

**SPEED TABLE**

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6

# SOUTHERN PACIFIC COMPANY



## SAN JOAQUIN DIVISION SPECIAL INSTRUCTIONS

### No. 11

EFFECTIVE SUNDAY, APRIL 29, 1962

AT 12:01 A. M.,

PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 10

THESE INSTRUCTIONS CONSTITUTE A PART  
OF THE TIMETABLE CURRENTLY IN  
EFFECT

**W. M. JAEKLE,**

General Manager.

**J. A. MCKINNON,**

**M. A. McINTYRE,**

Assistant General Managers.

**J. M. HATCHER,**

General Superintendent of  
Transportation.

**J. P. GRIFFIN,**

Superintendent of Transportation.

**R. R. ROBINSON,**

Superintendent.

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

### HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco.....	Dr. V. M. Strange.....	Chief Surgeon
Fresno.....	Dr. Fred E. Cooley.....	District Physician and Surgeon
Fresno.....	Dr. H. E. Chandler.....	Asst. Dist. Physician and Surgeon
Fresno.....	Dr. Richard H. Smiley.....	Asst. Dist. Physician and Surgeon
Fresno.....	Dr. F. E. Knight.....	Oculist and Aurist
Fresno.....	Dr. Ronald D. Smith.....	Asst. Dist. Physician and Surgeon
Fowler.....	Dr. H. W. Nielson.....	District Physician and Surgeon
Selma.....	Dr. Robert W. Berg.....	Emergency Surgeon
Kingsburg.....	Dr. E. A. Larson.....	District Physician and Surgeon
Kingsburg.....	Dr. Roland D. Stucky.....	Asst. Dist. Physician and Surgeon
Tulare.....	Dr. C. M. Mathias.....	District Physician and Surgeon
Tulare.....	Dr. W. C. Zink.....	Asst. Dist. Physician and Surgeon
Delano.....	Dr. John R. Montgomery.....	District Physician and Surgeon
McFarland.....	Dr. William Wheaten.....	District Physician and Surgeon
Bakersfield.....	Dr. R. J. Douda.....	Division Physician and Surgeon
Bakersfield.....	Dr. Wayland P. Matt.....	District Physician and Surgeon
Bakersfield.....	Dr. H. C. Wong.....	District Physician and Surgeon
Bakersfield.....	Dr. Kenneth G. Wong.....	Asst. Dist. Physician and Surgeon
Bakersfield.....	Dr. Charles E. Owens.....	Consulting Surgeon
Bakersfield.....	Dr. F. J. Miller.....	Oculist and Aurist
Bakersfield.....	Dr. L. F. Baisinger.....	Oculist and Aurist
Tehachapi.....	Dr. H. L. Schlotthauer.....	District Physician and Surgeon
Mojave.....	Dr. H. L. Schlotthauer.....	District Physician and Surgeon
Lancaster.....	Dr. W. R. Senseman.....	District Physician and Surgeon
Palmdale.....	Dr. H. H. Snook.....	District Physician and Surgeon
Saugus-Newhall.....	Dr. E. C. Innis.....	District Physician and Surgeon
San Fernando.....	Dr. W. G. Case.....	District Physician and Surgeon
Independence.....	Dr. Winfred Zimmerly.....	District Physician and Surgeon
Ridgecrest.....	Dr. Thomas Drummond.....	Emergency Surgeon
Lone Pine.....	Dr. Winfred Zimmerly.....	District Physician and Surgeon
Bishop.....	Dr. Evan E. Knecht.....	Emergency Surgeon
Clovis.....	Dr. C. I. Pendergrass.....	Emergency Surgeon
Visalia.....	Dr. Robert Rohn.....	District Physician and Surgeon
Hanford.....	Dr. Arthur Zeisner.....	District Physician and Surgeon
Lemoore.....	Dr. Floyd E. Lees.....	Emergency Surgeon
Coalinga.....	Dr. Wm. H. Gilliat.....	Emergency Surgeon
Sanger.....	Dr. James A. Giovanchini.....	District Physician and Surgeon
Reedley.....	Dr. M. C. Habegger.....	Asst. Dist. Physician and Surgeon
Dinuba.....	Dr. Bert A. Hoffman.....	Emergency Surgeon
Exeter.....	Dr. John E. Glenn.....	District Physician and Surgeon
Strathmore.....	Dr. J. R. Fillmore.....	Emergency Surgeon
Lindsay.....	Dr. H. G. Campbell.....	District Physician and Surgeon
Porterville.....	Dr. Richard F. Brady.....	District Physician and Surgeon

Note.—Emergency Surgeons should be summoned only for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

### HOSPITALS

General Hospital.....	San Francisco
Emergency Hospital.....	Fresno
Emergency Hospital.....	Bakersfield
Santa Fe Hospital.....	Los Angeles

### WATCH INSPECTORS

San Francisco, C. D. Fabrin, Manager of Time Service	
.....	65 Market St.
Fresno.....	Tooms & Lewis, 2044 Fresno St.
Fresno.....	G. E. Crain, 4221-B East Shields
Exeter.....	Claude Preston, 213 E. Pine St.
Dinuba.....	Janzens, 110 North L St.
Tulare.....	..... Jack Farrar
Hanford.....	..... Hanford Jewelry Co.
Visalia.....	..... Sam A. Janzen
Bakersfield.....	..... Lane's Jeweler, 970 Baker St.
Bakersfield.....	..... Cheney and Campbell, 20th and Eye Sts.
Mojave.....	..... Mojave Jewelers, 15 Inyo St.
Lancaster.....	..... L. K. Tindall
San Fernando.....	..... Marshall, Jeweler
Glendale.....	..... J. J. Seltzer, Parr's, 102 East Broadway
Los Angeles.....	..... Merit Watch Company, Room 919, 610 So. Main St.
Los Angeles.....	..... Geo. D. Davidson Co., 445 S. Spring St.
Los Angeles.....	..... Down's Jeweler, 3832 Whittier Blvd.
Los Angeles.....	..... Charles F. Weir, 3161 Glendale Blvd.
Los Angeles.....	..... Joseph J. Tholt, 598 West Ave. 28
Los Angeles.....	..... E. L. Nixon, 2618 Pasadena Ave.
Los Angeles.....	..... Clayton W. Riggs, 4944 Huntington Drive, So.

**RULE A.** Employees must know they have in their copy of Rules and Regulations of the Transportation Department, effective July 1, 1960, page revisions listed on page 1 revised April 1, 1961.

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

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

**RULE 10-H.** On all branches except the Coalinga Branch, and between MP-380.47 and MP-401.00 on the Lone Pine Branch, when a yellow signal is required it will be displayed to the right of track in direction of approach one-half mile instead of one and one-half miles from structure or track over which speed of trains must be restricted.

**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 15.** On all branches except the Coalinga Branch, and between MP-380.47 and MP-401.00 on the Lone Pine Branch, when a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed one-half mile instead of one and one-half miles beyond the torpedo and the yellow signal.

**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.

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

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

**RULE S-72.** Westward trains are superior to trains of the same class in the opposite direction, except as noted on Pages 2, 6 and 7 of the Timetable.

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

### RULE 105.

Sidings designated "E" are assigned for use by eastward trains, those designated "W" are assigned for use by westward trains, those designated "M" may be used by trains in either direction. Those designated "1", "2", or "3" are assigned for use by trains as shown in special instructions for the subdivision on which located.

When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

**RULE 221.** Light will not be displayed in train-order signals on Porterville line and all branches, except when train-order operator is on duty.

**RULES 281 and 285.** Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed," Rule 281, Figure "E"; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed," Rule 285, Figure "G," 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.

**RULE 663(b).** 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 765. CENTRALIZED TRAFFIC CONTROL

Hand operated switches within CTC limits must not be operated without permission from train dispatcher and where main track hand operated switches are not equipped with electric or mechanical switch locks, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for the meeting or passing of trains.

**RULE 776.** Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

## GENERAL REGULATIONS

**RULE 808.** In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight

or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

**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.

**RULE 23.** Gondola cars SP-345000 to 345599 are equipped with AB brake system which has automatic change-over feature to provide proper brake function when car is loaded and when empty.

Before leaving a station or point where such cars have been added to the consist or where crews are changed the outgoing engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 30 pounds whether cars are loaded or empty.

**RULE 33.** When gross tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH, except when gross tonnage exceeds 85 tons per operative brake, maximum speed must not exceed 25 MPH on descending grades of 1.2% to 1.5% and 20 MPH on descending grades in excess of 1.5%. Grades where such restrictions apply will be designated by mile post locations in timetable bulletin or special instructions.

Weight of units not using their dynamic brake in road engines must be added to weight of cars and summation thereof divided by the number of cars having operative brakes to determine the tons per operative brake in train.

## 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.

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.

Not more than ten units in operation may be used on head end of any freight train.

**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.

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DF-1 to 12 with 60/17 gear ratio trucks . . .	79	79	*30
DF-1 to 12 with 62/15 gear ratio trucks . . .	70	70	*30
DF-100, 127 . . . . .	65	65	**65
DF-114, 117 with 62/15 gear ratio trucks . . .	65	65	**65
DF-114, 117 with 65/12 gear ratio trucks . . .	55	55	**55
DF-116, 118, 120, 121, 122, 124, 125 . . . . .	70	70	**70
DF-101, 103 to 107, 109 to 112 . . . . .	35#	35#	**35#
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 with 61/16 gear ratio trucks . . . . .	70	70	**70
DF-603, 606 with 60/17 gear ratio trucks . . .	79	79	**79
DF-605, 607, 608, 610 to 616 . . . . .	65	65	**65
DF-800 . . . . .	70	70	*30
DP-4 to 13 . . . . .	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 to 205 . . . . .	35	35	35
RDC . . . . .	79	79	*30
Any Steam or Diesel engine not listed . . . . .	35	35	25
AT&SF Ry.: 11 to 90, 300 to 314, 325 to 344 . . . . .	79	65	*45
AT&SF Ry.: 100 to 289, 401 to 430, 700 to 751, 2650 to 2893 . . . . .	65	65	*45
AT&SF Ry.: 2310 to 2399 . . . . .	45	45	*30

\*When on head end of train or running light and engineer is in other than leading 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.

#On less than 90-pound rail must not exceed 25 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 trains handling dead diesel engines must not exceed the speed shown for the 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.

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 . . . . .	..
Scale test cars, except: . . . . .	40	30
SPMW 2024 . . . . .	65	49
Cars with arch bar trucks . . . . .	40	30
Steel pile-drivers, except: . . . . .	40*	30*
SPMW 4088 (locomotive crane pile-driver)	45*	35*
Relief outfits with steam derrick, except: . . . . .	45	25*
Nos. 7007, 7033 and 7034 . . . . .	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 Lone Pine and Oak Creek Branches.)	25	..
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 of deadhead equipment, with caboose . .	65
Passenger trains, with caboose . . . . .	65	..
Engine and caboose only, except: . . . . .	..	65
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except: . . . . .	..	40
On curves . . . . .	..	30
Logs loaded on flat or logging cars, except: . . . . .	..	35
On curves . . . . .	..	25
Through truss bridges, tunnels, and passing stations . . . . .	..	15

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

All cars handled in passenger 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.

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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.

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 in length such cars may be operated at maximum authorized speeds.

## SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION

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

Westward	Reading	Eastward	Reading
MP-311.20	50	MP-248.46 Tulare	20

**RULE 82-A.** Eastward trains originating and westward trains terminating Fresno Yard are not required to obtain clearance at Fresno.

Westward trains originating will obtain train orders and check register at Kern Jct. instead of Bakersfield, and need not obtain clearance or check register at Bakersfield.

Crew ordered for No. 52 may assume schedule at Fresno without clearance.

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

Fresno Yard.....	}	Trains originating or terminating.
Fresno.....		

Operator Fresno will report arrival and departure of all regular trains originating or terminating at Fresno to operator Fresno Yard who will enter on register and verify by repeating registration.

Operator Bakersfield will report arrival and departure of all regular trains originating or terminating on Fresno Subdivision to operator Kern Jct. who will enter on register and verify by repeating registration.

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

Bakersfield.....All trains.

**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
238.09	Goshen Jct. (Visalia Branch).....	251.83
	" (Coalinga Branch).....	241.04
306.50	Famoso (Porterville line).....	
307.66	Bakersfield.....	321.09
	" (Buttonwillow Branch).....	315.67
	" (Oil City Branch).....	End of track
219.01	Sanger.....	221.50
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
294.82	Coalinga.....	End of track
278.00	Huron.....	282.00
260.30	Lemoore.....	261.30

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 No. 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 will confer authority for movement to fouling point of Tulare line eastward track only.

Trains from Fresno Yard to operate via Pratton line may pass Signal No. 2036 displaying stop indication without stopping at restricted speed to enter west leg of wye if wye switch is properly set and proceed signal received from yardman.

**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, or engineer is orally authorized.

## SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION

**Bakersfield.** 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, or engineer is orally authorized.

Eastward trains may pass Signal 3132 displaying stop indication without stopping to enter yard tracks if flashing white light is displayed. If flashing white light not displayed, trains must receive proceed signal from yardman, green flag by day, green light by night, or engineer is orally authorized.

**RULE D-97-A.** Applies on both main tracks between Fresno Yard and Calwa Tower.

**RULE 98.** Railroad crossings at grade not interlocked:

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

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

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

AT&SFRy, Porterville. STOP.

FIRy, MP 213.23 east of Las Palmas. STOP. Stop sign located to left of main track governing westward trains.

Yellow reflectorized One Mile signs and red reflectorized Stop signs approaching above crossings do not require application of Rules 10-G or 10-H.

**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.

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.

Automatic crossing Gates:

**Fresno.** Automatic crossing gates in service at following street crossings:

Divisadero Street.....MP-204.5

Tulare Street.....MP-205.5

Kern Street.....MP-205.6

Mono Street.....MP-205.8

Ventura Street.....MP-205.9

Gates will also operate for against current of traffic movements on eastward and westward main tracks, and for movements in either direction on secondary main track, but such movements must not exceed 20 MPH approaching the above street crossings.

Eastward passenger trains making station stop at Fresno must stop to clear insulated joints located just west of Kern Street unless otherwise instructed by yardmaster or his representative. Sound detector microphone is located adjacent to the eastward main track just west of Kern Street. Eastward trains stopped to clear Kern Street must sound whistle to actuate the gates and crossing must not be entered until gates are known to be down. Eastward trains stopped to clear Tulare Street must proceed slowly to permit gates to lower before crossing is entered.

Trains or engines operating on other than main tracks must not enter the crossings protected by automatic gates until gates are down and crossing clear of vehicular traffic.

**Bakersfield.** Automatic crossing gates in service at following street crossing:

Baker Street.....MP-312.9

Gates will operate for movement in either direction on main track and Track No. 22.

Westward passenger trains making station stop at Bakersfield must stop to clear insulated joints located just east of Baker Street unless otherwise instructed by Yardmaster or his representative. Sound detector microphone is located adjacent to point where engines will stop and enginemen must sound whistle to actuate the gates and crossing must not be entered until gates are known to be down.

Trains or engines operating on Track No. 23 must not enter the crossing until gates are down and crossing clear of vehicular traffic. Stop signs installed approximately 50 feet each side of Baker Street and govern movement on Track No. 23 only.

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 P.C.A. spur,  
On spur from

Goldleaf...Peach Ave., and Butler Ave.,  
Armona.....Lake St., MP 256.5, 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:

Tulare.....If train, engine or cars stand on siding within 200 feet of county road crossing at Prosperity Ave., MP 248.7, member of crew must protect traffic against movements on main track,

McFarland.....Sherwood Ave., MP-287.3. McFarland & Sons tracks.

**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.....Drill track, for Porterville line,

Goshen Jct....Visalia Branch, for Tulare line,

Goshen Jct....Coalinga Branch, for west leg of wye,

Oil Jct.....Oil City Branch, for spur track,

Oil Jct.....AT&SFRy, for tail track,

Rossi.....Stratford Branch, for siding,

Exeter.....VERY, for Porterville line,

Ducor.....AT&SFRy, for siding,

Richgrove....Richgrove Branch, for siding,

Gosford.....Buttonwillow Branch, for Sunset Ry.

Details in main track:

Goshen Jct....On Visalia Branch, 250 feet east of junction switch,

Coalinga.....MP 295.70.

**RULE 221.**

Fresno is train-order office only between 11:00 PM and 8:00 AM daily.

Coalinga is train-order office only between 7:00 AM and 4:00 PM daily, except Saturdays, Sundays and Holidays.

**RULE D-251.** Will apply on both tracks between Fresno Yard and Calwa Tower.

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

Eastward Signal	Protection	Westward Signal
	Spring switch, junction switch Porterville line, Famoso.....	P-2929

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

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

**RULE 535. SPRING SWITCHES**

Spring switch equipped with facing point locks is located as follows:

Location	Normal Position
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.....
Goshen Jct...	West leg of wye.....
	Drill track
	Siding

Switch-point indicators 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.
- Goshen Jct...Spring switch leading from west leg of wye to siding.

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 Branch 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 Branch.

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

**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.

**Kern Jct. Tower:** When semaphore or light type dwarf signal governing movement through interlocking on Button-willow Branch main track displays indication per Rule 281, Figure "E", or Rule 285, Figure "G", movement must be made with caution.

**RULE 680. AUTOMATIC INTERLOCKING**

**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 signals normally in position for SP movements. When interlocking signals display stop indication Rule 663(c) will govern.

**SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION**

**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 872.** Enginemen taking charge of engines at Bakersfield and Fresno will consider engines as having been amply supplied with water, fuel and sand.

**AIR BRAKE RULES**

**RULE 2.** Engineers when taking charge of road engines at Bakersfield and Fresno will consider sanders are operating properly.

**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; DF-307	Fresno—Bekins spur; Drill track serving Calif. Fig Growers; Sunmaid Raisin Plants; 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; 307.	Fresno—Drill track serving Pacific Crate; Roma Wine and Container Corp.; Lacey Milling Co. spur; Drill track serving Levi Iron & Metal; Fresno-Vendolator Co. tracks; Moore Engineering spur; Bisceglia Bros. spur; Peralta Winery spur; Kellner & Sons spur; Producers Cotton Oil tracks; Central Empire spur; PCA canal track.
All, except: DS; DF-307; 603; 605 to 616; DP-8 to 10.	Fresno Yard-Wye track at Diesel Facilities.

Class of Engine	Restricted Tracks
All, except: DS; DF-100 to 112, 114 to 126; 200 to 204; 307.	Bakersfield—McCarthy Tank & Steel spur. Switching may be performed only during daylight hours, and cars and engines must stop before entering building.
All, except: DS; DF-100 to 112, 114 to 126; 200 to 204; 307; 605 to 607.	Bakersfield—Lead tracks to Freight House, San Joaquin Distributors Spur.
All, except: DS; DF-100 to 112, 114 to 126; 200 to 204; 307.	Lindsay—Tracks serving Shell Oil Co., Independent Growers; California Spray Chemical Co.
All, except: DS; DF-307	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
Richgrove-Jovista	210,000 pounds
Goshen Jct.-Exeter	210,000 pounds
Rossi-Stratford	210,000 pounds
Goshen Jct.-Coalinga	210,000 pounds
Fresno-Rockfield	210,000 pounds
Kern Jct.-Buttonwillow	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)
Tulare	22 (Water)
Tipton	9 (Water)
Famoso	18 (Water)
Bakersfield	48 (Water)
Porterville	9 (Water)
Visalia	4 (Water)
Hanford	8 (Water)
Huron	10 (Water)
Coalinga	22 (Water)
Gosford	19 (Water)
Bowerbank	14

**30.**

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

MP	Location	Description
253.50	West of Lort	Kawah River bridge. Side



# 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, 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	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, FRESNO YARD TO BAKERSFIELD:						WESTWARD, BAKERSFIELD TO FRESNO YARD:					
201.89 to 201.93 (through turnout).....						312.90 to 311.20 .....					
201.93 to 204.50.....						311.20 to 310.07.....					
★204.50 to 205.93 (Fresno).....						310.07 to 281.45.....					
205.93 to 209.05.....						281.45 to 279.16 (Delano).....					
209.05 to 209.14 (through turnout)											
(AT&SF Crossing).....											
209.14 to 214.48.....											
★214.48 to 215.65 (Fowler, 6 AM to 9 PM) .						279.16 to 250.73.....					
★214.48 to 215.65 (Fowler, 9 PM to 6 AM) .						★250.73 to 249.21 (Tulare).....					
215.65 to 220.04.....						249.21 to 225.98.....					
★220.04 to 221.30 (Selma, 5 AM to 11 PM) .						★225.98 to 225.17 (Kingsburg, 6 AM to 9 PM)					
220.04 to 221.30 (Selma, 11 PM to 5 AM) .						★225.98 to 225.17 (Kingsburg, 9 PM to 6 AM)					
221.30 to 225.17.....						225.17 to 221.30.....					
★225.17 to 225.98 (Kingsburg, 6 AM to 9 PM)						★221.30 to 220.04 (Selma, 5 AM to 11 PM) .					
★225.17 to 225.98 (Kingsburg, 9 PM to 6 AM)						★221.30 to 220.04 (Selma, 11 PM to 5 AM) .					
225.98 to 249.21.....						220.04 to 215.65.....					
★249.21 to 250.73 (Tulare).....						★215.65 to 214.48 (Fowler, 6 AM to 9 PM) .					
250.73 to 279.16.....						★215.65 to 214.48 (Fowler, 9 PM to 6 AM) .					
279.16 to 281.45 (Delano).....						214.48 to 209.14.....					
281.45 to 310.07.....						209.14 to 205.93.....					
310.07 to 311.20.....						★205.93 to 204.50 (Fresno).....					
311.20 to 312.90.....						204.50 to 201.89.....					

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

**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, 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.

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TERRITORY			FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			FREIGHT AND MIXED	LIGHT ENGINES		
MP	MP	Column:	1	2	MP	MP	Column:	1	2		
Eastward, FRESNO TO FAMOSO VIA PORTERVILLE:					WESTWARD, FAMOSO TO FRESNO VIA PORTERVILLE:						
★206.11 to 207.50 (Fresno)			20	20	310.06 to 308.67 (Famoso)			20	20		
207.50 to 208.55			40	40	308.67 to 289.80			49	49		
208.55 to 218.54			49	49	289.80 to 289.62 (Curve)			40	40		
218.54 to 220.30 (Sanger)			35	35	289.62 to 275.00			49	49		
220.30 to 228.00			49	49	275.00 to 272.70 (Porterville)			35	35		
228.00 to 229.16			35	35	272.70 to 264.84			49	49		
★229.16 to 230.66 (Reedley, 5 AM to 11 PM)			20	20	★264.84 to 263.42 (Lindsay, 5 AM to 11 PM)			20	20		
★229.16 to 230.66 (Reedley, 11 PM to 5 AM)			35	35	★264.84 to 263.42 (Lindsay, 11 PM to 5 AM)			35	35		
230.66 to 234.00			49	49	263.42 to 257.89			49	49		
234.00 to 235.80 (Dinuba)			35	35	★257.89 to 256.49 (Exeter, 5 AM to 11 PM)			20	20		
235.80 to 256.49			49	49	257.89 to 256.49 (Exeter, 11 PM to 5 AM)			49	49		
★256.49 to 257.89 (Exeter, 5 AM to 11 PM)			20	20	256.49 to 235.80			49	49		
256.49 to 257.89 (Exeter, 11 PM to 5 AM)			49	49	235.80 to 234.00 (Dinuba)			35	35		
257.89 to 263.42			49	49	234.00 to 230.66			49	49		
★263.42 to 264.84 (Lindsay, 5 AM to 11 PM)			20	20	★230.66 to 229.16 (Reedley, 5 AM to 11 PM)			20	20		
★263.42 to 264.84 (Lindsay, 11 PM to 5 AM)			35	35	★230.66 to 229.16 (Reedley, 11 PM to 5 AM)			35	35		
264.84 to 272.70			49	49	229.16 to 228.00			35	35		
272.70 to 275.00 (Porterville)			35	35	228.00 to 220.30			49	49		
275.00 to 275.05 (Orange Ave. Crossing)			15	15	220.30 to 218.54 (Sanger)			35	35		
275.05 to 289.62			49	49	218.54 to 208.55			49	49		
289.62 to 289.80 (Curve)			40	40	208.55 to 207.50			40	40		
289.80 to 308.67			49	49	★207.50 to 206.11 (Fresno)			20	20		
308.67 to 310.06 (Famoso)			20	20							
EASTWARD, RICHGROVE TO JOVISTA.....					20	20	WESTWARD, JOVISTA TO RICHGROVE:...				
EASTWARD, GOSHEN JCT. TO EXETER:					WESTWARD, EXETER TO GOSHEN JCT.:						
245.96 to 251.87			30	30	★★262.72 to 260.60			20	20		
★251.87 to 253.92 (Visalia)			15	15	260.60 to 253.92			30	30		
253.92 to 260.60			30	30	★253.92 to 251.87 (Visalia)			15	15		
★★260.60 to 262.72			20	20	251.87 to 245.96			30	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.  
At Sanger eastward trains may resume speed after engine has passed street crossing MP-220.24.

On Porterville Line between 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: 45 MPH  
DF-12, 608.

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&SF Ry. engines subject to further restrictions shown in Speed Restrictions for Trains table above: 30 MPH  
Diesels 99, 2650 to 2893.

On Visalia Branch 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-101, 103 to 112, 307.....25 MPH  
DS-9 to 12, 100, 102 to 108, 110, 111, 114, 115.....25 MPH

DF-1 to 9, 11, 603, 605 to 613.....20 MPH  
DS-101, 109, 113, 117 to 119.....20 MPH  
DF-12.....15 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, 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	TERRITORY			FREIGHT AND MIXED	LIGHT ENGINES		
MP	MP	Column:	1	2	MP	MP	Column:	1	2		
<b>EASTWARD, GOSHEN JCT. TO COALINGA:</b>					<b>WESTWARD, COALINGA TO GOSHEN JCT.:</b>						
239.53 to 240.13 (Wye).....			15	15	296.39 to 280.00.....			30	30		
240.13 to 251.65.....			49	49	280.00 to 265.51.....			49	49		
251.65 to 253.40 (Hanford).....			30	30	265.51 to 264.94.....			35	35		
253.40 to 256.48.....			49	49	264.94 to 261.25.....			49	49		
256.48 to 256.49 (Lake St. Armona).....			20	20	261.25 to 260.25 (Lemoore).....			30	30		
256.49 to 260.25.....			49	49	260.25 to 256.49.....			49	49		
260.25 to 261.25 (Lemoore).....			30	30	256.49 to 256.48 (Lake St. Armona).....			20	20		
261.25 to 264.94.....			49	49	256.48 to 253.40.....			49	49		
264.94 to 265.51.....			35	35	253.40 to 251.65 (Hanford).....			30	30		
265.51 to 280.00.....			49	49	251.65 to 240.13.....			49	49		
280.00 to 296.39.....			30	30	240.13 to 239.53 (Wye).....			15	15		
<b>EASTWARD, ROSSI TO STRATFORD:.....</b>					25	25	<b>WESTWARD, STRATFORD TO ROSSI:.....</b>				
<b>EASTWARD, FRESNO TO ROCKFIELD:</b>					<b>WESTWARD, ROCKFIELD TO FRESNO:</b>						
★206.15 to 209.80.....			15	15	225.77 to 223.15.....			20	20		
209.80 to 212.11.....			20	20	223.15 to 212.11.....			30	30		
212.11 to 223.15.....			30	30	212.11 to 209.80.....			20	20		
223.15 to 225.77.....			20	20	★209.80 to 206.15.....			15	15		
<b>EASTWARD, KERN JCT. TO BUTTONWILLOW:</b>					<b>WESTWARD, BUTTONWILLOW TO KERN JCT.:</b>						
313.44 to 314.15 (street crossings).....			15	15	347.00 to 316.65.....			30	30		
314.15 to 316.62.....			25	25	316.65 to 316.62 (US Highway 99).....			15	15		
316.62 to 316.65 (US Highway 99).....			15	15	316.62 to 314.15.....			25	25		
316.65 to 347.00.....			30	30	314.15 to 313.44 (street crossings).....			15	15		
<b>EASTWARD, OIL JCT. TO OIL CITY:.....</b>					20	20	<b>WESTWARD, OIL CITY TO OIL JCT.:.....</b>				

★Regulated by City ordinance.

On Coalinga Branch, 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-12, 608.....	45 MPH
DS-9 to 12, 100-119; DF-307.....	35 MPH

On Oil City Branch between MP-312.00 to MP-314.21 maximum speed must not be exceeded when handled by following engines subject to further restrictions shown in Speed Restrictions for Trains table above:

DS-9 to 12, 100 to 118; DF-307, 603, to 613.....	5 MPH
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### 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 sidings and turnouts Goshen Jct., Tipton, Earlimart, Delfar and Cawelo....	25
Through sidings and turnouts at Tulare and Radnor.....	20
Through turnouts on other than sidings....	10
On Branches.....	10
On wye and packing house tracks at Locans.	10
On spur leading from Pinedale.....	20

**SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION**

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

NOMINAL CLASS	ENGINE NUMBERS	Bakersfield and Fresno via Goshen Jct.	Famoso and Fresno via Porterville	Rockfield to Fresno	Fresno to Rockfield Goshen Jct. and Exeter Richgrove and Jovista Oil Jct. and Oil City	Bakersfield to Buttonwillow	Coalinga to Goshen Jct. Rossi and Stratford Buttonwillow 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-127.....	7000 to 7020.....	7275	5550	.....	.....	1850	6100	4325
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.....	4300	3200	1925	2575	1050	3525	2500
DF-500, 501	4800 to 4815.....	.....	.....	.....	.....	.....	.....	.....
DF-502	4816 to 4818.....	5400	4300	.....	.....	.....	.....	.....
DF-603, 605 to 607, 611, } 612	{ 5600 to 5719, 5730 to 5799, 5800 to 5844.....	3700	2925	1720	2400	1000	3175	2300
DF-608 to 610, 613	5720 to 5729, 5845 to 5859.....	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	1450	500	1775	1375
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	2975	2275	1525	1850	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 1500 to 1537; 2322 to 2391; 99, 2650 to 2893.

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

**RULE 3.** Conductors on eastward AT&SFRy trains show on reverse side of register ticket left at Kern Jct. watch comparison made at AT&SFRy station Bakersfield, also comparison with engineers.

**Rules 10-G, 10-H and 10-I.** When unattended red flags or red lights, yellow signals, red **CONDITIONAL STOP** signs and yellow **PROCEED PREPARED TO STOP** signs are displayed between Mojave and Cameron on eastward main track for westward movement, they will be displayed to left of track in direction of movement.

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

Eastward	Reading
MP-335.22	25

Speed signs to left of track for westward movement on eastward track, Mojave to Cameron:

Westward	Reading
MP-380.06	50-45
MP-377.15	35
MP-373.40	50-45
MP-371.16	25

**RULE 21-C.** Light engines to operate as extras within CTC limits or territory where Rule D-251 applies, need not display train indicators or white classification lights. Markers must be properly displayed.

**RULE 82-A.** Trains will not be required to obtain clearance at Kern Jct. and Bakersfield, except trains originating, or receiving orders at these stations.

Engines to operate on Arvin Branch must obtain clearance at Bakersfield or Kern Jct.

Trains to operate as Nos. 802, 804 and 808 or sections thereof, on Mojave Subdivision from Mojave, are authorized to assume such identity at Bakersfield or Kern Jct. instead of Mojave.

Trains authorized as Nos. 801, 803, 805 and 807, or sections thereof on Mojave Subdivision are also authorized to continue display of indicators and signals, if any, through to Kern Jct. or Bakersfield and will receive clearance accordingly at Mojave.

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

Bakersfield.....First class trains, eastward and westward freight trains terminating.

Kern Jct.....AT&SFRy trains and eastward SP trains except first-class originating at Bakersfield.

Engines to or from Arvin Branch must register at Bakersfield or Kern Jct.

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

- Bakersfield.....All trains.
- Kern Jct.....AT&SFRy trains.
- Mojave.....All trains.

Conductors of eastward and westward freight trains terminating at Bakersfield will leave train register ticket with waybills and yardmaster will arrange for delivery to operator at Bakersfield who will enter registration.

**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
364.00	Monolith..... 366.00
378.87	Mojave..... 382.43
	" (Lone Pine Branch)..... 381.60

**Bakersfield.** 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, unless engineer is orally authorized.

Eastward trains entering Bakersfield yard tracks through crossover east of Signal 3132 must not pass Signal 3132 displaying stop indication unless flashing white light is displayed. Flashing white light is located on Signal 3132 and confers authority for eastward trains to enter Bakersfield yard tracks. Flashing white light is under control of yardman and proceed signal from yardman, green flag by day, green light by night, is not required.

Westward SP freight trains entering Bakersfield Yard tracks through crossover west of Signal Bridge 3147 must receive proceed signal from yardman, green flag by day, green light by night unless engineer is orally authorized and will sound whistle signal 14(j) approaching Bakersfield.

**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, or engineer is orally authorized.

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

Westward trains to operate on eastward track from Mojave to Cameron may pass Signal No. 3803 displaying stop indication without stopping at restricted speed, provided switches are set for crossover movement and proceed signal is received from yardman, green flag by day, green light by night, or engineer is orally authorized.

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 D-97-A.** Applies on both main tracks between Kern Jct. and Sandcut; and between Tehachapi and Mojave.

**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.

Automatic Crossing Gates. Eastward trains stopping at Monolith to set out or pick up cars must not exceed 10 MPH approaching State Highway 466 Crossing, MP-365.2, until gates are down.

**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.....Lone Pine Branch, for westward track.

**Monolith:** Trains entering east end of 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 D-251.** Will apply as follows: Both main tracks between Kern Jct. and Sandcut, and between Tehachapi and Mojave.

**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
P-I	Spring switch west crossover switch MP-370.40	
	Spring switch east crossover switch MP-370.40	P-SA

**SPECIAL INSTRUCTIONS—TEHACHAPI SUBDIVISION**

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM.**

**Summit Switch.** Top unit of two-unit Signal 3621 at clear point of west siding switch may display indication per Rule 285, Figure "G"; or Rule 290, Figure "I" and governs movement to eastward main track.

Lower unit may display indication per Rule 281, Figure "G"; Rule 285, Figure "G"; or Rule 290, Figure "I" and governs movement through crossover to westward main track.

"M" indicator on top of two-unit Signal 3621, when illuminated, authorizes westward movement on eastward main track to beginning of CTC, Tehachapi. When "M" indicator not illuminated, member of crew will contact dispatcher by phone for instructions.

Rule 509 applicable to single track will apply on eastward main track between Tehachapi and Summit Switch.

**RULE 535. SPRING SWITCHES.**

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

Location	Normal Position
Caliente.....West end westward siding.....	Eastward siding
Caliente.....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	
Switch.....East end siding.....	Eastward track
Cameron....West end crossover.....	Westward track
Cameron....East end crossover.....	Crossover

Switch-point indicators located at:

Bakersfield...Spring switch leading from back lead to inbound engine track.

Summit

Switch.....Spring switch from east end siding to eastward main 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, Buttonwillow Branch junction switch, and end of double track. Whistle signals:

- For main track, —,
- To or from Buttonwillow 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 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.

Westward trains receiving proceed signal as per Rule 281, Figure "G", authorizing movement from double track to SP single track must proceed prepared to stop short of Signal 3135.

Eastward 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.

When semaphore or light type dwarf signal governing movement through interlocking on Buttonwillow Branch main track displays indication per Rule 281, Figure "E", or Rule 285, Figure "G", movement must be made with caution.

**Cameron-Mojave:** Limits extend, on eastward track, from eastward interlocking signal MP-370.37, to westward interlocking signal MP-380.15; and on westward track between eastward interlocking Signal MP-370.37 and westward SA signal MP-370.41, and are under control of signal operator Mojave. Telephone is located in box on pole adjacent to crossover switches Cameron.

Block signals are provided on eastward track within these limits for movement of trains in either direction being governed

by indications of interlocking and automatic block signals. When automatic block signals within these limits display stop indication, Rule 509(d) will apply.

Interlocking signal installed at fouling point Standard Oil spur, MP-380.10, governs movement from spur to eastward track.

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Illum.	On	Approaching	Authorizes and requires movement as follows
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	Switch.....Enter Siding and remain in siding until letter "M" is displayed.
M.....	3630..	Summit	Switch.....Enter eastward track and proceed under provisions of Rule D-251.

**RULE 760. CENTRALIZED TRAFFIC CONTROL**

Limits extend from westerly crossover Sandcut to end of double track Tehachapi.

On tracks Nos. 1 and 2 between Sandcut and Bena, train movements may be made in either direction on either track, being governed by absolute and automatic signals. Rule 509 applicable to single track will apply on both tracks. Westward absolute signal at end of double track Bena, MP-328.1, will authorize movement on either track. 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.

Westward two-unit absolute signal, located in advance of crossover on siding, Bealville, MP-339.6, governs movements on siding. Lower unit will display lunar aspect only.

Eastward three-unit absolute signal located in advance of crossover on siding, Bealville, MP-339.5, governs movements as follows:

- Top unit governs eastward movement on siding,
- Middle unit governs movement through crossover to main track,
- Lower unit will display lunar aspect only.

When lunar aspect is displayed in these units, trains may proceed on siding, without stopping, at restricted speed expecting to find siding occupied by a preceding train.

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.

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.

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.

**GENERAL REGULATIONS**

**RULE 825. INSTRUCTIONS FOR SETTING HAND BRAKES:**

**Mojave.** Through freight trains left standing without crew when consist is not to be disturbed will set hand brakes on cars in train as follows:

Ten brakes on east end and ten brakes on west end unless conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

Other freight trains or cuts of cars left standing will have hand brakes set as follows:

- 25 cars or less.....10 brakes on east end
- 26 to 50 cars.....15 brakes on east end
- Over 50 cars.....20 brakes on east end

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes must be set with the assistance of a brake club after train has stopped.

Portable rail skids are hung on posts at west end of sidings at:

Ilmon	Bealville Crossover	Woodford	Cable
Caliente	Cliff	Walong	Tehachapi
Bealville	Rowen	Marcel	Summit
			Switch

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 coupled 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.

**RULE 872.** Enginemen taking charge of engines at Bakersfield will consider engines as having been amply supplied with water, fuel and sand.

**AIR BRAKE RULES**

**RULE 2.** Engineers when taking charge of road engines at Bakersfield will consider sanders are operating properly.

**RULE 2-B.** Dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units or any combination of both which totals 24 axles of dynamic braking except, dynamic brake on DF-1 to DF-13 classes is limited to five units.

Trailing EMD units are capable of dynamic braking when connected to the lead unit with a field loop jumper.

A DF class Alco unit is capable of dynamic braking when its dynamic brake cut-out switch is closed; when the switch is open, the dynamic brake will not operate on the unit.

Field loop jumpers are only required in Alco units to permit the dynamic brake to operate on trailing EMD unit.

**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 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 brake is in operation and tonnage of train exceeds 5,000 tons or 300 tons per axle 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.

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.

**FREIGHT TRAINS**

**RULE 22.** Trainmen must not couple air hose on outgoing trains at Mojave until notified by yardmaster or his representative that train is made up and caboose is on train. 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 Switch and Mojave only when continuity of the brake pipe has been disturbed.

Trains with helper engine not required to stop at Summit Switch must make running air brake test between siding switches.

**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:

- 6 or more axles of dynamic brake.....65 tons,
- 12 or more axles of dynamic brake.....70 tons,
- 18 or more axles of dynamic brake.....75 tons,
- 24 axles of dynamic brake, except:.....80 tons,
- 15 or less cement cars for each 6 axles of dynamic brake, with limit of 30 cars, running at reduced speed Cameron to Mojave.....100 tons.

**PASSENGER TRAINS**

**RULE 39.** Running test must be made at Summit Switch except when approaching that location retardation from application satisfies engineer air brakes operate as intended throughout train.

**TRAIN HANDLING**

**RULE 60.** Changes in dynamic braking force must be made gradually when practicable. On descending grades, dynamic brake on freight trains must be reduced to one-half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

**SPECIAL INSTRUCTIONS—TEHACHAPI SUBDIVISION**

**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)
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 1/2 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, 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	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
<b>EASTWARD, BAKERSFIELD TO MOJAVE:</b>						<b>WESTWARD, MOJAVE TO BAKERSFIELD:</b>					
312.90 to 313.80 (Kern Jct.) except:			35	20	35	380.70 to 376.40			50	45	50
AT&SF Ry. trains			10	10	10	376.40 to 373.40			35	35	35
313.80 to 325.60			79	60	70	373.40 to 368.74			50	45	50
325.60 to 332.10			50	50	50	368.74 to 366.44			70	60	70
332.10 to 335.97			30	30	30	366.44 to 360.50			79	60	70
335.97 to 359.50			25	25	25	360.50 to 332.10			25	①25	25
359.50 to 366.44			79	60	70	332.10 to 325.60			50	50	50
366.44 to 368.74			70	60	70	325.60 to 313.80			79	60	70
368.74 to 370.37			50	45	50	313.80 to 313.60 (Kern Jct.) except:			15	15	15
370.37 to 370.41 (spring switch)			35	35	35	AT&SF Ry. trains			10	10	10
370.41 to 371.40			50	45	50	313.60 to 312.90			35	20	35
371.40 to 374.00			45	②30	45	<b>WESTWARD, ON EASTWARD MAIN TRACK:</b>					
374.00 to 380.00			45	②25	45	**380.15 to 380.06			20	20	20
**380.00 to 380.70			20	②20	20	380.06 to 376.40			50	45	50
<b>EASTWARD, MAGUNDEN TO ARVIN:</b>						<b>WESTWARD, ARVIN TO MAGUNDEN:</b>					
316.66 to 317.06			10	10	10	333.54 to 329.95			25	25	25
317.06 to 329.76			25	25	25	329.95 to 329.76			10	10	10
329.76 to 329.95			10	10	10	329.76 to 317.06			25	25	25
329.95 to 333.54			25	25	25	317.06 to 316.66			10	10	10

\*\*ICC Regulation.

① Westward freight and mixed trains without dynamic brake and pressure maintaining system of braking in operation, or handling in excess of 625 tons per 4-axle unit or 850 tons per 6-axle unit of dynamic brake in operation, or exceeding 3000 tons or 60 tons per operative brake, must not exceed speed of 20 MPH MP-360.44 to MP-388.00.

② Freight trains with less than 16 axles of dynamic brake and not using pressure maintaining system of braking or with consist exceeding 5,000 tons or 80 tons per operative brake, must not exceed speed of 20 MPH from MP-371.40 to MP-380.00 and 15 MPH from MP-380.00 to MP-380.70.

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

Freight and mixed trains carrying 90-lb. brake pipe pressure containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH provided trains do not exceed:

Number of Cars	Tons Per Operative Brake	Number of Cars	Tons Per Operative Brake
70	60	100	54
75	59	105	53
80	58	110	52
85	57	115	51
90	56	120	50
95	55		

except as follows:



# SPECIAL INSTRUCTIONS—TEHACHAPI SUBDIVISION

### EASTWARD

MP-359.50 to MP-368.74 .....	65 MPH
MP-371.40 to MP-374.00 .....	30 MPH
MP-374.00 to MP-380.00 .....	25 MPH

### WESTWARD

MP-368.74 to MP-360.50 .....	65 MPH
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### 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 crossovers Sandcut, and through sidings and turnouts between Bena and Summit Switch, inclusive (except No. 2 siding at Tehachapi), except: .....	20
Through sidings and turnouts Ilmon, Bealville, Rowen, Walong and Cable, and through crossover, Bealville, MP-339.5 ....	25
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,	500	550	....
DP-5, 6	5900 to 5909, 5916, 5917 .....			
DP-8, 9, 10	6005 to 6016, 6055 to 6058, 5910 to 5915 .....			
DP-11	6019 to 6033, 5918 to 5924 .....			
DP-12	6034 to 6045 .....			
	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,	1000	1100	3550
DF-127 .....	5449 to 5493 .....			
	7000 to 7020 .....	1300	1400	4275
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-502	4816 to 4818 .....	1025	1125	....
DF-603, 605 to 607, 611, 612 .....	{ 5600 to 5719, 5730 to 5799, 5800 to 5844 .....	675	750	2300
DF-608 to 610, 613 .....	5720 to 5729, 5845 to 5859 .....	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,	①375	②420	1375
	1551 to 1567 .....			
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.**

**SPECIAL INSTRUCTIONS—MOJAVE SUBDIVISION**

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

Westward	Reading	Eastward	Reading
MP-461.80	60	MP-413.46	50
		MP-458.94	60-25

**RULE 82-A.** Trains to San Joaquin Division originating at Los Angeles or Los Angeles Yard must obtain San Joaquin Division clearance, and need not obtain clearance at Burbank Jct., if cleared by train-order signal.

**Lone Pine:** Crew arriving Lone Pine on No. 700 may assume schedule of No. 701 without obtaining clearance.

Extra trains originating at Mojave and operating between Mojave and Creal will display indicators as an Extra train on entire trip as indicated by the engine number of the lead unit leaving Mojave and are authorized to operate as Extra trains between Mojave and Creal without obtaining a clearance. Rule 99 will not apply between Mojave and Creal.

**RULE 83.** Extra trains originating at Mojave en route Creal, in addition to information required by the train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Mojave must also be entered in column captioned "Signals." An extra train en route Creal must not leave Mojave until it has been ascertained from the train register that all preceding Extra trains via the route to be used have completed their trip and registered time and date of arrival at Mojave accordingly.

Identification may be made between Burbank Junction and Glendale to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification and Rule 14(k) will apply.

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

Saugus.....Trains originating or terminating.

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

Mojave.....All trains.

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

**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
	" (Lone Pine Branch).....	381.60
	" (Oak Creek Branch).....	380.96
404.12	Lancaster.....	407.53
419.73	Vincent.....	421.27
449.37	Saugus.....	451.64
448.17	" (Santa Paula Branch).....	
460.87	San Fernando.....	468.50
427.68	Searles.....	430.03
517.5	Lone Pine.....	End of track

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 Lone Pine Branch must stop at stop sign located 500 feet east of highway crossing MP-380.34 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, unless engineer is orally authorized to proceed.

**RULE 103-A. PACOIMA.** Automatic crossing gates in service Van Nuys Boulevard crossing MP-463.34. Gates will remain lowered if engines or cars occupy tracks 50 feet either side of crossing. Crews of trains or engines making stop or reverse movement over crossing on either track must know that gates are down and crossing clear of vehicular traffic before entering crossing.

**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, MP 467.8. 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.....Lone Pine Branch, for westward track,  
Saugus.....Santa Paula Branch, for westward siding,  
Searles.....Trona Ry, for track No. 1.

**RULE 105. Saugus.** Westward siding is first track south of main track extending from MP-451.50 to MP-450.40. Eastward siding is first track north of main track extending from MP-449.40 to MP 450.50.

Trains or engines must not foul westward siding from east end of Bunnell storage track until permission is received from train-order operator.

**San Fernando.** Siding is for use only by passenger trains, light engines and local freight trains.

**RULE 208.** Third and fourth paragraphs will not apply at Vincent if train order restricting the movement of a train at Vincent is to be delivered, the operator may deliver the order, but must not clear interlocking signal at the leaving end of siding until train has stopped.

This rule will not apply to westward trains at Burbank Jct. when train to which restricting order is addressed is entering siding.

**RULE 221.**

Burbank Jct. is train-order office only for westward trains.

Train orders restricting the movement of trains may be delivered westward trains while moving when entering the siding at Burbank Jct.

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.

Lone Pine is train-order office only between 6:30 AM and 3:30 PM, daily, except Saturdays, Sundays and Holidays.

**RULE D-251.** Will apply as follows: Both main tracks between west interlocking limits East Mojave and Mojave.

**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
P-3894	Spring switch, west end siding, Ansel	
	Spring switch, east end siding, Ansel	P-3911
P-3992	Spring switch, west end siding, Oban	
	Spring switch, east end siding, Oban	P-4009
P-4046	Spring switch, west end siding, Lancaster	
	Spring switch, east end siding, Lancaster	P-4057
P-4092	Spring switch, west end siding, Denis	
	Spring switch, east end siding, Denis	P-4109
	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-4284	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 eastward siding, Saugus	P-4505
P-4504	Spring switch, west end westward siding, Saugus	
	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 signal No. 4496 at fouling point at west end of eastward siding displays stop indication, eastward trains entering siding may proceed expecting to find siding occupied.

**RULE 516.** Overlap post:  
Pacoima..... Westward trains, MP 463.30.

**RULE 535. SPRING SWITCHES**

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

Location	Normal Position
Ansel.....	West end siding..... Main track
Ansel.....	East end siding..... Main track
Oban.....	West end siding..... Main track
Oban.....	East end siding..... Main track
Lancaster.....	West end siding..... Main track
Lancaster.....	East end siding..... Main track
Denis.....	West 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
Saugus.....	East end eastward siding..... Main track
Saugus.....	West end westward siding..... Main track
Sylmar.....	West end siding..... Main track
Newhall.....	East 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:  
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 538.**

**Lone Pine.** Spring derail installed in main track MP-517.9.

**RULE 605. INTERLOCKING**

**East 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 signal on tail track and interlocking is under control of signal operator Mojave.

Eastward signal at MP 381.30 governs movements as follows:

- Top unit to SP main track,
- Middle unit to AT&SF Ry main track,
- Bottom unit to tail track.

Eastward 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.

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.

Telephones located on telephone pole at MP 381.30 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.

**Burbank Jet:** Whistle signals:

- To Mojave Subdivision, or to Los Angeles, —,
- To siding, o o o o o.

**GENERAL REGULATIONS**

**RULE 825.** Instructions for setting hand brakes:

**Mojave:** Through freight trains left standing without crew when consist is not to be disturbed will set hand brakes on cars in train as follows:

Ten brakes on east end and ten brakes on west end unless conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

Other freight trains or cuts of cars left standing will have hand brakes set as follows:

- 25 cars or less.....10 brakes on east end
- 26 to 50 cars.....15 brakes on east end
- Over 50 cars.....20 brakes on east end

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes must be set with the assistance of a brake club after train has stopped.

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.

**AIR BRAKE RULES**

**RULE 2-B.** Dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units or any combination of both which totals 24 axles of dynamic braking except, dynamic brake on DF-1 to DF-13 classes is limited to five units.

Trailing EMD units are capable of dynamic braking when connected to the lead unit with a field loop jumper.

A DF class Alco unit is capable of dynamic braking when its dynamic brake cutout switch is closed; when the switch is open, the dynamic brake will not operate on the unit.

Field loop jumpers are only required in Alco units to permit the dynamic brake to operate on trailing EMD unit.

**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 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 125 tons in train; except when four 4-axle units or three 6-axle units of dynamic brakes are in operation with pressure maintaining system of braking being used and tonnage exceeds 5000 tons, one retaining valve for each 125 tons in train.

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 MP-412.00 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 dynamic brakes are inoperative, retaining valves will be used as prescribed for 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 MP-412.00.

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.

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 pressure maintaining brake valve will not dispense with the use of retainers as prescribed under Air Brake Rule 17 on the Creal and Lone Pine Branches.

**FREIGHT TRAINS**

**RULE 22.** Trainmen must not couple air hose on outgoing trains at Mojave until notified by yardmaster or his representative that train is made up and caboose is on train. 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.

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

- Searles and MP-412.00.....75 tons
- Palmdale and Saugus.....63 tons
- Creal and Mojave.....100 tons

Maximum tonnage per operative brake Palmdale to Saugus is 63 tons except, with dynamic brake in operation the following will govern:

- Two 4-axle units.....65 tons
- Four 4-axle units.....75 tons
- One 6-axle unit.....70 tons
- Two 6-axle units.....75 tons
- Three 6-axle units.....80 tons
- Four 6-axle units.....85 tons

100 tons per operative brake may be handled with trains of 6000 tons or less having dynamic brakes in use running at reduced speed not to exceed 20 MPH Vincent to Paris. When dynamic brakes are not in use, speed must not exceed 15 MPH Vincent to Paris and 20 MPH Paris to Lang.

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 Air Brake Rule 17.

**PASSENGER TRAINS**

**RULE 39.** Running test must be made at Vincent and on westward trains at San Fernando except when approaching these locations retardation from application satisfies engineer air brakes operate as intended throughout train.

**TRAIN HANDLING**

**RULE 60.** Changes in dynamic braking force must be made gradually when practicable. On descending grades, dynamic brake on freight trains must be reduced to one-half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

**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.

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

Mojave-Burbank Jct.....	251,000 pounds
Mojave-Lone Pine.....	251,000 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)

**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.

Employees 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	West of Sylmar.....	Tunnel 25..... Overhead & side
426.80	West of Searles.....	Tunnel 29..... Overhead

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## SPECIAL INSTRUCTIONS—MOJAVE 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, 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	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
<b>EASTWARD, MOJAVE TO BURBANK JCT.:</b>						<b>WESTWARD, BURBANK JCT. TO MOJAVE:</b>					
380.70 to 381.30			30	20	30	471.49 to 461.90			60	60	60
381.30 to 381.40 (through turnouts)			20	20	20	461.90 to 461.80 (street crossings)			25	25	25
381.40 to 414.21			79	60	70	461.80 to 458.94 (Sylmar)			60	60	60
414.21 to 417.36			50	50	50	458.94 to 457.25			40	40	40
417.36 to 422.00			30	25	30	457.25 to 456.25			30	30	30
422.00 to 426.33			45	25	45	456.25 to 450.60			40	25	40
426.33 to 435.19			30	25	30	450.60 to 448.23			30	30	30
435.19 to 436.74			35	25	35	448.23 to 446.22			45	45	45
436.74 to 438.17			30	25	30	446.22 to 442.13			30	30	30
438.17 to 439.41			40	30	40	442.13 to 439.41			45	45	45
439.41 to 442.13			45	35	45	439.41 to 438.17			40	40	40
442.13 to 446.22			30	30	30	438.17 to 436.74			30	25	30
446.22 to 448.23			45	35	45	436.74 to 435.19			35	35	35
448.23 to 450.60			30	30	30	435.19 to 426.33			30	25	30
450.60 to 454.81			40	40	40	426.33 to 422.00			45	45	45
454.81 to 456.25			40	25	40	422.00 to 417.36			30	25	30
456.25 to 457.25			30	25	30	417.36 to 414.21			50	45	50
457.25 to 458.94 (Sylmar)			40	25	40	414.21 to 381.40			79	60	70
458.94 to 461.80			60	①35	60	381.40 to 380.70			50	45	50
461.80 to 461.90 (street crossings)			25	25	25						
461.90 to 471.49 (Burbank Jct.) except thru crossover west of tower			60	①45	60						
			25	25	25						
<b>EASTWARD, MOJAVE TO LONE PINE:</b>						<b>WESTWARD, LONE PINE TO MOJAVE:</b>					
380.09 to 380.47			15	15	15	518.80 to 401.00			30	30	30
380.47 to 401.00			49	49	49	401.00 to 380.47			49	49	49
401.00 to 518.80			30	30	30	380.47 to 380.09			15	15	15
<b>EASTWARD, MOJAVE TO CREAL:</b>						<b>WESTWARD, CREAL TO MOJAVE:</b>					
380.70 to 386.75			30	30	30				20	20	20
386.75 to 389.90			25	25	25						

① Eastward freight and mixed trains using retainers must not exceed speed of 25-MPH between MP-458.94 and MP-471.49.  
 Light engines descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.  
 Freight and mixed trains carrying 90-lb. brake pipe pressure containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH provided trains do not exceed:

Number of Cars	Tons Per Operative Brake	Number of Cars	Tons Per Operative Brake
70	.60	100	.54
75	.59	105	.53
80	.58	110	.52
85	.57	115	.51
90	.56	120	.50
95	.55		

except as follows:

EASTWARD	
MP-381.40 to MP-414.21	.65 MPH
MP-420.50 to MP-426.33	.25 MPH
WESTWARD	
MP-420.50 to MP-417.36	.25 MPH
MP-417.36 to MP-414.21	.45 MPH
MP-414.21 to MP-381.40	.65 MPH

**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 sidings Ansel, Oban and Denis..	25
Through turnouts on other than sidings.....	10
On branches.....	10

On Lone Pine 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-101, 103 to 112	.25 MPH
DS-9 to 12, 100, 102 to 108, 110, 111, 114, 115	.25 MPH
DF-1 to 9, 11, 603, 605 to 613	.20 MPH
DS-101, 109, 113, 117 to 119	.20 MPH
DF-12	.15 MPH

**SPECIAL INSTRUCTIONS—MOJAVE SUBDIVISION**

**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..... with 61:16 gear ratio..... with 60:17 gear ratio.....	4325 .... 3000	875 .... 575	1150 .... 900	850 .... 575	1000 .... 600	975 .... 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 7875	1200 1475	1875 2275	1175 1450	1250 1575	1300 1575
DF-127	7000 to 7020.....	....	....	....	....	....	....
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-502	4816 to 4818.....	5900	1175	1825	1175	1250	1250
DF-603, 605, 606, 607, 611, 612 }	{ 5600 to 5719, 5730 to 5799, 5800 to 5844.....	3950	775	1220	775	835	825
DF-608 to 610, 613.....	5720 to 5729, 5845 to 5859.....	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 1523, 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 TABLE.**

**SPECIAL INSTRUCTIONS—MOJAVE SUBDIVISION**

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

NOMINAL CLASS	ENGINE NUMBERS	Mojave to Lone Pine	Lone Pine to Mojave	Mojave to Creal	Creal to Mojave				
DF-1 to 12	6138 to 6461, 8022 to 8303, except with 61:16 gear ratio..... with 60:17 gear ratio.....	950	1600	....	....	....	....	....	....
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-127	7000 to 7020.....	1875	3150	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, 607 611, 612	5600 to 5719, 5730 to 5799, 5800 to 5844.....	1025	1700	....	....	....	....	....	....
DF-608 to 610, 613	5720 to 5729, 5845 to 5859.....	1050	1775	900	10000	....	....	....	....
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.....	....	....	....	....	....	....	....	....

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