

Southern Pacific Transportation Company

RULE 10-1

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

"SP FOREMAN AT MP CALLING SP (Train No.)"

(After train answers giving his identification): (i.e.) SP Train

Foreman's Response

"THIS IS SP FOREMAN IN CHARGE OF THE WORK BETWEEN MP AND MP SP TRAIN ORDER NO. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER AT MPH, REPEAT MPH"*

Engineer's Response

"THIS IS ENGINEER SP 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 must acknowledge engineer's response as follows:

"SP TRAIN ORDER NO., BETWEEN MP AND MP MPH* OK."

* When no speed restriction account above Form "Y" Train Order, tell train engineer "At Maximum Authorized Speed."

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

Foreman's Response

"THIS IS SP FOREMAN IN CHARGE OF THE WORK BETWEEN MP AND MP SP TRAIN ORDER NO. WE ARE IN THE CLEAR OF TRACK AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN ON TRACK AND THROUGH THE LIMITS OF ORDER AT MPH, REPEAT MPH."

Engineer's Response

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

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. ON TRACK, BETWEEN MP AND MP MPH OK."



LOS ANGELES AND SAN JOAQUIN DIVISIONS TIMETABLE

1

EFFECTIVE SUNDAY, OCTOBER 25, 1981
AT 12:01 A.M.
PACIFIC STANDARD TIME

R. D. KREBS,
Vice President - Operations

C. T. BABERS,
General Manager

L. G. SIMPSON,
*Assistant Vice President —
Operations Planning and Control*

J. J. WILLIS,
Asst. Vice President — Transportation

M. L. BURKE,
Superintendent, Los Angeles Division

L. H. NATIONS,
Superintendent, San Joaquin Division

M. L. IRVINE,
*District Superintendent,
Los Angeles Division*

G. A. GREBLO,
*Assistant Superintendent,
San Joaquin Division*

D. C. HEIRD,
*Assistant Superintendent,
Los Angeles, San Joaquin Divisions*

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 J. G. FULLER West Colton

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 W. E. HUDDLESTON Gemco

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AMTRAK

J. W. WILSHIRE, Trainmaster Oakland
 J. M. GALLAWAY, Trainmaster Oakland
 M. E. FULLER, Trainmaster Oakland
 I. YOUNG JR., Trainmaster Los Angeles
 W. E. MOFFETT, Assistant Trainmaster Los Angeles

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SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour
—	45	80.0	1	08	52.9	1	46	34.0
—	46	78.3	1	10	51.4	1	48	33.3
—	47	76.6	1	12	50.0	1	50	32.7
—	48	75.0	1	14	48.6	1	52	32.1
—	49	73.5	1	16	47.4	1	54	31.6
—	50	72.0	1	18	46.1	1	56	31.0
—	51	70.6	1	20	45.0	1	58	30.5
—	52	69.2	1	22	43.9	2	—	30.0
—	53	67.9	1	24	42.9	2	05	28.8
—	54	66.6	1	26	41.9	2	10	27.7
—	55	65.5	1	28	40.9	2	15	26.7
—	56	64.2	1	30	40.0	2	24	25.0
—	57	63.2	1	32	39.1	2	30	24.0
—	58	62.6	1	34	38.3	2	45	21.8
—	59	61.0	1	36	37.5	3	—	20.0
1	—	60.0	1	38	36.8	3	30	17.1
1	02	58.0	1	40	36.0	4	—	15.0
1	04	56.2	1	42	35.3	5	—	12.0
1	06	54.2	1	44	34.6	6	—	10.0

SANTA BARBARA SUBDIVISION

SANTA BARBARA SUBDIVISION

EASTWARD			STATIONS	WESTWARD		
FIRST CLASS				FIRST CLASS		
16 Psgr	12 Psgr	Mile Post		Station Number	13 Psgr	17 Psgr
Leave Daily	Leave Daily				Arrive Daily	Arrive Daily
AM	PM			PM	AM	
3.59	1.26	252.1		s3.20	s1.20	
4.04	1.30	254.8		2.57	12.43	
4.16	1.43	264.2		2.44	12.30	
4.22	1.50	269.9		2.38	12.24	
4.28	1.56	276.5		2.33	12.19	
4.32	2.00	280.7		2.29	12.14	
4.37	2.05	286.5		2.24	12.09	
4.43	2.18	293.2		2.18	12.03 AM	
4.47	2.22	297.2		2.14	11.59 PM	
4.52	2.27	302.7		2.09	11.54	
4.57	2.32	307.9		2.04	11.49	
5.06	2.41	317.3		1.55	11.40	
5.15	2.50	325.3		1.47	11.32	
5.28	3.03	339.4		1.34	11.19	
5.38	3.13	349.9		1.21	11.06	
5.50	3.25	362.3		1.09	10.54	
5.56	3.31	368.5		1.03	10.48	
s6.17	s3.44	370.7		s1.00	s10.45	
6.21	3.48	371.9		12.47	10.29	
6.28	3.55	377.3		12.42	10.24	
6.40	4.07	388.3		12.31	10.13	
		397.3				
6.51	4.18	398.2		12.20	10.02	
		403.2				
s7.06	s4.33	407.8		s12.11 PM	s9.53	
7.15	4.42	416.6		11.59 AM	9.39	
7.25	4.52	427.1		11.49	9.29	
7.35	5.02	437.5		11.39	9.19	
7.45	5.12	445.5		11.29	9.09	
7.55	5.24	455.5		11.19	8.59	
7.58	5.27	458.4		11.16	8.56	
8.03	5.32	462.7		11.11	8.51	
		471.6				
		473.4				
s8.18	s5.47	477.1				
		478.5				
		479.4				
		480.7				
		481.9				
		482.2				
s9.00 AM	s6.45 PM	482.8		10.45 AM	8.25 PM	
Arrive Daily	Arrive Daily		(221.8)	Leave Daily	Leave Daily	
16	12		RULE 5. Refer to Page 5.	13	17	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT	Exceptions:	PSGR	FRT
SAN LUIS OBISPO and BURBANK JCT.	70	55			
252.1 and 253.3	25	25	335.5 and 336.2	40	40
253.3 and 254.9	35	35	336.2 and 338.6	60	—
254.9 and 258.5	60	—	344.8 and 346.0	55	—
258.5 and 261.2	35	30	346.0 and 348.8	45	45
261.2 and 262.3	30	30	356.8 and 357.8	60	—
262.3 and 263.9	60	—	368.3 (turnout)	35	35
267.9 and 269.0	40	40	368.3 and 370.6	40	40
269.0 and 275.6	60	50	370.6 and 372.3	20	20
275.6 and 277.0	50	50	372.3 and 375.2	40	30
277.0 and 279.6	60	—	375.2 and 387.2	55	—
279.6 and 280.0	45	45	387.2 and 387.7	40	40
280.0 and 283.2	50	50	387.7 and 390.8	65	—
283.2 and 288.5	40	40	390.8 and 391.2	50	45
288.5 and 291.0	55	—	391.2 and 392.2	60	—
291.0 and 291.3	40	40	396.7 and 398.2	45	45
291.3 and 295.8	60	—	398.2 and 399.6	65	—
295.8 and 296.1	45	45	402.1 and 402.4	60	—
296.1 and 299.6	55	—	405.3 and 407.2	60	50
299.6 and 300.2	40	40	407.2 and 408.1	35	35
300.2 and 304.0	60	—	414.9 and 415.4	60	—
304.0 and 306.1	55	—	415.4 and 434.4	50	40
306.1 and 309.0	65	—	434.4 and 437.8	60	40
309.0 and 311.8	45	45	437.8 and 444.4	40	40
318.2 and 323.1	45	45	444.4 and 454.4	50	40
323.1 and 325.7	55	—	454.4 and 462.4	60	—
325.7 and 335.5	60	—	462.4 and 462.6	40	40

"K" trains must not exceed 30 MPH between:

Guadalupe	MP 275.0 and MP 277.0
Santa Barbara	MP 366.0 and MP 370.6
Ortega—Carpinteria	MP 372.3 and MP 382.0
Ventura—Oxnard	MP 397.0 and MP 409.0
Chatsworth—Los Angeles	MP 445.0 and MP 480.0

MAXIMUM AUTHORIZED SPEED FOR TRAINS

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, AB Rule 33, etc.)

- GULAP, LABRF, LABRT, LAOAC, LAOAT, OALAC, and OALAT are authorized to operate at passenger train speed not to exceed 60 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.
- LAWJY is authorized to operate at freight train speed.
- Light engine with operative dynamic brake is authorized to operate at passenger train speed.
Exception: Without dynamic brake in operation, must operate at freight train speed.
- Other freight trains may be authorized by train dispatcher to operate at passenger train speed not to exceed 60 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.
- Trains not covered in items a, b, c or d may operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

MAXIMUM HORSEPOWER PER TON RATIOS:

All Trains	2.5
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(Refer to A.B. Rule 65)

SPEEDS ON OTHER THAN MAIN TRACK:

On Vandenberg AFB Track, Tangair (MP 297.4) to Helium Spur	30
Wye Track Chatsworth	5
All other Tracks Santa Barbara Subdivision	10

SANTA BARBARA SUBDIVISION

EAST-WARD	STATIONS		WEST-WARD
Mile Post	Lompoc and White Hills Branches		Station Number
302.7	Yard Limits	SURF 1.1	BKYPQ 34140
303.8		BARODA 3.8	34205
307.6		POST 4.8	34209
312.4		LOMPOC 0.5	BKP 34220
312.9		WHITE HILLS JCT 3.8	34225
316.7		WHITE HILLS	34230
(14.0)			

Ventura Branch

397.3	VENTURA JCT 5.1	P	35042
402.4	CANET 0.3		35117
402.7	END OF BRANCH		
(5.4)			

Santa Paula Branch

403.2	Yd. Limits	MONTALVO 4.4	YP	35220
407.6		SATICOY 7.1		35314
414.7	1960 Yd. Limits	SANTA PAULA 9.8		35327
424.5	1588 Yd. Limits	FILLMORE 7.3		35345
431.8	1813	PIRU 12.3		35357
444.1	930	NEWHALL RANCH 4.6		35375
448.7	Yd. Lmts.	SAUGUS	YP	40000
(45.5)				

Burbank Branch

445.5	Yd. Limits	CHATSWORTH 10.0	YP	40100
455.5		ENCINO 3.3		40217
458.4		VAN NUYS 4.4		40220
462.8		NORTH HOLLYWOOD 4.0		40230
466.8	Yd. Limits	BURBANK	YP	40310
(21.7)				

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN LOMPOC and WHITE HILLS BRANCHES ALL TRAINS**

SURF and WHITE HILLS 20			
Exceptions:	ALL TRAINS	Exceptions:	ALL TRAINS
302.9 and 303.3	10	312.2 and 312.3	5
311.0 and 312.2	10	(North H Street)	5
		312.3 and 316.9	10

VENTURA BRANCH

VENTURA JCT and END OF BRANCH 10

SANTA PAULA BRANCH

MONTALVO and SAUGUS 30

Exceptions:	ALL TRAINS	Exceptions:	ALL TRAINS
402.9 and 404.8	20	423.5 and 425.6	20
408.6 bridge	10	431.6 and 442.0	25
412.6 and 415.3	15	448.2 and 448.6	20
415.3 and 416.5	20		

SANTA BARBARA SUBDIVISION

BETWEEN	BURBANK BRANCH	ALL TRAINS
BURBANK and CHATSWORTH		25
Exceptions:	EASTWARD	
454.9 and 455.5		20
	WESTWARD	
466.1 and 466.0		10
455.5 and 454.9		20

Trains must not exceed 10 MPH entering Vanowen Street crossing at Canoga Park, MP 449.6.

RULE 5. LAUPT: Time applies at Terminal Tower.

Los Angeles Yd.: Time applies at MP 478.0.

Burbank Jct.: Time applies at west end No. 1 and No. 2 Tracks.

Gemco: Time applies at MP 455.0.

NOTE: Colton Subdivision Special Instructions govern movement between Burbank Jct. and LAUPT.

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Coast Line					
262.8	Pismo	34014	433.5	Simi	35462
265.9	Oceano	34019	449.9	Northridge	40110
272.4	Bromela	34029	452.5	La Metro	40114
309.2	South Vandenberg	34312	454.1	Raymer	40118
334.8	Sacate	34342	460.5	Vega	40130
358.9	Ellwood	34427	472.1	Burbank	40310
361.7	La Patera	34433	475.0	West Glendale	40320
381.2	Carpinteria	35022	477.9	Industrial	40340
412.1	Leesdale	35430	482.3	Mission Jct	40440
419.8	Somis	35442	Santa Paula Branch		
Ventura Branch			404.5	Kimball	35310
399.0	Chrisman	35105	411.0	Limco	35319
400.3	Wadstrom	35107	439.8	Mayo	35368
401.4	Nitroshell	35113	Burbank Branch		
449.2	Canoga Park	40205			
453.4	Tarzana	40211			

SPECIAL INSTRUCTIONS

RULE P. Impaired side clearance:

MP	Description	MP	Description
Coast Line			
261.4	Bridge	442.9	Tunnel
262.7	Bridge	443.9	Tunnel
266.4	Bridge	Santa Paula Branch	
396.1	Bridge	415.4	Bridge
396.9	Bridge	423.0	Bridge
441.2	Tunnel	432.2	Bridge
		446.2	Bridge

RULE 10-H. Exceptions: On Ventura, Burbank, Lompoc and White Hills Branches, when a yellow flag is required it is displayed one-half mile from point of restriction.

RULE 15. Exceptions: On Ventura, Burbank, Lompoc and White Hills Branches, the explosion of a torpedo requires movement at RESTRICTED SPEED for one mile from point where torpedo was exploded.

RULE 21. Applies between San Luis Obispo and East San Luis Obispo, West Santa Barbara and East Santa Barbara.

RULE 93. Location of yard limits:

251.8	San Luis Obispo	257.0
264.5	Oceano	Waldorf 281.9
296.7	Tangair	Honda 309.5
302.7	Surf (Lompoc and White Hills Branches)	End of Branches
369.7	Santa Barbara	373.7
397.1	Ventura	Montalvo 403.7
406.6	Oxnard	421.0
403.0	Montalvo (Santa Paula Branch)	404.8
423.5	Fillmore (Santa Paula Branch)	425.6
412.6	Santa Paula (Santa Paula Branch)	416.5
446.1	Chatsworth (Burbank Branch)	446.4
448.2	Saugus (Santa Paula Branch)	448.7
444.7	Chatsworth	Burbank Jct. 471.2

SANTA BARBARA SUBDIVISION

RULES D-97 and D-251. Will apply between San Luis Obispo and East San Luis Obispo; West Santa Barbara and East Santa Barbara.

RULE 99. Exception: On Burbank Branch, distance specified for placement of torpedos and flag protection will be one-half mile and one mile.

RULE 105. Callender: Siding extends from Signal 2696 to crossover just west of Signal 2708.

Oxnard: West switch to siding located at Signal 4078.

RULE 208. Burbank Jct.: Third and fourth paragraphs will not apply to westward trains entering siding. Main track must not be fouled until it has been ascertained that any train orders delivered restricting movement at that station have been fulfilled.

RULE 220. Santa Barbara: All train orders and instructions held by incoming passenger engineer must be delivered to the outgoing engineer.

RULE 221. Gemco is a train order office for trains originating.

Santa Barbara: Incoming passenger engineer will advise the outgoing engineer of the aspect of train-order signal.

RULE S-240. Applies at following location:

Territory	Register Location
Ventura Branch: Ventura Jct - End of Branch	Ventura Jct

RULE 306. Block signals with "P" plates:

Eastward	Protection	Westward
P-2524	Spring switch, west end Ready Track, MP 252.5, San Luis Obispo Spring switch, east end double track, East San Luis Obispo	P-2549
P-2598	Collision detector, underpass, MP 259.8	P-2597
P-2608	Flood detector, bridge, MP 261.4	P-2615
P-2838	Mud slide detector fence	P-2851
P-2940	Fire Detector, 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 306.1	P-3067
P-3164	Spring switch, west end siding, Sudden Spring switch, east end siding, Sudden	P-3177
P-3192	Fire detector, bridge, MP 320.3	P-3207
P-3214	Slide detector fence, MP 321.5 Spring switch, east end siding, Concepcion	P-3227 P-3253
P-3344**	Slide detector posts, MP 335.4	**P-3355
P-3356**	Slide detector posts, MP 335.8	**P-3373
P-3424	Slide detector posts, MP 344.2	P-3443
P-3444	Slide detector posts, MP 344.5	P-3459
P-3682	Spring switch, end double track, West Santa Barbara Spring switches, east end double track and east end freight lead, East Santa Barbara	P-3723
	Spring switch, east end siding, Ortega	P-3775
P-3844	Slide detector fence, MP 385.1	P-3871
P-3872	Slide detector fence, MP 387.2 to MP 387.7	P-3885
P-3972*	Dragging equipment detector, MP 394.2 Dragging equipment detector, MP 401.3 Spring switch, east end siding, Ventura	*P-3981 P-3993
P-4032	Barricade detector, MP 403.2	P-4043

SANTA BARBARA SUBDIVISION

Eastward	Protection	Westward
P-4074	Barricade detector, MP 407.7 Spring switch, east end siding, Oxnard Spring switch, east end siding, Camarillo	P-4077 P-4089 P-4173
P-4216	Barricade detector, MP 422.6 Spring switch, east end siding, Moorpark	P-4227 P-4275
P-4362	Spring switch, west end siding, Santa Susana Spring switch, east end siding, Santa Susana	P-4377
P-4428	Falling rock detector, Tunnel 27, MP 443.0	P-4431
P-4452	Spring switch, west end siding, Chatsworth	
P-4470	Barricade detectors, MP 447.2	P-4481
P-4504	Barricade detector, MP 451.4	P-4517
P-4554	Barricade detector, MP 456.3	P-4567
P-4592	Barricade detector, MP 460.2	P-4603

***Ventura:** Light type indicators on masts of Signals P-3981 and P-3972 are connected to dragging equipment detectors and will display lunar aspect when not actuated.

When Signals P-3981 or P-3972 display stop indication and red indicator is illuminated, train will be inspected for dragging equipment. Red indicator must be cancelled and lunar indication displayed by pressing button located at signal. Signal should then display proceed indication provided block ahead is clear.

****Sacate:** Rotating red beacons at MP 335.4 and MP 335.8 will operate when slide detector is activated.

When Signals P-3344, P-3355, P-3356 or P-3373 display stop indication and/or rotating red beacon is illuminated, track must be inspected to determine that it is safe for the passage of trains. A report of track conditions must be made to train dispatcher by first available means of communication.

RULE 505. San Luis Obispo: Eastward main track, between Signal 2527, located on Ready Track and SA Signal at west end of double track, MP 251.7, is signaled for movement in both directions. Signal 2523 is located on eastward main track, MP 252.6. Normal aspect of signal is Red. To clear Signal 2523 be governed by instructions in box opposite signal.

RULE 516. Overlap Posts:

Grover	Eastward trains
Bromela	Westward trains

RULE 538. Spring switches equipped with facing point locks:

Station	Location	Normal Position
East San Luis		
Obispo	End of double track	Westward track
Surf	West end of siding	Main track
Surf	East end of 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 of freight lead	Main track
Ortega	East end of siding	Main track
Ventura	East end of siding	Main track
Oxnard	East end of siding	Main track
Camarillo	East end of siding	Main track
Moorpark	East end of siding	Main track

SANTA BARBARA SUBDIVISION

Station	Location	Normal Position
Santa Susana	West end of siding	Main track
Santa Susana	East end of siding	Main track
Chatsworth	West end of siding	Main track

RULE 540. Spring switch equipped with switch point indicator:

San Luis Obispo..... Inside Crossover switch, at east end of Ready Track

RULE 705. Indicators located as follows:

Illum. On
Letter Signal Authorizes and requires movement as follows

M ... 3006	Proceed on main track to east end of siding.
S ... 3006	Enter siding.
M ... 3047	Proceed on main track to west end of siding.
S ... 3047	Enter siding.
W ... 3702	Stop until indicator is extinguished.
W ... 3723	Stop until indicator is extinguished.
M ... *A	Line switch and derail for movement to main track.

*On absolute signal east leg of wye, MP 403.7.

RULE 740. Limits extend between Oxnard, MP 407.1 and Montalvo, MP 403.1.

When absolute signal displays stop indication train must obtain authority from operator Oxnard to proceed. If signal cannot be cleared and there is no opposing trains, operator Oxnard may authorize train to proceed on main track to the next signal at RESTRICTED SPEED.

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

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.

RULE 744. Will not apply between Oxnard, MP 407.1 and Montalvo, MP 403.1.

RULE 760. San Luis Obispo: Eastward absolute signal at end of double track, MP 251.8, will clear for eastward movement on westward main track only when route is selected by Western Division train dispatcher and switch key actuator is operated by a member of crew. Switch key actuator located on box near signal.

RULE 827. Location of dragging and/or derailed equipment detectors: MP 261.5, 267.6, 273.0, 284.1, 289.0, 312.5, 332.0, 337.4, 386.4, 394.2*, 401.3*, 424.4, 434.0, 439.2, 444.4, 448.1.

*Refer to Rule 306, Santa Barbara Subdivision

HOT BOX DETECTORS

SCANNER SITES

MP	Type	Directions	MP	Type	Directions
273.0	C	Both	366.3	C	Both
290.1	C	Both	386.4	C	Both
312.5	C	Both	424.4	C	Both
344.6	C	Both	451.3	C	Both

RULE 827-A. Inspection of westward trains to be made east of Las Posas Road, MP 413.7.

RULE 872. Does not apply San Luis Obispo or Santa Barbara.

COLTON SUBDIVISION

EAST-WARD		STATIONS		WEST-WARD	
FIRST CLASS				FIRST CLASS	
2 Psgr		Alhambra Line		1 Psgr	
Leave Sun Tues & Fri	Mile Post			Station Number	Arrive Sun Wed & Fri
PM 10.30	482.8	TO LAUPT BKIP		40441	AM s 7.40
	482.2	MISSION TOWER IYQ	DTE Main Trk. - 2 Main Trks. CTC No. 1	40430	
	482.8	TAYLOR JCT		40425	
	482.9	LATC BKYPQ		40490	
	485.6	VALLEY BLVD X-OVERS			
	486.9	AURANT X-OVER			
	487.7	ALHAMBRA		41080	
	494.6	7238 EL MONTE		44040	
	497.3	7029 BASSETT		44050	
	500.7	14909 CITY OF INDUSTRY BKYPQ		44710	
	501.0	TWENTY-SEVEN X-OVER			
	502.6	MARNE X-OVERS			
	503.5	5961 MARNE	44720		
	506.8	6231 WALNUT	44730		
s 11.15	514.3	5773 8362 POMONA	45130	s 6.40	
	517.8	6173 MONTCLAIR	45315		
	520.2	5621 ONTARIO	45320		
	523.8	5914 GUASTI	45340		
	529.7	6259 SOUTH FONTANA YP	45370		
11.38 PM	535.7	Yard Limits TO WEST COLTON BKIYPQ	45500	6.15 AM	
Arrive Sun Tues & Fri		(57.2)		Leave Sun Wed & Fri	
2		RULE 5. LAUPT: Time applies at Terminal Tower West Colton: Time Applies at MP 535.0		1	

EAST-WARD		STATIONS		WEST-WARD	
Mile Post		State Street Line		Station Number	
478.5		TO-R LOS ANGELES YD BKYPQ	DT 2 Main Tracks	40400	
479.4		MAIN LINE TOWER IO			
480.7		DAYTON AVE TOWER IO		40410	
481.9		EAST BANK JCT I		40420	
482.2		MISSION TOWER IYQ	40430		
482.4		STATE STREET JCT P			
484.9		STATE STREET			
486.0		STATE STREET	CTC	44054	
489.0		MONTEREY PARK		44060	
492.8		SAN GABRIEL BLVD		44117	
495.5		EL MONTE P	44040		
494.6		(15.5)			

COLTON SUBDIVISION
MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
LAUPT and LOMA LINDA	70	55

ALHAMBRA LINE

Exceptions:	PSGR	FRT	Exceptions:	PSGR	FRT
482.2 and 482.8	10	10	489.9 and 491.3	30	30
482.8 and 484.0	20	20	491.3 and 497.0	50	50
484.0 and 485.8 (Valley Blvd.)	25	25	497.0 and 523.4	65	—
485.8 and 487.0	40	40	532.4 and 538.5	50	50
487.0 and 489.9	50	40	538.5 and 539.0	30	30
			539.0 and 541.3	60	50

BETWEEN	PSGR	FRT
BURBANK JCT. and EL MONTE Via STATE STREET LINE	50	50

Exceptions:	PSGR	FRT	Exceptions:	PSGR	FRT
471.5 (thru x-over)	35	35	481.7 and 484.9	15	15
473.2 (thru x-over)	25	25	484.9 and 485.4	25	25
477.3 and 480.6	40	40	485.4 and 495.3	40	40
480.6 and 481.7	20	20	495.3 and 496.5	30	30

BETWEEN	PSGR	FRT
LAUPT and DAYTON AVE. TOWER	20	20

Exceptions:	PSGR	FRT	Exceptions:	PSGR	FRT
482.2 and 482.8	10	10	482.8 and 481.7	15	15

"K" trains must not exceed 30 MPH between:

State Street Jct.—El Monte (via State Street Line)	MP 485.4 and MP 495.3
Alhambra—Walnut (via Alhambra Line)	MP 485.8 and MP 505.0
Pomona	MP 512.0 and MP 516.0
South Fontana—West Colton	MP 530.0 and MP 535.7

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, AB Rule 33, etc.)

a. BSMFF, CHLAT, MBSMF, APLAA, LAEST, LACHT, LAMFT, HOLAT, LAAVT, LAHOT, LAKCP and MPLAT are authorized to operate at passenger train speed not to exceed 60 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. AVLAT, SRLAT, BSMFY, EUASY, LAMPT and LAESJ are authorized to operate at freight train speed.

c. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: Without dynamic brake in operation must operate at freight train speed.

d. Other freight trains may be authorized by train dispatcher to operate at passenger train speed not to exceed 60 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

e. All other trains not covered in item a, b, c or d may operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

MAXIMUM HORSEPOWER PER TON RATIOS:

LACHT, LAEST, LAMFT	5.0
APLAA, BSMFF, CHLAT, MBSMF	3.5
All other trains	2.5

(Refer to A.B. Rule 65)

SPEEDS ON OTHER THAN MAIN TRACK:

Remotely controlled turnouts, crossovers, sidings, West Colton Track 100, MP 530.5 to MP 532.4 and West Colton by-pass track, 951 and 952, MP 537.3 to MP 538.1	25
Exceptions:	
West Switch Ice Deck Siding	15
Pomona: Over Hamilton Ave. Crossing, MP 513.6 in siding	10
On Balloon Track Los Nietos connecting Puente and La Habra Branches and LB Harbor: All tracks east of 7th St., MP 504.7	15
Los Angeles yard: On inbound and Outbound Tracks;	
Bullring Yard, Between Spring St. Crossing, MP 481.9 and Mission Tower, MP 482.3; Kaiser: SP running lead and all Kaiser Steel Corp. tracks; West Colton Diesel Facility	5
All other tracks Colton Subdivision	10

COLTON SUBDIVISION

EAST-WARD	STATIONS		WEST-WARD
Mile Post			Station Number
	Wilmington Branch		
485.7	LOS ANGELES (J Yard)	BKPQ	41030
485.8	AMOCO		41205
485.7			
487.5	SLAUSON JCT	IY	41520
490.8	WATTS		41560
495.7	COMPTON		42220
496.5	DOMINGUEZ		42250
	(10.9)		

Santa Monica Branch

485.7	AMOCO	41205
486.0	NEVIN	41210
487.3	JEFFERSON SIDING	41215
487.8	GRAND AVE	41220
490.7	CIENEGA	41225
493.2	SENTOUS	41230
494.2	CULVER JCT	41235
495.3	PALMS	41245
496.8	TALAMANTES	41250
497.0	HOME JCT	41260
498.5	BERGAMOT	41270
499.8	END OF BRANCH	
	(14.1)	

West Los Angeles Branch

496.8	TALAMANTES	41250
498.0	WEST LOS ANGELES	41405
501.3	WESTWOOD SIDING	41410
501.6	END OF BRANCH	
	(4.8)	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	WILMINGTON BRANCH	ALL TRAINS
LOS ANGELES (J YARD) and DOMINGUEZ	20	

Exceptions: ALL TRAINS
 485.6 and 486.0 10

ORE TRAINS ONLY OVER THE FOLLOWING BRIDGES
 489.4 No westward movements followed on this bridge until ore train has cleared the bridge 15
 495.2 15
 496.0 and 496.5 10

SANTA MONICA BRANCH

LOS ANGELES (J YARD) and END OF BRANCH	20
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Exceptions: ALL TRAINS
 485.7 and 499.6 10

WEST LOS ANGELES BRANCH

TALAMANTES and END OF BRANCH	10
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COLTON SUBDIVISION

EAST-WARD Mile Post	STATIONS	WEST-WARD Station Number
El Segundo Branch		
490.8	WATTS 2.2	41560
493.0	SOUTH LOS ANGELES 3.0	42025
496.0	CYPAVE 1.7	42040
497.7	HAWTHORNE 1.9	42050
499.6	WISE TRANSFER 2.0	42070
501.6	EL SEGUNDO (STD OIL) BP	42080
(10.8)		

Torrance Branch		
493.0	SOUTH LOS ANGELES 3.8	42025
496.8	GARDENA 0.5	42120
497.3	HERMOSILLO 3.4	42130
500.7	DOLANCO 0.3	42140
501.0	TORRANCE BPQ	42150
502.9	END OF BRANCH 1.9	
(9.9)		

San Pedro Branch		
485.7	LOS ANGELES (J Yard) BKPQ	41030
489.1	FIRESTONE PARK Y	43200
490.3	SOUTH GATE 1.2	41570
496.5	DOMINGUEZ 6.2	42250
498.4	DOLORES BKPQ 1.9	42420
499.7	EAST WATSON 1.3	42425
501.0	THENARD TOWER 0.4	
501.4	WILMINGTON (Anaheim Blvd) Y	42450
502.0	BLINVILLE	42510
503.0	WILMINGTON	42520
503.5	LOS ANGELES HARBOR	42530
505.5	EAST SAN PEDRO	42580
506.8	END OF BRANCH	
① Harbor Belt Line Railroad Operations. (21.3)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS		
BETWEEN	EL SEGUNDO BRANCH	ALL TRAINS
WATTS and EL SEGUNDO		20
Exceptions:		
489.9 and 501.7		10
TORRANCE BRANCH		
SOUTH LOS ANGELES and END OF BRANCH		10
SAN PEDRO BRANCH		
LOS ANGELES (J YARD) and END OF BRANCH		10

COLTON SUBDIVISION

EAST-WARD Mile Post	STATIONS	WEST-WARD Station Number
East Long Beach Branch		
496.5	DOMINGUEZ 1.7	42250
498.2	COTA 3.8	42305
502.0	NORTH LONG BEACH 1.0	42315
503.0	EAST LONG BEACH	42325
(6.5)		

Long Beach Branch		
501.4	WILMINGTON (Anaheim Blvd) Y	42450
503.5	LONG BEACH BKPQ	42460
(2.1)		

Puente Branch		
497.6	STUDEBAKER IY	43250
500.7	LOS NIETOS BKIYPQ	43050
504.9	BARTOLO P	43060
511.5	VIA UP RR 6.6	43070
513.1	PUENTE JCT P	43070
500.7	CITY OF INDUSTRY BKYPQ	44710
(15.5)		

Santa Ana Branch		
489.1	FIRESTONE PARK Y	43200
492.1	PATATA IP	43220
495.0	DOWNNEY 2.9	43240
497.6	STUDEBAKER IY 2.6	43250
499.1	NORWALK 1.5	43310
504.4	BUENA PARK Y 3.3	43340
509.0	ANAHEIM BKYPQ 4.6	43410
511.9	SOUTH ANAHEIM 2.9	43440
517.0	SANTA ANA 5.1	43620
519.4	DYER 2.4	43640
523.0	COSTA MESA 3.6	43660
(33.9)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS			
BETWEEN	EAST LONG BEACH BRANCH	ALL TRAINS	
DOMINGUEZ and EAST LONG BEACH			20
Exceptions:			
496.5 and 496.8	ALL TRAINS	499.3 and 503.0	ALL TRAINS
	15		10
LONG BEACH BRANCH			
WILMINGTON (Anaheim Blvd.) and LONG BEACH			15
Exceptions:			
502.4 and 503.6			ALL TRAINS
			10
PUENTE BRANCH			
STUDEBAKER and CITY OF INDUSTRY			30
Exceptions:			
497.6 and 497.7	ALL TRAINS	504.6 and 505.0	ALL TRAINS
	10		20
500.0 and 501.3		505.0 and 511.5 thru	
	15	Jct. switches to UP	
501.9 and 503.3			20
	20		
504.4 and 504.6		511.5 and 512.7	20
	10		
SANTA ANA BRANCH			
FIRESTONE PARK and COSTA MESA			20
Exceptions:			
509.0 and 512.0	ALL TRAINS	516.4 and 517.4	ALL TRAINS
	15		15

COLTON SUBDIVISION

EAST-WARD Mile Post	STATIONS	WEST-WARD Station Number
511.9	SOUTH ANAHEIM	43440
514.5	MARLBORO	43510
516.7	VILLA PARK	43530
(4.8)		

EAST-WARD Mile Post	STATIONS	WEST-WARD Station Number
509.0	ANAHEIM	BKYPQ 43410
513.6	NORTH STANTON	43795
514.3	LOS ALAMITOS JCT	Y 43810
517.5	WESTMINISTER	43830
519.6	SMELTZER	43840
520.7	WINTERSBURG	43850
522.6	END OF BRANCH	
(13.6)		

EAST-WARD Mile Post	STATIONS	WEST-WARD Station Number
514.3	LOS ALAMITOS JCT	Y 43810
518.1	LOS ALAMITOS	43820
(3.8)		

EAST-WARD Mile Post	STATIONS	WEST-WARD Station Number
487.5	SLAUSON JCT	Y 41520
487.6	HUNTINGTON PARK	43005
489.2	FRUITLAND	43010
490.0	BELL	I 43015
491.2	JUNCTION TRANSFER	43025
492.1	WALKER	43030
492.9	CITY OF COMMERCE	43040
496.5	LOS NIETOS	BKIYPQ 43050
497.2	SANTA FE SPRINGS	I 43080
498.3	VALLA	43105
500.8	COLIMA	43115
503.7	DES MOINES	43130
504.9	LA HABRA	43140
505.8	FULLERTON JCT	43150
507.7	BREA	43160
509.6	BREA CHEM	43180
(22.1)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS			
BETWEEN	TUSTIN BRANCH	ALL TRAINS	
SOUTH ANAHEIM and VILLA PARK			20
Exceptions:	ALL TRAINS	Exceptions:	ALL TRAINS
512.2 and 512.6	15	514.5 and 514.9	15

STANTON BRANCH			
ANAHEIM and END OF BRANCH			25
Exceptions:	ALL TRAINS	Exceptions:	ALL TRAINS
509.0 and 513.6	20	513.6 and 514.0	15

LOS ALAMITOS BRANCH			
LOS ALAMITOS JCT. and LOS ALAMITOS			10

LA HABRA BRANCH			
SLAUSON JCT. and BREA CHEM			25
Exceptions:	ALL TRAINS		
487.1 and 505.8			20

ORE TRAINS ONLY OVER THE FOLLOWING BRIDGES			
491.4 and 491.5	10	496.4 and 496.5	15
494.3	15		

COLTON SUBDIVISION

EAST-WARD Mile Post	STATIONS	WEST-WARD Station Number
497.2	SANTA FE SPRINGS	43080
499.5	WHITTIER	43090
(2.3)		

Anaheim Branch via U.P.R.R.			
10.5	FULLERTON JCT		43150
15.5	ATSF X-ING	I	
17.3	FULLERTON		43155
19.9	ANAHEIM		43410
(9.4)			

West Santa Ana Branch			
496.1	PARAMOUNT	I	43715
497.0	CRUTCHER		43720
498.7	BELLFLOWER		43730
501.7	ARTESIA		43745
504.8	CYPRESS		43765
507.8			
513.6	NORTH STANTON		43795
(11.7)			

Baldwin Park Branch			
497.3	BASSETT	P	44050
500.9	BALDWIN PARK	BKPO	44310
502.0	ORANGE AVE JCT		44320
505.3	COVINA		44540
509.9	SAN DIMAS		45017
511.3	LA VERNE		45021
515.3	CLAREMONT	I	45029
518.7	UPLAND		45043
522.8	ALTA LOMA		45047
527.1	ETIWANDA		45063
532.3	FONTANA		45066
534.8	RIALTO		45068
537.8			
489.8	BENCH	P	29422
(40.5)			

MAXIMUM AUTHORIZED SPEED FOR TRAINS			
BETWEEN	WHITTIER BRANCH	ALL TRAINS	
SANTA FE SPRINGS and WHITTIER			15
Exceptions:	ALL TRAINS		
499.3 and 499.5			10

WEST SANTA ANA BRANCH			
PARAMOUNT and NORTH STANTON			20
Exceptions:	ALL TRAINS		
495.6 and 496.2			15

BALDWIN PARK BRANCH			
BASSETT and BENCH			30
Exceptions:	ALL TRAINS	Exceptions:	ALL TRAINS
497.3 and 508.4	20	518.9 and 519.1	10
511.9 and 512.1	10	522.0 and 526.8	20
512.1 and 516.6	20	526.8 and 527.3	10
		527.3 and 537.8	20

COLTON SUBDIVISION

EAST-WARD Mile Post	STATIONS	WEST-WARD
		Station Number
502.0	ORANGE AVE JCT. 0.4	44320
502.4	IRWINDALE 2.2	44410
504.6	KINCAID 2.4	44420
507.0	AZUSA	44430
	(5.0)	

Chino Branch

514.3	POMONA 5.7	45130
520.0	CHINO	45230
	(5.7)	

Riverside Branch

Mile Post	Stations	YP	Station Number
539.0	COLTON 2.2	YP	45510
541.2	GRAND TERRACE 4.2		45540
545.4	RIVERSIDE JCT 1.0		45555
546.4	END OF BRANCH		
	(7.4)		

San Bernardino Branch

Mile Post	Stations	YP	Station Number
539.0	COLTON 2.8	YP	45510
541.8	SAN BERNARDINO		45070
	(2.8)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	AZUSA BRANCH	ALL TRAINS
ORANGE AVE JCT and AZUSA		20

CHINO BRANCH

POMONA and CHINO	10
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RIVERSIDE BRANCH

COLTON and RIVERSIDE JCT	20
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Exceptions:	ALL TRAINS
539.6 and 540.2	10
540.2 and 540.6 (bridge)	5
540.6 and 540.8	10

SAN BERNARDINO BRANCH

COLTON and SAN BERNARDINO	20
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Exceptions:	ALL TRAINS
539.0 and 540.3	15

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
482.8	Alhambra Line Terminal Tower		495.3	Reyes	42240
486.9	Aurant	41070	497.7	Elftman	42410
490.6	San Gabriel	44020		Santa Ana Branch	
526.0	Vina Vista	43550	490.1	Ardmore	43210
527.5	Kaiser	45360	493.2	Vinvale	43230
	Wilmington Branch		501.2	Carmenita	43320
488.5	Wingfoot	41530		Tustin Branch	
488.7	Nadeau	41540	516.3	Orange	43520
489.7	Graham Yard	41550		LaHabra Branch	
491.3	Abila	42210	493.2	Laguna	43042
497.7	Carson	42260	494.4	Pico Rivera	43047
	El Segundo Branch			Baldwin Park Branch	
491.7	Centralia	42010	504.0	Azusa Ave.	44530
493.8	Delta	42030	508.7	Lone Hill	45013
499.2	Wise	42060	513.3	North Pomona	45025
500.0	Alston	42075	525.0	Grapeland	45055
	Torrance Branch			Riverside Branch	
495.7	Athens	42110	542.3	Highgrove	45545
	San Pedro Branch		543.3	Orange Center	45550
494.1	East Compton	42230	544.2	Iowa Ave.	45553

COLTON SUBDIVISION

SPECIAL INSTRUCTIONS

RULE P. Impaired Side Clearances:

MP	Description	MP	Description
482.6	Alhambra Line Bridge	492.6	Santa Ana Branch Bridge
		510.0	Bridge

RULE 7-C. Los Angeles Yard: Flashing white light is located on outbound engine lead between roundhouse and top end of A Yard. Westward movement must stop within 100 feet of signal, unless flashing white light is displayed.

Revolving red light on post top end of A Yard when displayed will be an indication for westward movement to stop clear of any eastward movement until light is extinguished. Oral authority must be obtained from yardmaster before entering into A Yard through crossover.

Main Line Tower: Trains or engines entering A or C Yards through crossovers, MP 479.3 and MP 479.5, must not continue movements on yard leads unless proceed signal received from switchman, or orally authorized by switchman, or No. 80 (governing eastward movement), or No. 90 (governing westward movement) displayed by track indicator on top of tower.

Flashing light track indication signs located on top of Main Line Tower, MP 479.4, 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 zero(s) are displayed on the board, all movements on tracks controlled by the Main Line Tower must stop.

Links or Bullring: Trains entering or leaving east end Links or Bullring must receive proceed signal or oral authorization.

West Colton: Trains or engines, before departing or entering yard, must contract yardmaster or his representative for permission, unless movement indicator proceed signal is received.

RULE 10-H. Exceptions: On all branches, except Baldwin Park and Puente Branches, when a yellow flag is required it will be displayed one-half mile from point of restriction.

RULE 10-J. Speed signs to right of track, with one track intervening:

Westward at MP 486.3 reading 10 is to right of drill track and beyond Alameda St.

Westward at MP 488.1 reading 12 is to right of drill track.

RULE 14. Huntington Park: The use of whistle is prohibited between Alameda St. and State St., inclusive, except in emergency.

RULE 15. Exceptions: On all branches, except Baldwin Park and Puente Branches, the explosion of a torpedo requires movement at RESTRICTED SPEED for one mile from point where torpedo was exploded.

RULE 17. State Street Line: Trains must operate between El Monte and State Street Jct. with headlight dimmed.

RULE 17-D. State Street Line: Oscillating headlight must not be operated between El Monte and State Street Jct.

RULE 21. Applies between Los Angeles Yard and Burbank Jct.

RULE 82-A. Terminal Tower is a train order office for all passenger trains originating LAUPT.

RULE 83-A. Los Angeles Yard is a register station for trains originating or terminating.

COLTON SUBDIVISION

RULE 93. Location of yard limits:

471.2	Los Angeles (Burbank Jct.-Alhambra Line)	485.5
482.8	Taylor Jct.-Eastward main track only	485.5
497.3	Baldwin Park Branch	507.0
489.1	Santa Ana Branch	End of Branch
497.6	Studebaker (Puente Branch)	Los Nietos 501.2
509.0	Anaheim (Stanton Branch)	Los Alamitos Jct. 514.0
511.0	Tustin Branch	End of Branch
486.2	San Pedro Branch	End of Branch
501.4	Long Beach Branch	End of Branch
485.7	Wilmington Branch	Dominguez 496.5
490.8	El Segundo Branch	501.6
493.0	Torrance Branch	End of Branch
485.2	Santa Monica Branch	Culver Jct. 494.2
496.1	West Santa Ana Branch	End of Branch 507.8
487.5	Slauson Jct. (La Habra Branch)	Fullerton Jct. 505.8
514.3	Los Alamitos Branch	End of Branch
UP 10.5	Anaheim Branch via UP	UP 20.4
497.2	Whittier Branch	End of Branch
532.4	West Colton	538.7
538.9	Riverside Branch	541.2
539.0	San Bernardino Branch	End of Branch

BALDWIN PARK BRANCH

Movements between MP 507.0 and MP 509.0 must be authorized by train order.

SANTA ANA BRANCH

A red light, or lighted fusee must be displayed to the rear of caboose or cars from sunset to sunrise when movement is made on Santa Ana or Olive Streets in the City of Anaheim.

LA HABRA BRANCH

Through engine movements between Slauson Jct. and Los Nietos must not leave either station until ascertained from Los Nietos operator there are no opposing movements.

All trackage between Colima and Fullerton Jct. is jointly used by Southern Pacific and Union Pacific under provisions of Rule 93. Crews must receive permission from Los Nietos operator, before entering joint trackage and advise operator when leaving joint trackage.

ANAHEIM BRANCH UPRR

Assigned hours of operation on the UPRR Anaheim Branch from Fullerton Jct. to Anaheim 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 UP Anaheim Branch during other than assigned hours, protection must be provided.

SAN PEDRO BRANCH

Harbor Belt Line crews will line switches for SP movements from Thenard Tower to End of Branch.

Movements within Harbor Belt Line Inner Zone of operation must not be made without permission of Harbor Belt Line yardmaster.

Control points for movements over SP tracks have been established at Long Beach, Dolores and Pier A Wilmington.

Movements between Dolores and Long Beach via Long Beach Branch must not be made without permission of Asst. Terminal Superintendent, Dolores or his representative.

Westward trains via Mission Tower must contact ATSF Redondo Tower for clearance before passing 50th Street, MP 486.8, and must not pass Little Alameda Street until clearance is received.

Between Los Angeles (J Yard) and Firestone Park the track designated as No. 1 is situated on the magnetic west side and No. 2 track is the adjacent track.

Normal movement is eastward on No. 1 track and westward on No. 2 track. Tracks may be used in either direction under provision of Rule 93. Double track rules do not apply.

Through engine movements must check with the Los Angeles (J Yard) yardmaster before departing J Yard or 92nd Street for proper route.

COLTON SUBDIVISION

WILMINGTON BRANCH

Eastward trains to Dolores must contact Dolores before passing end of double track, MP 489.9, Watts.

Eastward and westward trains to La Habra Branch must contact Los Nietos before passing Slauson Junction.

Westward through trains via Mission Tower must contact ATSF Redondo Tower for clearance before passing 55th Street, MP 487.2, and must not pass Amoco until clearance is received.

Between Los Angeles (J Yard) and Slauson Jct., and between Slauson Jct. and Watts, the track designated as No. 1 is situated on the magnetic west side and No. 2 track is the adjacent track.

Normal movement is eastward on No. 1 track and westward movement on No. 2 track. Either track may be used in either direction under the provisions of Rule 93.

RULE D-97 and D-251. Apply on eastward main track between MP 482.9 and MP 485.5; between Allen Ave. Crossovers, MP 473.4 and MP 479.4.

RULE 104. City of Industry: Switches bearing a white letter "N" mounted above switch target must be returned to normal position after each use and must not be left open for another train or engine unless a member of crew is left in charge.

RULE 107. Station train indicator is provided at MP 477.7 for westward trains approaching Glendale. When illuminated this indicator will convey the following information:

TRAIN — Train on platform on opposite track.

CLEAR — Indicator in service.

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 211. Burbank Jct.: Operator, after receiving oral authority from train dispatcher, will clear interlocking signal, MP 471.8, for westward movement on route desired. This will be an indication to an approaching train that train orders have been issued authorizing movement to the next station at least, against and ahead of all superior trains, and will not require the issuance of a Form N train order.

RULE 221. Los Angeles Yard: Is a train-order office for trains originating.

Burbank Jct.: Is a train-order office for westward trains.

Train-order signal on north side of No. 1 track applies to No. 1 track. Train-order signal on south side of No. 2 track applies to No. 2 track.

RULE S-240. Applies at following locations:

Territory	Register Location
Baldwin Park Branch: Bench-MP 509.0	Bench
Azusa Branch: Orange Ave. Jct.-Azusa	Orange Ave. Jct.
Chino Branch: Pomona-Chino	Pomona
La Habra Branch: Fullerton Jct.-Brea Chem	Fullerton Jct.
Stanton Branch: Los Alamitos Jct.-End of Branch	North Stanton
East Long Beach Branch: Dominguez Jct.-End of Branch	Dolores
Santa Monica Branch: Culver Jct.-End of Branch	Culver Jct.
West Los Angeles Branch: Culver Jct.-End of Branch	Culver Jct.
Riverside Branch: Grand Terrace-End of Branch	Grand Terrace

Rule 306. Block signals with "P" plates.

Eastward	Protection	Westward
P-A	Spring switch, MP 490.4 (Baldwin Park Branch)	
P-I	Spring switch, west end track No. 1, Studebaker	P-I
	Spring switch, east end track No. 1, Studebaker	P-I
	Spring switch, beginning double track, Slauson Junction (La Habra Branch)	P-I
	Spring switch, beginning double track, Slauson Junction (Wilmington Branch)	P-I

COLTON SUBDIVISION

RULE 505. Los Angeles Yard: Signals 4781 and 4783, top end A Yard lead track, govern 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.

Eastward freight trains must not pass Signal 4780, top end A Yard unless proceed signal from switchman or oral authorization is received.

RULE 507. Alhambra Line: Westward trains must not pass Signal 4845, located east of San Pablo St., displaying stop indication when flashing white light is displayed, unless orally authorized by Mission Tower operator.

State Street Line: Eastward trains must not pass Signal 4954, located east of Baldwin Ave. underpass, displaying stop indication when flashing white light is displayed, unless orally authorized by train dispatcher.

RULE 512. Block indicator (Rule 298, Figure 1) located at clear point Wilmington Branch, MP 496.5. Westward engines on Wilmington Branch at Dominguez must stop and operate push button. If block is unoccupied indicator will clear (Rule 298, Figure 3). Movement may proceed.

RULE 540. Switch point indicators:

Main Line Tower: Tracks 2 through 10, 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 illuminated, careful examination of switch must be made before making movement over switch.

Long Beach Branch, MP 501.8: Indications

Green aspect	Lined for SP Movement
Yellow aspect	Lined for ATSF movement
Red aspect	Examine switch points

RULE 606. Burbank Junction: Limits extend on Coast Line to signal bridge, MP 462.4; on Saugus Line to eastward signal, MP 471.3; and on Tracks No. 1 and No. 2 to MP 473.4. Tracks are designated as follows:

North track - No. 1; South track - No. 2

Eastward signals at MP 473.1, governing eastward movements on tracks No. 1 and No. 2 to westward main track, are equipped with switch key actuator start boxes.

Permission must be obtained from operator Burbank Junction before switch key is inserted in start box. Signal will not clear until switch key actuator is operated. Before movement against the current of traffic is made, protection must be provided in accordance with Rule D-160 or D-161.

Key actuator start box for eastward movements from No. 1 track to westward main track is located on signal case, MP 473.1. Key actuator start box for westward movements from No. 2 track to westward main track is located on signal bridge, MP 473.1.

Dayton Avenue Tower: Limits extend on No. 1 track from Signal Bridge, MP 479.3, to Signal Bridge No. 4, MP 481.4; on No. 2 track from signal bridge, MP 479.3 to signal bridge, MP 481.7; on yard tracks from signals located east end of C Yard 1, 2 and 3; east end of yard leads No. 17 and No. 20 to signal located east end of the Midway Bridge; and from signals located west end of C Yard 1 and the east end of A Yard 1 to respective power operated crossover switches to the main track.

Westward signal, MP 479.3, governing movements on eastward main track is equipped with switch key actuator start box.

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Permission must be obtained from operator Dayton Avenue Tower before switch key is inserted in start box. Signal will not clear until switch key actuator is operated. Before movement against current of traffic is made, protection must be provided in accordance with Rule D-160 or D-161.

Mission Tower: Limits extend on both main tracks from signals located 300 feet west of East Bank Jct. switches to signal, MP 481.4, on No. 1 track and signal, MP 481.7, on No. 2 track; on No. 1 track to signal located 300 feet east of Taylor Jct., MP 482.2, and on No. 2 track to signal MP 482.2; on River Station track from East Bank switch to signals, MP 482.3, located 250 feet west of Naud Jct. switch and to signal bridge No. 2, MP 484.9.

Mission Tower-Redondo Jct. via ATSF: SP trains or engines must secure authority from ATSF towerman, Redondo Jct., to occupy Industry Lead (Old Eastward Main Track) between MP 143.1 and MP 140.2. Towerman at Mission Tower must confer with towerman at Redondo Jct. before allowing train or engine to enter track at west end through interlocked switch.

Before entering or fouling this track through hand throw switch, authority must be obtained from towerman at Redondo Jct. Towerman at Redondo Jct. must be advised when train or engine is clear of track.

Trains and engines must operate at RESTRICTED SPEED not exceeding 10 MPH on Industry Lead between MP 143.1 and MP 140.2.

Terminal Tower: Limits extend from eastward signals at Bridge No. 2, MP 482.4, to west end of LAUPT station tracks.

Los Nietos-Bartolo: Limits extend on Puente Branch over UP and ATSF crossings from westward signal, MP 504.9, to eastward signal, MP 501.1.

Movements across ATSF track, MP 501.7, are under control of ATSF train dispatcher. When interlocking signals display stop indication, member of crew must call ATSF train dispatcher for permission to move over crossing. After permission is obtained movement may be made only after flag protection has been provided on ATSF tracks on both sides of crossing.

La Habra Branch: Limits extend from westward signal, MP 496.0, to eastward signal, MP 496.6.

Studebaker: Limits extend from westward signal, MP 499.4, to eastward signal, MP 497.6.

Eastward trains and engines enroute Los Nietos will move via track No. 1 yard track and westward trains and engines enroute Studebaker will move via main track.

Main track between MP 498.8 and MP 497.7 is signalled for westward movements only and track No. 1, which extends from MP 497.7 to MP 498.8, 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 operator and such movements must be made at RESTRICTED SPEED.

Tustin Branch-South Anaheim and Marlboro: Limits extend between signals on each side of ATSF crossings, MP 512.4 and MP 514.5.

Authority for movement within interlocking limits, if signals display stop indication, must be obtained from ATSF train dispatcher. Power operated derrails are located 250 feet on either side of crossings at South Anaheim, MP 512.4. Instructions for manual operation are in telephone compartment of instrument case. Cars must not be left standing on approach circuit located 150 feet in advance of signals at Marlboro, MP 514.5, and while switching interchange track at South Anaheim, MP 512.4.

Santa Fe Interlocking-West Colton: Limits extend eastward on main tracks from MP 538.6 to westward signals just east of ATSF crossing, MP 538.7.

Westward signals on No. 1 and No. 2 tracks, MP 538.7, serve as interlocking signals controlling movement across the Santa Fe Interlocking and govern entrance into West Colton Interlocking

COLTON SUBDIVISION

which begins at the opposing Santa Fe Interlocking signals. When Santa Fe Interlocking signal displays stop indication, train or engine before proceeding must receive authority from:

- a. ATSF train dispatcher under provisions of Rule 663.
- b. West Colton interlocking operator under provisions of Rule 663.

Eastward Santa Fe Interlocking signals on No. 1 and No. 2 tracks, MP 538.6, serve as both interlocking and absolute signals. Applicable interlocking rules will apply within interlocking and CTC rules will apply within CTC. When signal displays stop indication, train or engine before proceeding must receive authority from:

- a. ATSF train dispatcher under provisions of Rule 663.
- b. SP train dispatcher under provisions of Rule 776.

When conditions require communicating with ATSF train dispatcher, use phone in signal case. If ATSF train dispatcher cannot be contacted on telephone, West Colton interlocking operator may relay authority from ATSF train dispatcher to pass interlocking signals displaying stop indication under Rule 663.

West Colton Interlocking: Limits extend from MP 532.4 (Sierra Ave.) to MP 538.6 (Santa Fe Interlocking), MP 491.8 (Slover) to MP 537.4 (West Colton via west leg of wye), MP 491.8 (Slover) to MP 492.4 (via east leg of wye).

Westward interlocking signals at MP 532.5 (Sierra Ave.) and MP 492.0 (east and west leg of wye) serve as both interlocking and absolute signals. Applicable interlocking rules will apply within interlocking and CTC rules will apply within CTC. When signal displays stop indication, train or engine before proceeding must receive authority from:

- a. West Colton interlocking operator under provision of Rule 663.
- b. Train dispatcher under provisions of Rule 776 which may be relayed through West Colton interlocking operator.

RULE 669. Dayton Ave. Tower and Mission Tower: One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by operator to resume movement.

RULE 670. West Colton: Westward movements, using 100 lead or main track at Sierra Ave. from Tracks 101-109, may make reverse movement in eastward direction without permission from West Colton interlocking operator, PROVIDED east end of movement has not passed westward interlocking signal controlling movements from Track 101.

In addition, reverse movements may be made on 100 lead when authorized by signal indication.

RULE 680. Slauson Junction: Eastward movements from Wilmington to La Habra Branch must stop at marker post located 20 feet in advance of eastward interlocking signal, wait 20 seconds, then sound whistle once to activate signal system. Movement may proceed when switch reverses, and signal indicates proceed on diverging route.

For movements on Wilmington Branch, if signals indicate stop for eastward or westward movement, operate push button according to instructions in box.

Westward interlocking signal from La Habra Branch to Wilmington Branch will display a red aspect for movements approaching signal. After approach circuit has been occupied one minute, switch will reverse, and signal will display proceed indication.

If westward movement is to be made from either Wilmington Branch or La Habra Branch, and both approach circuits are occupied, operate push button bearing the name of branch until white light above push button is displayed. After one minute signal will display proceed indication.

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Eastward interlocking signal, MP 487.4, governing movements on eastward main track, is equipped with switch key actuator start box. Signal will not clear until switch key actuator is operated.

Eastward interlocking signal on westward main track, MP 487.4, is a double unit dwarf signal. Top unit will clear when switch key actuator is operated and governs movement on Wilmington Branch. Bottom unit will clear after switch key actuator is operated and train has sounded whistle to activate signal system for movement from Wilmington Branch to La Habra Branch.

Santa Fe Springs: Switch indicator and spring derails are located on each side of ATSF tracks. Each derail can be trailed through. Signal is located at each derail. When crossing the ATSF and switch indicator shows clear, remove lock on ground stand. The electric lock will release; then line derail and the signal will clear.

If switch indicator is at stop, contact ATSF train dispatcher immediately by telephone and be governed by his instructions.

If unable to communicate with train dispatcher and indicator is at stop, trainmen, after removing lock from derail, must ascertain that no movements are approaching, then place ATSF signals at stop by inserting key in circuit controller at crossing and holding for 10 seconds. Within 5 minutes derail can be reversed and signal should clear. If signal does not clear after 5½ minutes proceed over crossing as provided by Rule 663(c).

The electric lock is equipped with two treadles. Depress upper treadle ONLY to remove lock. Depress lower treadle to unlock operating lever on derail.

RULE 705. Wilmington Branch:

Eastward W Indicator, MP 489.3, applies to Wilmington Branch.

Eastward M Indicator with flashing white light, MP 491.2.

Westward M Indicator with flashing white light, MP 495.4.

Eastward M Indicator with flashing white light, MP 495.8.

Westward M Indicator with flashing white light, MP 496.1.

Westward Indicator, MP 495.4 and Eastward Indicator, MP 495.8, govern movement from Carson siding only.

Indicators displaying illuminated M in top unit and flashing white light in lower unit indicate block clear. If M indicators are dark or the letter W is illuminated in W indicator, engines must stop and member of crew operate push button at indicator. After 7 minutes for eastward engines or 9 minutes for westward engines, if block is unoccupied, indicator will display proceed indication.

Eastward or westward engines in Carson siding, before entering main track, must operate push button and if block is clear a flashing white light will be displayed in lower unit. Member of crew will then line switch for main track. Illuminated M will be displayed. Crew member of engine occupying approach circuits at above M indicator must operate CANCEL push button if through movement is not to be made.

If proceed indicators are not displayed after push buttons have been operated, and if it is ascertained by communication or view of track that there are no opposing movements, engines may proceed WITH CAUTION.

Within letter type indicator limits, where main track hand-operated switches are not provided with block indicators and/or crew operated push-button, 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 for meeting or passing of trains.

To change position of J-7 switch, at **Junction of Wilmington and San Pedro Branches**, stop within 100 feet east of sound detector located 50 feet east of LA River Bridge and sound whistle.

When SP is displayed in letter-type indicator, switch is lined for San Pedro Branch. Lower unit W indicates switch lined for Wilmington Branch. White light under indicators will flash when switch is lined and indicator is illuminated.

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J-7 switch must be hand operated if automatic feature fails. Switch is V-type and may be trailed through.

White light located at J-7 switch is for westward movements from San Pedro, Wilmington and Santa Monica Branches and, when flashing, indicates westward interlocking signal at Santa Fe Avenue is displaying a proceed indication.

RULE 760. CTC is in effect on main track and sidings between:

MP 482.9 and MP 485.5 on No. 1 track
MP 485.5 and MP 488.2 on No. 1 and 2 tracks
MP 488.2 and MP 532.4

MP 484.9 and MP 496.5 (State Street Line)
MP 538.7 and MP 541.3 on No. 1 and 2 tracks

Alhambra Line: Main track, to north, between MP 482.9 and MP 485.5 designated as No. 1 track.

Main tracks between MP 485.5 and MP 488.2 and between MP 538.7 and MP 541.3 are designated as follows:

North track - No. 1; South track - No. 2

Puente Branch: CTC limits extend from Bartolo, MP 504.5, to Puente Jct., MP 512.3, and are controlled by UP train dispatcher.

Trains operating between City of Industry and Los Nietos on Puente Branch must not leave City of Industry or Los Nietos until it has been ascertained that permission has been obtained from UP train dispatcher. Signal governing movement to UP displaying proceed indication, indicates that permission has been obtained.

Movements over UP crossing, MP 504.5, are governed by absolute signals at crossing and controlled by UP train dispatcher.

RULE 763. Mission Tower interlocking signal displaying proceed indication for trains to enter State Street Line confers authority to enter CTC at "BEGIN CTC" sign, MP 484.9.

RULE 765. Except when moving on signal indication, yard engines must not occupy No. 1 track between A signal just west of Valley Boulevard, MP 485.2 and Taylor Junction for switching movements, without authority from train dispatcher. This authority may be obtained from train dispatcher by LATC yardmaster and must be furnished by him to yard crews when performing switching. When switching is completed and yard engine clear of No. 1 track, yard crews must notify LATC yardmaster immediately who will release track to train dispatcher.

RULE 776. Ontario: Movements across UP track on spur governed by absolute dwarf type signals do not bear plate with letter A. Electrically locked derrails 200 feet either side of UP main track are controlled by UP train dispatcher. If electric lock fails to unlock within three minutes contact UP train dispatcher by telephone and be governed by his instructions.

Pomona: Movements across UP main track on Chino Branch, are under control of UP train dispatcher. Eastward trains to Chino Branch must line initial switch before signal will clear. Westward signal will clear on approach of train. If signals fail to clear, contact UP train dispatcher by telephone and be governed by his instructions.

Signal, 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.

RULE 812. 1. Operation over Union Pacific tracks will be governed by SP rules and instructions in so far as they are not in conflict with "UP Special Rules" contained in Timetable Bulletin.

2. Operation within LAUPT will be governed by "Rules and Special Instructions for Operation within LAUPT".

3. Operations over ATSF tracks on Baldwin Park Branch between North Pomona, MP 514.4, and Claremont, MP 515.4, will be governed by ATSF rules and instructions.

Instructions for obtaining ATSF train dispatcher's permission to occupy ATSF main track are in telephone box located at the limits of this territory.

COLTON SUBDIVISION

RULE 825. Instructions for applying hand brakes:

Los Angeles:	A Yard	8 on east end
	C Yard	6 on east end
	Local Yard	3 on east end
	Midway	6 on east end
	Bullring	6 on east end
	Cornfield	6 on east end
	Aurant	6 on west end
West Colton:	Receiving Yard	6 on east end
	Departure Yard	4 on east end
	Old Colton Yard	4 on east end
Kaiser:	Plant tracks	4 on descending end
City of Industry:	A Yard — 1 to 50 cars	5 on west end
	50 or more cars	8 on west end
	C Yard — 1 to 50 cars	4 on west end
	50 or more cars	6 on west end
Irwindale:		6 on descending end
El Segundo:	Wise transfer	6 on descending end
Dolores:		4 on descending end
Long Beach:	8th Street Yard and Tracks 4, 5 and 6	
	Berth 212	6 on descending end

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

RULE 827. Location of dragging and/or derailed equipment detectors. Alhambra Line: MP 492.0, 496.6, 505.3, 510.2, 519.4, 522.1 and 531.9.

State Street Line: MP 486.4, 487.4 and 494.8.

HOT BOX DETECTORS

SCANNER SITES

MP	Type	Direction(s)	MP	Type	Direction(s)
475.3*	D	East	504.7	C	Both
492.0**	D	West	526.8***	D	East

*When white light located on post adjacent to eastward main track is observed flashing, speed of train must be immediately reduced to not exceeding 15 MPH and stop made as soon as rear of train has passed Chevy Chase Drive, MP 476.4. Recorder is located at Los Angeles Yard.

**Recorder is located at Los Angeles Yard.

***Scanner is a combination hot box and loose wheel detector. When flashing light is activated crew member must contact Crest Lead Carman at recorder, West Colton, to determine location of loose wheel or hot bearing.

City of Industry: Rolling inspection must be made of entire train departing via Puente Jct. Crew member making rolling inspection must be stationed in the vicinity of San Jose Creek Bridge.

RULE 837. 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, at following locations:

State Street Line: Lincoln Park Spur

Compton: Owens-Corning Spur

El Segundo: 1. Standard Oil, 2. Wise Transfer.

Fullerton: Hunts Food Spur.

Long Beach: 1. Across bridge at 3rd Street. 2. All ore loads.

Vina Vista: Track 3345, serving K-Mart.

RULE 872. Will not apply Los Angeles, West Colton and Colton.

AIR BRAKE RULES

RULE 58. Section L will apply on either leg of wye West Colton.

BAKERSFIELD SUBDIVISION

BAKERSFIELD SUBDIVISION

EAST-WARD Mile Post	STATIONS			WEST-WARD Station Number	
	Fresno Line				
201.8	Yd. Limits Automatic Block System	TO-R	FRESNO YARD	BKYPQ	27325
205.5			FRESNO	YP	27330
209.1			CALWA TOWER	P	27704
216.5		8350	GOBLE	P	27716
223.2		8350	SUN-MAID	P	27723
231.3		8300	TRAYER	P	27731
238.6			GOSHEN X-OVER	P	
239.1		11170 H	GOSHEN JCT	YP	27739
250.0		8200	TULARE	P	27915
260.4		8350	TIPTON	P	28100
272.4		8350	EARLIMART	P	28114
280.7		DELANO	P	28126	
283.1	8350	DEL FAR	P	28131	
292.6	8350	FAMOSO	P	28200	
299.7	8330	CAWELO	P	28209	
305.8	8350	SACO	P	28218	
312.9	Yd. Lmits. TO-R	BAKERSFIELD	BKYPQ	28250	
		(111.1)			

Exeter Branch

205.5	Yd. Lmits	FRESNO	YP	27330	
207.0		ATSF TOWER X-ING	IP		
213.0		LOCANS	YP	27413	
215.9		CLOTHO	P	27416	
219.8	4360 Yd. Limits	SANGER		27420	
227.9		LACIAC		27428	
228.1		WEST ATSF JCT			
		via ATSF			
229.1		EAST ATSF JCT			
229.9	4110 R	REEDLEY	P	27430	
235.0	2490	DINUBA	P	27435	
243.6		ATSF X-ING			
257.4	3570 Yd. Limits TO-R	EXETER	BKYP	27460	
264.3	5090	LINDSAY	P	27615	
268.6	1760	STRATHMORE	P	27625	
274.8	1440	PORTERVILLE	P	28010	
282.6		TERRA BELLA	P	28047	
287.1	ABS Yard Limits	3380 H	DUCOR	P	28051
294.9		3330	RICHGROVE	YP	28059
299.0			JASMIN	P	28073
309.8			FAMOSO	P	28200
		(104.3)			

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT	Exceptions:	PSGR	FRT
FRESNO YARD and KERN JCT.	60	55			
199.0 and 201.9	35	35	220.0* and 221.3*		
201.9 (thru turnout)	25	25	5:00 AM to 11:00 PM	45	45
201.9 and 209.1	35	35	249.2* and 250.7*	35	35
214.5* and 215.3*	45	45	267.0 and 312.8	40	40
			312.8 and 313.6	20	20

EXETER BRANCH ALL TRAINS

BETWEEN	ALL TRAINS	Exceptions:	ALL TRAINS
FRESNO and FAMOSO	30		
206.1 and 207.5	20	263.4* and 264.8*	
229.2* and 230.7*		5:00 AM to 11:00 PM	20
5:00 AM to 11:00 PM	20	264.8 and 275.0	25
256.5* and 257.9*		275.0 (Orange Ave)	15
5:00 AM to 11:00 PM	20	275.0 and 295.5	25
		308.7 and 310.0	20

***RULE 10-J.** At these locations, speed may be increased as soon as lead locomotive has passed increase speed sign.

"K" trains must not exceed 30 MPH between:

Fresno	MP 199.0 and MP 209.0
Fowler	MP 214.5 and MP 215.5
Selma	MP 220.0 and MP 221.5
Kingsburg	MP 225.0 and MP 226.5
Tulare	MP 249.0 and MP 251.0
Delano	MP 279.1 and MP 281.4
Bakersfield	MP 311.0 and MP 315.0

MAXIMUM AUTHORIZED SPEED FOR TRAINS

The following establishes the maximum allowable speed for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, AB Rule 33, etc.)

a. BKRVP, BRLAT, LABRF, LABRT, WCOAT and YUOAT are authorized to operate at passenger train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. EUASY, EULFY, EUTUY, PTCIY, PTLAY and ATSF trains are authorized to operate at freight train speed.

c. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: Without dynamic brake in operation, must operate at freight train speed.

d. Other freight trains may be authorized by train dispatcher to operate at passenger train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

e. Trains not covered in items a, b, c, or d may operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

MAXIMUM HORSEPOWER PER TON RATIO:

LABRF	2.5*
BKRVP, BRLAT, LABRT, WCOAT, YUOAT	2.5
All other trains	1.5

* Up to 24 axles of power should be left running; however locomotives in excess of the number needed to achieve 2.5 HP/ton should be ISOLATED.

SPEEDS ON OTHER THAN MAIN TRACK:

Remotely controlled turnouts, crossovers and sidings	25
Exceptions: Earlimart, Delfar, Famoso	10
Within locomotive maintenance facilities Fresno and Bakersfield	5
Yard tracks Fresno Yard MP 199.9 to 201.8	4
All other tracks Bakersfield Subdivision	10

BAKERSFIELD SUBDIVISION

EAST-WARD Mile Post	STATIONS		WEST-WARD Station Number
	Clovis Branch		
205.5	Yd. Lmts. {	FRESNO 1.5	YP 27330
207.0		ATSF JCT Via ATSF	
213.0	Yard Limits {	FI RY JUNCTION 1.9	
214.9		TARPEY 2.5	27363
217.4		CLOVIS 8.3	27367
225.7		ROCKFIELD	27378
		(21.5)	

Coalinga Branch			
239.1	Yd. Lmts R	GOSHEN JCT 12.5	YP 27739
239.7		HANFORD 3.4	IP 27809
252.5	Yd. Lmts {	ARMONA 4.5	27813
255.9		LEMOORE 2.7	27819
256.3		ROSSI 9.6	27825
260.8		WESTHAVEN 6.6	27852
263.5		HURON 7.3	27860
273.1		TURK 8.4	27868
279.7		COALINGA	Y 27880
287.0		(55.3)	

Stratford Branch			
263.5	Yd. Lmts. {	ROSSI 7.6	27825
271.1		STRATFORD	27840
		(7.6)	

Visalia Branch			
239.1	Yd. Lmts. R	GOSHEN JCT 7.8	YP 27739
245.3		VISALIA 10.1	P 27520
253.1	Yd. Limits TO-R	EXETER	BKYP 27460
263.2		257.4	(17.9)

Richgrove Branch			
294.9	Yd. Limits {	RICHGROVE 2.7	YPQ 28059
297.6		TROCHA 1.4	28065
299.0		JOVISTA	28069
		(4.1)	

Oil City Branch			
308.6	Yard Limits {	OIL JCT 3.0	YP 28222
311.6		MALTHA	28235
		(3.0)	

Buttonwillow Branch			
313.6	Yard Limits {	TO-R KERN JCT 3.1	KIP 28280
316.7		STRADER 2.1	28320
318.8		WIBLE ORCHARD 3.3	28325
322.6		GOSFORD 5.8	28335
328.4		STEVENS 17.9	28340
346.3		BUTTONWILLOW	28370
			(32.7)

BAKERSFIELD SUBDIVISION

EAST-WARD S P Mile Post	STATIONS		Station Number	WEST-WARD Sunset Ry Mile Post
	Sunset Railway Company			
322.6	Yd. Limits {	GOSFORD 10.0	28437	0.0
332.6		2316 CONNOR 4.6	28455	10.0
337.2		2343 MILLUX 13.1	28465	14.6
350.3		1980 PENTLAND 8.8	28480	27.7
359.1		TAFT	28490	36.5
			(36.5)	

MAXIMUM AUTHORIZED SPEED FOR TRAINS		
BETWEEN	CLOVIS BRANCH	ALL TRAINS
FRESNO and ROCKFIELD		15
Exceptions: 213.0 and 223.2		10
NOTE: MP 207.0 and MP 231.0 Via ATSF		

COALINGA BRANCH			
GOSHEN JCT. and COALINGA			
Exceptions:	ALL TRAINS	Exceptions:	ALL TRAINS
239.5 and 240.2	15	260.4 and 261.5	20
252.0 and 253.2	20	279.1 and 281.0	20
256.2 and 257.7	20	281.0 and 295.4	10

STRATFORD BRANCH	
Rossi and Stratford	10

VISALIA BRANCH	
GOSHEN JCT. and EXETER	20
Exceptions: 251.9 and 253.9	15

RICHGROVE BRANCH	
RICHGROVE and JOVISTA	20

OIL CITY BRANCH	
OIL CITY and MALTHA	20

BUTTONWILLOW BRANCH			
KERN JCT. and BUTTONWILLOW			
Exceptions:	ALL TRAINS	Exceptions:	ALL TRAINS
313.4 and 314.2	15	332.0 and 347.0	10

SUNSET RAILWAY COMPANY	
GOSFORD and TAFT	20
Exceptions: 20.0 and 37.0	15

ADDITIONAL STATIONS					
Mile Post	Station	Station Number	Mile Post	Station	Station Number
Clovis Branch					
212.9	Las Palmas	27358	255.8	Octol	27925
214.2	Hammer Field	27361	258.8	Pixley	28109
216.3	Melvin	27365	276.5	Radnor	28121
218.5	Glorietta	27369	284.5	Vinland	28135
220.9	Pinedale	27372	287.0	McFarland	28138
223.0	Copper Ave	27375	290.3	Cabernet	28150
Coalinga Branch					
262.4	Cimarron	27821	295.9	Slater	28204
268.5	Vanguard	27850	300.5	Lerdo	28211
Oil City Branch					
310.5	Seguro	28230	308.6	Oil Jct	28222
Fresno Line					
208.3	Calwa	27700	313.6	Kern Jct	28280
210.4	Malaga	27707	Buttonwillow Branch		
215.1	Fowler	27713	Bakersfield Corrals		
220.7	Selma	27721	315.3		28310
225.6	Kingsburg	27726	316.0	Kayandee	28315
245.6	Tagus	27910	331.9	Rogas	28347
Sunset Railway					
			328.0	Del Kern	28446
			328.6	Garintee	28445
			329.6	Lyla	28450
			334.9	Gulf	28460
			340.9	Levee	28470

BAKERSFIELD SUBDIVISION

SPECIAL INSTRUCTIONS

RULE P. Impaired side clearance:

MP	Exeter Branch	Description
253.5		Bridge

RULE 7-C. Fresno Yard and Bakersfield: Trains entering or leaving yard tracks must receive a proceed signal, with green flag or green light, except within limits of diverging route signals, or be orally authorized.

Fresno Yard: Signals P-2016, P-2018, P-2021, P-2022 and 2023 are equipped to display flashing white light. Trains must not pass these signals unless the flashing white light is displayed or green flag, green light or oral authorization is received from switchman.

RULE 10-H. Exceptions: On the Stratford, Richgrove, Visalia and Oil City Branches, when a yellow flag is required it will be displayed one-half mile from point of restriction.

RULE 15. Exceptions: On the Stratford, Richgrove, Visalia and Oil City Branches, the explosion of a torpedo requires movement at RESTRICTED SPEED for one mile from point where torpedo was exploded.

RULE 21. Where train orders are received prior to departing CTC limits, identification may be made to apply at end of CTC.

RULE 80. Fresno: SP trains will operate over ATSF track in Fresno between Ventura Ave., MP 213.0 and Hammond siding, MP 207.0. ATSF Rules, Timetable and Trainmasters Bulletins govern all movements between Ventura Ave. and Hammond siding on Hill Lead, Pike Lead and Fresno Interurban District.

Westward trains will enter Hill Lead at switch located 200 feet east of Santa Fe Ave. and will use hand-throw crossover switch located just west of Ventura Ave. Normal position of these switches is for Hill Lead.

Permission to pass controlled signal, located 100 feet west of Santa Fe Ave., for westward movement and controlled signal, located 200 feet east of Ventura Ave., for eastward movement and to enter main track must be obtained from ATSF train dispatcher by use of telephone.

Speed between Ventura Ave. and Hammond siding is 20 MPH; on Fresno Interurban District is 10 MPH.

Operator Fresno must notify ATSF train dispatcher, through operator Calwa, when train is expected to enter Hill Lead in order that ATSF crews may be advised to provide for passage of SP trains.

Exeter Branch: SP trains will use ATSF main track between switches, MP 228.0 (ATSF MP 50.73) Lacjac, and MP 229.1 (ATSF MP 49.49) Reedley. ATSF Rules, Timetable and Trainmasters Bulletins govern all movements over ATSF track.

"STOP" signs are located at MP 227.9, Lacjac, and MP 229.2, Reedley.

Before passing "STOP" signs, authority for movement must be obtained from the ATSF train dispatcher through SP wire chief Fresno via radio, who must be notified promptly when movement is completed.

RULE 82-A. Fresno: Trains originating Fresno enroute Fresno Interurban Railway must obtain ATSF clearance at Fresno Yard.

BAKERSFIELD SUBDIVISION

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

Fresno Yard	Trains originating or terminating.
Reedley	Train instructed by train order.
Ducor	Train instructed by train order.
Goshen Jct.	Train instructed by train order.
Bakersfield	Trains originating or terminating.

RULE 93. Location of yard limits:

199.3	Fresno (Fresno Line)	209.0	256.3	Exeter (Exeter Br.)	258.5
202.0	Fresno (West Side Line)		213.0	F.I.Ry Jct. (Clovis Br.)	End of Br.
208.4	Fresno (Biola Br.)		260.0	Exeter (Visalia Br.)	
	Fresno (Clovis Br.)	207.0	263.5	Rossie (Stratford Br.)	End of Br.
	Fresno (Exeter Br.)	208.1	286.0	Ducor (Exeter Br.)	Famoso 308.6
310.9	Bakersfield	316.6		Richgrove (Richgrove Br.)	End of Br.
322.8	Gosford (Sunset Ry.)	End of Br.	239.9	Goshen Jct. (Coalinga Br.)	243.0
219.0	Sanger	221.5	272.0	Huron	282.0
246.0	Goshen Jct. (Visalia Br.)	248.7	308.7	Oil City Br.	End of Br.
			315.7	Buttonwillow Br.	End of Br.

RULE D-97. Will apply between Fresno Yard, MP 201.9 and Calwa Tower, MP 209.1; MP 310.9 and Bakersfield, MP 312.9.

RULE 99. Exceptions: On Visalia Branch, distances specified for placement of torpedoes and flag protection will be one-half and one mile.

RULE D-160. Fresno Yard: Signal 2019 adjacent to eastward main track displays permanent red aspect. Train or engine may pass this signal without stopping and move against current of traffic after protection has been provided in accordance with provisions of Rule D-161.

RULE 221. Exeter is a train-order office for trains originating.

RULE 306. Block signals with "P" plates

Eastward	Protection	Westward
P-2016*	Spring switch, end of double track, Fresno.	
P-2018*	Spring switch, end of double track and west end of crossover, westward main track to eastward main track, Fresno.	
P-2022*	Spring switch, west end crossover, yard lead to westward main track and eastward main track, Fresno.	
	Spring switch east end crossover, yard lead to westward main track, Fresno	*P-2021
	Spring switch east end crossover, westward main track, to eastward main track, MP 201.9, Fresno	P-2027
P-2036	Spring switch, west leg of West Side Line wye, Fresno.	
	Spring switch on crossover, Fresno Line, Fresno	P-2041
P-2042	{ Barricade detector, MP 204.6 Fresno Line }	P-2057
P-2046		P-2059
	Spring switch, east end Station Track, Famoso	P-2937
	Spring switch, junction switch Exeter Branch, Famoso siding	P-A
P-3124	Spring switch, west end of yard track No. 1, Bakersfield.	
	Spring switch, east end of double track, Bakersfield	P-3129

*When switch point indicator displays green aspect it will not be necessary to open and close spring switch by hand in accordance with this rule.

RULE 509. Bakersfield: Eastward trains may pass Signal 3132 and westward trains may pass signal 3151 displaying stop indication without stopping to enter yard tracks if flashing white light is displayed. If flashing white light is not displayed, train must receive proceed signal from switchman or be orally authorized before proceeding.

Fresno: Trains operating via West Side Line may pass Signal 2036 displaying stop indication without stopping to enter west leg of wye, when proceed signal is received from switchman or oral authorization is given.

RULE 538. Spring switch equipped with facing point lock:

Station	Location
Famoso	East end Station Track

BAKERSFIELD SUBDIVISION

RULE 540. Switch-point indicators:

Fresno Yard	Spring switch end of double track.
Fresno Yard	East end of crossover from yard lead to westward main track.
Fresno Yard	West end of crossover from westward main track to eastward main track.
Fresno Yard	East end of crossover from westward main track to eastward main track.
Fresno Yard	Spring switch from No. 1 drill track to Track 31 west of Ashlan Ave.
Fresno	West leg of wye, West Side Line.
Fresno	East leg of wye, West Side Line.
Fresno	West end crossover west of west leg of West Side Line wye.
Fresno	East end crossover west of west leg of West Side Line wye.
Fresno	Spring switch, junction switch, Exeter Branch.
Fresno	Spring switch, junction switch, Clovis Branch.
Fresno	Spring switch, to west end Track 4420, Exeter Branch.
Goshen Jct.	Spring switch, Coalinga main track to west leg of wye.
Famoso	Spring switch, siding junction switch.
Famoso	Spring switch, east end of Station Track.
Bakersfield	Spring switch, west end of yard track No. 1.

RULE 606. ATSF Crossing, MP 207.0 (Exeter Br.) and Hanford ATSF Crossing, MP 252.8: Interlocking is part of ATSF CTC system and operation over crossing is under control of ATSF train dispatcher. Trains stopped by signals at crossing must immediately contact ATSF train dispatcher via telephone.

Kern Jct.: Limits extend on eastward and westward main tracks from MP 313.5 to MP 313.7 and on Buttonwillow Branch from MP 313.6 to MP 313.7.

Whistle signals for routes:

- For main track, —
- To or from Buttonwillow Branch, —o—
- From SP to ATSF main track, o—
- Between main track and interchange track, o—o,
- To or from No. 1 track, o—o—o.

RULE 705. Indicators located as follows:

Illum. Letter(s)	On Signal	Authorizes & requires movement as follows
S	P-2937	Enter Station Track at east switch.
WAIT	MP 312.9	Wait at indicator until orally authorized by train dispatcher to proceed or light is extinguished.

RULE 760. Calwa Tower-Bakersfield: CTC is in effect on main track and sidings from end of double track Calwa Tower, MP 209.1 to beginning of double track Bakersfield, MP 310.9.

RULE 763. Calwa Tower: Movements across ATSF track, MP 209.1, are under control of ATSF train dispatcher. When signal governing movement over ATSF track displays stop indication, member of crew must notify SP train dispatcher who, after ascertaining from ATSF train dispatcher that signals on ATSF track in both directions are displaying stop indication, may authorize movement over crossing.

Tulare: Movement across ATSF track MP 249.7, is under control of SP train dispatcher. When signal governing movement over crossing displays stop indication, member of crew must notify SP train dispatcher who, after being assured by member of crew that derails are in position to protect movement, may authorize movement over the crossing.

RULE 827. Location of dragging and/or derailed equipment detectors: MP 212.3, 218.3, 228.5, 235.1, 242.5, 258.2, 267.1, 277.5, 288.7, 294.5 and 307.7.

HOT BOX DETECTORS

SCANNER SITES

MP	Type	Directions	MP	Type	Directions
212.3	D*	West	267.5	C	Both
235.1	C	Both	294.5	C	Both
253.3	C	Both	307.7	D	East

*Recorder Fresno Yard, Car Foreman's Office.

**Recorder Bakersfield, Car Foreman's Office.

RULE 872. Will not apply Fresno Yard and Bakersfield.

RULE 883. Blocking chains are not required within Fresno and Bakersfield diesel facilities.

MOJAVE SUBDIVISION

EAST-WARD Mile Post	STATIONS Colton Line			WEST-WARD Station Number
312.9	TO-R	BAKERSFIELD	BKYPQ	28250
313.6	TO-R	KERN JCT	KIP	28280
316.6		MAGUNDEN	P	28505
320.1		EDISON	P	28605
325.0		SANDCUT	P	28611
327.9		BENA	P	28615
331.3	6170	ILMON	P	28619
335.1	E4990	CALIENTE	P	28624
335.2	W4990			
339.5	13270	BEALVILLE	P	28631
342.3	7530	CLIFF	P	28633
345.5	8080	ROWEN	P	28638
348.8	8960 3470	WOODFORD	P	28642
351.8	4800	WALONG	P	28646
354.1	E5330	MARCEL	P	28649
356.6	W5330	CABLE	P	28655
356.7		CABLE X-OVER	P	
358.5		TEHACHAPI	P	29000
360.5		SUMMIT SWITCH	YP	29003
362.4	E5040	CAMERON	P	29012
370.4		MOJAVE	BKIYPQ	29030
380.7		EAST MOJAVE		29302
381.3		ANSEL	P	29312
390.4	8340	OBAN	P	29324
399.9	8350	DENIS	P	29338
409.8		PALMDALE	P	29345
413.8		PALMDALE NO 2	P	
417.3	7370	WASH	P	29368
435.1	9000	PHELAN	P	29384
451.1	9000	HILAND	P	29396
463.0	9097	CANYON	P	29403
470.0	9515	DIKE	P	29415
481.0	7705	BENCH	P	29422
489.8		SLOVER	P	29424
491.1	9127	WEST COLTON	BKIYPQ	45500
494.2				
535.7	Yd. Lmts. TO			
(181.3)				

NOTE: Bakersfield Subdivision Special Instructions govern movement between Kern Jct and Bakersfield.

Colton Subdivision Special Instructions govern movement between Slover and West Colton.

MOJAVE SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT	PSGR	FRT
KERN JCT. and WEST COLTON	60	55		
Exceptions:	PSGR	FRT	Exceptions:	PSGR FRT
EASTWARD				
313.6 (Kern Jct)	30	20	359.5 and 360.6	
except ATSF	30	30	(Via. No 1 Track)	25 25
325.6 and 328.0	50	50	362.0 and 370.4	40 40
328.0 and 332.1	55	-	370.4 and 371.4	35 35
332.1 and 336.0	30	30	371.4 and 374.0	30 30
336.0 and 359.5	25	25	374.0 and 381.4	25 25
WESTWARD				
381.4 and 376.4	45	45	373.4 and 368.7	50 50
376.4 and 373.4	35	35		
VIA NO. 2 TRACK				
380.2 and 376.4	45	45	373.4 and 370.4	45 45
376.4 and 373.4	35	35	370.4(thru x-over)	25 25
365.3 and 336.6	25	25	332.1 and 328.1	55 -
336.6 and 335.0	15	15	328.1 and 325.6	50 50
335.0 and 332.1	25	25	313.6(Kern Jct.)	20 20
EASTWARD AND WESTWARD				
414.4 and 414.5	35	35	487.4 and 491.9	40 40
460.8 and 462.8	50	50	491.9 and 492.7	
462.8 and 463.8	40	40	East & West legs of	
463.8 and 487.4*	30	30	wye	15 15

*Eastward trains in excess of 300 tons per axle of dynamic brake in operation must not exceed 25 MPH between MP 463.8 and MP 486.9.

"K" trains must not exceed 30 MPH between: Lancaster MP 404.5 and 406.0; Bakersfield MP 311.0 and 315.0

The following establishes the maximum allowable speed for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, AB Rule 33, etc.)

a. BRLAT, LABRF, LABRT, WCOAT and YUOAT are authorized to operate at passenger train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. EUASY, EULFY, EUTUY, PTCIY, PTLAY and ATSF trains are authorized to operate at freight train speed.

c. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: Without dynamic brake in operation, must operate at freight train speed.

d. Other freight trains may be authorized by train dispatcher to operate at passenger train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

e. Trains not covered in items a, b, c or d may operate at freight train speed not to exceed 45 MPH, except as provided in A. B. Rule 65.

MAXIMUM HORSEPOWER PER TON RATIOS:

All Westward Trains	5.0
Eastward Trains (Bakersfield to Summit)	6.0
Eastward Trains (Summit to Los Angeles)	5.0*
Eastward Trains (Summit to West Colton)	4.0*
All Other Eastward Trains	5.0

(Refer to A.B. Rule 65)

* Reduce to these HP/Ton ratios at first opportunity after reaching Summit.

SPEEDS ON OTHER THAN MAIN TRACK:

Remotely controlled turnouts, crossovers and sidings ..	25
Exceptions:	
Short siding and turnouts Woodford	20
Crossovers Sandcut	20
Sidings and turnouts, Ansel, Oban, Denis	10
Sidings and turnouts, Summit Switch, Paris, Lang, Humphreys and Sylmar	20
Mojave Track 0512	5
All Other tracks Mojave Subdivision	10

MOJAVE SUBDIVISION

EAST-WARD	STATIONS		WEST-WARD
Mile Post	Saugus Line		Station Number
413.8	PALMDALE	P	29345
420.5	VINCENT	P	29516
425.0	4160 PARIS		29521
429.0	6090 RAVENNA		29527
434.6	RUSS		29534
438.6	4990 LANG		29539
438.8	4110 HUMPHREYS		29544
443.0	Yd. E 5040 Lmts. W 5480 SAUGUS	P	40000
443.1	6050 SYLMAR	P	40030
450.6	TO SAN FERNANDO	P	40040
459.2	3070 PACOIMA	P	40050
461.8	4260 SUN VALLEY	P	40060
463.4	TO BURBANK JCT	KIPQ	40300
467.9	ALLEN AVE X-OVERS	I	
472.1	GLENDALE	P	40330
473.4	TO-R LOS ANGELES YD	BKYPQ	40400
477.1	MAIN LINE TOWER X-OVER	IQ	
478.5	DAYTON AVE TOWER	IQ	40410
479.4	EAST BANK JCT	I	40420
480.7	LATC	YPQ	40490
481.9	(68.7)		
482.8			

RULE 5. Burbank Jct: Time applies at west end of No. 1 and No. 2 tracks.

Vincent: Time applies for eastward trains at east end of double track which is 6350 feet in length.

NOTE: Colton Subdivision Special Instructions govern movement between Burbank Jct and LATC.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT	PSGR	FRT
PALMDALE and BURBANK JCT.	50	50		
Exceptions:	PSGR	FRT	Exceptions:	PSGR FRT
EASTWARD				
417.3 and 420.0	30	30	456.2 and 457.2	30 25
420.0 and 438.2	30	25	457.2 and 458.9	40 25
438.2 and 448.6	30	30	458.9 and 461.9	40 35
448.6 and 454.8	40	40	461.9 and 471.5	40 40
454.8 and 456.2	25	25	471.5 (thru x-over) ..	35 35
WESTWARD				
471.5 and 457.2	40	40	453.0 and 448.6	40 40
457.2 and 456.2	30	30	448.6 and 438.2	30 30
456.2 and 454.8	25	25	438.2 and 417.3	30 25
454.8 and 453.0	40	25	417.3 and 414.4	- 45

MOJAVE SUBDIVISION

MOJAVE SUBDIVISION

SPECIAL INSTRUCTIONS

RULE P. Impaired side clearance:

MP	Description	MP	Description
Colton Line			
332.6	Tunnel 1/2	351.0	Tunnel 9
336.9	Tunnel 1	352.3	Tunnel 10
337.8	Tunnel 2	355.1	Tunnel 14
340.8	Tunnel 3	355.8	Tunnel 15
341.5	Tunnel 5	355.9	Tunnel 16
343.7	Tunnel 7	356.0	Tunnel 17
344.2	Tunnel 8		
Saugus Line			
436.8	Tunnel 18	459.4	Tunnel 25
437.3	Tunnel 19		

EAST-WARD	STATIONS		WEST-WARD
Mile Post	Arvin Branch		Station Number
316.6	Yard Limits	MAGUNDEN 8.0	P 28505
324.6		LAMONT 2.2	28524
326.8		RIBIER 2.0	28529
328.8		DI GIORGIO 4.3	Y 28532
333.1		ARVIN	28536
		(16.5)	

Lone Pine Branch			
380.7	Yd. Limits	TO-R	BKIYPQ 29030
379.5		MOJAVE 1.3	
380.8	Yd. Limits	2350	29205
		CHAFFEE 21.7	
402.5	Yard Limits	1970	29215
		CANTIL 25.9	
428.4	Yard Limits	2600	PY 29240
		SEARLES 18.8	
447.2	Yard Limits	2470	29250
		INYOKERN 14.3	
461.5	Yard Limits		29260
		LINNIE 31.8	
493.3	1230	OLANCHA 25.5	29280
518.8	1320	LONE PINE	Y 29299
		(139.3)	

Oak Creek Branch			
380.7	Yd. Limits		BKIYPQ 29030
379.7		MOJAVE 10.2	
389.9	Yd. Limits		29120
		CREAL	
		(10.2)	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	ARVIN BRANCH	ALL TRAINS
MAGUNDEN and ARVIN		20

Exceptions:		
316.7 and 324.0		10
329.8 and 329.9		10

LONE PINE BRANCH

MOJAVE and LONE PINE	30
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Exceptions:	ALL TRAINS
380.1 and 380.5	10
397.0 and 405.5	25
405.5 and 427.9	20
427.9 and 429.0	10
429.0 and 493.5	20
512.0 and 518.0	20

OAK CREEK BRANCH

MOJAVE and CREAL	20
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ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Colton Line			Arvin Branch		
365.0	Monolith	29006	316.9	Algoso	28510
374.3	Warren	29016	321.1	Harpertown	28517
384.4	Fleta	29305	323.5	West Lamont	28521
394.0	Rosamond	29317	325.9	Patch	28526
405.5	Lancaster	29331	Lone Pine Branch		
460.0	Hivolt	29393	408.5	Saltdale	29225
Saugus Line			471.5	Coso	29270
416.3	Harold	29510	475.8	Sykes	29275
446.9	Honby	29550	509.2	Bartlett	29290
453.0	Newhall	40010			

RULE 7-C. Slover: Eastward freight trains destined West Colton must not leave Slover unless oral authority has been obtained from West Colton trim tower herder to proceed past movement indicator at Pepper Avenue. These instructions will not apply to trains routed Track 900 (main track), via Administration Building, nor to local freight assignments.

RULE 10-H. Exceptions: On Arvin Branch, when a yellow flag is required it will be displayed one-half mile from point of restriction.

RULE 15. Exceptions: On Arvin Branch, the explosion of a torpedo requires movement at RESTRICTED SPEED for one mile from point where torpedo was exploded.

RULE 21. Applies between East Mojave and east end of double track Vincent.

RULES 82-A and 204. Colton: Trains originating enroute Mojave Subdivision must receive clearance at West Colton to apply on Mojave Subdivision.

RULE 83-A and 83-B. Kern Jct. is a register station for ATSF trains only and may register by ticket.

At the following station trains indicated will register:
Saugus _____ Train instructed by train order

RULE 93. Location of yard limits:					
310.9	Kern Jct.	Edison 321.1	420.0	Searles	Linnie 462.0
317.1	Arvin Branch	End of Branch	397.7	Oak Creek Br.	End of Branch
378.9	Mojave	381.6	449.4	Saugus	451.6
379.5	Mojave (Lone Pine Branch)	381.6	448.2	Saugus (Santa Paula Br.)	
			456.8	Sylmar Brubank Jct.	471.2

RULE D-97. Will apply Kern Jct. to Sandcut and Tehachapi to East Mojave.

RULE 104. Summit Switch, MP 362.0: Electric lock on east end main track crossover. Crews must push button and run 6 minute time release to unlock switch unless train remains in clear on Summit Switch siding and crew lines switch after departure of eastward trains moving by indication of Signal 3621.

Monolith: Trains entering east end of storage track located between main tracks, must line switches in the following order: Main track switch first; inside switch next; then derail. After train is in storage track switches, must be lined in the following order: Main track switch first; derail next; then inside switch.

RULE 105. Saugus: Westward siding is first track south of main track extending from MP 451.5 to MP 450.4. Eastward siding is first track north of main track extending from MP 449.4 to MP 450.5.

RULE D-151. CAMERON - MOJAVE:
Main tracks between Cameron and Mojave are designated as follows:

- North Track — No. 1... Current of traffic westward.
 - South Track — No. 2... Double track rules will not apply.
- Movements in either direction on this track are controlled by interlocking operator Mojave.

RULE 220. Mojave: Crews operating to Searles may be issued train orders to apply on return trip.

Territory	Register Location
MP 462.0-Lone Pine	Searles

Position in train of placarded cars containing hazardous materials

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

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

Cars placarded:



Cars placarded:



Cars placarded:



Any loaded placarded tank cars:



Any empty placarded tank cars:

Placarded loaded cars other than tank cars:



Cars placarded:



RESTRICTIONS

Must not be nearer than the sixth car from the engine occupied caboose or passenger car	X	X		X		
When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car	X	X		X		
MUST NOT BE NEXT TO:						NO RESTRICTIONS
Engine, occupied caboose or passenger car	X	X	X	X	X	
Car occupied by guard or escort	X(1)	X(1)		X(1)		
Loaded plain flat car	X	X		X		
Loaded bulkhead flat car	X(2)	X(2)		X(2)		
Loaded TOFC/COFC flat car	X(3)	X		X(4)		
Car loaded with vehicles	X	X		X(5)		
Open top car with shiftable load	X(2)	X(2)		X(2)		
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X		
Car placarded EXPLOSIVES A		X	X	X	X	
Car placarded POISON GAS	X		X	X	X	
Car placarded RADIOACTIVE	X	X		X	X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X			

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

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

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

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

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

MOJAVE SUBDIVISION

MOJAVE SUBDIVISION

RULE 306. Block signals with "P" plates.

Eastward	Protection	Westward
P-A	Spring switch, west end of westward siding, Caliente.	
	Spring switch, east end of eastward siding, Caliente	P-A
P-3428	Slide detector fence between Tunnels 7 and 8	P-3445
P-A	Spring switch, west end of westward siding, Marcel.	
	Spring switch, east end of eastward siding, Marcel	P-A
P-3556	Slide detector fence between Tunnels 14 and 15	P-A
P-3630	Barricade detector, MP 363.4	P-3639
P-3632		
P-I	Spring switch, west crossover switch, MP 370.4.	
	Spring switch, east crossover switch, MP 370.4	P-A
P-3834	Barricade detector, MP 384.6	P-3857
P-A	Barricade detector, MP 400.0, Oban	P-A
P-A	Barricade detector, MP 402.0	P-4031
P-SA	Spring switch, west end, Vincent.	
	Spring switch, east end, Vincent	P-4213
P-4248	Spring switch, west end siding, Paris.	
	Spring switch, east end siding, Paris	P-4257
P-4284	Spring switch, west end siding, Ravenna.	
	Spring switch, east end siding, Ravenna	P-4297
P-4338	Slide detector fence, Russ, MP 434.0	P-4347
P-4346	Slide detector fence, MP 435.0	P-4357
P-4382	Spring switch, west end siding, Lang.	
	Spring switch, east end siding, Lang	P-4393
P-4426	Spring switch, west end siding, Humphreys.	
	Spring switch, east end siding, Humphreys	P-4435
	Spring switch, east end eastward siding, Saugus	P-4505
P-4504	Spring switch, west end westward siding, Saugus.	
	Spring switch, east end westward siding, Saugus	P-4515
P-4514	High water detector, MP 451.9	P-4531
P-4516		
P-4566	Barricade detector, MP 457.6	P-4577
		P-4579
P-4578	Spring switch, west end siding, Sylmar and barricade detector, MP 458.8.	
	Spring switch, east end siding, Sylmar and barricade detector, MP 458.8	P-4593
P-4610	Spring switch, MP 461.0	
P-4622	Barricade detector, MP 462.6	P-4631
P-4630	Barricade detector, MP 463.3	P-4635
P-4766	Slide detector fence, MP 477.6 to MP 478.0	P-4783

RULE 516. Overlap Post:

Pacoima Westward trains, MP 463.3.

RULE 538. Spring switches equipped with facing point locks:

Station	Location	Normal Position
Caliente	West end westward siding	Eastward siding
Caliente	East end eastward siding	Westward siding
Marcel	West end westward siding	Eastward siding
Marcel	East end eastward siding	Westward siding
Summit Switch	East end siding	Eastward Main track
Cameron	West end crossover	Westward Main track
Cameron	East end crossover	Crossover
Paris	East and west end siding	Main track
Ravenna	East and west end siding	Main track
Lang	East and west end siding	Main track
Humphreys	East and west end siding	Main track
Saugus	East end eastward siding	Main track
Saugus	East and west end westward siding	Main track
Sylmar	East and west end siding	Main track
San Fernando	MP 461.0	Main track

RULE 540. Switch point indicator located east end siding Summit Switch.

RULE 606. Cameron-Mojave: Limits on No. 2 track extend from signal, MP 370.3 to signal, MP 380.0; and on No. 1 track from signal, MP 370.3 to SA signal, MP 370.4; and are under control of operator Mojave.

Block signals are provided on No. 2 track within these limits for movement of trains in either direction.

Signal, MP 370.3, governing eastward movement on No. 1 track is equipped with switch key actuator start box.

Permission must be obtained from operator Mojave before switch key is inserted in start box. Signal will not clear until switch key actuator is operated. Before movement against the current of traffic is made, protection must be provided in accordance with provisions of Rule D-160.

East Mojave: Limits extend on both main tracks from MP 381.3 to MP 381.6 and to ATSF main track MP 816.5; yard lead MP 381.3 to tail track MP 381.4. Interlocking is controlled by operator Mojave.

Westward signals governing movement against current of traffic are equipped with switch key actuator start box. Permission must be obtained from operator Mojave before switch key is inserted in start box. Signal will not clear until switch key actuator is operated. Before movement against current of traffic is made, protection must be provided in accordance with provisions of Rule D-160.

Operator will keep switches lined for tail track until notified train is ready to depart Mojave Yard.

Eastward interlocking signals, MP 381.3, serve as interlocking and CTC absolute signals. Applicable interlocking rules will govern within interlocking and CTC rules will apply within that portion of the block beyond the interlocking limit. When signal displays stop indication, train or engine must receive the following authority before proceeding:

- Mojave Interlocking operator under provisions of Rule 663.
- Train dispatcher under provisions of Rule 776, which may be relayed through operator Mojave.

RULE 705. Indicators located as follows:

Illum. Letter	On Signal	Authorizes and requires movement as follows
S	3612	Enter siding and remain in siding until letter "M" is displayed.
M	3621	Westward movement on eastward main track to beginning CTC Tehachapi.
M	3630	Enter eastward main track.

RULE 760. Sandcut-Tehachapi: CTC is in effect on main track and sidings from end of double track Sandcut, MP 324.9, to beginning of double track Tehachapi, MP 360.6.

Main tracks between Sandcut and Bena and between Cable and Tehachapi are numbered as follows:

North track — No. 1; South track — No. 2

East Mojave-Slover: CTC is in effect on main track and sidings from MP 381.6 to MP 491.8.

Emergency control buttons located as follows:

- Dike, east end for eastward movement.
- Palmdale No. 2, west end for westward movement.
- Denis, east end for eastward movement.

Control buttons may be operated when authorized by train dispatcher and in accordance with instructions in box on signal house.

Palmdale-Vincent: CTC is in effect on main track from MP 414.5 to MP 420.1.

Emergency control buttons located west end Vincent for westward movement, and may be operated when authorized by train dispatcher and in accordance with instructions in box on signal house.

RULE 825. Instructions for applying hand brakes:

Mojave: Freight trains or cuts of cars:

- 25 cars or less 10 brakes on east end
 - 26 to 50 cars 15 brakes on east end
 - Over 50 cars 20 brakes on east end
 - Through freight trains 10 brakes on each end
- Employee releasing any of these brakes must apply an equal number to replace them.

RULE 827. Location of high and/or wide load, dragging and/or derailed equipment detectors. Colton Line: MP 318.8, 328.6, 340.7, 344.1, 350.6, 355.2, 363.8, 377.0, 387.3, 402.1, 412.6, 420.2, 431.1, 438.2, 446.6, 457.9, 465.3, 475.1 and 486.8. **Saugus Line:** MP 422.7, 431.7, 440.9, 453.1, 458.1, 464.8 and 469.2.

MOJAVE SUBDIVISION

HOT BOX DETECTORS

SCANNER SITE

MP	Type	Direction(s)	MP	Type	Direction(s)
Colton Line					
318.8	*D@	West	412.6	C	Both
328.6	C	Both	431.1	C	Both
363.8 East Trk	C	East	457.9	C	Both
363.8 West Trk	C	West	488.6	D**	East
396.0	C	Both			

* Recorder Bakersfield, Car Foreman's Office.

@ White light is located on mast north side of track.

** Scanner is a combination hot box and high-wide load detector. When flashing white light is activated crew member must contact Crest Lead Carman at recorder, West Colton, to determine location of high-wide load or hot bearing.

RULE 827-A. Inspection applies to westward ATSF trains prior to entering East Mojave.

RULE 837. Between Palmdale No. 2 and Slover: 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.

AIR BRAKE RULES

FREIGHT TRAINS

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

Cameron to Mojave	Hiland to MP 486.9
Tehachapi to Caliente	Searles to MP 412.0
Vincent to Lang	Creal to Mojave
Sylmar to Burbank Jct.	

WITHOUT DYNAMIC BRAKE IN OPERATION:

One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Axle Without Retaining Valves

Standard Range	Extended Range
375	450

If permissible tonnage is exceeded, one retaining valve must be used for each 150 tons of excess tonnage.

When dynamic brakes are inoperative, stops must be made between siding switches Canyon or Dike and at Russ.

Freight trains may make continuous run Tehachapi to Woodford, where stop of 10 mins. must be made. If stop made at Cable, Marcel or Walong for 10 mins. succeeding run may be made to Cliff, where stop of 10 mins. must be made. After 10 mins. stop at Woodford, Rowen or Cliff, succeeding run may be made to Bena.

Freight trains with dynamic brake in operation, using retaining valves, need not stop for wheel heat radiation, if in judgment of conductor and engineer wheels are not overheating.

Westward trains may turn up retaining valves at west end of Tehachapi if not required to stop before entering CTC. Retaining valves may be turned down at Ilmon or Bena instead of Caliente. If retaining valves not turned down before leaving Ilmon, speed must not exceed 25 MPH, Ilmon to Bena.

RULE 25. Will apply at Searles for westward trains.

RULE 25-A. Will apply to all trains approaching Summit Switch; eastward trains between MP 455.0 and Hiland and MP 416.0 and Vincent, westward trains between MP 425.0 and Vincent. Summit brake test made under the provisions of Air Brake Rule 25 will fulfill the above requirement.

MOJAVE SUBDIVISION

RULE 33. Grades exceeding 1.8% — Tehachapi to MP 332.6, Cameron to Mojave, Creal to Mojave, Searles to MP 412.0, Vincent to Lang and Hiland to MP 486.9:

Maximum tons per operative brake 80 tons

Exceptions:

Trains with not more than 400 tons per axle of dynamic brake, and not exceeding 20 MPH 100 tons.

Trains with not more than 300 tons per axle of dynamic brake, and not exceeding 20 MPH 140 tons.

Trains with not more than 225 tons per axle of dynamic brake, and not exceeding 25 MPH 140 tons.

Trains with not more than 400 tons per axle of dynamic brake, and not exceeding 25 MPH, Searles to MP 412.0 140 tons.

Insufficient dynamic brake capacity or failure of dynamic brake which results in exceeding these tonnages per axle, is to be considered as operating without dynamic brake.

Should dynamic brake failure occur or partial failure of dynamic braking occur resulting in insufficient dynamic brake capacity, train is to be considered as operating without any dynamic brake. Train must stop and all retaining valves turned up. Train may then proceed not exceeding 15 MPH if, in the judgment of the conductor and engineer, it is safe to do so.

Restrictive grades exceeding 1.4%: Maximum Speed

Eastward:

Monolith MP 368.6 to Cameron MP 369.3 25

Newhall MP 456.2 to Sylmar MP 457.7 20

Sylmar MP 459.0 to Burbank Jct. MP 470.3 25

Westward:

Sylmar MP 454.9 to Newhall MP 453.0 20

Vincent MP 417.4 to Palmdale MP 414.6 25

Sandcut MP 325.0 to Edison MP 322.2 25

RULE 58. Section L will apply on either leg of wye West Colton.

PASSENGER TRAINS

RULE 17. Without Dynamic Brake in operation all accessible retaining valves will be used on descending grades between:

Cameron and Mojave; Sylmar and Burbank Jct.; Tehachapi and Caliente; Hiland and MP 486.9; Vincent and Lang.

RULE 39. Applies at Vincent and Summit Switch and to eastward trains at Hiland.

YUMA SUBDIVISION

EAST-WARD		STATIONS		WEST-WARD	
First Class				First Class	
2 Psgr				1 Psgr	
Leave Sun Tues & Fri	Mile Post	Yuma Line		Station Number	Arrive Sun Wed & Fri
PM 11.38	535.7	TO WEST COLTON	BKIYPQ	45500	AM 6.15
	538.7	Yd. Lmts. { SANTA FE INTERLOCKING } IP			
	539.0	COLTON	YP	45510	
	540.5	5740 ICE DECK SIDING	P		
	541.3	LOMA LINDA X-OVERS	P		
	542.6	LOMA LINDA	P	45630	
	545.1	REDLANDS X-OVERS	P		
	549.3	ORDWAY X-OVERS	P		
	554.1	EL CASCO X-OVERS	P		
	559.0	HINDA X-OVERS	P		
	562.0	BEAUMONT	P	45828	
	562.3	BEAUMONT X-OVERS	P		
	563.2	APEX	P		
	565.5	6498 PERSHING		45833	
	568.2	6202 BANNING		45840	
	574.1	16217 CABAZON		45909	
	576.2	17155 MONS		45913	
	576.5	MONS X-OVERS			
	578.6	11373 FINGAL		45918	
	582.6	6460 WEST PALM SPRINGS		45925	
	588.1	17121 5268 GARNET		45931	
	591.6	7517 SALVIA		45939	
	595.1	5979 RIMLON		45945	
	599.0	21029 THOUSAND PALMS		45952	
	600.5	THOUSAND PALMS X-OVER			
	606.5	6361 MYOMA		45970	
s1.15 AM	610.9	Yd Lmts. INDIO	BKIYPQ	46010	4.40 AM
Arrive Mon Wed & Sat		(75.2)			Leave Sun Wed & Fri
2		RULE 5. West Colton: Time applies MP 535.0			1

NOTE: Colton Subdivision Special Instructions govern movement between Loma Linda and West Colton.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
LOMA LINDA and INDIO	70	55
EASTWARD		
Exceptions:	PSGR	FRT
541.3 and 545.3	60	50
545.3 and 548.2	50	40
548.2 and 554.8	40	40
554.8 and 563.3	50	50
563.3 (turnout #2 trk)	25	25
563.3 and 576.6	50	25
576.6 and 585.0	45	25
585.0 and 591.5	55	25
591.5 and 603.0	60	40
609.6 and 609.7	30	30
609.7 and 610.9	50	50
WESTWARD		
Exceptions:	PSGR	FRT
603.0 and 589.0	60	40
589.0 and 585.0	55	56
585.0 and 576.5	45	45
576.5 and 563.3	50	50
563.3 (turnout #2 trk)	25	25
563.3 and 554.8	50	25
554.8 and 548.2	45	25
548.2 and 545.2	50	25
545.2 and 541.3	60	25

YUMA SUBDIVISION

EAST-WARD		STATIONS		WEST-WARD	
First Class				First Class	
2 Psgr				1 Psgr	
Leave Mon. Wed. & Sat.	Mile Post	Yuma Line		Station Number	Arrive Sun. Wed. & Fri.
AM 1.15	610.9	INDIO	BKIYPQ	46010	AM s 4.40
	614.4	COACHELLA		46021	
	619.5	6912 THERMAL		46028	
	625.2	8388 MECCA		46034	
	633.3	8483 MORTMAR		46043	
	639.6	8269 FERRUM	Y	46050	
	646.8	8367 BERTRAM		46059	
	655.6	8387 FRINK		46068	
	660.1	8416 WISTER		46073	
	667.5	12169 8546 NILAND	YP	46080	
	674.4	8576 IRIS		49012	
	682.0	8472 REGINA		49025	
	690.1	8495 ACOLITA		49035	
	698.1	8486 GLAMIS		49051	
	705.8	8500 CLYDE	P	49067	
	712.3	8535 CACTUS	P	49073	
	720.7	8477 DUNES		49081	
	726.0	ARAZ		49087	
	729.0	WINTERHAVEN X-OVER			
	731.9	COLORADO		49092	
s 3.10 AM	732.7	Yard Limits TO-R YUMA	BKIYPQ	49095	2.50 AM
Arrive Mon. Wed. & Sat.		(121.8)			Leave Sun. Wed. & Fri.
2					1

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	PSGR	FRT
INDIO and YUMA	70	55

Exceptions: Psgr Frt Exceptions: Psgr Frt

EASTWARD AND WESTWARD

610.9 and 612.7	50	50	723.1 and 727.0	50	50
618.4 and 618.7	50	50	727.0 and 732.1	60	—

EASTWARD

732.1 and 733.0	25	25	734.5 and 737.8	50	50
733.0 and 734.5	25	25			
733.0 and 734.5	50	50			

WESTWARD

737.8 and 737.6	50	50	737.6 and 734.5	50	50
737.6 and 735.2	50	50	734.5 and 732.1	25	25
735.2 and 734.5	40	40			

⓪ No. 1 Track ⊗ No. 2 Track

"K" trains must not exceed 30 MPH between:

Indio-Coachella MP 609.0 and MP 614.0

YUMA SUBDIVISION

MAXIMUM AUTHORIZED SPEED FOR TRAINS

The following establishes the maximum allowable speed for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, AB Rule 33, etc.)

a. BSMFF, CHLAT and MBSMF are authorized to operate at passenger train speed, except as restricted by item f. or g. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. APLAA, HOLAT, LAAVT, LACHT, LAEST, LAHOT, LAKCP, LAMFT and MPLAT, are authorized to operate at passenger train speed not to exceed 65 MPH, except as restricted by item f. or g. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

c. AVLAT, BSMFY, EUASY, LAESJ, LAMPT, SRLAT and YUOAT are authorized to operate at freight train speed, except as restricted by item f. or g.

d. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: Without dynamic brake in operation, must operate at freight train speed.

e. Other freight trains may be authorized by train dispatcher to operate at passenger train speed not to exceed 65 MPH. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

f. On descending grade between Loma Linda, MP 541.3 and Thousand Palms, MP 603.0, all freight trains must not exceed freight train speed, except may operate at a speed not exceeding 40 MPH when meeting one of the following requirements:

1. When tons per axle of operative dynamic brake do not exceed 450 tons and train meets the requirements of the following table:

Number of cars	Tons per operative brake
Less than 120	70
121 - 125	58
126 - 130	56
131 - 135	54
136 - 140	52
141 - 145	50

2. When tons per axle of operative dynamic brake do not exceed 250 tons and train does not exceed 80 tons per operative brake and/or 120 cars.

g. Freight trains handling empties other than cabooses must not exceed 40 MPH between MP 591.5 and MP 609.6 and between MP 672.0 and MP 705.0.

h. Trains not covered in items a, b, c, d or e may operate at freight train speed not to exceed 45 MPH, except as provided in A.B. Rule 65.

MAXIMUM HORSEPOWER PER TON RATIOS:

APLAA, BSMFF, CHLAT, MBSMF	5.0
All other westward trains (Yuma-Indio)	2.5
All other westward trains (Indio-West Colton)	5.0
All eastward trains (West Colton-Apex)	5.0
LACHT, LAEST LAMFT (Apex-Yuma)	3.5*
All other eastward trains (Apex-Yuma)	2.5*
All other trains	1.5

* Reduce to these HP/Ton ratios at first opportunity after reaching Indio.

(Refer to A.B. Rule 65)

YUMA SUBDIVISION

EAST- WARD	STATIONS	WEST- WARD
Mile Post	Redlands Branch	Station Number
544.5	BRYN MAWR P	45640
547.8	REDLANDS 2nd STREET	45720
	(3.3)	

Calexico Branch

667.5	NILAND YP	46080
675.7	CALIPATRIA	47018
686.2	BRAWLEY P	47215
695.6	IMPERIAL	47230
699.4	EL CENTRO BKYPQ	47240
704.0	HEBER	47520
708.5	CALEXICO	47530
	(41.0)	

El Centro Branch

699.4	Yd. Limits EL CENTRO BKYPQ	47240
707.2	SEELEY	48060
717.0	PLASTER CITY	48080
718.0	END OF BRANCH	
	(18.6)	

Sandia Branch

713.7	EL CENTRO BKYPQ	47240
703.5	HOLTVILLE	47360
691.2	ORITA	47440
	(22.5)	

Yuma Valley Railroad

0.0	YUMA BKYPQ	49095
6.1	STEAM	49110
15.0	SOMERTON	49120
18.1	END OF BRANCH	
	(18.1)	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	REDLANDS BRANCH	ALL TRAINS
BRYN MAWR and REDLANDS		20
Exceptions:		
546.6 and 547.9		10
CALEXICO BRANCH		
NILAND and CALEXICO		25
Exceptions:		
ALL TRAINS	Exceptions:	ALL TRAINS
667.4 and 667.8	699.5 and 708.9	20
699.5 (Main St)		15
EL CENTRO BRANCH		
EL CENTRO and END OF BRANCH		30
SANDIA BRANCH		
EL CENTRO and END OF BRANCH		20
Exceptions: 708.7 and 708.5		5
YUMA VALLEY RAILROAD		
YUMA and END OF BRANCH		10

YUMA SUBDIVISION

SPEEDS ON OTHER THAN MAIN TRACK:

Remotely controlled turnouts, crossovers and sidings	25
Exceptions:	
Turnouts and siding Pershing and turnout, west end Cabazon	20
Winterhaven crossover	35
Wye tracks Indio	5
Within locomotive maintenance facilities Yuma	5
All other tracks Yuma Subdivision	10

ADDITIONAL STATIONS

Mile Post	Station	Station Number	Mile Post	Station	Station Number
Yuma Line					
544.5	Bryn Mawr	45640	552.7	El Casco	45815
546.5	Redlands	45805	734.3	Subway	
551.0	Ordway	45809	737.5	East Yard	49099
Calexico Branch					
672.0	Estelle	47010	691.4	Carlton	47225
681.0	Rockwood	47207	701.5	Jewett	47510
690.3	Grape	47220			
Sandia Branch					
697.5	Sandia	47420	704.5	Rico	47350
699.4	Fuller	47410	707.6	Meloland	47340

SPECIAL INSTRUCTIONS

RULE P. Impaired side clearance:

MP	Redlands Branch	Description
547.3		Bridge

RULE 7-C. Yuma: Trains must not enter or depart yard unless a proceed signal is received, with green flag or green light, or engineer is orally authorized.

RULE 10-H. Exceptions: On Yuma Valley Railroad, Sandia Branch, El Centro Branch, Calexico Branch (between El Centro and Calexico) and Redlands Branch, when a yellow flag is required it will be displayed one-half mile from point of restriction.

RULE 15. Exceptions: On Yuma Valley Railroad, Sandia Branch, El Centro Branch, Calexico Branch (between El Centro and Calexico) and Redlands Branch, the explosion of a torpedo requires movement at RESTRICTED SPEED for one mile from point where torpedo was exploded.

RULE 93. Location of yard limits:

609.7	Indio	618.4
732.5	Yuma	737.4
0.0	Yuma Valley Railroad	End of Branch
675.0	Calipatria (Calexico Branch)	End of Branch
713.7	Sandia Branch	End of Branch
716.0	Plaster City	End of Branch

RULES D-97 AND D-251: Apply between MP 609.7, Indio and MP 618.4, Thermal; End of CTC, MP 732.5, Yuma and MP 734.3, Subway.

RULE D-160. Yuma: Signal 7343 adjacent to No. 2 track displays permanent red aspect. Train or engine may pass this signal without stopping and move against current of traffic after protection has been provided in accordance with provisions of Rule D-161.

RULE S-240. Applies at following locations:

Territory	Register Location
Redlands Branch:	Bryn Mawr-Redlands 2nd St.
El Centro Branch:	El Centro-MP 716.0

YUMA SUBDIVISION

RULE 306. Block signals with "P" plates:

Eastward	Protection	Westward
P-A	No. 1 Track, high water detector, bridge MP 550.4	P-5513
P-A	No. 2 Track, high water detector, bridge MP 550.4	P-5511
P-A	High water detector, bridges MP 579.1	P-5801
P-A	High water detector, bridges MP 582.9 and MP 583.3	P-5839
P-6086	High water detector, bridge MP 608.9	P-A
P-A	High water detector, bridge MP 618.6	P-A
P-A	Movements over end of derailling spur, MP 638.9	P-A
P-A	High water detector, bridge MP 640.9	P-6417
P-6510	High water detector, bridge MP 652.0	P-6531
P-6708	High water detector, bridges MP 671.3, MP 672.9	P-6729
P-A	High water detector, bridge MP 691.6	P-6919
P-7000	High water detector, bridge MP 701.0	P-7019
P-A	High water detector, bridge MP 705.3	P-A
P-A	High water detector, bridge MP 713.3	P-A
P-A	Spring switch, east end Colorado River Bridge, Yuma	
	Spring switch, MP 737.5, east end crossover from running track to No. 2 track	P-SA

RULE 505. Yuma: Main tracks between MP 734.3, Subway and MP 737.5, East Yard are designated as follows:

North Track — No. 1; South Track — No. 2

Between MP 734.3 and MP 737.5 trains or engines may use main tracks in either direction, being governed by signal indication.

RULE 507. Colorado: Eastward trains must not pass Signals 7304 or 7306, when flashing white light is displayed unless orally authorized by operator.

RULE 538. Spring switches equipped with facing point locks:

Location	Normal Position
Yuma	East end of Colorado Bridge
East Yard	East end of crossover to No. 2 track

RULE 760. CTC is in effect on main track and sidings between: MP 541.3 and MP 563.3 on No. 1 and 2 tracks
MP 563.3 and MP 609.7; MP 618.4 and MP 725.8
MP 725.8 and MP 732.1 on No. 1 and 2 tracks
MP 732.1 and MP 732.9

Main tracks between Loma Linda Crossovers and Apex; Araz and Colorado are designated as follows:

North track — No. 1; South track — No. 2

Calexico Branch: CTC is in effect on east leg of wye and from crossover switch west leg of wye, Niland to MP 675.0, Calipatria.

RULE 825. Instructions for applying hand brakes:

Ferrum: Legs of wye track All hand brakes

Yuma: Five hand brakes, west end

East Yard: Five hand brakes, west end

Employee releasing any of these brakes must apply an equal number to replace them.

RULE 827. Location of dragging and/or derailed equipment detectors: MP 543.1, 547.9, 552.1, 556.6, 560.7; and MP 570.0, 579.6, 604.4, 608.5, 621.4, 628.5, 636.6, 643.8, 649.1, 652.4, 657.2, 663.6, 671.9, 678.0, 700.4, 715.0, 723.7, 729.9 and on No. 1 track MP 735.1.

HOT BOX DETECTORS

SCANNER SITES

MP	Type	Direction(s)	MP	Type	Direction(s)
543.1	D*	West	643.8	C	Both
564.3	C	Both	670.5	C	Both
584.5	A	Both	700.4	C	Both
608.5	C	Both	722.5	C	Both

*Scanner is a combination hot box and loose wheel detector on both main tracks. When flashing white light is activated crew member must contact Crest Lead Carman at recorder, West Colton, to determine location of loose wheel or hot bearing.

RULE 837. Loma Linda to Garnet: 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 a car or caboose to roll against train on descending grade.

RULE 872. Will not apply at Yuma.

YUMA SUBDIVISION

**AIR BRAKE RULES
RULE 17. ORE TRAINS**

Ore trains consisting of cars equipped with empty-load brake system as shown under Air Brake Rule 9, All Subdivisions, Apex to Loma Linda:

No. of Axles of Dynamic Brake in Operation	Retaining Valves Required
0-12	100%
12-23	75%
23-41	50%
42 or more	None

OTHER FREIGHT TRAINS

Retaining valves must be used on freight trains, on descending grades as follows: Apex to Loma Linda, Apex to Garnet WITHOUT DYNAMIC BRAKE IN OPERATION:

One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

WITH DYNAMIC BRAKE IN OPERATION:

Permissible tons per axle without retaining valves

Standard Range	Extended Range
375	450

If permissible tonnage is exceeded, one retaining valve must be used for each 150 tons of excess tonnage

ALL FREIGHT TRAINS

Trains, including ore trains, without dynamic brake in operation, using retaining valves, will stop at the following stations for at least ten minutes to permit wheel heat radiation:

Eastward: Between siding switches Cabazon.

Westward: Between MP 553.0 and Ordway.

Trains, including ore trains, with dynamic brake in operation, using retaining valves, need not stop for wheel heat radiation, if in judgment of conductor and engineer wheels are not overheating.

RULE 25-A. Will apply to eastward trains between MP 561.0 and Apex and to westward trains between MP 566.0 and Apex. Summit brake test made under provisions of Air Brake Rule 25 will fulfill the above requirements.

RULE 33. Grades exceeding 1.8 percent - Apex to Garnet, Apex to Loma Linda.

ORE TRAINS

Maximum tons per operative brake on ore trains consisting of cars equipped with empty-load brake system as shown under Air Brake Rule 9, All Subdivisions 100 tons.

If retaining valves are not required as prescribed by Air Brake Rule 17, speed must not exceed 25 MPH.

OTHER FREIGHT TRAINS

Maximum tons per operative brake 80 tons

Exceptions:

Trains with not more than 400 tons per axle of dynamic brake, and not exceeding 20 MPH 100 tons

Trains with not more than 300 tons per axle of dynamic brake, and not exceeding 20 MPH 140 tons

Insufficient dynamic brake capacity and/or failure of dynamic brake which results in exceeding these tonnages per axle, is to be considered as operating without dynamic brake.

Should dynamic brake failure occur or partial failure of dynamic braking occur resulting in insufficient dynamic brake capacity, train is to be considered as operating without dynamic brake. Train must stop and all retaining valves turned up. Trains may then proceed not exceeding 15 MPH if, in the judgment of the conductor and engineer, it is safe to do so.

RULE 39. Applies at Apex.

**ALL SUBDIVISIONS
SPECIAL INSTRUCTIONS
LOS ANGELES DIVISION**

The Los Angeles Division extends from the boundary of the Western Division, MP 249.7, eastward to include: the Santa Barbara Subdivision, the Colton Subdivision, those portions of the Mojave Subdivision between MP 489.0 and West Colton and MP 449.77 and Burbank Junction, and that portion of the Yuma Subdivision between West Colton and MP 545.0.

SAN JOAQUIN DIVISION

The San Joaquin Division extends from the boundary of the Sacramento Division, MP 167.0, eastward to include: the Bakersfield Subdivision, the Mojave Subdivision and the Yuma Subdivision, except those portions of the Mojave and Yuma Subdivisions designated above as part of the Los Angeles Division.

RULES 1 and 3. Pacific Standard Time may be obtained by telephone from San Francisco, 1827 or Mountain Standard Time from Tucson, 412.

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

RULE 223. Following abbreviations are used:

LATC Los Angeles Transportation Center

LAUPT Los Angeles Union Passenger Terminal

RULE 505. Where automatic protection is provided for movements from an adjacent track to main track, "Key-Releases", with time-release feature, may be installed on signal case near fouling point to clear signal on one track when control circuit of other track is occupied.

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn SLOWLY one complete turn to right, remove key and wait until time-release of 3 minutes has functioned, after which signal should display proceed indication if block is clear.

RULE 825. At terminals where instructions require application of a specified number of hand brakes, outgoing crews must not release hand brakes until road engine is coupled, brake system charged and blue signal removed.

RULE 827. Where high and/or wide load, dragging and/or derailed equipment detectors are installed as listed under subdivisions, revolving red light will be mounted on hot box detector house, on post or relay case adjacent to detector and will be normally dark. When detector is activated, the revolving red light will be displayed. Train must be stopped and a walking inspection made of entire train.

When a revolving red light is observed prior to engine passing detector location, train may proceed without stopping for inspection. Report must be made to train dispatcher promptly.

HOT BOX DETECTORS

Each hot box detector scanner site has a white light continuously illuminated on track side of detector instrument house. When a hot bearing is detected, the white light will start flashing. When flashing light is observed, train must be stopped promptly and inspection made to locate hot bearing(s).

The absence of a white light continuously illuminated on the track side of detector instrument house is an indication detector may be inoperative. Under such circumstances, train must be stopped and all bearings inspected except under the following conditions:

- a. If employes other than members of crew make a rolling inspection (train speed not to exceed 20 MPH) on both sides.

ALL SUBDIVISIONS

- b. If the monitor display board on a Type C detector displays "OOO" after train has passed scanner location.
- c. If personnel at location of recorder of a Type D detector advise it is safe to proceed to terminal.

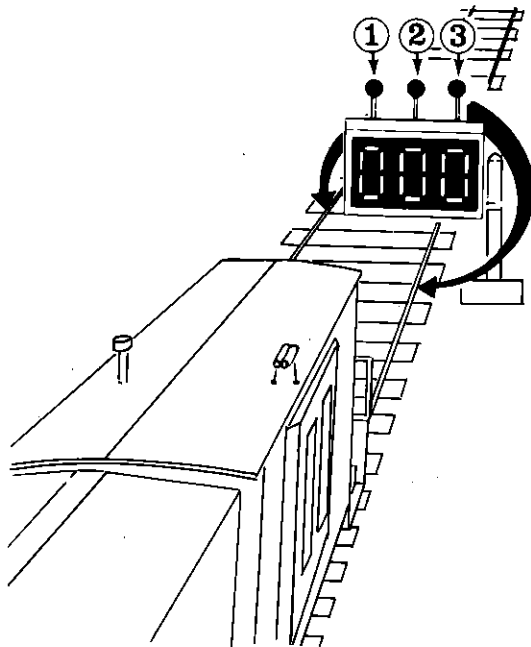
The absence of a white light must be promptly reported to train dispatcher. To avoid unnecessary delay to trains passing an inoperative hot box detector, train dispatcher may authorize such trains to make the required walking inspection or rolling inspection under condition (a) at another location provided it is no more than 10 miles in advance of or beyond detector site.

TYPE A. LETTER "H" INDICATOR (RULE 705) WITH DIGITAL READOUT

When letter "H" is illuminated or a flashing white light on instrument house is observed, train must be brought to immediate stop. Inspection must be made of entire train to determine that it is safe to proceed to location of readout locator. Member of crew must then observe readout and be governed by instructions inside case. If hot bearing is not located, all bearings of car indicated by readout as well as five cars ahead and behind must be inspected on both sides. If readout fails to indicate location of hot bearing, then all bearings of trains must be inspected on both sides.

When the letter "W" is displayed, train must stop and not proceed until "W" is extinguished or permission is obtained from train dispatcher.

TYPE C. NUMERICAL DISPLAY BOARD WITH INDICATOR LIGHTS



The diagram depicts a Type C hot box detector's monitor display board and indicator lights as it would be viewed looking back after rear of train has passed detector site. The indicator lights identified ①②③ are normally dark, but when a hot bearing is detected, lights ① (right side) or ③ (left side) will immediately display a flashing white light to identify the side of train on which the hot bearing was detected.

When an additional hot bearing is detected, the center indicator light ② will also commence flashing. To assist in locating hot bearing, the detector will count the number of axles from the first

ALL SUBDIVISIONS

hot bearing detected to the rear of train. Two seconds after train has passed the detector, the numerical board will illuminate and display the accumulated axle count for 90 seconds.

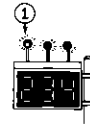
The following are examples of displays as would be viewed looking back from rear of train and the corresponding required train inspection:

DISPLAY

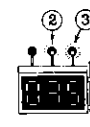
REQUIRED INSPECTION



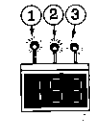
No inspection required



Inspect for one hot bearing on axle 234 from rear on side of train indicated. If hot bearing is not located, all bearings of car indicated as well as five cars ahead and behind must be inspected on BOTH SIDES.



Inspect for two or more hot bearings from rear of train to and including axle 095 on indicated side. If two or more hot bearings are not located, inspect all bearings from rear of train to and including five cars ahead of indicated axle on BOTH SIDES.



Inspect for two or more hot bearings from rear of train to and including axle 153 on BOTH SIDES. If hot bearing is not found on indicated axle, inspect all bearings on five cars ahead on BOTH SIDES.

TYPE D. REMOTE READOUT AT TERMINAL

When white light is flashing on instrument house, train must be stopped promptly and crew member must contact personnel at location of recorder to determine location of hot bearing to be inspected. If hot bearing is not located, all bearings of car indicated as well as five cars ahead and behind must be inspected on both sides.

Personnel at recorder may authorize train to proceed to terminal without making inspection.

CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING

Crew members must have in their possession a tempilstik, if available, when making ANY walking inspection of train.

Passenger cars with bearings located behind the wheels (Amfleet equipment) will not permit the use of tempilstik. Hot bearings on these cars will be indicated by strong odor (stink) from built-in heat indicator.

When a roller bearing car experiences two hot box detector actuations and overheated journal cannot be found, car must be set out. Connecting crew, if any, must be notified by incoming crew of any roller bearing car experiencing a hot box actuation and car was not set out.

CONTINUOUS WELDED RAIL (CWR) TRAINS

A box car or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movement except preparatory to and during unloading.

When making walking inspection of a CWR train carrying a full or partial load, the following items must be inspected:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tie-down rack on the tie-down car which is located near center of train. Paint marks on each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.

ALL SUBDIVISIONS

b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is not closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.

When any of these conditions are not as required, train must not be moved until train dispatcher has been notified and further instructions are received.

LOOSE WHEEL DETECTORS

If indication is for loose wheel, all wheels and journals must be inspected on car indicated as well as five cars ahead and behind.

RULE 827-A. Unless specifically authorized by Superintendent, trains or cuts of cars containing hazardous materials listed in Rule 827-A must not exceed 8,000 feet in length, excluding locomotives.

RULE 834. Open-top cars with lading height exceeding 15 feet 6 inches, except cars transporting highway trucks or trailers, multi-level freight cars either loaded or unloaded, and automobile underframe cars, shall be entrained at least five cars from engine or caboose if length of train permits on train operating in or through California and Arizona.

Additionally, in California, wood chip cars transporting wood chips when loaded and covered in such a manner so as to preclude any material from being dislodged enroute, are exempted from restrictions above.

RULE 874. Enginemen must specifically look for defects on shock absorbers on locomotives equipped with HTC trucks.

What to do in case defect is noted:

1. Reduce train speed to not exceeding 50 MPH.
2. Notify train dispatcher of defective condition.
3. Report defect on Form CS 2326 for correction.

AIR BRAKE RULES

RULE 9. The following series of cars are equipped with empty-load brake system which has semi-automatic change-over feature:

SSW 75700-75799	SP 354000-354749	SP 491000-491059
SSW 78500-78599	SP 463500-464899	SP 492000-492039
SP 333500-334605	SP 467500-467549	SP 500604
SP 337500-337599	SP 480000-480193	SP 590000-590099
SP 345000-345699		

The following series of cars are equipped with empty-load brake system which has fully automatic change-over feature:

SP 323000-323239	SP 354750-355299	SP 481000-481149
SP 329310-329359	SP 463337 &	SP 590100-590131
SP 329620-329629	463486	
SP 337600-337699	SP 464900-467049	SP 595500-595624

RULE 14. Unless otherwise restricted maximum tonnage to be handled behind engines with helpers entrained:

TERRITORY	Road Engine	Helper Engine
Kern Jct.-Ilmon	5,950	5,050
Ilmon-Summit	3,700	3,150
Rosamond-Summit	4,500	3,570
Los Angeles-Vincent	4,100	3,570
Palmdale-Vincent	5,200	4,250
Colton-Hiland	4,500	3,570
Rosamond-Palmdale	10,000	8,500
Palmdale-Hiland	10,000	8,500
Colton-Apex	5,600	4,420
Garnet-Beaumont	5,400	4,250
San Luis Obispo-Santa Margarita	4,250	3,812

ALL SUBDIVISIONS

RULE 21. San Luis Obispo, Mojave and El Centro:

Trainman must not couple air hoses on outgoing trains until train is made up and caboose and road engine are on train.

Kaiser: Before coupling air hose on cars within Kaiser Steel plant, engine must be placed against cars and members of crew stationed at east switch, or switch to rear of cut, to prevent Kaiser or ATSF crews from switching or dropping cars against cut.

Air must be coupled through entire cut of cars when moving to or from Kaiser Steel plant.

RULE 24. Will apply at Fresno Yard and Yuma when advised by car foreman or yardmaster.

RULE 24-E. Will apply at Los Angeles A and C yards, LATC, West Colton trains terminating Yuma and at Fresno Yard and Bakersfield when so instructed.

RULE 24-G. Will apply at San Luis Obispo, Santa Barbara, Bakersfield, Los Angeles, West Colton and Yuma.

RULE 33. The following applies except on descending grades exceeding 1.4%.

Trains that contain 90% or more mechanical refrigerator cars and do not exceed 120 cars and/or 90 tons per operative brake may operate at the maximum speed permitted by "TOPS" identification, or;

Unless otherwise restricted (e.g., restricted cars, engines, "TOPS" ID Symbol, etc.), trains that meet the requirements of the following table may operate at speeds specified above 45 MPH provided tons per axle of operative extended an/or standard range dynamic brake does not exceed 500 tons.

(This table is only to be used to compute allowed speeds above 45 MPH.)

Number of Cars	TONS PER OPERATIVE BRAKE	
	80+ to 85	85+ to 90
1 to 40	Speed sign speed	Speed sign speed
41 to 45	Speed sign speed	Speed sign speed
46 to 50	Speed sign speed	Speed sign speed
51 to 55	Speed sign speed	Speed sign (minus) 5 MPH
56 to 60	Speed sign (minus) 5 MPH	Speed sign (minus) 10 MPH
61 to 65	Speed sign (minus) 10 MPH	Speed sign (minus) 15 MPH
66 to 70	Speed sign (minus) 15 MPH	Speed sign (minus) 20 MPH
71 to 75	Speed sign (minus) 20 MPH	Maximum 45 MPH

Number of Cars	TONS PER OPERATIVE BRAKE	
	90+ to 95	95+ to 100
1 to 40	Speed sign speed	Speed sign speed
41 to 45	Speed sign speed	Speed sign (minus) 5 MPH
46 to 50	Speed sign (minus) 5 MPH	Speed sign (minus) 10 MPH
51 to 55	Speed sign (minus) 10 MPH	Speed sign (minus) 15 MPH
56 to 60	Speed sign (minus) 15 MPH	Speed sign (minus) 20 MPH
61 to 65	Speed sign (minus) 20 MPH	Maximum 45 MPH
66 to 70	Maximum 45 MPH	Maximum 45 MPH
71 to 75	Maximum 45 MPH	Maximum 45 MPH

RULE 49. Section A will apply at Santa Barbara, Mojave and Colton.

Not more than 10 locomotives in multiple operative or inoperative may be entrained on head end of any train.

MISCELLANEOUS

1. SPEED RESTRICTIONS FOR TRAINS:

a. Trains identified with multiple "TOPS" train identification symbols (example BSMFF/BSMFY) are authorized to operate at the highest maximum speed permitted for any symbol within the train identity. Speed restrictions on empties, cars containing hazardous material and restricted cars are still applicable in determining maximum authorized speed.

b. 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.

ALL SUBDIVISIONS

2. SPEED RESTRICTIONS FOR LOCOMOTIVES:

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLAS-SIFICA-TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
SP-SSW					
1000-1002	70	AS600	SF	102,000	408
@1010-1013	65	ES400		65,250	261
@1100	65	ES408		51,700	207
@1105-1127	65	ES408	ST	58,250	233
@1191-1199	65	ES409		59,250	237
@1213-1277	60	AS409		58,750	235
@1300-1337	65	ES410		61,750	247
1500-1542	70	ES615	ST	82,500	330
(4)1600-1609	70	GS400	EF	70,000	280
@2250-2316	65	ES412		62,250	249
@2450-2759	65	ES415		65,250	261
2868-2899	70	ES418	ST	63,250	253
2964-2970	70	ES620	ET	97,500	390
2971-2976	50	ES620	EF	104,000	416
3100-3101	70	GS425	SF	67,000	268
3102-3109	70	ES625		95,500	390
3118-3135	25*	AS628		97,750	391
3148-3153	25*	AS630		101,000	404
3186-3196	70	EP418	ST	65,000	260
3197-3199	70	EP430	EF	70,000	280
3200-3209	70	EP636	ET	102,500	410
3301-3886	70	EF418	ST	63,250	253
4050-4152	70	EF420	ST	65,250	261
4160	70	EF420	ET	65,750	263
4200-4249	70	EF420	ET	66,500	266
4300-4451	70	EF618	ST	90,000	360
4700-4709	70	ES620	ET	97,500	390
4800-4844	70	EF420	EF	69,250	277
5002-5017	70	EF423	ST	66,000	264
5100-5114	70	GF423	EF	66,500	266
5300-5325	70	EF623	ET	104,250	417
6300-6681	70	EF425	ET	66,500	266
6901-6953	70	EF625	ET	97,500	390
7030-7033	70	SF428	SF	70,000	280
ⓐ 7200-7201	70	EF435	EF	69,500	278
ⓑ 7230-7231	70	EF435	EF	69,500	278
7300-7399	70	EF630	EF	102,750	411
7400-7599	70	EF632	EF	98,500	394
7600-7607	70	EF430	ET	67,560	278
7608-7677	70	EF430	EF	69,500	278
7770-7883	70	GF430	EF	70,000	280
7900-7929	70	GF630	EF	104,750	419
7930-7936	70	GF630	ET	104,750	419
ⓐ 7940-7959	70	EF430	EF	69,500	278
#8230-8299	70	EF630	EF	97,750	391
#ⓐ 8300-8341	70	EF630	EF	102,500	410
#ⓑ 8350-8391	70	EF630	EF	102,500	410
8400-8488	70	EF630	ET	102,750	411
#8489-8573	70	EF630	ET	102,500	410
8585-8599	70	GF633	EF	104,750	419
8600-8687	70	GF633	ET	104,750	419
8688-8796	70	GF633	EF	104,750	419
8800-9156	70	EF636	ET	103,500	414
#9157-9404	70	EF636	EF	102,750	411
#9500-9504	70	EF642	ET	103,250	413
Amtrak					
200-360	70	EP430A		63,500	254
361-390	70	EP430A		64,750	259
500-649	70	EP630A		98,250	393
700-724	70	GP630A		96,500	386

ALL SUBDIVISIONS

LOCOMOTIVE NUMBER	MAX-IMUM SPEED	CLAS-SIFICA-TION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
UP					
1-50	65	EF636		98,250	393
2400-2459	70	GF630		98,250	393
2800-2809	70	GF628		93,500	374
2810-2959	70	GF630		97,750	391
3000-3122	65	EF630		98,250	393
3123-3409	50	EF630		97,500	390
3410-3475	50	EF630		97,500	390
#3476-3808	65	EF630		97,500	390
8000-8074	50	EF630		97,500	390
#8075-8089	70	EF630		97,500	390
9000-9005	70	EF435		82,500	275
ATSF					
@3000-3074	70	EF420		66,250	265
@3100-3174	70	EF420		66,250	265
@3200-3284	70	EF423		65,750	263
@3300-3460	70	EF425		66,500	266
3500-3560	70	EF420		65,750	263
3600-3705	70	EF423		66,000	264
3800-3839	70	EF435		66,250	265
4000-4019	70	EF623		98,000	392
@4600-4679	70	EF626		96,750	387
5000-5019	70	EF630		98,000	392
#5020-5169	70	EF630		97,500	390
#5200-5213	70	EF636		97,000	388
5300-5424	70	EF636		98,000	392
5496-5499	70	EF636		98,000	392
5500-5624	70	EF636		98,000	392
5625-5714	50	EF636		98,000	392
5900-5939	70	EF636-A		98,750	395
5940-5948	70	EF636-A		103,000	412
6300-6348	70	GF423		65,750	263
6350-6404	70	GF423		66,000	264
7484-7499	70	GF436		69,250	277
7500-7519	70	GF623		98,750	395
@7900-7909	70	GF628		99,000	396
8000-8152	70	GF630		103,000	412
8500-8524	70	GF633		98,000	392
8700-8799	70	GF636		98,000	392

* May be handled isolated in multiple, dead in multiple, or dead in train at maximum speed of 70 MPH.

Equipped with HTC trucks and truck snubbers.

ⓐ RCE Master.

ⓑ RCE Remote.

Ⓒ Mother.

Ⓓ Mate.

@ Locomotives not equipped with alignment control couplers.

A locomotive that is NOT listed in these tables must NEVER be operated or handled in a train unless it is specifically authorized by train dispatcher. Authorization must include the speed and weight of the locomotive as well as its starting tractive effort if it is to be operative in the train.

Unless otherwise notified in writing or verified by a Mechanical Department employe, a locomotive that does not appear in these tables must be considered as a locomotive that is NOT equipped with alignment control couplers.

ALL SUBDIVISIONS

Trains with AMTRAK EP630A locomotive in consist, must not exceed 50 MPH from point where engine enters curve until engine and first car behind engine are again on tangent track between the following mile post locations:

SANTA BARBARA SUBDIVISION

MP 255.3 and MP 256.7	MP 378.0 and MP 381.9
MP 263.7 and MP 264.0	MP 382.8 and MP 385.3
MP 278.5 and MP 280.0	MP 386.6 and MP 387.1
MP 288.5 and MP 290.6	MP 389.8 and MP 390.0
MP 294.4 and MP 294.6	MP 391.6 and MP 392.2
MP 296.1 and MP 298.9	MP 398.7 and MP 399.5
MP 301.2 and MP 301.6	MP 402.1 and MP 402.4
MP 302.8 and MP 306.1	MP 405.2 and MP 405.6
MP 312.6 and MP 312.8	MP 414.8 and MP 415.3
MP 324.8 and MP 325.7	MP 418.1 and MP 419.3
MP 328.2 and MP 329.7	MP 421.1 and MP 421.4
MP 331.5 and MP 334.9	MP 423.8 and MP 424.9
MP 338.4 and MP 345.0	MP 426.2 and MP 426.4
MP 356.8 and MP 357.8	MP 427.7 and MP 427.9
MP 367.0 and MP 367.2	MP 429.4 and MP 434.3
MP 372.6 and MP 372.9	MP 437.8 and MP 438.1
MP 376.6 and MP 376.2	MP 439.3 and MP 440.9

COLTON SUBDIVISION

MP 507.8 and MP 508.1	MP 539.0 and MP 541.3
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YUMA SUBDIVISION

MP 541.3 and MP 545.3	MP 633.6 and MP 634.6
MP 588.5 and MP 588.9	MP 727.0 and MP 732.1

3. SPEED RESTRICTIONS WITH CERTAIN EQUIPMENT	MAIN TRACKS OTHER THAN BRANCHES	MAIN TRACKS ON BRANCHES
Scale test cars		
SPMW 5868, SSW 99203	30	30
NBS-1 (must be handled in rear 20 cars of train)	60	49
Relief outfits with steam derrick	45*	25*
Locomotive Crane-Piledrivers		
SPMW 4027, 4028, 4029, 4088, 4091, 5437, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, 8000, 8002, 8003, 8004, SSWMW 96404 and 96405:		
With boom in place, either end forward [⊙]	25*	15*
With boom disconnected, heavy end forward	40	25
boom end forward	20*	15*
With boom disconnected and removable counterweight properly positioned, either end forward	40	25
Steam pile driver SPMW 4053	35	25*
Jordan Spreaders:		
Moving backward	25	20
Moving forward	35	35

*On curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than speed permitted.

⊙When moving in train with boom in place, operator must be on board.

Unless specifically authorized, all relief outfit cranes, locomotive cranes and pile drivers must not operate over routes having maximum load limits of less than 263,000 lbs.; and must observe all restrictions applying to cars weighing over 210,000 lbs.

ALL SUBDIVISIONS

4.

OTHER SPEED RESTRICTIONS

MPH

Trains handling hazardous material listed in Rule 827-A	50
Engines operated from other than lead locomotive	20
Trains handling empty bulkhead flat cars	45
Trains handling empty, specially equipped gondola cars (TOPS car kind code "GP")	45
Trains handling pipe loaded on 89 ft. flat cars	55
PC 598500 to 598999 (Gondolas)	45
Loaded Continuous Welded Rail (CWR) Trains	45*
Trains handling empties, except cabooses	55

*Loaded CWR trains must be handled separately from other trains.

5. **PLACEMENT OF RESTRICTED CARS IN TRAIN WITH OR WITHOUT HELPER:**

a. Between Ilmon and Tehachapi, Russ and Paris, Mojave and Creal, and westward through freight trains operating between San Luis Obispo and Santa Margarita, empty equipment over 73 feet long must be entrained 10 or more cars behind road engine and 10 or more cars ahead of helper engine. A flat car with one van, or one container, whether loaded or empty, must be considered as an empty. These instructions will not apply to trains LABRF, LABRT, BRLAT, WCOAT or YUOAT.

b. When the tonnage of any train including local or road switcher exceed 4,000 tons, the weight of each of the first five cars behind road engine must be 50 tons or more.

This restriction will not apply:

1. When there are less than 20 loaded cars in train.
2. Between Bakersfield and Fresno.

c. Cars measuring less than 42 feet in length must not be coupled to a car longer than 73 feet in length. This restriction will not apply to rear 20 cars of train.

Empty tank cars measuring less than 35 feet in length must be entrained in rear 20 cars of train.

d. It is the responsibility of yardmasters and conductors to take into consideration the overall distribution of tonnage when making up or changing consist of train. The following are requirements governing train makeup:

1. Train consisting of predominantly empty cars will have any block of loaded cars entrained near the head end.
2. Unless authorized by Division Officer or Chief Train Dispatcher train makeup requirements will prevail when they conflict with outstanding blocking instructions.
3. Train Mass Profile (graph) should be used to monitor train makeup when available.
4. When in doubt as to proper distribution of train tonnage, yardmaster or conductor will contact Division Officer or Chief Train Dispatcher for instructions.

e. Cabooses are not to be moved other than at rear of train, unless specifically authorized, except when handling a few cars in local or road switcher service.

ALL SUBDIVISIONS

6. LOAD LIMIT: (car and contents):

Other Than Branches	315,000 pounds
Exception:	
City of Industry-Los Angeles	263,000 pounds
Branches	240,000 pounds
Exceptions:	
Fresno-Reedley (Exeter Branch)	263,000 pounds
Reedley-Famoso (Exeter Branch)	251,000 pounds
Goshen Jct.-MP 248.5 (Visalia Br)	263,000 pounds
Goshen Jct.-Huron (Coalinga Br)	263,000 pounds
Kern Jct.-Gosford (Buttonwillow Branch) ..	263,000 pounds
Gosford-Taft (Sunset Ry)	263,000 pounds
Mojave-Searles (Lone Pine Br)	281,000 pounds
Searles-Lone Pine (Lone Pine Br)	263,000 pounds
Arvin Branch-Magunden-Harperstown	
Cars 67 ft. long with 4 axles and	
5 ft. 10 in. axle centers, 53 ft. 0 in.	
truck centers and 36 in. wheels and	
speed not exceeding 10 MPH	315,000 pounds
Baldwin Park Branch	263,000 pounds
Azusa Branch	263,000 pounds
Chino Branch	251,000 pounds
San Bernardino Branch	263,000 pounds
East Long Beach Branch	245,000 pounds
Long Beach Branch	*315,000 pounds
Santa Monica Branch	200,000 pounds
West Los Angeles Branch	200,000 pounds
El Segundo Branch	197,000 pounds
Torrance Branch	197,000 pounds
La Habra Branch	230,000 pounds
West Santa Ana Branch	260,000 pounds
Puente Branch	279,000 pounds
Santa Ana Branch (Dyer-Costa Mesa)	230,000 pounds
Stanton Branch (N. Stanton-End of Br) ..	200,000 pounds
Redlands Branch	230,000 pounds
El Centro Branch	263,000 pounds
Calexico Branch	**263,000 pounds

* SP 345000 to SP 345669 must not exceed 279,000 pounds.

** 281,000 pounds providing car is uniformly loaded with minimum axle spacing of 6 ft. 0 in., minimum center to center distance of trucks 37 ft. 0 in., minimum wheel diameter of 38 in. and prohibited from moving on other than main track between MP 686.0 and MP 687.3

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

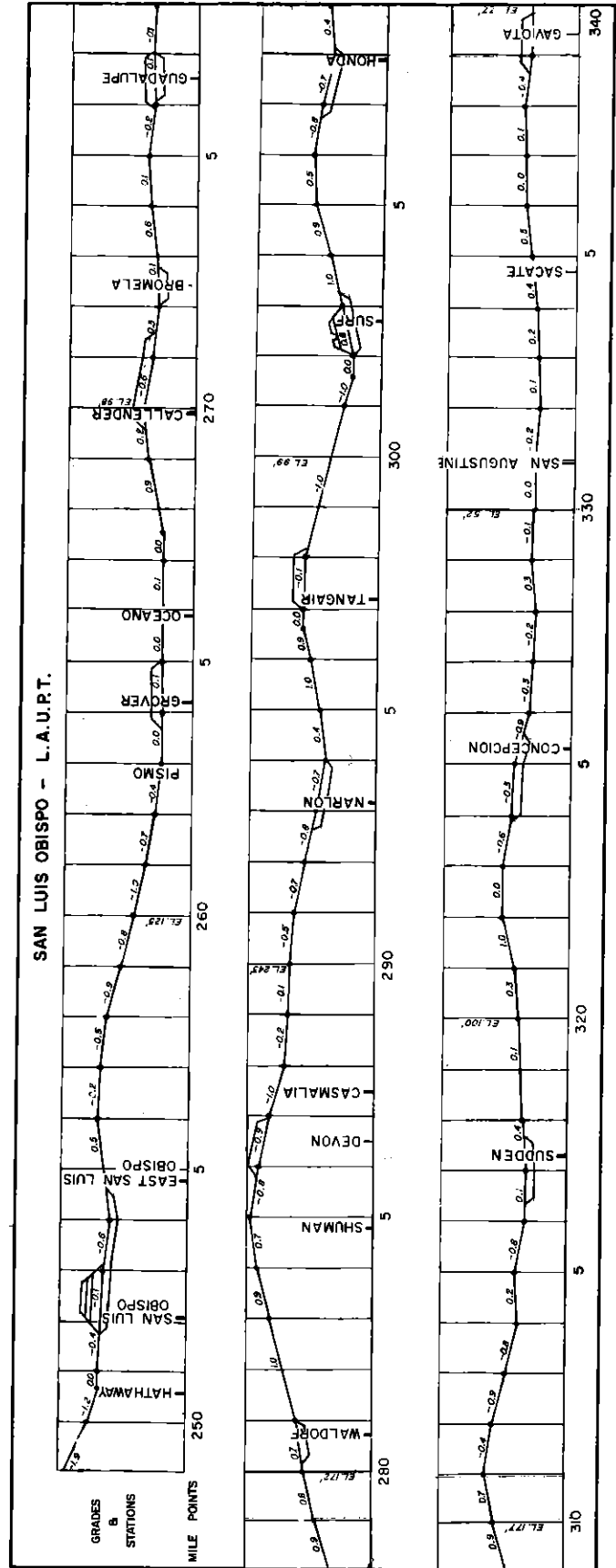
Where maximum load limit is 263,000 pounds or more, gross loads of 395,000 pounds may be handled on 6 axle cars when load limit of car is not exceeded.

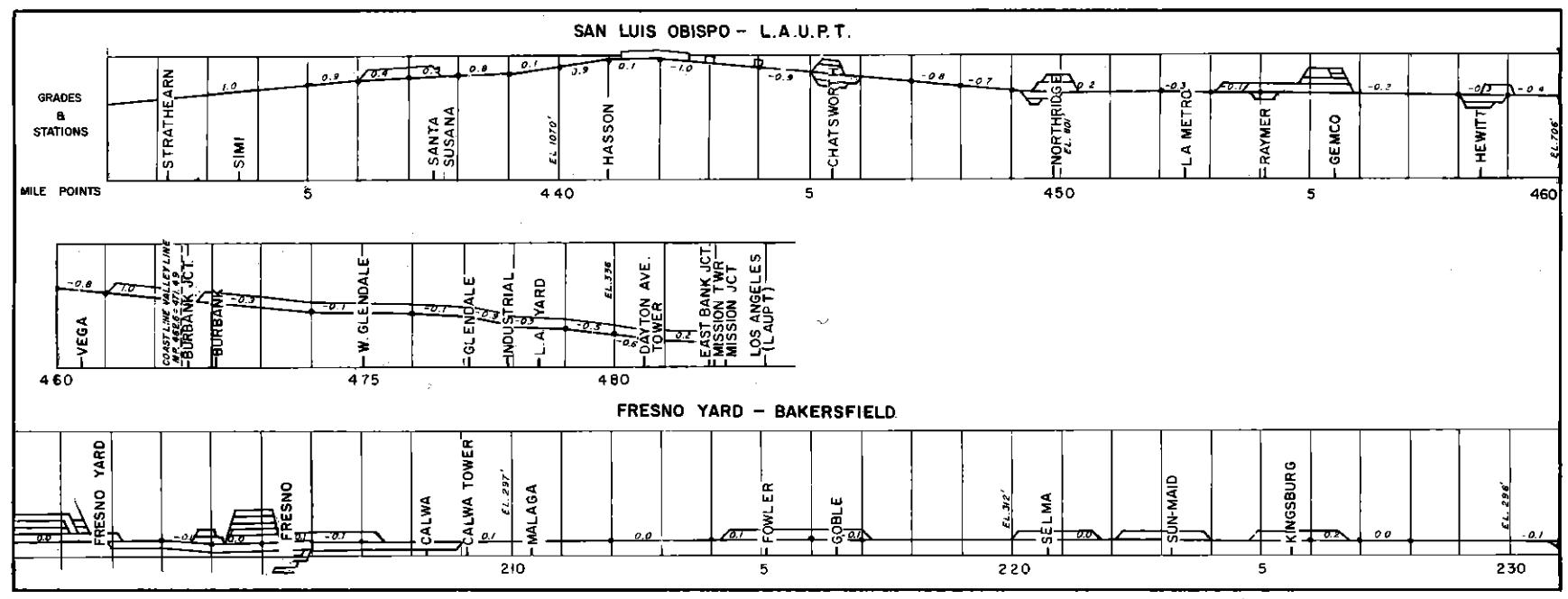
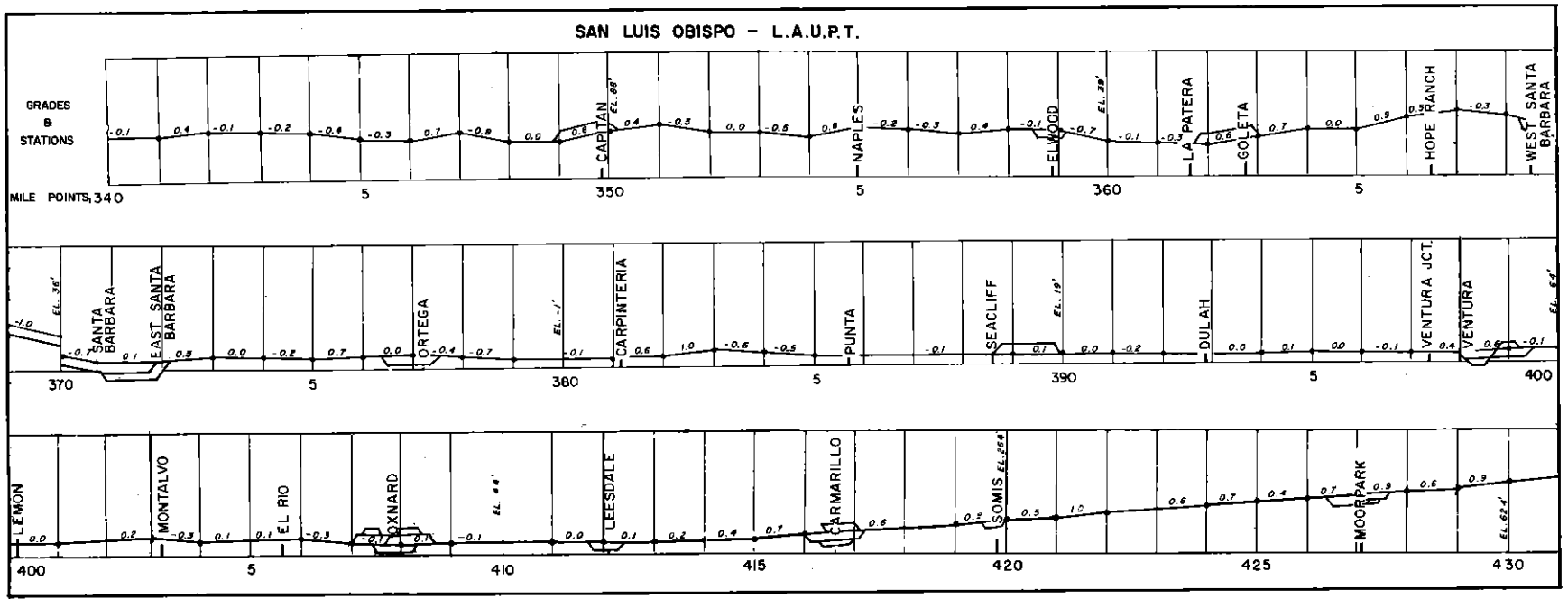
Where maximum load limit is 263,000 pounds or more, gross loads of 526,000 pounds may be handled on 8 axle tank cars, with a maximum of 3 tank cars coupled together, when load limit of cars is not exceeded.

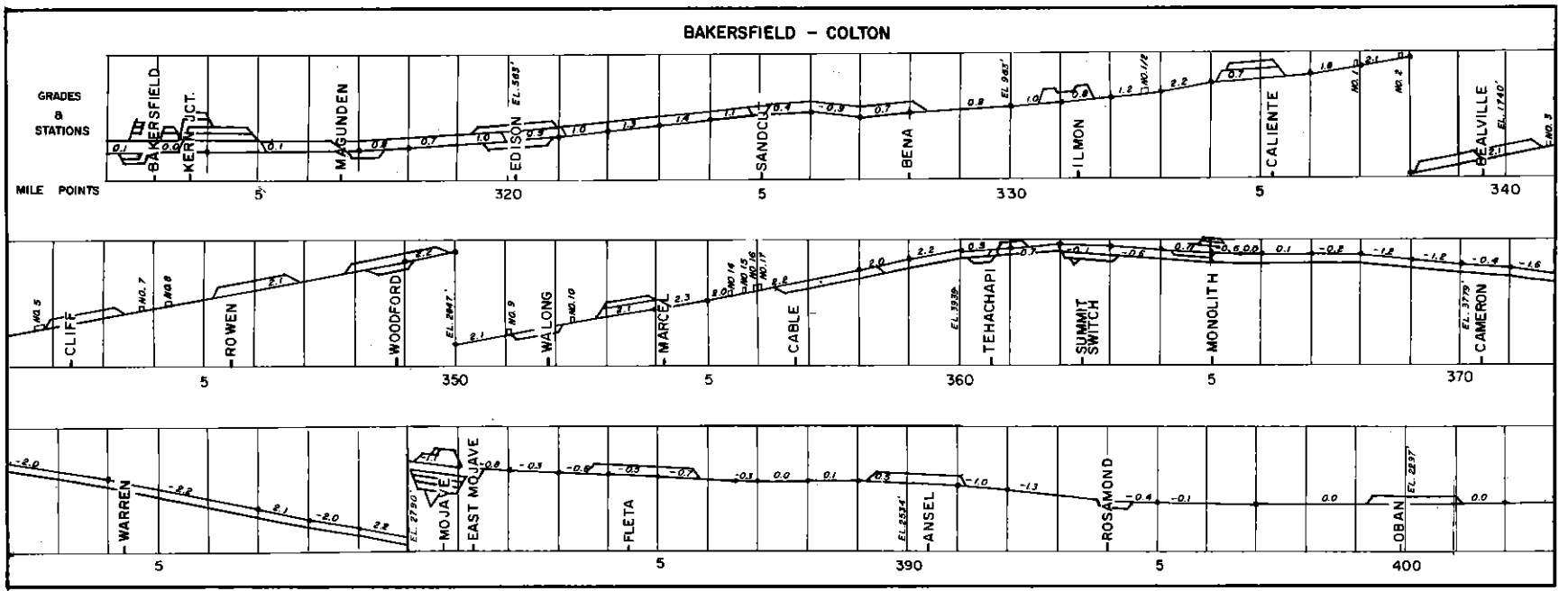
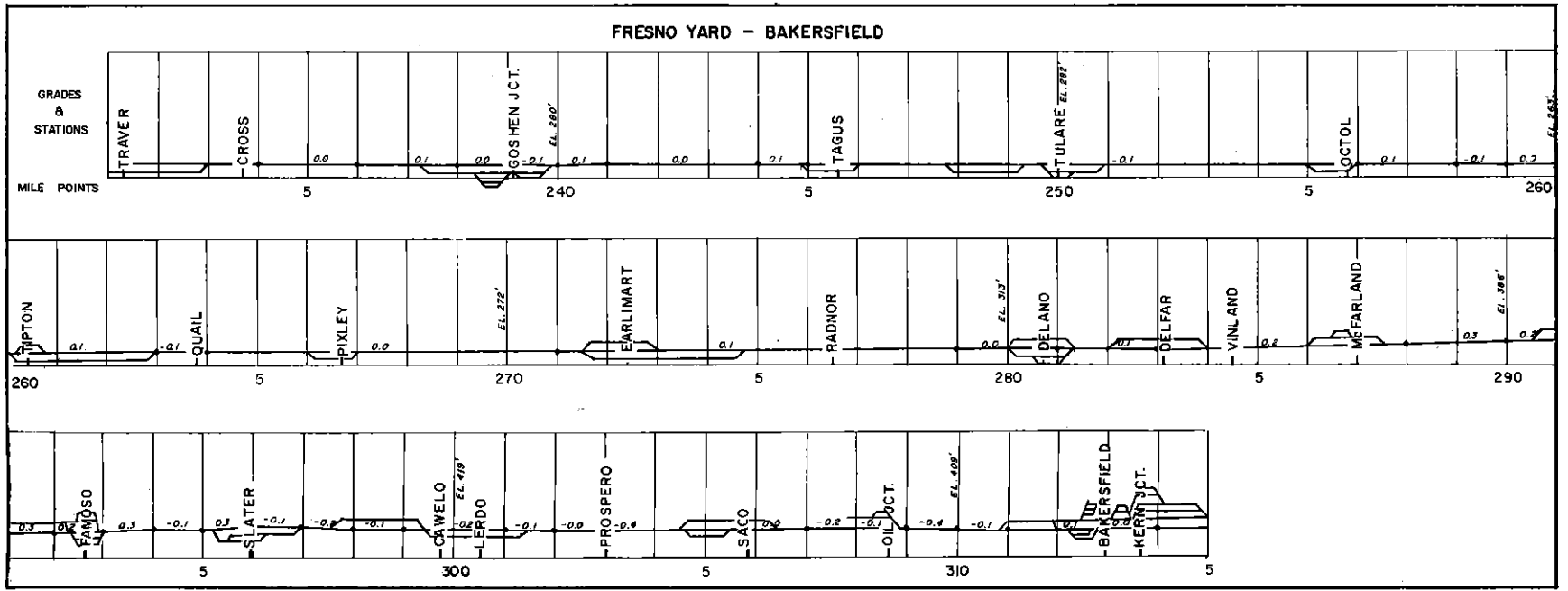
7. Passenger trains are restricted to movements on main tracks, sidings and designated receiving tracks at Passenger Stations. Movement on any other tracks must be authorized by Chief Train Dispatcher.

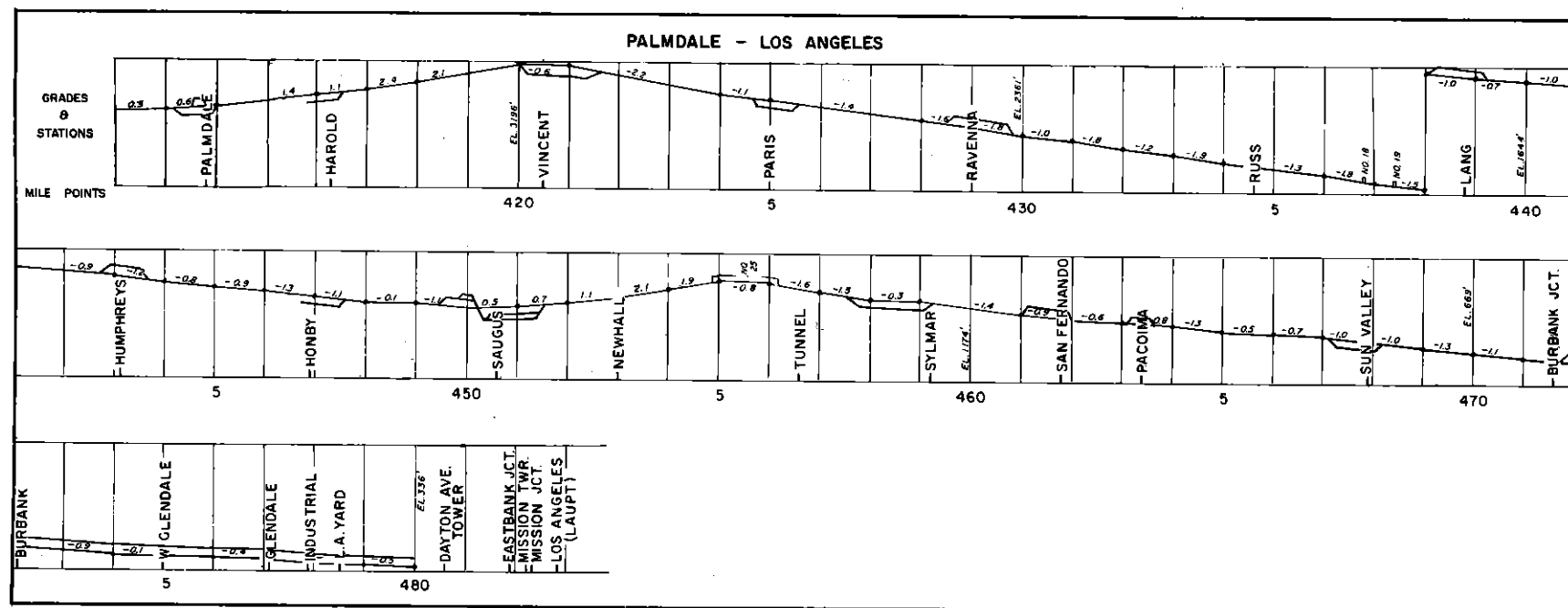
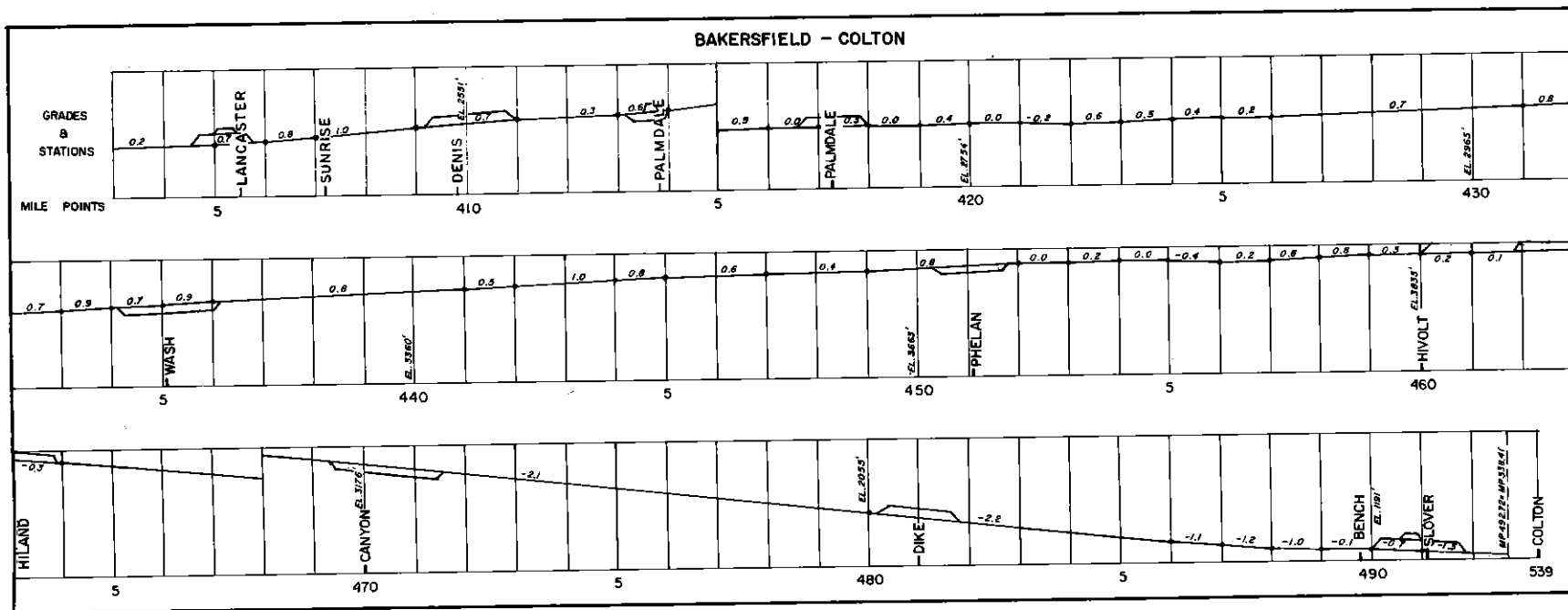
8. Following are emergency commercial telephone numbers for train dispatching districts:

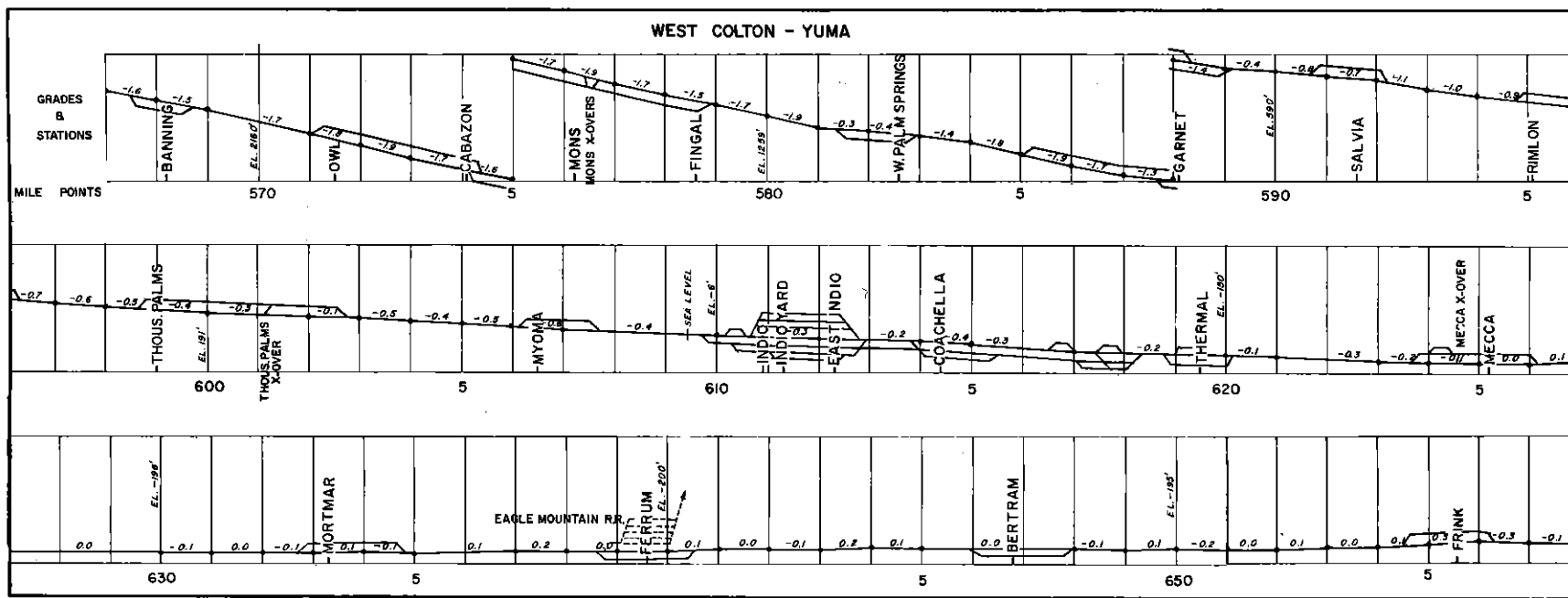
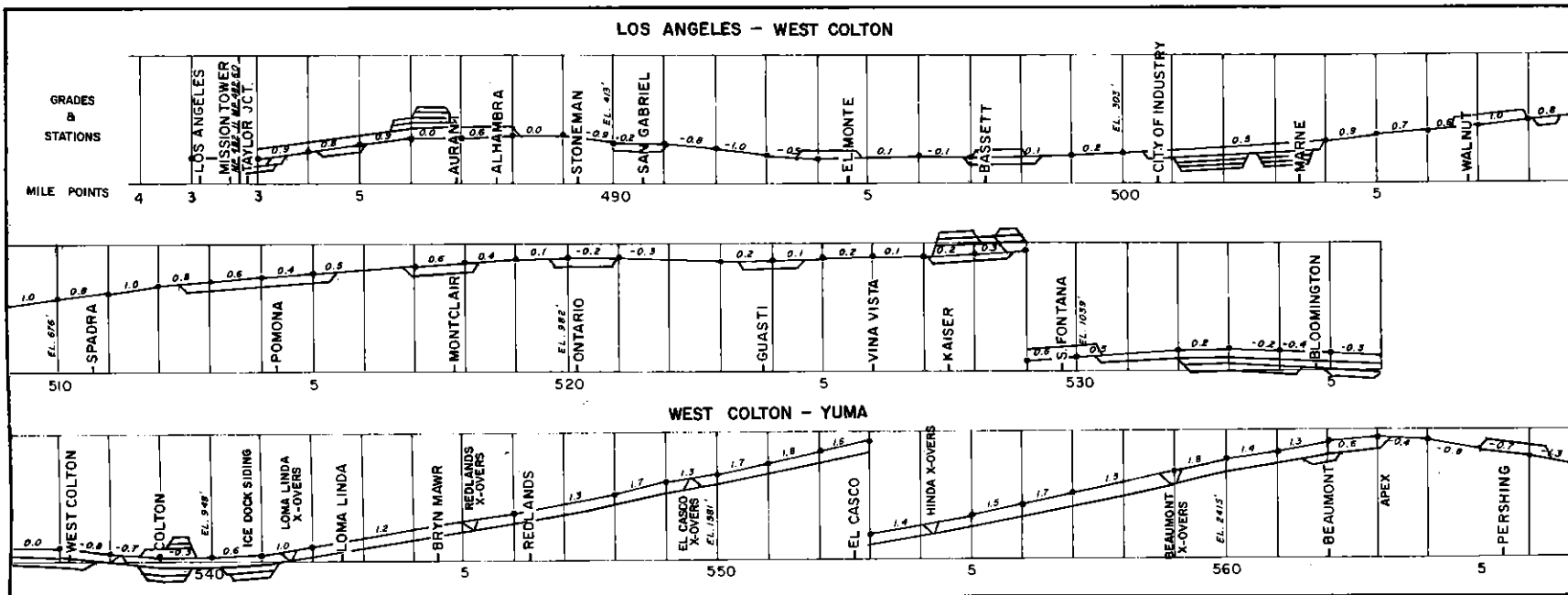
Valley-Mountain (Fresno-Mojave)	(213) 629-6571
Saugus (Mojave-Slover and Saugus Line)	(213) 629-6564
Coast	(213) 629-6706
West End (Colton-Los Angeles)	(213) 629-6560
East End (Colton-Yuma)	(213) 629-6566











WEST COLTON - YUMA

