

SOUTHERN PACIFIC COMPANY



LOS ANGELES DIVISION SPECIAL INSTRUCTIONS

No. 6

EFFECTIVE SUNDAY, SEPTEMBER 25, 1955
AT 12:01 A. M.,
PACIFIC STANDARD TIME
SUPERSEDING SPECIAL INSTRUCTIONS No. 5

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

R. E. HALLAWELL,
General Manager.

W. D. LAMPRECHT,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of
Transportation.

J. M. HATCHER,
Superintendent of Transportation.

P. D. ROBINSON,
Superintendent.

⊙ This symbol indicates change, except changes on
rating of engines pages are not so indicated.

○RULE A. Transportation Department rule revisions from December 1, 1951 to and including May 1, 1955 are shown on pages 1 and 2 of Book of Rules. Employees must have revised pages covering these revisions in their copy of Book of Rules.

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

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

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

RULE 17. When a train is ready to depart from any track in Los Angeles Yard enginemen will display headlight on lead engine by day or night in addition to sounding whistle signal 14(b).

○RULE 19. Certain passenger cars have supplemental roof-line markers in addition to side electric markers. When such cars are on rear of train, the supplemental markers must be lighted by day as well as by night and duplicate the display to the rear of side electric markers.

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

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

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

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

ELECTRIC SWITCH LOCKS

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

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

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within CTC limits train dispatcher must also be notified by telephone when completed.

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

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

Low type electric locks, such as are applied direct to lever of hub type switch stands function as above except that removal of switch lock has the same effect as opening the lock-box door.

MECHANICAL SWITCH LOCKS

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

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

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

RULE 824. When trains or yard drags are left standing in yards, a sufficient number of hand brakes must be set on the lower end to properly secure cars.

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

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

Conductor will be held responsible for compliance with the above, unless relieved by yardmaster or his representative, who must identify himself and be present at the train on which brakes are to be applied when train crew leaves it.

Portable rail skids are provided at lower end of tracks in B unit of Los Angeles Yard and in addition to placing one rail skid on track, a sufficient number of hand brakes must be set to properly secure cars. Not less than two hand brakes must be set on lower end when cars are left standing except when only one car one hand brake must be set. Such brakes must be securely applied using standard brake club to set staff brakes.

RULE 827. On DF class engine head brakeman will ride in cab of lead unit.

Trainmen must remain with their train until it stops on designated track in yards.

RULE 837. When spotting cars at industries or making movements into spur tracks protected by gates, safety stop must be made one car-length or at least 40 feet from gate.

AIR BRAKE RULES

○RULE 3. On diesel locomotives of DP-5, 6, 8, 9, 10 and 11 classes the safety valve in the discharge pipe must be set at 185 pounds.

Standard brake pipe pressure for No. 371 (Adv. CMW), No. 372 (Adv. CME), No. 373 (CMW), No. 374 (CME) and No. 370 (AON) is 90 lbs.

STANDARD AIR BRAKE PRESSURE ON LOCOMOTIVES—POUNDS is revised as follows:

	Reducing Valve	Safety Valve
"Diesel passenger....."	*30	55

(*On engines equipped with 24-RL brake equipment and speed governor control, the reducing valve will be set so brake cylinder gage will indicate 30 pounds when a full independent application has been made on a standing engine.)"

RULE 13. Should all power units of a diesel engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

FREIGHT TRAINS

○RULE 22. Trainmen must not couple air hose on outgoing freight train at Santa Barbara until train is made up and caboose on the train. Coupling the caboose to the rear of the train is an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from yardmaster, who will arrange to notify members of train crew in advance.

Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Santa Barbara, except when cars are added to the consist. Instead test will be made as outlined in Air Brake Rule 25, Rear End Test. Changing crews, caboose, and/or engine will not necessitate terminal test outlined under Air Brake Rule 22.

○RULE 25. After terminal test outlined in Air Brake Rule 22 has been made at originating terminal, Rear End Test outlined in Air Brake Rule 25 will be made at intermediate terminal Santa Barbara on freight trains moving through without cars being added to the consist or on which only crews, caboose and/or engine, may be changed. Under these conditions, rolling inspection by trainmen will be made on freight trains arriving and leaving the intermediate terminal.

○RULE 29. Second paragraph is revised to read: "When dynamic brakes and/or retaining valves are used on trains of any length, air brakes may be released at speeds of 8 MPH or over if descending grades favor this release. This rule not to govern on level or rolling territory."

MISCELLANEOUS

4. Pushing trains out of yards:

- (a) Engines must not be placed behind a wooden underframe caboose or other wooden underframe equipment.
- (b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- (c) Air must not be coupled through the pusher engine.
- (d) Knuckle must not be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

5. Helper service:

- (a) Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.
- (b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses, except diesel engines consisting of not more than two units may be placed behind steel under-frame cabooses.
- (c) Not more than one steam helper engine will be placed behind steel underframe cabooses.

Only one helper may be placed on head-end, except that two AC class engines must not be placed on head-end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any lightly loaded or empty cars or cars of wooden frame construction unless 50 percent of engine rating of helper is placed behind. When practicable helpers should be placed behind a loaded car.

Helper or doubleheader engines must not be placed on head end of freight trains powered by DF-1 to 12 class engines.

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

When used as helpers in rear of train, not more than two steam engines shall be coupled together, except that AC class must not be coupled together. When engines are coupled together, larger engine shall be placed ahead of smaller engine. Additional helpers, if required, and not to exceed two coupled in each case, shall be separated from other helpers by at least 15 cars.

When used as helper in rear of train, DF-1 to 12 class engine with over two units operating, will be cut in, as near as practicable, with 50% of engine rating of helper behind; except that helper is not to be cut in more than 20 cars ahead of caboose.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

With two-unit DF class road engine, steam helper engine or engines will be cut in, as near as practicable, with 50% of engine rating of helper behind; except that helper is not to be cut in more than 20 cars ahead of caboose.

In freight helper service DF-1 to 12 class engine must not be coupled with any class steam engine.

○In passenger service DF-1 to 12 class engine of not more than four units may be coupled ahead of steam engine; DF-1 to 12 class engine of not more than four units may be coupled ahead of DF-1 to 12 class engine; and steam engine may be coupled ahead of DP or DF-1 to 12 class engine. When so coupled dynamic brakes must not be used.

When steam engine is coupled next behind diesel engine on the head end of either a freight or passenger train, dynamic brakes must not be used.

○Steam helper engines must not be operated backing except in emergency, and in such case engines should not push through a backing steam engine if it can be avoided.

Two diesel engines, or one diesel and one steam engine may be coupled when running light, except in territory where doubleheading of engines is restricted in timetable. Diesel engine with dynamic brake operating must be placed ahead.

10. Engines equipped with pilot plow, except Mt and GS class, are prohibited from entering LAUPT, account impaired platform clearance.

○28. DF and DP class engines when moving without cars must, when possible, be operated from cab in direction of movement, except for short direct movements.

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

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

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

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

○SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
AC.....	60	55	25
C.....	40	40	30
DF-1 to 12, except.....	**55	55	*30
Units 6138 to 6143, 6145 to 6149, 6161 to 6164, 6166 to 6169, 6171 to 6185, 6204, 6205, 6209, 6241, 6242, 6249 to 6253, 6256, 6257, 6265 to 6267, 6285, 6289, 6290, 6292, 6295 to 6299, 6304 to 6306, 6313, 6314, 6322, 6324, 6326, 6327, 6330, 6333, 6336, 6342, 6343, 6345 to 6350, 6352, 6353, 6356, 6358, 6361 to 6364, 6366, 6367, 6372 to 6377, 6406 to 6423, 6425, 6426, 6428 to 6439, 8022, 8023, 8026, 8029 to 8032, 8034, 8039 to 8043, 8045 to 8048, 8050, 8060 to 8068, 8070 to 8078, 8080 to 8085, 8140 to 8145, 8147 to 8152, 8156 to 8158, 8160, 8161, 8165, 8167, 8184, 8188 to 8194, 8196 to 8199, 8204, 8214, 8219, 8222, 8224, 8225, 8230, 8232, 8234, 8235, 8242, 8243, 8246 to 8249, 8252, 8253, 8256, 8259, 8260, 8262 to 8289.....	65	65	*30
Units 6190 to 6193, 6202, 6203, 6206 to 6208, 6210, 6214 to 6219, 6222 to 6229, 6232 to 6239, 6378 to 6382, 6394 to 6405, 6440 to 6461, (T&NO) 338 to 353, 8090 to 8093, 8102, 8103, 8106 to 8111, 8114 to 8119, 8122 to 8126, 8139, 8290 to 8303, (T&NO) 526 to 541.....	70	70	*30
DF-100, 114 to 120, 122, 123, except.....	65	65	65
Units 5279 to 5287, 5290 to 5293, 5309 to 5315.....	55	55	55
DF-101 to 112.....	60	60	60
DF-121.....	70	70	70
DF-200 to 205.....	55	55	55
DF-300 to 306.....	65	65	65
DF-500, 501.....	70	70	70
DF-603, 605, 606.....	65	65	65
DP.....	79	79	*30
DS-1, 4, 5.....	45	45	45
DS-2, 3, 6, 7, 8, 9.....	60	60	60
DS-100 to 108, 110, 111, 113 to 115, 117, 118, 119.....	60	60	60
DS-109.....	65	65	65
DS-200, 201.....	35	35	35
F.....	50	50	30
GS.....	75	55	30
M.....	50	50	25
Mk-2, 4.....	40	40	30
Mk-5, 6.....	50	50	30
Mt.....	75	55	30
P-6 (2454, 2458), 8, 10.....	75	55	30
RDC.....	79	79	*30
S, SE.....	20	20	20
T-1, 28, 31.....	50	50	30
T-32.....	60	55	30
Any engine not listed.....	35	35	25

*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

**May operate at maximum speed of 60 MPH when handling No. 371 (Adv. CMW), No. 372 (Adv. CME), No. 373 (CMW), No. 374 (CME) and No. 370 (AON).

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

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

- When all weight has been removed from any one pair of drivers..... 20 MPH
- When all weight has been removed from only one wheel of any pair of drivers..... 30 MPH
- When engine truck is removed..... 20 MPH
- When main rod only is removed..... 30 MPH
- When side rod only is removed..... 30 MPH
- When both main and side rods are removed... 20 MPH

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train-order designating maximum speed is issued.

○Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind the engine handling the train; and dead steam engines weighing 150,000 pounds or more on drivers must be placed with 8 to 15 cars between it and engine handling the train. If weight is less than 150,000 pounds, dead diesel or steam engines must be placed near rear of train. Dead steam engines should be headed in direction of movement when possible.

○Maximum speed of trains handling dead engines of S or SE class 20 MPH; other steam engines 40 MPH; and diesel engines the speed shown for same engine running forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

Unless otherwise restricted, two dead road locomotives may be coupled together for movement. When necessary to separate them, or when an S or SE class and a road locomotive are moved dead in train, a steel underframe freight car must be placed between them, and S or SE class locomotive entrained with tender ahead.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
	Cars and loads with height, width or weight greater than maximum shown in Line Clearance Circular (when movement is authorized)	40	25
Double or triple loads.....	40	25
Scale test cars.....	40	30
Cars with arch-bar trucks.....	40	30
Steel pile-drivers.....	40*	30*
Relief outfits with steam derrick, except:..... (Relief outfits 7014 and 7025 must not be operated on any branch, except may be operated on Santa Paula Branch provided an empty 50-foot car is placed between crane and engine; and may be operated on San Pedro Branch to MP 504; on Burbank Branch between Burbank and Canoga Park.....	35*	25*
Power shovel on own wheels.....	35*	25*
Ditchers on own wheels, except:..... SPMW-4044.....	35*	25*
Car-top ditchers, if blocking and tie-down cables are removed.....	35*	25*
○K&J, Western, and Oliver, pedestal or center-hinged air-dump cars (except SPMW 5100 to 5189 loaded or empty).....	35*	25*
Locomotive cranes: With boom disconnected, heavy end forward	35*	25*
With boom disconnected, light end forward.	20*	15
With boom in place, either end forward.....	25*	15
Rotary snow plows.....	25	15

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

OTHER MAXIMUM SPEEDS

	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheel cars not equipped with high speed trucks.....	60	*55
Trains of deadhead equipment, with caboose..	55	..
Passenger trains, with caboose.....	55	..
Engine and caboose only, except:..... must not exceed speed for same engine running forward light.	..	55
Engine, flanger and caboose only, except:..... On curves.....	..	40
Logs loaded on flat or logging cars, except:....	..	30
On curves.....	..	25
Through truss bridges, tunnels, and passing stations.....	..	20
		15

*60 MPH permitted when handled in CME, CMW or AON.

○SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

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

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

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

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

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

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains must not exceed 50 MPH, and speed of freight trains and light engines must not exceed 40 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

○RULE 10-J. Round yellow speed signs indicate the speed restrictions applying to COAST DAYLIGHT and STARLIGHT with diesel passenger engine.

Speed signs to left of track:

Table with 4 columns: Eastward, Reading, Westward, Reading. Rows include MP 398.47, 65-50, MP 440.90, 60-40, MP 462.40, 75-70-50.

RULE 14 (d). As specified below, — — — — o sounds will be indication that flagman may return from west:

- Saugus.....on Santa Paula Branch.
Burbank Jct.....on Northridge line.
Burbank.....on Burbank Branch.

RULE 14 (e). As specified below, — — — — — sounds will be indication that flagman may return from east:

- Ventura Jct.....on Ojai Branch.
Montalvo.....on Santa Paula Branch.
Chatsworth.....on Burbank Branch.

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

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

Table with 3 columns: West MP, Station, East MP. Lists yard limits for Santa Barbara, Ventura, Oxnard, Chatsworth, Raymer, Los Angeles, Montalvo, Fillmore, Santa Paula, Saugus.

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

Santa Barbara. Eastward trains must receive proceed signal from yardman, green flag or green light, before entering any yard track.

Los Angeles. Flashing white light signal on mast of signal instrument case on drill track just west of Fletcher Drive, normally dark. Trains on drill track remain west of Fletcher Drive until flashing white light signal received to enter Los Angeles yard.

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

Westward trains, before entering "A" unit, Los Angeles Yard must not foul adjacent track until proceed signal is received from switchtender.

Westward trains leaving the yard will stop to clear adjacent track at west end of "A" unit unless proceed signal is received from switchtender, green flag by day, green light by night.

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

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

- Los Angeles—AT&SFRy industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.

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

○RULE 103-A. Automatic crossing gates:

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

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or from yard tracks over crossings, must know that gates are down and crossings clear of vehicular traffic before entering crossings.

Table with 3 columns: Station, Location, MP. Lists crossings like Raymer-Gemco, Hewitt, Burbank, West Glendale, etc.

*When necessary to cut crossing cars must not be left within fifty feet of either side of crossing and before coupling train gates must be lowered manually by inserting switch key in receptacle on gate standard and turn one-half turn to right and leave key in this position until gates have lowered and movement has entered crossing.

Oxnard: Derails on either side of Fifth St. on drill track must not be kept lined for movement, nor track between them occupied longer than necessary, to prevent excessive operation of automatic warning device.

Santa Barbara. Rear brakeman on westward trains stopped with rear car near Helena St. must remain behind train to protect traffic while slack is being taken in starting train. After starting train must move slowly until proceed signal is received, to permit brakeman to entrain.

Burbank: Cars must not be left standing on tracks within 100 feet of the following crossings: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Supermatic Products Corp., S. E. corner of Verdugo Ave. and SP tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and SP tracks; W. E. Kier Construction Co., N. E. corner Alameda Ave. and SP tracks; on Team Track, most northerly track crossing Olive Avenue.

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

- Limco: Telegraph road on Limoneria spur.

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

- *Edison spur, MP 446.2 (Santa Paula Br.) Over Telegraph road.
*Movements to be made only during daylight hours.
Industrial. Over Fletcher Drive on Van de Kamp spur.

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

- Ventura Jct.....Ojai Br., for Ventura line.
Montalvo.....Santa Paula Br., for Ventura line.
Chatsworth.....Burbank Br., for siding.
Burbank.....Burbank Br., for drill track.
Saugus.....Santa Paula Br., for westward siding.
Ventura.....Inside crossover switch west end team track, must be left lined for the straight track.

Santa Barbara: Point derail installed at fouling point of east roundhouse lead on ocean side, used as diesel storage track, and derail must be lined to protect against any unauthorized movement into the track.

○Gemco: Deraill on G. M. track 7 electrically locked. Fisher Body Plant Protection Department must be notified to release derail before it can be thrown.

- Derails in main track:
Ojai—6 feet west of initial switch.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

○RULE 107. Station train indicator is provided in approach to the following station:

Eastward
Glendale (MP 476.40)

When illuminated this indicator will convey the following information:

- TRAIN—Train at platform on opposite track.
CLEAR—Indicator in service.

When neither TRAIN or CLEAR is illuminated, indicator is out of service and report must be made to chief train dispatcher as soon as practicable.

Glendale: When westward passenger train is standing, eastward passenger train must not make station stop until westward passenger train has cleared the station. When necessary for eastward passenger train to stop east of station, stop must be made 500 feet west of Los Feliz Blvd., to permit gate-man to release highway traffic.

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

Table with 3 columns: Eastward Signal, Protection, Westward Signal. Lists signals like P-3720, P-3722, P-3774, etc.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Eastward trains leaving end of double track from westward main track at East Santa Barbara will be governed by Signal P-3720.

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

RULE 535. SPRING SWITCHES

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

Table with 2 columns: Location, Normal Position. Lists locations like East Santa Barbara, Ortega, Oxnard, etc.

RULE 605. INTERLOCKING

Burbank Jct. Tower.

To siding, o o o o o.
To industrial lead, o — o.

Upper unit of three-unit interlocking signal at east interlocking limit on westward main track governs movement on main track to Mojave Subdivision. Center unit governs movement through crossover to Ventura Subdivision. Lower unit governs movement to Valley siding and Coast siding.

Upper unit of two-unit semi-automatic signal at west interlocking limit governs movement to eastward main track. Lower unit governs movement against current of traffic through interlocking limit, and also to General Water Heater spur.

Westward freight trains of over 30 cars, except CMW and VMW, must stop before fouling Providencia Ave., Burbank, (MP 472.5), unless Signal 4723 displays green aspect, cutting crossings if blocked by train. Forward brakeman must go to telephone just east of Signal 4723 and communicate with signal operator Burbank Jct. If signal displays red aspect and authorized by signal operator to proceed, comply with Rule 509 or 510 as the case may be.

Dayton Ave. Tower. To Glendale or East Bank line, —.
To River Station Tower or "C" unit, o o o o o.

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

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

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

Mission Tower. To LAUPT, o —.

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

To Roundhouse, — o — o.

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

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

To Coach yard, o o o o —.

To Wilson Packing Co. lead, — o —.

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

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

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

Against current of traffic, — o o o o.

Signal just west of tower building and adjacent to track 55 has white disk attached to mast. Signal is to right of two converging tracks, and governs movement on either track.

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

Signs bearing words "Clearing Section" located as follows:

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

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

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

200 feet east of first signal leaving Coach yard.

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

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

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Table with 4 columns: Illuminated Letter, Signal, Approaching Movement, Authorizes and Requires Movement as Follows. Lists indicators like M, S, M, S with their corresponding signals and actions.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of siding at Ortega, Lagol and Hasson.

When necessary to leave cars on these sidings, permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached.

Hasson: When necessary to double to Hasson, after first portion of train is secured with hand brakes, member of crew must remain with first cut while return for second cut is being made.

Santa Barbara: Cars placed on passenger station house track must be protected with skid. When skids are not in use they must be returned to proper location.

Ventura: Cars placed on house track west of station must be protected with skid. Trains picking up cars must remove skid from track and return and lock to hanger on light post 70 feet west of station.

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

- Green: Tracks may be used for train or switching movements.
Yellow: Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.
Red: Tracks may be entered but cars on tracks must not be coupled or moved.
Not Lighted: Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled or moved.

RULE 827. Regular passenger trains making station stop at Santa Barbara will approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop.

At Santa Barbara, brakemen called for extra sections of first-class schedules and extra passenger trains will station themselves to make running inspection both sides of train as train arrives.

Trainmen must not ride on top of train while passing through Tunnel 26 between Hasson and Chatsworth.

On freight trains between Saugus and Montalvo; Ventura Jct. and Ojai; and Burbank and Chatsworth via Van Nuys, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

RULE 830. Oxnard: Road crossing 1670 feet east of west switch, track 20 to American Crystal Sugar Co. must be kept clear.

RULE 874. Tank heaters on engines must be turned off on eastward trains at Station One Mile sign west of Hasson; and on westward trains at Chatsworth.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 38. Rear end air test need not be made at Santa Barbara on through trains if continuity of brake pipe is not disturbed. Incoming engineer will apply brakes when stop is made, and outgoing engineer will release them.

RULE 39. Running test must be made immediately after leaving Los Angeles terminal.

At Santa Barbara running test on westward trains must not be made until rear of train has cleared station platform.

MISCELLANEOUS

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

Table with 2 columns: Class of Engine, Restricted Tracks. Lists various engine classes and their restricted track locations such as Oxnard, Santa Barbara, and Ventura.

Gemco: When switching cars on tracks 4, 5, 6 and 7 at General Motors plant, air must be cut in on all cars.

During plant hours, 7:00 AM to 3:30 PM, movement must be stopped and crossing inside General Motors plant on tracks 4, 6 and 7 protected by a member of crew.

Public Utilities Commission orders require that the operation of excessive height freight cars shall be confined to the Fisher Body track 7 at the General Motors Corpn. Raymer plant, and all cars and engines shall be brought to a stop not more than 100 feet or less than 10 feet before entering the plant building.

Chatsworth: All engines may use Burbank Branch from Chatsworth to 1000 feet from junction switch.

Switches controlling lights in Tunnel 26 are located at east and west portals. Lights must be extinguished when not in use.

Engines weighing over 200,000 pounds on drivers must not be double-headed on Santa Paula Branch.

Watch for falling rocks between MP 384.75 and MP 385.25 (between Wave and Punta) and be prepared to stop if material observed falling from bluff.

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

Table with 2 columns: Location, Load limit (car and contents). Lists load limits for Santa Barbara-Los Angeles, Ventura Jct.-Ojai, Montalvo-Saugus, and Chatsworth-Burbank via Van Nuys.

13. LOCATION OF STOCK YARDS

Table with 2 columns: Station, Capacity in cars. Lists Los Angeles Yard, Santa Barbara, and Newhall Ranch with their respective capacities.

27. Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a diesel-powered train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, trainmen and engineers must take necessary precautions to prevent movement.

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

Table with 3 columns: MP, Location, Description. Lists mileposts and locations of overhead and side structures such as bridges and tunnels.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

Table with 2 columns: Restriction, With Caution Not Exceeding MPH. Lists speed restrictions for sidings, yard tracks, and other tracks.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY		Streamlined COAST DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY		Streamlined COAST DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
MP	MP				Column:	1	2	3				4	MP	MP	Column:	1	2	3	4
○ EASTWARD, SANTA BARBARA TO LOS ANGELES: *368.70 to 372.27 (City Limits)..... 20 20 20 20 #20 372.27 to 383.66..... 55 50 50 50 30 383.66 to 384.40..... 45 45 45 45 30 384.40 to 387.70..... 50 45 45 45 30 387.70 to 390.84..... 65 60 55 55 30 390.84 to 391.23..... 50 45 45 45 30 391.23 to 396.66..... 70 65 55 55 30 396.66 to 397.08..... 45 45 30 30 30 *397.08 to 398.20 (Ventura)..... 25 25 20 20 20 398.20 to 399.60..... 65 65 50 50 30 399.60 to 402.10..... 79 70 50 50 30 402.10 to 402.38..... 65 60 50 50 30					○ WESTWARD, LOS ANGELES TO SANTA BARBARA: 482.80 to 481.90 (East Bank Jct.)..... 10 10 10 10 10 481.90 to 481.69..... 20 20 20 20 20 *481.69 to 481.67 (North Main St.)..... 15 15 15 15 15 481.67 to 480.60 (Dayton Ave. Tower)..... 20 20 20 20 20 480.60 to 477.34 (Glendale Tower)..... 40 40 25 25 20 477.34 to 471.49 (462.61) (Burbank Jct.)..... 50 50 40 40 30 Thru crossover east of tower..... 30 30 25 25 25 462.61 to 462.38..... 35 35 30 30 25 462.38 to 460.00..... 79 70 50 50 30 460.00 to 444.39..... 79 70 55 55 30 444.39 to 440.90..... 40 40 30 30 30 440.90 to 437.80..... 65 60 40 40 30								
402.38 to 405.27..... 79 70 50 50 30 405.27 to 405.66..... 60 55 50 50 30 405.66 to 407.23..... 75 70 50 50 30 407.23 to 408.08 (Oxnard)..... 35 35 25 25 20 408.08 to 414.85..... 79 70 55 55 30 414.85 to 415.36..... 60 60 55 55 30 415.36 to 418.00..... 79 70 55 55 30 418.00 to 429.45..... 70 65 55 55 30 429.45 to 429.82..... 55 55 50 50 30 429.82 to 434.35..... 65 60 50 50 30 434.35 to 437.80..... 79 70 50 50 30 437.80 to 440.90..... 65 60 40 40 30					437.80 to 434.35..... 79 70 50 50 30 434.35 to 429.82..... 65 60 50 50 30 429.82 to 429.45..... 55 55 50 50 30 429.45 to 418.00..... 70 65 55 55 30 418.00 to 415.36..... 79 70 55 55 30 415.36 to 414.85..... 60 60 55 55 30 414.85 to 408.08..... 79 70 55 55 30 408.08 to 407.23 (Oxnard)..... 35 35 25 25 20 407.23 to 405.66..... 75 70 50 50 30 405.66 to 405.27..... 60 55 50 50 30 405.27 to 402.38..... 79 70 50 50 30 402.38 to 402.10..... 65 60 50 50 30								
440.90 to 444.39..... 40 40 30 30 20 444.39 to 460.00..... 79 70 55 55 30 460.00 to 462.38..... 79 70 50 50 30 462.38 to 462.61 (471.49) (Burbank Jct.)..... 40 40 30 30 20 471.49 to 477.34 (Glendale Tower)..... 50 50 35 35 30 477.34 to 480.60 (Dayton Ave. Tower)..... 40 40 25 25 20 480.60 to 481.67..... 20 20 20 20 20 *481.67 to 481.69 (North Main St.)..... 15 15 15 15 15 481.69 to 481.90 (East Bank Jct.)..... 20 20 20 20 20 481.90 to 482.80 (Los Angeles)..... 10 10 10 10 10					402.10 to 399.60..... 79 70 50 50 30 399.60 to 398.20..... 65 65 50 50 30 *398.20 to 397.08 (Ventura)..... 25 25 20 20 20 397.08 to 396.66..... 45 45 30 30 30 396.66 to 391.23..... 70 65 55 55 30 391.23 to 390.84..... 50 45 45 45 30 390.84 to 387.70..... 65 60 55 55 30 387.70 to 384.40..... 50 45 45 45 30 384.40 to 383.66..... 45 45 45 45 30 383.66 to 372.27..... 55 50 50 50 30 *372.27 to 368.70 (Santa Barbara)..... 20 20 20 20 20								

#See Rule 536.

*Regulated by City ordinance.

○ *Streamlined passenger trains are COAST DAYLIGHT and STARLIGHT with diesel passenger engine.

○ COAST DAYLIGHT AND STARLIGHT with steam engine or conventional cars will operate at speeds shown in Column 1, except on tangent track may run not to exceed the speed permitted for class of engine involved, where 79 MPH is authorized in Column A.

○ No. 371 (Adv. CMW), No. 373 (CMW), No. 372 (Adv. CME) and No. 374 (CME), when consist contains no restricted cars, may operate at passenger speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY		PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY		PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES			
MP	MP			Column:	1	2	3			4	MP	MP	Column:	1	2	3	4
EASTWARD, VENTURA JCT. TO OJAI: *397.30 to 398.29 (city limits)..... 10 10 10 10 398.29 to 407.00..... 25 20 20 20 407.00 to 408.00..... 10 10 10 10 408.00 to 412.30..... 25 20 20 20				WESTWARD, OJAI TO VENTURA JCT.: 412.30 to 408.00..... 25 20 20 20 408.00 to 407.00..... 10 10 10 10 407.00 to 398.29..... 25 20 20 20 *398.29 to 397.30 (city limits)..... 10 10 10 10									
EASTWARD, MONTALVO TO SAUGUS: 402.94 to 412.80..... 30 25 25 25 *412.80 to 415.30 (Santa Paula)..... 15 15 15 15 415.30 to 431.62..... 30 25 25 25 431.62 to 438.10..... 25 20 20 15 438.10 to 439.05..... 30 25 25 25 439.05 to 439.41..... 25 20 20 15 439.41 to 440.93..... 30 25 25 25 440.93 to 441.96..... 25 20 20 15 441.96 to 444.20..... 30 25 25 25 444.20 to 444.84..... 30 20 20 20 444.84 to 446.16..... 30 25 25 25 446.16 to 446.20 (bridge)..... 25 25 25 25 446.20 to 448.70..... 30 25 25 25				WESTWARD, SAUGUS TO MONTALVO: 448.70 to 446.20..... 30 25 25 25 446.20 to 446.16 (bridge)..... 25 25 25 25 446.16 to 444.84..... 30 25 25 25 444.84 to 444.20..... 30 20 20 20 444.20 to 441.96..... 30 25 25 25 441.96 to 440.93..... 25 20 20 15 440.93 to 439.41..... 30 25 25 25 439.41 to 439.05..... 25 20 20 15 439.05 to 438.10..... 30 25 25 25 438.10 to 431.62..... 25 20 20 15 431.62 to 415.30..... 30 25 25 25 *415.30 to 412.80..... 15 15 15 15 412.80 to 402.94..... 30 25 25 25									
EASTWARD, CHATSWORTH TO BURBANK VIA VAN NUYS: 445.50 to 457.39..... 25 25 25 25 457.39 to 457.41 (Sepulveda Blvd.)..... 10 10 10 10 457.41 to 466.80..... 25 25 25 25				WESTWARD, BURBANK TO CHATSWORTH VIA VAN NUYS: 466.80 to 457.41..... 25 25 25 25 457.41 to 457.39 (Sepulveda Blvd.)..... 10 10 10 10 457.39 to 445.50..... 25 25 25 25									

*Regulated by City ordinance.

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

	OJAI BRANCH			SANTA PAULA BRANCH			BURBANK BRANCH	PASADENA BRANCH
	MP 397.30 and MP 401.00	MP 403.60 and MP 408.40	MP 410.00 and MP 412.40	MP 403.30 and MP 440.00	MP 440.00 and MP 444.00	MP 444.00 and MP 448.70	MP 446.00 and MP 466.80	MP 488.00 and MP 489.00
DF-101 to 108, 110 (5502), 112, 114, 117, 118, 120, 300 to 304.....	..	..	..	..	25	..	..	10
DF-109, 111, 305, 306, 500, 501.....	..	20	..	25	20	25	..	X
DF-114 (5288, 5289), 121, 122.....	..	20	..	..	20	..	..	10
DF-115, 119.....	..	..	..	..	..	..	..	10
DF-116.....	..	..	..	..	..	..	..	15
DF-603.....	20	15	20	20	15	20	20	X
DS-100, 102 to 108, 110, 111, 114, 115.....	..	20	..	25	20	25	..	X
DS-101, 113, 117, 118.....	20	15	20	20	15	20	20	X
DS-109.....	20	20	20	20	20	20	20	X
M-6, 8, 9, 11.....	..	..	..	..	25	..	..	10
T-28, 31.....	..	20	..	25	20	25	..	10
T-32.....	..	..	..	..	25	..	..	..
P-6, 7.....	..	..	..	..	25	..	..	..
P-8, 10.....	X	X	X	15	15	15	X	..
Mk-2, 4.....	..	..	..	..	25	..	..	..
F-1.....	..	..	..	..	25	..	..	..
F-3, 4, 5.....	X	X	X	20	15	20	X	..
AC-6.....	..	..	..	..	20	..	..	..
AC-7.....	..	..	..	..	25	..	..	..
AC-8 to 12.....	..	..	..	25	20	25	..	..
Mt-1, 3, 4, 5.....	X	X	X	20	15	20	X	..
GS-1 to 5.....	X	X	X	25	20	25	X	..
GS-6 to 8.....	X	X	X	20	15	20	X	..

X—Not permitted to operate.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles and Santa Barbara—Via Oxnard	Saugus to Montalvo	Montalvo to Saugus	Ventura Jct. to Ojai	Burbank to Chatsworth Via Burbank Branch	Ojai to Ventura Jct. Chatsworth to Burbank Via Burbank Branch
DP-3, 4, 7	6000 to 6004, 6017, 6018, 5900 to 5909	775	....	....	....	....	....
DP-5, 6	5916, 5917	....	....	....	....	....	....
DP-8, 9, 10	6005 to 6016, 5910 to 5915	....	....	....	....	....	....
DP-11	6019 to 6033, 5918 to 5924	....	....	....	....	....	....
DP-12	6034 to 6045	1925	....	....	....	....	....
	6046 to 6054	1375	....	....	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except units with 61:16 gear ratio	1825	....	....	....	....	....
DF-100	5200 to 5202	....	....	....	....	....	....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	2150	5000	2175	825	2600	5000
DF-109, 111	5250 to 5252, 5503 to 5505	....	....	....	....	....	....
DF-114, 116 to 118, 120 to 122	5279 to 5293, 5308 to 5335, 5340 to 5444	2600	10000	2600	1000	2000	10000
DF-115, 119, 123	5294 to 5307, 5336 to 5339, 5445 to 5448	3050	10000	3050	1225	2375	10000
DF-200 to 205	5100 to 5119	....	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....	....	....	....
DF-305, 306	4624 to 4633	....	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....
DF-603, 605, 606	5600 to 5625	2050	....	....	....	....	....
DS-1 to 8	1000 to 1032	660	4000	850	350	500	4000
DS-9	1033 to 1051	....	....	....	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1025	4000	1100	425	775	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1300	4000	1500	480	1350	4000
DS-113, 117	1486 to 1491, 1529 to 1538	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....
M-4	1629, 1713	850	2650	900	285	650	2650
M-6, 8	1726 to 1796, 1824, 1825	1075	3100	1070	350	775	3100
M-9	1805 to 1817	1125	3275	1135	380	825	3275
M-11	1833	1175	3400	1185	395	850	3400
T-28, 31	2312 to 2361	1225	3575	1240	410	900	3575
T-32	2366 to 2384	1225	3625	1260	415	915	3625
P-6	2453, 2454, 2458	1250	3625	1240	....	....	....
P-7	2476, 2477	1325	3850	1330	....	....	....
P-8, 10	2463 to 2473, 2479 to 2482	1375	②4025	②1360	....	....	....
P-8, 10	2475, 2484 to 2491	1425	②4250	②1440	....	....	....
C-8, 9, 10	2513 to 2598, 2700 to 2860	1350	3900	1350	455	990	3900
F-1	3615 to 3643	1975	②5650	②1975	....	....	....
F-3, 4, 5	3653 to 3765	2450	②6850	②2450	....	....	....
AC-6 to 12	4133 to 4294	3650	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	1925	②5350	②1835	....	....	....
GS-1, 2	4402 to 4415, 4470 to 4472	1975	②5750	②1940	....	....	....
GS-3, 4, 5, 6	4417 to 4469	2050	②6050	②2045	....	....	....
GS-7, 8	4475 to 4481, 4485 to 4487	2050	....	....	....	....	....

②Exception: Permitted to operate in emergency only.

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

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

RULE 10-J. Speed signs to left of track:
 Westward Reading
 MP 490.36 6

Speed signs to right of track, but 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.
 Eastward at MP 501.24 reading 15.

⊙**RULE 14. (e).** As specified below, — — — — — sounds will be indication that flagman may return from east:
 Alhambra on Pasadena Branch.

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

RULE 21-C. Indicators may be displayed between Los Angeles Yard and Firestone Park.

⊙Light engines originating within CTC limits or moving to or from points in Los Angeles and CTC limits need not display train indicators, white lights, or flags. Markers must be properly displayed.

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

West MP	East MP
⊙471.20	Los Angeles (Saugus-Alhambra line) 488.69
⊙466.19	" (Burbank Branch)
⊙	" (Pasadena Branch) 488.24
⊙	" (San Pedro Branch) 489.90
489.91	South Gate 492.20
500.68	San Pedro (also includes Long Beach Branch).

Los Angeles: All trains must receive proceed signal from yardman before entering any yard track at Aurant.

Before authorizing movements in either direction on westward or eastward freight lead between Dayton Ave. Tower and River Station Tower, signal operator must secure permission from yardmaster at Bull Ring.

South Gate: Work extras may occupy main track within South Gate yard limits without protecting against westward third class trains.

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

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

- Los Angeles—PERy at MP 487.5 (Must not exceed 6 MPH).
 - Los Angeles—AT&SFRy industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.
 - San Pedro Br.—PERy. at MP 491.3 (Must not exceed 6 MPH).
 - Long Beach Br.—MP 501.9 AT&SFRy crossing Texas Co. spur.
 - Pasadena Branch—AT&SFRy at MP 491.2.
- Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:
- Los Angeles—LATL Mateo St. at east end old coach yard.
- Stop clear of following crossings, then proceed if no movement approaching on intersecting line:
- Los Angeles—LATL Davies spur on Second St.
 - Los Angeles—LATL Bernard spur on Central Ave.
 - San Pedro Br.—PERy at MP 502.7.

⊙**RULE 99-C.** Will apply on San Pedro Branch.

⊙**RULE 103-A. South Gate:** When eastward switching movements are made over Century Blvd., MP 490.90, on yard tracks, stop must be made approximately 70 feet west of crossing to actuate automatic warning device before entering crossing.

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

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

When switching at Compton or when crossing is cut, cars must not be left standing within ringing circuit of crossing bells.

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

- Alhambra Pasadena Branch, for drill track.
- Firestone Park Santa Ana Branch, for westward freight lead.
- Wilmington (Anaheim Blvd.) Long Beach Branch, for San Pedro line.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

When Signal 4841 east of Taylor Jct. indicates "stop", a member of crew of freight trains will communicate with signal operator at Mission Tower by telephone and be governed by his instructions.

RULE 605. INTERLOCKING

River Station Tower. To Glendale or Naud Jct., —. To Mission Tower or yard lead, o o o o o.
 To tracks one to five inclusive or to "B" shed, except track one, — o —.
 To tracks six to eleven inclusive, or to track one "B" shed — o o o o.

To Mission Tower against current of traffic, o o o o —.
 One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Mission Tower: Signal just west of tower building and adjacent to track 55 has white disk attached to mast. Signal is to right of two converging tracks and governs movements on either track.

Clement Jct. Tower. To Butte St. Interchange yard, — o —.

Thenard Tower. Telephones at crossing AT&SFRy, UPRR and PERy, and at interlocking signal MP 502.6 on Long Beach Branch. Call signal operator to release electric switch lock on Texas Oil spur, Long Beach Branch.

Consolidated Rock spur switch 50 feet west and Consolidated Lbr. spur switch 200 feet east of crossing protected with electric locks. For movement into these spurs receive signal indication from interlocking signal to proceed over crossing and after passing signal tower, operator will then release electric locks located at switches.

For movement out of either spur call signal operator at Thenard Tower from telephone at crossing.

When using these spurs clear the main track as soon as possible to avoid delay to PERy and SP trains.

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

RULE 680. AUTOMATIC INTERLOCKING

Nadeau Interlocking: Crossing AT&SFRy, 0.9 mile east of Vernondale.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 485.55 Aurant, on both tracks, to MP 538.52 Colton Tower on Yuma Division.

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

When absolute signal on westward main track located just west of Valley Blvd., Aurant displays stop indication, member of crew of freight train will communicate with train dispatcher immediately and be governed by his instructions.

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

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

GENERAL REGULATIONS

⊙**RULE 827.** On freight trains between Alhambra and Pasadena, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

AIR BRAKE RULES

RULE 17. One retaining valve must be turned up for each 50 tons in westward trains of over 10 cars on Pasadena Branch.

PASSENGER TRAINS

RULE 39. Running test must be made immediately after leaving Los Angeles terminal.

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
DF-1 to 12, 109, 111, 114, 121, 122, DS-101, 103, 109, 113, 114, AC, F, GS, Mk, Mt, P-8, 10	San Pedro—High line.

Engines equipped with pilot plow, except Mt and GS class, are prohibited from entering Los Angeles LAUPT account impaired platform clearance.

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

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

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

⊙Two warning bells installed at entrance to Bay 6 and 7, spur 3, at Earle M. Jorgensen Co. with switches located directly under each bell and marked "for RR use only". One bell located on west side of entrance to Bay 6, other bell located on east side of transformer house.

Switching movements into Bay 6 must not be made east of yellow marker painted on pavement at west end of Bay 6 until member of crew turns bell switch to "ON". If movements are to be made to Bays 7 or 8 bell switch located on transformer house must also be turned to "ON" before moving east of yellow marker. When switching has been completed bell switches must be restored to "OFF" position when bays have been cleared.

Pasadena: Gate attached to separate switch stand across Hammond Lbr. spur must be kept locked in both open and closed position.

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

Los Angeles-Alhambra	251,000 pounds
Alhambra-Pasadena	210,000 pounds
Los Angeles-San Pedro	210,000 pounds
Wilmington (Anaheim Blvd.)-Long Beach	210,000 pounds
South Anaheim-Tustin	210,000 pounds

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

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

⊙**30.** LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
482.60	Los Angeles	2nd crossing, L. A. River bridge. Side
504.50	San Pedro	Drawbridge. Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
⊙Through all sidings, yard tracks and other tracks with steam engine running backward.	10
Passenger trains through all controlled sidings.	20
Entering Alameda St. from Finkelstein Foundry Co., spur MP 490.30 San Pedro Branch (crossing must be cleared as quickly as practicable).	6
Between River Station and Mission Tower	10
On HBL track east of Fries Ave., (MP 503.50), Wilmington	10

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

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

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY					TERRITORY				
MP	MP	Column:	LIGHT ENGINES		MP	MP	Column:	LIGHT ENGINES	
			*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS				*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS
A	1	2	3	4	A	1	2	3	4
EASTWARD, LOS ANGELES YARD TO TAYLOR JCT.: 479.70 to 480.60 (Dayton Ave. Tower) .. 40 25 25 25 480.60 to 481.67 .. 20 20 20 20 ★481.67 to 481.69 (North Main St.) .. 15 15 15 15 481.69 to 481.90 (East Bank Jct.) .. 20 20 20 20 481.90 to 482.80 (Taylor Jct.) .. 15 15 15 15					WESTWARD, ALHAMBRA TO LOS ANGELES: ★489.89 to 485.80 (Alhambra) .. 40 40 35 35 30 ★485.80 to 484.05 .. 25 25 25 25 25 ★484.05 to Mission Tower .. 15 15 15 15 15 Mission Tower to Los Angeles .. 10 10 .. 10 10				
EASTWARD LOS ANGELES TO ALHAMBRA: Los Angeles to Mission Tower .. 10 10 .. 10 10 ★Mission Tower to 484.05 .. 15 15 15 15 ★484.05 to 485.80 (Valley Blvd.) .. 25 25 25 25 ★485.80 to 488.22 (Alhambra) .. 40 40 35 35 488.22 to 488.25 (end double track) .. 35 35 35 35 ★488.25 to 489.89 (Alhambra) .. 40 40 35 35					WESTWARD, TAYLOR JCT. TO LOS ANGELES YARD: 482.80 to 481.90 (East Bank Jct.) .. 15 15 15 15 481.90 to 481.69 .. 20 20 20 20 ★481.69 to 481.67 (North Main St.) .. 15 15 15 15 481.67 to 480.60 (Dayton Ave. Tower) .. 20 20 20 20 480.60 to 479.70 (Los Angeles Yard) .. 40 25 25 25				
EASTWARD, ALHAMBRA TO PASADENA: 487.70 to 489.07 .. 15 15 15 15 ★489.07 to 490.75 (city limits) .. 15 15 15 15 ★490.75 to 492.50 (city limits) .. 15 15 15 15					WESTWARD, PASADENA TO ALHAMBRA: ★492.50 to 490.75 (city limits) .. 15 15 15 15 ★490.75 to 489.07 (city limits) .. 15 15 15 15 489.07 to 487.70 .. 15 15 15 15				
EASTWARD, DAYTON AVE. TOWER TO SAN PEDRO: ★480.60 to 485.55 (along or across streets) .. 10 10 10 10 ★485.55 to 487.25 (along or across streets) .. 12 12 12 12 487.25 to 487.39 (interlocking) .. 10 10 10 10 ★★487.39 to 489.10 .. 15 15 15 15 489.10 to 493.30 .. 30 30 25 25 ★493.30 to 494.30 (Compton) .. 20 20 20 20 ★★494.30 to 502.01 .. 20 20 20 20 502.10 to 503.50 (Fries Ave.) .. 15 15 15 15 503.50 to 507.06 .. 10 10 10 10					WESTWARD, SAN PEDRO TO DAYTON AVE. TOWER: 507.06 to 503.50 .. 10 10 10 10 503.50 to 502.01 .. 15 15 15 15 ★★502.01 to 494.30 .. 20 20 20 20 ★494.30 to 493.30 (Compton) .. 20 20 20 20 493.30 to 489.10 .. 30 30 25 25 489.10 to 487.39 .. 15 15 15 15 487.39 to 487.25 (interlocking) .. 10 10 10 10 ★487.25 to 485.55 (along or across streets) .. 12 12 12 12 ★485.55 to 480.60 (along or across streets) .. 10 10 10 10				
EASTWARD, WILMINGTON (Anaheim Blvd.) TO LONG BEACH: ★★501.31 to 502.32 .. 15 15 15 15 502.32 to 502.40 (PERy crossing) .. 10 10 10 10 ★★502.40 to 503.62 .. 15 15 15 15					WESTWARD, LONG BEACH TO WILMINGTON (Anaheim Blvd.): ★★503.62 to 502.40 .. 15 15 15 15 502.40 to 502.32 (PERy crossing) .. 10 10 10 10 ★★502.32 to 501.31 .. 15 15 15 15				

- ★Regulated by City ordinance. ★★ICC Regulation.
- ⊙*Streamlined passenger trains are **GOLDEN STATE AND SUNSET LIMITED** with diesel passenger engine.
- ⊙No. 370 (AON), when consist contains no restricted cars, may operate at passenger speeds shown in Column 1, except maximum speed must not exceed 60 MPH.
- ⊙Firestone Park: Trains must not exceed 8 MPH entering Nadeau St. crossing, MP 488.90.
Eastward trains must not exceed 8 MPH entering Firestone Blvd. crossing, MP 489.50.
- ⊙Lynwood: Eastward trains must not exceed 20 MPH entering Imperial Highway crossing, MP 491.50.

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles to Alhambra	Alhambra to Los Angeles	47th St. to L. A. Yard Via Butte St. and East Bank	San Pedro to 47th St.	L. A. Yard to San Pedro Via East Bank and 47th St.	Alhambra to Pasadena	Pasadena to Alhambra	Wilmington (Anahelm Bldg.) and Long Beach
DP-3, 4, 7.....	{6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917.....}	775	1250	....	....	....	....	....	....
DP-5, 6.....	6005 to 6016, 5910 to 5915.....	1100	2025	....	....	....	....	....	....
DP-8, 9, 10.....	6019 to 6033, 5918 to 5924.....	1350	2475	....	....	....	....	....	....
DP-11.....	6034 to 6045.....	1925	4275	....	....	....	....	....	....
DP-12.....	6046 to 6054.....	....	....	....	....	....	....	....	....
DF-1 to 12	{6138 to 6461, 8022 to 8303, except.....}	1000	2825	2125	2900	3050	....	....	....
DF-100	units with 61:16 gear ratio.....	1375	2450	....	....	....	....	....	....
DF-101 to 108, 110, 112	5200 to 5202.....	1650	3025	....	....	....	....	....	....
DF-109, 111	5203 to 5249, 5253 to 5278, 5500 to 5502.....	2150	3925	3525	5000	5000	....	....	5000
DF-114, 116 to 118, 120 to 122	5250 to 5252, 5503 to 5505.....	....	....	....	....	....	....	....	....
DF-115, 119, 123	5279 to 5293, 5308 to 5335, 5340 to 5444.....	2600	4850	3575	4975	5375	1125	10000	4500
DF-200 to 205	5294 to 5307, 5336 to 5339, 5445 to 5448.....	3050	5475	4100	5600	5925	....	....	5100
DF-300 to 304	5100 to 5119.....	850	1525	....	....	....	....	....	....
DF-305, 306	4600 to 4623, 4700 to 4703.....	1300	2450	....	....	....	....	....	....
DF-500, 501	4624 to 4633.....	....	....	....	....	....	....	....	....
DF-603, 605, 606	4800 to 4815.....	3000	5325	....	....	....	....	....	....
DS-1 to 8	5600 to 5625.....	....	....	....	....	....	....	....	....
DS-9	1000 to 1032.....	615	1225	900	1250	1325	350	4000	1125
DS-100 to 109, 111, 115, 119	1033 to 1051.....	....	....	1375	1875	2000	425	4000	1700
DS-110, 114, 118	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	950	1950	2400	2825	3450	660	4000	3000
DS-113, 117	1442 to 1463, 1492 to 1513, 1539 to 1550.....	1300	2575	....	....	....	....	....	....
DS-200, 201	1486 to 1491, 1529 to 1538.....	....	....	....	....	....	....	....	....
DS-200, 201	1900 to 1903.....	....	....	....	....	....	....	....	....
M-4	1629, 1713.....	800	1675	1250	1700	1950	285	2650	1150
M-6, 8	1726 to 1796, 1824, 1825.....	1000	2075	1450	2000	2275	350	3100	1380
M-9	1805 to 1817.....	1050	2150	1500	2100	2400	380	3275	1450
M-11	1833.....	1075	2225	1675	2375	2500	395	3400	1525
T-28, 31	2312 to 2361.....	1050	2350	1650	2325	2625	410	3575	1600
T-32	2366 to 2384.....	1150	2375	1800	2550	2675	415	3625	1625
P-6	2453, 2454, 2458.....	1125	2550	1775	2450	2675	....	....	....
P-7	2476, 2477.....	1200	2700	1900	2600	2850	....	....	....
P-8, 10	2463 to 2473, 2479 to 2482.....	1250	2725	1950	....	....	....	....	....
P-8, 10	2475, 2484 to 2491.....	1300	2875	2075	....	....	....	....	....
C-8, 9, 10	2513 to 2598, 2700 to 2860.....	1275	2600	1950	2750	2900	455	3900	1750
F-1	3615 to 3643.....	1875	3800	2800	....	....	....	....	....
F-3, 4, 5	3653 to 3765.....	2540	4475	3325	....	....	....	....	....
AC-6 to 12	4133 to 4294.....	4125	7250	5400	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376.....	1750	3625	2625	....	....	....	....	....
GS-1, 2	4402 to 4415, 4470 to 4472.....	1850	3700	2800	....	....	....	....	....
GS-3, 4, 5, 6	4417 to 4469.....	1900	3800	2950	....	....	....	....	....
GS-7, 8	4475 to 4481, 4485 to 4487.....	2050	3825	....	....	....	....	....	....

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