

SOUTHERN PACIFIC COMPANY



YUMA DIVISION SPECIAL INSTRUCTIONS

No. 1

EFFECTIVE SUNDAY, SEPTEMBER 25, 1955
AT 12:01 A. M.,
PACIFIC STANDARD TIME

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.

W. E. EASTMAN,
Superintendent.

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 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 pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

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

ELECTRIC SWITCH LOCKS

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

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

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

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

Emergency lock release is 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 the removal of the switch padlock 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 operator must be notified immediately and movement made only after necessary flag protection is provided.

GENERAL REGULATIONS

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

RULE 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. Standard brake pipe pressure on No. 370 (AON) is 90 pounds.

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

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 Colton and Indio 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 Colton or Indio, 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 Colton and Indio 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."

TRAIN HANDLING

RULE 60. On freight train handled by diesel engine and using dynamic brakes, before entering or leaving siding, turnout at crossover on descending grade between Colton and Salvia, except at Beaumont, Pershing or Palm Springs, dynamic braking force must be reduced to one-half of the maximum, and if necessary automatic brakes applied sufficiently so that speed will not exceed 15 MPH while engine is moving between points 500 feet before reaching, and 1500 feet after passing, the turnout or crossover.

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.

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.

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.

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 helper service, DF-1 to 12 class engine of not more than two units may be coupled ahead of steam road engine, but steam engine may be coupled ahead of DP or DF-1 to 12 class road engine.

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 helpers must not be operated backing except in emergency, and in such case steam 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.

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.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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. 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.

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.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES	OTHER MAXIMUM SPEEDS	
			MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Cars and loads with height, width or weight greater than maximum shown in Line Clearance Circular (when movement is authorized)			60	*55
Double or triple loads.....	40	25	55	..
Scale test cars.....	40	30	..	55
Cars with arch-bar trucks.....	40	30	..	..
Steel pile-drivers.....	40*	30*	..	..
Relief outfits with steam derrick, except:.....	35*	25*	..	..
(Relief outfits 7014 and 7025 must not be operated on any branch, except may be operated on Santa Ana Branch to MP 492 and Puente Branch).....	35*	25*	..	..
Power shovel on own wheels.....	35*	25*	..	..
Ditchers on own wheels, except:.....	35*	25*	..	..
SPMW-404.....	25*	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.

Foreign steel-wheel cars not equipped with high speed trucks..... 60
 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.
 Engine, flanger and caboose only, except:.....
 On curves..... 40
 Logs loaded on flat or logging cars, except:.....
 On curves..... 25
 Through truss bridges, tunnels, and passing stations..... 15

*60 MPH permitted when handled in 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.

RULE 10. Between Grand Terrace and Colton, signals must be placed on the right, facing westward.

RULE 10-J. Round yellow speed signs indicate the speed restrictions applying to GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

Speed signs to left of track:

Eastward	Reading	Westward	Reading
MP 501.24	15	MP 490.36	6
MP 513.05	40		
MP 514.80	79-70-50		

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

Pomona.....on Chino Branch.
Colton.....on Riverside Branch.
Firestone Park.....on Santa Ana Branch.
West Anaheim.....on Stanton Branch.
South Anaheim.....on Tustin Branch.

RULE 21-C. Indicators on extra trains will be displayed during time train is in Colton yard.

Light engines originating within CTC limits or moving to or from points in Colton yard 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, except within CTC limits, are established at the following points:

West MP		East MP
471.20	Los Angeles (Saugus-Alhambra line)	488.69
490.00	Patata	492.60
496.55	Studebaker (Santa Ana Branch)	498.89
	(Puente Branch)	501.23
511.57	Puente (Puente Branch, includes both legs of wye)	512.67
508.37	Anaheim	510.68
	(Stanton Branch)	509.26
515.008	Santa Ana	519.97
	(Pomona (Chino Branch))	520.30
536.51	Colton	541.14
	(Riverside Branch)	540.70
544.85	Riverside	

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

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

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

Stop clear of following crossings, then proceed if no movement approaching on intersecting line:

Santa Ana Branch—West leg of wye at MP 517.10.
Santa Ana Branch—East leg of wye at MP 517.20.

At the following railroad crossings PERY trains and engines must stop and provide flag protection against trains or engines on SP tracks before entering the crossing:

Colton—PERy at passenger station,
Colton—PERy over Riverside Branch,
Colton—PERy, five crossings of yard tracks.

RULE 99-C. Will apply on Santa Ana Branch.

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

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

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

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

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

Riverside—Orange Ave., Eighth St.

Riverside—Crossing bells located at Seventh and Ninth Streets are manually controlled. Switch located in box on telegraph pole east of freight station. Crossing bells must be in operation when any train movements are made over crossings, unless protected by members of train crew on both sides of train, before and while movements are being made over crossings.

Puente—Trains or engines entering Valley Blvd. crossing, MP 500.50, from siding must stop 50 feet short of crossing and wait for gates to lower before entering crossing.

Patata—Independence Avenue, on Philadelphia Quartz Co. spur.

Anaheim—Los Angeles St. Before train is permitted to move over crossing, trainman must insert switch key in lock in controller cabinet of manually controlled traffic signal, causing traffic signals to display red flashing indication to vehicular traffic. Switch key must not be removed while any part of train is moving over or standing on crossing.

Pomona. Trains on Chino Branch must not exceed 10 MPH over crossings of Riverside Drive, East End Ave., and Fifth St., and must watch carefully for vehicular traffic.

MP 512: Derails on either side of Pomona Blvd. on American Brake Shoe Co. spur must not be kept lined for movement, nor track between them occupied longer than necessary, to prevent excessive operation of crossing signal.

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

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:

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.
El Monte—Over Arden Drive on drill track.
Santa Ana—Over Fourth St.

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

Firestone Park..Santa Ana Branch, for westward freight lead.

West Anaheim..Stanton Branch, for Santa Ana Branch.

South Anaheim.Tustin Branch, for Santa Ana Branch.

Puente.....Puente Branch, for connecting track.

Alhambra.....Pasadena Branch, for drill track.

Colton.....Riverside Branch, for PFE yard.

Colton.....PERy junction switch on Riverside Branch, for SP main track.

Riverside Jct....PERy junction switch for SP main track.

Derails on main track:

Tustin—10 feet east of east switch.

Dyer—MP 519.67.

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

Colton: Point derail installed at fouling point of team, old wash and old rip tracks, used as diesel storage tracks, and derail must be lined to protect against any unauthorized movement into these tracks.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Pomona.....Junction, Chino Branch	Controlled siding

RULE 605. INTERLOCKING

South Anaheim and Marlboro: Interlocking limits extend between interlocking signals on either side of crossings of AT&SFRy at MP 512.40 and MP 514.50.

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

Los Nietos: Limits extend over PERY crossing and AT&SFRy crossing from eastward interlocking signal, MP 501.20, to westward interlocking signal, MP 503.60.

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

Colton Tower. Westward trains ready to depart, o —.

RULE 680. AUTOMATIC INTERLOCKING

Patata Interlocking. UPRR Crossing.

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box at crossing and comply with rules posted therein.

After release has been operated by flagman, signal should change to "proceed", or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

Highgrove Interlocking, AT&SFRy Crossing, 0.7 mile east of Orange Center.

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box at crossing and comply with rules posted therein.

After release has been operated by flagman, signal should change to "proceed", or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

SPECIAL SIGNALS

Riverside Branch between MP 540.08 and MP 545.91 used jointly by SP and PERY without train orders.

Light type special signals for eastward movement at fouling point PERY junction switch Colton, and 15 feet east of east switch Highgrove; and for westward movement 800 feet west of Riverside Jct. and 15 feet east of east switch Highgrove confer authority to the next special signal, except that the signals at Highgrove confer authority to the limit of these signals; and their indications supersede the superiority of trains for both opposing and following movements, but do not dispense with the use or observance of other signals.

Trains must stop before reaching signals, and comply with instructions posted in cut-in and cut-out boxes adjacent to or opposite signals for operation of toggle switches to clear signals.

If after complying with instructions posted in "Cut-In" box and signal still displays "stop" indication, wait five minutes, then send flagman ahead, wait at least five minutes after he has started, and then follow, keeping at least one-fourth mile behind him until flagman can see track clear to end of block. Movement must be made with caution not exceeding 12 MPH.

Toggle switch in cut-out box must be operated after rear of train passes 50 feet beyond signals.

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

RULE 760. CENTRALIZED TRAFFIC CONTROL

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

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.

Signal 5143 governs westward movement through crossover Pomona, and Signal 5202 governs eastward movement through crossover Ontario. Signals are normally dark, and only govern movement through respective crossovers.

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

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

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

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

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

GENERAL REGULATIONS

RULE 825. Portable rail skid is hung on post at lower end of siding at Pomona.

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

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

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

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

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

On freight trains between Puente, Firestone Park, Dyer, Tustin and Stanton; Colton and Riverside; Pomona and Chino, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

MISCELLANEOUS

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

Table with 2 columns: Class of Engine, Restricted Tracks. Lists engine classes like DP, DF-1, GS and their restricted track locations such as Patata, Rudell, and South Fontana.

Take necessary precautions when sand is blowing between signs reading "Sand" at following points:

MP 522.40 west of Vina Vista to MP 528.38 west of South Fontana.

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

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

11. Load limit (car and contents): Table listing load limits for Studebaker-Puente, Firestone Park-Dyer, West Anaheim-Stanton, South Anaheim-Tustin, Alhambra-Colton, Pomona-Chino, and Colton-Riverside.

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

13. LOCATION OF STOCK YARDS. Table with 2 columns: Station, Capacity in cars. Shows Colton with 98 (water) capacity.

29. Train dispatching on Santa Ana, Tustin, Stanton and Puente Branches, except for westward trains to the Puente Branch at Puente is under the jurisdiction of Los Angeles Division.

Movements over UPRR tracks between Bartolo, MP 504.90, and Puente Jct., MP 511.50 are governed by UPRR rules, timetable, special rules and bulletins.

Employes operating over UPRR tracks between Bartolo, MP 504.90, and Puente Jct., MP 511.50, are required to have in their possession UPRR examination certificate, Form 2198, indicating they have been qualified on UPRR rules and special rules; and in addition, are required to have copy of and be conversant with pamphlet issued by SP indicating wherein UPRR operating rules differ from movement in that territory from SP rules, UPRR Supplement No. 1 to Operating and Signal Rules effective March 1, 1952 and UPRR current timetable and special rules.

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

Table with 3 columns: MP, Location, Description. Lists structures like Santa Ana River bridge and Water tank with their locations and descriptions.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS. Table with 2 columns: Description, With Caution Not Exceeding MPH. Lists restrictions for sidings, yard tracks, crossovers, etc.

SPECIAL INSTRUCTIONS—POMONA 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.

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.

Table with columns for Territory, Streamlined Passenger Trains, Other Passenger Trains, Freight and Mixed, Light Engines (Running Forward/Backward), and MP ranges. Includes sections for Eastward and Westward routes between Alhambra, Colton, and Pomona.

★Regulated by City ordinance.

*Streamlined passenger trains are GOLDEN STATE and SUNSET LIMITED with diesel passenger engines.

GOLDEN STATE and SUNSET LIMITED with P-7, 8, 10; GS, or Mt class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

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.

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

Restriction table with columns for Santa Ana Branch, Stanton Branch, Tustin Branch, and various train types (DF, DS, M, T, C) with their corresponding speed limits.

X—Not permitted to operate.

SPECIAL INSTRUCTIONS—POMONA 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.

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.

Table with columns for Territory, Passenger Trains, Freight and Mixed, Light Engines (Running Forward/Backward), and MP ranges. Includes sections for Eastward and Westward routes between Firestone Park, Stanton, Tustin, and Pomona.

★Regulated by City ordinance.

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

♦Trains must move with caution not exceeding 15 MPH on SP-PERY joint tracks between MP 498.80 and MP 501.27.

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

Restriction table for Riverside Branch (Market St. line) with columns for MP 545.40 and MP 547.00, and various train types (DF, DS, M, T, C) with their corresponding speed limits.

X—Not permitted to operate.

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Territories						
		Puente to Ontario	Alhambra to Puente Ontario to Colton	Colton to Bloomington El Monte to Stoneman	Bloomington to El Monte Stoneman to Alhambra	Chino to Pomona	Colton to Riverside Pomona to Chino	Riverside to Colton
DP-3, 4, 7	{6000 to 6004, 6017, 6018, 5900 to 5909 5916, 5917}	775	1250	850	1250	....	....	....
DP-5, 6	6005 to 6016, 5910 to 5915	1100	2000	1125	2025	....	....	....
DP-8, 9, 10	6019 to 6033, 5918 to 5924	1350	2475	1400	2475	....	....	....
DP-11	6034 to 6045	1925	3475	2425	4275	....	....	....
DP-12	6046 to 6054	....	....	....	....	....	....	....
DF-1 to 12	{6138 to 6461, 8022 to 8303, except units with 61:16 gear ratio	1000	2825	1650	2825	....	....	....
DF-100	5200 to 5202	1375	2450	1425	2450	....	....	....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	1650	3000	1750	3025	....	....	....
DF-109, 111	5250 to 5252, 5503 to 5505	2150	3900	2225	3925	2150	①5000	....
DF-114, 116 to 118, 120 to 122	5279 to 5293, 5308 to 5335, 5340 to 5444	3150	5800	3250	5000	....	....	....
DF-115, 119, 123	5294 to 5307, 5336 to 5339, 5445 to 5448	2600	4800	2700	4850	2600	10000	2600
DF-200 to 205	5294 to 5307, 5336 to 5339, 5445 to 5448	3050	5450	3175	5475	3050	10000	3050
DF-300 to 304	5100 to 5119	850	1525	875	1525	....	....	....
DF-305, 306	4600 to 4623, 4700 to 4703	1300	2425	1375	2450	....	....	....
DF-500, 501	4624 to 4633	....	....	....	....	....	....	....
DF-603, 605, 606	4800 to 4815	3000	5300	3100	5325	....	....	....
DF-603, 605, 606	5600 to 5625	....	....	....	....	....	....	....
DS-1 to 8	1000 to 1032	615	1225	800	1225	1100	4000	660
DS-9	1033 to 1051	....	....	....	....	....	....	....
DS-100 to 109, 111, 115, 119	{1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567}	950	1825	1250	1950	1400	4000	1025
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1300	2350	1425	2575	1500	4000	1500
DS-113, 117	1486 to 1491, 1529 to 1538	....	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....
M-4	1629, 1713	800	1725	925	1675	900	2650	485
M-6, 8	1726 to 1796, 1824, 1825	1000	2125	1150	2075	1070	3100	550
M-9	1805 to 1817	1050	2250	1225	2150	1135	3275	600
M-11	1833	1075	2300	1275	2225	1185	3400	645
T-28, 31	2312 to 2361	1150	2425	1350	2350	1240	3575	675
T-32	2366 to 2384	1150	2475	1350	2375	1260	3625	685
P-6	2453, 2454, 2458	1125	2600	1300	2550	....	....	....
P-7	2476, 2477	1200	2725	1400	2700	....	....	....
P-8, 10	2463 to 2473, 2479 to 2482	1250	2800	1500	2725	....	....	....
P-8, 10	2475, 2484 to 2491	1300	2800	1550	2875	....	....	....
C-8, 9, 10	2513 to 2598, 2700 to 2860	1275	2650	1475	2600	1360	3900	740
F-1	3615 to 3643	1875	3875	2175	3800	....	....	....
F-3, 4, 5	3653 to 3765	2450	4450	2550	4475	....	....	....
AC-6 to 12	4125 to 4294	4125	7400	4650	7250	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	1750	3725	2050	3625	....	....	....
GS-1, 2	4402 to 4415, 4470 to 4472	1850	4000	2225	3700	....	....	....
GS-3, 4, 5, 6	4417 to 4469	1900	4125	2225	3800	....	....	....
GS-7, 8	4475 to 4481, 4485 to 4487	2050	3825	2150	3825	....	....	....

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—POMONA SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Territories					
		Tustin and South Anaheim	Stanton to West Anaheim	Firestone Park and Dyer	West Anaheim to Stanton	Studebaker to Puente	Puente to Studebaker
DF-1 to 12	{6138 to 6461, 8022 to 8303, except units with 61:16 gear ratio	....	....	....	....	3025	2450
DF-100	5200 to 5202	2150	4975	3550	5000	5025	4000
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	2150	4350	3575	10000	5200	4100
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	2525	4950	4125	10000	5850	4725
DF-115, 119, 123	5294 to 5307, 5336 to 5339, 5445 to 5448	....	....	....	....	....	....
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	....	....	....	....	....	....
DS-1 to 8	1000 to 1032	750	1125	1300	2675	1600	1275
DS-9	1033 to 1051	....	....	....	....	....	....
DS-100 to 109, 111, 115, 119	{1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567}	875	1650	1850	4000	2475	2000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1450	2900	2400	4000	2525	2025
DS-113, 117	1486 to 1491, 1529 to 1538	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....
M-4	1629, 1713	700	1200	1800	2650	....	....
M-6, 8	1726 to 1796, 1824, 1825	840	1450	2175	3100	....	....
M-9	1805 to 1817	895	1550	2300	3275	....	....
M-11	1833	935	1600	2400	3400	....	....
T-28, 31	2312 to 2361	975	1695	2500	3575	....	....
T-32	2366 to 2384	995	1725	2550	3625	....	....
P-6	2453, 2454, 2458	....	....	....	....	....	....
P-7	2476, 2477	....	....	....	....	....	....
P-8, 10	2463 to 2473, 2479 to 2482	....	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	....	....	....	....	....	....
C-8, 9, 10	2513 to 2598, 2700 to 2860	1070	1855	2750	3900	....	....
F-1	3615 to 3643	....	....	....	....	4150	3350
F-3, 4, 5	3653 to 3765	....	....	....	....	4775	3850
AC-6 to 12	4125 to 4294	....	....	....	....	7950	6425

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

RULE 10-J. Round yellow speed signs indicate the speed restrictions applying to GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

Speed signs to left of track:

Table with 4 columns: Eastward, Reading, Westward, Reading. Rows include MP 545.89, MP 575.83, MP 540.75, and MP 585.75.

Speed signs to right of track, but with one track inter-vening:

Eastward at MP 539.05 reading 30.

RULE 14 (e). As specified below, — — — — —

- Indication that flagman may return from east: Bryn Mawr... on Redlands Branch. Colton... on Riverside Branch.

RULE 21-C. Indicators on extra trains will be displayed during time train is in Colton yard.

Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

Light engines originating within CTC limits or moving to or from points in Colton or Indio yard and CTC limits need not display train indicators, white lights, or flags.

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

Table with 3 columns: West MP, Station, East MP. Rows include Colton, Redlands, 2nd Street, Crafton, and Indio.

Colton: All trains must move with caution between absolute signals MP 538.52 and MP 540.05.

Indio: All trains must move with caution between absolute signal MP 610.3 and East Indio.

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

At the following railroad crossings PERY trains and engines must stop and provide flag protection against trains or engines on SP tracks before entering the crossing:

- Colton—PERy at passenger station, Colton—PERy over Riverside Branch, Colton—PERy, five crossings of yard tracks

RULE 103-A. Loma Linda: To prevent excessive operation of crossing signals at crossing B-541.0 (Hunts Lane), westward train occupying siding and cutting crossing must leave head car of rear portion of train on short track circuit between crossing and white marks on rails 120 feet east of crossing.

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

Indio... Before pushing or backing cars over crossing on drill track opposite yard office.

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:

- Redlands 2nd St.—Over Orange St. Redlands 2nd St.—Over Fourth St. Indio—Over highway on California Date Growers Assn. spur.

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

- Colton... Riverside Br., for PFE yard. Colton... PERY junction switch on Riverside Br., for SP main track. Bryn Mawr... Redlands Br., for branch connecting track.

Indio: Point derails installed at fouling point of balloon track north of roundhouse and storage track south of roundhouse, used as diesel storage tracks, and derails must be lined to protect against any unauthorized movement into the track.

- Derails in main track: Redlands, 2nd Street—West end of Mill Creek bridge, MP 547.33. Crafton—628 feet west of west switch, MP 551.01. Crafton—899 feet from end of track, MP 551.52.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 540.05 Colton, to MP 609.80 Indio.

Switch at MP 610.3 Indio is dual control but diverging track is not controlled beyond fouling point.

RULE 775. When helpers are cut out of rear end of trains on controlled siding Beaumont, a reverse movement by helpers may be made without permission from train dispatcher, but signal indication must be respected.

Before moving eastward from controlled siding to engine track Beaumont, permission from train dispatcher must be obtained.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of sidings at:

Table with 3 columns: Redlands, Beaumont, Mons. Rows include Ordway, El Casco, Hinda, Nicklin, Pershing, Banning, Owl, Cabazon, Fingal, Hugo, Garnet, Salvia, Rimlon.

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

RULE 826. Loma Linda: Indicator lights located at each end of icing tracks govern movements on those 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 to 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 to or moved.

RULE 827. Trains of passenger equipment, except Streamlined GOLDEN STATE and SUNSET LIMITED, must approach Colton and Indio at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop.

Eastward freight trains handled by steam engine will stop at Owl or Cabazon 10 minutes and westward freight trains handled by steam engine will stop at El Casco or Ordway 10 minutes for heat radiation, at which time train inspection will be made.

On freight trains between Bryn Mawr and Crafton, and on descending grade between Colton and Thousand Palms, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

Steam engines not equipped with tire coolers, and diesel engines without dynamic brake operating, running light on descending grade must stop between Hinda and Redlands, or Owl and Palm Springs for inspection.

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure for freight trains descending grade is 90 lbs. In recharging brake pipe selector cock must be cut in to MR position.

RULE 17. Retaining valves will be used on passenger trains as follows:

All retaining valves will be turned up on eastward trains handled by steam engine at Beaumont, and will be turned down at Garnet, except if stop is made at Palm Springs retaining valves on head end cars may be turned down at that point provided not less than 60% of cars in train have retaining valves remaining in use.

All retaining valves will be turned up on westward trains handled by steam engine at Beaumont, and will be turned down on passenger carrying cars at Loma Linda, and on head-end cars at Colton.

When overheating is apparent, retaining valves may be turned down on such cars.

Retaining valves will not be used on passenger trains handled by DP or DF class engines with three or more dynamic brakes operating, nor on Train 370 with two or more dynamic brakes operating.

DP or DF class engines with less than three dynamic brakes operating or when handling Train 370 with less than two dynamic brakes operating with over 1750 tons, will apply retaining valve rules governing operation with steam engine.

Retaining valves will be used on freight trains handled by steam engine commencing at head-end of train as follows:

One retaining valve for each 60 tons Beaumont to Thousand Palms. If stop is made at Garnet, Salvia or Rimlon and in the judgment of engineer it is safe to do so, retaining valves may be turned down at Garnet, Salvia or Rimlon instead of Thousand Palms.

One retaining valve for each 70 tons Beaumont to Redlands, and one retainer for each 100 tons Redlands to Loma Linda or Colton.

One retaining valve for each 50 tons in westward trains of over 10 cars on Redlands Branch.

Retaining valves will be used on freight trains handled by DF class engines commencing at head-end of train as follows: Beaumont to Thousand Palms:

DF class engine with four dynamic brakes operating with over 3750 tons, one retaining valve for each 100 tons; with three dynamic brakes operating with over 2800 tons, one retaining valve for each 95 tons.

If stop is made at Garnet, Salvia or Rimlon and in the judgment of engineer it is safe to do so, retaining valves may be turned down at Garnet, Salvia or Rimlon instead of Thousand Palms.

Beaumont to Loma Linda or Colton:

DF class engine with four dynamic brakes operating with over 4250 tons, one retaining valve for each 110 tons; with three dynamic brakes operating with over 3150 tons, one retaining valve for each 100 tons.

DF class with less than 50 cars ore will be governed by the above; with 50 or more cars ore use one retaining valve for each 85 tons.

DF with less than three dynamic brakes operating will apply retaining valve rules and Rule 827 governing operation with steam engine Beaumont to Thousand Palms and Beaumont to Loma Linda or Colton.

In case of failure of dynamic brakes in above territory, stop must be made immediately, and brake system recharged. Retaining valve rules and Rule 827 governing operation with steam engine will then apply, except when all retaining valves are in use train may proceed at reduced speed to insure proper handling, not exceeding 15 MPH.

SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

FREIGHT TRAINS

RULE 25. Beaumont: Rear end test must be made except on trains not using retaining valves and not required to stop but such trains must make running test approaching MP 563 as follows:

Engineer while working power will make reduction of approximately seven pounds, wait for slack to adjust, then make a three pound reduction before releasing brakes. Trainmen must note reduction on caboose gage, and following build-up in pressure when brakes are released, give proceed signal. Stop and rear end test must be made if conditions prevent passing hand signal.

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

Beaumont to Garnet:	
Trains handled by steam engine	60 tons
Trains handled by DF class with four dynamic brakes operating	75 tons
Trains handled by DF class with three dynamic brakes operating	67½ tons
Trains handled by engine equipped with one air pump	30 tons
Beaumont to Loma Linda:	
Trains handled by steam engine	60 tons
Trains handled by DF class with four dynamic brakes operating	85 tons
If tonnage exceeds 75 tons per operative brake speed must not exceed 20 MPH, and number of cars in train must not exceed 95.	
Trains handled by DF class with three dynamic brakes operating	72½ tons
Trains handled by engine equipped with one air pump	30 tons

PASSENGER TRAINS

RULE 38. At Indio passenger station, engineers will use hand signals instead of whistle signals. Trainmen will place themselves in position to relay signals to best advantage.

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

MISCELLANEOUS

1. Spouts of water columns between Beaumont and Indio when not in use must be pointed eastward (downhill).

Water at Beaumont for emergency use only.

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

Class of Engine	Restricted Track
DP, DF-109, 111, 114, 121, 122, DS-101, 103, 109, 113, 114, P-8, 10, Mk, F, AC, Mt, GS....	Beaumont — Blinn Lbr. Co. spur; Packing house spur.

Take necessary precautions when sand blowing between signs reading "Sand" at following points:

MP 588.25 east of Garnet to MP 596.5 east of Rimlon.

11. Load limit (car and contents):

Colton-Indio	251,000 pounds
Bryn Mawr-Crafton	169,000 pounds

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Colton	98 (water)

30.

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

MP	Location	Description
539.8	Colton	Santa Ana River Bridge.....Side
547.3	West of Redlands, 2nd Street	Mill Creek bridge. Overhead & side
562.0	Beaumont	Water tank.....Side

SPECIAL INSTRUCTIONS—BEAUMONT 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 PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY		*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES			
MP	MP	Column:	A	1	2	3	4	MP	MP	Column:	A	1	2	3	4
EASTWARD, COLTON TO INDIO:							WESTWARD, INDIO TO COLTON:								
539.00 to 539.05			20	20	20	20	20	611.30 to 610.66			20	20	20	20	20
539.05 to 540.00			30	30	30	30	30	610.66 to 599.00 (Thousand Palms)			70	70	50	50	30
540.00 to 545.28			60	50	35	35	30	599.00 to 589.00			70	60	40	40	30
545.28 to 546.64			50	50	35	35	30	589.00 to 585.00			60	50	35	35	30
546.64 to 554.82			45	40	35	35	20	585.00 to 576.58 (Mons)			45	40	35	35	20
554.82 to 563.35			50	40	35	35	20	576.58 to 567.60			60	40	35	35	20
563.35 to 567.60			50	50	20	35	20	567.60 to 563.35			60	50	35	35	20
567.60 to 576.58 (Mons)			50	40	20	35	20	563.35 to 557.00			50	40	20	35	20
576.58 to 585.00			45	40	20	35	20	557.00 to 554.82			50	40	25	35	20
585.00 to 589.00			50	40	20	35	20	554.82 to 546.64			45	40	25	35	20
589.00 to 599.00 (Thousand Palms)			70	60	25	40	30	546.64 to 545.28			50	50	25	35	30
599.00 to 610.66 (Indio)			70	70	50	50	30	545.28 to 540.00			60	50	25	35	30
610.66 to 611.30 (Indio Yard)			20	20	20	20	20	540.00 to 539.05			30	30	30	30	30
								539.05 to 539.00			20	20	20	20	20
EASTWARD, BRYN MAWR TO CRAFTON:							WESTWARD, CRAFTON TO BRYN MAWR:								
544.50 to 546.60			..	20	20	20	20	551.40 to 549.90			..	20	20	20	20
546.60 to 549.90 (over streets)			..	10	10	10	10	549.90 to 546.60 (over streets)			..	10	10	10	10
549.90 to 551.40			..	20	20	20	20	546.60 to 544.50			..	20	20	20	20

*Streamlined passenger trains are **GOLDEN STATE** and **SUNSET LIMITED** with diesel passenger engine.

GOLDEN STATE and **SUNSET LIMITED** with P-7, 8, 10; GS, or Mt class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

Eastward freight and mixed trains handled by DF class engine, without retaining valves and with three or more dynamic brakes in operation may make 35 MPH MP 589.00 to MP 599.00.

Diesel engines running light with all dynamic brakes in operation may make 40 MPH between MP 540.00 and 589.00.

RULE 10-J. A light engine, or an engine with caboose may make speed shown in Speed Restrictions table for light engines in territory where such speed is in excess of that authorized by speed sign.

No. 370 (AON), when consist contains no restricted cars, may operate at passenger speeds shown in Column 1, except must not exceed 60 MPH and must not exceed 35 MPH Beaumont to Garnet, except when handled by diesel engine with two or more dynamic brakes may operate at maximum speed of 40 MPH.

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

	REDLANDS BRANCH
	MP 544.50 and MP 545.00
DF-603	15
DS-100, 102 to 108, 110, 111, 114, 115	15

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 other than Garnet, Salvia and Rimlon		20

SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Colton to Indio	Indio to Garnet	Garnet to Colton	Bryn Mawr to Crafton	Crafton to Bryn Mawr
DP-3, 4, 7	6000 to 6004, 6017, 6018, 5900 to 5909 5916, 5917	375	500	325	....	....
DP-5, 6	6005 to 6016, 5910 to 5915	575	750	525	....	....
DP-8, 9, 10	6019 to 6033, 5918 to 5924	725	950	675	....	....
DP-11	6034 to 6045	1050	1350	700	....	....
DP-12	6046 to 6054	725	975	700	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except units with 61:16 gear ratio	1125	1150	1050	....	....
DF-100	5200 to 5202	900	1250	850	625	4000
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	1150	1500	1100	....	....
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	1400	1850	1350	975	10000
DF-115, 119, 123	5294 to 5307, 5336 to 5339, 5445 to 5448	1675	2200	1625	1200	10000
DF-200 to 205	5100 to 5119	450	600	450	325	3000
DF-300 to 304	4600 to 4623, 4700 to 4703	725	950	700	500	4000
DF-305, 306	4624 to 4633	1650	2150	1600	1175	10000
DF-500, 501	4800 to 4815	....	....	....	....	....
DF-603, 605, 606	5600 to 5625	....	....	....	....	....
DS-1 to 8	1000 to 1032	340	450	325	275	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	535	725	510	325	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	690	900	655	670	4000
DS-113, 117	1486 to 1491, 1529 to 1538	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....
M-4	1629, 1713	470	650	450	200	2650
M-6, 8	1726 to 1796, 1824, 1825	600	800	575	250	3100
M-9	1805 to 1817	625	825	600	275	3275
M-11	1833	650	875	625	285	3400
T-28, 31	2312 to 2361	675	900	625	295	3575
T-32	2366 to 2384	675	900	650	300	3625
P-6	2453, 2454, 2458	650	875	625	....	....
P-7	2476, 2477	700	950	650	....	....
P-8, 10	2463 to 2473, 2479 to 2482	725	1025	700	....	....
P-8, 10	2475, 2484 to 2491	725	1025	700	....	....
C-8, 9, 10	2513 to 2598, 2700 to 2860	775	1025	750	330	3900
F-1	3615 to 3643	1125	1475	1125	....	....
F-3, 4, 5	3653 to 3765	1350	1700	1300	....	....
AC-6 to 12	4133 to 4294	2125	2850	2050	....	....
Mt-1, 3, 4, 5	4300 to 4376	1025	1325	1000	....	....
GS-1, 2	4402 to 4415, 4470 to 4472	1125	1400	1100	....	....
GS-3, 4, 5, 6	4417 to 4469	1125	1625	1100	....	....
GS-7, 8	4475 to 4481, 4485 to 4487	1025	1400	975	....	....

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—SALTON SUBDIVISION

RULE 10-J. Round yellow speed signs indicate the speed restrictions applying to GOLDEN STATE and SUN-SET LIMITED with diesel passenger engine.

Speed signs to left of track:

Eastward	Reading	Westward	Reading
MP 733.01	50-40-25	MP 633.71	79

Speed sign to right of track with one track intervening:
 Eastward at MP 612.67 reading 79-70-50.

RULE 14 (d). As specified below, — — — — o sounds will be indication that flagman may return from west:
 Araz Jct. on I-CRy line.

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

RULE 21-C. At Indio and Yuma, incoming trains may display indicators until arrival of engine at roundhouse.

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

West MP	East MP	
607.85	Indio	613.12
666.09	Niland	668.69
	(Calexico line)	668.27
731.51	Yuma	737.83

Shoving of cars on either main track or drill track between Yuma and East Yard is prohibited, except when switching on drill track.

Not more than one movement in either direction is permitted on the drill track between Yuma and East Yard.
Yuma: Eastward freight trains must not pass Signals 7340 and 7342 unless proceed signal received from yardman, white flag by day, green light by night.

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following crossings:

Indio ... Before pushing or backing cars over crossing on drill track opposite yard office.
 Yuma ... All crossings in old yard.
 Yuma ... 1st, 2nd, 3rd and 4th Sts., on yard tracks.

East Indio: Automatic crossing gates at Blythe crossing, MP 613.00, will remain down if tracks occupied within 50 feet of either siding of crossing. Trains or engines stopping to clear crossing must not enter crossing until it is known gates are down.

RULE 103-B. Back-up hose must be used on leading car when shoving cars on Government tracks at airport at Yuma.

RULE 104. The normal position of rigid switches at junction points is as follows:
 Ferrum EMRR for Interchange track.
 Niland Calexico Subdivision for Salton line.
 First crossover west of station is junction switch.
 Yuma Yard track on Madison Ave., for YVRR.

RULE 211. Will apply when letter "M" is illuminated in letter-type indicator as follows:

On Signal	Approaching
6144	Coachella

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

Eastward Signal	Protection	Westward Signal
P-6142	Spring switch east end eastward siding,	
P-6144	East Indio	P-6143
P-6386	Movements over end of derailing spur, Ferrum	P-6403
P-6680	Spring switch, east end north siding, Niland	P-6681
P-6682		P-6783
P-6784	Spring switch, west end siding, Tortuga	P-6785
	Spring switch, east end siding, Knob	P-7231
		P-7259
P-7260	Spring switch, I-CRy junction switch,	P-7261
P-7632	Araz Jct.	P-7263
		P-7265
P-A	Spring switches, east and west ends	P-A
P-A	Colorado River bridge, Yuma	P-A
		P-A

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Araz Jct.: Trains may move between Signals P-7265 and P-7260 against current of traffic on eastward main track, being governed by block signals, whose indications will supersede the superiority of trains between these points.

When Signal 7250 displays stop indication trains must stop with engine within 750 feet of signal, and after 45 seconds signal should indicate proceed and train may then proceed prepared to stop before reaching Signal P-7260.

When Signals P-7259, P-7260, P-7632, P-7265 or 7275 display stop indication train after stopping may proceed at restricted speed only when hand signal received from train-order operator at Araz Jct. with green flag or light, or when orally authorized by operator. Member of crew must make careful examination of switches, and careful watch must be kept for broken rails or other defects in track.

East Indio: Mechanical switch locks on crossover between main track and drill tracks. Instructions for operation posted in herders locker room.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
East Indio	East end eastward siding
Niland	East end north siding
Tortuga	West end siding
Knob	East end siding
Araz Jct.	End of double track
Araz Jct.	West switch crossover between main tracks
Yuma	West end bridge, end double track
Yuma	East end bridge, end double track

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

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

Location	Normal Position
Araz Jct.	Junction switch I-CRy

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes Movement	Requires as Follows
M	6648	Niland	Proceed to east end north siding.	
S	6648	Niland	Enter north siding.	
M	6693	Niland	Proceed to west end north siding.	
S	6693	Niland	Enter north siding.	

RULE 740. ABSOLUTE PERMISSIVE BLOCK

Yuma-Colorado

Limits extend from absolute signals west of Colorado River bridge to absolute signals east of Colorado River bridge.

Trains stopped by absolute signal west of bridge must obtain permission from yardmaster, and also make inspection of spring switches at each end of bridge before proceeding.

GENERAL REGULATIONS

Rule 824. Instructions for setting hand brakes:

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

RULE 826. Yuma: Indicator lights located above tracks at each end PFE icing platform govern movements on those tracks as follows:

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

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

MISCELLANEOUS

1. Water supply at Amos and Mecca for emergency only. Take only sufficient water at Amos to insure making run to Yuma or Niland, and westward trains take only sufficient water at Mecca to make Indio.

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

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

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

Class of Engine	Restricted Tracks
DP, DF-1 to 12, 109, 111, 114, 121, 122, DS-101, 103, 109, 113, 114, P-8, 10, Mk, F, AC, Mt, GS	Coachella—Imperial Irrigation District spur.
"	Thermal—United Facilities Corp. spur.
"	Mecca—Water track beyond 100 feet east of crossing.
"	Iris—House track.
"	Ruthven—Spur.
"	Cactus—Spur.
"	Knob—Spur.

Take necessary precautions when sand blowing between signs reading "Sand" at following points:

- MP 679.4 to MP 681.5 east of Tortuga,
- MP 698.9 to MP 700.4 east of Glamis,
- MP 701.6 west of Ruthven to MP 703.85 east of Ruthven.

11. Load limit (car and contents):

Indio-Yuma 251,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

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

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

MP	Location	Description
732.30	West of Yuma	Colorado River bridge Side

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:	*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		MP	MP	Column:	*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
						RUNNING FORWARD	RUNNING BACKWARD							RUNNING FORWARD	RUNNING BACKWARD
EASTWARD, INDIO TO YUMA						WESTWARD, YUMA TO INDIO:									
610.66 to 611.30	611.30 (Indio Yard)	A	20	20	20	20	20	733.01 to 731.75	731.75 to 727.00	A	15	15	15	15	#15
611.30 to 612.67	(East Indio)	1	30	30	20	20	20	727.00 to 726.05	(Araz Jct.)	1	60	60	40	40	30
612.67 to 633.71	(Mortmar)	2	79	70	55	55	30	726.05 to 726.00	(spring switch)	2	50	50	35	35	30
633.71 to 635.31		3	70	65	55	55	30	Araz Jct. thru all switches		3	25	25	25	25	#..
635.31 to 723.06	(Knob)	4	79	70	55	55	30	Westward on eastward track, over I-CRy. junction switch		4	25	25	25	25	#..
723.06 to 727.00			50	50	35	35	30	726.00 to 723.06	(Knob)		20	20	20	20	20
Araz Jct. thru all switches			25	25	25	25	#..	723.06 to 635.31			50	50	35	35	30
727.00 to 731.75	(Colorado)		60	60	40	40	30	635.31 to 633.71			79	70	55	55	30
731.75 to 733.01	(Yuma)		15	15	15	15	#15	633.71 to 612.67			70	65	55	55	30
								612.67 to 611.30	(Indio Yard)		79	70	55	55	30
								611.30 to 610.66	(Indio)		30	30	20	20	20
											20	20	20	20	20

#See Rule 536.

*Streamlined passenger trains are GOLDEN STATE and SUNSET LIMITED with diesel passenger engine.

GOLDEN STATE and SUNSET LIMITED with P-7, 8, 10; GS, or Mt class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

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 and maximum speed of 40 MPH must not be exceeded Knob to Araz Jct.

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
On branches	10
Through all sidings, yard tracks and other tracks with steam engine running backward	10
★Over, upon, or across any street crossing, Yuma	5
On Government tracks at Yuma airport	10
" (with steam engine backing)	5

★Regulated by City ordinance.

SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Niland to Ames Yuma to Ariz. Jct. En route 1-G	Yuma to Knob	Indio to Niland Ames to Yuma Knob to Indio
DP-3, 4, 7	6000 to 6004, 6017, 6018, 5900 to 5909	850	1250	1250
DP-5, 6	5916, 5917	1325	1225	2350
DP-8, 9, 10	6005 to 6016, 5910 to 5915	1650	1525	2900
DP-11	6019 to 6033, 5918 to 5924	2325	2700	5000
DP-12	6034 to 6045	1700	1600	2975
DF-1 to 12	6046 to 6054			
DF-100	6138 to 6461, 8022 to 8303, except units with 61:16 gear ratio	1925	1825	3275
DF-101 to 108, 110, 112	5200 to 5202	1650	1575	2850
DF-109, 111	5203 to 5249, 5253 to 5278, 5500 to 5502	2000	1950	3400
DF-114, 116 to 118, 120 to 122	5250 to 5252, 5503 to 5505	2575	2475	4625
DF-115, 119, 123	5279 to 5293, 5308 to 5335, 5340 to 5444	3800	3600	5000
DF-200 to 205		3200	3025	5675
DF-300 to 304	5294 to 5307, 5336 to 5339, 5445 to 5448	3675	3525	6375
DF-305, 306	5100 to 5119	1025	975	1775
DF-500, 501	4600 to 4623, 4700 to 4703	1600	1525	2850
DF-603, 605, 606	4624 to 4633			
	4800 to 4815	3600	3425	6175
	5600 to 5625			
DS-1 to 8	1000 to 1032	800	800	1425
DS-9	1033 to 1051	1450	1375	2500
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1250	1250	2150
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1675	1600	3000
DS-113, 117	1486 to 1491, 1529 to 1538			
DS-200, 201	1900 to 1903			
M-4	1629, 1713	1125	1050	1650
M-6, 8	1726 to 1796, 1824, 1825	1400	1300	2025
M-9	1805 to 1817	1450	1375	2150
M-11	1833	1525	1400	2225
T-28, 31	2312 to 2361	1625	1500	2350
T-32	2366 to 2384	1650	1500	2375
P-6	2453, 2454, 2458	1600	1475	2325
P-7	2476, 2477	1700	1575	2475
P-8, 10	2463 to 2473, 2479 to 2482	1800	1650	2600
P-8, 10	2475, 2484 to 2491	1950	1800	2700
C-8, 9, 10	2513 to 2598, 2700 to 2860	1800	1650	2600
F-1	3615 to 3643	2625	2425	3800
F-3, 4, 5	3653 to 3765	3000	2825	5225
AC-6 to 12	4133 to 4294	5000	4625	9000
Mt-1, 3, 4, 5	4300 to 4376	2625	2425	4400
GS-1, 2	4402 to 4415, 4470 to 4472	2750	2550	4600
GS-3, 4, 5, 6	4417 to 4469	2825	2625	4750
GS-7, 8	4475 to 4481, 4485 to 4487	2525	2400	4475

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—CALEXICO SUBDIVISION

RULE 14(e). As specified below, — — — — — sounds will be indication that flagman may return from east:
Calipatria on Sandia and Westmorland Branches.
Niland on Calexico Line.

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

West MP	East MP
666.09 Niland	668.69
" (Calexico line)	668.27
674.52 Calipatria	676.77
" (Sandia Br.)	676.51
" (Westmorland Br.)	688.82
684.11 Brawley	688.24
694.44 El Centro	704.84
702.00 " (Sandia Br.)	
706.40 Calexico	708.88

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Brawley—When shoving cars eastward over K St. on Even drill or Standard Oil spur. When engine ahead, stop, sound whistle signal 14(l) and if crossing clear, proceed.

El Centro—Before pushing or backing cars on house track or drill tracks over Main Street.

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

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

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

Niland Calexico Subdivision, for Salton line.
Calipatria Westmorland Br., for Calexico line.
Calipatria Sandia Br., for Calexico line.
Holtville Holtville Interurban main track for Sandia Br.
El Centro Interchange track, for SD&AE main track.
El Centro Sandia Br., for east leg of old wye.

Derails in main track:
Calipatria—174 feet east of junction switch, MP 676.05 on Sandia Branch.
Calipatria—171 feet east of junction switch, MP 676.05 on Westmorland Branch.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

When Signal 7085 at Calexico displays stop indication, train, after stopping, may proceed at restricted speed.

GENERAL REGULATIONS

RULE 827. On freight trains between Calipatria and El Centro via Holtville; and Calipatria and Westmorland, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

MISCELLANEOUS

1. Eastward freight trains take water at Calexico from column opposite roundhouse, unless otherwise instructed.
Trains stopped at Calexico will avoid blocking connection between wye and east end of siding.

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

Class of Engine	Restricted Tracks
DP, DF-109, 111, 114, 121, 122, DS-100 to 109, 110, 111, 114, Mk, Mt, GS, F, AC, P-8, 10	Calipatria—All industry tracks except Holly Sugar Corp. track.
"	Rockwood—All except American Crystal Sugar Co. track.
"	Brawley—All industry, ice and drill tracks except Holly Sugar Corp. track.
"	Imperial—All industry tracks except Northrup King & Co., Southwest Flaxseed Corp., and California Chemical Corp. tracks.
"	El Centro—All industry, ice and drill tracks and old wye, except Holly Sugar Corp. track.
"	Heber—All industry tracks except American Crystal Sugar Co. track.
"	Calexico—All industry, ice decks 1 and 2, and No. 5 track.

El Centro: Passenger trains must not operate over "A" drill track.

11. Load limit (car and contents):
Niland-Calexico 251,000 pounds
Calipatria-Westmorland 210,000 pounds
Calipatria-El Centro (via Sandia) 210,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Estelle	16 (water)
Calipatria	22 (water)
Brawley	43 (water)
Imperial	24 (water)
El Centro	18 (water)
Heber	22 (water)
Calexico	28 (water)
Westmorland	8 (water)
Turn	3 (water)
Orita	5 (water)
Sandia	5 (water)
Fuller	10 (water)

29. Employees operating on tracks of Inter-California Ry. are governed by Rules and Regulations of the Transportation Department of SPCo., and are subject to timetable, special instructions and bulletins of I-CRy. In addition to Calexico and Mexicali, I-CRy bulletins are posted at Indio, El Centro and Yuma.

SPECIAL INSTRUCTIONS—CALEXICO 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:	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		MP	MP	Column:	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
					RUNNING FORWARD	RUNNING BACKWARD						RUNNING FORWARD	RUNNING BACKWARD
EASTWARD, NILAND TO CALEXICO:				WESTWARD, CALEXICO TO NILAND:									
Niland, thru crossover west of station.....				Over International boundary.....									
667.40 to 667.83 (wye switch).....				708.88 to 699.47.....									
667.83 to 679.63.....				699.47 to 699.45 (Main St., El Centro).....									
679.63 to 679.85.....				699.45 to 686.80.....									
679.85 to 685.70.....				★686.80 to 685.70 (Brawley).....									
★685.70 to 686.80 (Brawley).....				685.70 to 679.85.....									
686.80 to 699.45.....				679.85 to 679.63.....									
699.45 to 699.47 (Main St., El Centro).....				679.63 to 667.83.....									
699.47 to 708.88 (Calexico).....				667.83 to 667.40 (Niland).....									
Over International boundary.....				Niland, thru crossover west of station.....									
EASTWARD ON WESTMORLAND BRANCH.....				WESTWARD ON WESTMORLAND BRANCH.....									
EASTWARD ON SANDIA BRANCH.....				WESTWARD ON SANDIA BRANCH.....									

★Regulated by City ordinance.

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

	SANDIA BRANCH
	MP 676.10 and MP 687.70
DF-603.....	20
DS-101, 113, 117, 118.....	20
DS-109.....	20

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

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Niland and Calexico	Westmorland and Calipatria and El Centro Via Holtville
DP-3, 4, 7	{6000 to 6004, 6017, 6018, 5900 to 5909 5916, 5917.....}	1250	.....
DP-5, 6	6005 to 6016, 5910 to 5915.....	1950	.....
DP-8, 9, 10	6019 to 6033, 5918 to 5924.....	2400	.....
DP-11	6034 to 6045.....	4100	.....
DP-12	6046 to 6054.....	2450	.....
DF-1 to 12	{6138 to 6461, 8022 to 8303, except..... units with 61:16 gear ratio.....}	3650	.....
DF-100	5200 to 5202.....	2900	.....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502.....	3750	.....
DF-109, 111	5250 to 5252, 5503 to 5505.....	5000	.....
DF-114, 116 to 118, 120 to 122	5279 to 5293, 5308 to 5335, 5340 to 5444.....	4650	.....
DF-115, 119, 123	5294 to 5307, 5336 to 5339, 5445 to 5448.....	5275	.....
DF-200 to 205	5100 to 5119.....	1475	.....
DF-300 to 304	4600 to 4623, 4700 to 4703.....	2325	.....
DF-305, 306	4624 to 4633.....	.....	.....
DF-500, 501	4800 to 4815.....	5150	.....
DF-603, 605, 606	5600 to 5625.....	.....	.....
DS-1 to 8	1000 to 1032.....	1175	1300
DS-9	1033 to 1051.....	2075	2000
DS-100 to 109, 111, 115, 119	{1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....}	1775	1725
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	2275	2200
DS-113, 117	1486 to 1491, 1529 to 1538.....	.....	.....
DS-200, 201	1900 to 1903.....	.....	.....
M-4	1629, 1713.....	1450	1500
M-6, 8	1726 to 1796, 1824, 1825.....	1800	1790
M-9	1805 to 1817.....	1900	1895
M-11	1833.....	1975	1975
T-28, 31	2312 to 2361.....	2075	2050
T-32	2366 to 2384.....	2100	2110
P-6	2453, 2454, 2458.....	2075	.....
P-7	2476, 2477.....	2200	.....
P-8, 10	2463 to 2473, 2479 to 2482.....	2325	.....
P-8, 10	2475, 2484 to 2491.....	2425	.....
C-8, 9, 10	2513 to 2598, 2700 to 2860.....	2300	2250
F-1	3615 to 3643.....	3350	.....
F-3, 4, 5	3653 to 3765.....	4325	.....
AC-6 to 12	4133 to 4294.....	7000	.....
Mt-1, 3, 4, 5	4300 to 4376.....	3250	.....
GS-1, 2	4402 to 4415, 4470 to 4472.....	3450	.....
GS-3, 4, 5, 6	4417 to 4469.....	3550	.....
GS-7, 8	4475 to 4481, 4485 to 4487.....	.....	.....

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