SOUTHERN PACIFIC COMPANY

SAN JOAQUIN DIVISION SPECIAL INSTRUCTIONS

No. 8

EFFECTIVE SUNDAY, APRIL 26, 1959
AT 12:01 A. M.,
PACIFIC STANDARD TIME
SUPERSEDING SPECIAL INSTRUCTIONS No. 7

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

W. D. LAMPRECHT,
General Manager.

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

J. M. HATCHER,
General Superintendent of Transportation.

J. P. GRIFFIN,
Superintendent of Transportation.

W. H. FERGUSON,
Superintendent.

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

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

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

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

⊙**RULE 10-H.** Yellow signals will be displayed to the right of track in direction of approach one and one-half miles instead of one mile from structure or track over which speed of train must be restricted, except where special instructions authorize a lesser distance.

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

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

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches nor on main track between Fresno and Famoso via Porterville. Speed Restriction tables will indicate permissible speeds between mile post locations named.

⊙**RULE 19.** AT&SFRy trains will use markers with yellow lens instead of green lens and yellow aspect will be considered the same as green aspect.

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

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

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

(a) When train is turned out or running against the current of traffic on double track, one red light and one green light to the rear will be displayed.

(b) When clear of main track on siding to be passed by another train, except within CTC limits, one green light to the rear will be displayed.

(c) Lights must be extinguished when train arrives at destination and has stopped clear of main track.

Indications shown in Figures 1 to 8 will not apply.

RULE 20. All sections, except the last section, of AT&SFRy trains will display green flags in addition to green lights by day or night.

RULE 21-B. AT&SFRy extra trains with engines not equipped with train indicators will display two white lights by day and by night, but are not required to display two white flags by day or by night for identification.

RULE 99-C. Will apply on Porterville line, and on all branches.

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

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

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

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

ELECTRIC SWITCH LOCKS

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

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

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

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

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

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

Emergency lock release is applied to side of electric lock. It is to be used only in case of electric or mechanical failure, as indicated by failure of time release to function after several minutes. When necessary, break seal and operate emergency lock release by turning knob one-half turn to right. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

RULE 605. INTERLOCKING

Trains and engines must not enter main track within interlocking limits where no signal governs such movement until permission has been obtained from signal operator, and must then run with caution not exceeding 12 MPH to the next signal.

GENERAL REGULATIONS

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 873. Sanders must not be operated between absolute or interlocking signals governing movement over dual control or power operated switches.

AIR BRAKE RULES

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

MISCELLANEOUS

⊙**5.** Helper service:

(a) Helper engines must not be placed behind wooden underframe equipment.

(b) Helper engines consisting of not more than two units may be placed behind caboose.

(c) Helper engines consisting of not more than four units may be placed immediately ahead of caboose.

(d) Helper engines must be placed ahead of or at least ten (10) cars behind 80 foot trailer-flat cars, series SP 510500 to SP 510649 or foreign line 80 or 85 foot trailer-flat cars.

In passenger service DF-1 to 12 class engine of not more than four units may be coupled ahead of DF-1 to 12 class engine.

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

DF class engines with more than two units in operation when used as helpers, will be placed 15 cars ahead of caboose. With two units or less they may be placed next ahead of caboose and any wooden underframe cars.

The AT&SF Railway between Bakersfield and Mojave may double head two engines, each having four or five 4-axle units, provided tonnage does not exceed the rating of four 4-axle units. Trains handled with two double header engines must not use more than four units of dynamic braking.

⊙Not more than four units in operation may be used on head end of any freight train, except five units AT&SF 200-class engines, coupled in multiple unit control may be used on head end of freight trains between Mojave and Bakersfield. Trains handled with five units of AT&SF 200-class engines must not use over four units of dynamic braking and must not handle over 4000 tons westward between Mojave and Bakersfield.

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.

Where tonnage of train consists of 2500 tons or more, 80 foot trailer-flat cars SP 510500 to SP 510649 or foreign line 80 and 85 foot trailer-flat cars must be entrained not less than twenty cars from the head end, except on No. 375 (Starpacer).

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

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

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

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DF-1 to 12, except:	65	65	*30
6187 to 6189, 6191 to 6290, 6205 to 6227, 6229 to 6239, 6384, 6385, 6387 to 6392, 6394 to 6403, 6440 to 6445, 6447, 6455, 6458 to 6461, 8068, 8087, 8090, 8096, 8099, 8101, 8104, 8110, 8112, 8115 to 8117, 8119 to 8121, 8123 to 8129, 8130 to 8133, 8138, 8290 to 8297, 8299, 8300, 8302, 8303	70	70	*30
6190, 6202, 6203, 6383, 6386, 6393, 6446, 6448 to 6454, 6456, 6457, 8091 to 8093, 8095, 8102, 8103, 8106 to 8109, 8111, 8114, 8118, 8122, 8126 to 8129, 8134 to 8137, 8139, 8298, 8301	79	79	*30
DF-100, 114 (5288, 5289), 115, 119, 123, 126	65	65	**65
DF-114 (5279 to 5287, 5290 to 5293), 117	55	55	**55
DF-116, 118, 120, 121, 122, 124, 125	70	70	**70
DF-101 to 112	60	60	**60
DF-200 to 206	55	55	**55
DF-300 to 306	65	65	**65
DF-307	60	60	**60
DF-500, 501	70	70	**70
DF-603, 606	70	70	**70
DF-605, 607, 611	65	65	**65
DF-608, 609	75	75	**75
DF-610	65	65	**65
DP	79	79	*30
DS-1, 4, 5	45	45	45
DS-2, 3, 6 to 12	60	60	60
DS-100 to 108, 110, 111, 113 to 115, 117 to 122	60	60	**60
DS-109	65	65	65
DS-200, 201	35	35	35
Any engine not listed	35	35	25
AT&SFRy. (1 to 41, 51 to 79, 90, 168, 300 to 343)	79	65	*30
At&SFRy.: (100 to 167, 169 to 198, 200 to 279, 281 to 289, 400 to 425, 700 to 751, 2101, 2102, 2600 to 2606, 2650 to 2847)	65	65	*30
AT&SFRy.: (2322 to 2397)	45	45	**45

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

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

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

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

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

Maximum speed of trains handling dead engines of S or SE class 20 MPH; other SPCo steam engines 40 MPH; and diesel engines the speed shown for same engine running forward light,

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

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

Unless otherwise restricted, not more than two dead steam engines shall be moved in any one train and when so moved they must be separated by five cars. When an S or SE class and a road engine are moved dead in train, a steel underframe freight car must be placed between them and S or SE class engine entrained with tender ahead

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

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

⊙MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars	40	30
Cars with arch bar trucks	40	30
Steel pile-drivers, except:	40*	30*
SPMW 4088 (locomotive crane pile-driver)		
With boom detached and trailing	35*	25*
With boom attached and trailing	25*	15
Relief outfits with steam derrick, except:	35*	25*
Between Fresno and Famoso via Porterville (Relief outfit 7021 and other Relief outfits weighing in excess of 120 tons must not be operated on any branch, except Owenyo and Oak Creek Branches.)	25	..
Power shovel on own wheels	35*	20*
Ditchers on own wheels, except:	35*	20*
SPMW-4044	25*	20*
Car-top ditchers, if blocking and tie-down cables are removed	35*	20*
K&J, Pedestal or center-hinged air-dump cars (except SPMW 5100 to 5289 loaded or empty)	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward	35*	20*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows:		
Electrified	35	15
Steam	25	15

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

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

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

All cars handled in passenger 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.

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

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

Westward	Reading
MP 311.20	79-60

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

Fresno.....Trains on Pratton line,
Famoso.....Trains on Porterville line,
Ducor.....Trains on AT&SFRy,
Exeter.....Trains on Visalia Branch.

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

Fresno.....Trains on Porterville line and Clovis Branch,
Rossi.....Trains on Stratford Branch,
Goshen Jct..Trains on Visalia and Coalinga Branch,
Richgrove...Trains on Richgrove Branch.

RULE 21-C. In Bakersfield and Fresno indicators must be displayed to relief track.

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

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

West MP		East MP
206.04	Fresno (Pratton-Tulare line)	210.79
208.44	" (Biola-Porterville line)	208.15
199.07	" (Merced-Clovis line)	209.60
219.34	Selma	221.61
224.72	Kingsburg	226.41
238.09	Goshen Jct.	240.18
	" (Visalia Branch)	251.83
	" (Coalinga Branch)	240.40
247.75	Tulare	251.18
279.33	Delano	281.55
291.37	Famoso	293.32
306.50	" (Porterville line)	
307.66	Bakersfield	321.09
	" (McKittrick Branch)	315.67
	" (Oil City Branch)	End of track
219.01	Sanger	220.47
228.73	Reedley	230.78
234.31	Dinuba	235.72
248.90	Ivanhoe	249.90
256.33	Exeter	257.96
262.09	" (Visalia Branch)	
263.40	Lindsay	265.00
267.90	Strathmore	269.00
274.28	Porterville	275.72
294.10	Richgrove	306.50
	" (Richgrove Branch)	End of track
255.43	Armona	256.83
251.88	Hanford	253.28
251.83	Visalia	254.05
294.82	Coalinga	End of track
271.00	Huron	282.00
260.30	Lemoore	261.30
228.54	Friant	End of track

Within yard limits between Porterville and Famoso, work extras are not required to afford flag protection against work extras or extra trains. Work extras and extra trains operating within yard limits between Porterville and Famoso must move expecting to find main track occupied.

Eastward trains via Pratton line to Fresno Yard may pass Signal 2068 on Pratton line displaying stop indication without stopping to enter west leg of wye, if wye switch is properly set and proceed signal received from yardman, white flag by day, white light by night, which will confer authority for movement to derail only.

Fresno Yard. Trains entering or leaving yard tracks must receive proceed signal from yardman, green flag by day, green light by night, except within limits of diverging route signals.

RULE 98. Railroad crossings at grade not interlocked:

AT&SFRy, MP 228.04 east of Lacjac. STOP.

AT&SFRy, MP 243.61 west of Taurusa. STOP.

Yellow reflector buttons on One Mile signs, and red reflector buttons on Stop signs approaching above crossings serve as warning signals and do not require application of Rules 10-G or 10-H.

AT&SFRy, MP 253.21 east of Visalia. STOP and send flagman ahead who must ascertain that no movement is approaching on intersecting line before giving signal to proceed.

AT&SFRy, MP 275.66 east of Porterville, on Success Branch. STOP.

FIRy, MP 213.23 east of Las Palmas. STOP.

RULE 103-A. Trains and engines must stop and member of crew must protect traffic while moving over following streets and highways:

Fresno.....Clovis Branch, crossing on Cherry Ave., while switching.
Calwa.....North Ave., on drill track leading into Producers Compress, while switching.
Visalia.....Goshen Ave. on Creamery spur when making reverse movement.

Flood lights over Old Highway US 99 across Cotton Compress spur, Calwa, and over highway crossing spur track west of Jensen Ave., Fresno, are operated from switches located in box on power pole on main track side of highway. When these crossings are to be used trainman must close floodlight switch before cars foul the highway, and open the switch after completing use of the track.

Public Utilities Commission orders prohibit operation of train, engine, motor or car over the following crossings unless first brought to a stop and traffic on the highway protected by a member of the crew.

Selma.....Highway US 99, on Grant-Pacific rock spur,
On spur from
Goldleaf ...Peach Ave., and Butler Ave.,
Armona.....Lake St., while switching,
Bakersfield...30th St. on McCarthy Tank spur,
Bakersfield...Highway US 99, on freight station spur. Crossing must be cleared as quickly as possible. If flashing light signals are not operating, member of crew must push button marked "START" in box on mast of crossing signal north side highway for southward movement, or in box on instrument case on south side highway for northward movement. If movement over highway is not to be made after signals start operating, signals can be stopped by pushing button marked "STOP". If flashing light signals fail to operate, movement over crossing must be protected by member of crew.

Public Utilities Commission orders also require the following protection for traffic:

West Tulare..If train, engine or cars stand on siding within 200 feet of county road crossing at Prosperity Ave., member of crew must protect traffic against movements on main track,
Tipton.....If train or engine stands within 100 feet of county road crossing to meet or be passed by a train, traffic must be protected by member of crew,
Radnor.....If trains, engines, or cars stand on siding, within 200 ft. of county road crossing MP 277.10, member of crew must protect traffic against movements on main track.

⊙**RULE 104.** The normal position of rigid switches at the end of double track and at junctions is as follows:

Fresno Yard....End double track, for westward track,
Fresno.....Pratton line, for eastward track,
Fresno.....Clovis Branch, for drill track,
Fresno.....Drill track, for Porterville line,
Goshen Jct.....Visalia Branch, for Tulare line,
Goshen Jct.....Coalinga Branch, for west leg of wye,
Famoso.....Porterville line, for Tulare line,
Oil Jct.....Oil City Branch, for siding,
Oil Jct.....AT&SFRy, for Tulare line,
Rossi.....Stratford Branch, for siding,
Exeter.....VERy, for Porterville line,
Ducor.....AT&SFRy, for siding,
Richgrove.....Richgrove Branch, for siding,
Gosford.....McKittrick Branch, for Sunset Ry.

Derails in main track:

Goshen Jct.....On Visalia Branch, 250 feet east of junction switch,
Porterville.....AT&SFRy, for MP 275.942,
Coalinga.....MP 295.70,
McKittrick.....East wye switch is spring switch and serves as derail.

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

On Signal	Approaching
2613	Tipton
2627	Tipton

RULE 221. Unit for display of flashing light installed at:

Station	Location	Direction
Tipton	On Signal 2611	Westward
Goshen Jct.	On train-order signal mast	Westward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

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

Eastward Signal	Protection	Westward Signal
P-2482	Spring switch, west end siding, West Tulare	
	Spring switch, east end siding, West Tulare	P-I
P-2610	Spring switch, west end siding, Tipton	
	Spring switch, east end siding, Tipton	P-2627
	Spring switch, east end siding, Radnor	P-2775
	Spring switch, junction switch Porterville line, Famoso	P-2929

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Bakersfield: Eastward passenger trains may pass dwarf Signal 3132 displaying stop indication without stopping when necessary to clear Baker St. crossing but movements must be made with caution.

RULE 516. Overlap posts:

Cross.....Westward trains, opposite fouling point east switch.
Tulare.....Westward trains, MP 250.20.
Prospero...Eastward trains, MP 303.40.

RULE 535. SPRING SWITCHES

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

Location		Normal Position
West Tulare	West end siding	Main track
West Tulare	East end siding	Main track
Tipton	West end siding	Main track
Tipton	East end siding	Main track
Radnor	East end siding	Main track
Famoso	Junction switch Porterville line	Main track

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

Location		Normal Position
Fresno	Junction switch, Clovis Branch	Drill track

Switch-point indicator located at:

Fresno Yard..Spring switch leading from No. 1 drill track to Ice House lead west of Ashlan Ave.
Fresno.....Spring switch, junction switch, Clovis Branch.
Bakersfield...Spring switch leading from back lead to inbound engine track.

Indicator does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over in eastward direction.

RULE 605. INTERLOCKING

Biola Jct.: Limits extend on Merced line from 675 feet west of junction switch, and on Biola line from 575 feet west of junction switch, to 930 feet east of junction switch on Merced line, and to two unit signal 290 feet east of junction switch on No. 1 drill track.

Trains and engines stopped by signals will call signal operator at train-order office Muscatel by telephone and be governed by his instructions. Telephones and instructions for hand operation of dual control switches are located in battery house at junction switch and at interlocking signal on Biola line.

Two unit signal on No. 1 drill track. Upper unit governs movement to Merced line; lower unit to Biola line.

Fresno Tower: AT&SFRy Crossing. Whistle signals:
For main track, —,
To or from spur track, o — —.

Sunmaid Tower: AT&SFRy Crossing. Whistle signals:
For main track, —.

Calwa Tower: AT&SFRy Crossing, and end double track. Whistle signals:
Eastward trains, — o —,
Westward trains, —,
To or from Cotton Oil spur, o — o.

Hanford: AT&SFRy crossing. Interlocking is part of AT&SFRy CTC system and operation over crossing is under control of AT&SFRy train dispatcher, Fresno. Telephone located in box at signals governing movement over crossing. Train stopped by signals at crossing must immediately contact AT&SFRy train dispatcher and inform him of arrival and desired movement.

⊙**RULE 663(b). Biola Junction.** When movements are made under the provisions of this rule, dual control switches must be placed in hand position in accordance with Rule 772, and locked until movement over the 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 680. AUTOMATIC INTERLOCKING

West Tulare: AT&SFRy crossing, MP 249.70. Limits extend 1000 feet west of crossing to 550 feet east of crossing. Interlocking signals govern movement over crossing only and do not authorize movements between Tulare and West Tulare. Signals normally in position for SP movements. When interlocking signals display stop indication Rule 663(c) will govern.

GENERAL REGULATIONS

⊙**RULE 826. Fresno and Bakersfield:** Indicator lights located above tracks at each end of PFE icing decks and additional set of lights located 600 feet east of east end of icing platform at Bakersfield govern movement on those tracks as follows:

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

Yellow: Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.

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

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

RULE 827. All passenger trains must stop at Tulare, approaching at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight trains as follows:

McKittrick to Lokern . . . One retaining valve for each 58 tons.

FREIGHT TRAINS

⊙**RULE 24-E.** Will apply at Bakersfield and Fresno.

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
All, except: DS; S	Fresno—Bekins spur; Drill track serving Calif. Fig Growers; Sunmaid Raisin Plant, etc.; Stewart-Nuss spur; Pierce Lbr. Co. spur; Pearl spur east of "M" St.
All, except: DS; DF-100 to 112; 114 to 126; 200 to 204, S	Fresno—Drill track serving Pacific Crate; Roma Wine and Rosenberg Bros.; Lacey Milling Co. spur.
All, except: DS; DF-100 to 112; 114 to 126; 200 to 204	Fresno—Drill track serving Levi Iron & Metal, etc.; California State Highway spur; Fresno-Vendolator Co. tracks; Moore Engineering spur; Bisceglia Bros. spur; Peralta Winery spur; Kellner & Sons spur.
All, except: DS; DF-100 to 112, 114 to 126; 200 to 204	Fresno—Rosenberg Bros. track No. 3; Producers Cotton Oil tracks; Sunmaid Raisin Plant Pearl St. track; Mid-State Horticultural spur; PCA canal track.
All, except: DS; DF-100 to 112, 114 to 126; 200 to 204	Bakersfield—McCarthy Tank & Steel spur. Switching may be performed only during daylight hours, and cars and engines must stop before entering building. Associated Oil spur; Republic Supply spur.
All, except: DS; DF-100 to 112, 114 to 126; 200 to 204, 605 to 607	Bakersfield—Lead tracks to Freight House; Union Oil Co. spur.
All, except: DS; DF-100 to 112, 114 to 126; 200 to 204	Lindsay—Tracks serving Shell Oil Co.; Pacific Coast Fruit Distrs.; B. G. Rooke Packing Co.; Mid-State Chemical Supply Co.
All, except: DS	Rector—Southern Calif. Edison Co. spur beyond fouling point.
All engines	Glorietta—Spur, beyond road crossing.

Cars must not be stored or left standing between MP 213.2 (FIRy crossing) Clovis Branch and a point 1200 feet east.

11. Load limit (car and contents):

Fresno-Bakersfield	251,000 pounds
Fresno-Famoso via Porterville	251,000 pounds
Porterville-Success	169,000 pounds
Richgrove-Jovista	210,000 pounds
Goshen Jct.-Exeter	210,000 pounds
Rossi-Stratford	210,000 pounds
Goshen Jct.-Coalinga	210,000 pounds
Fresno-Friant	210,000 pounds
Kern Jct.-McKittrick	210,000 pounds
Oil Jct.-Oil City	210,000 pounds

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Fresno Yard	39 (Water)
Traver	9
Goshen Jct.	10 (Water)
Tulare	22 (Water)
Tipton	9 (Water)
Famoso	18 (Water)
Bakersfield	48 (Water)
Lort	8
Porterville	9 (Water)
Ducor	4 (Water)
Visalia	4 (Water)
Stratford	2 (Water)
Hanford	8 (Water)
Huron	10 (Water)
Turk	4
Coalinga	22 (Water)
Friant	8 (Water)
Gosford	19 (Water)
Bowerbank	14
Lokern	15
McKittrick	19

⊙**30.**

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

MP	Location	Description	
253.50	West of Lort	Kaweah River bridge	Side

SUNSET RAILWAY

Employes operating over Sunset Railway are governed by SPCo Rules and Regulations of the Transportation Department, timetables, special instructions and timetable bulletins.

RULE 93. Yard limits are established at Pentland, Taft and Maricopa.

Pentland: Normal position of junction switch is for Taft line.

Maricopa: Main track ends 200 feet west of east switch of house track. Normal position of east switch of house track and switches of Gypsum track east of house track are for main track extension.

Taft: Spring derail located on main track 900 feet west of west switch.

⊙SPEED RESTRICTIONS FOR TRAINS

TERRITORY	PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT AND MIXED
Between Gosford and MP 23.70	30	30
MP 23.70 to MP 25.75	20	20
MP 25.75 and Maricopa	10	10
MP 25.75 and MP 3.00 on Taft Line	10	10
MP 3.00 and Taft	20	20

Movements over sags in track between MP 26.00 and Maricopa and between Pentland and Kerto must be made with caution.

RATING OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

NOMINAL CLASS	Gosford to Maricopa	Maricopa to Gosford	Pentland to Taft	Taft to Pentland
DF-114, 116, 117, 118, 120, 121, 122, 124, 125	1475	1900	1650	3450
DF-115, 119, 123, 126	1250	1625	1400	2950
DS-110, 114, 118	675	900	750	1725
DS-100 to 109, 111, 115, 119	700	925	775	1725

NOMINAL CLASS	Gosford to Pentland	Pentland to Gosford
DS-1 to 8 at 35 MPH	350	450
DS-9 to 12 at 20 MPH	675	875

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

Load limit (car and contents):

Sunset Railway ..... **210,000 pounds**

⊙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 3, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 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	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, FRESNO YARD TO BAKERSFIELD:			
201.89 to 201.93 (through turnout)	25	25	25
201.93 to 204.50	50	30	50
★204.50 to 205.93 (Fresno)	20	20	20
205.93 to 209.05 (end double track)	50	35	50
209.05 to 209.14 (through turnout) (AT&SF Crossing)	35	35	35
209.14 to 214.48	79	60	70
★214.48 to 215.65 (Fowler, 6 AM to 9 PM)	45	30	30
★214.48 to 215.65 (Fowler, 9 PM to 6 AM)	79	40	40
215.65 to 220.04	79	60	70
★220.04 to 221.30 (Selma, 5 AM to 11 PM)	45	40	40
220.04 to 221.30 (Selma, 11 PM to 5 AM)	79	50	50
221.30 to 225.17	79	60	70
225.17 to 225.98 (Kingsburg)	45	30	30
225.98 to 249.21	79	60	70
★249.21 to 250.73 (Tulare)	20	20	20
250.73 to 279.16	79	60	70
279.16 to 281.45 (Delano, 6 AM to 6 PM)	40	30	30
279.16 to 281.45 (Delano, 6 PM to 6 AM)	40	40	40
281.45 to 311.20 (Kern River bridge)	79	60	70
311.20 to 312.27 (Bakersfield)	20	20	20
312.27 to 312.90	35	20	20

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, BAKERSFIELD TO FRESNO YARD:			
312.90 to 312.27	35	20	20
312.27 to 311.20 (Bakersfield)	20	20	20
311.20 to 281.45	79	60	70
281.45 to 279.16 (Delano, 6 AM to 6 PM)	40	30	30
281.45 to 279.16 (Delano, 6 PM to 6 AM)	40	40	40
279.16 to 250.73	79	60	70
★250.73 to 249.21 (Tulare)	20	20	20
249.21 to 225.98	79	60	70
★225.98 to 225.17 (Kingsburg)	45	30	30
225.17 to 221.30	79	60	70
★221.30 to 220.04 (Selma, 5 AM to 11 PM)	45	40	40
★221.30 to 220.04 (Selma, 11 PM to 5 AM)	79	50	50
220.04 to 215.65	79	60	70
★215.65 to 214.48 (Fowler, 6 AM to 9 PM)	45	30	30
★215.65 to 214.48 (Fowler, 9 PM to 6 AM)	79	40	40
214.48 to 209.14	79	60	70
209.14 to 205.93	50	35	50
★205.93 to 204.50 (Fresno)	20	20	20
204.50 to 201.89 (Fresno Yard)	50	30	50

★Regulated by City ordinance. At Fowler, Selma, Kingsburg and Delano, speed may be resumed after engine has passed last crossing within city limits in direction train is moving.

No. 375 (Starpacer) when consist contains no restricted cars, may operate at speed shown in Column 1, except maximum speed must not exceed 60 MPH.

SPECIAL INSTRUCTIONS—FRESNO 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 3, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 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	LIGHT ENGINES
Column:	1	2
EASTWARD, FRESNO TO FAMOSO VIA PORTERVILLE:		
★206.11 to 207.50 (Fresno)	20	20
207.50 to 218.54	40	40
218.54 to 220.30 (Sanger)	35	35
220.30 to 228.00	40	40
228.00 to 229.16	30	35
★229.16 to 230.66 (Reedley, 5 AM to 11 PM)	20	20
★229.16 to 230.66 (Reedley, 11 PM to 5 AM)	30	35
230.66 to 247.07	30	35
247.07 to 256.49	40	40
★256.49 to 257.89 (Exeter, 5 AM to 11 PM)	20	20
256.49 to 257.89 (Exeter, 11 PM to 5 AM)	40	40
257.89 to 263.42	40	40
★263.42 to 264.84 (Lindsay, 5 AM to 11 PM)	20	20
★263.42 to 264.84 (Lindsay, 11 PM to 5 AM)	30	30
264.84 to 266.00	40	40
266.00 to 295.52	30	35
295.52 to 308.67	40	40
308.67 to 310.06 (Famoso)	15	15
EASTWARD, RICHGROVE TO JOVISTA:	15	15
EASTWARD, GOSHEN JCT. TO EXETER:		
245.96 to 251.87	20	30
★251.87 to 253.92 (Visalia)	15	15
253.92 to 260.60	20	30
★★260.60 to 262.72	20	20

TERRITORY MP MP	FREIGHT AND MIXED	LIGHT ENGINES
Column:	1	2
WESTWARD, FAMOSO TO FRESNO VIA PORTERVILLE:		
310.06 to 308.67 (Famoso)	15	15
308.67 to 295.52	40	40
295.52 to 266.00	30	35
266.00 to 264.84	40	40
★264.84 to 263.42 (Lindsay, 5 AM to 11 PM)	20	20
★264.84 to 263.42 (Lindsay, 11 PM to 5 AM)	30	30
263.42 to 257.89	40	40
★257.89 to 256.49 (Exeter, 5 AM to 11 PM)	20	20
257.89 to 256.49 (Exeter, 11 PM to 5 AM)	40	40
256.49 to 247.07	40	40
247.07 to 230.66	30	35
★230.66 to 229.16 (Reedley, 5 AM to 11 PM)	20	20
★230.66 to 229.16 (Reedley, 11 PM to 5 AM)	30	35
229.16 to 228.00	30	35
228.00 to 220.30	40	40
220.30 to 218.54 (Sanger)	35	35
218.54 to 207.50	40	40
★207.50 to 206.11 (Fresno)	20	20
WESTWARD, JOVISTA TO RICHGROVE	15	15
WESTWARD, EXETER TO GOSHEN JCT.:		
★★262.72 to 260.60	20	20
260.60 to 253.92	20	30
★253.92 to 251.87 (Visalia)	15	15
251.87 to 245.96	20	30

★Regulated by City ordinance. ★★ICC. Regulation.
At Reedley, Exeter and Lindsay, speed may be resumed after engine has passed last crossing within city limits in direction train is moving.

⊙On Richgrove Branch, Visalia Branch and Porterville Line between MP 228.00 and MP 247.07 and MP 266.00 and MP 295.52 maximum speed of trains as shown below must not be exceeded when handled by following engines, subject to further restrictions shown in Speed Restrictions for Trains table above:

DF-109, 111, 305 to 307, 500, 501 ..... 25 MPH
DS-9, 10, 100, 102 to 108, 110, 111, 114, 115 ..... 25 MPH

DF-1 to 9, 11, 603, 605 to 607,
DS-101, 109, 113, 117 to 119 ..... 20 MPH
DF-12 ..... 15 MPH

On Porterville Line between MP 287.10 and MP 295.52 maximum speed of trains as shown below must not be exceeded when handled by following AT&SFRy. engines, subject to further restrictions shown in Speed Restrictions for Trains table above:

Diesel engs. 400 to 406 ..... 25 MPH
Diesel engs. 1 to 21, 51 to 58, 90, 100 to 185, 200 to 225 ..... 20 MPH

Diesel engs. 2322 to 2397 ..... 20 MPH
Diesel engs. 2650 to 2840 ..... 15 MPH

⊙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 3, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 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	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2
EASTWARD, GOSHEN JCT. TO COALINGA:		
239.53 to 256.48, except:	25	25
with DS-101, 109, 113, 117, 118 engs.	20	20
256.48 to 256.49 (Lake St.)	20	20
256.49 to 296.39, except:	25	25
with DS-101, 109, 113, 117, 118 engs.	20	20
EASTWARD, ROSSI TO STRATFORD:	25	25
except with DS-101, 109, 113, 117, 118 engs.	20	20
EASTWARD, FRESNO TO FRIANT:		
★206.15 to 209.80	15	15
209.80 to 213.21	20	20
213.21 to 213.25 (over FIRy.)	15	15
213.25 to 230.29	20	20
EASTWARD, KERN JCT. TO McKITTRICK:		
313.44 to 314.15 (street crossings)	15	15
314.15 to 316.62	25	25
316.62 to 316.65 (US. Highway 99)	10	10
316.65 to 361.05	25	25
EASTWARD, OIL JCT. TO OIL CITY	10	10

TERRITORY	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2
WESTWARD, COALINGA TO GOSHEN JCT.:		
296.39 to 256.49, except:	25	25
with DS-101, 109, 113, 117, 118 engs.	20	20
256.49 to 256.48 (Lake St.)	20	20
256.48 to 239.53, except:	25	25
with DS-101, 109, 113, 117, 118 engs.	20	20
WESTWARD, STRATFORD TO TOSSI:	25	25
except with DS-101, 109, 113, 117, 118 engs.	20	20
WESTWARD, FRIANT TO FRESNO:		
230.29 to 213.25	20	20
213.25 to 213.21 (over FIRy.)	15	15
213.21 to 209.80	20	20
★209.80 to 206.15	15	15
WESTWARD, McKITTRICK TO KERN JCT.:		
361.05 to 316.65	25	25
316.65 to 316.62 (US. Highway 99)	10	10
316.62 to 314.15	25	25
314.15 to 313.44 (street crossings)	15	15
WESTWARD, OIL CITY TO OIL JCT.	10	10

★Regulated by City ordinance.

⊙On Coalinga Branch, between MP 239.53 and MP 256.48, and between MP 256.49 and MP 296.39, freight trains with DF-100 to 108, 110, 112, 114 to 126 class engines may run not to exceed 30 MPH where maximum speed of 25 MPH is authorized in Column 2.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
⊙Through siding and turnouts at Tipton	25
Through turnouts on other than sidings	10
On branches	10
On wye and packing house tracks at Locans	10
On spur leading from Pinedale, except:	20
On curves	10

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

NOMINAL CLASS	ENGINE NUMBERS	Bakersfield and Fresno via Goshen Jct.	Famoso and Fresno via Porterville	Friant to Fresno	Fresno to Friant Goshen Jct. and Exeter Richgrove and Jovista Oil Jct. and Oil City	Bakersfield to McKittrick	Coalinga to Goshen Jct. Rossi and Stratford McKittrick to Bakersfield Goshen Jct. to Armona	Armona to Coalinga
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	3125	2450	....	....	....	....	....
DP-5, 6	6005 to 6016, 6055 to 6058, 5910 to 5915	3150	2475	....	....	....	....	....
DP-8, 9, 10	6019 to 6033, 5918 to 5924	3150	2475	....	....	....	....	....
DP-11	6034 to 6045	3150	2475	....	....	....	....	....
DP-12	6046 to 6054	....	....	....	....	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	3475	2750	....	....	....	....	....
	with 61:16 gear ratio	....	....	....	....	....	....	....
	with 60:17 gear ratio	2750	2175	....	....	....	....	....
DF-100	5200 to 5202	3400	2900	....	....	....	5000	3500
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	4900	4575	....	....	....	5000	3500
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	5900	4650	2600	3750	1500	5100	3550
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	6725	5300	3100	4325	1825	5850	4150
DF-200 to 206	5100 to 5120	1875	1475	850	1200	495	1625	1150
DF-300 to 304	4600 to 4623, 4700 to 4703	3000	2300	....	....	....	....	....
DF-305, 306	4624 to 4633	....	....	....	....	....	....	....
DF-307	4634 to 4645	....	....	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....	....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799	3700	2925	1720	2400	1000	3175	2300
DF-608 to 610	5720 to 5729	3800	3000	1775	2450	1025	3300	2375
DS-1 to 8	1000 to 1032	1375	1175	670	950	315	1175	900
DS-9 to 12	1033 to 1090	2650	2075	1175	1675	675	2250	1600
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2075	1775	1025	①1450	500	1775	1375
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2975	2275	1525	①1850	740	2525	1775
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....	....	....
DS-200, 201	1900 to 1903	1075	850	490	690	280	925	660

Following AT&SFRy engines may operate between Oil Jct. and Ducor: Diesels 2322 to 2397; 2650 to 2840.

①DS-9 to 12, DS-100 to 118 and DF-603, 605 to 611 class engines not permitted to operate between Oil Jct. and Oil City.

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

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

Mojave.....Trains on Owenyo Branch.

RULE 21-C. In Bakersfield indicators must be displayed to relief track.

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

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

West MP		East MP
307.66	Bakersfield	321.09
	" (Arvin Branch)	317.02
317.02	Arvin Branch	End of track
359.60	Tehachapi	362.62
378.87	Mojave	382.43
	" (Owenyo Branch)	381.60

Bakersfield: Trains entering or leaving yard tracks between Signal 3126 and Haley St., or between Mt. Vernon Ave. and Signal 3147 must receive proceed signal from yardman, green flag by day, green light by night.

Westward SP trains must not pass Signal 3147 at Mt. Vernon Ave. displaying stop indication, to enter yard, unless proceed signal received from yardman, green flag by day, green light by night.

Mojave: Eastward trains entering Mojave Yard tracks must not pass Signal 3802 displaying stop indication unless proceed signal received from yardman, green flag by day, green light by night.

Trains leaving yard tracks west end of Mojave Yard must receive proceed signal from yardman, green flag by day, green light by night.

Following whistle signals will be sounded by eastward trains approaching Mojave:

SP passenger trains —, freight trains o — o, light engines o — — ,

AT&SFRy passenger trains — o, freight trains — o —, light engines o — —.

RULE 99-A. Flag protection to the rear is not required by westward freight trains stopping at Bena on westward main track, with rear of train standing between sign reading "End of CTC" and westward automatic Signal 3271 opposite fouling point at west end of siding.

RULE 103-A. Public Utilities Commission orders prohibit operation of train, engine, motor or car over the following crossings unless first brought to a stop and traffic on the highway protected by a member of the crew.

Arvin.....Widmer Road, MP 332.60, while switching.

RULE 104. The normal position of rigid switches at the end of double track and at junctions, is as follows:

Magunden.....Arvin Branch, for eastward track,
Mojave.....Owenyo Branch, for westward track.

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

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

Eastward Signal	Protection	Westward Signal
P-3438	Slide detector fence between Tunnels 7 and 8	P-3445
P-3556	Slide detector fence between Tunnels 14 and 15	P-A

RULE 535. SPRING SWITCHES

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

Location		Normal Position
Bena	West end siding	Westward track
Caliente	West end westward siding	Eastward siding
Caliente	East end eastward siding	Westward siding
Bealville	West end westward siding	Eastward siding
Bealville	East end eastward siding	Westward siding
Marcel	West end westward siding	Eastward siding
Marcel	East end eastward siding	Westward siding
Tehachapi	West end No. 2 siding	Controlled siding
Summit	East end siding	Eastward track

Switch-point indicator located at:
Bakersfield.....Spring switch leading from back lead to inbound engine track.

Indicator does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over in eastward direction.

RULE 605. INTERLOCKING

Kern Jct. Tower: AT&SFRy junction switch, McKittrick Branch junction switch, and end of double track. Whistle signals:

For main track, —,
To or from McKittrick Branch, — o —,
From SP to AT&SFRy main track, o — —,
Between main track and transfer track, o — o,
To or from No. 1 track, o o — o.

Westward dwarf light signals at end of double track display green aspect for movement to SP single track, and yellow aspect for movement to AT&SFRy westward track, or to SP No. 1 track.

Eastward dwarf signal at west interlocking limit displays green aspect for movement to eastward track, and yellow aspect for movement against current of traffic to westward track.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	3252	Bena	Proceed to Beginning of CTC.
S	3252	Bena	Enter siding and remain in siding until authorized by signal indication to proceed.
M	3273	Bena	Enter westward track and proceed under provisions of Rule D-251.
S	A	Tehachapi	Electric switch lock east end No. 2 siding unlocked and westward train after stopping for absolute signal may enter No. 2 siding without obtaining permission from train dispatcher.
S	3612	Summit	Enter siding and remain in siding until letter "M" is displayed.
M	3630	Summit	Enter eastward track and proceed under provisions of Rule D-251.

Train on siding Bena must not enter westward track until letter "M" is displayed or permission obtained from train dispatcher.

RULE 760. CENTRALIZED TRAFFIC CONTROL Limits extend from end of double track Bena to end of double track Tehachapi.

Eastward trains stopped by absolute signal at Bena may recall flagman when flashing white light displayed on signal.

Signal line between MP 325.20 and MP 340.50 carries 2300 volts, and if blown down or knocked down must not be touched, and train dispatcher must be notified immediately.

Eastward and westward signals on siding at middle crossovers at Rowen have call-on unit which, when flashing yellow authorizes a train on siding, after stopping, to proceed on siding but must expect to find siding occupied.

Controlled siding at Tehachapi extends from west switch to fouling point just west of end of double track.

East switch No. 2 siding Tehachapi is equipped with electric switch lock and must not be used without permission from the train dispatcher except when letter "S" is displayed on mast of westward absolute signal at Beginning of CTC.

Westward absolute signal on westward track at entrance to CTC at Tehachapi has call-on unit which, when flashing yellow authorizes a train, after stopping, to pass signal to enter No. 2 siding, or track 3, but must expect to find tracks occupied.

Westward absolute signal at east end of Caliente has call-on unit which may display flashing yellow light authorizing train to pass signal when making switching moves into house track after electric lock has been released and switches properly lined.

GENERAL REGULATIONS

⊙**RULE 824.** Instructions for setting hand brakes:

Mojave: On eastward freight trains, engineer will stop train on receiving track with slack bunched on entire train, set 20 hand brakes on head end; except train may be permitted to stand without hand brakes set if conductor has reached understanding with engineer that he or fireman (with not less than 2 year's experience) will remain on the engine at all times to insure no undesired movement.

On westward freight trains, set 20 hand brakes on rear end; except train may be permitted to stand with 10 brakes set on rear end if conductor has reached understanding with engineer that he or fireman (with not less than 2 years' experience) will remain on the engine at all times to insure no undesired movement.

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

Bena	Bealville	Woodford	Cable
Ilmon	Cliff	Walong	Tehachapi
Caliente	Rowen	Marcel	Summit
Allard			

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

⊙**RULE 826. Bakersfield:** Indicator lights located above tracks at each end of PFE icing platform, and an additional set of lights located 600 feet east of east end of icing platform govern movements on those tracks as follows:

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

Yellow: Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.

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

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

⊙**RULE 827.** When necessary to use retaining valves as prescribed by Rule 17, freight trains using dynamic brakes need not stop, if in the judgment of conductor and engineer wheels are not overheating. When dynamic brakes are inoperative stops must be made as follows:

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

On freight trains between Ilmon and Mojave, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train, except when helper engine is placed behind caboose.

Passenger trains making station stop at Mojave, except eastward AT&SFRy passenger trains, must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

AIR BRAKE RULES

RULE 3. Brake pipe pressure for freight and mixed trains handled using dynamic brakes in retainer territory is 90 pounds and brake pipe pressure must not be permitted to drop below 70 pounds.

Main reservoir position of selector cock must be used on descending grades.

⊙**RULE 17.** Retaining valves must be used as follows:

PASSENGER TRAINS

EASTWARD—Cameron to Mojave

With no dynamic brake in operation, all retaining valves.

When dynamic brakes are in operation and tonnage of train exceeds 500 tons per 4-axle unit or 650 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train.

Retaining valves may be turned up at Tehachapi.

WESTWARD—Tehachapi to MP 337.10

With no dynamic brake in operation, all retaining valves.

When dynamic brakes are in operation and tonnage of train exceeds 700 tons per 4-axle unit or 900 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train.

Retaining valves may be turned up at Mojave.

FREIGHT AND MIXED TRAINS

EASTWARD—Cameron to Mojave

WESTWARD—Tehachapi to Caliente

With no dynamic brake in operation, one retaining valve for each 60 tons in train.

When dynamic brakes are in operation and tonnage of train exceeds 950 tons per 4-axle unit or 1500 tons per 6-axle unit of dynamic brake, one retaining valve for each 100 tons in train.

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

Not more than three 6-axle units of dynamic brakes will be used on the head end of train. Dynamic brake cable must be removed between the 3rd and 4th unit in direction of movement and unit selector switch on lead unit must be placed in the position corresponding to the number of units on which dynamic brake is used.

Conductor must advise train dispatcher when retaining valves are to be used.

⊙**RULE 19.** Freight trains with the pressure maintaining system of braking in use on descending grades should be stopped with slack in. If engine brake will not hold train while train brakes are released, a sufficient number of hand brakes or retainers must be set on head end of train to prevent uncontrolled movement.

Use of the pressure maintaining brake valve will not dispense with use of retainers as prescribed under Air Brake Rule 17.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at Mojave, until train is made up and caboose on train. Coupling the caboose to rear of train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which caboose has been attached, without instructions from the yardmaster, who will see that members of crew are notified in advance.

⊙**RULE 25.** Will apply at Summit and Mojave only when continuity of the brake pipe has been disturbed.

Trains with helper engine not required to stop at Summit must make running air brake test between siding switches, unless air test has been made at Tehachapi or Monolith, as follows:

Engineer will make reduction of approximately seven pounds, wait for slack to adjust itself, then add three pounds before releasing. Trainmen will note reduction on caboose gage and, following build up in pressure when brakes are released, give proceed signal.

⊙**RULE 33.** Maximum tonnage per operative brake Tehachapi to Caliente and Cameron to Mojave is 60 tons except, with dynamic brake in operation the following will govern:

Two 4-axle units	65 tons,
Four 4-axle units	70 tons,
One 6-axle unit	65 tons,
Two 6-axle units	70 tons,
Three 6-axle units	75 tons.

PASSENGER TRAINS

RULE 39. Running test must be made at Summit except on eastward trains using air brakes to make station stop at Tehachapi.

TRAIN HANDLING

RULE 60. On freight trains using dynamic brakes, before entering or leaving a siding, turnout or crossover on descending grade between Tehachapi and Caliente, or turnout or crossover Mojave yard, dynamic braking force must be reduced to one-half of the maximum, and, if necessary, automatic brakes applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching, and 1500 feet after passing, the turnout or crossover.

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
All engines	Monolith—Tracks 2 and 3 between east and west end of Cement plant.

11. Load limit (car and contents):

Bakersfield-Mojave	251,000 pounds
Magunden-Arvin	210,000 pounds

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Bakersfield	48 (Water)
Caliente	7 (Water)
Woodford	3 (Water)
Mojave	24 (Water)

30.
LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCES ON MAIN TRACKS AND SIDINGS

MP	Location		Description
332.60	East of Ilmon	Tunnel ½	Overhead & side
336.90	East of Caliente	Tunnel 1	Overhead & side
337.80	East of Caliente	Tunnel 2	Overhead & side
340.80	East of Bealville	Tunnel 3	Overhead & side
341.50	East of Bealville	Tunnel 5	Overhead & side
343.70	East of Cliff	Tunnel 7	Overhead & side
344.20	East of Cliff	Tunnel 8	Overhead & side
351.00	East of Woodford	Tunnel 9	Overhead & side
352.30	East of Walong	Tunnel 10	Overhead & side
355.14	East of Marcel	Tunnel 14	Overhead & side
355.80	East of Marcel	Tunnel 15	Overhead & side
355.90	East of Marcel	Tunnel 16	Overhead & side
356.00	East of Marcel	Tunnel 17	Overhead & side
359.20	East of Cable	Overhead highway crossing	Overhead

⊙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 3, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 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	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, BAKERSFIELD TO MOJAVE:			
312.90 to 313.60 (Bakersfield)	20	20	20
313.60 to 313.80 (Kern Jct.), except:	35	20	35
AT&SFRy. trains	10	10	10
313.80 to 314.60	35	20	35
314.60 to 325.60	60	50	60
325.60 to 327.96 (Bena)	50	45	50
327.96 to 328.10 (through turnout)	35	35	35
328.10 to 331.45	50	45	50
331.45 to 340.91	25	20	25
340.91 to 341.01 (Tunnel No. 3)	20	20	20
341.01 to 359.50	25	20	25
359.50 to 368.74	60	50	60
368.74 to 371.40	50	45	50
371.40 to 380.00	45	20	45
380.00 to 380.70 (Mojave)	30	15	30
EASTWARD, MAGUNDEN TO ARVIN:			
316.66 to 317.06	10	10	10
317.06 to 324.22	15	15	15
324.22 to 324.41	10	10	10
324.41 to 329.76	15	15	15
329.76 to 329.95	10	10	10
329.95 to 333.54	15	15	15

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, MOJAVE TO BAKERSFIELD:			
380.70 to 376.40	50	40	50
376.40 to 373.40	35	30	35
373.40 to 368.74	50	45	50
368.74 to 360.60	60	50	60
360.60 to 341.01	25	20	25
341.01 to 340.91 (Tunnel No. 3)	20	20	20
340.91 to 331.45	25	20	25
331.45 to 325.60	50	45	50
325.60 to 314.60	60	50	60
314.60 to 313.80	35	20	35
313.80 to 313.60 (Kern Jct.), except:	15	15	15
AT&SFRy. trains	10	10	10
313.60 to 312.90 (Bakersfield)	20	20	20
WESTWARD, ARVIN TO MAGUNDEN:			
333.54 to 329.95	15	15	15
329.95 to 329.76	10	10	10
329.76 to 324.41	15	15	15
324.41 to 324.22	10	10	10
324.22 to 317.06	15	15	15
317.06 to 316.66	10	10	10

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

No. 375 (Starpacer) when consist contains no restricted cars, may operate at speed shown in Column 1, except maximum speed must not exceed 60 MPH.

Santa Fe EXPEDITER when consist contains no restricted cars, may operate at speed shown in Column 1, except maximum speed must not exceed 60 MPH and train must be limited to 40 cars or 2,000 tons.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On branches	10

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

NOMINAL CLASS	ENGINE NUMBERS	Bakersfield to Mojave	Mojave to Bakersfield	Magunden and Arvin
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	500	550	....
DP-5, 6	6005 to 6016, 6055 to 6058, 5910 to 5915	525	575	....
DP-8, 9, 10	6019 to 6033, 5918 to 5924	525	575	....
DP-11	6034 to 6045	525	575	....
DP-12	6046 to 6054	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	700	850	....
	with 61:16 gear ratio	....	....	....
	with 60:17 gear ratio	500	550	....
DF-100	5200 to 5202	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	850	925	....
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	1000	1100	3550
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	1250	1350	4125
DF-200 to 206	5100 to 5120	350	375	1150
DF-300 to 304	4600 to 4623, 4700 to 4703	500	575	....
DF-305, 306	4624 to 4633	....	....	....
DF-307	4634 to 4645	....	....	....
DF-500, 501	4800 to 4815	....	....	....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799	675	750	2300
DF-608 to 610	5720 to 5729	725	775	2350
DS-1 to 8	1000 to 1032	240	265	900
DS-9 to 12	1033 to 1090	500	525	1600
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	①375	②420	1375
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	505	550	1750
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....
DS-200, 201	1900 to 1903	....	....	....

①Rating Bakersfield to Edison 900.
②Rating Edison to Bakersfield 4000.
Any AT&SFRy. engine may operate between Kern Jct. and East Mojave.

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

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

Westward	Reading	Eastward	Reading
MP 461.80	60-40	MP 458.94	60-25

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

Mojave.....Trains on Owenyo Branch.

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

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

West MP		East MP
378.87	Mojave	382.43
	" (Owenyo Branch)	381.60
	" (Oak Creek Branch)	380.96
404.12	Lancaster	406.14
419.73	Vincent	421.27
449.37	Saugus	451.64
448.17	" (Santa Paula Branch)	
460.87	San Fernando	462.10
427.68	Searles	430.03
446.58	Inyokern	447.75
522.26	Owenyo	523.26
559.30	" (Keeler Branch)	560.45
574.79	Keeler	
	Laws	507.49

Yard limit sign located to left of track:
Eastward at Burbank Jct. at MP 471.20.

Mojave: Unless proceed signal is received from yardman, green flag by day, green light by night, trains and engines from Owenyo Branch must stop at stop sign located 500 feet east of highway crossing and obtain instructions from yardmaster by telephone as to track to be used.

Trains leaving yard tracks west end of Mojave must receive proceed signal from yardman, green flag by day, green light by night.

RULE 103-A. Sun Valley: Cars or engines must not be left standing on main track or siding within 100 feet of either side of Sunland Blvd. crossing. When switching over Sunland Blvd., engines or cars must stop within 50 feet of crossing and not enter crossing until traffic signals on both sides of crossing are synchronized with the automatic warning devices.

RULE 104. The normal position of switches at the end of double track and at junctions is as follows:

Mojave.....Owenyo Branch, for westward track,
Saugus.....Santa Paula Branch, for westward siding,
Searles.....Trona Ry, for track No. 1.

RULE 221. Unit for display of flashing light installed at following location:

Station	Location	Direction
Lancaster	On train-order signal mast	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

⊙**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 siding, Gloster	P-3879
	Spring switch, east end siding, Ansel	P-3911
P-3938	Spring switch, west end siding, Rosamond	
P-4046	Spring switch, west end siding, Lancaster	
	Spring switch, east end siding, Lancaster	P-4057
	Spring switch, east end siding, Denis	P-4105
	Spring switch, east end siding, Palmdale	P-4143
P-4156	Spring switch, west end siding, Harold	
	Spring switch, east end siding, Harold	P-4167
P-4248	Spring switch, west end siding, Paris	
	Spring switch, east end siding, Paris	P-4257
P-4288	Spring switch, west end siding, Ravenna	
	Spring switch, east end siding, Ravenna	P-4297
P-4338	Spring switch, west end siding, and slide detector fence middle of siding, Russ	
P-4346 / P-4348	Slide detector fence at MP 435	
	Spring switch, east end siding, and slide detector fence middle of siding, Russ	P-4347
	Slide detector fence at MP 435	P-4357
P-4382	Spring switch, west end siding, Lang	
	Spring switch, east end siding, Lang	P-4393
P-4426	Spring switch, west end siding, Humphreys	
	Spring switch, east end siding, Humphreys	P-4435
P-4466	Spring switch, west end siding, Honby	
	Spring switch, east end siding, Honby	P-4475
	Spring switch, east end siding, Newhall	P-4541
P-4580	Spring switch, west end siding, Sylmar	
P-4610	Spring switch, west end siding, San Fernando	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Saugus: Eastward siding is within block system limits. When dwarf signal at fouling point at west end of eastward siding displays stop indication, eastward trains entering siding may proceed expecting to find siding occupied.

Burbank Jct.: Trains stopped by Signal 4704 must call train-order operator and be governed by his instructions, before applying block signal rules to proceed.

RULE 516. Overlap posts:

Pacoima.....Westward trains, MP 463.30.

RULE 535. SPRING SWITCHES

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

Location		Normal Position
Gloster	East end siding	Main track
Ansel	East end siding	Main track
Rosamond	West end siding	Main track
Lancaster	West end siding	Main track
Lancaster	East end siding	Main track
Denis	East end siding	Main track
Palmdale	East end siding	Main track
Harold	West end siding	Main track
Harold	East end siding	Main track
Paris	West end siding	Main track
Paris	East end siding	Main track
Ravenna	West end siding	Main track
Ravenna	East end siding	Main track
Russ	West end siding	Main track
Russ	East end siding	Main track
Lang	West end siding	Main track
Lang	East end siding	Main track
Humphreys	West end siding	Main track
Humphreys	East end siding	Main track
Honby	West end siding	Main track
Honby	East end siding	Main track
Newhall	East end siding	Main track
Sylmar	West end siding	Main track
San Fernando	West end siding	Main track

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

Location		Normal Position
Vincent	West end westward siding	Eastward siding
Vincent	East end eastward siding	Westward siding

Switch-point indicators located at:
East Mojave.....Spring switches at east end tracks Nos. 2, 3 and 4.

Indicator does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over in westward direction.

RULE 605. INTERLOCKING

Mojave: Limits extend from eastward interlocking signals on main track at MP 381.30 and eastward interlocking signal at clear point of east end yard lead to westward interlocking signal at MP 381.50 on SP main track and MP 816.50 on AT&SFRy main track and to westward dwarf signal on Tail track.

Eastward signal at MP 381.30 governs movements as follows:
Top unit to SP main track,
Middle unit to AT&SFRy main track,
Bottom unit to Tail track.

Eastward dwarf signal (for eastward movements against current of traffic) at MP 381.30 governs movements as follows:
Top unit to SP main track,
Bottom unit to AT&SFRy main track.

Westward signals on SP and AT&SFRy main tracks at MP 381.50 and AT&SFRy MP 816.50 govern movements as follows:

Top units to westward SP main track,
Bottom units to westward interlocking limits on eastward main track or to clear point of east end yard lead.

Dwarf signal at clear point on Tail track governs movements to westward interlocking limits on eastward main track or to clear point of east end yard lead.

Crossover switches and switches to AT&SFRy connections and yard tracks are dual control switches and under control of signal operator. When necessary to hand-throw these switches, permission must be obtained from signal operator and be governed by Rules 771 and 772. Instructions for operation of dual control switch machines are posted in telephone booths.

Telephones located in yardman's shanty and in booth at east interlocking limits.

Vincent: West Zone.—Limits extend from signals located 50 feet west to 300 feet east of the power operated switch at west end of eastward siding.

East Zone.—Limits extend from signals located 50 feet east to 300 feet west of the power operated switch at east end of westward siding.

When interlocking signals display a proceed indication, trains are authorized to proceed on main track ahead of and against all trains to interlocking signal at opposite end of siding.

Saugus-Newhall: Limits extend from 265 feet west of east switch of westward siding Saugus to 265 feet east of west switch of siding Newhall.

When authorized by signal operator at Saugus to hand-throw either switch, member of crew must remain with switch to return it to normal position, or arrange for another member of crew to do so, unless otherwise instructed by signal operator.

Burbank Jct.: Whistle signals:
To Mojave Subdivision, or to Los Angeles, —,
To siding, o o o o o.

⊙**RULE 663(b). Mojave and Vincent:** When movements are made under the provisions of this rule, dual control switches must be placed in hand position in accordance with Rule 772, and locked until movement over the 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.

GENERAL REGULATIONS

⊙**RULE 824.** Instructions for setting hand brakes:

Mojave: On eastward freight trains, engineer will stop train on receiving track with slack bunched on entire train, set 20 hand brakes on head end; except train may be permitted to stand without hand brakes set if conductor has reached understanding with engineer that he or fireman (with not less than 2 years' experience) will remain on the engine at all times to insure no undesired movement.

On westward freight trains, set 20 hand brakes on rear end; except train may be permitted to stand with 10 brakes set on rear end if conductor has reached understanding with engineer that he or fireman (with not less than 2 years' experience) will remain on the engine at all times to insure no undesired movement.

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

Harold Vincent Ravenna Russ Newhall

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

⊙**RULE 827.** On freight trains between Palmdale and San Fernando, and between Searles and Cantil, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train, except when helper engine is placed behind caboose.

Passenger trains making station stop at Mojave must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

AIR BRAKE RULES

RULE 3. Brake pipe pressure for freight and mixed trains using dynamic brakes in retainer territory is 90 pounds and brake pipe pressure must not be permitted to drop below 70 pounds.

Main reservoir position of selector cock must be used on descending grades.

⊙**RULE 17.** Retaining valves must be used on freight and mixed trains on descending grade eastward Vincent to Lang, and Sylmar or San Fernando to Burbank Junction, as follows:

When tonnage of train exceeds 950 tons per 4-axle unit of dynamic brake in operation, one retaining valve for each 125 tons in train.

When tonnage of train exceeds 1500 tons per 6-axle unit of dynamic brake in operation, one retaining valve for each 125 tons in train.

Not more than three 6-axle units of dynamic brakes will be used on the head end of train. Dynamic brake cable must be removed between the 3rd and 4th unit in direction of movement and unit selector switch on lead unit must be placed in the position corresponding to the number of units on which dynamic brake is used.

Conductor must advise train dispatcher when retaining valves are to be used.

Retaining valves must be used on freight trains on descending grade Searles to Garlock as follows:

When tonnage of train exceeds 2600 tons per 6-axle unit of dynamic brake in operation, one retaining valve for each 150 tons in train.

If retaining valves are not used Searles to Garlock, speed of 20 MPH must not be exceeded by westward trains Searles to MP 415.00. If dynamic brakes are inoperative, retaining valves will be used as prescribed by freight trains without dynamic brakes in operation.

Retaining valves will be used on freight trains without dynamic brakes in operation as follows:

One retaining valve for each 50 tons in train Vincent to Lang. If insufficient cars in train to make average of 50 tons per retaining valve, all retaining valves will be used.

One retaining valve for each 200 tons in train of 45 cars or more, Sylmar or San Fernando to Burbank Jct.;

One retaining valve for each 75 tons in train, Searles to Garlock.

Eastward trains may turn up retaining valves approaching Vincent, or at Harold instead of Vincent; or at Saugus or Newhall instead of Sylmar or San Fernando.

Trains with 20 or more cars of rock or sand Sun Valley to Los Angeles Yard must turn up one retaining valve for each 75 tons in train; and continuous run may be made Sun Valley to Los Angeles Yard. If stop made east of Burbank Jct., retaining valves may be turned down if not required beyond.

Trains using retainers Searles to Garlock must not exceed 20 MPH.

Retaining valves must be used on freight trains on descending grade Creal to Mojave, as follows:

When tonnage of train exceeds 2000 tons per 6-axle unit of dynamic brake in operation, ALL retaining valves will be used in the LOW pressure position.

With no dynamic brake in operation, ALL retaining valves will be used in the HIGH pressure position and speed must not exceed 15 MPH.

⊙**RULE 19.** Freight trains with the pressure maintaining system of braking in use on descending grades should be stopped with slack in. If engine brake will not hold train while train brakes are released, a sufficient number of hand brakes or retainers must be set on head end of train to prevent uncontrolled movement.

Use of the pressure maintaining brake valve will not dispense with use of retainers as prescribed under Air Brake Rule 17.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at Mojave, until train is made up and caboose on train. Coupling the caboose to rear of train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which caboose has been attached, without instructions from the yardmaster, who will see that members of crew are notified in advance.

⊙**RULE 25.** Will apply at Mojave, Vincent and Searles only when continuity of brake pipe has been disturbed.

Trains with helper engine not required to stop at Vincent or Searles must make running air brake test between siding switches as follows:

Engineer will make reduction of approximately seven pounds, wait for slack to adjust itself, then add three poinds before releasing. Trainmen will note reduction on caboose gage and, following build up in pressure when brakes are released, give proceed signal.

⊙**RULE 33.** Maximum tonnage per operative brake permitted between:

Searles and Garlock.....75 tons
Palmdale and Saugus.....63 tons
Creal and Mojave.....100 tons

Maximum tonnage per operative brake between Palmdale and Saugus is 63 tons, except as follows:

With four dynamic brakes in operation.....75 tons,
With three dynamic brakes in operation, except with DF-120 to 126 class engines.....70 tons,
With two dynamic brakes in operation, except with DF-120 to 126 class engines.....65 tons,
With DF-120 and 126 class engines and three dynamic brakes in operation.....100 tons
With DF-120 to 126 class engines and two dynamic brakes in operation.....70 tons,
With DF-120 to 126 class engines and one dynamic brake in operation.....65 tons.

If dynamic brake failure occurs while handling in excess of 63 tons per operative brake, train may proceed if in judgment of conductor and engineer it is safe to do so, at speed not exceeding 15 MPH. Retaining valves must be used as prescribed by Rule 17.

Consist of train must not exceed 60 cars. When dynamic brakes are not in use speed must not exceed 15 MPH Vincent to Paris and 20 MPH Paris to Lang. Retaining valves must be used as prescribed by Air Brake Rule 17.

PASSENGER TRAINS

⊙**RULE 39.** Running test will be made at following points:

Vincent.....Trains in both directions.
MP 461.90.....Westward trains.

TRAIN HANDLING

RULE 60. On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Palmdale and Burbank Jct., dynamic braking force must be reduced to one-half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching, and 1500 feet after passing turnout or crossover.

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
All engines	Sun Valley—Consolidated Rock tracks, beyond 75 feet west of derail.
All engines	Inyokern—Must not go beyond 200 feet west of east interchange track.

Boxes, secured with switch locks, at east portal of Tunnel 25 contain two knuckles, two air hoses and a wrench for emergency use.

Switches controlling lights in Tunnel 25 are located at each portal. Lights must be extinguished when not in use.

Due to impaired overhead and side clearance, switching of cars under the Narrow Gage high line at Owenyo is prohibited.

11. Load limit (car and contents):

Mojave-Burbank Jct.	251,000 pounds
Mojave-Owenyo	251,000 pounds
Laws-Keeler (Narrow Gage)	65,000 pounds
Mojave-Creal	251,000 pounds

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Mojave	24 (Water)
Lancaster	5 (Water)
Cantil	4 (Water)
Lone Pine	10 (Water)
Laws	8 (Water)
Zurich	3

29. Operation between MP 449.78 Saugus, and Burbank Jct., under the jurisdiction of Los Angeles Division. Train dispatching between Saugus and Burbank Jct. is under the jurisdiction of San Joaquin Division.

Employes operating in and out of Los Angeles LAUPT are required to have a copy of, and be conversant with current book of rules of LAUPT.

30.

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

MP	Location	Description
435.80	East of Russ	Overhead highway crossing Overhead
436.80	East of Russ	Tunnel 18 Overhead & side
437.30	East of Russ	Tunnel 19 Overhead & side
459.40	East of Sylmar	Tunnel 25 Overhead & side
426.80	West of Searles	Tunnel 29 Overhead
519.40	East of Lone Pine	Owens River bridge Side

⊙SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 3, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 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	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, MOJAVE TO BURBANK JCT.:			
380.70 to 381.30	30	30	30
381.30 to 381.40 (through turnouts)	15	15	15
381.40 to 405.07	65	50	65
405.07 to 405.46 (street crossings)	65	40	65
405.46 to 414.80	65	50	65
414.80 to 417.36	50	45	50
417.36 to 422.00	30	25	30
422.00 to 426.33	45	25	45
426.33 to 435.19	30	25	30
435.19 to 436.74	35	25	35
436.74 to 438.17	30	25	30
438.17 to 439.41	40	30	40
439.41 to 442.13	45	35	45
442.13 to 446.22	30	25	30
446.22 to 448.23	45	35	45
448.23 to 450.60 (Saugus)	30	25	30
450.60 to 454.81	40	35	40
454.81 to 456.25	40	25	40
456.25 to 457.25	30	①20	30
457.25 to 458.94 (Sylmar)	40	25	40
458.94 to 461.80 (San Fernando)	60	①25	60
461.80 to 461.90 (street crossings)	25	25	25
461.90 to 471.49 (burbank Jct.), except:	60	①25	60
through crossover west of tower	25	25	25
EASTWARD, MOJAVE TO OWENYO:			
380.09 to 380.47	15	15	15
380.47 to 522.55	30	30	30
522.55 to 523.25 (Owenyo)	10	10	10
EASTWARD, LAWS TO KEELER:			
506.80 to 528.50	25	25	25
528.50 to 529.00	15	15	15
529.00 to 576.93	25	25	25
EASTWARD, MOJAVE TO CREAL	20	20	20

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, BURBANK JCT. TO MOJAVE:			
471.49 to 461.90 (San Fernando)	60	45	60
461.90 to 461.80 (street crossings)	25	25	25
461.80 to 458.94 (Sylmar)	60	40	60
458.94 to 457.25	40	25	40
457.25 to 456.25	30	25	30
456.25 to 450.60 (Saugus)	40	25	40
450.60 to 448.23	30	25	30
448.23 to 446.22	45	35	45
446.22 to 442.13	30	25	30
442.13 to 439.41	45	35	45
439.41 to 438.17	40	30	40
438.14 to 436.74	30	25	30
536.74 to 435.19	35	25	35
435.19 to 426.33	30	25	30
426.33 to 422.00	45	25	45
422.00 to 417.36	30	25	30
417.36 to 414.80	50	45	50
414.80 to 405.46	65	50	65
405.46 to 405.07 (street crossings)	65	40	65
405.07 to 381.40	65	50	65
381.40 to 380.70 (Mojave)	50	40	50
WESTWARD, OWENYO TO MOJAVE:			
523.25 to 522.55	10	10	10
522.55 to 429.00	30	30	30
429.00 to 412.02	20	20	20
412.02 to 380.47	30	30	30
380.47 to 380.09	15	15	15
WESTWARD, KEELER TO LAWS:			
576.93 to 529.00	25	25	25
529.00 to 528.50	15	15	15
528.50 to 506.80	25	25	25
WESTWARD, CREAL TO MOJAVE	20	20	20

⊙①Eastward freight and mixed trains, not using retaining valves, may make maximum speed of 25 MPH from MP 456.25 to MP 457.25, and 35 MPH from MP 458.94 to MP 461.80, and 45 MPH from MP 461.90 to MP 471.49.

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

No. 375 (Starpacer) when consist contains no restricted cars, may operate at speed shown in Column 1, except maximum speed must not exceed 60 MPH.

Eastward freight trains, filling out at Mojave with over five loads, weighing in excess of 75 tons per car, will not exceed 25 MPH Mojave to Rosamond.

Westward trains not using retainers from Owenyo to Mojave may operate at 30 MPH from MP 415.00 to 412.02.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On branches	10

⊙On Owenyo Branch between MP 428.87 and MP 493.51, maximum speed of trains as shown below must not be exceeded when handled by following engines, subject to further restrictions shown in Speed Restrictions for Trains table above:

DF-109, 111, 305 to 307, 500, 501, DS-9, 10, 100, 102 to 108, 110, 111, 114, 115 ..... 25 MPH

DF-1 to 9, 11, 603, 605 to 607, DS-101, 109, 113, 117 to 119 ..... 20 MPH

DF-12 ..... 15 MPH

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

NOMINAL CLASS	ENGINE NUMBERS	Mojave to Rosamond Rosamond and Lancaster	Lancaster to Saugus	Rosamond to Mojave	Saugus to Lancaster	Los Angeles to Saugus	Saugus to Los Angeles
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	3400	600	975	600	650	650
DP-5, 6	6005 to 6016, 6055 to 6058, 5910 to 5915	3425	625	1000	625	650	650
DP-8, 9, 10	6019 to 6033, 5918 to 5924	3425	625	1000	625	650	650
DP-11	6034 to 6045	3425	625	1000	625	650	650
DP-12	6046 to 6054	....	....	....	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	4325	875	1150	850	1000	975
	with 61:16 gear ratio	....	....	....	....	....	....
	with 60:17 gear ratio	3000	575	900	575	600	600
DF-100	5200 to 5202	....	....	....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	5000	975	1525	975	①1350	1350
DF-109, 111	4903 to 4905, 5250 to 5252	5000	1450	2250	1450	1550	1525
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	6500	1200	1875	1175	1250	1300
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	7000	1425	2225	1425	1525	1500
DF-200 to 206	5100 to 5120	....	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	3000	600	950	600	650	650
DF-305, 306	4624 to 4633	....	....	....	....	....	....
DF-307	4634 to 4645	....	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799	3950	775	1220	775	835	825
DF-608 to 610	5720 to 5729	4075	800	1275	800	850	825
DS-1 to 8	1000 to 1032	1375	280	485	280	300	300
DS-9 to 12	1033 to 1090	2850	550	825	550	600	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2075	445	750	445	490	490
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	3450	625	1000	580	660	665
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....

①Rating Los Angeles to San Fernando 2250.

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

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

NOMINAL CLASS	ENGINE NUMBERS	Mojave to Searles Searles to Owenyo	Owenyo to Searles Searles to Mojave	Mojave to Creal	Creal to Mojave	Keeler to Owenyo	Owenyo to Laws	Laws to Owenyo	Owenyo to Keeler
DF-1 to 12	6138 to 6461, 8022 to 8303, except	950	1600	....	....	....	....	....	...
	with 61:16 gear ratio	....	....	....	....	....	....	...	...
	with 60:17 gear ratio	....	....	....	....	....	....	...	...
DF-100	5200 to 5202	....	....	....	....	....	....	...	...
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	1500	2525	....	....	....	....	...	...
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	....	....	....	...	...
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	1600	2600	1350	10000	....	....	...	...
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	1825	3050	1625	10000	....	....	...	...
DF-200 to 206	5100 to 5120	....	....	....	....	....	....	...	...
DF-300 to 304	4600 to 4623, 4700 to 4703	800	1300	....	....	....	....	...	...
DF-305, 306	4624 to 4633	....	....	....	....	....	....	...	...
DF-307	4634 to 4645	....	....	....	....	....	....	...	...
DF-500, 501	4800 to 4815	....	....	....	....	....	....	...	...
DF-603, 605, 606, 607	5600 to 5719	1025	1700	....	....	....	....	...	...
DF-608 to 610	5720 to 5729	1025	1700	875	100000	....	....	...	...
DF-611	5730 to 5799	1050	1775	900	100000	....	....	...	...
DF-700	1	....	....	....	....	500	700	900	1175
DS-1 to 8	1000 to 1032	375	660	....	....	....	....	...	...
DS-9 to 12	1033 to 1090	675	1150	625	4000	....	....	...	...
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	585	1025	650	4000	....	....	...	...
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	750	1300	650	4000	....	....	...	...
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....	....	...	...
DS-200, 201	1900 to 1903	....	....	....	....	....	....	...	...

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