

SOUTHERN PACIFIC COMPANY



LOS ANGELES DIVISION SPECIAL INSTRUCTIONS

No. 9

EFFECTIVE SUNDAY, APRIL 26, 1959

AT 12:01 A. M.,

PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 8

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. McKINNON,
Assistant General Managers.

J. M. HATCHER,
General Superintendent of
Transportation.

J. P. GRIFFIN,
Superintendent of Transportation.

P. D. ROBINSON,
Superintendent.

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

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

⊙**RULE A.** Employees must know that they have in their copy of Rules and Regulations of the Transportation Department effective December 1, 1951, page revisions as listed on pages 1 and 2 revised April 1, 1959.

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-H.** Yellow signals will be displayed to the right of track in direction of approach one and one-half miles instead of one mile from structure or track over which speed of train must be restricted, except where special instructions authorize a lesser distance.

⊙**RULE 10-I.** Yellow "PROCEED PREPARED TO STOP" signs will be displayed one and one-half miles instead of one mile in advance of red "CONDITIONAL STOP" signs.

When Form Y train order is issued, location of yellow "PROCEED PREPARED TO STOP" signs must be designated as being one and one-half miles instead of one mile in advance of the red "CONDITIONAL STOP" signs.

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, headlight must be displayed in addition to sounding whistle signal 14(J).

⊙**RULE 19.** When the rear car of a train is equipped with roof-line marker lights, such lights must be lighted by day as well as by night to be considered as markers and will be used in lieu of side markers, except on cars with built-in electric markers both roof-line and side markers must be displayed. The provision that markers will display green to the front and sides will not apply.

When the rear car of a train is equipped with a combination oscillating red light and auxiliary green marker light, oscillating red light must be displayed by day as well as by night when train is on main track and when so displayed will be considered as markers. Oscillating red light must be extinguished and green marker light displayed when train has stopped clear of main track to be met or passed by another train. Both lights must be extinguished when train arrives at destination and has stopped clear of main track. On trains so equipped, except when rear car is also equipped with built-in electric markers or electric signal lamps, markers will not be displayed as required by Figures 5, 6, 7 and 8.

Permanently installed electric marker lights on top of cabooses must be lighted by day as well as by night to be considered as markers and will display one red light to the rear and one green light to the front with the following exceptions:

- (a) When train is turned out or running against the current of traffic on double track, one red light and one green light to the rear will be displayed.
- (b) When clear of main track on siding to be passed by another train, except within CTC limits, one green light to the rear will be displayed.
- (c) Lights must be extinguished when train arrives at destination and has stopped clear of main track.

Indications shown in Figures 1 to 8 will not apply.

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.

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

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

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

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 825. 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, and at Colton and Indio, 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 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 873. Sanders must not be operated between absolute or interlocking signals governing movement over dual control or power operated switches.

AIR BRAKE RULES

⊙**RULE 3.** Standard brake pipe pressure for No. 371 (Adv. CMW), No. 372 (Adv. CME), No. 373 (CMW), No. 374 (CME), and BSM is 90 pounds.

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

Trains handled by DF-120 to 126 class engines must not use more than three units of dynamic brakes. Dynamic brake cable must be removed between third and fourth units in direction of movement, and unit selector switch on lead unit placed in No. 3 position.

Trains handled by DF-605, 607, 608, 609, 611 class engines must not use more than four units of dynamic brakes. Dynamic brake cable must be removed between fourth and fifth units in direction of movement, and unit selector switch on lead unit placed in No. 4 position.

Trains handled by DF-1 to 12 or DF-603, 606 class engines must not use more than five units of dynamic brakes. Dynamic brake cable must be removed between fifth and sixth units in direction of movement, and unit selector switch on lead unit placed in No. 4 position.

RULE 23. Gondola cars SP 345000 to 345599 are equipped with air brake system which has automatic change-over feature to provide proper brake function when car is loaded and when empty. Before leaving station or point where such cars have been added to the consist or where crews are changed the outgoing engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 30 pounds whether cars are loaded or empty.

FREIGHT TRAINS

RULE 25. Trainmen must not couple air hoses on outgoing trains at Los Nietos until train is made up and caboose and engine is on train. Coupling engine on head end and caboose to rear of train is an indication that train is made up and switching has been completed.

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

MISCELLANEOUS

5. Helper service

- (a) Helper engines must not be placed behind wooden underframe equipment.
- (b) Helper engines consisting of not more than two units may be placed behind caboose.
- (c) Helper engines consisting of not more than four units may be placed immediately ahead of caboose.
- ⊙(d) Helper engines must be placed ahead of or at least ten (10) cars behind 80 foot trailer-flat cars, series SP 510500 to SP 510649 or foreign line 80 or 85 foot trailer-flat cars.

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

⊙**6.** Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of $3\frac{1}{4}$ inches in length must not exceed 10 MPH. When flat spots are not in excess of $3\frac{1}{4}$ inches long such cars may be operated at maximum authorized speeds.

Where tonnage of train consists of 2500 tons or more, 80 foot trailer-flat cars SP 510500 to SP 510649 or foreign line 80 and 85 foot trailer-flat cars must be entrained not less than twenty cars from the head end, except on Nos. 371-372, 373-374, 375 and Advance SF.

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

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

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

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

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

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 of and be conversant with current rules and regulations of LAUPT.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DF-1 to 12, except: 6187 to 6189, 6191 to 6290, 6205 to 6227, 6229 to 6239, 6384, 6385, 6387 to 6392, 6394 to 6403, 6440 to 6445, 6447, 6455, 6458 to 6461, 8068, 8087, 8090, 8096, 8099, 8101, 8104, 8110, 8112, 8115 to 8117, 8119 to 8121, 8123 to 8129, 8130 to 8133, 8138, 8290 to 8297, 8299, 8300, 8302, 8303.	65	65	*30
6190, 6202, 6203, 6383, 6386, 6393, 6446, 6448 to 6454, 6456, 6457, 8091 to 8093, 8095, 8102, 8103, 8106 to 8109, 8111, 8114, 8118, 8122, 8126 to 8129, 8134 to 8137, 8139, 8298, 8301.	70	70	*30
DF-100, 114 (5288, 5289), 115, 119, 123, 126.	79	79	*30
DF-114 (5279 to 5287, 5290 to 5293), 117.	65	65	**65
DF-116, 118, 120, 121, 122, 124, 125.	55	55	**55
DF-101 to 112.	70	70	**70
DF-200 to 206.	60	60	**60
DF-300 to 306.	55	55	**55
DF-307.	65	65	**65
DF-500, 501.	60	60	**60
DF-603, 606.	70	70	**70
DF-605, 607, 611, 612.	65	65	**65
DF-608, 609.	75	75	**75
DF-610, 613.	65	65	**65
DP.	79	79	*30
DS-1, 4, 5.	45	45	45
DS-2, 3, 6 to 12.	60	60	60
DS-100 to 108, 110, 111, 113 to 115, 117 to 122.	60	60	**60
DS-109.	65	65	65
DS-200, 201.	35	35	35
Any engine not listed.	35	35	25

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

**When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

Maximum speed of steam 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

Maximum speed of trains handling dead SPCo 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.

Dead engines weighing 150,000 pounds or more will be placed either first behind engine handling train or behind first car if loaded; dead engines weighing less than 150,000 pounds must be placed near rear.

Dead steam engines hauled in train and weighing 150,000 pounds or more on drivers must, as far as practicable, be cut in between 25 and 30 cars from the head end of the train but in no event less than 8 cars from engine handling the train. If weight is less than 150,000 pounds on drivers dead steam engines must be placed near rear of train.

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

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.

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
Double or triple loads.....	..	25
Scale test cars.....	40	30
Cars with arch bar trucks.....	40	30
Steel pile-drivers, except:.....	40*	30*
SPMW 4088 (locomotive crane pile-driver) with boom detached and trailing.....	35*	25*
with boom attached and trailing.....	25*	15
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 Paula Branch provided an empty 50-foot car is placed between crane and engine; on San Pedro Branch to MP 504.00; on Burbank Branch between Burbank and Canoga Park; on Santa Ana Branch to MP 492.00 and on Puente Branch).....	35*	25*
Power shovel on own wheels.....	35*	25*
Ditchers on own wheels, except:.....	35*	25*
SPMW 4044.....	25*	25*
Car-top ditchers, if blocking and tie-down cables are removed.....	35*	25*
K&J pedestal or center-hinged air-dump cars, loaded or empty (except SPMW 5100 to 5289).....	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:		
Electrified.....	35	15
Steam.....	25	15

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

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains containing cars CG 50 to 63; MKT 45051 to 45070; NCStL 18097 to 18120 and 18263, 18349, 18481, 18498; RFP 280 to 288.....	60	60
Trains of deadhead equipment with caboose..	60	..
Passenger trains with caboose.....	60	..
Engine and caboose only, except:.....	..	60
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except:.....	..	40
On curves.....	..	30
Logs loaded on flat or logging cars, except:.....	..	35
On curves.....	..	25
Through truss bridges, tunnels, and passing stations.....	..	15

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

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.

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

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

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

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

Eastward	Reading	Westward	Reading
MP 398.47	65-50	MP 462.40	79-50
		MP 490.36	6

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

Westward at MP 486.30 reading 10 is to right of drill track and beyond Alameda St.

Westward at MP 488.10 reading 12 is to right of drill track.

Eastward at MP 501.24 reading 15.

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

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

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

West MP		East MP
369.16	Santa Barbara	373.71
397.13	Ventura	400.50
	" (Ojai Br.)	398.16
406.61	Oxnard	409.12
402.94	Montalvo (Santa Paula Br.)	404.83
423.54	Fillmore	425.62
412.57	Santa Paula	416.53
446.06	Chatsworth (Burbank Br.)	446.35
449.37	Saugus	451.64
448.17	" (Santa Paula Br.)	
453.00	Raymer	457.30
462.32	Los Angeles (Coast line)	
471.20	" (Saugus-Alhambra line)	488.69
466.19	" (Burbank Br.)	
	" (San Pedro Branch)	489.90
489.91	South Gate	492.20
497.00	Dolores	499.50
500.68	San Pedro (also includes Long Beach Branch)	

Yard limit signs located to left of track:

Eastward on Saugus line, Burbank Jct.

Los Angeles Yard: Eastward trains entering yard will use crossover from eastward track to slide track, MP 478.02, and must not pass Signal 4780 unless proceed signal received.

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

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

Mars type revolving red light on post 400 feet east of Fletcher Drive crossing, when displayed, indicates approach of eastward movement on Glendale lead to enter "A" unit. When light so displayed no movement must be made on east or west freight lead or other tracks to interfere with such movement. Trains must not enter or depart "A" or "C" units, Los Angeles Yard, unless proceed signal is received, green flag by day, green light by night.

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 487.50. (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 491.30. (Must not exceed 6 MPH).

Long Beach Br.—MP 501.90 AT&SFRy crossing Texas Co. spur.

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—LAMTA Mateo St. at east end old coach yard.

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

Los Angeles—LAMTA Davies spur on Second St.

Los Angeles—LAMTA Bernard spur on Central Ave.

San Pedro Branch—PERy at MP 502.70.

RULE 99-C. Will apply on Santa Paula, Burbank and San Pedro 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.

Station	Location	MP
**Santa Barbara	State St.	370.80
Raymer-Gemco	Van Nuys Blvd.	455.00
Hewitt	Laurel Canyon Blvd.	458.10
*Burbank	Alameda Ave.	472.80
Burbank-West Glendale	Allen Ave.	473.10
West Glendale	Western Ave.	473.40
West Glendale	Sonora Ave.	473.80
West Glendale	Grandview Place	474.20
West Glendale	Kellogg Ave.	474.50
West Glendale	Aviation Drive	474.80
West Glendale	Broadway Ave.	475.40
West Glendale-Glendale	Goodwin Ave.	476.10
West Glendale-Glendale	Chey Chase Ave.	476.40
***Glendale	Glendale-Brand Blvd.	477.30
Mission Tower	Main St.	482.00

*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.

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

***Equipped with unit for display of flashing white light. Display of flashing white light indicates gates are down. Train or engines approaching this crossing after making station stop, entering main track from spurs or station tracks or moving at reduced speed must not enter crossing until flashing white light is displayed or it is known gates are down.

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

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.

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.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

Glendale: Westward passenger trains must stop a sufficient distance west of Brand Blvd. to clear circuit and allow crossing gates to raise.

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.

Dolores: Switching movements on yard tracks over Carson Street, MP 498.30, must stop within 50 feet of crossing to actuate automatic warning device before entering crossing.

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

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

- *Edison spur, MP 446.20 (Santa Paula Br.)
- Over Telegraph road.
- Industrial Over Fletcher Drive on Van de Kamp spur.
- Los Angeles Yard—Over Wilson St., Mateo St., and Lyon St.
- Lynwood—Over Alameda St., on Pacific Iron and Steel Co. spur.

*Movements to be made only during daylight hours.

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

- Ventura Jct. Ojai Br., for Ventura line.
- Ventura Inside crossover switch west end team track, must be left lined for the straight track.
- Montalvo Santa Paula Br., East leg of wye for Oxnard.
- Chatsworth Burbank Br., for Main track.
- Burbank Burbank Br., for drill track.
- Saugus Santa Paula Br., for westward siding.
- Firestone Park Santa Ana Branch, for westward freight lead.
- Wilmington (Anaheim Blvd.) Long Beach Branch, for San Pedro line.

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

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

Eastward	Westward
Glendale (MP 476.40)	Glendale (MP 477.70)

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 a westward passenger train is standing at station, eastward passenger trains must not make station stop until westward passenger train has cleared the station.

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

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

Eastward Signal	Protection	Westward Signal
	Spring switch, east end double track, Santa Barbara	} P-3723
	Spring switch, east end freight lead, Santa Barbara	
	Spring switch, east end siding, Ortega	} P-3775
P-3844	Slide detector fence, MP 385.10	P-3853
P-3872	Slide detector fence, MP 387.20—MP 387.80	P-3885
	Spring switch, east end siding, Ventura	} P-3993
	Spring switch, east end siding, Oxnard	} P-4089
	Spring switch, east end siding, Camarillo	} P-4173
	Spring switch, east end siding, Moorpark	} P-4275
	Spring switch, east end siding, Santa Susana	} P-4377
P-4452	Spring switch, west end siding, Chatsworth	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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

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

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

These signals will remain dark until crossover switches are opened.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
East Santa Barbara	End of double track Westward Track
East Santa Barbara	East end freight lead Main track
Ortega	East switch of siding Main track
Ventura	East switch of siding Main track
Oxnard	East switch of siding Main track
Camarillo	East switch of siding Main track
Moorpark	East switch of siding Main track
Santa Susana	East switch of siding Main track
Chatsworth	West switch of siding Main track

Spring Derails:

River Station	Eastward track Derailing
River Station	Westward track Derailing
River Station	Links track Derailing
River Station	Water Hole track Derailing
River Station	Bull Ring track Derailing
River Station	Hotel track Derailing

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

○RULE 605. INTERLOCKING

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

Whistle signals:

To siding, o o o o o.

To industrial lead, o — o.

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

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

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

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

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

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

Dayton Ave. Tower: Limits extend on Eastward Track from interlocking signal, MP 480.41 to interlocking signal, MP 481.74, on East Bank; on Westward Track from Signal Bridge No. 4, MP 481.44 to interlocking signal MP 480.47 on East Bank; and from eastward interlocking signals on tracks Nos. 101, 102, 103 and engine leads to westward interlocking signals east of river bridge on Midway Unit leads.

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

Whistle signals:

To Glendale or East Bank line, —.

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

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

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

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

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

Whistle signals:

To LAUPT, o —.

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

To Roundhouse, — o — o.

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

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

To Coach yard, o o o o —.

To Wilson Packing Co. lead, — o —.

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

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

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

Against current of traffic, — o o o o.

Signal just west of tower building and adjacent to track No. 55 has white 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.

Clement Jct.: Limits extend from interlocking signals on both sides of PERy crossing and on west leg of wye to interlocking signal located 170 feet east of dual-control wye track switch.

Whistle signals:

To Butte St. Interchange yard, — o —.

Dominguez Tower: Limits extend from interlocking signals on both sides of PERy crossing.

Thenard Tower: Limits extend from interlocking signals on both sides of AT&SFRy crossing and on siding 150 feet on both sides of AT&SFRy crossing on San Pedro Branch, and from interlocking signal located 300 feet west to AT&SFRy crossing to interlocking signal 450 feet east of Anaheim Blvd. and includes AT&SFRy crossing, MP 501.80, UPRR crossing MP 502.00 and PERy crossing MP 502.40.

Telephones located at AT&SFRy, UPRR and PERy crossings, and at interlocking signal MP 502.60 on Long Beach Branch. Call signal operator to release electric 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 equipped with electric locks. For movement into these spurs receive signal indication from interlocking signal to proceed over crossing and after passing signal tower, signal operator will then release electric locks located at switches.

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

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

RULE 663(b). When movements are made under the provisions of this rule which involve moving over dual control switches, such switches must be placed in hand position and movement over the switch has been completed. When movement has been completed, switches must be returned to normal position and selector lever restored to motor position and locked.

RULE 680. AUTOMATIC INTERLOCKING

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

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated On Letter	Signal	Approaching	Authorizes and Requires Movement as Follows:
M.....	4356	Santa Susana	Proceed to east end siding.
S.....	4356	Santa Susana	Enter siding.
M.....	4391	Santa Susana	Proceed to west end siding.
S.....	4391	Santa Susana	Enter siding.

GENERAL REGULATIONS

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

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. He will then make rolling inspection, then walk length of train on opposite side, making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

At Santa Barbara, brakemen called for extra sections of first-class schedules or passenger trains except CME and CMW and extra passenger trains will station themselves to make rolling inspection both sides of train as train arrives. Forward brakemen then walk forward on station side making standing inspection.

AIR BRAKE RULES

FREIGHT TRAINS

⊙**RULE 24-B.** When engine crew, train crew or both, are changed on freight train at Santa Barbara, but train consist including engine and caboose remain intact, incoming engineer after coming to stop will make full service brake application leaving brakes applied.

Outgoing trainman, after noting brakes are applied on rear car, will signal outgoing engineer to release brakes and note that brakes on rear car do release and that the brake pipe pressure in the caboose is being properly restored.

MISCELLANEOUS

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

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

Class of Engine	Restricted Tracks
All engines.....	Oxnard—Track No. 3 in American Crystal Sugar Co. yard.
DP, DF.....	Ventura—Standard Oil spur.
DF-1 to 12, 109, 111, 305, 307, 500, 501, 603 to 612, DS-9 to 12, 100, 101, 104 to 111, 114, 115, 117.....	San Pedro—High line.

Gemco: When switching cars on tracks No. 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 Nos. 4, 6 and 7 protected by a member of crew.

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

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

Public Utilities Commission orders require that the operation of excessive height freight cars shall be confined to the Fisher Body track No. 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. Crews are prohibited from riding the tops of such excessive height cars when entering or leaving track No. 7.

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

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

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

11. Load limit (car and contents):

Santa Barbara-Los Angeles.....	251,000 pounds
Ventura Jct.-Ojai.....	210,000 pounds
Montalvo-Saugus.....	210,000 pounds
Chatsworth-Burbank via Van Nuys.....	210,000 pounds
Los Angeles-San Pedro.....	210,000 pounds
Wilmington (Anaheim Blvd.)-Long Beach...	210,000 pounds

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Los Angeles Yard.....	87 (water)
Newhall Ranch.....	4

30.

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

MP	Location	Description
396.61	West of Ventura Jct. N. Fork Ventura River, bridge.....	Side
396.87	West of Ventura Jct. Ventura River bridge.....	Side
441.20	East of Santa Susana Tunnel No. 26.....	Overhead
442.90	East of Santa Susana Tunnel No. 27.....	Overhead
443.90	East of Santa Susana Tunnel No. 28.....	Overhead
415.40	East of Santa Paula Santa Paula River, bridge...	Side
423.00	West of Fillmore..... Sespe Creek, bridge.....	Overhead & side
432.20	East of Piru..... Piru Creek, bridge.....	Overhead & side
482.60	Los Angeles..... 2nd crossing, L. A. River bridge.....	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
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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
Raymer, GM track No. 6, on curve.....	10
On Limoneria spur, Limco, on tangent.....	25
“ on curves.....	10
On VC yard tracks, Oxnard, when shoving....	10
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—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	MP	MP	Column:	1	2	3
EASTWARD, SANTA BARBARA TO LOS ANGELES:						WESTWARD, LOS ANGELES TO SANTA BARBARA:					
★370.70 to 372.27 (Santa Barbara).....			20	20	20	482.80 to 482.18 (Los Angeles).....			12	12	12
372.27 to 383.66.....			55	50	55	482.18 to 481.90.....			15	15	15
383.66 to 384.40.....			45	45	45	481.90 to 481.69 (East Bank Jct.).....			20	20	20
384.40 to 387.70.....			50	45	50	★481.69 to 481.67 (North Main St.).....			15	15	15
387.70 to 390.84.....			65	55	65	481.67 to 480.60 (Dayton Ave. Tower)....			20	20	20
390.84 to 391.23.....			50	45	50	480.60 to 477.34.....			40	40	40
391.23 to 392.23.....			60	50	60	477.34 to 471.49 (462.61) (Burbank Jct.)...			50	40	50
392.23 to 396.66.....			70	55	70	Through crossover East of Tower.....			30	25	30
396.66 to 397.08.....			45	30	45	462.61 to 462.38.....			35	30	35
★397.08 to 398.20 (Ventura).....			25	20	25	462.38 to 460.00.....			79	50	70
398.20 to 399.60.....			65	50	65	460.00 to 444.39.....			79	55	70
399.60 to 402.10.....			79	50	70	444.39 to 440.90.....			40	30	40
402.10 to 402.38.....			65	50	65	440.90 to 437.80.....			60	40	60
402.38 to 405.27.....			79	50	70	437.80 to 434.35.....			79	50	70
405.27 to 405.66.....			60	50	60	434.35 to 429.82.....			65	50	65
405.66 to 407.23.....			75	50	70	429.82 to 429.45.....			55	50	55
407.23 to 408.08.....			35	25	35	429.45 to 418.00.....			70	55	70
408.08 to 414.85.....			79	55	70	418.00 to 415.36.....			79	55	70
414.85 to 415.36.....			60	55	60	415.36 to 414.85.....			60	55	60
415.36 to 418.00.....			79	55	70	414.85 to 408.08.....			79	55	70
418.00 to 429.45.....			70	55	70	408.08 to 407.23.....			35	25	35
429.45 to 429.82.....			55	50	55	407.23 to 405.66.....			75	50	70
429.82 to 434.35.....			65	50	65	405.66 to 405.27.....			60	50	60
434.35 to 437.80.....			79	50	70	405.27 to 402.38.....			79	50	70
437.80 to 440.90.....			60	40	60	402.38 to 402.10.....			65	50	65
440.90 to 444.39.....			40	30	40	402.10 to 399.60.....			79	50	70
444.39 to 460.00.....			79	55	70	399.60 to 398.20.....			65	50	65
460.00 to 462.38.....			79	50	70	★398.20 to 397.08 (Ventura).....			25	20	25
462.38 to 462.61 (471.49) (Burbank Jct.)...			40	30	40	397.08 to 396.66.....			45	30	45
471.49 to 477.34.....			50	40	50	396.66 to 392.23.....			70	55	70
477.34 to 480.60 (Dayton Ave. Tower)....			40	40	40	392.23 to 391.23.....			60	50	60
480.60 to 481.67.....			20	20	20	391.23 to 390.84.....			50	45	50
★481.67 to 481.69 (North Main St.).....			15	15	15	390.84 to 387.70.....			65	55	65
481.69 to 481.90 (East Bank Jct.).....			20	20	20	387.70 to 384.40.....			50	45	50
481.90 to 482.18.....			15	15	15	384.40 to 383.66.....			45	45	45
482.18 to 482.80 (Los Angeles).....			12	12	12	383.66 to 372.27.....			55	50	55
						★372.27 to 370.70 (Santa Barbara).....			20	20	20
EASTWARD, DAYTON AVE. TOWER TO WILMINGTON (ANAHEIM BLVD.)						WESTWARD, WILMINGTON (ANAHEIM BLVD.) TO DAYTON AVE. TOWER					
★480.60 to 485.55 (along or across streets)...			..	10	10	501.40 to 493.30.....			..	20	20
★485.55 to 487.25 (along or across streets)...			..	12	12	493.30 to 489.10.....			..	30	30
487.25 to 487.39 (interlocking).....			..	10	10	489.10 to 487.39.....			..	15	15
★487.39 to 489.10.....			..	15	15	487.39 to 487.25 (interlocking).....			..	10	10
489.10 to 493.30.....			..	30	30	★487.25 to 485.55 (along or across streets)...			..	12	12
493.30 to 501.40.....			..	20	20	★485.55 to 480.60 (along or across streets)...			..	10	10
EASTWARD, WILMINGTON (Anaheim Blvd.) TO LONG BEACH:						WESTWARD, LONG BEACH TO WILMINGTON (Anaheim Blvd.):					
★501.31 to 502.32.....			..	15	15	★503.59 to 502.40.....			..	15	15
502.32 to 502.40 (PERy crossing).....			..	10	10	502.40 to 502.32 (PERy crossing).....			..	10	10
★502.40 to 503.59.....			..	15	15	★502.32 to 501.31.....			..	15	15

★Regulated by City ordinance.

★★ICC Regulation.

No. 371 (Adv. CMW), No. 373 (CMW), No. 375 (Starpacer), No. 372 (Adv. CME) and No. 374 (CME), when consist contains no restricted cars, may operate at 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—VENTURA SUBDIVISION

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TERRITORY			FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EASTWARD, VENTURA JCT. TO OJAI:					WESTWARD, OJAI TO VENTURA JCT.:				
★397.30 to 398.29 (Ventura)			10	10	412.30 to 408.00			20	25
398.29 to 407.00			20	25	408.00 to 407.00			10	10
407.00 to 408.00			10	10	407.00 to 398.29			20	25
408.00 to 412.30			20	25	★398.29 to 397.30 (Ventura)			10	10
EASTWARD, MONTALVO TO SAUGUS:					WESTWARD, SAUGUS TO MONTALVO:				
402.94 to 408.00			30	30	448.62 to 441.96			30	30
408.00 to 411.00			40	40	441.96 to 431.62			25	25
411.00 to 412.80			30	30	431.62 to 415.30			30	30
★412.80 to 415.30 (Santa Paula)			15	15	★415.30 to 412.80 (Santa Paula)			15	15
415.30 to 431.62			30	30	412.80 to 411.00			30	30
431.62 to 441.96			25	25	411.00 to 408.00			40	40
441.96 to 448.62			30	30	408.00 to 402.94			30	30
EASTWARD, CHATSWORTH TO BURBANK VIA VAN NUYS:					WESTWARD, BURBANK TO CHATSWORTH VIA VAN NUYS:				
445.50 to 457.39			25	25	466.81 to 457.41			25	25
457.39 to 457.41 (Sepulveda Blvd.)			10	10	457.41 to 457.39 (Sepulveda Blvd.)			10	10
457.41 to 466.81			25	25	457.39 to 445.50			25	25

★Regulated by City ordinance.

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

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

	OJAI BRANCH			SANTA PAULA BRANCH			BURBANK BRANCH
	MP 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
DF-1 to 11	20	15	20	20	15	20	..
DF-12	15	10	15	15	10	15	..
DF-101, 103, 104, 105, 106, 107, 108, 110, 112, 114, 117, 118, 120	..	..	..	..	25	..	..
DF-109, 111	..	20	..	25	20	25	..
DF-114 (5288, 5289), 121, 122, 124, 125	..	20	..	30	20	..	..
DF-115, 119, 123, 126	..	..	..	..	30	..	..
DF-116	..	..	..	..	..	..	..
DF-300, 301, 302	..	..	..	..	25	..	..
DF-303, 304	..	..	..	30	25	..	..
DF-305, 306, 307	..	20	..	25	20	25	..
DF-500, 501	..	20	..	25	20	25	..
DF-603, 605, 606, 607, 610, 611, 612	20	15	20	20	20	15	20
DF-608, 609, 613	15	10	15	15	10	15	..
DS-1 to 8	..	..	..	..	..	..	..
DS-9, 10, 11, 12	..	20	..	25	20	25	..
DS-100, 102, 103, 104, 105, 106, 107, 108, 110, 111, 114, 115	..	20	..	25	20	25	..
DS-101, 113, 117, 118	20	15	20	20	15	20	20
DS-109, 119, 120, 121, 122	20	20	20	20	20	20	20

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-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	1375	5500	1375	....	....	....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	1925	5525	1925	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except with 61:16 gear ratio with 60:17 gear ratio	1825 1375 1250	6050 5250 4750	1600 1375 1250	600 525	1225 1075	6050 5250
DF-100	5200 to 5202	1600	4000	1600	625	1225	4000
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	2475	5000	2475	975	1900	5000
DF-109, 111	4903 to 4905, 5250 to 5252	3050	5000	3050	1200	2350	5000
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	2575	10000	2575	1025	2000	10000
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	3050	10000	3050	1200	2350	10000
DF-200 to 206	5100 to 5120	850	3000	850	350	600	3000
DF-300 to 304	4600 to 4623, 4700 to 4703	1375	4000	1375	525	1050	4000
DF-305, 306	4624 to 4633	1475	4000	1475	600	1100	4000
DF-307	4634 to 4645	1625	4000	1625	650	1225	4000
DF-500, 501	4800 to 4815	3000	10000	3000	1200	2300	10000
DF-603, 605 to 607, 611, 612	5600 to 5719, 5730 to 5844	2050	10000	1700	850	1600	10000
DF-608 to 610	5720 to 5729, 5845 to 5859	1750	10000	1750	675	1350	10000
DS-1 to 8	1000 to 1032	650	4000	650	225	475	4000
DS-9 to 12	1033 to 1090	1175	4000	1175	475	900	4000
DS-100 to 109, 111, 115 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1275	4000	1275	500	975	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1275	4000	1275	500	975	4000
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1225	4000	1225	475	925	4000
DS-200, 201	1900 to 1903	575	2650	575	175	375	2650

NOMINAL CLASS	ENGINE NUMBERS	47th St. to L. A. Yard Via Buite St. and East Bank	47th St. to San Pedro	San Pedro to 47th St.	L. A. Yard to 47th St. Via River Station	L. A. Yard to San Pedro Via East Bank	Wilmington (Anaheim Blvd.) and Long Beach
DF-1 to 12	6138 to 6461, 8022 to 8303, except with 61:16 gear ratio with 60:17 gear ratio	2125 1825 2150	2950 2550 3000	2900 2500 2950	6050 5250 4000	3050 2650 3100	2650 2250 2675
DF-100	5200 to 5202	2150	3000	2950	4000	3100	2675
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	3325	4500	4450	5000	4750	4050
DF-109, 111	4903 to 4905, 5250 to 5252	4050	5000	5000	5000	5000	5000
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	3450	4800	4725	10000	5000	4250
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	4075	5700	5600	10000	5950	5050
DF-200 to 206	5100 to 5120	1150	1600	1575	3000	1650	1400
DF-300 to 304	4600 to 4623, 4700 to 4703	1825	2575	2525	4000	2700	2275
DF-305, 306	4624 to 4633	1975	2800	2750	4000	2925	2450
DF-307	4634 to 4645	2175	3025	3000	4000	3175	2700
DF-500, 501	4800 to 4815	4000	5500	5425	10000	5800	4925
DF-603, 605 to 607, 611, 612	5600 to 5719, 5730 to 5844	2750	3775	3725	10000	3950	3375
DF-608 to 610, 613	5720 to 5729, 5845 to 5859	2350	3250	3200	10000	3400	2875
DS-1 to 8	1000 to 1032	900	1225	1200	4000	1300	1100
DS-9 to 12	1033 to 1090	1600	2225	2200	4000	2325	1975
DS-100 to 109, 111, 115 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1725	2400	2375	4000	2525	2150
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1725	2375	2350	4000	2500	2125
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1700	2350	2300	4000	2475	2100
DS-200, 201	1900 to 1903	650	925	900	2650	950	800

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—COLTON SUBDIVISION

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

Eastward	Reading	Westward	Reading
MP 513.05	40	MP 540.75	30
MP 537.77	20	MP 585.75	45-35
MP 562.60	50-25		
MP 575.83	45-25		

Speed sign to right of track, but with one track intervening:
Westward at MP 497.67 reading 60-40.

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

RULE 21-C. 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. Markers must be properly displayed.

⊙**RULE 26.** On diesel fueling tracks at Taylor Yard roundhouse, Colton and Indio, a blue light will not be attached to reflectorized blue "Men At Work" signs when displayed at night.

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
	" (Pasadena Branch)	End of Branch
	" (Santa Ana Branch)	489.99
490.00	Studebaker	506.50
	" (Puente Branch)	501.23
508.37	Anaheim	512.70
	" (Stanton Branch)	End of Branch
	" (Tustin Branch)	End of Branch
515.01	Santa Ana	519.97
511.57	City of Industry (Puente Branch, includes both legs of wye)	512.67
	Pomona (Chino Branch)	520.30
536.51	Colton	541.14
	" (Riverside Branch)	End of Branch
544.57	Bryn Mawr (Redlands Branch)	End of Branch
607.85	Indio	613.12

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

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

PERy trains are not permitted to operate on Riverside Branch between 7:00 AM and 11:00 PM and SP trains are not permitted to operate on Riverside Branch between 11:00 PM and 7:00 AM.

Anaheim: PERy trains are not permitted to operate on the Tustin Branch between 5:00 AM and 11:00 PM, and on Stanton Branch between 10:00 AM and 10:00 PM. SP trains are not permitted to operate on the Tustin Branch between 11:00 PM and 5:00 AM, and on the Stanton Branch between 10:00 PM and 10:00 AM.

Indio: Eastward freight trains must not pass Jackson Street unless proceed signal received from yardman.

Indio Yard: When freight trains are ready to leave from any track, headlight must be displayed, whistle signal 14(j) sounded and such trains must not depart until proceed signal received.

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

RULE 99-A. Indio: When standing on main track between end of CTC, MP 609.74 and east yard limit sign, MP 613.12, flag protection to the rear is not required except by trains carrying passengers.

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

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.

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

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.

Loma Linda: To prevent excessive operation of crossing signals at crossing MP 541.00 (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. When recoupling, crossing signals must be started by use of switch key in place provided on side of signal case at crossing.

City of Industry: Trains or engines entering Hacienda Blvd. crossing, MP 500.50, from siding must stop 50 feet short of crossing and wait until crossing gates are down before entering crossing. Eastward movements from track No. 1 to siding over Anaheim-Puente Road crossing, MP 502.40, must stop 40 feet west of crossing and wait until crossing gates are down before entering the crossing.

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

Downey: Woodruff Avenue, on Royal drill track.

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.

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

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

Riverside Jct.—PERy junction switch for SP Main track.
Riverside—Orange Ave., Eighth St.

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

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

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; S. Cal. Edison pole yard spurs; 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.

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:

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

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

City of Industry.....Puente Branch, for connecting track.

Colton.....Riverside Br., for PFE yard.

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

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

South Anaheim.....Tustin Branch, for Santa Ana Branch.

Derals in main track:

Redlands, 2nd Street—West end of Mill Creek bridge, MP 547.33.

Tustin—MP 522.50.

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

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

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

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

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

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

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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

Bassett: Signal 4976 on drill track governs eastward movements through crossover to main track only.

Pomona: Signal 5143 governs westward movements through crossover to Main track only.

Ontario: Signal 5202 governs eastward movements through crossover to Main track only.

Kaiser: Signal 5284 on drill track governs eastward movements through crossover to main track only.

Signal 5285 on drill track governs westward movements through crossover to main track only.

South Fontana: Signal 5292 on Kaiser drill track governs eastward movements through crossover to main track only.

These signals will remain dark until crossover switches are opened.

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
Studebaker.....West switch of track No. 1..	Track No. 1
Studebaker.....East switch of track No. 1..	Main track

RULE 605. INTERLOCKING

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

Whistle signals:

To LAUPT, o —.

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

To Roundhouse, — o — o.

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

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

To Coach yard, o o o o —.

To Wilson Packing Co. lead, — o —.

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

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

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

Against current of traffic, — o o o o.

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

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

Signs bearing words "Clearing Section" located as follows:

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

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

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

200 feet east of first signal leaving Coach yard.

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

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

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

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

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

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

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

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

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

Authority for movement within interlocking limits, if signals display stop indication, must be obtained from AT&SFRy train dispatcher at San Bernardino by telephone. Power operated derrails 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.

RULE 663 (b). When movements are made under the provisions of this rule which involve moving over dual control switches, such switches must be placed in hand position and locked until movement over the switch has been completed. When movement has been completed, switches must be returned to normal position and selector lever restored to motor position and locked.

RULE 680. AUTOMATIC INTERLOCKING

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

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

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 485.55, on both tracks, Aurant, to MP 538.52 Colton Tower and MP 540.05, Colton to MP 609.74 Indio.

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 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.

Bottom unit of eastward and westward three-unit absolute signals located in approach to crossovers at Ordway, Hinda, Beaumont and Mons governs movement on siding and will display lunar aspect only. When lunar aspect is displayed in this unit, train may proceed without stopping on siding at restricted speed expecting to find siding occupied by a preceding train.

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

Movements across PERY track MP 495.00, El Monte under control of SP train dispatcher. When absolute signals governing movement over crossing display stop indication member of crew must call train dispatcher and after ascertaining that derrails 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 derrails 200 feet either side of UPRR main track are controlled by UPRR train dispatcher. If electric lock fails to unlock within three minutes contact UPRR train dispatcher by telephone and be governed by his instructions. Telephone in box at crossing.

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

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

PUENTE BRANCH

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

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

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

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.

GENERAL REGULATIONS

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

Redlands—west end	Garnet—east end
Beaumont—west end	Salvia—east end
Pershing—east end	Rimlon—east end
Banning—east end	Pomona—west end

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

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

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

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

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

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

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

RULE 837. On Redlands Branch switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion.

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure for freight trains on 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 without dynamic brakes in operation at Beaumont, and will be turned down at Garnet, except if stop is made at West 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. Retaining valves on head-end cars may be turned up at Colton.

All retaining valves will be turned up on westward trains without dynamic brakes in operation at Beaumont, and will be turned down on passenger carrying cars at Loma Linda, and on head-end cars at Colton. Retaining valves on head-end cars may be turned up at Indio.

Retaining valves will not be used on passenger trains with three or more dynamic brakes in operation.

Trains with less than three dynamic brakes in operation, will apply retaining valve rules governing operation without dynamic brakes in operation.

Retaining valves will be used on freight trains without dynamic brakes in operation commencing at head-end of train as follows:

One retaining valve for each 60 tons Beaumont to Garnet.

One retaining valve for each 70 tons Beaumont to Redlands, and one retaining valve 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 with dynamic brakes in operation commencing at head-end of train as follows, except when train brakes are being operated by use of pressure maintaining feature.

Beaumont to Garnet:

With four dynamic brakes in operation and handling:
 Less than 3750 tons—No retaining valves,
 3750 tons to 4000 tons—25 retaining valves,
 Over 4000 tons—30 retaining valves, plus one retaining valve for each additional 100 tons.

With three dynamic brakes in operation and handling:
 Less than 2800 tons—No retaining valves,
 2800 tons to 3000 tons—25 retaining valves,
 Over 3000 tons—30 retaining valves, plus one retaining valve for each additional 100 tons.

With two dynamic brakes in operation and handling:
 Less than 1800 tons—No retaining valves,
 1800 tons to 2000 tons—25 retaining valves,
 Over 2000 tons—30 retaining valves, plus one retaining valve for each additional 80 tons.

With less than two dynamic brakes in operation one retaining valve for each 60 tons in train.

Beaumont to Redlands, Loma Linda or Colton:

With four dynamic brakes in operation and handling:
 Less than 4250 tons—No retaining valves,
 4250 to 4500 tons—25 retaining valves,
 Over 5000 tons—30 retaining valves, plus one retaining valve for each additional 100 tons.

With three dynamic brakes in operation and handling:
 Less than 3150 tons—No retaining valves,
 3150 tons to 3500 tons—25 retaining valves,
 Over 3500 tons—30 retaining valves, plus one retaining valve for each additional 100 tons.

With two dynamic brakes in operation and handling:
 Less than 2100 tons—No retaining valves,
 2100 tons to 2500 tons—25 retaining valves,
 Over 2500 tons—30 retaining valves, plus one retaining valve for each additional 80 tons.

With less than two dynamic brakes in operation one retaining valve for each 70 tons in train.

Westward trains using retaining valves from Beaumont and stopping at Pershing for operating reasons may turn up retaining valves and make rear-end test at Pershing instead of Beaumont.

Engines used as helpers and placed at or near rear of freight trains with dynamic brakes in operation on head end, will use dynamic brakes on descending grades. Additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

When standing on descending grade, sufficient number of hand brakes or retaining valves must be set on head end of train, if necessary, to prevent uncontrolled train movement when train brakes are released.

When freight train air brakes are being controlled by use of the pressure maintaining system of braking and dynamic brakes are in operation, trains of 6,000 tons or less do not require the use of retaining valves unless requested by the engineer.

When tonnage of train exceeds 6,000 tons, retaining valves must be in horizontal position on 25 percent of cars in train from Beaumont to Colton and from Beaumont to Garnet; except on ore train when tonnage exceeds 6,000 tons, 50 percent of retaining valves must be in horizontal position from Beaumont to Colton.

When tonnage of ore trains exceeds 750 tons per unit of dynamic brake in operation on road engine Beaumont to Colton, 75 percent of retaining valves must be in horizontal position; except when there are eight or more units of dynamic brakes in operation and tonnage of train exceeds 6,000 tons, 50 percent of retaining valves must be in horizontal position from Beaumont to Colton. When there are less than four units of dynamic brakes in operation Beaumont to Colton, all retaining valves must be in horizontal position and speed must not exceed 15 MPH.

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

FREIGHT TRAINS

○**RULE 24-B.** When engine crew, train crew or both, are changed on freight train at Indio, but train consist including engine and caboose remain intact, incoming engineer after coming to stop will make full service brake application leaving brakes applied.

Outgoing trainman, after noting brakes are applied on rear car, will signal outgoing engineer to release brakes and note that brakes on rear car do release and that the brake pipe pressure in the caboose is being properly restored.

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

Engineer while working power will make reduction of approximately 7 lbs., wait for slack to adjust, then make a 3-lbs. reduction before releasing brakes. Trainmen must note reduction on caboose gage and following build-up in pressure, when brakes are released, give proceed signal. Stop and air brake test must be made if conditions prevent passing hand signal.

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

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

Beaumont to Garnet:	
Trains without dynamic brakes in operation . . .	60 tons
Trains with four dynamic brakes operating . . .	75 tons
Trains with three dynamic brakes in operation	67½ tons
Trains handled by engine equipped with one air pump	30 tons
Beaumont to Colton:	
Ore train consisting of cars in Series SP 345000 to SP 345599	125 tons
All ore trains must be limited to 95 cars and must not exceed speed of 20 MPH.	
Trains with four dynamic brakes in operation . .	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 with three dynamic brakes in operation	72½ tons
Trains without dynamic brakes in operation . .	60 tons
Trains handled by engine equipped with one air pump	30 tons

TRAIN HANDLING

RULE 60. On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Colton and Salvia, except at Beaumont, Pershing or West 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 that authorized while engine is moving between points 500 feet before reaching, and 1500 feet after passing, the turnout or crossover.

Westward freight trains, of 6,000 tons or more must stop at signal bridge, Beaumont, with automatic air brakes unless such stop has been made between Pershing and Beaumont. After stop has been made, train may proceed to point where helper engine is to be cut out or retaining valves turned up.

PASSENGER TRAINS

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

MISCELLANEOUS

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

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

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

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.

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

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

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

West Anaheim: Between 6:00 AM and 4:30 PM, when switching Home Oil Company spur, gate across track must be in position to protect vehicular traffic over crossing and return to position across track after switching completed.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

11. Load limit (car and contents):

Los Angeles-Indio	251,000 pounds
Alhambra-Pasadena	230,000 pounds
Pomona-Chino	210,000 pounds
Colton-Riverside	210,000 pounds
Bryn Mawr-Crafton	210,000 pounds
Studebaker-City of Industry	251,000 pounds
Firestone Park-Dyer	230,000 pounds
West Anaheim-Stanton	230,000 pounds
South Anaheim-Tustin	230,000 pounds

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

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Colton	19 (water)

29. 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.

Employees 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 pamphlets issued by SPCo indicating wherein UPRR operating rules differ from movement in that territory from SPCo rules, and UPRR current timetable and special rules.

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
514.00	East of South Anaheim . . .	Santa Ana River bridge Side
539.80	Colton	Santa Ana River bridge Side
547.30	West of Redlands, 2nd Street . . .	Mill Creek bridge . . . Overhead & 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: Through slip switches	15 10
Facing point movements through turnouts, end of double track, MP 488.23 at Alhambra, and through dual control switches at crossover between Eastward and Westward Tracks, MP 485.70 and MP 486.90 at Aurant	25
Passenger trains through controlled sidings except through turnouts; and siding and east turnout, Guasti	20
Through sidings, turnouts and crossovers at Marne, South Fontana, Ordway, El Casco, Hinda, Beaumont, Cabazon, Mons, Fingal, eastward siding Garnet, Thousand Palms and Myoma	25 10
Through turnouts on other than sidings	10
Passenger trains through controlled sidings, except through turnouts and through sidings, at Garnet, Salvia and Rimlon and through sidings, turnouts and crossovers at Ordway, El Casco, Hinda, Beaumont, Cabazon, Mons, Fingal, eastward siding Garnet, Thousand Palms and Myoma	20
On wye track, Studebaker	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

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 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	MP	MP	Column:	1	2	3
EASTWARD, LOS ANGELES YARD TO TAYLOR JCT.:						WESTWARD, TAYLOR JCT. TO LOS ANGELES YARD:					
479.70 to 480.60 (Dayton Ave. Tower)....						482.80 to 481.90 (East Bank Jct.).....					
480.60 to 481.67.....						481.90 to 481.69.....					
★481.67 to 481.69 (North Main St.).....						★481.69 to 481.67 (North Main St.).....					
481.69 to 481.90 (East Bank Jct.).....						481.67 to 480.60 (Dayton Ave. Tower)....					
481.90 to 482.80 (Taylor Jct.).....						480.60 to 479.70 (Los Angeles Yard).....					
EASTWARD, LOS ANGELES TO INDIO YARD:						WESTWARD, INDIO YARD TO LOS ANGELES:					
Los Angeles to Mission Tower.....						611.30 to 610.80.....					
★Mission Tower to 484.05.....						610.80 to 598.50.....					
★484.05 to 485.80 (Valley Blvd.).....						598.50 to 596.00.....					
★485.80 to 488.22 (Alhambra).....						596.00 to 589.00.....					
488.22 to 488.25 (end double track).....						589.00 to 585.00.....					
★488.25 to 489.89 (Alhambra).....						585.00 to 576.58.....					
★489.89 to 491.33 (San Gabriel).....						576.58 to 563.35.....					
491.33 to 493.31.....						563.35 to 554.82.....					
★493.31 to 495.04 (El Monte).....						554.82 to 548.20.....					
495.04 to 496.71.....						548.20 to 545.28.....					
496.71 to 499.00.....						545.28 to 540.00.....					
499.00 to 507.80.....						540.00 to 539.00.....					
507.80 to 508.10.....						539.00 to 538.52.....					
508.10 to 513.80.....						538.52 to 536.20.....					
★513.80 to 514.80 (Pomona).....						536.20 to 520.91.....					
514.80 to 519.51.....						520.91 to 519.51.....					
519.51 to 520.91.....						519.51 to 514.80.....					
520.91 to 536.20.....						★514.80 to 513.80 (Pomona).....					
536.20 to 538.52.....						513.80 to 508.10.....					
538.52 to 539.00.....						508.10 to 507.80.....					
539.00 to 540.00.....						507.80 to 499.00.....					
540.00 to 545.28.....						499.00 to 496.71.....					
545.28 to 548.20.....						496.71 to 495.04.....					
548.20 to 554.82.....						★495.04 to 493.31 (El Monte).....					
554.82 to 563.35.....						493.31 to 491.33.....					
563.35 to 576.58.....						★491.33 to 489.89 (San Gabriel).....					
576.58 to 585.00.....						★489.89 to 485.80 (Alhambra).....					
585.00 to 589.00.....						★485.80 to 484.05 (Valley Blvd.).....					
589.00 to 596.00.....						★484.05 to Mission Tower.....					
596.00 to 599.00.....						Mission Tower to Los Angeles.....					
599.00 to 609.60.....											
609.60 to 611.30.....											

★Regulated by City ordinance.

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

When tonnage of an eastward freight train exceeds 6000 tons, speed must not exceed 20 MPH on descending grade between Colton and Garnet and when tonnage of a westward freight train exceeds 6000 tons, speed must not exceed 40 MPH between MP 514.80 to MP 496.92.

BSM, with maximum of 50 cars or 2500 tons and containing no restricted cars, may operate at speeds shown in Column 1, except must not exceed 60 MPH and must not exceed 35 MPH Beaumont to Colton, except when two or more dynamic brakes in operation may operate at maximum speed of 40 MPH.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

⊙ **SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 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			FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EASTWARD, ALHAMBRA TO PASADENA:					WESTWARD, PASADENA TO ALHAMBRA:				
	487.70 to 489.07		15	15	★492.41 to 490.75 (city limits)			15	15
★	489.07 to 490.75 (city limits)		15	15	★490.75 to 489.07 (city limits)			15	15
★	490.75 to 492.41 (city limits)		15	15	489.07 to 487.70			15	15
EASTWARD, POMONA TO CHINO			20	20	WESTWARD, CHINO TO POMONA			20	20
EASTWARD, COLTON TO RIVERSIDE			20	20	WESTWARD, RIVERSIDE TO COLTON			20	20
EASTWARD, BRYN MAWR TO CRAFTON:					WESTWARD, CRAFTON TO BRYN MAWR:				
	544.50 to 546.60		20	20	551.40 to 549.90			20	20
	546.60 to 549.90 (over streets)		10	10	549.90 to 546.60 (over streets)			10	10
	549.90 to 551.40		20	20	546.60 to 544.50			20	20

★ Regulated by City ordinance.

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

	RIVERSIDE BRANCH		REDLANDS BRANCH
	MP 545.40 to MP 547.00		MP 544.50 and MP 545.00
DP	10	DF-12	15
DF-101, 103, 104, 105, 106, 107, 108, 110, 112, 114, 117, 118, 120	10	DF-603, 608, 609	15
DF-109, 111	X		
DF-114 (5288, 5289), 121, 122, 124, 125	10		
DF-305, 306, 307	X		
DF-1 to 11	X		
DF-12	X		
DF-100	..		
DF-115, 119, 123, 126	10		
DF-116	15		
DF-200 to 206	..		
DF-603, 605, 606, 607, 611, 612	X		
DF-500, 501	X		
DF-608, 609, 610, 613	X		
DS-1 to 8	..		
DS-9 to 12	X		
DS-100, 102, 103, 104, 105, 106, 107, 108, 110, 111, 114, 115	X		
DS-101, 113, 117	X		
DS-118	X		
DS-109, 119, 120, 121	X		
DS-200, 201	..		

X—Not permitted to operate.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

⊙ **SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 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			FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EASTWARD, FIRESTONE PARK TO DYER:					WESTWARD, DYER TO FIRESTONE PARK:				
489.10 to 491.92			30	30	519.40 to 517.40			30	25
491.92 to 492.00 (interlocking)			20	20	517.40 to 516.39			12	12
492.00 to 509.00			30	30	516.39 to 511.20			30	30
509.00 to 511.20			15	15	511.20 to 509.00			15	15
511.20 to 516.39			30	30	509.00 to 492.00			30	30
516.39 to 517.40			12	12	492.00 to 491.92 (interlocking)			20	20
517.40 to 519.40			30	25	491.92 to 489.10			30	30
EASTWARD, WEST ANAHEIM TO STANTON:					WESTWARD, STANTON TO WEST ANAHEIM:				
509.00 to 513.60			20	20	513.60 to 509.00			20	20
EASTWARD, SOUTH ANAHEIM TO TUSTIN:					WESTWARD, TUSTIN TO SOUTH ANAHEIM:				
511.90 to 512.22			20	20	522.40 to 516.80			20	20
512.22 to 512.60 (crossing)			15	15	516.80 to 516.50			15	15
512.60 to 514.53			20	20	516.50 to 514.91			20	20
514.53 to 514.91 (crossing)			15	15	514.91 to 514.53 (crossing)			15	15
514.91 to 516.50			20	20	514.53 to 512.60			20	20
516.50 to 516.80			15	15	512.60 to 512.22 (crossing)			15	15
516.80 to 522.40			20	20	512.22 to 511.90			20	20
EASTWARD, STUDEBAKER TO CITY OF INDUSTRY:					WESTWARD, CITY OF INDUSTRY TO STUDEBAKER:				
497.57 to 497.75			10	10	512.66 to 511.48			20	20
497.75 to 498.80			30	30	511.48 to 504.98 (UPRR)			#..	#..
498.80 to 501.27			♦15	♦15	504.98 to 504.93 (through switches)			20	20
501.27 to 504.93			30	30	504.93 to 501.27			30	30
504.93 to 504.98 (through switches)			20	20	501.27 to 498.80			♦15	♦15
504.98 to 511.48 (UPRR)			#..	#..	498.80 to 497.75			30	30
511.48 to 512.66			20	20	497.75 to 497.57			10	10

#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 on SP-PERy joint tracks between MP 498.80 and MP 501.27.

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

	SANTA ANA BRANCH	STANTON BRANCH	TUSTIN BRANCH			PASADENA BRANCH
	MP 497.60 and MP 517.40	MP 508.00 and MP 513.90	MP 515.50 and MP 516.00	MP 518.00 and MP 520.00	MP 522.10 and MP 522.40	MP 488.00 and MP 489.00
DP	..	..	..	..	X	..
DF-101, 103, 104, 105, 106, 107, 108, 110, 112, 114, 117, 118, 120	..	..	..	..	X	10
DF-109, 111	..	..	..	..	X	X
DF-114 (5288, 5289), 121, 122, 124, 125	..	..	..	..	X	10
DF-300 to 304	..	..	..	..	..	10
DF-305, 306, 307	25	..	..	..	..	X
DF-1 to 11	20	..	15	15	X	X
DF-12	15	15	10	10	X	X
DF-100	..	..	..	..	10	..
DF-115, 119, 123, 126	..	..	..	..	X	10
DF-116	..	..	..	..	X	15
DF-200 to 206	..	..	..	..	15	..
DF-603, 605, 606, 607, 611, 612	20	..	..	..	X	X
DF-500, 501	25	..	..	..	X	X
DF-608 to 610, 613	15	15	10	10	X	X
DS-1 to 8	..	..	..	..	X	15
DS-9 to 12	25	..	..	..	X	X
DS-100, 102, 103, 105, 106, 107, 108, 110, 111, 114, 115	25	..	..	..	X	X
DS-101, 113, 117	20	..	15	15	X	X
DS-118	20	..	..	..	X	..
DS-109, 119, 120, 121, 122	20	..	..	..	X	X
DS-200, 201	..	..	..	..	..	..

X—Not permitted to operate.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles to Alhambra City of Industry to Ontario	Alhambra to City of Industry Ontario to Colton	Colton to Indio	Indio to Garnet	Garnet to Colton	Colton to Bloomington El Monte to Stoneman	Bloomington to El Monte Stoneman to Los Angeles
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917.....	1700	3000	950	1200	925	1775	3000
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915..... 6019 to 6033, 5918 to 5924..... 6034 to 6045.....	1925	3475	1050	1350	700	2425	4275
DF-1 to 12	6138 to 6461, 8022 to 8303, except..... with 61:16 gear ratio.....	1600	2825	900	1150	850	1650	2825
DF-100	5200 to 5202.....	1375	2450	750	975	725	1425	2450
DF-101 to 108, 110, 112	with 60:17 gear ratio.....	1250	2250	675	900	650	1300	2250
DF-109, 111	5200 to 5202.....	1650	2875	900	1250	850	1650	2875
DF-114, 116 to 118, 120 to 122, 124, 125	4900 to 4902, 5203 to 5249, 5253 to 5278..... 4903 to 4905, 5250 to 5252.....	2450	4325	1325	1725	1275	2550	4325
DF-115, 119, 123, 126	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493.....	3050	5000	.....	.....	.....	3175	5000
DF-200 to 206	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507.....	2600	4575	1400	1850	1350	2700	4575
DF-300 to 304	5100 to 5120.....	3050	4525	1400	1800	1325	2625	4525
DF-305, 306	4600 to 4623, 4700 to 4703.....	850	1525	450	600	450	875	1525
DF-307	4624 to 4633.....	1300	2425	725	950	700	1375	2450
DF-500, 501	4634 to 4645.....	1475	2650	800	1025	775	1525	2150
DF-603, 605 to 607, 611, 612	4800 to 4815.....	1625	2900	900	1125	875	1700	2900
DF-608 to 610, 613	5600 to 5719, 5730 to 5844.....	3000	5300	1650	2150	1600	3100	5300
DS-1 to 8	5720 to 5729, 5845 to 5859.....	1700	3000	950	1200	925	1775	3000
DS-9 to 12	1000 to 1032.....	1750	3100	.....	.....	.....	1825	3100
DS-100 to 109, 111, 115 119	1033 to 1090.....	650	1225	350	450	325	700	1225
DS-110, 114, 118	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	1175	2125	625	825	600	1200	2125
DS-113, 117, 120 to 122	1442 to 1463, 1492 to 1513, 1539 to 1550.....	1275	2300	675	875	650	1300	2300
DS-200, 201	1486 to 1491, 1529 to 1538, 1568 to 1596..... 1900 to 1903.....	1300	2350	700	900	650	1325	2350
		1225	2225	.....	.....	.....	.....	.....
		575	875	.....	.....	.....	.....	.....

**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—COLTON SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Territories							
		Alhambra to Pasadena	Pasadena to Alhambra	Pomona to Chino	Chino to Pomona	Colton to Riverside	Riverside to Colton	Bryn Mawr to Crafton	Crafton to Bryn Mawr
DF-1 to 12	{ 6138 to 6461, 8022 to 8303, except with 61:16 gear ratio with 60:17 gear ratio	....	....	....	....	....	....	....	....
DF-100	5200 to 5202	700	4000	5000	1650	5000	1650	625	4000
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	1100	5000	5000	2450	5000	2450	975	5000
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	5000	3050	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	{ 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	1150	10000	10000	2600	10000	2600	975	10000
DF-115, 119, 123, 126	5100 to 5120	1400	10000	10000	2525	10000	2525	975	10000
DF-200 to 206	4600 to 4623, 4700 to 4703	400	3000	3000	850	3000	850	325	3000
DF-300 to 304	4624 to 4633	600	4000	4000	1300	4000	1300	500	4000
DF-305, 306	4634 to 4645	....	....	4000	1475	....	....	600	4000
DF-307	4800 to 4815	....	....	4000	1625	....	....	650	4000
DF-500, 501	5600 to 5719, 5730 to 5844	....	....	10000	3000	....	....	1175	10000
DF-603, 605 to 607, 611, 612	5720 to 5729, 5845 to 5859	....	....	10000	1850	....	....	725	10000
DF-608 to 610, 613	....	....	....	10000	1750	....	....	....	....
DS-1 to 8	1000 to 1032	300	4000	4000	650	4000	650	275	4000
DS-9 to 12	1033 to 1090	....	....	4000	1175	....	....	475	4000
DS-100 to 109, 111, 115, 119	{ 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	....	....	4000	1275	4000	1275	500	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	....	....	4000	1300	4000	1300	500	4000
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....	....	....	....
DS-200, 201	1900 to 1903	200	2650	....	....	....	....	....	....

NOMINAL CLASS	ENGINE NUMBERS	Territories					
		Tustin and South Anaheim	Stanton to West Anaheim	West Anaheim to Stanton	Studebaker to City of Industry	City of Industry to Studebaker	Firestone Park and Dyer
DF-1 to 12	{ 6138 to 6461, 8022 to 8303, except with 61:16 gear ratio with 60:17 gear ratio	....	....	....	2700	3600	2150
DF-100	5200 to 5202	1300	2600	4000	2325	3100	1825
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	2000	3975	5000	2150	2850	1700
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	2725	3650	2150
DF-114, 116 to 118, 120 to 122, 124, 125	{ 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	2200	4150	10000	4150	5000	3075
DF-115, 119, 123, 126	5100 to 5120	2075	4100	10000	4375	5900	3050
DF-200 to 206	4600 to 4623, 4700 to 4703	650	1375	3000	4325	5800	3000
DF-300 to 304	4624 to 4633	1100	2200	4000	1450	1925	1150
DF-305, 306	4634 to 4645	1175	2400	4000	2350	3125	1825
DF-307	4800 to 4815	1325	2625	4000	2525	3450	1975
DF-500, 501	5600 to 5719, 5730 to 5844	2450	4775	10000	2775	3700	2200
DF-603, 605 to 607, 611, 612	5720 to 5729, 5845 to 5859	1525	3150	10000	5050	6725	3425
DF-608 to 610, 613	....	....	....	....	3475	4600	2275
DF-608 to 610, 613	....	....	....	....	2950	3925	2350
DS-1 to 8	1000 to 1032	500	1075	4000	1125	1525	900
DS-9 to 12	1033 to 1090	950	1925	4000	2025	2725	1600
DS-100 to 109, 111, 115, 119	{ 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1025	2075	4000	2200	2975	1725
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1025	2075	4000	2175	2875	1725
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....	1700
DS-200, 201	1900 to 1903	....	....	....	....	....	675

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

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

Eastward	Reading	Westward	Reading
MP 617.66	50	MP 633.71	79-60
MP 618.50	79-60		

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

⊙**RULE 26.** On diesel fueling tracks at Indio and service tracks Nos. 1 and 2 at Yuma, a blue light will not be attached to reflectorized blue "Men At Work" signs when displayed at night.

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
607.85	Indio..... 613.12
666.09	Niland (Calexico line)..... 668.27
731.51	Yuma..... 737.83
674.52	El Centro..... 708.88
	" (Sandia Branch)..... End of Branch
	" (Westmorland Branch)..... End of Branch

Indio Yard: When freight trains are ready to leave from any track, headlight must be displayed, whistle signal 14(j) sounded and such trains must not depart until proceed signal received.

Yuma: Eastward freight trains must not pass Signals 7340 and 7342 unless proceed signal received, green flag by day, green light by night.

Westward freight trains and engines must receive proceed signal, green flag by day, green light by night, before leaving yard.

RULE 99-A. Indio: When standing on main track between end of CTC, MP 609.74 and east yard limit sign, MP 613.12, flag protection to the rear is not required except by trains carrying passengers.

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

- Yuma..... All crossings in old yard.
- Yuma..... 1st, 2nd, 3rd and 4th Streets, on yard tracks.
- Brawley—When shoving cars eastward over K St. on Even drill or Standard Oil spur. When engine ahead, stop, sound whistle signal 14(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.

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

Thermal: Automatic crossing gates at Thermal crossing, MP 617.90 will remain down if tracks are occupied within 50 feet of either side of crossing. Trains or engines stopping to clear crossing must not enter crossing until it is known that gates are down.

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

- Ferrum..... EMRR for Interchange track.
 - Niland..... West wye switch is junction switch.
 - Yuma..... Yard track on Madison Ave., for YVRR.
 - Calipatria..... Westmorland Br., for Calexico line.
 - Calipatria..... Sandia Br., for Calexico line.
 - Holtville..... Holton Interurban main track for Sandia Branch.
 - El Centro..... Interchange track, for SD&AERY main track.
 - El Centro..... Sandia Branch, for east leg of old wye.
- 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 286. When distant signals governing movements on sidings between Indio and Araz Jct. display yellow aspect, train may proceed on siding at restricted speed expecting to find siding occupied by a preceding train.

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

Eastward Signal	Protection	Westward Signal
	Spring switch, east end eastward siding, Thermal.....	P-A
P-A	Movements over end of derailling spur, Ferrum.....	P-A
P-A } P-A }	Spring switch, east end Colorado River bridge, Yuma.....	
	Spring switch, end double track, East Yard. P-7375	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Beaumont: Signal 5620 governs eastward movements through crossover from house track to Main track only.

Indio Yard: Signal 6124 on yard lead track governs movements through crossover between yard lead and Main tracks to Eastward track with current of traffic only.

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

Yuma: Signal 7333 governs westward movements through crossover to Main track only.

Signal 7344 governs movements through crossover onto Eastward Main track.

East Yard: Signal 7342 on drill track governs eastward movements through crossover to Main track only.

Signal 7357 governs westward movements through crossover to Main track only.

These signals will remain dark until crossover switches are open.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Thermal.....	East end eastward siding..... Main track
Yuma.....	East end bridge..... Eastward Track
East Yard.....	End double track..... Westward 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.

RULE 760. CENTRALIZED TRAFFIC CONTROL

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

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

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes:

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

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

In addition, passenger equipment must be protected by skids on east end of cars. When skids are not in use, they must be returned to proper location.

RULE 826. Yuma: Indicator lights located above tracks Nos. 1, 2, 3 and 4 at each end PFE icing platform govern movements on those track 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 GOLDEN STATE and SUNSET, must approach Indio at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

Dunes: Westward freight trains except AMS, BSM, MS and APFS and sections thereof must not exceed 5 MPH over west switch for Immigration Inspection, and may resume normal speed when flashing blue light north side of main track at west switch in operation indicating Immigration Inspection completed.

AIR BRAKE RULES

FREIGHT TRAINS

○**RULE 24-B.** When engine crew, train crew or both, are changed on freight train at Yuma or Indio, but train consist including engine and caboose remain intact, incoming engineer after coming to stop will make full service brake application leaving brakes applied.

Car inspector at Yuma, and outgoing trainman at Indio, after noting brakes are applied on rear car, will signal outgoing engineer to release brakes and note that brakes on rear car do release and that the brake pipe pressure in the caboose is being properly restored.

MISCELLANEOUS

10. Indio: Westward freight trains must receive proceed signal before passing over Blythe Street crossing.

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

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

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

11. Load limit (car and contents):

Indio-Yuma.....	251,000 pounds
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.

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

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

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
Orita.....	5 (water)
Sandia.....	5 (water)
Fuller.....	10 (water)

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 OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through controlled sidings and turnouts to controlled sidings.....	25
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On branches.....	10
★Over, upon, or across any street crossing, Yuma.....	5

★Regulated by City ordinance.

SPECIAL INSTRUCTIONS—SALTON 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	MP	MP	Column:	1	2	3
EASTWARD, INDIO TO YUMA:						WESTWARD, YUMA TO INDIO:					
610.90 to 612.67			30	30	30	732.70 to 732.10			15	15	15
612.67 to 618.41			79	60	70	732.10 to 727.00 except			60	50	60
618.41 to 618.50 (through turnout)			50	50	50	729.20 to 728.80 (through crossover)			35	35	35
618.50 to 633.71			79	60	70	727.00 to 723.06			50	45	50
633.71 to 635.31			65	60	65	723.06 to 678.20			79	60	70
635.31 to 670.80			79	60	70	678.20 to 670.80			70	60	70
670.80 to 678.20			70	60	70	670.80 to 635.31			79	60	70
678.20 to 723.06			79	60	70	635.31 to 633.71			65	60	65
723.06 to 727.00			50	45	50	633.71 to 618.50			79	60	70
727.00 to 732.10, except			60	50	60	618.50 to 618.41 (through turnout)			50	50	50
728.80 to 729.20 (through crossover)			35	35	35	618.41 to 612.67			79	60	70
732.10 to 732.70			15	15	15	612.67 to 610.90			30	30	30
EASTWARD, NILAND TO CALEXICO:						WESTWARD, CALEXICO TO NILAND:					
Niland, through crossover and turnouts			..	15	15	Over International boundary			..	12	12
667.40 to 667.83 (wye switch)			..	20	20	708.88 to 699.47			..	45	50
667.83 to 685.70			..	40	50	699.47 to 699.45 (Main St., El Centro)			..	20	20
*685.70 to 686.80 (Brawley)			..	25	25	699.45 to 686.80			..	45	50
686.80 to 699.45			..	45	50	*686.80 to 685.70 (Brawley)			..	25	25
699.45 to 699.47 (Main St., El Centro)			..	20	20	685.70 to 667.83			..	40	50
699.47 to 708.88 (Calexico)			..	45	50	667.83 to 667.40			..	20	20
Over International boundary			..	12	12	Niland, through crossover and turnouts			..	15	15
EASTWARD ON WESTMORLAND BRANCH						WESTWARD ON WESTMORLAND BRANCH					
..						..					
EASTWARD ON SANDIA BRANCH						WESTWARD ON SANDIA BRANCH					
..						..					

★Regulated by City ordinance.

BSM, with maximum of 50 cars or 2500 tons and containing no restricted cars, may operate at speeds shown in Column 1, except must not exceed 60 MPH.

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

	SANDIA BRANCH
	MP 676.01 and MP 697.70
DF-1 to 11	20
DF-12	15
DF-603, 606	20
DF-608, 609	20
DS-101, 109, 113, 117, 118, 119, 120, 121, 122	20

SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Niland to Acolita	Yuma to Dunes	Indio to Niland Acolita to Yuma Dunes to Indio	Niland and Calexico	Westmoreland and Calipatria Calipatria and El Centro Via Holtville
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917.....	1700	1600	2795	2450	2325
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915..... 6019 to 6033, 5918 to 5924..... 6034 to 6045.....	1700	1600	5000	4100	2325
DF-1 to 12 DF-100 DF-101 to 108, 110, 112 DF-109, 111 DF-114, 116 to 118, 120 to 122, 124, 125 DF-115, 119, 123, 126 DF-200 to 206 DF-300 to 304 DF-305, 306 DF-307 DF-500, 501 DF-603, 605 to 607, 611, 612 DF-608 to 610, 613	6138 to 6461, 8022 to 8303, except..... with 61:16 gear ratio..... with 60:17 gear ratio..... 5200 to 5202..... 4900 to 4902, 5203 to 5249, 5253 to 5278..... 4903 to 4905, 5250 to 5252..... 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493..... 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507..... 5100 to 5120..... 4600 to 4623, 4700 to 4703..... 4624 to 4633..... 4634 to 4645..... 4800 to 4815..... 5600 to 5719, 5730 to 5844..... 5720 to 5729, 5845 to 5859.....	1925 1650 1525 2000 3000 3675 3100 3050 1025 1600 1775 1975 3600 2075	1825 1575 1450 1950 2850 3500 2950 2900 975 1525 1700 1875 3425 1975	3275 2850 2625 3400 5000 5000 5400 5300 1775 2850 3150 3400 6175 3525	3650 2375 2175 2800 4200 5000 4450 4375 1475 2325 2575 2825 5150 2925	2625 2250 2075 2675 4025 4250 4225 1400 2275 2450 2700 4900 3075
DS-1 to 8 DS-9 to 12 DS-100 to 109, 111, 115, 119 DS-110, 114, 118 DS-113, 117, 120 to 122 DS-200, 201	1000 to 1032..... 1033 to 1090..... 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567..... 1442 to 1463, 1492 to 1513, 1439 to 1550..... 1486 to 1491, 1529 to 1538, 1568 to 1596..... 1900 to 1903.....	800 1450 1525 1550	775 1375 1450 1475	1425 2500 2700 2650	1175 2075 2250 2250	1075 2000 2125 2125

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