

SOUTHERN PACIFIC COMPANY

520-323-1

Los Angeles, September 29, 1957

TIMETABLE BULLETIN No. 2
 TIMETABLE No. 211
 SPECIAL INSTRUCTIONS No. 7
 LOS ANGELES DIVISION

ALL CONCERNED:

This timetable bulletin contains a resume of timetable bulletins which are still in effect.

TIMETABLE No. 211
ALL SUBDIVISIONS

ITEM 1:

Page 11

- Following conditional flag stops to exchange or lock up U. S. Mail:

<u>Train</u>	<u>Station</u>
90	Summerland
90	Somis
90	Simi
91	Simi
91	Summerland

ARE CANCELLED.

ITEM 2:

VENTURA SUBDIVISION

Pages 2, 3,
 4, 5

- MONTALVO—Train order office established for trains originating and terminating only, located near east switch to east leg of wye, hours 4:30 PM to 8:30 PM and 9:30 PM to 1:30 AM, daily, except Sunday. Trains originating during these hours must obtain clearance before leaving. No train order signal provided.

SOMIS—Conditional stop "c", Train 90, IS CANCELLED.

GEMCO—Look out for bad footing, impaired clearance, and material alongside of tracks 3, 6, and 7 in General Motors plant, account construction work.

VEGA—MP 460.5, switch to spur spiked.

GLENDALE-MP-476.5, switch to Gladding McBean & Company spur spiked and track out of service.

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- CANOGA PARK-TARZANA (Burbank Branch)—Shoofly 1,000 feet in length between MP 449.40 and MP 449.60 now in service account construction of bridge over Los Angeles River. Do not exceed 10 MPH over shoofly.

ITEM 3:

POMONA SUBDIVISION

Page 12

- Add: RULE D-251. Will apply as follows: Both tracks between Los Angeles, Los Angeles Yard, and Alhambra.

ITEM 4: BEAUMONT SUBDIVISION

Page 7 - REDLANDS--Spur track MP 546.24 out of service.

ITEM 5: SALTON SUBDIVISION

Page 8 - GLAMIS--Poor footing on south side of siding between MP 698.25 and east switch.

ITEM 6: FIRESTONE PARK SUBDIVISION

Page 9 - LYNWOOD-COMPTON--Switch to spur track Master Lubricant Company, MP 493, spiked.

Page 10 - BUENA PARK--MP 503.6, switch to Glidden Company spur spiked.

Page 14 - Rule 221, ADD: Conductors and Engineers of trains operating between Puente and Los Nietos are not required to obtain an SP clearance at Puente or Los Nietos except on the initial trip between these stations.

That part reading:

"RULE D-251. Will apply as follows:

Both tracks between Los Angeles, Los Angeles Yard, and Alhambra."

IS CANCELLED.

ITEM 7: CALEXICO SUBDIVISION

Page 10 - GRAPE--Poor footing both sides of siding and between main track and siding, vicinity of MP 690.3.

Page 11 - CALIPATRIA-HOLTVILLE (Sandia Branch)--MP 689.25, switch to corral spur spiked.

SPECIAL INSTRUCTIONS No. 7

ITEM 1: ALL SUBDIVISIONS

Page 2 - Add:
RULE 10-H. On the Burbank, Santa Paula, Ojai, Pasadena, Chino, Redlands, Riverside, Tustin, Stanton, Westmorland, and San Pedro Branches, a green metal signal by day, and in addition a green light by night, will not be displayed to the right of each track at the limit of restriction. Instead limit of restriction will be indicated by a yellow signal displayed to the left of track in direction of approach. Speed may be resumed when engine reaches the yellow signal so displayed, or when it is known by engineer that rear of train has passed the limit of restriction as specified in train order of timetable bulletin.

RULE 10-H. Add: When a green reflectorized signal is used, a green light will not be displayed at night. When a yellow reflectorized flag is used, a yellow light will not be displayed at night.

RULE 10-J. Add:

Wherein this rule the term "round yellow" speed sign or signs is used, it also applies to "square yellow" reflectorized speed signs. Where the term "oval white" or "oval" speed sign or signs is used, it also applies to "rectangular white" reflectorized speed signs.

Add: Following addition is made to Rules and Regulations of the Transportation Department:

RULE 765-A. When track is obstructed or impassable or before Maintenance of Way and Structures employes obstruct track or in any way render track impassable between stations, foreman will obtain work limits and clock time limit between opposing absolute signals from train dispatcher. Train dispatcher will designate work limits and clock time limit which must not be exceeded and must immediately actuate levers on control machine to display stop indication in absolute signals at the entrance to each end of the work limits and place red tags on the levers controlling such absolute signals. The tags must not be removed nor attempt made to change position of dual control switches within the limits until foreman reports track safe for passage of trains. After work limits and clock time limit have been granted, foreman must lock selector lever in hand position or remove crank from crank holder of dual control switch at either end of the work limits and switch must not be returned to motor position until track is safe for passage of trains. Train dispatcher must be notified when dual control switch has been returned to motor position.

Within such work limits and clock time limit flag protection in either direction or compliance with indications of automatic block signals is not required; however, movement of track cars and roadway maintenance equipment must be made with caution.

Unless granted an extension of time, track must be made safe for the passage of trains, dual control switch restored to motor position and train dispatcher notified before expiration of block time limit given. If impossible to make track safe for the passage of trains by the time specified, protection by flagman in both directions must be afforded at that time.

When necessary to take main track out of service between siding switches or take a controlled siding out of service, foreman must first obtain permission from train dispatcher. After permission has been obtained, dual control switches must be lined by train dispatcher and spiked by foreman for the track to be used for the passage of trains. Spikes must not be removed nor position of switches changed until track has been made safe for passage of trains and train dispatcher so notified by the foreman. Train dispatcher must place red tags

on switch levers controlling such switches and the tags must not be removed until foreman has reported track safe for passage of trains.

When requesting work and clock time limits or reporting track safe for the passage of trains, the foreman will state his name, occupation and location. Work and time limits granted must be repeated to train dispatcher, and if correct, response "OK" will be given.

Page 3

MISCELLANEOUS. Add:
New Piggy-Back flat cars, 80 feet in length, Series SP 510500 to 510649 inclusive have end overhang from center of truck to pulling face of coupler of 8 ft. 8 in. Cars are equipped with swivel shank couplers. Use extreme care making couplings to prevent damage by couplers passing.

ITEM 2:

VENTURA SUBDIVISION

Page 6

- RULE 93. Last two paragraphs reading:
"Westward trains, before entering 'A' unit, Los Angeles Yard must not foul adjacent track until proceed signal is received from switchtender.
"Westward trains leaving the yard will stop to clear adjacent track at west end of 'A' unit unless proceed signal is received from switchtender, green flag by day, green light by night."
ARE CANCELLED.
Be governed by the following:
Trains must not enter or depart "A" or "C" units, Los Angeles Yard, unless proceed signal is received from switchtender, green flag by day, green light by night.

ITEM 3:

POMONA SUBDIVISION

Page 17

- Tonnage ratings for DF and DS locomotives are revised as follows:

<u>NOMINAL CLASS</u>	<u>Los Angeles to Alhambra</u> <u>Puente to Ontario</u>
DF-115, 119, 123, 126	3050
DS-100 to 109, 111, 115, 119	1275

ITEM 4:

BEAUMONT SUBDIVISION

Page 19

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

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

If after complying with instructions posted in "Cut-In" box and signal still displayed "stop" indication, wait five minutes, then send flagman ahead, wait at least five minutes after he has started, and then follow, keeping at least one-fourth mile behind him until flagman can see track clear to end of block. Movement must be made with caution not exceeding 12 MPH. Toggle switch in cut-out box must be operated after rear of train passes 50 feet beyond signals.

ITEM 5:

SALTON SUBDIVISION

Page 25

RULE 827. Add:

DUNES—Westward freight trains do not exceed 5 MPH over west switch for Immigration Inspection.

MISCELLANEOUS - That part reading:

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

No. 1 Track—To north of westward movements,

No. 2 Track—To south of eastward movements.

IS CANCELLED.

Be governed by the following:

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

No. 1 Track—To north,

No. 2 Track—To south.

ITEM 6:

FIRESTONE PARK SUBDIVISION

Page 31

RULE 103-A. Add:

REYES—When switching on drill track serving Robertshaw-Fulton Co. and Paper Products, Inc., on Dominguez Estates industrial property, engine or cars must stop and member of crew protect traffic on Susana Road, BG-497.56-C, before movement is made over crossing.

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10. MISCELLANEOUS. Add:

PATATA—Crews must request Maas Chemical Company employe to unlock derail to permit service to industry.

P. D. ROBINSON