 to 537.32			70	60	519.51 to 515.55			65	60
537.32 to 538.52			50	50	515.55 to 514.80			65	55
538.52 to 540.00			30	30	*514.80 to 513.80 (Pomona)			40	40
540.00 to 545.28			60	60	513.80 to 508.10			65	50
545.28 to 548.20			50	50	508.10 to 507.80			65	50
548.20 to 553.30 (Track One)			25	25	507.80 to 495.04			65	60
553.30 to 554.82 (Track One)			45	45	*495.04 to 493.31 (El Monte)			40	40
554.82 to 563.35 (Track One)			50	50	493.31 to 491.33			65	60
548.20 to 554.82 (Track Two)			45	45	*491.33 to 489.89 (San Gabriel)			30	30
554.82 to 556.50 (Track Two)			50	50	*489.89 to 485.80 (Alhambra)			40	40
556.50 to 563.35 (Track Two)			25	25	*485.80 to 484.05 (Valley Blvd.)			20	20
563.35 to 576.58			50	25	*484.05 to Mission Tower			15	15
576.58 to 585.00			45	25	Mission Tower to Los Angeles			12	12
585.00 to 589.00			55	25	<b>EASTWARD, INDIO TO YUMA:</b>				
589.00 to 599.00			60	40	610.90 to 612.67			30	30
599.00 to 608.85			70	60	612.67 to 618.41			70	60
608.85 to 609.60			70	50	618.41 to 618.50 (through turnout)			60	60
609.60 to 611.30			30	30	618.50 to 723.06			70	60
<b>EASTWARD, INDIO TO YUMA:</b>					<b>WESTWARD, YUMA TO INDIO:</b>				
610.90 to 612.67			30	30	732.70 to 732.10			15	15
612.67 to 618.41			70	60	732.10 to 727.00, except:			60	60
618.41 to 618.50 (through turnout)			60	60	729.20 to 728.80 (through crossover)			35	35
618.50 to 723.06			70	60	727.00 to 723.06			50	50
723.06 to 727.00			60	50	723.06 to 618.50			70	60
727.00 to 731.35, except:			50	60	618.50 to 618.41 (through turnout)			60	60
728.80 to 729.20 (through crossover)			35	35	618.41 to 612.67			70	60
731.35 to 732.10			60	45	612.67 to 610.90			30	30
732.10 to 732.70			15	15					

Speed of freight trains with more than 6,000 tons or 75 tons per operative brake must not exceed 20 MPH on descending grades between Colton and Garnet, except ore trains consisting of cars in Series SP-345000 to SP-345699 and SP-463500 to SP-463999 with all retaining valves in operation, must not exceed 15 MPH Beaumont to Colton; with 75% or less retaining valves in operation, 20 MPH Beaumont to Colton; with no retaining valves in operation, 20 MPH MP 563 to MP 559, 25 MPH MP 559 to Colton.

\*Regulated by City ordinance. \*\*ICC regulations, for movements in both directions.

Kaiser (Kaiser Spur): MP 529.1. Do not exceed 10 MPH over switch at San Bernardino Street.

Speed of westward freight trains with more than 6000 tons or 75 tons per operative brake must not exceed 40 MPH between MP 514.80 and MP 499.00.

Freight and mixed trains are authorized to operate at Column 1 speeds not to exceed 65 MPH between Alhambra and Yuma (BSM—70 MPH) when meeting requirements, as outlined on page 6, except must not exceed 40 MPH on descending grades between Colton and Garnet.

Light engines may operate at Column 1 speeds except when dynamic brake is not operating on descending grades, light engines must not exceed Column 2 speed.

Trains with class of engine shown below are further restricted between points shown, as follows:

BS-412, ES-410, FS-412, AS-410	
EF-418, EP-418	
AS-418	
EF-415, EP-415	

SANDIA BRANCH	
MP 689.12 and MP 697.70	
	20
	25
	20
	25

# SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 5, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
<b>EASTWARD, NILAND TO CALEXICO:</b>					<b>WESTWARD, CALEXICO TO NILAND:</b>				
Niland, through crossover and turnouts.....					708.88 to 699.87.....				
667.40 to 667.83 (wye switch).....					699.87 to 698.90 (Main St., El Centro).....				
667.83 to 678.40.....					698.90 to 686.80.....				
678.40 to 685.70.....					★686.80 to 685.70 (Brawley).....				
★685.70 to 686.80 (Brawley).....					685.70 to 678.40.....				
686.80 to 698.90.....					678.40 to 667.83.....				
698.90 to 699.87 (Main St., El Centro).....					667.83 to 667.40.....				
699.87 to 708.88 (Calexico).....					Niland, through crossover and turnouts.....				
<b>EASTWARD ON WESTMORLAND BRANCH</b> .....					<b>WESTWARD ON WESTMORLAND BRANCH</b> .....				
<b>EASTWARD ON SANDIA BRANCH</b> .....					<b>WESTWARD ON SANDIA BRANCH</b> .....				

★Regulated by City ordinance.

TERRITORY			FREIGHT AND MIXED	TERRITORY			FREIGHT AND MIXED
MP	MP			MP	MP		
<b>EASTWARD, POMONA TO CHINO:</b>				<b>WESTWARD, CHINO TO POMONA:</b>			
514.2 to 518.8.....				520.3 to 518.8.....			
518.8 to 520.3.....				518.8 to 514.3.....			
<b>EASTWARD, COLTON TO RIVERSIDE:</b>				<b>WESTWARD, RIVERSIDE TO COLTON:</b>			
538.95 to 539.59.....				546.36 to 544.80.....			
539.59 to 543.78.....				544.80 to 543.78.....			
543.78 (Santa Fe crossing).....				543.78 (Santa Fe crossing).....			
543.78 to 544.80.....				543.78 to 539.59.....			
544.80 to 546.36.....				539.59 to 538.95.....			
<b>EASTWARD, BRYN MAWR TO CRAFTON:</b>				<b>WESTWARD, CRAFTON TO BRYN MAWR:</b>			
544.50 to 546.60.....				551.40 to 549.90.....			
546.60 to 549.90 (over streets).....				549.90 to 546.60 (over streets).....			
549.90 to 551.40.....				546.60 to 544.50.....			

Trains with class of engine shown below are further restricted between points shown, as follows:

CLASS ENGINES	CHINO BRANCH	RIVERSIDE BRANCH	REDLANDS BRANCH
	MP 518.95 TO MP 520.39	MP 545.49 TO MP 546.36	MP 544.59 TO MP 545.99
BS-412, ES-410, FS-412, AS-410.....		15	
FP-624.....	15	10	15
BS-616B.....		X	
EF-415, EP-415.....		15	

X—Not permitted to operate.

SAN BERNARDINO BRANCH		MPH	SAN BERNARDINO BRANCH		MPH
Maximum speed.....		30	Rialto to Bench.....		25
Except as follows:			Except: Riverside Ave.....		20
MP 12 to MP 18 and MP 29 to MP 52.....		40	Rialto to San Bernardino during foggy or rainy weather.....		20
El Monte (crossing).....		15	San Bernardino (city limits).....		20
San Gabriel River Bridge and curve at East End.....		15	Except: Rialto Ave. and F St.....		10
Baldwin Park (Main Ave.).....		20	Urbita.....		10
Baldwin Park (curve at Ramon Blvd.).....		10	Colton (city limits).....		15
Baldwin Park to Love Hill (crossings).....		20	<b>BASSETT BRANCH</b>		
La Verne (curve east of station).....		15	Maximum speed.....		20
Lincoln Avenue.....		20	<b>AZUSA BRANCH</b>		
Pomona (Fulton Rd. to Claremont—Mills Ave.).....		20	Maximum speed.....		20
Upland (city limits).....		20			
Except: Euclid Ave. to Third Ave.....		10			
Alta Loma (Hellman Ave., Base Line Ave. and Amethyst St.).....		25			

**SPECIAL INSTRUCTIONS—COLTON SUBDIVISION**

**RATING OF ENGINES—In Units of 2000 Lbs. (Tons)**

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles to Alamogordo	Alamogordo to City of Industry	City of Industry to Ontario	Ontario to Colton	Colton to Indio	Indio to Garret	Garret to Colton	Colton to Bloomington	Bloomington to El Monte	El Monte to Stoneman	Stoneman to Los Angeles	Pomona to Chino	Colton and Riverside	Bryn Mawr to Colton	Bryn Mawr to Colton
EP-620A, EP-623A, EP-624A, EP-620B	6000-6004, 6018, 6048-6054, 6900-6917, 6011, 6015, 6028-6045, 3, 4, 1652	1400 1925 550	2225 3475 900	1400 1925 450	2225 3475 800	725 1050 275	975 1350 325	700 700 250	1425 2425 425	2525 4275 650	1425 2425 425	2525 4275 700	2525 4275 700	550 800 725	175 2650 4000	175 2650 4000
AP-620A, A-620B	1000-1016, 1023-1032	800 950	1350 1650	700 800	1200 1375	375 475	450 550	375 450	675 800	3350 3600	650 750	1250 1375	725 950	800 950	300 3000	300 3000
GS-404	5100-5120	950	1350	800	1375	475	550	450	800	3600	750	1375	950	800	450	4000
ES-406, AS-407	1200-1257	1350 2250	2250 2825	1175 1450	2000 2450	675 850	800 1000	675 825	1175 1450	4750 5750	1075 1375	2150 2800	1275 1600	1350 1675*	450 550	4000 4000
GS-407	2350-2394	1650 1475	2825 2525	1450 1300	2450 2175	850 750	1000 900	825 725	1450 1325	5750 5300	1375 1250	2800 2500	1600 1400*	1675*	550	4000
AS-409	2100-2157	1475	2525	1300	2175	750	900	725	1325	5300	1250	2500	1400*	1475*	500	4000
FS-412	(1700-1845, SSW-1850-1854, 1855-1869, 1904-1915, SSW-1900-1903, 1914-1953)	1400 1600	2400 2675	1200 1400	2100 2350	725 825	825 950	700 800	1200 1400	1000 1300	1125 1300	2250 2450	1350 1525	1400*	450	4000
BS-410, BS-410, FS-410	1100-1128, 1150-1153	1775	2675	1550	2625	900	1075	900	1550	5900	1425	2825	1675	1800	575	4000
ES-408, ES-408B	1270-1281	1800	3000	1575	2650	950	1100	925	1575	5800	1450	2750	1725	1825	600	4000
ES-409	(6138-6470, 8022-8303, 315-379, SSW-925-975)	1825	3225	1575	2650	925	1125	925	1675	6525	1000	3225	1725*	1825*	600	4000
EF-415A-EF-415B	SSW-3641-3662, 3653-3727, 3000-3009	2275	4125	2000	3400	1175	1400	1175	2125	7950	2025	4150	2250*	2325*	800	8000
EF-418, EP-418	2900-2936	2200	4050	1950	3275	1150	1400	1125	2125	8075	2000	4050	2175*	2225*	750	8000
EF-423	SSW-5000-5009, 5010-5017	2275	4600	2025	3425	1150	1600	1150	2500	8475	2275	4550	2225*	2275*	750	8000
EF-615	2700-2742	2425	4125	2100	3600	1250	1450	1200	2125	8275	2000	4150	2350	2150	800	8000
EF-418A, EF-418B	600-637, 700-725	2300	4075	2000	3400	1200	1350	1150	2100	8425	2025	4125	2225*	2325*	775	8000
(61/16 ratio)	5200-5202	2250	4025	1950	3300	1150	1400	1125	2075	8575	1950	4050	2175	2275	775	4000
BS-615	187-190, 5205-5222, 5224-5226, 5243-5245	2575	4475	2250	3850	1350	1550	1325	2300	8850	2100	4325	2500	2625	850	5000
BS-616B	4901-4905	2600	4425	2250	3900	1350	1575	1325	2300	8900	2150	4500	2500*	2650*	875	5000
AF-420	4000-4009	2425	4525	2125	3600	1250	1575	1225	2350	8950	2250	4525	2375*	2450*	825	8000
GF-425	6700-6767	2700	5575	2425	4075	1400	1850	1400	2850	9200	2600	5450	2650*	2725*	925	8000
EF-420	SSW-4030-4049, 4050-4087	2575	4675	2275	3850	1450	1650	1300	2850	9300	2325	4775	2550*	2600*	900	8000
AS-618	2950-2970	2825	4875	2450	4225	1450	1700	1425	2500	9300	2325	5025	2750	2875	950	8000
EF-618	3800-3880, 3850-3966	2900	5025	2525	4275	1600	1750	1475	2550	9600	2400	5175	2800	2925	975	8000
KF-636A, KF-636	9100-9105, 9102-9120	3175	6900	2850	4750	1625	2250	1625	3125	11325	3225	6225	3100	3175	1075	8000
EP-624	3020-3035	3450	8075	3000	5075	1750	2150	1725	3275	13300	3150	6600	3350*	3450*	1150*	8000
EF-425	SSW-6500-6519, 6520-6681	2525	5200	2250	3800	1300	1775	1275	2650	11100	2550	5050	2525*	2525*	1400*	8000
EF-850B	9150-9152	3975	8000	3550	5950	2050	2850	2050	4475	16725	4075	7700	3950*	4025*	1400*	8000
GF-850A	9500-9502	5100	10700	4650	7800	2675	3700	2575	6350	22425	5400	10325	5050	5225	1825	8000
EF-625	9550-9552	5750	11250	5300	8200	3025	4100	2925	7325	23575	5975	10875	5750*	5900*	2100*	8000
ES-412	2200-2203	1350	2350	1150	1975	675	825	675	1250	4875	1175	2375	1325*	1350*	425	8000
EF-625	6000-6028	3350	6200	2950	5075	1725	2125	1700	3300	10000	3125	6600	3300* <sup>3</sup>	3300*	425	8000
AF-628	7100-7128	3650	7275	3250	5550	1925	2400	1875	3750	10000	3000	7225	3625*	3700*	1250	8000
EF-430	7600-7607	3550	7775	3300	5850	1375	1925	1300	2250	10000	2700	5100	2500*	2600*	875	8000
EF-630	8400-8478	3850	8550	3500	5800	2075	2575	2025	4250	10000	3850	7600	3775*	3900*	1375	8000
AF-630	7800-7814	3975	8800	3625	6050	2150	2650	2075	4450	10000	3975	7000	3975*	4050*	1425	8000

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

Restrictions apply only between

①MP 545.40—MP 546.36.

②MP 519.95—MP 520.30.

\*Engines not permitted to operate.

#Speed restricted to 15 MPH.

③Speed restricted to 10 MPH.



**SPECIAL INSTRUCTIONS—COLTON SUBDIVISION**

**RATING OF ENGINES—In Units of 2000 Lbs. (Tons)**

NOMINAL CLASS	ENGINE NUMBERS	India to Niland	Niland to Aqilla	Aqilla to Yuma	Yuma to Dunes	Niland and Calexico	Westwoodland and El Centro and Calexico, MP 633-12 Via Holtville
EP-620A, EP-623A, EP-624A, EP-620B	6000-6004, 6013, 6016-6054, 5900-5917	2975	1700	2975	1600	2450	2325
AP-620A, A-620B	6011, 6015, 6026-6045	5000	1700	5000	1600	4100	2325
GS-101	3, 4, 1652	950	650	1300	600	825	1175
ES-406, AS-107	1000-1016, 1023-1032	1475	800	2000	750	1250	1825
GS-407	5100-5120	1650	960	2250	875	1450	2075
AS-409	120-1257	2500	1350	3375	1275	2100	3050
FS-412	230-2314	3175	1650	4175	1600	2550	3875
BS-412	2100-2157	2300	1475	3675	1425	2250	3475
AS-410, BS-410, FS-410	{ 170-1845, SSW-1870-1851, 1855-1869, 1904-1915, SSW-1900-1903, 1914-1933	2600	1400	3475	1350	2200	3225
FS-108, ES-408B	1100-1128, 1150-1153	2875	1600	3900	1550	2475	3650
ES-409	1170-1179	3300	1775	4475	1725	2750	4100
AS-409	1270-1281	3250	1800	4350	1750	2775	4125
EP-415A, EP-415B (62/15 Gear ratio)	{ 613-6470, 8022-8303, 351-379, SSW-723-775	3650	1800	4625	1775	2750	4225
EP-418, EP-418	SSW-3641-3632, 3633-3727, 3070-3003	4725	2250	5750	2250	3425	5400
AS-418	2900-2936	4800	2200	5800	2200	3350	5250
ES-423	SSW-5040-5009, 5010-5917	5500	2250	6000	2350	3425	5550
ES-615	2700-2742	4775	2400	6000	2375	3700	5600
EP-418A, EP-418B	600-637, 700-725	4750	2250	5775	2250	3425	5350
BS-615	187-190, 5205-5222, 5224-5226, 5243-5245	5200	2600	6375	2525	3950	6025
BS-616B	4901-4905	5300	2600	6500	2550	4075	6075
AF-420	4000-4009	5450	2400	6125	2425	3800	5800
GF-425	6700-6767	7075	2700	6900	2800	3075	6800
EP-420	SSW-4030-4049, 4050-4037	5650	2525	6475	2575	3850	6025
EP-618	2950-2170	6000	2800	6950	2750	4300	6525
EP-618	3800-3380, 3830-3966	6200	5250	7250	2825	4350	6700
KP-636A, KP-636	9100-9105, 9102-9120	8000	3175	8550	3300	4650	7800
EP-624	3020-3035	9400	3375	10050	3400	5125	9175
EP-425	SSW-6300-6519, 6520-6681	6275	2525	6500	2600	3725	6250
AF-640	9150-9152	9475	4025	9900	4250	5925	9425
EP-850B	9500-9502	12675	5200	13125	5575	7500	12650
GF-850A	9550-9552	13350	5875	13800	6300	7975	13300
ES-412	2230-2233	2750	1350	3275	1325	2075	3225
EP-625	6000-6128	8900	3275	8400	3350	5075	8000
AF-628	7100-7128	7925	3650	9900	3725	5475	9000
EP-430	7600-7607	6750	3550	6525	3800	5250	6250
EP-630	8400-8478	9450	3850	9700	3950	5825	9975
AF-630	7800-7814	9725	4025	10000	4100	5850	10000

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.



**RULE 14.** On Santa Monica, Hollywood and Alla Branches Trombone Whistle only is to be used, the use of Air Horn is prohibited.

The use of air horn or whistle is prohibited in Huntington Park between Alameda St. and State St., inclusive, except in emergency.

**RULE 21-C.** Extra trains are not required to display train indicators or white classification lights except when handling loads with excess dimensions and with a train order covering. Engine numbers need not be removed from indicator boxes on arrival at destination. Markers must be properly displayed.

**RULE 82-A.** Trains with SP clearance obtained at Los Angeles Yard, Indio, Colton, or City of Industry are authorized to operate as an extra train within yard limits on Puente Branch.

Trains with SP clearance obtained at Los Nietos are authorized to operate as an extra train within yard limits on Puente Branch and as an extra train on Colton Subdivision.

Trains via Puente Branch will obtain UPRR clearance and trains orders, if any, at Los Angeles Yard, Indio, Colton, City of Industry or Los Nietos which will apply on UPRR between Puente Jct. and Bartolo.

**RULE 83-B.** At open train-order offices trains may register by ticket as follows:  
Los Nietos.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP	East MP
471.20 Los Angeles (Santa Ana Branch).....	489.99
490.00 Studebaker (Santa Ana Branch).....	End of Branch
“ (Puente Branch).....	501.23
“ (Stanton Branch).....	End of Branch
“ (Tustin Branch).....	End of Branch
511.57 City of Industry (Puente Branch, includes both legs of wye).....	512.67
466.19 Los Angeles (San Pedro Branch).....	489.90
489.91 South Gate.....	End of Branch
(also includes Long Beach Branch)	
Los Angeles to Wilmington (Wilmington Branch)	
Dominguez to End of Branch (East Long Beach Branch)	
Watts to End of Branch (El Segundo Branch)	
South Los Angeles to End of Branch (Torrance Branch)	
Los Angeles (Butte St.) to End of Branch (Santa Monica Branch)	
Talamantes to End of Branch (Hollywood Branch)	
Culver Jct. to End of Branch (Alla Branch)	
Watts to West Santa Ana (West Santa Ana Branch)	
Los Alamitos Jct. to Los Alamitos (Los Alamitos Branch)	
Slauson to Yorba Linda (Yorba Linda Branch)	
Fullerton Jct. to Fullerton (Fullerton Branch)	
Santa Fe Springs to Whittier (Whittier Branch)	

All trackage between Colima and Fullerton Jct. jointly used by Southern Pacific and Union Pacific Railroad under provisions of Rule 93.

**Fullerton Jct.:** Assigned hours of operation on the UPRR Anaheim Branch (SP Fullerton Branch) are as follows:  
SP Crews ..... 12:01 AM to 11:59 AM  
UP Crews ..... 12:01 PM to 11:59 PM

If necessary to use main track over UPRR Anaheim Branch (SP Fullerton Branch), other than assigned hours, movement must be protected by flagman as prescribed by Rule 99.

**Los Angeles Yard:** Eastward trains entering A Yard will use crossover from eastward track to slide track, MP 478.02. Eastward trains except first class must not pass Signal 4780 unless verbally authorized or proceed signal received.

Westward trains from Mission Tower or Alameda Street before entering Links and/or Bull Ring units, Los Angeles Yard, must receive a proceed signal.

Eastward trains leaving Links and/or Bull Ring units en route Mission Tower or Alameda Street must receive a proceed signal.

Mars type revolving red light on post 400 feet east of Fletcher Drive crossing, when displayed, indicates approach of eastward movement on Glendale lead to enter "A" unit. When light so displayed no movement must be made on east or west freight lead or other tracks to interfere with such movement.

Trains, and light engines to or from their trains, must not foul leads or enter or depart "A" or "C" units, Los Angeles Yard, unless a proceed signal is received, green flag by day, green light by night, or engineer is orally authorized.

Tracks 2 to 10 inclusive, crossover between 30 lead and 40 lead east end "A" Yard and tracks 1 through 8 west end "C" Yard are equipped with electrically controlled switches and switch point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position and yellow aspect when switch is in reverse position. When indicator light is not lighted, careful examination of switch must be made before making movement over switch.

Trains or engines entering "A" or "C" units through crossovers MP 479.31 and MP 479.51 must not continue movements on yard leads proceed signal received from yardman (green flag by day, green light by night), or engineer orally authorized by yardman, or No. 80 (governing eastward movement), or No. 90 (governing westward movement) displayed by track indicator on top of Switchtender's Tower.

Flashing light track indication signs located on top of main line tower MP 479.40 governing movements on yard tracks only in lieu of hand signals or communication with herder in tower. Trains or engines must remain at clear point of yard tracks until flashing white number displayed on indicator and when displayed will be authority for train or engines occupying track designated to proceed.

When zeros are displayed singly or in multiples on the board on top of Main Line Switchtender's Tower any and all movements on track controlled by the Main Line Switchtender must stop.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signal at signal bridges 3, 4 or 6 will, if signal does not clear, call signal operator on telephone located on signal bridge.

**RULE 98.** Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

- Los Angeles—MP 487.50. (Must not exceed 6 MPH.)
- Los Angeles—AT&SFry industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.

**Dominguez (San Pedro Branch):** Crossing at MP 496.19 is not protected by interlocking. Trains and engines on the East Long Beach Branch must stop at "STOP" signs before crossing San Pedro Branch and not proceed over crossing until it has been ascertained there are no trains closely approaching crossing from either direction.

**Cota:** UPRR crossing 1.7 miles east of Dominguez, East Long Beach Branch, not protected by interlocking. Trains and engines must stop before crossing UPRR tracks and not proceed over crossing until it has been ascertained there are no trains or engines closely approaching the crossing from either direction. SP trains and engines have precedence over UP trains and engines when using this crossing.

"STOP" signs are installed on UPRR and SP tracks to approach to this crossing. Sign reading "RAILROAD CROSSING 2500 Feet" is located 2500 feet east and west of crossing.

AT&SF crossing of the Southern Pacific tracks at McFarland Avenue not protected by interlocking. Santa Fe trains and engines must stop before crossing Southern Pacific tracks and not proceed crossing until it has been ascertained there are no trains closely approaching the crossing from either direction.

When fog conditions or inclement weather exists impairing vision, a lighted fusee must be placed not less than 100 feet each side of crossing before movement is made over crossing. Southern Pacific trains and engines will have precedence over Santa Fe and Harbor Belt Line trains and engines when using this crossing and will approach this crossing prepared to stop until it is determined there is no conflicting movement. Head end of train or engine must not exceed 10 miles per hour over this crossing.

"STOP" signs installed on Santa Fe tracks in approach to this crossing.

AT&SFRy crossing of the Southern Pacific tracks El Segundo Branch at Wise not protected by interlocking. Trains and engines must stop before crossing Santa Fe tracks and not proceed over crossing until it has been ascertained there are no trains or engines closely approaching the crossing from either direction.

When fog conditions or inclement weather exists impairing vision, a lighted fusee must be placed not less than 100 feet each side of crossing before movement is made over crossing. Santa Fe trains and engines will have precedence over SP trains and engines when using this crossing and will proceed at 10 MPH without stopping.

"STOP" signs installed on SP tracks in approach to this crossing.

Sign reading "RAILROAD CROSSING 2000 Feet" is located 2000 feet east and west of crossing.

Split point derail is in service on west side of AT&SFRy and will be manually operated.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

- San Pedro Br.—MP 491.30. (Must not exceed 6 MPH.)
- Long Beach Br.—MP 501.90 AT&SFRy crossing Texas Co. spur.

**RULE 99.** Between yard limit signs Los Angeles (San Pedro Branch)—South Gate, MP 489.90—MP 489.91 engines may proceed without train order authority under protection of flagman as prescribed by Rule 99.

Between yard limit signs Firestone Park—Studebaker, MP 489.99—MP 490.00 engines may proceed without train order authority under protection of flagman as prescribed by Rule 99.

**RULE 103-A.** Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

- Los Angeles Yard—Over Wilson St., Mateo St., and Lyon St.
- Alhambra—Over Mission Road on Southwest Welding lead; C. F. Braun Co. spur; S. Cal. Edison pole yard spurs; spur leading to Pacific Cut Stone and Granite Co.; and track serving industries on Palm Ave.

When operating along Alameda Street between Seventh and Eighth Streets in a direction opposite to the normal flow of traffic and over the crossings between these two streets.

Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

\*Studebaker . . . . . Orr and Day Rd. . . . . 498.10

\*Signs reading "APPROACH CIRCUIT" located 1000 feet east of crossing for westward trains and 1000 feet west of crossing for eastward trains. Crossing protection signals will cut out if engine or cars moving toward crossing occupy track between "APPROACH CIRCUIT" signs and crossings for more than two minutes and member of crew must protect traffic before moving over crossing.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

- Lynwood—Over Alameda St., on Pacific Iron and Steel Co. spur.
- Marlboro—Over Grove Ave.

**Downey:** Woodruff Avenue on Royal Drill Track now equipped with automatic crossing gates.

Trainmen must insert switch key in lock box located at "STOP" sign either side of crossing. This will lower gate for 40 seconds and allow train to occupy crossing. Gates will remain down until train has cleared crossing.

**Vernon Avenue:** Eastward trains and engines will actuate traffic signals approaching crossing.

Westward trains and engines after making stop will comply with traffic signals.

**RULE 104.** The normal position of rigid switches at junction points is as follows:

- Firestone Park . . . . . Santa Ana Br., for westward freight lead.
- Wilmington (Anaheim Blvd.) . . . . . Long Beach Br., for San Pedro line.
- Watson . . . . . San Pedro Br., normal position of spring switch at east end of crossover for Wilmington Branch.
- Wilmington (Anaheim Blvd.) . . . . . Normal position of switch at junction of Long Beach Br. and San Pedro Br., MP 501.309, for San Pedro Br.
- Wilmington (Anaheim Blvd.) . . . . . Normal position of switch at west leg of wye, MP 501.400, for Long Beach Br.
- 97th Street . . . . . For Wilmington Branch.
- Watts . . . . . For Wilmington Branch.
- Dominguez . . . . . For Wilmington Branch.
- South Los Angeles . . . . . For Torrance.
- Torrance . . . . . For Harbor City.
- Culver Jct. . . . . For Santa Monica.
- Talamantes . . . . . As last used.
- Alla . . . . . As last used.
- West Los Angeles . . . . . For Hollywood.
- City of Industry . . . . . Puente Branch, for connecting track.
- West Anaheim . . . . . Stanton Branch, for Santa Ana Branch.
- South Anaheim . . . . . Tustin Branch, for Santa Ana Branch.
- Colima . . . . . For SPCo.
- Fullerton Jct. . . . . For UPRR.
- Stanton . . . . . Stanton Branch.
- Derails in main track:
- Tustin . . . . . MP 522.50.

**City of Industry:** Normal alignment of switch at east leg of wye is to extension track.

Cars must not be left on either the east or west leg of wye track or connecting track to UPRR.

**Studebaker:** Normal position of east and west leg of wye track switches connecting Puente Branch to Santa Ana Branch is for Puente Branch.

**RULE 221.** Los Angeles Yard is a train-order office for trains originating.

Conductors and engineers of trains operating between City of Industry and Los Nietos are not equipped to obtain an SP clearance at City of Industry or Los Nietos except on the initial trip between these stations.

**RULE 292. Los Angeles Yard:** Flashing white lights located just east of Los Angeles Yard Office on engine leads between Roundhouse and top end of A Yard.

Eastward engines must not proceed east of signal governing movement unless flashing white light is displayed. Engine must be within 250 feet of signal before indication will be displayed.

Roundhouse receiving Tracks Nos. 1 through 3, inclusive, are equipped with electrically controlled switches and switch-point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position, and yellow aspect when switch is in reverse position.

When indication is not lighted, careful examination of switch must be made before making movement over switch.

**RULE 306.** The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-I." Absolute signals are listed as "P-A."

Eastward Signal	Protection	Westward Signal
P-I	Spring switch, west end track No. 1, Studebaker . . .	P-I
	Spring switch, east end track No. 1, Studebaker . . .	P-I

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

**Los Angeles Yard:** Signals 4781 and 4783 top end "A" Yard lead track governs movement through crossover between yard lead and Main tracks to westward Main track with the current of traffic only.

These signals will remain dark until crossover switches are opened.

**Watts.** Eastward automatic two unit Dwarf Searchlight Signal No. 74 located in advance of initial switch of West Santa Ana Branch. Top unit governs movements via Wilmington Branch. Lower unit governs movements via West Santa Ana Branch. Eastward trains via West Santa Ana Branch must stop in advance of Signal No. 74 and member of crew operate hand throw switch.

If track is unoccupied between Signal No. 74 and Block System Limit Sign located at clear point, a proceed indication will be displayed in lower unit.

Westward Automatic Dwarf Signals located at clear points as follows: Signal No. 77 Wilmington Branch, Signal No. 79 El Segundo Branch and Signal No. 75 West Santa Ana Branch.

These signals will display a proceed indication if tracks not occupied between clear points of diverging tracks and Block System Limit Sign located adjacent to westward main track at Signal No. 74.

Approaching Signal Nos. 74, 75, 77 and 79, do not exceed 15 MPH.

Push buttons located in push button box at aluminum instrument case adjacent to Signal Nos. 75 and 77. If approach circuit is occupied on diverging route and authority has been obtained to proceed it will be necessary for member of crew to operate push button and after 45 seconds signal on diverging route will display a STOP indication and signal governing movement on track receiving authority to proceed will display a proceed indication.

If approach circuit is occupied and a proceed indication is displayed and it is desired to let movement on diverging route proceed, it will be necessary for member of crew to operate push button marked CANCEL, and after 45 seconds signal will display a stop indication and signal on diverging track will display a proceed indication.

Instructions for operating push buttons posted in Push Button Box.

Inoperative signals displaying a stop indication governing movements against the current of traffic will be located at clear points. Rule 509 will govern.

The initial switches for westward movements from West Santa Ana Branch and El Segundo Branch will be spring switches equipped with oil buffers and switch point indicators. Indicators do not indicate track occupancy, but will display a green aspect when switch is in normal position. When indicator displays a red aspect or is not lighted, careful examination of switch must be made before making movement over switch.

**RULE 535. SPRING SWITCHES**

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
*L. A. Yard.....	West switch inbound— "A" Unit Outbound engine lead..... Inbound
**Spring Derails:	
**River Station.....	Eastward track..... Derailing
**River Station.....	Westward track..... Derailing
**River Station.....	Links track..... Derailing
**River Station.....	Water Hole track..... Derailing
**River Station.....	Bull Ring track..... Derailing
**River Station.....	Hotel track..... Derailing

These derails equipped with switch point indicators. Switch point indicators do not indicate track occupancy. Switches must be lined by hand for eastward movements. When a switch point indicator displays red aspect or is not lined, careful examination must be made of switch before passing over. When spring derails are lined by hand they must be immediately restored to derailing position after movement is completed.

\*Flashing white light located at clear point 150 feet east of switch point. Westbound (outbound) engines must not proceed west of signal unless flashing white light is displayed. Engines must be within 100 feet of signal before indication will be displayed.

\*\*When spring derails are in closed position they must not be left unattended.

**Los Angeles Yard:** West switch of crossover between inbound and outbound engine lead east of yard office, and west switch of crossover between engine receiving Track No. 1 and outbound engine lead, and switch on west end of outbound lead 300 feet from road crossing west of holding pond are spring switches equipped with switch point indicators. Indicators do not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over in eastward direction.

Spring switches equipped with oil buffers are located as follows:

Location	Normal Position
Wilmington Branch	
60th Street.....	East end of crossover..... Eastward main track
Florence Ave.....	Nadeau spur..... Westward main track
97th Street.....	Graham lead..... Eastward main track
*Watts.....	West Santa Ana Branch switch... Wilmington Branch
*Watts.....	El Segundo Branch switch... Wilmington Branch
*Watts.....	End of double track..... Westward main track
El Segundo Branch	
Watts.....	End of double track..... Westward main track

\*Spring switches equipped with oil buffers and switch point indicators. Indicators do not indicate track occupancy, but will display a green aspect when switch is in normal position. When indicator displays a red aspect or is not lighted, careful examination of switch must be made before passing over switch.

Yorba Linda	
Br. Holmes.....	East End of "Y" For "Y"
West Santa Ana	
Br. (Watts).....	End of Double Track... Westward main track
Studebaker.....	West switch of Track No. 1... Track No. 1
Studebaker.....	East switch of Track No. 1... Main Track

Spring switches equipped with oil buffers are located as follows:

**South Gate (San Pedro Branch):** West switch of engine tie-up siding located at MP 489.8 has a spring switch equipped with mechanical buffer and point indicator.

**Watson (San Pedro Branch):** Connection at MP 499.988 has a spring switch equipped with mechanical buffer and point indicator.

**Wilmington (Anaheim Blvd.):** Rigid switch at junction of Long Beach Branch at MP 501.309, San Pedro Branch, has been converted to spring switch equipped with mechanical buffer and point indicator.

**RULE 605. INTERLOCKING**

**INTERLOCKING WILMINGTON BRANCH**

**Slauson Tower:** Limits extend to interlocking signals on both sides of AT&SFRy crossing; and on Yorba Linda Branch to interlocking signals.

Whistle signals:  
To Yorba Linda Branch, — o,  
All other moves, —.

**Thenard Tower:** Limits extend to interlocking signal of the AT&SFRy crossing.

When stopped by home signal and unable to get signal indication, be governed by Rule 663.

If instructed to proceed and it is necessary to hand throw dual control switch, permission must first be obtained from signal operator and be governed by Rule 772.

Movements over Santa Fe Ry will be protected by derails and interlocking signals.

All westward movements through interlocking plant must be made from main track.

**Los Nietos:** Limits extend over AT&SFRy crossing from eastward interlocking signal, MP 501.20, to westward interlocking signal, MP 504.66, and from westward interlocking signal, MP 499.46 to eastward interlocking signal MP 497.61, Studebaker.

At Studebaker, eastward trains and engines en route Los Nietos will move via Track No. 1 and westward trains and engines en route Studebaker will move via main track.

Main track between MP 498.80 and MP 497.76, Studebaker, is signalled for westward movements only and Track No. 1 which extends from MP 497.76 to MP 498.80 is signalled for eastward movements only. Before making an eastward movement on the main track between these points or before making a westward movement on Track No. 1, permission must first be obtained from signal operator and such movements must be made at restricted speed.

Stem of wye switch at Studebaker is a dual control switch and under control of signal operator. When necessary to hand throw this switch, permission must be obtained from signal operator and be governed by Rules 771 and 772.

Movements across AT&SFRy track, MP 501.70, under control AT&SFRy train dispatcher. When interlocking signals display stop indication, member of crew must call AT&SFRy train dispatcher for permission to move over crossing. After permission obtained from train dispatcher movement may be made only after flag protection has been provided on AT&SFRy tracks on both sides of crossing.

**South Anaheim and Marlboro:** Limits extend from interlocking signal on both sides of crossings of AT&SFRy at MP 512.40 to MP 514.50.

Authority for movement within interlocking limits, if signals display stop indication, must be obtained from AT&SFRy train dispatcher at San Bernardino by telephone. Power operated derails located 250 feet on either side of crossings at South Anaheim, MP 512.40. Instructions for manual operation posted in telephone compartment of instrument case. Cars must not be left standing on approach circuit located 150 feet in approach to interlocking signals at Marlboro, MP 514.50, while switching interchange track.

#### YORBA LINDA BRANCH

**Los Nietos Jct.:** Limits extend from eastward interlocking signal 2800 feet in advance of junction to westward interlocking signals 360 feet in advance of junction and to eastward interlocking signal MP 501.2.

#### RULE 680. AUTOMATIC INTERLOCKING

**UPRR Crossing (Patata), MP 491.94:** Limits extend from interlocking signals on both sides of crossing.

**Bell—UPRR Crossing:** Limits extend to interlocking signals each side of UPRR crossing.

**Paramount—UPRR Crossing:** Limits extend to interlocking signals each side of UPRR crossing.

**AT&SFRy Crossing (Vernondale), MP 487.30:** Limits extend from interlocking signals on both sides of crossing.

**Clement Junction-Alameda St. Crossing:** Limits extend to home signals on both tracks each side of crossing.

If movement is to be made over crossing and signal indicates stop, and there are no movements approaching crossing, member of train crew may operate push button located in box near signal. After 2 minutes, signal will display proceed indication. If signal does not display proceed indication after 2 minutes, movement may proceed through interlocking limits as prescribed by Rule 663(c).

Instructions for push button operation posted in push button box.

#### RULE 760. CENTRALIZED TRAFFIC CONTROL

##### PUEENTE BRANCH

Limits extend from absolute signal west of Bartolo, MP 503.60, to absolute signal west of Puente, MP 512.30, and controlled by UPRR train dispatcher.

Westward trains via Puente Branch must not leave City of Industry until permission has been obtained from UPRR train dispatcher.

Movements over UPRR crossing, MP 504.50, governed by absolute signals at crossing and controlled by UPRR train dispatcher. UPRR rules apply.

#### GENERAL REGULATIONS

**RULE 825.** When trains, engines, or cars are left standing in yards, a sufficient number of hand brakes must be set on the lower end to properly secure cars.

At C. Midway, Bull Ring, Cornfield, Aurant and State Street Units of Los Angeles Yard not less than six hand brakes must be set on the lower end when trains or cars are left standing except when less than six cars all hand brakes must be set. Such brakes must be securely applied, using standard brake club to set staff brakes.

Not less than eight hand brakes must be set on lower end of "A" Unit when trains or cars are left standing except when less than eight cars, all hand brakes must be set.

When necessary to release hand brakes to move a portion of the cars the same number of brakes must be set on remaining cars.

Conductor and/or engineer will be held responsible for compliance with the above.

**Graham, Wise Transfer and SI Segundo Yard:** Not less than six hand brakes must be set. When less than six cars all hand brakes must be set.

At Long Beach—Not less than 3 hand brakes must be applied to west end of all tracks in Storage Yard.

**RULE 837. Wise Transfer:** Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion.

**Long Beach:** Air must be in all cars at all times when crews are handling cars across new railroad bridge at 3rd Street. All movements of loaded ORE cars handled within Long Beach Harbor District must be made with air brakes cut in on all cars.

**Graham Yard:** When switching off tracks 1, 2, 3 and 4, air will be put in at least the first three cars of cut.

**Fullerton:** Hunts Food Spur. All switching movements must be made with air cut in on all cars and cars must not be detached while in motion.

#### MISCELLANEOUS

9. Movements on Alameda St., Los Angeles, subject to city traffic signals when in operation.

10. **South Gate:** Portable derails on General Motors tracks must be removed during switching operations, and when work completed derails must be replaced on tracks and locked.

When spotting cars on end of General Motors Tracks Nos. 10, 13, 14 and 15 safety stop must be made 50 feet from bumper.

Movements on Track 13 into General Motors Assembly Building No. 1 will be governed by indication of light-type indicators located 250 feet inside GM gate, at entrance of building, and at end of track. Controls for these indicators are located in locked boxed at entrance to building and inside of building at end of track. Controls are to be operated by member of train crew. Following is list of indications that will be displayed—

RED—Stop

FLASHING RED—Back Up

GREEN—Proceed

YELLOW—Proceed with caution

Hand and Lantern Signals may be used, and supersede Light Indicators.

Movements on Track 15 into General Motors Assembly Building No. 1 will be governed by indication of light-type indicators located 150 feet and 425 feet, respectively, inside GM gate, at entrance of building, and at end of track. Controls for these indicators are located in locked boxes at entrance to building and inside of building at end of track. Controls are to be operated by member of train crew. Following is list of indications that will be displayed—

RED—Stop

FLASHING RED—Back Up

GREEN—Proceed

YELLOW—Proceed with caution

Hand and Lantern Signals may be used and supersede Light Indicators.



Eastward and Westward engines moving between Los Nietos and Dolores in either direction, via the Wilmington Branch, must not pass 92nd Street without contacting the Yardmasters at Los Nietos or Dolores.

Crews must not operate on diverging spur off California Mill Supply Corp. spur serving Berg Metals Co.

Two warning bells installed at entrance to Bay Nos. 6 and 7, spur No. 3, at Earle M. Jorgensen Co. with switches located directly under each bell and marked "for RR use only." One bell located on west side of entrance to Bay No. 6, other bell located on east side of transformer house.

Switching movements into Bay No. 6 must not be made east of yellow marker painted on pavement at west end of Bay No. 6 until member of crew turns bell switch to "ON." If movements are to be made to Bay Nos. 7 or 8 bell switch located on transformer house must also be turned to "ON" before moving east of yellow marker. When switching has been completed bell switches must be restored to "OFF" position when bays have been cleared.

Track east of Wilmington (Anaheim Blvd.), MP 501.4 jointly used by SP and HBLRR. Eastward trains must not leave Dolores en route to Wilmington Pier A without communicating with yardmaster, Wilmington.

Track between MP 501.8 and Long Beach jointly used by SP and AT&SFRy.

Track between Wilmington (Anaheim Blvd.) and Long Beach jointly used by SP and HBLRR.

Derail indication has been painted on pavement just south of switch derail on track leading to tipple at Berth 212 Long Beach ore dock, and derail sign has also been located on fence approximately 30 feet north of derail.

This track must not be used except in case of emergency and then only by proper authority.

**Downey-Norwalk:** Crews must request Darnell Corp. employe to raise door across their track before movement permitted into building.

**Patata:** Crews must request Maas Chemical Company employe to unlock derail to permit service to industry.

**West Anaheim:** Between 6:00 AM and 4:00 PM, when switching Home Oil Company spur, gate across track must be in position to protect vehicular traffic over crossing and return to position across track after switching completed.

**Fruitland (Yorba Linda Branch):** Look out for poor footing and impaired clearance on all tracks inside shipping building, Bethlehem Pacific Steel Vernon Plant.

Safety stop must be made on all tracks before entering building.

Trainmen must not ride on rop of cars inside of building.

**Slauson:** Westward trains from Yorba Linda Branch, destined to points east of Slauson Junction will operate over east track of wye, and before fouling main track at 60th St., will be governed by third paragraph of Rule 93.

**11. Load limit (car and contents):**

Los Angeles-San Pedro . . . . . 240,000 pounds  
 Wilmington (Anaheim Blvd.-Long Beach) 240,000 pounds

**Wilmington Branch**

Los Angeles (Butte St.)-Watson . . . . . 230,000 pounds  
 Dominguez-E. Long Beach . . . . . 245,000 pounds

**El Segundo Branch**

Watts-El Segundo . . . . . 197,000 pounds

**Torrance Branch**

Watts-Harbor City . . . . . 197,000 pounds

**Santa Monica Branch**

Butte St.-Santa Monica . . . . . 200,000 pounds  
 Talamantes-Hollywood . . . . . 260,000 pounds

Culver City-Alla-Inglewood-Ocean Park . . . . . 170,000 pounds

\*Indio-Los Nietos via Puente Jct. . . . . 279,000 pounds

Studebaker-City of Industry . . . . . 251,000 pounds

Firestone Park-Dyer . . . . . 240,000 pounds

West Anaheim-Stanton . . . . . 240,000 pounds

South Anaheim-Tustin . . . . . 240,000 pounds

**Yorba Linda Branch**

Slauson-Yorba Linda . . . . . 230,000 pounds

\*Los Nietos-Long Beach . . . . . 279,000 pounds

Santa Fe Springs-Whittier . . . . . 240,000 pounds

**W. Santa Ana Branch**

Watts-Stanton . . . . . 260,000 pounds

Stanton to W. Santa Ana . . . . . 156,000 pounds

**Stanton Branch**

Stanton-Los Alamitos . . . . . 240,000 pounds

Stanton-Dow . . . . . 200,000 pounds

Orange-Marlboro . . . . . 240,000 pounds

Dyer-Costa Mesa . . . . . 230,000 pounds

\*Ore when consisting of cars in series SP 345000 to SP 345669 and SP 463500 to SP 463999, unless authorized by Superintendent, heavier loads must not be handled.

Unless authorized by Superintendent, heavier loads must not be handled.

29. Movements between SP slip switch at UPRR throat, from Mission Road Coach Yard to Switch No. 105, opposite Emergency hospital, Alhambra roundhouse, must be made via Balloon, and all movements in opposite direction must be made via Pocket (UPRR connection), unless arrangements are made between signal operator Mission Tower and switchtender at SP slip switch, UPRR throat, or yardmaster Mission Road Coach Yard in absence of switchtender.

Movements over UPRR tracks between AT&SFRy overhead bridge 2606 feet east of Dayton Ave. Tower (East Bank line) and connection switch Butte St. yard at Santa Fe Ave. 3550 feet west of Butte St. Jct., are governed by UPRR rules, timetable, special instructions, and bulletins.

Employes using UPRR tracks within Los Angeles terminal area are required to have copy of and be conversant with current UPRR rules.

Employes operating on tracks of Los Angeles Union Passenger Terminal are subject to rules of that company and are required to have copy of and be conversant with current rules and regulations of LAUPT.

**30.**

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description
482.60	Los Angeles . . . 2nd crossing, L. A. River bridge . . .	Side
487.0	Alhambra . . . . . Shop area over Spur Track No. 319 in Southwest Welding and Manufacturing Company . . . . .	Overhead
514.00	East of South Anaheim . . . . . Santa Ana River bridge . . . . .	Side
18.42	(E. Long Beach Br.)	
	Orange and Hill Overpass . . . . .	Overhead
17.37	Torrance . . . . . Overgrade Crossing . . . . .	Side

Alhambra: Sign reading—"STOP—TRAINMEN MUST NOT OPERATE BEYOND THIS POINT" installed at Southwest Welding and Manufacturing Company.

Account reduced overhead clearances, all rail movements will come to a complete stop and all trainmen will detrain before entering General Motors buildings at following locations:

**SOUTH GATE**

Track No. A (13)

Track No. E (15)

Employes are forbidden to ride the tops of cars while switching movements are being made into and out of above noted buildings.

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**

	With Caution Not Exceeding MPH
Through sidings . . . . .	15
Through yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except: . . . . .	10
Through slip switches . . . . .	10
Through turnouts on other than sidings . . . . .	10
Entering Alameda St. from Finkelstein Foundry Co., spur MP 490.30 San Pedro Branch (crossing must be cleared as quickly as practicable) . . . . .	6
On HBL track east of Fries Ave. (MP 503.50), Wilmington . . . . .	10
On wye track, Studebaker . . . . .	10
Between River Station and Mission Tower . . . . .	10

Los Angeles: Following maximum speed for trains and engines while on UPRR tracks (East Bank line) must not be exceeded:

	Passenger trains	All other trains
Pasadena Jct. to First St. . . . .	15	15
First St. to Ninth St. Jct. . . . .	50	25
Ninth St. Jct. to Downey Road . . . . .	25	20

**SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 5, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

	MPH		MPH
All trains must not exceed.....	30		
except as follows:			
All crossings, 9th Street and Santa Barbara Avenue....	10		
<b>WILMINGTON BRANCH</b>			
Highway crossings between Santa Barbara Ave. and 103rd St., Watts, except as otherwise restricted.....	25		
Florence Ave.....	20		
Wilmington Ave., ABILA.....	20		
City streets in COMPTON from Rosecrans Ave. to Alondra St., inclusive, except Compton Blvd.....	20		
Carson St., DOLORES.....	20		
Sepulveda Blvd., WATSON.....	20		
Circle Bridge, LONG BEACH.....	10		
The following speed restrictions will apply to ore trains over following bridges:			
*FIRESTONE BRIDGE.....	15		
COMPTON CREEK BRIDGE.....	15		
*No westward movements may be allowed on this bridge until the ore train has cleared the bridge.			
<b>EAST LONG BEACH BRANCH</b>			
Lós Cerritos Bridge.....	25		
All trains must stop before crossing Del Amo Blvd. Spring Street.....	25		
Highway crossings between NORTH LONG BEACH and EAST LONG BEACH, inclusive.....	15		
<b>EL SEGUNDO BRANCH</b>			
Compton Ave., Central Ave., and Main Street.....	20		
South Broadway.....	15		
Figuroa St.....	15		
DELTA and CYPAVE.....	15		
All streets between DELTA and Inglewood Ave., inclusive Sepulveda and El Segundo Blvd.....	15		
	10		
<b>TORRANCE BRANCH</b>			
120th St., Laconia and Olympic Blvds. and 132nd St.....	20		
Curve just south of Rosecrans Ave.....	15		
Curve at STRAWBERRY PARK.....	10		
Curves immediately north and south of GARDENA STATION.....	10		
190th St.....	15		
Both directions between overhead bridge at TORRANCE and TORRANCE STATION and Carson St.....	15		
Sepulveda Blvd., Highway 101.....	20		
Harbor Blvd.....	10		
<b>SANTA MONICA BRANCH</b>			
Between Nevin and Western Aves.....	10		
All highway crossings between Western Ave., and Cloverfield Blvd., except 5 MPH approaching and across Robertson and Venice Blvds.....	20		
Between CULVER JCT. and Overland Ave., just west of PALMS.....	15		
Between Overland Ave. and SANTA MONICA (14th St.)	20		
		<b>HOLLYWOOD BRANCH</b>	
		Between TALAMANTES and SOLDIERS HOME SPUR except 15 MPH across highway crossings between Talamantes and Soldiers Home Spur, and 10 MPH Sepulveda Blvd., Pico Blvd., Olympic Blvd. and Ohio Ave.....	20
		Westwood Blvd., and street intersections between Wilshire Blvd. and Canon Drive, inclusive.....	10
		Curve at Shelby Ave.....	20
		Overland Ave. and road crossing between Fox Film Studio and Moreno Drive.....	20
		Crescent Drive and Rexford Drive.....	5
		Beverly Blvd., Doheny Drive and Seward St.....	10
		<b>ALLA BRANCH</b>	
		Washington Blvd., CULVER CITY.....	6
		Madison Ave., Motor Ave., Overland Ave. and Elinda St.....	15
		Sepulveda, Inglewood and Centinela Blvds.....	20
		Between Ocean Park and Inglewood.....	15
		<b>WEST SANTA ANA BRANCH</b>	
		Maximum speed.....	40
		Except as follows:	
		Watts to Bellflower.....	30
		Artesia Blvd., Studebaker Road, Orangethrope Ave., Norwalk Blvd., Bloomfield Ave., Del Amo Blvd., Walker St., Katella Ave., Lampson Ave., Stanford Ave., Paloma Ave., Traak Ave., New Hope St.....	30
		Wilmington Ave., Imperial Highway, Paramount Blvd., Compton Blvd., Center St., Lincoln Ave., Verano St., Harbor Blvd., 17th St. and 5th St.....	25
		Long Beach Blvd., Atlantic Ave., Lakewood Blvd., Bellflower Blvd., Pioneer Blvd. and Stanton Blvd.....	15
		Nelson St. and Garden Grove Blvd., Garden Grove.....	10
		<b>STANTON BRANCH</b>	
		Maximum speed.....	40
		Except as follows:	
		West Anaheim to Stanton.....	30
		Stanton (Katella Ave.).....	30
		" (Garden Grove Blvd.).....	25
		Huntington Beach (Clay St.).....	20
		" (17th St.).....	25
		<b>YORBA LINDA BRANCH</b>	
		All highway crossings Holmes Ave. to Los Nietos Junction Alameda Street to Atlantic Avenue.....	20
		Los Nietos Jct. to Yorba Linda.....	20
		The following speed restrictions will apply to ore trains over following bridges:	
		San Gabriel River Bridge.....	15
		Rio Honda River Bridge.....	15
		Los Angeles River Bridge.....	10
		<b>WHITTIER BRANCH</b>	
		Maximum speed.....	15
		<b>LOS ALAMITOS BRANCH</b>	
		Maximum speed.....	30

**SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION**

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 5, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY		FREIGHT AND MIXED	TERRITORY		FREIGHT AND MIXED
MP	MP		MP	MP	
<b>EASTWARD, DAYTON AVE. TOWER TO WILMINGTON (ANAHEIM BLVD.):</b> ★480.65 to 485.55 (along or across streets)..... 10 ★485.55 to 487.25 (along or across streets)..... 12 487.25 to 487.39 (interlocking)..... 10 ★487.39 to 489.10..... 15 489.10 to 493.30..... 30 493.30 to 501.40..... 20			<b>WESTWARD, WILMINGTON (ANAHEIM BLVD.) TO DAYTON AVE. TOWER:</b> 501.40 to 493.30..... 20 493.30 to 489.10..... 30 489.10 to 487.39..... 15 487.39 to 487.25 (interlocking)..... 10 ★487.25 to 485.55 (along or across streets)..... 12 ★485.55 to 480.60 (along or across streets)..... 10		
<b>EASTWARD, WILMINGTON (ANAHEIM BLVD.) TO LONG BEACH:</b> ★★501.31 to 502.32..... 15 502.32 to 502.40..... 10 ★★502.40 to 503.59..... 15			<b>WESTWARD, LONG BEACH TO WILMINGTON (ANAHEIM BLVD.):</b> ★★503.59 to 502.40..... 15 502.40 to 502.32..... 10 ★★502.32 to 501.31..... 15		
<b>EASTWARD, FIRESTONE PARK TO COSTA MESA:</b> 489.10 to 491.92..... 30 491.92 to 492.00 (interlocking)..... 20 492.00 to 509.00..... 30 509.00 to 511.20..... 15 511.20 to 516.39..... 30 516.39 to 517.40..... 15 517.40 to 519.40..... 30 519.40 to 521.70..... 20			<b>WESTWARD, COSTA MESA TO FIRESTONE PARK:</b> 521.70 to 519.40..... 20 519.40 to 517.40..... 30 517.40 to 516.39..... 15 516.39 to 511.20..... 30 511.20 to 509.00..... 15 509.00 to 492.00..... 30 492.00 to 491.92 (interlocking)..... 20 491.92 to 489.10..... 30		
<b>EASTWARD, WEST ANAHEIM TO STANTON:</b> 509.00 to 513.60..... 30 513.60 to 513.97..... 15			<b>WESTWARD, STANTON TO WEST ANAHEIM:</b> 513.60 to 509.00..... 30 513.97 to 513.60..... 15		
<b>EASTWARD, SOUTH ANAHEIM TO TUSTIN:</b> 511.90 to 512.22..... 20 512.22 to 512.60 (crossing)..... 15 512.60 to 514.53..... 20 514.53 to 514.91 (crossing)..... 15 514.91 to 522.40..... 20			<b>WESTWARD, TUSTIN TO SOUTH ANAHEIM:</b> 522.40 to 514.91..... 20 514.91 to 514.53 (crossing)..... 15 514.53 to 512.60..... 20 512.60 to 512.22 (crossing)..... 15 512.22 to 511.90..... 20		
<b>EASTWARD, STUDEBAKER TO CITY OF INDUSTRY:</b> 497.57 to 497.75..... 10 497.75 to 500.00..... 30 500.00 to 501.27..... 15 501.27 to 504.93..... 30 504.93 to 504.98 (through switches)..... 20 504.98 to 511.48 (UPRR)..... # 511.48 to 512.66..... 20			<b>WESTWARD, CITY OF INDUSTRY TO STUDEBAKER:</b> 512.66 to 511.48..... 20 511.48 to 504.98 (UPRR)..... # 504.98 to 504.93 (through switches)..... 20 504.93 to 501.27..... 30 501.27 to 500.00..... 15 500.00 to 497.75..... 30 497.75 to 497.57..... 10		

#Trains must not exceed 20 MPH through junction switches UPRR tracks. Speed on UPRR tracks governed by UPRR rules, special rules and instructions.

★Regulated by City ordinance.

★★ICC Regulation.

Firestone Park: Trains must not exceed 8 MPH entering Nadeau St. crossing, MP 488.90.

Eastward trains must not exceed 8 MPH entering Firestone Blvd. crossing, MP 489.50.

Lynwood: Eastward trains must not exceed 20 MPH entering Imperial Highway crossing, MP 491.50.

Trains with class of engine shown are further restricted between points shown below as follows:

CLASS OF ENGINE	SANTA ANA BRANCH			STANTON	TUSTIN BRANCH		
	MP 489.10 491.80	MP 497.57 503.43	MP 503.43 517.39		MP 515.00 516.69	MP 517.70 518.32	MP 519.22 519.77
BS-412, ES-410, FS-412, AS-410.....							15
EF-418, EP-418.....	20	20					10
AS-418.....	15	15	25	25	15	15	10
EF-415, EP-415.....	25	25					15

**SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION**

**RATING OF ENGINES—In Units of 2000 Lbs. (Tons)**

NOMINAL CLASS	ENGINE NUMBERS	Butte St. Yard to Taylor Yard	47th St. to San Pedro	San Pedro to 47th St.	47th St. to Los Angeles Yard	Long Beach and Wilmington	Los Angeles Yard to San Pedro Via East Bank	South Anaheim <sup>①</sup>	West Anaheim	Studebaker to City of Industry	City of Industry to Studebaker	Freemans Park and Dyer
GS-404	3, 4, 1652	650	1050	900	725	1050	950	425	1125	500	5000	700
ES-406, AS-407	1000-1016, 1023-1032	975	1700	1400	1075	1650	2325	650	1750	775	10000	1350
GS-407	5100-5120	1125	1900	1575	1250	1825	1650	750	2050	875	10000	1400
AS-409	1200-1257	1675	2950	2800	1850	2700	2325	1100	2950	1350	10000	2575
ES-412	2350-2394	2075	3875	2800	2275	3300	2475	1325x	3725	1825	10000	4075
BS-412	2100-2157	1800	3550	2500	2000	2950	2500	1200x	3225	1650	10000	3550
AS-410, BS-410, ES-410	{ 1700-1845, SSW-1850-1854, 1855-1860, 1904-1915, SSW-1900-1908, 1914-1953	1750	3100	2400	1925	2825	2525	1150x	3100	1400	10000	2925
ES-408, ES-408B	{ 1100-1128, 1150-1153	1975	3550	2750	2150	3150	2700	1275	3500	1550	10000	3250
ES-409	{ 1170-1179	2175	4250	3000	2450	3525	2925	1450	3975	1750	10000	3900
AS-409	{ 1270-1281	2225	4000	3000	2450	3600	3175	1450	3950	1750	10000	3750
EF-415A, EF-415B	{ 6138-6470, 8022-8303, 315-379, SSW-925-975	2250	4775	3025	2475	3525	3050	1475x	4100	2150	10000	5125
(62/15 Gear ratio)	{ SSW-3641-3652, 3653-3727, 3000-3009	2950	8000	3850	3175	4450	3950	1850x	5275	3000	10000	6825
EF-418, EF-418	{ 2900-2936	2850	8125	3725	3050	4350	3400	1775x	5075	2775	10000	6750
EF-423	{ SSW-5000-5009, 5010-5017	3050	8325	3875	3150	4450	3500	1850x	5225	3575	10000	7100
ES-615	{ 2700-2742	2975	8500	4100	3325	4775	4250	1950	5500	2725	10000	6700
EF-418A, EF-418B	{ 600-637, 700-725	2850	8500	3850	3175	4450	2850	1850x	5275	3025	10000	6925
BS-615	{ 5200-5202	2875	8625	3775	3075	4425	3100	2100	5850	2900	10000	7025
BS-615	{ 187-190, 5205-5222, 5224-5226, 5243-5245	3003	8900	4350	3525	5050	4050	2100	5850	2900	10000	7025
BS-616B	{ 4901-1905	3325	8975	4400	3550	5150	5000	2100x	6025	3000	10000	7350
AF-420	{ 4000-4009	3125	9000	4050	3375	4700	3525	1950x	5800	3250	10000	7350
GF-425	{ 6700-6767	3625	9250	4625	3825	5425	4100	2200x	6225	4825	10000	7975
EF-420	{ SSW-4030-4040, 4050-4087	3325	9350	4325	3550	4975	3650	2075x	5850	3700	10000	8050
AS-618	{ 2950-2970	3600	9350	4750	3850	5550	4250	2275	6450	3750	10000	8050
EF-618	{ 3800-3830, 3850-3966	3675	9650	4875	3975	5675	4250	2350	6575	3900	10000	8325
KF-636A, KF-636	{ 9100-9105, 9102-9120	4200	11400	5350	4425	6300	4500	2600	7325	5650	10000	9800
EF-624	{ 3020-3035	4500	13375	5750	4800	6650x	4500	2725x	8600	5525	10000	11525
EF-425	{ SSW-6500-6519, 6620-6681	3350	7975	4250	3550	4975	3500	2075x	5000	4325	10000	7750
AF-640	{ 9150-9152	5350	12025	6825	5700	7950	4250	3275x	8900	7950	10000	11675
EF-860B	{ 9500-9502	7175	16125	9150	7375	10675	5000	4375	11925	10675	10000	15650
GF-850A	{ 9550-9552	7950	16950	9625	8000	11225	5000	5000x	12525	11225	10000	16475x
ES-412	{ 2000-2293	1750	3225	2250	1875	2650	4000	1075#	3050	1600	10000	3325
EF-625	{ 6900-6928	4400	10000	5675	4675	6575	4000	2700%	7600	5300	10000	9125
AF-628	{ 7100-7128	4975	8000	6275	5200	8075	6000	2975#	8525	6550	10000	8000
EF-430	{ 7600-7607	3400	10000	4325	3550	5025	6000	2100*	5925	4450	10000	7900
EF-630	{ 8400-8478	5275	10000	6600	5525	7950	6000	3200#	8650	8450	10000	10000
AF-630	{ 7800-7814	5500	10000	6875	5750	8175	6000	3325#	9000	10000	10000	10000

① Restrictions apply only between MP 519.22—MP 519.77.

\*Engine not permitted to operate.

#Speed restriction to 15 MPH.

%Speed restriction to 10 MPH.

**ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.**

**RATING OF ENGINES—In Units of 2000 Lbs. (Tons)**

NOMINAL CLASS	ENGINE NUMBERS	Staunton to Santa Fe Springs	Staunton to Santa Fe Springs to	Yorba Linda	Santa Fe Springs to Yorba Linda	Santa Fe Springs to Yorba Linda	Whittier	Whittier to Santa Fe Springs	West Santa Ana	West Santa Ana to	Los Alamitos to Staunton	Los Alamitos to Staunton	Staunton to Down	Down to Staunton
ES-408, ES-408B ES-409, AS-407 ES-408, AS-407 AS-409 AS-410, BS-410, ES-410 FS-412	1100-1128, 1150-1153	3450	3000	1650	1900	800	3750	3400	3400	2250	2250	2250	2250	2250
	1170-1179	3450	3000	1650	1900	800	3750	3400	3400	2250	2250	2250	2250	2250
	1000-1016, 1023-1032	2600	2250	1250	1450	600	2850	2550	2550	1700	1700	1700	1700	1700
	1200-1257	3100	2250	1500	1650	700	3350	3000	3000	2000	2000	2000	2000	2000
	1700-1845, 1855-1869, 2100-2157	3450	3000	1650	1900	800	3750	3400	3400	2250	2250	2250	2250	2250
	2350-2394	3450	3000	1650	1900	800	3750	3400	3400	2250	2250	2250	2250	2250

NOMINAL CLASS	ENGINE NUMBERS	Down to Staunton	Staunton to Down	Los Alamitos to Staunton	Los Alamitos to Staunton	Staunton to Down	Down to Staunton	Los Alamitos to Staunton	Los Alamitos to Staunton	Staunton to Down	Down to Staunton	Los Alamitos to Staunton	Los Alamitos to Staunton	Staunton to Down	Down to Staunton
ES-408, ES-408B ES-409, AS-407 ES-408, AS-407 AS-409 AS-410, BS-410, ES-410 FS-412	1100-1128, 1150-1153	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
	1170-1179	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
	1000-1016, 1023-1032	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050
	1200-1257	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
	1700-1845, 1855-1869, 2100-2157	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350
	2350-2394	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350	1350

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

