### RULE 10-I

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

**Foreman's Response**

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

**Engineer's Response**

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

**Foreman's Response**

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

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**SPEED TABLE**

| TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR |
|---|---|---|---|
| 41" | 87.8 | 1'11" | 50.7 |
| 42" | 85.7 | 1'12" | 50 |
| 43" | 83.7 | 1'13" | 49.3 |
| 44" | 81.8 | 1'14" | 48.6 |
| 45" | 80 | 1'15" | 48 |
| 46" | 78.3 | 1'16" | 47.4 |
| 47" | 76.6 | 1'17" | 46.8 |
| 48" | 75 | 1'18" | 46.2 |
| 49" | 73.5 | 1'19" | 45.6 |
| 50" | 72 | 1'20" | 45 |
| 51" | 70.6 | 1'25" | 42.4 |
| 52" | 69.2 | 1'30" | 40 |
| 53" | 67.9 | 1'35" | 37.9 |
| 54" | 66.7 | 1'40" | 36 |
| 55" | 65.6 | 1'45" | 34.3 |
| 56" | 64.3 | 1'50" | 32.7 |
| 57" | 63.2 | 1'55" | 31.3 |
| 58" | 62.1 | 2'00" | 30 |
| 59" | 61 | 2'15" | 26.7 |
| 1'00" | 60 | 2'30" | 24 |
| 1'01" | 59 | 2'45" | 21.8 |
| 1'02" | 58.1 | 3'00" | 20 |
| 1'03" | 57.1 | 3'30" | 17.1 |
| 1'04" | 56.2 | 4'00" | 15 |
| 1'05" | 55.4 | 5'00" | 12 |
| 1'06" | 54.5 | 6'00" | 10 |
| 1'07" | 53.7 | 7'00" | 8.6 |
| 1'08" | 52.9 | 7'30" | 8 |
| 1'09" | 52.2 | 8'00" | 7.5 |
| 1'10" | 51.4 | 10'00" | 6 |

# SOUTHERN PACIFIC COMPANY

SOUTHERN SAFETY PACIFIC

# LOS ANGELES DIVISION SPECIAL INSTRUCTIONS

# NO. 15

**EFFECTIVE JANUARY 1, 1969**
**AT 12:01 A.M.,**
**PACIFIC STANDARD TIME**

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

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M. A. McINTYRE,
General Manager.

S. B. BURTON,
R. L. KING,
Assistant General Managers.

J. J. WILLIS,
General Superintendent of Transportation.

O. D. GOODWILL,
Superintendent of Transportation.

J. H. LONG,
Superintendent.

**RULE A.** Employes must know they have in their possession copy of Rules and Regulations of the Transportation Department Effective January 1, 1969.

**RULE 10-G.** On all branches except on Calexico Branch between Niland MP 667.4 and El Centro MP 698.90 an unattended red flag by day and, in addition, a red light by night will be placed to the right of main track in direction of approach at a distance of 1,000 feet from the point to be protected. A yellow signal will be displayed to right of track and a torpedo will be placed on rail one-half mile in advance of red signal. Flagman will not be provided. Trains stopped by these signals must be governed by signal or instructions from the foreman in charge.

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

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

**RULE 10-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 26.** On diesel fueling tracks, a blue light will not be attached to reflectorized "Men at Work" signs when displayed at night.

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

**RULE 105.** Capacity of sidings column indicates length of train in feet that can be accommodated between fouling points.

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

## 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 AND MECHANICAL SWITCH LOCKS

Where electric or mechanical switch locks are installed, be governed by instructions posted in telephone booths, on doors or in housings of electrical or mechanical switch locks.

## RULE 663(b). INTERLOCKING

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

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

## RULE 705. HOT BOX DETECTORS

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

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Crew members must keep a vigilant lookout for light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available. Absence of white light must be promptly reported to Train Dispatcher.

When letter "H" is illuminated or it is known a hot bearing has been detected by crew member observing the flashing white light at scanner site, speed of train must be reduced to not exceeding 15 MPH until stop is made at location of readout indicator.

When letter "W" is illuminated train must stop and wait until indicator is extinguished or permission is obtained from train dispatcher to proceed. Telephone located near "W" indicator.

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

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

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

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

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

**RULE 827.** Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is indication of overheating. Stop need not be made if in the judgment of the engineer it is safe to proceed.

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

## AIR BRAKE RULES

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

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

**RULE 2-A.** On departure from locomotive maintenance facility, enginemen must determine by making running air brake test that the independent and automatic brakes are operating effectively.

**RULE 2-B.** Dynamic brake on head end of freight and mixed trains must not exceed three 8-axle units, four 6-axle units, six 4-axle units, or any combination thereof which totals 24 axles, except dynamic braking on EF 415A and B and EP 415A and B classes is limited to five units.

Dynamic brake must not be used when operating in multiple with engines other than SP or SSW units, unless equipped with dynamic brake interlock.

**RULE 3.** A full independent brake application on road locomotive classes EP 636, GF 628, GF 630, GF 633, EF 623, EF 630, EF 636, EF 850B results in a brake cylinder pressure of 72 psi. This brake cylinder pressure must be maintained to provide required braking power at very low speed or when stopped. Under no circumstances must self-lapping portion of independent brake valve be changed except to obtain brake cylinder pressure of 72 psi from a full independent brake application.

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

**RULE 17.** If at any time in engineer's judgment use of retaining valves is required, stop will be made and retaining valves turned up in accordance with his request.

## FREIGHT TRAINS

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

Coupling engine on head end and caboose to rear of train is an indication that train is made up and yardmen or trainmen have completed their work. Yardmen or trainmen must not perform switching on, or couple other cars to a train on which the caboose and engine have been attached, without instructions from yardmaster, or proper authority, who will arrange to notify members of crew in advance.

**Rule 23.** The following series of cars are equipped with ABEL brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

| | | |
|---|---|---|
| SSW | 75700— 75799 | Gondolas |
| SSW | 78500— 78599 | Hoppers (Open Top) |
| SP | 333500—334399 | Gondolas |
| SP | 337500—337599 | Gondolas |
| SP | 345000—345669 | Gondolas |
| SP | 354000—354399 | Gondolas |
| SP | 463500—463999 | Hoppers (Open Top) |
| SP | 467500—467549 | Hoppers (Open Top) |
| SP | 480000—480193 | Hoppers (Open Top) |
| SP | 491000—491059 | Hoppers (Covered) |
| SP | 492000—492039 | Hoppers (Covered) |
| SP | 500604 | Flat Car |
| SP | 590000—590099 | Flat Cars |

## MISCELLANEOUS

**1. Helper service:**

(a) When helper engine is placed behind caboose, not more than two operating units nor 4000 operative horsepower will be used.

(b) When helper engine is placed immediately ahead of caboose a combination of not more than 18 axles will be used.

(c) Helper engines consisting of more than 12 axles must not be placed directly behind 80 foot or longer trailer flatcars.

(d) When helper engine is placed directly ahead of caboose, additional helper must not be coupled behind caboose. Helper engines must be separated by at least 20 cars.

(e) Air will be cut in on all helper engines, and engines must not be coupled or uncoupled while train is in motion.

(f) When helper engine is shoving on ascending grade, throttle must be reduced as train speed reduces, then throttle regulated so that amperage will be approximately the same as indicated before train speed reduction.

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

**3.** 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.

**4.**

| MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT | MPH MAIN TRACKS OTHER THAN BRANCHES | MPH MAIN TRACKS ON BRANCHES |
|---|---|---|
| Double or triple loads | .. | 25 |
| Scale test cars, except: | 40 | 30 |
| SPMW 2024 | 65 | 49 |
| Steel pile-drivers, except: | 40* | 30* |
| SPMW 4088 and 5479 (locomotive crane pile-driver) | 45* | 35* |
| 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 and on Puente Branch) | 35* | 25* |
| Locomotive cranes: | | |
| with boom disconnected, heavy end forward | 45* | 25* |
| except SPMW 743, 4020 and 4049 | 35* | 25* |
| with boom disconnected, light end forward | 20* | 15 |
| with boom in place, either end forward | 25* | 15 |

*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.

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

Nominal classifications are descriptive of the engines as follows:

1st letter.....Builder: A Alco: B-BLH: E-EMD: F-Fairbanks-Morse: G-GE: K-Krauss-Maffei

2nd letter.....Type of service: F-Freight: P-Passenger: S-Switcher

1st number.....Number of axles

2nd and 3rd numbers..Horsepower (100)

Last letter.....Style of unit: A Car body type with control cab. B No control cab, No letter indicated road switcher type

In addition to the above, total length of unit in feet is shown below.

| Nominal Class | Engine Number | Maximum Speed Except (\|) | LENGTH (Feet) |
|---|---|---|---|
| AS 407-1 | 1000-1016 | 60 | 45 |
| AS 409-1 to 5 | 1200-1281 | 60 | 46 |
| AS 410-2 to 5, 6 | 1703-1845 | 60 | 46 |
| AS 415 | 2400-2409 | 65 | 54 |
| AS 416-C-1, 2, 3 | 2800-2805 | 75 | 54 |
| AS 416-C 4, 5 | 2807-2812 | 65 | 57 |
| AS 616 | 2852-2890 | 65 | 57 |
| AS 418-1-6 | 2900-2936 | 70 | 57 |
| AS 618-1 | 2950-2970 | 70 | 58 |
| BS 410-2, 4 | 1856-1869 | 60 | 49 |
| BS 412-1, 2 | 2100-2144 | 60 | 46 |
| BS 615-B-1 | 5208-5220 | 35* | 58 |
| BS 616-2, 3, 5, 6 | 5233-5278 | 35* | 58 |
| ES 406-2, 3 | 1023-1032 | 45 | 44 |
| ES 408-1 to 4 | 1100-1128 | 65 | 44 |
| ES 408-B-1 | 1150-1153 | 65 | 44 |
| ES 409-1, 2 | 1170-1179 | 65 | 44 |
| ES 410-C-1, 2 | 1900-1903 | 65 | 44 |
| ES 410-1 | 1904-1912 | 60 | 44 |
| ES 410-2 | 1914-1953 | 65 | 44 |
| ES 412-C-1 to 5 | 2200-2207 | 65 | 44 |
| ES 412-1 to 5 | 2208-2293 | 65 | 44 |
| ES 415 | 2450-2510 | 65 | 45 |
| ES 615-1, 4 | 2700, 2702, 2703, 2716, 2722 | 55 | 61 |
| ES 615-1 to 4 | 2701, 2704 to 2715, 2717 to 2721, 2723 to 2742 | 70 | 61 |
| FS 412-1, 2, 3 | 2350-2374 | 60 | 49 |
| FS 412-4, 5 | 2375-2394 | 60 | 46 |
| GS 407-1, 6 | 5100-5120 | 55 | 37 |
| EP 415A-1 to 4 | 354 to 356-6190, 6388-6445 | 79 | 51 |
| EP 415A-5 | 6446 to 6461 | 79 | 55 |
| EP 415AC-1 | 6462 | 70 | 55 |
| EP 415B-1, 2, 3 | 8091-9303 | 79 | 50 |
| EP 418-1 to 4 | 3000-3002, 3004 to 3009 | 79 | 56 |
| EP 418-5 | 3010 | 70 | 56 |
| EP 624A-1 | 6046 to 6054 | 79 | 70 |
| EP 636-1 | 3200 to 3209 | 70 | 71 |
| FP 624-1, 2 | 3020-3035 | 70 | 66 |
| AF 420-1 | 4000-4009 | 70 | 57 |
| AF 624-C-1 | 5150-5159 | 75 | 57 |
| AF 624-1 | 5160-5162 | 70 | 57 |
| AF 628-1, 2 | 7100-7128 | 70 | 70 |
| AF 630 | 7800-7814 | 70 | 70 |
| EF 415C-1 | 304 | 70 | 60 |
| EF 415A-4 to 9, 11 | 6213-6470 | 70 | 56 |
| EF 415AC-1, 2, 3 | 925, 937, 951, 955 to 967 | 70 | 51 |
| EF 415BC-1, 2, 3 | 928, 932, 940, 952 | 70 | 50 |
| EF 415B-4 to 7, 9, 11, 13 | 8101-8305 | 70 | 50 |
| EF 418A-1 | 600-629 | 70 | 50 |
| EF 418B-1 | 702-722 | 70 | 50 |
| EF 418-1 to 9 | 3400 to 3640, 3653 to 3727 | 70 | 56 |
| EF 418-C-1, 2 | 3641-3652 | 70 | 56 |
| EF 618-1 to 5 | 3800-3966 | 70 | 51 |
| EF 420-C-1 | 4030 | 75 | 56 |
| EF 420-1, 2 | 4031-4039 | 70 | 56 |
| EF 420-1, 2 | 4040-4069 | 70 | 56 |
| EF 423-C-1 | 5000-5009 | 70 | 56 |
| EF 423-1 | 5010-5014 | 70 | 50 |
| EF 425-C-1, 2, 3 | 6500-6519, 6680-6681 | 70 | 56 |
| EF 425-1, 2, 3, 4 | 6520-6679 | 70 | 56 |
| EF 625-1 | 6900-6928 | 70 | 61 |
| EF 430-C-1 | 7600-7607 | 70 | 59 |
| EF 623-1 | | | |
| EF 630-1, 2 | 8400-8488 | 70 | 66 |
| EF 636-1, 2, 3, 4 | 8800-8963 | 70 | 66 |
| EF 636-C-1, 2 | 8964-8981 | 70 | 60 |
| EF 850-B-1 | 9500-9502 | 70 | 88 |
| GF 425-1, 2, 3 | 6700-6767 | 70 | 60 |
| GF 428-1 | 7025-7028 | 70 | 60 |
| GF 630-1 | 7900-7929 | 70 | 67 |
| GF 850 | 9550-9552 | 70 | 84 |

#When operated in multiple unit control, on headend of train or running light and engineer is in other than the leading control cab in direction of movement, speed must not exceed 30 mph. 'A' type units (indicated by letter 'A' following classification numerals) operating in reverse as lead unit in direction of movement must not exceed 30 mph.

*Speed must not exceed 25 mph. on less than 90-lb. rail.

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

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

| 7. OTHER MAXIMUM SPEEDS | MPH PASSENGER TRAINS | MPH FREIGHT AND MIXED TRAINS |
|---|---|---|
| Trains of deadhead equipment with caboose | 65 | .. |
| Passenger trains with caboose | 65 | .. |
| Engine and caboose only, except must not exceed speed for same engine running forward light. | .. | 65 |

Light engines are authorized to operate at Column 1 speeds, not exceeding 70 MPH, except on descending grade without dynamic brake in operation, must not exceed Column 2 speeds.

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.

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

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

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.

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

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

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

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

| Eastward | Reading | Westward | Reading |
|---|---|---|---|
| | | MP 254.04 | 25 |
| | | MP 264.71 | 60 |
| MP 298.47 | 65—60 | MP 407.23 | 75—60 |
| | | MP 462.40 | 60 |

**RULE 26-A. Oxnard:** Indicator lights above each end of tracks leading to Union Ice Co. dock governs movements on these tracks as follows:

Green: Tracks may be used for train or switching movements.

Yellow: Tracks may be entered, switched, and engines, cars or cabooses added or detached.

Red: Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not Lighted: Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled or moved.

**RULE 82-A.** Train No. 51 is authorized to operate Los Angeles to Burbank Junction without obtaining clearance. All other Mojave Subdivision trains are authorized to operate between Los Angeles or Los Angeles Yard and Burbank Junction after having been issued San Joaquin Division clearance, and need not obtain clearance at Burbank Junction if train order signal displays green aspect.

**Burbank Branch:** After securing permission from operator Burbank Junction, extra trains may operate on Burbank Branch without obtaining clearance. Operator must receive authorization from train dispatcher before granting such permission. While there is an extra train operating on Burbank Branch, train dispatcher must not authorize another extra train to operate without first having an understanding, in accordance with the provisions of Rule 208-A, with all conductors and engineers operating or requesting permission to operate on the Burbank Branch.

**RULE 83.** Identification may be made on double track or in interlocking limits between San Luis Obispo and East San Luis Obispo, West Santa Barbara and East Santa Barbara, Los Angeles Yard and Burbank Junction, to be applied at end of double track or interlocking limits. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

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

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

Extra trains or engines operating in below listed territories must register destination of trip (turning point), and date and time of departure in column captioned "Signals." When trip has been completed, date and time of arrival at initial station of trip must also be entered in column captioned "Signals." Engines en route into these territories must not leave the initial station until it has been ascertained from the train register that all preceding engines via the route to be used have completed their trips and registered time and date of arrival at initial station of trip accordingly:

| Territory | Register Location |
|---|---|
| Ojai Branch: | |
| Ventura Junction-Ojai | Ventura Junction |

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

Guadalupe—originating or terminating
Oxnard—originating or terminating
Los Angeles Yard—originating or terminating.

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

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

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

| West MP | | East MP |
|---|---|---|
| 249.56 | San Luis Obispo | 254.00 |
| 264.50 | Oceano | 267.00 |
| 275.20 | Guadalupe | 277.32 |
| 301.85 | Surf | 303.49 |
| 302.7 | Surf (Lompoc and White Hills Branches) | End of Branches |
| 369.16 | Santa Barbara | 373.71 |
| 397.13 | Ventura | 400.50 |
| | " (Ojai Branch) | End of Branch |
| 406.61 | Oxnard | 409.12 |
| 402.96 | Montalvo (Santa Paula Branch) | 404.83 |
| 423.54 | Fillmore | 425.62 |
| 412.57 | Santa Paula | 416.53 |
| 446.06 | Chatsworth (Burbank Branch) | 446.35 |
| 449.37 | Saugus | 451.64 |
| 448.17 | " (Santa Paula Branch) | |
| 444.7 | Chatsworth | 462.00 |
| 462.32 | Los Angeles (Coast line) | |
| 471.20 | " (S. J. Valley-Alhambra line) | 488.69 |
| 466.19 | " (Burbank Branch) | |

**RULE D-97.** Applies between San Luis Obispo and East San Luis Obispo, between West Santa Barbara and East Santa Barbara and between Burbank MP 473.28 and Los Angeles MP 479.31.

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

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

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

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

| Station | Location | MP |
|---|---|---|
| *Lompoc | "A" Street | 312.8 |
| **Santa Barbara | State Street | 370.80 |
| ***Burbank | Allen Avenue | 473.15 |

*Stop signs installed. Crossing must not be entered until gates are down. Gates may be lowered manually by inserting switch key in receptacle. Turn key one half turn to right. Key may then be removed but crossing must be occupied within 45 seconds or gates will raise.

**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 west of crossing adjacent to Eastward Main Track, and turning 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.

Crossing protection signal will cut out if engines or cars moving toward crossing occupy track between "APPROACH CIRCUIT" signs and aluminum market post for more than two minutes and member of crew must protect traffic before moving over crossing.

***Eastward trains stopped by interlocking signals at MP 473.15 must stop at least 100 feet west of Allen Avenue to permit crossing gates to raise. When proceed indication is received whistle must be sounded for one second to actuate gates. Sound detector microphone located west of Allen Avenue.

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

**Santa Barbara:** Milpas Street on round house lead.

**Limco:** Telegraph Road on Limoneria Spur.

**Santa Paula Branch:**

*Edison Spur, MP 446.20, over Telegraph Road. (PUC requires trains to stop and member of crew to protect traffic before movement is made).

*Movement to be made only during daylight hours.

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

Surf.....Middle track, for Lompoc Branch.
White Hills Jct....White Hills Branch, for Lompoc-Surf line.
Ventura Jct.....Ojai Br., for Coast line.
Montalvo.....Santa Paula Br., east leg of wye.
Chatsworth.....Burbank Br., Main track.
Burbank.....Burbank Br., drill track.
Saugus.....Santa Paula Br., westward siding.

Gemco: Derail on GM track No. 7 electrically locked. General Motors Plant Protection Department must be notified to release derail before it can be thrown.

**RULE 105.** Trains entering siding equipped with spring switch must not pass home signal until switch has been lined for movement.

**Callender:** Siding extends from Signal 2696 to cross-over just west of Signal 2708.

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

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

| | Westward |
|---|---|
| | Glendale (MP 477.70) |

When illuminated this indicator will convey the following information:

TRAIN—Train at platform on opposite track.

CLEAR—Indicator in service.

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

**RULE 208.** Third, fourth and fifth paragraphs will not apply to westward trains entering siding at Burbank Jct. Trains entering siding Burbank Jct. must not foul main track until it has been ascertained that any train orders delivered restricting their movement at that station have been fulfilled.

**RULE 211.** To enable train dispatcher to advance a westward train beyond Burbank Junction where it is restricted for an opposing or following train, operator after receiving verbal authority from train dispatcher will clear interlocking signal located at MP 471.80 for movement on main track on route desired, which will be an indication to an approaching train that orders have been issued authorizing movement to the next station at least, against and ahead of superior trains, and will not require the issuance of Form "N" Train Order or the blinking of red light in light type train order signal several times.

**RULE 221.**

**TRAIN ORDER OFFICES:**

Burbank Junction—westward trains only.

Burbank Junction—Train-order signal on north side of track No. 1 will govern movements on track No. 1. Train-order signal on south side of track No. 2 will govern movements on track No. 2.

Ventura—trains originating only.
Santa Barbara—train-order office located at freight station.
Santa Barbara—Crews of westward passenger trains will receive orders at train-order office and deliver them to relieving crew.

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

Both tracks between San Luis Obispo and East San Luis Obispo.
Both tracks between West Santa Barbara and East Santa Barbara.
Both tracks between Burbank MP 473.28 and Los Angeles MP 479.31.

**RULE 292.**

**San Luis Obispo:** When eastward "SA" signal at west end of double track MP 251.75 displays stop indication, train or engine after stopping may proceed without calling train dispatcher if flashing white signal is also displayed.

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

| Eastward Signal | Protection | Westward Signal |
|---|---|---|
| | Spring switch, east end double track, East San Luis Obispo | P-2549 |
| P-2598 | Collision detector, Tiber underpass, MP 259.83 | P-2597 |
| P-2608 | Flood detector, second Villa Creek bridge 261.37 | P-2615 |
| P-2838 | Mud slide detector fence, Shuman | P-2851 |
| P-2940 | Fire detector, Los Alamos bridge, Narlon | P-2955 |
| P-3020 | Spring switch west end siding, Surf | |
| | Spring switch east end siding, Surf | P-3033 |
| P-3056 | Slide detector fence, MP 306.13 | P-3067 |
| P-3164 | Spring switch, west end siding, Sudden | |
| | Spring switch, east end siding, Sudden | P-3177 |
| P-3192 | Fire detector, Jalama, Canon bridge, Jalama | P-3207 |
| P-3214 | Slide detector fence, MP 321.50 | P-3227 |
| | Spring switch, east end siding, Concepcion | P-3253 |
| P-3690 | Spring switch, end double track, West Santa Barbara | |
| | Spring switch, east end double track, Santa Barbara | |
| | Spring switch, east end freight lead, Santa Barbara | P-3723 |
| | Spring switch, east end siding, Ortega | P-3775 |
| P-3844 | Slide detector fence, MP 385.10 | P-3871 |
| P-3872 | Slide detector fence, MP 387.20—MP 387.70 | P-3885 |
| P-3972 | Dragging Equipment Detector, MP 394.22 | |
| | Dragging Equipment Detector, MP 401.28 | P-3981 |
| | 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-4362 | Spring switch, west end siding, Santa Susana | |
| P-4428 | Falling Rock Detector, Tunnel 27, MP 443 | P-4431 |
| P-4452 | Spring switch, west end siding, Chatsworth | |
| P-4460 | High water detector Chatsworth MP 446.40 | P-4471 |
| P-4470 | Barricade Detector MP 447.2 | P-4481 |
| P-4470 | Barricade Detector MP 447.8 | P-4481 |
| P-4480 | Barricade Detector MP 448.0 | P-4493 |
| P-4504 | Barricade Detector MP 450.7 | P-4517 |
| P-4554 | Barricade Detector MP 456.3 | P-4567 |
| P-4592 | Barricade Detector MP 460.2 | P-4603 |

**Ventura:** Light type indicators on masts of Signals 3972 and 3981, are dragging equipment indicators.

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

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

**RULE 516.**

Overlap posts:

Grover.....Eastward trains
Bromela.....Westward trains

**RULE 538. SPRING SWITCHES**

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

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

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

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

**RULE 605. INTERLOCKING**

**Burbank Junction:** Limits extend on Santa Barbara Subdivision to signal bridge MP 462.42, on Mojave Subdivision to eastward interlocking signal MP 471.35 and on track No. 1 and track No. 2 to MP 473.28.

No. 1 track—to north
No. 2 track—to south

When interlocking signals within these limits display STOP indication, member of crew must contact Operator Burbank Junction.

All crossovers within these limits and east end of coast siding are equipped with dual control switches under control of Operator Burbank Junction. When necessary to hand operate dual control switches, Rule 772 will govern. Wherein Rule 772 the term "Train Dispatcher" is used, it has reference to Operator Burbank Junction.

Hand throw switches on Track No. 1 at MP 471.60 and MP 472.55 and on Track No. 2 at MP 471.60, MP 472.35 and MP 472.45 are equipped with electric locks. Lock box doors on these switches must not be opened without permission from Operator Burbank Junction.

**Dayton Avenue Tower:** Limits extend on main tracks from interlocking signal bridge MP 479.31 to signal bridge No. 4, MP 481.44; on yard tracks from interlocking signals located on east end of C Yard 1, 2 and 3, east end of yard leads No. 17 and No. 20 to interlocking signal located at the east end of the Midway bridge; and from interlocking signals located at the west end of C Yard 1 and the east end of A Yard 1 to respective power operated crossover switches to the main track.

Crossovers between MP 479.31 and MP 479.51 equipped with dual control switches. Instructions for operation posted in phone booth.

Bottom unit of interlocking signals on track No. 1 C Yard and track No. 1 A Yard may display lunar aspect. When lunar aspect is displayed train or engine may proceed without stopping at restricted speed within interlocking limits.

When interlocking signals display "STOP" indication, member of crew must contact Dayton Tower.

**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.

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.

**RULE 663(b). Mission Tower:** Following addition applies, "Upon receiving oral authority of operator or signal maintainer."

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

**RULE 705. HOT BOX DETECTORS**

| Illum. Letter | On Signal | Approaching | Location of Readout |
|---|---|---|---|
| H | 2709 | Callender | MP 269.6 Callender |
| W | 2728 | Guadalupe | |
| W | 2741 | Bromela | |
| H* | MP 274.5 | Guadalupe | MP 275.8 Guadalupe |
| H | 3097 | Honda | MP 306.7 Honda |
| W | 3114 | Sudden | |
| W | 3133 | Honda | |
| H | 3150 | Sudden | MP 317.5 Sudden |
| W | 3844 | Punta | |
| H | 3847 | Carpinteria | MP 381.5 Carpinteria |
| W | 3871 | Punta | |
| H | 3886 | Seacliff | MP 389.6 Seacliff |
| W | 4226 | Moorpark | |
| H | 4227 | Somis | MP 419.5 Somis |
| W | 4253 | Somis | |
| H | 4264 | Moorpark | MP 427.4 Moorpark |

*Displays flashing white light when "H" illuminated.

**SCANNER SITE**

| MP | Direction | Location |
|---|---|---|
| 273.0 | East and West | Callender-Guadalupe |
| 312.5 | East and West | Honda-Sudden |
| 386.4 | East and West | Carpinteria-Seacliff |
| 424.4 | East and West | Somis-Moorpark |

Refer to Rule 705 All Subdivisions.

**RULE 740. ABSOLUTE PERMISSIVE BLOCK.** Limits extend between Oxnard MP 407.14 and Montalvo MP 403.07.

When absolute signals at each end of APB limits display stop indication, trains or engines must obtain permission from operator Oxnard before proceeding.

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

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

Operator Oxnard must obtain authorization from train dispatcher before granting work limits and clock time limits, or authorizing trains or engines to enter or move on main track within these limits.

Rule 744 will not apply within these limits.

## GENERAL REGULATIONS

**RULE 837.** South Vandenberg Air Force Base—United States Government Tracks. Switching movements must be made with air brakes cut in on all cars. Cars must not be detached while in motion. Cars that are spotted on military tracks must be left in spurs protected by derails.

Engines must not handle more than four cars at any one time.

Engines handling cars must be on descending end of grade.

Not less than two hand brakes must be set on cars left on interchange tracks.

All hand brakes must be set on cars left in spurs protected by derails.

## AIR BRAKE RULES

**RULE 24-B. San Luis Obispo and Santa Barbara:** Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

## MISCELLANEOUS

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

| Class of Engine | Restricted Tracks |
|---|---|
| All Engines | Oxnard-Track No. 3, Ventura County RR. Oxnard-Ventura County RR tracks—must not go beyond 250 feet east of the east switch of track VC 9. |

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

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

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

**3. Santa Paula Branch:** Watch for high water at bridge 427.40. Approach with caution, looking out for obstruction on tracks, stopping if necessary to make examination before proceeding.

**4. Tunnel 26:** Switches controlling lights in this tunnel are located at the east and west portals. Lights must be extinguished when not in use.

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

| | |
|---|---|
| *San Luis Obispo-Los Angeles | 263,000 pounds |
| Lompoc and White Hills Branches | 240,000 pounds |
| **Ojai Branch | 240,000 pounds |
| Santa Paula Branch | 240,000 pounds |
| Burbank Branch | 240,000 pounds |

*Gross weight of 315,000 pounds applies to uniformly loaded four axle cars with minimum axle spacing of 6 feet 0 inches and minimum distance of 37 feet 0 inches between truck centers; also, with wheels 38 inches or more in diameter.

**Ventura Junction to Nitroshell 315,000 pounds when meeting above requirements.

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

**6.**

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

| MP | Location | Description |
|---|---|---|
| 261.37 | Pismo | Villa Creek Bridge ..... Side |
| 262.68 | Pismo | Villa Creek Bridge ..... Side |
| 265.57 | Oceano | Overhead Crossing . Overhead |
| 266.37 | Oceano | Arroyo Grande River Bridge ..... Side |
| 357.77 | Ellwood | Overhead Crossing . Overhead |
| 394.83 | East of Dulah | Overhead Crossing . Overhead |
| 396.61 | West of Ventura Jct. | N. Fork Ventura River Bridge ..... Side |
| 396.87 | West of Ventura Jct. | Ventura River Bridge .... Side |
| 440.28 | East of Santa Susana | Overhead Crossing . Overhead |
| 441.20 | East of Santa Susana | Tunnel No. 26 ..... Overhead and Side |
| 442.90 | East of Santa Susana | Tunnel No. 27 ..... Overhead and Side |
| 443.90 | East of Santa Susana | Tunnel No. 28 ..... Overhead and Side |
| 415.40 | East of Santa Paula | Santa Paula River, Bridge ..... Side |
| 423.00 | West of Fillmore | Sespe Creek Bridge, ..... Overhead and Side |
| 423.00 | East of Piru | Piru Creek Bridge ..... Overhead and Side |
| 445.68 | East Newhall Ranch | Overhead Crossing . Overhead |
| 446.16 | East Newhall Ranch | Santa Clara River Bridge ..... Overhead and Side |

**7.**

| SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS | With Caution Not Exceeding MPH |
|---|---|
| Through sidings | 15 |
| Through yard and other tracks, wyes, balloon tracks, crossovers, turnouts and slip switches | 10 |
| On Limoneria spur, Limco, on tangent | 25 |
| " on curves | 10 |
| On VC yard tracks, Oxnard, when shoving | 10 |
| On Vandenberg AFB Track Tangair (MP 297.4) to Helium Spur | 30 |
| Crossovers MP 471.50 | 35 |
| Crossovers MP 473.20 | 25 |
| Crossovers MP 479.41 | 15 |

# SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on pages 3 and 4 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 |
|---|---|---|
| MP MP Column: | 1 | 2 |
| EASTWARD, SAN LUIS OBISPO TO SANTA BARBARA: | | |
| 252.10 to 253.29 | 25 | 25 |
| 253.29 to 254.86 | 35 | 35 |
| 254.86 to 258.50 | 60 | 60 |
| 258.50 to 259.80 | 35 | 30 |
| 259.80 to 261.18 | 40 | 30 |
| 261.18 to 262.30 | 30 | 30 |
| 262.30 to 263.95 | 60 | 60 |
| 263.95 to 267.94 | 79 | 60 |
| 267.94 to 269.00 | 40 | 40 |
| 269.00 to 275.61 | 70 | 60 |
| 275.61 to 277.00 | 50 | 50 |
| 277.00 to 279.51 | 60 | 60 |
| 279.51 to 280.00 | 50 | 50 |
| 280.00 to 283.24 | 79 | 60 |
| 283.24 to 287.00 | 40 | 40 |
| 287.00 to 291.00 | 55 | 55 |
| 291.00 to 291.32 | 45 | 45 |
| 291.32 to 294.40 | 79 | 60 |
| 294.40 to 295.80 | 60 | 60 |
| 295.80 to 296.08 | 50 | 50 |
| 296.08 to 299.57 | 55 | 55 |
| 299.57 to 300.20 | 50 | 50 |
| 300.20 to 304.40 | 60 | 60 |
| 304.40 to 306.10 | 55 | 55 |
| 306.10 to 309.00 | 65 | 60 |
| 309.00 to 311.81 | 50 | 50 |
| 311.81 to 312.90 | 70 | 60 |
| 312.90 to 318.20 | 79 | 60 |
| 318.20 to 321.87 | 50 | 50 |
| 321.87 to 323.12 | 45 | 45 |
| 323.12 to 325.36 | 70 | 60 |
| 325.36 to 325.66 | 55 | 55 |
| 325.66 to 328.26 | 70 | 60 |
| 328.26 to 333.05 | 60 | 60 |
| 333.05 to 333.30 | 55 | 55 |
| 333.30 to 335.67 | 65 | 60 |
| 335.67 to 336.19 | 45 | 45 |
| 336.19 to 338.60 | 60 | 60 |
| 338.60 to 342.00 | 79 | 60 |
| 342.00 to 344.77 | 70 | 60 |
| 344.77 to 347.40 | 55 | 55 |
| 347.40 to 348.13 | 45 | 45 |
| 348.13 to 348.80 | 60 | 60 |
| 348.80 to 354.17 | 79 | 60 |
| 354.17 to 354.36 | 75 | 60 |
| 354.36 to 356.85 | 79 | 60 |
| 356.85 to 357.76 | 60 | 60 |
| 357.76 to 367.00 | 79 | 60 |
| 367.00 to 368.28 (end double track) | 70 | 60 |
| 368.28 to 368.32 | 35 | 35 |
| 368.32 to 370.60 | 50 | 50 |
| 370.60 to 370.70 | 20 | 20 |

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

**Freight and mixed trains are authorized to operate at Column 1 speed not exceeding 65 MPH when meeting requirements as outlined on page. 5**

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 pages 3 and 4 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 MP MP Column: | PASSENGER TRAINS 1 | FREIGHT AND MIXED 2 |
|---|---|---|
| EASTWARD, SANTA BARBARA TO LOS ANGELES: | | |
| 370.70 to 372.27 (Santa Barbara) | 20 | 20 |
| 372.27 to 383.66 | 55 | 55 |
| 383.66 to 384.40 | 45 | 45 |
| 384.40 to 387.70 | 50 | 50 |
| 387.70 to 390.84 | 65 | 60 |
| 390.84 to 391.23 | 50 | 45 |
| 391.23 to 392.23 | 60 | 60 |
| 392.23 to 396.66 | 70 | 60 |
| 396.66 to 397.08 | 45 | 45 |
| 397.08 to 398.20 (Ventura) | 25 | 20 |
| 398.20 to 399.60 | 65 | 60 |
| 399.60 to 402.10 | 79 | 60 |
| 402.10 to 402.38 | 65 | 60 |
| 402.38 to 405.27 | 79 | 60 |
| 405.27 to 405.66 | 60 | 50 |
| 405.66 to 407.23 | 75 | 55 |
| 407.23 to 408.08 | 35 | 35 |
| 408.08 to 414.85 | 79 | 60 |
| 414.85 to 415.36 | 60 | 60 |
| 415.36 to 418.00 | 79 | 60 |
| 418.00 to 429.45 | 70 | 60 |
| 429.45 to 429.82 | 55 | 55 |
| 429.82 to 434.35 | 65 | 60 |
| 434.35 to 437.80 | 79 | 60 |
| 437.80 to 440.90 | 60 | 60 |
| 440.90 to 444.39 | 40 | 40 |
| 444.39 to 460.00 | 60 | 60 |
| 460.00 to 462.38 | 60 | 50 |
| 462.38 to 462.61 (471.49) (Burbank Jct.) | 40 | 40 |
| Through Crossovers east of Junction | 35 | 35 |
| 471.49 to 477.34 | 50 | 50 |
| 477.34 to 480.60 (Dayton Ave. Tower) | 40 | 40 |
| 480.60 to 481.67 | 20 | 20 |
| 481.67 to 481.69 (North Main St.) | 15 | 15 |
| 481.69 to 481.90 (East Bank Jct.) | 20 | 20 |
| 481.90 to 482.18 | 15 | 15 |
| 482.18 to 482.80 (Los Angeles) | 12 | 12 |

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

**Freight and mixed trains are authorized to operate at Column 1 speed not exceeding 65 MPH when meeting requirements as outlined on page 5.**

**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 pages 3 and 4 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 (MP MP) | FREIGHT AND MIXED |
|---|---|
| EASTWARD, SURF TO WHITE HILLS: | |
| 302.91 to 303.31 (junction switch and wye) | 10 |
| 303.31 to 308.93 | 35 |
| 308.93 to 312.90 | 20 |
| 312.90 to 313.25 | 10 |
| 312.94 to 316.93 | 10 |
| EASTWARD, VENTURA JCT. TO OJAI: | |
| 397.30 to 398.29 (Ventura) | 10 |
| 398.29 to 407.00 | 20 |
| 407.00 to 408.00 | 10 |
| 408.00 to 412.30 | 20 |
| EASTWARD, MONTALVO TO SAUGUS: | |
| 402.94 to 408.00 | 30 |
| 408.00 to 411.00 | 40 |
| 411.00 to 412.80 | 30 |
| 412.80 to 415.30 (Santa Paula) | 15 |
| 415.30 to 431.62 | 30 |
| 431.62 to 441.96 | 25 |
| 441.96 to 448.42 | 30 |
| 448.42 to 448.62 | 20 |
| EASTWARD, CHATSWORTH TO BURBANK VIA VAN NUYS: | |
| 445.50 to 446.27 | 25 |
| 446.27 to 457.39 | 30 |
| 457.39 to 457.41 (Sepulveda Blvd.) | 10 |
| 457.41 to 466.81 | 25 |

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

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

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

| | OJAI BRANCH | SANTA PAULA BRANCH | | | | BURBANK BRANCH |
|---|---|---|---|---|---|---|
| | MP 403.6 408.4 | MP 403.30 408.00 | MP 411.00 431.48 | MP 140.15 443.97 | MP 443.97 448.62 | MP 446.00 454.50 |
| EF-418, EP-418 | 20 | | | 20 | | 30 |
| EF-420, EF-418 | | | | 25 | | |
| AS-418 | 15 | 25 | 25 | 15 | 25 | 25 |
| EF-415, EP-415 | | | | 15 | | |

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

| Eastward | Reading | Westward | Reading |
|---|---|---|---|
| MP 513.05 | 40 | MP 539.07 | 25 Diverging Route |
| MP 514.80 | | MP 540.75 | 30 |
| MP 539.77 | 30 | MP 585.75 | 45 |
| MP 562.55 | 25 | MP 599.25 | 60 |
| MP 575.83 | 45—25 | | |
| MP 617.66 | 60 | | |
| MP 618.50 | 70—60 | | |
| MP 733.01 | 60 | | |

**RULE 26-A. Colton.** Indicator lights located at each end of icing platform on PFE Tracks Nos. 28, 30 and 36, and at switch to 38 spur, govern movement on those tracks as follows:

Green: Tracks may be used for train or switching movements.

Red: Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not lighted: Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

**Yuma:** Indicator lights located above Tracks Nos. 8 and 9 at each end PFE icing platform govern movements on those tracks as follows:

Green: Tracks may be used for train or switching movements.

Yellow: Tracks may be entered, switched, and engines, cars or cabooses added or detached.

Red: Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not Lighted: Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

**RULE 82-A.** First-class trains and trains consisting of passenger equipment only, authorized on Colton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized without obtaining a clearance at Indio Yard.

**RULE 83.** Extra trains or engines operating in below listed territories must register destination of trip (turning point), and date and time of departure in column captioned "Signals." When trip has been completed, date and time of arrival at initial station of trip must also be entered in column captioned "Signals." Engines en route into these territories must not leave the initial station until it has been ascertained from the train register that all preceding engines via the route to be used have completed their trips and registered time and date of arrival at initial station of trip accordingly:—

| Territory | Register Location |
|---|---|
| **Baldwin Park Branch:** | |
| Baldwin Park-State Street (Los Angeles) | Baldwin Park |
| Bench-San Dimas | Colton |
| **Azusa Branch:** | |
| Orange Ave. Jct.-Azusa | Orange Ave. Jct. |
| **Chino Branch:** | |
| Pomona-Chino | Pomona |
| **Riverside Branch:** | |
| Colton MP 541.2-Corona | Colton |
| **Redlands Branch:** | |
| Bryn Mawr-Redlands | Colton |
| **Calexico Branch:** | |
| Heber-Calexico | El Centro |
| **Westmoreland Branch:** | |
| Calipatria-Westmoreland | Calipatria |
| **Sandia Branch:** | |
| Holtville-End of Branch | Holtville |

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

Colton.....Trains originating and terminating and trains via Hiland

Indio Yard....Trains originating and terminating

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

Colton.....Trains via Hiland

**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 |
|---|---|---|
| | Palmdale | 419.07 |
| 471.20 | Los Angeles (Burbank Jct. to Alhambra) | 488.69 |
| 511.57 | City of Industry (both legs of wye) | 512.67 |
| 514.30 | Pomona (Chino Branch) | End of Branch |
| 536.51 | Colton | 541.14 |
| 539.00 | Colton (Riverside Branch) | End of Branch |
| 544.57 | Bryn Mawr (Redlands Branch) | End of Branch |
| 539.0 | Colton (San Bernardino Branch) | End of Branch |
| 607.85 | Indio | 618.41 |
| 731.51 | Yuma | 737.83 |
| | Yuma (Yuma Valley Railroad) | End of Branch |
| 674.52 | Calipatria (Calexico Branch) | End of Branch |
| 674.52 | Calipatria (Westmoreland Branch) | End of Branch |
| End of Branch | (Sandia Branch) | 713.7 |
| 2.00 | State Street (Baldwin Park Branch) | 7.50 |
| 7.50 | Baldwin Park Branch | 23.00 |
| 25.00 | Baldwin Park Branch | Bench 56.11 |
| 18.04 | (Bassett Branch) | End of Branch |
| 18.08 | (Orange Ave. Jct.-Azusa Branch) | End of Branch |

**Colton:** Movements between CTC limits (MP 538.70 and MP 540.05) will be governed by block signal indication which will supercede the superiority of trains.

**Indio.** Eastward Freight trains before passing Jackson Street Overpass, must contact yardmaster or his representative for instructions unless proceed signal is received or engineer is orally authorized.

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

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

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

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

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

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

**RULE 103 A.** Automatic crossing gates:
Following crossings protected by gates with control circuits located within short distance of crossings.

| Station | Location | MP |
|---|---|---|
| *Pomona | Park Ave. | 514.10 |
| *Pomona | Main St. | 514.30 |

*Sound detector microphone located just east of Park Avenue crossing, MP 514.10, identified by marker block reading "STOP" located north of main track. Westward trains making station stop on main track only to receive or discharge passengers must sound whistle for one second which will activate the crossing gates.

**Riverside:** Crossing bells located at Seventh and Ninth Streets are manually controlled with switches located on the 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:

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

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

Azusa—Over Todd Ave. on Marmion Lumber Co. spur. Lighted fusees must be placed on each side of track before entering crossing. Movements are confined to daylight hours.

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

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

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

**Imperial:** Before pushing or backing cars over Main Street on Spur track serving Arical Company.

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

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

**DERAILS IN MAIN TRACK:**

Bryn Mawr.....Redlands Branch.

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

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

**City of Industry:** One rigid and four variable switches at City of Industry Yard have been equipped with black plate bearing a white letter "N" mounted above switch target. These switches must be returned to **normal** position after each use and must not be left open for another train or engine unless a member of crew is left in charge. Normal position of these switches will be with the switch target parallel to track.

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

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

**RULE 201. Baldwin Park Branch:** Trains and engines must not operate between MP 23.00 and MP 25.00 without train order authority.

**RULE 211. Palmdale:** To enable Train Dispatcher to advance a westward train from the Colton Subdivision beyond junction switch, operator after receiving verbal authority from Train Dispatcher will clear westward interlocking signal governing movement to Mojave Subdivision for movement on main track which will be an indication to an approaching train that train orders have been issued authorizing movement to the next station at least, against and ahead of all superior trains, and will not require the issuance of Form "N" train order or the lowering of train order signal arm several times.

**RULE 221.** Colton is train-order office for trains originating and westward trains via Hiland only.

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

**RULE D-251.** Will apply as follows:
Both tracks between Los Angeles and Alhambra.
Both tracks between MP 609.74, Indio and MP 618.41, Thermal.
Both tracks between end of CTC, MP 732.45, Yuma and Subway, MP 734.26.

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

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

| Eastward Signal | Protection | Westward Signal |
|---|---|---|
| 4912 | Dragging equipment detector, MP 488.5 absolute signal at MP 485.73. | |
| | Two indication light type indicators installed adjacent to eastward automatic Signal 4912, MP 491.20, San Gabriel Blvd., San Gabriel, and to the right of westward main track and to the left of eastward main track 550 feet east of Valley Blvd., MP 485.91, and designed as dragging equipment indicators. | |
| | Indicators will display red aspect when actuated by dragging equipment detector and lunar aspect when not actuated by dragging equipment detector. | |
| | Crew of train stopped by red indicator will inspect their train for dragging equipment and then call dispatcher who will change indicator aspect from red to lunar. | |

| Eastward Signal | Protection | Westward Signal |
|---|---|---|
| P-4960 | Barricade Detector MP 496.3 | P-4963 |
| | Spring Switch east end Palmdale Siding No. 2 | P-4181 |
| P-4904 | Spring Switch at MP 490.37 | |
| P-A | High water detector, Bridge MP 550.41 | P-5511 |
| P-A | High water detector, Bridge MP 583.26 | P-5839 |
| P-A | High water detector, Bridge MP 583.33 | P-5839 |
| P-6086 | High water detector, Bridge MP 608.93 | Absolute Signals MP 609.72 |
| P-A, P-A | High water detector, Bridge MP 618.60 | P-A |
| | Spring switch, east end eastward siding, Thermal | |
| P-A | Movements over end of derailing spur, Ferrum, MP 638.9 | P-A |
| P-A, P-A | High water detector bridge, MP 640.87 | P-6417 |
| P-6510 | High water detector bridge, MP 651.99 | P-6531 |
| P-6708 | High water detector bridge, MP 672.79 | P-6729 |
| P-A, P-A | High water detector bridge, MP 691.62 | P-6919 |
| P-A | High water detector bridge, MP 705.26 | P-A |
| P-A | High water detector bridge, MP 713.28 | P-A |
| P-A, P-A | Spring switch, east end Colorado River bridge, Yuma | |
| | Spring switch, MP 737.50, east end crossover from running track to Track No. 2 | P-SA |

### RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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

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

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

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

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

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

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

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

These signals will remain dark until crossover switches are open.

### RULE 535. SPRING SWITCHES

**Pomona.** Junction switch Chino Branch on siding at Pomona is equipped with switch point indicator. If red aspect is displayed or indicator light is extinguished careful examination of switch must be made before making a facing point movement.

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

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

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

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

| Location | | Normal Position |
|---|---|---|
| Slover | West end siding at MP 490.37 | Main Track |
| Palmdale No. 2 | East end siding No. 2 | Main Track |
| Thermal | East end eastward siding | Main Track |
| Yuma | East end bridge | Eastward Track |
| East Yard | East end of crossover from running track to Track No. 2 | Track No. 2 |

### 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.

**Colton Tower:** Limits extend eastward on main track and siding from MP 538.60, to westward interlocking signals just east of AT&SF Ry. crossing, MP 538.68.

**Palmdale:** Limits extend from junction switch MP 414.42 to MP 416.62.

**RULE 663(b). Mission Tower:** 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 operator or signal maintainer."

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

### RULE 680. AUTOMATIC INTERLOCKING

Limits extend between interlocking signals both sides of crossings:

**Baldwin Park Branch, ATSF Crossings:**

San Dimas
North San Dimas
Euclid
Claremont

**Riverside Branch:**

MP 544 Riverside ATSF Crossings

Following instructions to govern use of these crossings:

Switch indicator and derail are located on each side of ATSF Railway tracks. Each derail is a spring derail that can be trailed through. A signal is located at facing point of each derail. When crossing the ATSF Ry and switch indicator shows clear, remove lock. In 50 seconds electric lock will release, then line derail and the signal will clear.

When switch indicator is at stop, trainmen, after removing lock from derail must ascertain that no movements are approaching, then place ATSF Railway signal at stop by inserting key in circuit controller at crossing and holding for 10 seconds. After 5 minutes signal will clear. If signal does not clear call ATSF Railway dispatcher. Key must not be inserted if movement is approaching, however, if it is apparent that the approaching movement will not continue over the crossing proceed as described when switch indicator is at stop.

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

**RULE 705. HOT BOX DETECTORS**

| Illum. Letter | On Signal | Approaching | Location of Readout |
|---|---|---|---|
| H* | M.P. 525.1 | Guasti | Westward Absolute Signal W.E. Guasti |
| W | 5258 | So. Fontana | |
| W | 5281 | Guasti | |
| H | 5282 | So. Fontana | Eastward Absolute Signal E.E. South Fontana |
| H | Westward Absolute Signal E.E. Palm Springs | Palm Springs | Westward Absolute Signal W.E. Palm Springs |
| H* | M.P. 586.12ML | East end | Eastward Absolute Signal M.P. 587.8 Garnet |
| H* | M.P. 586.12 Siding | Garnet | |
| H | Westward Absolute Signal E.E. Ferrum | Ferrum | Westward Absolute Signal W.E. Ferrum |
| W | 6434 | Bertram | |
| W | 6447 | Ferrum | |
| H | Eastward Absolute Signal W.E. Bertram | Bertram | Eastward Absolute Signal E.E. Bertram |
| H | Westward Absolute Signal E.E. Niland | Niland | Westward Absolute Signal W.E. Niland |
| W | 6694 | Iris | |
| W | 6709 | Niland | |
| H | Eastward Absolute Signal W.E. Iris | Iris | Eastward Absolute Signal E.E. Iris |

*Displays flashing white light when "H" illuminated.

**SCANNER SITE**

| M.P. | Direction | Location |
|---|---|---|
| 526.6 | East and West | Guasti-South Fontana |
| 584.5 | East and West | West Palm Springs-Garnet |
| 643.8 | East and West | Ferrum-Bertram |
| 670.5 | East and West | Niland-Iris |
| **431.1 | East and West | Palmdale-Wash |
| **457.9 | East and West | Phelan-Hivolt |

Refer to Rule 705, All Subdivisions

**Be governed by the following in lieu of paragraphs 1 through 7, Rule 705, All Subdivisions:

Detector instrument house is equipped with indicator array consisting of white lights and revolving red beacon.

White light at top center of indicator array will be continuously displayed except when a hot bearing has been detected at which time light will start flashing. Absence of white light must be promptly reported to train dispatcher.

Revolving red beacon at top center of indicator array will be normally dark except when a hot bearing has been detected, beacon will be actuated.

Three vertical white lights are located on each side of indicator array. Lights on right side will be displayed for hot bearings on right side of train, and lights on left side will indicate hot bearings on left side of train, in direction of movement. Top light indicates first hot bearing, second light indicates second hot bearing, and third light indicates third hot bearing. Lights will indicate a maximum of three hot bearings on each train.

Crew members must keep vigilant look-out when passing these locations, and if hot bearing is detected, train will be stopped promptly, and inspection made to locate car with hot bearing. In addition, truck of car with hot bearing will be sprayed with fluorescent dye marker for identification. All journals on car marked, as well as car ahead, must be inspected.

When indicator array indicates hot bearing on train, and no dye marker is observed, all journals of train must be inspected.

**RULE 760. CENTRALIZED TRAFFIC CONTROL**

Limits extend on westward track from MP 482.90 and on eastward track from MP 485.55 to end of double track MP 488.22. From end of double track MP 488.22 to Colton Tower MP 538.70. From Bench MP 489.68 to West Colton MP 538.40 and Colton Tower MP 538.70. From Colton MP 540.05 to Indio MP 609.74. From Thermal MP 618.41 to Yuma MP 732.38.

**Calexico Branch:** Limits extend from Yard track between crossover switch west of station and both legs of Wye track, Niland to Calipatria MP 675.01.

**Baldwin Park Branch:** Limits extend between absolute signals each side of main track crossing El Monte and from absolute signal to junction switch, Bench.

**Aurant:** At MP 482.90, East End. That portion of drill track 10 feet west of initial switch of crossover from drill track to westward track is also in CTC limits.

Westward track signaled for movements in both directions between MP 482.90 and end of double track 488.22. Eastward track signaled for movements in both directions MP 485.55 and end of double track MP 488.22.

Main tracks between West End Ordway and East End Beaumont, and between Araz Junction and Yuma are numbered as follows:

No. 1 Track—to north
No. 2 Track—to south

Block signals are provided for movement of trains in either direction on both main tracks.

**RULE 765.** Except when moving on signal indication, yard engines must not occupy westward main track between "A" signal just west of Valley Boulevard MP 485.22 and Taylor Junction for switching movements without authority from train dispatcher. This authority may be obtained from dispatcher by Shops Yardmaster and must be furnished by him to yard crews when performing switching. When switching is completed and yard engine clear of westward main track, yard crews must notify Shops Yardmaster immediately who will release track back to train dispatcher.

**RULE 776. El Monte:** Movements across Baldwin Park Branch are under control of train dispatcher. When absolute signals governing movements over crossing display stop indication, member of crew must call train dispatcher, and after ascertaining that derails in both directions are set to derail, and no train is approaching from either direction, train dispatcher may authorize movement over crossing.

Movements on Baldwin Park Branch are also under control of train dispatcher. When absolute signals governing movement across main track display stop indication, member of crew must call train dispatcher, and after ascertaining that derails are lined for movement, and no trains are approaching from either direction, train dispatcher may authorize movement over crossing.

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

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

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.

## GENERAL REGULATIONS

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

| | |
|---|---|
| Pomona—west end | Slover—east end |
| Redlands—west end | Dike—east end |
| Ordway—west end | Canyon—east end |
| Pershing—east end | Hiland—east end |
| Banning—east end | Wash—west end |
| Garnet—east end | Palmdale Siding |
| Salvia—east end | No. 2—west end |
| Rimlon—east end | |

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.

**City of Industry:** Not less than ten hand brakes must be set on west end of A or C Yard when cars are left standing, except when less than ten cars all hand brakes must be set. When necessary to release hand brakes to move a portion of the cars the same number of brakes must be set on remaining cars. Conductors will be held responsible for compliance with the above.

**Irwindale:** 6 hand brakes must be set on lower end. When less than 6 cars all hand brakes must be set.

At any location where number of hand brakes are specified and it is necessary to release hand brakes to move a portion of the cars the same number of brakes must be set on remaining cars.

**Pomona:** Hazel Atlas Glass Company tracks have rail skids to prevent cars from rolling out. Crews must remove clamps before switching these tracks, and replace after switching.

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

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

**RULE 837.** Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion except when allowing caboose to roll against train on descending grade, at following locations:

Lincoln Park Spur—Baldwin Park Branch
MP 420 Palmdale to 491.9 Colton
Redlands Branch
Loma Linda to Garnet

**RULE 883.** Light engines must not be left unattended between Colton and Indio or Hiland and Colton unless protected by derail or inside switch.

## AIR BRAKE RULES

### FREIGHT TRAINS

**RULE 17.** Be governed by the following:

Retaining valves will be used on descending grades as follows:

**Passenger Trains**

Beaumont to Colton, Beaumont to Garnet, Hiland to Colton.

All retaining valves will be used except when three or more units of dynamic brakes are in operation.

**Freight Trains**

Retaining valves must be used on freight and mixed trains, excluding ore trains, on descending grades as follows:

Beaumont to Colton
Beaumont to Garnet
Hiland to Colton

**Without Dynamic Brake in Operation:**

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

**With Dynamic Brake in Operation:**

Permissible Tons per Unit without Retaining Valves*

| | Basic Dynamic Brake | | Extended Range Dynamic Brake | | |
|---|---|---|---|---|---|
| | 4-Axle | 6-Axle | 4-Axle | 6-Axle | 8-Axle |
| With dynamic brake in operation WITHOUT pressure maintaining system of braking..... | 525 | 775 | 625 | 950 | 1250 |
| With dynamic brake in operation WITH pressure maintaining system of braking... | 1500 | 2250 | 1800 | 2700 | 3600 |

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

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

Locomotive classes AF 628, AF 630, EF 425, EF 623, EF 625, EF 630, EF 636, GF 425, (except units 6700-6727), GF 628, GF 630, GF 633, EF 850B, and GF 850 are equipped with extended range dynamic brake.

### ORE TRAINS

Ore trains consisting of cars equipped with ABEL (empty and load) brake system as shown under Rule 23, All Subdivisions, Beaumont to Loma Linda or Colton:

| No. of Axles of Dynamic Brake in Operation in Train | No. of Retaining Valves Required |
|---|---|
| 0—12 | 100% |
| 12—23 | 75% |
| 24—41 | 50% |
| 42 or more | None |

**RULE 17A.** Freight trains without dynamic brake in operation using retaining valves will stop at the following stations for at least ten minutes to permit wheel heat radiation.

EASTWARD
Between Owl and Cabazon MP 474.00 east of Canyon

WESTWARD
Between MP 553.00 and Ordway

**RULE 24-B. Palmdale, Indio and Yuma:** Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

**RULE 25.** Will apply at Beaumont to trains in both directions and at Hiland to eastward trains, except trains not using retaining valves and not required to stop. Trains not required to stop must make running test approaching MP 563.00, Beaumont, and between MP 455 and Hiland as follows:

Engineer while working power will make reduction of approximately 7 lbs., wait for slack to adjust, then make a 3 lb. reduction before releasing brakes. Trainmen will give proceed signal after noting reduction in brake pipe air pressure and knowing that the air pressure is being properly restored, as indicated by caboose gauge, and that brakes on caboose have been released. On ore trains this test must be made and brakes released before reaching MP 563.5.

**RULE 33.** Hiland to Colton, Redlands Branch, Beaumont to Garnet.

Maximum tonnage per operative brake..... 80 tons

Except with dynamic brake and pressure maintaining system of braking in operation with not more than 100 cars and speed not exceeding 20 MPH..... 100 tons

Ore trains consisting of cars equipped with AB empty and load brake system as shown under Rule 23, All Subdivisions.....139½ tons

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

Without dynamic brake in operation while handling in excess of 80 tons per operative brake, train may proceed not exceeding 15 MPH if in judgment of conductor and engineer it is safe to do so, provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are as follows:

EASTWARD

| (Station) MP | to | (Station) MP | Speed |
|---|---|---|---|
| 563 Beaumont | | 589 Garnet | 20 |
| 463.9 Hiland | | 492.7 Colton | 20 |

WESTARD

| (Station) MP | to | (Station) MP | Speed |
|---|---|---|---|
| 563 Beaumont | | 541 Loma Linda | 20 |

PASSENGER TRAINS

**RULE 39.** Running test must be made before descending grade, Beaumont, and eastward trains at Hiland.

TRAIN HANDLING

**RULE 60.** When operating over either leg of wye between east switch Slover and West Colton, dynamic braking force must not exceed one-half of maximum.

MISCELLANEOUS

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

Before coupling air hose on cars within Kaiser plant, engine must be placed against cars on track to be picked up and member of crew must be stationed at east switch, or switch to rear of cut, to prevent Kaiser or AT&SF Railway crews from switching or dropping cars against cut being handled by SP crews.

**2.** Dragging and/or derailed equipment detector and indicator installed at the following locations:

| MP | Location |
|---|---|
| 678 | Between Iris and Regina |
| 715 | Between Cactus and Ogilby |

Indicator mounted on post adjacent to detector will display revolving red light when detector is actuated. Crew members must keep vigilant look out when passing these locations, and if revolving red light observed, train will be stopped promptly, and inspection made of train and track, notifying dispatcher of condition found. Revolving red light will be automatically extinguished when track circuit is cleared.

**3.** Train dispatching between Yuma and East Yard is under the jursidiction of Tucson Division.

**4.** Southern Pacific employes using UPRR or ATSF railroad tracks will have in their possession while on duty copy of current booklet containing information pertaining to Operating Rules of these railroads.

**5.** Load Limit (Car & Contents):

| | |
|---|---|
| **Los Angeles—Yuma | 263,000 pounds |
| *Ferrum—City of Industry | 279,000 pounds |
| Chino Branch | 251,000 pounds |
| Riverside Branch | 240,000 pounds |
| Redlands Branch | 230,000 pounds |
| Baldwin Park Branch | 196,000 pounds |
| Bassett Branch | 199,000 pounds |
| San Bernardino Branch | 156,000 pounds |
| Calexico Branch | 251,000 pounds |
| Westmorland Branch | 240,000 pounds |
| Sandia Branch | 240,000 pounds |

*Ore when consisting of cars in Series SP 345000 to SP 345669 and SP 463500 to SP 463999.

**Gross weight of 315,000 pounds applies to uniformly loaded four-axle cars with minimum axle spacing of 6 ft. 0 in. and minimum distance 37 ft. 0 in. between truck centers; also, with wheels 38 inches or more in diameter.

Between Niland and Calexico gross weight of 281,000 pounds applies to uniformly loaded four-axle cars with minimum axle spacing of 6 feet 0 inches and minimum distance of 37 feet 0 inches center to center of trucks; also, wheels 38 inches or more in diameter. Movement of cars thus loaded allowed on entire Calexico Branch except siding structures at MP 686.80 and MP 687.34.

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

6.

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 | Overhead and Side |
| 539.80 | Colton....Santa Ana River bridge | Side |
| 547.30 | West of Redlands, 2nd Street...Mill Creek bridge | Overhead and Side |
| 607.57 | Myoma....overhead crossing | Overhead |
| 732.30 | West of Yuma...Colorado River bridge | Side |
| 1.96 | Macy St., (Brooklyn Ave.) | Overhead |
| 2.75 | State Street | Side |
| 3.10 | Cornwall St. | Overhead and Side |
| 3.29 | Soto St. | Side |
| 61.22 | Santa Ana River Bridge (Marigold) Arlington to Porphyry | Overhead and Side |

7.

| SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS | With Caution Not Exceeding MPH |
|---|---|
| Through sidings, yard and other tracks, wyes, crossovers, turnouts and slip switches | 10 |
| Controlled sidings, turnouts and crossovers | 25 |
| Except: | |
| Crossover MP 541.35 | |
| Beaumont MP 562.2 crossover | |
| Pershing | |
| Cabazon west switch siding MP 571.2 | 20 |
| Colton to Palmdale | |
| Through sidings and turnouts | 25 |
| Indio to Yuma | |
| Turnouts and crossovers | 25 |
| Through sidings | 30 |
| Except MP 729 crossover | 35 |
| *Yuma—over, upon or across any street crossing | 5 |

*Regulated by City Ordinance

# SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on pages 3 and 4 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 |
|---|---|---|
| MP MP Column: | 1 | 2 |
| EASTWARD LOS ANGELES YARD TO TAYLOR JCT.: | | |
| 478.50 to 480.60 (Dayton Ave. Tower) | 40 | 40 |
| 480.60 to 481.67 | 20 | 20 |
| 481.67 to 481.69 (North Main St.) | 15 | 15 |
| 481.69 to 481.90 (East Bank Jct.) | 20 | 20 |
| 481.90 to 482.80 (Taylor Jct.) | 15 | 15 |
| EASTWARD LOS ANGELES TO YUMA: | | |
| Los Angeles to Mission Tower | 12 | 12 |
| Mission Tower to 484.05 | 15 | 15 |
| 484.05 to 485.80 (Valley Blvd.) | 25 | 25 |
| 485.80 to 488.22 (Alhambra) | 40 | 40 |
| 488.22 to 488.23 (End Double Track) | 35 | 35 |
| 488.23 to 489.89 (Alhambra) | 40 | 40 |
| 489.89 to 491.33 (San Gabriel) | 30 | 30 |
| 491.33 to 493.31 | 65 | 60 |
| 493.31 to 495.04 (El Monte) | 40 | 40 |
| 495.04 to 513.80 | 65 | 60 |
| 513.80 to 514.80 (Pomona) | 40 | 40 |
| 514.80 to 519.51 | 65 | 60 |
| 519.51 to 520.91 | 40 | 40 |
| 520.91 to 523.40 | 65 | 60 |
| 523.40 to 537.32 | 70 | 60 |
| 537.32 to 538.52 | 50 | 50 |
| 538.52 to 540.00 | 30 | 30 |
| 540.00 to 545.28 | 60 | 60 |
| 545.28 to 548.20 | 50 | 50 |
| 548.20 to 548.24 (Track No. One) | 25 | 25 |
| 548.24 to 554.82 (Track No. One) | 45 | 45 |
| 554.82 to 563.35 (Track No. One) | 50 | 50 |
| 548.20 to 554.82 (Track No. Two) | 45 | 45 |
| 554.82 to 563.30 (Track No. Two) | 50 | 50 |
| 563.30 to 563.35 (Track No. Two) | 25 | 25 |
| 563.35 to 576.58 | 50 | 25 |
| 576.58 to 585.00 | 45 | 25 |
| 585.00 to 589.00 | 55 | 25 |
| 589.00 to 599.00 | 60 | 40 |
| 599.00 to 608.85 | 70 | 60 |
| 608.85 to 609.60 | 70 | 50 |
| 609.60 to 612.67 | 30 | 30 |
| 612.67 to 618.41 | 70 | 60 |
| 618.41 to 618.50 (Through Turnout) | 60 | 60 |
| 618.50 to 723.06 | 70 | 60 |
| 723.06 to 727.00 | 50 | 50 |
| 727.00 to 731.35 except | 60 | 60 |
| 728.80 to 729.20 (Through Crossover) | 35 | 35 |
| 731.35 to 732.10 | 60 | 45 |
| 732.10 to 733.01 (Through Turnout) | 15 | 15 |
| 733.01 to 736.78 (Track No. Two) | 60 | 60 |
| 736.78 to 737.50 (Track No. Two) | 60 | 55 |
| 737.50 to 737.51 (Through Turnout) | 35 | 35 |
| 737.51 to 737.83 | 70 | 60 |

| TERRITORY | PASSENGER TRAINS | FREIGHT AND MIXED |
|---|---|---|
| MP MP Column: | 1 | 2 |
| WESTWARD YUMA TO LOS ANGELES: | | |
| 737.83 to 737.50 | 70 | 60 |
| 737.51 to 737.50 (Through Crossover) | 35 | 35 |
| 737.50 to 734.50 (Track No. One) | 60 | 60 |
| 734.50 to 733.01 (Track No. 1 and No. 2) | 20 | 20 |
| 733.01 to 732.10 (Through Turnouts) | 15 | 15 |
| 732.10 to 727.00, except | 70 | 60 |
| 729.20 to 728.80 (Through Turnout) | 35 | 35 |
| 727.00 to 723.06 | 50 | 50 |
| 723.06 to 618.50 | 70 | 60 |
| 618.50 to 618.41 | 60 | 60 |
| 618.41 to 612.67 | 70 | 60 |
| 612.67 to 610.80 | 30 | 30 |
| 610.80 to 598.50 | 70 | 60 |
| 598.50 to 589.00 | 60 | 60 |
| 589.00 to 585.00 | 55 | 55 |
| 585.00 to 576.58 | 45 | 45 |
| 576.58 to 563.35 | 50 | 50 |
| 563.35 to 563.30 (Through Turnout) | 25 | 25 |
| 563.35 to 554.82 (Track No. One) | 50 | 25 |
| 554.82 to 548.24 (Track No. One) | 45 | 25 |
| 548.24 to 548.20 (Track No. One) | 25 | 25 |
| 563.30 to 554.82 (Track No. Two) | 50 | 25 |
| 554.82 to 548.20 (Track No. Two) | 45 | 25 |
| 548.20 to 545.28 (Track No. Two) | 50 | 25 |
| 545.28 to 540.00 | 60 | 25 |
| 540.00 to 538.52 | 30 | 30 |
| 538.52 to 537.32 | 50 | 50 |
| 537.32 to 523.40 | 70 | 60 |
| 523.40 to 520.91 | 65 | 60 |
| 520.91 to 519.51 | 40 | 40 |
| 519.51 to 515.55 | 65 | 60 |
| 515.55 to 514.80 | 65 | 55 |
| 514.80 to 513.80 (Pomona) | 40 | 40 |
| 513.80 to 507.80 | 65 | 50 |
| 507.80 to 495.04 | 65 | 60 |
| 495.04 to 493.31 (El Monte) | 40 | 40 |
| 493.31 to 491.33 | 65 | 60 |
| 491.33 to 489.89 (San Gabriel) | 30 | 30 |
| 489.89 to 485.80 (Alhambra) | 40 | 40 |
| 488.23 to 488.22 (Through Turnout) | 35 | 35 |
| 485.80 to 484.05 (Valley Bldvd.) | 20 | 20 |
| 484.05 to Mission Tower | 15 | 15 |
| Mission Tower to Los Angeles | 12 | 12 |
| WESTWARD, TAYLOR JCT. TO LOS ANGELES YARD: | | |
| 482.80 to 481.90 (Taylor Jct.) | 15 | 15 |
| 481.90 to 481.69 (East Bank Jct.) | 20 | 20 |
| 481.69 to 481.67 (North Main St.) | 15 | 15 |
| 481.67 to 480.00 | 20 | 20 |
| 480.00 to 478.50 (L.A. Yard) | 40 | 40 |

| EASTWARD PALMDALE TO WEST COLTON: | |
|---|---|
| 414.4 to 414.6 | 35 |
| 414.6 to 463.8 | 49 |
| 463.8 to 487.0 | 30 |
| 487.0 to 491.9 | 40 |
| 491.9 to 492.7 | 25 |
| West leg of wye, West Colton | 15 |

| WESTWARD WEST COLTON TO PALMDALE: | |
|---|---|
| West leg of wye, West Colton | 15 |
| 492.7 to 491.9 | 25 |
| 491.9 to 487.0 | 40 |
| 487.0 to 463.8 | 30 |
| 463.8 to 414.6 | 49 |
| 414.6 to 414.4 | 35 |

Eastward trains in excess of 300 tons per axle of dynamic brake in operation must not exceed 25MPH between Hiland MP464 and MP 487.

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

**Freight and mixed trains are authorized to operate at Column 1 speeds not to exceed 65 MPH between Alhambra and Yuma (BSM—70 MPH) when meeting requirements, as outlined on page 5, except must not exceed 40 MPH on descending grades between Colton and Garnet.**

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

| | SANDIA BRANCH MP 691.04 and MP 697.70 |
|---|---|
| BS-412, ES-410, FS-412, AS-410 | 20 |
| EF-418, EP-418 | 25 |
| AS-418 | 20 |
| EF-415, EP-415 | 25 |

**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 pages 3 and 4 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 (MP MP) | FREIGHT AND MIXED | TERRITORY (MP MP) | FREIGHT AND MIXED |
|---|---|---|---|
| EASTWARD, NILAND TO CALEXICO: | | WESTWARD, CALEXICO TO NILAND: | |
| Niland, through crossover and turnouts | 15 | 708.88 to 699.87 | 30 |
| 667.40 to 667.83 (wye switch) | 20 | 699.87 to 698.90 (Main St., El Centro) | 15 |
| 667.83 to 678.40 | 50 | 698.90 to 686.80 | 45 |
| 678.40 to 685.70 | 40 | 686.80 to 685.70 (Brawley) | 25 |
| 685.70 to 686.80 (Brawley) | 25 | 685.70 to 678.40 | 40 |
| 686.80 to 698.90 | 45 | 678.40 to 667.83 | 50 |
| 698.90 to 699.87 (Main St., El Centro) | 15 | 667.83 to 667.40 | 20 |
| 699.87 to 708.88 (Calexico) | 30 | Niland, through crossover and turnouts | 15 |
| EASTWARD ON WESTMORLAND BRANCH | 30 | WESTWARD ON WESTMORLAND BRANCH | 30 |
| EASTWARD ON SANDIA BRANCH | 30 | WESTWARD ON SANDIA BRANCH | 30 |

| TERRITORY (MP MP) | FREIGHT AND MIXED | TERRITORY (MP MP) | FREIGHT AND MIXED |
|---|---|---|---|
| EASTWARD, POMONA TO CHINO: | | WESTWARD, CHINO TO POMONA: | |
| 514.2 to 518.8 | 20 | 520.3 to 518.8 | 15 |
| 518.8 to 520.3 | 15 | 518.8 to 514.3 | 20 |
| EASTWARD, COLTON TO RIVERSIDE: | | WESTWARD, RIVERSIDE TO COLTON: | |
| 538.95 to 539.59 | 20 | 546.36 to 544.80 | 20 |
| 539.59 to 543.78 | 30 | 544.80 to 543.78 | 30 |
| 543.78 (Santa Fe crossing) | 20 | 543.78 (Santa Fe crossing) | 20 |
| 543.78 to 544.80 | 30 | 543.78 to 539.59 | 30 |
| 544.80 to 546.36 | 20 | 539.59 to 538.95 | 20 |
| EASTWARD, BRYN MAWR TO CRAFTON: | | WESTWARD, CRAFTON TO BRYN MAWR: | |
| 544.50 to 546.60 | 20 | 551.40 to 549.90 | 20 |
| 546.60 to 549.90 (over streets) | 10 | 549.90 to 546.60 (over streets) | 10 |
| 549.90 to 551.40 | 20 | 546.60 to 544.50 | 20 |

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

| CLASS ENGINES | CHINO BRANCH MP 519.95 TO MP 520.30 | RIVERSIDE BRANCH MP 545.40 TO MP 546.36 | REDLANDS BRANCH MP 544.50 TO MP 545.00 |
|---|---|---|---|
| BS-412, ES-410, FS-412, AS-410 | | 15 | |
| FP-624 | 15 | 10 | 15 |
| BS-616B | | X | |
| EF-415, EP-415 | | 15 | |

X—Not permitted to operate.

| BALDWIN PARK BRANCH | MPH |
|---|---|
| Maximum speed | 30 |
| Except as follows: | |
| El Monte (crossings) | 15 |
| San Gabriel River Bridge and curve at East End | 15 |
| Baldwin Park (Main Ave.) | 20 |
| Baldwin Park (curve at Ramon Blvd.) | 10 |
| Baldwin Park to Lone Hill (crossings) | 20 |
| La Verne (curve) | 15 |
| Lincoln Avenue | 20 |
| Pomona (Fulton Rd. to Claremont-Mills Ave.) | 20 |
| Upland (City limits) | 20 |
| Except: Euclid Ave. to Third Ave. | 10 |
| Alta Loma (Hellman Ave., Base Line Ave. and Amethyst St.) | 25 |
| Rialto to Bench | 25 |

| SAN BERNARDINO BRANCH | MPH |
|---|---|
| San Bernardino (City limits) | 20 |
| Except: Rialto Ave. and F St. | 10 |
| Colton (City limits) | 15 |
| **BASSETT BRANCH** | |
| Maximum speed | 20 |
| **AZUSA BRANCH** | |
| Maximum speed | 20 |
| **YUMA VALLEY RAILROAD** | |
| 0.10 to 0.53 | 10 |
| 0.53 to 14.70 | 25 |
| 14.70 to 18.09 | 10 |

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

| Eastward | Reading | Westward | Reading |
|---|---|---|---|
| | | 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.** On Santa Monica, Hollywood and Alla Branches Trombone Whistle only is to be used, the use of Air Horn is prohibited.

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

**RULE 83.** Extra trains or engines operating in below listed territories must register destination of trip (turning point), and date and time of departure in column captioned "Signals." When trip has been completed, date and time of arrival at initial station of trip must also be entered in column captioned "Signals." Engines en route into these territories must not leave the initial station until it has been ascertained from the train register that all preceding engines via the route to be used have completed their trips and registered time and date of arrival at initial station of trip accordingly:

| Territory | Register Location |
|---|---|
| Yorba Linda Branch: | |
| Fullerton Junction-Yorba Linda | Fullerton Junction |
| Tustin Branch: | |
| Marlboro-Tustin | Marlboro |
| Stanton Branch: | |
| Stanton-Huntington Beach | Stanton |
| West Santa Ana Branch: | |
| Stanton-West Santa Ana | Stanton |
| East Long Beach Branch: | |
| Dominguez Junction-End of Branch | Dominguez Junction |
| Torrance Branch: | |
| South Los Angeles-Torrance | South Los Angeles |
| Alla Branch: | |
| Culver Junction-Inglewood | Culver Junction |
| Santa Monica Branch: | |
| Culver Jct.-Santa Monica | Culver Junction |
| Hollywood Branch: | |
| Culver Jct.-Hollywood | Culver Junction |

Extra trains or engines with home terminal at Torrance will not operate beyond Dolanco (190th Street), except under flag protection and in accordance with Rule 99.

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

| West MP | | East MP |
|---|---|---|
| 471.20 | Los Angeles (Santa Ana Branch) | 489.99 |
| 490.00 | Ardmore (Santa Ana Branch) | End of Branch |
| 497.60 | Studebaker (Puente Branch) | 501.23 |
| 509.0 | Anaheim (Stanton Branch) | End of Branch |
| 511.9 | South Anaheim (Tustin Branch) | End of Branch |
| 511.57 | City of Industry (Puente Branch, includes both legs of wye) | 512.67 |
| 466.19 | Los Angeles (San Pedro Branch) | 489.90 |
| 489.91 | South Gate (San Pedro Branch) (also includes Long Beach Branch) | End of Branch |
| 2.5 | Los Angeles (Clement) (Wilmington Branch) | Watson 16.9 |
| 13.1 | Dominguez (East Long Beach Branch) | East Long Beach 19.8 |
| 7.5 | Watts (El Segundo Branch) | ElSegundo 18.6 |
| 9.8 | So. Los Angeles (Torrance Branch) | End of Branch |
| 2.5 | Los Angeles (Clement) (Santa Monica Branch) | Santa Monica 16.8 |
| 9.0 | Culver Jct. (Alla Branch) | End of Branch |
| 4.5 | Alla (Inglewood Branch) | End of Branch |
| 13.6 | Tallamantes (Hollywood Branch) | End of Branch |
| 7.5 | Watts (West Santa Ana Branch) | End of Branch |
| 4.2 | Slauson Junction (Yorba Linda Branch) | End of Branch |
| 25.0 | Los Alamitos Jct. (Los Alamitos Branch) | End of Branch |
| 10.5 | Fullerton Junction (Anaheim Branch) | Fullerton 17.3 |
| 14.4 | Santa Fe Springs (Whittier Branch) | End of Branch |

**Los Angeles Yard:** Revolving red light on post top end of A Yard when displayed, will be an indication for westward movement to stop clear of any eastward movement until light is extinguished.

## MAIN LINE TOWER

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

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

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

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

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

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

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

Through engine movements between Slauson Junction and Los Nietos must not leave either of those two points until member of crew communicates with Los Nietos and it has been ascertained there are no opposing movements. Road switchers must yield to through hauler movements promptly to avoid delay.

**Wilmington Branch:**

Eastward trains to Dolores must contact Dolores before passing 92nd Street.

Eastward trains to Yorba Linda Branch must contact Los Nietos before passing Slauson Junction.

Westward trains to Yorba Linda Branch must contact Los Nietos before passing 92nd Street.

All engines and trains en route to Pier A or San Pedro via Dolores or Long Beach must have permission from Harbor Belt Line Yardmaster before entering Harbor Belt Line Zone of Operation.

All trains leaving San Pedro Yard en route to Dolores or beyond will not pass Sixth Street, San Pedro, until they have first received permission from Harbor Belt Line Yardmaster.

**RULE 93** applies to all trains or engines operating on Harbor Belt Line Railroad.

**RULE 98.** The following railroad crossings at grade are not protected by interlocking. Trains and engines operating on the following branches must approach crossing with caution, and may move over crossing without stopping if crossing is clear, and no movement is approaching from either direction.

| Branch | Crossing | Location |
|---|---|---|
| Yorba Linda | San Pedro Branch | Los Angeles (Alameda St.) |
| San Pedro | East Long Beach Branch | Dominguez |
| San Pedro | ATSF | McFarland Ave. (HBL) |
| San Pedro | West Santa Branch | MP 491.30 |
| Long Beach | ATSF (Texas Co. Spur) | MP 501.90 |

The following railroad crossings at grade are not protected by interlocking. Trains and engines operating on the following branches must stop, and not proceed until it has been ascertained that there are no movements approaching from either direction.

| Branch | Crossing | Location |
|---|---|---|
| San Pedro | Yorba Linda Branch | Los Angeles (Alameda St.) |
| E. Long Beach | San Pedro Branch | Dominguez |
| E. Long Beach | UP Railroad | Cota |
| El Segundo | ATSF | Wise Transfer |

On above crossings when inclement weather impairs vision, fusees must be displayed not less than 100 feet each side of crossing.

**RULE 99.**

Engines may proceed without train order authority beween yard limit signs under protection of flagman as prescribed by Rule 99, as follows:

San Pedro Branch-South Gate MP 489.90 to 489.91.
Santa Ana Branch-Ardmore MP 489.99 to 490.00.

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

| Location | Crossing |
|---|---|
| Los Angeles Yard | Wilson Street |
| Los Angeles Yard | Mateo Street |
| Los Angeles Yard | Lyon Street |
| Alhambra | Mission Road (all crossings) |
| Lynwood | Alameda Street |
| Marlboro | Grove Avenue |
| Santa Ana | Fourth Street |
| E. Long Beach | Obispo Avenue |

**Downey:** Woodruff Avenue on Royal Drill Track.

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

**Hooper Yard:**

Protection to traffic must be afforded when switching over 8th Street.

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

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

| | |
|---|---|
| Firestone Park | Santa Ana Br., for westward freight lead. |
| Wilmington (Anaheim Blvd.) | Long Beach Br., for San Pedro Branch |
| Watson | San Pedro Br., normal position of spring switch at east end of crossover for Wilmington Branch. |
| Wilmington (Anaheim Blvd.) | Normal position of switch at junction of Long Beach Br. and San Pedro Br., MP 510.309, for Long Beach Branch. |
| 97th Street | For Wilmington Branch. |
| Watts | For Wilmington Branch. |
| Dominguez | For Wilmington Branch. |
| South Los Angeles | For Torrance. |
| Torrance | For Harbor City. |
| Culver Jct. | For Santa Monica. |
| West Los Angeles | For Hollywood. |
| City of Industry | Puente Branch, for connecting track. |
| West Anaheim | Stanton Branch, for Santa Ana Branch. |
| South Anaheim | Tustin Branch, for Santa Ana Branch. |
| Colima | For SPCo. |
| Fullerton Jct. | For UPRR. |
| Stanton | Stanton Branch. |

NORMAL POSITION OF WYE SWITCHES:

| Location: | Leg of Wye: | For: |
|---|---|---|
| City of Industry | East | Extension track |
| Studebaker | East | Puente Branch |
| Studebaker | West | Puente Branch |
| Wilmington (Anaheim Blvd.) | West | Long Beach Br. |

**RULE 292. Los Angeles Yard:** Flashing white lights are located on in and outbound engine leads between the Roundhouse and top end of A Yard.

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

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

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

Westward engines must stop within 100 feet of signal located at clear point on outbound engine lead, unless flashing white light is displayed. Switch dividing inbound and outbound engine leads is a spring switch.

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

| Eastward Signal | Protection | Westward Signal |
|---|---|---|
| P-I | Spring switch, west end track No. 1, Studebaker | P-I |
| | Spring switch, east end track No. 1, Studebaker | P-I |
| | Spring switch beginning double track Slauson Junction (Yorba Linda Branch) | P-I |
| | Spring Switch beginning double track Slauson Junction (Wilmington Branch) | P-I |

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

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

These signals will remain dark until crossover switches are opened.

Eastward freight trains must not pass signal 4780, top end of A Yard unless proceed signal or verbal authorization is received.

**RULE 512.** Semaphore type block indicator (Rule 298, Figure 1) located at clear point East Long Beach Branch. Westward engines entering Wilmington Branch at Dominguez must stop and operate push button. If block is unoccupied indicator will clear (Rule 298, Figure 3). Movement may proceed.

**RULE 535. SPRING DERAILS**

| Location | | Normal Position |
|---|---|---|
| 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 |

Derails must be lined by hand for eastward movements, and must be immediately restored to derailing position after movement is completed, and under no circumstances may spring derails be left unattended in closed position.

When spring switch or derail is equipped with switch point indicator, indicators do not indicate track occupancy, but will display a green aspect when switch is in normal position. When red aspect is displayed or light is out careful examination of switch must be made before passing over switch.

**RULE 538. SPRING SWITCHES**

Not equipped with facing point locks:

| Location | | Normal Position |
|---|---|---|
| **Wilmington Branch** | | |
| Slauson Jct. | MP 3.05 | Westward Main Track |
| | MP 3.65 | Eastward Main Track |
| Slauson Jct. | East leg of Wye | Wilmington Branch |
| Florence | Nadeau | Westward Main Track |
| 97th Street | Graham lead | Eastward Main Track |
| Watts | West Santa Ana Br.) | Wilmington Branch |
| Watts | El Segundo Branch | Wilmington Branch |
| Watts | End of double track | Westward Main Track |
| **El Segundo Branch** | | |
| Watts | End double Track | Westward Main Track |
| **Yorba Linda Branch** | | |
| Holmes Ave. | East end Wye | For east leg of wye |
| **West Santa Ana Branch** | | |
| Watts | End double Track | Westward Main Track |
| **Santa Ana Branch** | | |
| Studebaker | West Switch No. 1 | Track No. 1 |
| Studebaker | East Switch No. 1 | Main Track |
| **San Pedro Branch** | | |
| South Gate | West end engine track | Main Track |
| Watson | Connection MP 499.98 | Main Track |
| Anaheim Blvd. | Long Beach Br. | Long Beach Branch |

**RULE 605. INTERLOCKING**

**Los Nietos-Studebaker:** Limits extend on Puente Branch over AT&SFRy crossing from westward interlocking signal, MP 504.66 to eastward interlocking signal, NP 501.13 and from westward interlocking signal, MP 499.46 to eastward interlocking signal, MP 497.61. On Yorba Linda Branch limits extend from westward interlocking signal, MP 13.80, to eastward interlocking signal, MP 13.31.

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 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 operator. When necessary to hand throw this switch, permission must be obtained from operator and be governed by Rules 711 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.

TUSTIN BRANCH

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

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

**RULE 680. AUTOMATIC INTERLOCKING**

Limits extend to interlocking signals on each side of following crossings:

| Branch | Location | Crossing or Jct. |
|---|---|---|
| Yorba Linda | ***Santa Fe Springs | ATSF Crossing |
| | *Bell | UPRR Crossing |
| Wilmington | **Slauson Jct. | Yorba Linda Br. |
| | *Clement | Alameda Running Track |
| | *Thenard | ATSF Crossing |
| San Pedro | *Thenard | ATSF Crossing |
| W. Santa Ana | *Paramount | UPRR Crossing |
| Santa Ana | *Patata | UPRR Crossing |
| Los Angeles Yard. | *Clement | Wilmington Branch Crossing |
| | Slauson Ave. | ATSF Crossing |

*If signal indicates stop, member of crew must operate time release knob or pushbutton located in box near signal, wait a predetermined time, and if signal does not display proceed indication, proceed through interlocking limits as prescribed by Rule 663 (c). Instructions for push button operation and amount of time necessary to clear each signal are posted in push button box.

**Slauson Junction ..... ATSF Ry Crossing

Eastward movements from Wilmington to Yorba Linda Branch must stop at aluminum marker post located 20 feet in advance of eastward interlocking signal, wait 20 seconds, then sound horn once to activate signal system. Movement may be conducted when switch reverses, and signal indicates proceed on diverging route.

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

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

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

***Santa Fe Springs

Switch indicator and derail are located on each side of ATSF Railway tracks. Each derail is a spring derail that can be trailed through. A signal is located at facing point of each derail. When crossing the ATSF Railway and switch indicator shows clear, remove lock. In 50 seconds electric lock will release, then line derail and the signal will clear.

When switch indicator is at stop, trainmen, after removing lock from derail must ascertain that no movements are approaching, then place ATSF Railway signal at stop by inserting key in circuit controller at crossing and holding for 10 seconds. After 5 minutes signal will clear. If signal does not clear call ATSF Railway dispatcher. Key must not be inserted if movement is approaching, however, if it is apparent that the approaching movement will not continue over the crossing proceed as described when switch indicator is at stop.

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

### RULE 705. LETTER-TYPE INDICATORS

Indicators located as follows:

| | |
|---|---|
| EASTWARD "W" | Indicator at MP 6.30 |
| EASTWARD "M" | Indicator with flashing white light MP 6.50. |
| EASTWARD "M" | Indicator with flashing white light MP 12.40 |
| WESTWARD "M" | Indicator with flashing white light MP 12.60 |
| WESTWARD "M" | Indicator with flashing white light MP 15.60 |

Eastward Indicator MP 12.40 and Westward Indicator MP 12.60 governs movements from Carson siding ONLY.

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

Eastward or westward engines in Carson siding before entering main track must operate push button and if block is clear a flashing white light will be displayed in lower unit. Member of crew will then line switch for main track. Illuminated "M" will be displayed.

Crew member of engine occupying approach circuits at above "M" indicates must operate CANCEL push button if through movement not to be made.

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

### Rule 760. CENTRALIZED TRAFFIC CONTROL

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.

Trains operating between City of Industry and Los Nietos on Puente Branch must not leave City of Industry or Los Nietos until it has been ascertained that permission has been obtained from UPRR Train Dispatcher. Signal governing movement to UPRR displaying proceed indication, will be an indication that permission has been obtained.

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

### GENERAL REGULATIONS

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

In addition the following will govern:

LOS ANGELES:

| | |
|---|---|
| A Yard | 8 brakes |
| C Yard | 6 brakes |
| Local Yard | 3 brakes |
| Midway | 6 brakes |
| Bull Ring | 6 brakes |
| Cornfield | 6 brakes |
| Aurant | 6 brakes |
| State Street | 6 brakes |
| Graham | 6 brakes |

El Segundo

| | |
|---|---|
| Wise Transfer | 6 brakes |
| Dolores | 4 brakes |
| Long Beach Storage Yard Long Beach tracks 4, 5 and 6, Berth 212 | 6 brakes |

When less cars than required brakes, all hand brakes must be set. Brakes must be securely applied, using standard brake club to set staff brakes (except power 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 and/or engineer will be held responsible for compliance with the above.

**RULE 837.** Switching movements must be made with air brakes cut in on all cars, and cars MUST NOT BE DETACHED while in motion at the following locations:

WISE TRANSFER:
All tracks.

FULLERTON—HUNTS FOOD SPUR
LONG BEACH:
1. Across bridge at 3rd Street.
2. All ore loads.

ALLA: Flat cars 75 feet or longer must not be handled more than one at a time around curve of wye.

### MISCELLANEOUS

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

2. **South Gate—General Motors:**

Derails in tracks equipped, must be returned to derailing position when switching completed.

BUILDING NO. 1: Movements on tracks 13 and 15 will be governed by aspect of light type indicator.

Light indicators and controls are located at entrance to building and at end of track. Controls are to be operated by crew.

Light type indications as follows:

RED—Stop
FLASHING RED—Back up
GREEN—Proceed
YELLOW—Proceed with caution

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

3. **South Gate—Earle M. Jorgensen Co.:**

Bays No. 6 and No. 7, Spur No. 3, have warning bells located at entrance. Be governed by instructions posted.

4. Southern Pacific employes using UPRR or ATSF railroad tracks will have in their possession while on duty copy of current booklet containing information pertaining to Operating Rules of these railroads.

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

**5. Load Limit (car and contents):**

Wilmington Branch
*Los Angeles (J Yard) Watson.....230,000 pounds

East Long Beach Branch.....245,000 pounds

**El Segundo Branch.....197,000 pounds

Torrance Branch
**South Los Angeles-Torrance.....197,000 pounds
Torrance-Harbor City.....197,000 pounds

Santa Monica-Hollywood Branch.....200,000 pounds

San Pedro Branch
*Los Angeles-San Pedro.....240,000 pounds

*Long Beach Branch.....240,000 pounds

Alla-Inglewood Branch.....170,000 pounds

Santa Ana Branch
Firestone Park-Dyer.....240,000 pounds
**Anaheim to Studebaker.....240,000 pounds
Dyer-Costa Mesa.....230,000 pounds

**Puente Branch.....279,000 pounds

Stanton Branch
**W. Anaheim-Stanton.....240,000 pounds
Stanton-Huntington Beach.....200,000 pounds

Tustin-Los Alamitos Branches.....240,000 pounds

West Santa Ana Branch
**Watts to Stanton.....260,000 pounds
Stanton to W. Santa Ana.....156,000 pounds

Yorba Linda Branch
*Slauson Junction-Los Nietos.....230,000 pounds
**Los Nietos-Brea Chem.....230,000 pounds
Brea Chem-Yorba Linda.....230,000 pounds

Whittier Branch.....240,000 pounds

*Ore when consisting of cars in series SP 345000 to SP 345669 and SP 463500 to SP 463999 may be handled not to exceed 279,000 pounds.

**Gross weight of 315,000 pounds applies to uniformly loaded four axle cars with minimum axle spacing of 6 feet 0 inches and minimum distance of 37 feet 0 inches between truck centers; also, with wheels 38 inches or more in diameter.

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

**6.**

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

| MP | Location | Description |
|---|---|---|
| 480.70 | Dayton Ave., Overhead crossing | Overhead |
| 481.72 | River Station, Overhead crossing | Overhead |
| 482.60 | Los Angeles....2nd crossing, L.A. River Bridge | Overhead and Side |
| 492.64 | Patata, L.A. River Bridge | Overhead and Side |
| 514.00 | East of South Anaheim, Santa Ana River Bridge | Overhead and Side |
| 18.42 | (E. Long Beach Br.) Orange and Hill Overpass | Overhead |
| 30.75 | West Santa Ana, Santa Ana River Bridge | Overhead and Side |

**7.**

| SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS | With Caution Not Exceeding MPH |
|---|---|
| Through sidings | 15 |
| Through yard and other tracks, wyes, ballon tracks, crossovers and turnouts, slip switches | 10 |
| HBL track east of Fries Ave. (MP 503.50) | 10 |
| River Station and Mission Tower | 10 |
| On balloon track connecting Los Nietos, between Puente and Yorba Linda branches | 15 |

**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 |

**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 pages 3 and 4 of Special Instructions for All Suvdivisions. 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 (MP MP) | FREIGHT AND MIXED |
|---|---|
| EASTWARD, DAYTON AVE. TOWER TO WILMINGTON (ANAHEIM BLVD.): | |
| 480.65 to 485.55 (along or across streets) | 10 |
| 485.55 to 487.25 (along or across streets) | 12 |
| 487.25 to 487.39 (interlocking) | 10 |
| 487.39 to 489.10 | 15 |
| 489.10 to 493.30 | 30 |
| 493.30 to 501.40 | 20 |
| EASTWARD, WILMINGTON (ANAHEIM BLVD.) TO LONG BEACH: | |
| 501.31 to 502.32 | 15 |
| 502.32 to 502.40 | 10 |
| 502.40 to 503.59 | 15 |
| EASTWARD, FIRESTONE PARK TO COSTA MESA: | |
| 489.10 to 491.92 | 30 |
| 491.92 to 492.00 (interlocking) | 20 |
| 492.00 to 509.00 | 30 |
| 509.00 to 511.20 | 15 |
| 511.20 to 516.39 | 30 |
| 516.39 to 517.40 | 15 |
| 517.40 to 519.40 | 30 |
| 519.40 to 521.70 | 20 |
| EASTWARD, WEST ANAHEIM TO STANTON: | |
| 509.00 to 513.60 | 30 |
| 513.60 to 513.97 | 15 |
| EASTWARD, SOUTH ANAHEIM TO TUSTIN: | |
| 511.90 to 512.22 | 20 |
| 512.22 to 512.60 (crossing) | 15 |
| 512.60 to 514.53 | 20 |
| 514.53 to 514.91 (crossing) | 15 |
| 514.91 to 522.40 | 20 |
| EASTWARD, STUDEBAKER TO CITY OF INDUSTRY: | |
| 497.57 to 497.75 | 10 |
| 497.75 to 500.00 | 30 |
| 500.00 to 501.27 | 15 |
| 501.27 to 504.93 | 30 |
| 504.93 to 504.98 (through switches) | 20 |
| 504.98 to 511.48 (UPRR) | #.. |
| 511.48 to 512.66 | 20 |

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

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

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

| CLASS OF ENGINE | SANTA ANA BRANCH | | | STANTON | TUSTIN BRANCH | | |
|---|---|---|---|---|---|---|---|
| | MP 489.10 491.80 | MP 497.67 503.43 | MP 503.43 517.39 | | MP 515.00 516.69 | MP 517.70 518.92 | MP 519.22 519.77 |
| BS-412, ES-410, FS-412, AS-410 | ..... | ..... | ..... | ..... | ..... | ..... | 15 |
| EF-418, EP-418 | 20 | 20 | ..... | ..... | ..... | ..... | 10 |
| AS-418 | 15 | 15 | 25 | 25 | 15 | 15 | 10 |
| EF-415, EP-415 | 25 | 25 | ..... | ..... | ..... | ..... | 15 |

**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 pages 3 and 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

| | MPH |
|---|---|
| **WILMINGTON BRANCH** | |
| Maximum Speed | 30 |
| Santa Barbara Ave. to 103rd St. crossings | 25 |
| Florence Avenue | 20 |
| Abila, Wilmington Ave. Compton crossings | 20 |
| Rosecrans Ave. to Alondra St. | 20 |
| Dolores and Carson St. | 20 |
| Watson, Sepulveda Blvd. | 20 |
| Long Beach Circle Bridge | 10 |
| Ore trains over the following bridges: | |
| *FIRESTONE BRIDGE | 15 |
| COMPTON CREEK BRIDGE | 15 |
| *No westward movements may be allowed on this bridge until the ore train has cleared the bridge. | |
| **EAST LONG BEACH BRANCH** | |
| Maximum speed | 30 |
| Los Cerritos Bridge and Spring St. | 25 |
| North Long Beach to East Long Beach crossings | 15 |
| Stop before crossing Del Amo Blvd. | |
| **EL SEGUNDO BEACH** | |
| Maximum speed | 30 |
| Compton Ave., Central Ave., and Main St. | 20 |
| South Broadway and Figueroa St. and crossings between Delta and Inglewood Aves. | 15 |
| Sepulveda and El Segundo Blvd. | 10 |
| **TORRANCE BRANCH** | |
| Maximum speed | 30 |
| 120th St., Laconia and Olympic Blvd. and 132nd St. | 20 |
| Curve south of Rosecrans Ave. | 15 |
| Strawberry Park curve | 10 |
| Curve north and south of Gardena Station | 10 |
| 190th St. | 15 |
| Bridge at Torrance, Torrance Station and Carson St. | 15 |
| Sepulveda Blvd. Highway 101 | 20 |
| Harbor Blvd. | 10 |
| **SANTA MONICA BRANCH** | |
| Maximum speed | 30 |
| Nevin and Flower St. crossings | 10 |
| Flower St. and Cloverfield Blvd. crossings | 20 |
| Culver Jct. and Overland Ave. crossings | 15 |
| Overland Ave. and Santa Monica (14th St.) | 20 |

| | MPH |
|---|---|
| **HOLLYWOOD BRANCH** | |
| Maximum speed | 20 |
| Talamantes and Soldier Home spur crossings | 15 |
| Except Sepulveda Blvd., Pico Blvd., Olympic Blvd., and Ohio Ave. | 10 |
| Westwood Blvd. and between Wilshire Blvd. and Canon Drive | 10 |
| Crescent Drive and Rexford Drive | 5 |
| Beverly Blvd., Doheny Drive and Seward St. | 10 |
| **ALLA BRANCH** | |
| Maximum speed | 20 |
| Culver City, Washington Blvd., Madison Ave., Motor Ave., Overland Ave. and Elinda St. | 15 |
| **INGLEWOOD BRANCH** | |
| Maximum speed | 15 |
| **WEST SANTA ANA BRANCH** | |
| Maximum speed | 30 |
| Wilmington Ave., Imperial Highway, Paramount Blvd., Compton Blvd., Center St., Lincoln Ave., Verano St., Harbor Blvd., 17th St. and 5th St. | 25 |
| Long Beach Blvd., Atlantic Ave., Lakewood Blvd., Bellflower Blvd., Pioneer Blvd. and Stanton Blvd. | 15 |
| Nelson St. and Garden Grove Blvd., Garden Grove | 10 |
| **STANTON BRANCH** | |
| Maximum speed | 30 |
| Stanton (Garden Grove Blvd.) | 25 |
| Huntington Beach (Clay St., 17th St.) | 25 |
| **YORBA LINDA BRANCH** | |
| Maximum speed | 30 |
| Holmes Ave. to Los Nietos Jct. crossings | 20 |
| Alameda St., Atlantic Ave. crossings | 20 |
| Ore trains over the following bridges: | |
| San Gabriel River Bridge | 15 |
| Rio Hondo River Bridge | 15 |
| Los Angeles River Bridge | 10 |
| **WHITTIER BRANCH** | |
| Maximum speed | 15 |
| **LOS ALAMITOS BRANCH** | |
| Maximum speed | 30 |