

TIME IS IMPORTANT
Take TIME to be SAFE

TRAINMASTERS

A. L. ROBERTSON.....8th Street Yard
W. E. CRAIG.....Los Angeles
D. F. HOUSTON.....Culver City

ASSISTANT TRAINMASTERS

J. BROCK.....Long Beach
F. R. SHACKELFORD.....Los Nietos
C. J. THOMAS.....8th Street
D. R. STANTON.....8th Street
W. A. PHILLIPS.....8th Street
J. T. STEWART.....8th Street

ROAD FOREMAN OF ENGINES

H. G. DOUGLASS.....Los Angeles

**PACIFIC ELECTRIC
RAILWAY COMPANY**



TIMETABLE

2

EFFECTIVE TUESDAY, JANUARY 1, 1963

AT 12:01 A. M.

PACIFIC STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES**

D. R. LEWIS
Vice President and General Manager

D. W. YEAGER
Superintendent

TRANSPORTATION HOSPITAL ASSOCIATION

(Serving employes of Pacific Electric Railway Company and Harbor Belt Line Railroad)

Main Offices.....	924 Pacific Electric Bldg. Dr. E. Craig Heringman, Chief Surgeon
Alhambra.....	Dr. S. D. Puttler
Anaheim.....	Dr. E. H. W. Kersten Dr. Franz Pohl
Arcadia.....	Dr. H. H. Heidenreich Dr. Charles Googooian
Balboa.....	Dr. S. R. Monaco
Baldwin Park.....	Dr. John B. McQueen
Bell.....	Dr. Harold F. Oakes
Bellflower.....	Dr. C. M. Brakensiek
Beverly Hills.....	Dr. Alfred Lewis
Butte St. Yard.....	Dr. Albert D. Weiser
Claremont.....	Dr. J. L. Ilsley
Colton.....	Dr. O. J. Johnson
Compton.....	Dr. John W. Elder
Covina.....	Dr. A. L. Kobal
Culver City.....	Dr. Britt Dalby
Eagle Rock.....	Dr. Alfred D. Trotter
El Monte.....	Dr. A. F. Sonnenberg
El Segundo.....	Dr. H. W. Prince Dr. M. Wesley Farr Dr. Winston K. Williams
El Sereno.....	Dr. Charles W. Dockham
Fullerton.....	Dr. Edwin Milligan Dr. George F. Pool
Garden Grove.....	Dr. Robert P. Ralls
Glendale.....	Dr. Ray E. Cronemiller
Glendora.....	Dr. T. D. Menser
Highland Park.....	Dr. Alfred D. Trotter
Hollywood.....	Citizens Emergency Medical Group
Huntington Beach.....	Dr. Robert Shupe
Huntington Park.....	Dr. Harold Oakes
Inglewood.....	Dr. Daniel Levenson
La Habra.....	Dr. I. N. Kraushaar
La Verne.....	Dr. D. St. Clair
Long Beach.....	Dr. Walter H. Boyd

Monrovia.....	Dr. W. M. Briggs
Norwalk.....	Dr. E. O. Lewis Dr. Curtis R. Paxman
Ocean Park.....	Dr. Daniel T. Weston Dr. Albert C. Zahn
Orange.....	Dr. A. J. Nies
Pasadena.....	Dr. F. S. Newcomb
Pomona.....	Dr. D. St. Clair
Redlands.....	Dr. H. A. Hill
Redondo Beach.....	Dr. E. G. Butt
Rialto.....	Dr. W. S. Cherry
San Bernardino.....	Dr. R. G. Jewell
San Fernando.....	Dr. A. Alfred Mekelburg
San Gabriel.....	Dr. G. G. Dollinger
San Pedro.....	Dr. C. J. Ryan Drs. R. O. and J. L. Bloch Dr. M. E. Wilmoth
Santa Ana.....	Dr. D. S. Ascher
Santa Monica.....	Dr. Daniel T. Weston Dr. Merle Homran
Sierra Madre.....	Dr. Thomas A. Wynne
Sierra Vista.....	Dr. Charles W. Dockham
South Gate.....	Dr. Ervin Dreher
South Pasadena.....	Dr. Charles W. Dockham
Sunland.....	Dr. B. M. Mahowald
Sunset Beach.....	Dr. Robert Q. Shupe
Torrance.....	Medical Clinic of Torrance Dr. J. W. Beemon
Upland.....	Dr. J. B. Craig
Van Nuys.....	Dr. A. Alfred Mekelburg
Watts.....	Dr. Ervin Dreher Dr. Kathleen Jones-King
West Hollywood.....	Citizens Emergency Medical Group
West Los Angeles.....	Dr. Britt Dalby
Westminster.....	Dr. R. I. Johnson
Whittier.....	Dr. Gerald H. Evers
Wilmington.....	Dr. G. H. Quillen

GENERAL HOSPITAL.....Santa Fe Hospital, Los Angeles

In case of emergency contact Doctor—MADison 7-1623 or MADison 4-6161—Station 22261

AMBULANCE SERVICE IN LOS ANGELES:

Schaefer's Ambulance Service.....Hollywood 5-3121

SOUTHERN DISTRICT:

Schaefer's Ambulance Service.....PLeasant 8-1196

LOCATIONS OF STANDARD CLOCKS

Baldwin Park
Butte Street Yard Office
Culver Jct.
Dispatchers' Office, 298 P.E. Bldg.

Eighth Street Yard Office
El Segundo
Graham Yard
Los Nietos Yard

San Bernardino Yard
State Street Yard Office
Torrance
West Hollywood

WATCH INSPECTORS

K. I. Dunlap, Manager of Time Service, 65 Market St., San Francisco

Alhambra.....	H. E. Wellman, 28 East Main St.
Colton.....	Miller's Jewelers (J. A. McDonald), 176 N. 8th St.
Compton.....	Finley's Jewelry Store, 182 E. Compton Blvd.
Covina.....	J. Howard Boal, Jeweler, 236 N. Citrus Ave.
El Monte.....	Lawson's, 304 W. Valley Blvd.
El Segundo.....	Kile's Watch Shop, 126 W. Grand Ave.
Glendale.....	Parr's, J. J. Seltzer, 103 E. Broadway
Hollywood.....	Carl Kimmel, 7558 Sunset Blvd.
Huntington Beach.....	Geo. Jack—Jack's Jewelers, 114 Main St.
Inglewood.....	D. L. McNeil, 134 No. Market St.
Long Beach.....	C. C. Lewis Jewelry Co., 333 Pine Ave.
Los Angeles.....	G. D. Davidson Co., 445 So. Spring St. Merit Watch Co., 919 P.E. Bldg.

Monrovia.....	Box Jewelers, 518 W. Myrtle
Ocean Park.....	B. Rubenfeld, 2917 Main St.
Pasadena.....	J. H. Hall, 725 E. Colorado St.
Pomona.....	E. W. Rehkop, 285 E. 2nd St.
Redlands.....	H. S. Smith, 30 E. State St.
San Bernardino.....	Olsen's Jewelry, 317 "E" St.
San Pedro.....	Perham's, M. McNutt, 273 West 6th St.
Santa Ana.....	Ewert's, 113 W. 4th St.
Santa Monica.....	N. W. Burbar, 1327 3rd St.
Temple City.....	Fitzjohn Jewelers, 9557 E. Las Tunas Drive
Torrance.....	Howard's Jewelers, 1321 Sartori Ave.
Van Nuys.....	Berggren Jewelers, 6410 Van Nuys Blvd.
Wilmington.....	C. M. Wright, 736 No. Avalon Blvd.

NORTHERN DISTRICT

Capacity of Sidings	Mile Post Location	EAST-WARD Miles from State St.	Timetable No. 2 January 1, 1963		WEST-WARD Miles from San Bernardino	EAST-WARD Miles from San Bernardino	Timetable No. 2 January 1, 1963 CORONA BRANCH		WEST-WARD Miles from Corona
			STATIONS	Station Number			STATIONS	Station Number	
	Yd. Lmb BKYP 3.0	0.0	STATE STREET (Los Angeles)	1205	54.3	BKDYP 0.0	SAN BERNARDINO	61	24.4
39	11.1	8.1	8.1 ROSEMEAD	1215	46.2	P 2.9	2.9 COLTON	64	21.5
	P 13.2	10.2	2.1 EL MONTE	1217	44.1	P 3.6	0.7 CONGRESS	65	20.8
86	16.4	13.4	3.2 FOSTER		40.9	9.9	3.1 RIVERSIDE JCT.	70	14.5
60	Yd. Lmb BKP 18.4	15.4	2.0 BALDWIN PARK	1221	38.9	20.4	10.5 MAY		4.0
	18.8	15.8	0.4 ORANGE AVE. JCT.		38.5	23.9	3.5 ARLINGTON	79	7.5
	P 22.0	19.0	2.0 COVINA	1225	35.3	22.9	6.9 PORPHYRY		1.5
	26.4	23.4	0.9 SAN DIMAS	1230	30.9	24.4	1.5 CORONA	86	0.0
19	28.9	25.9	2.5 LA VERNE	1232	28.4				
19	P 31.6	28.6	2.7 CLAREMONT	1235	25.7				
18	36.0	33.0	4.4 UPLAND	1239	21.3				
	39.4	36.4	3.4 ALTA LOMA	1243	17.9				
	43.8	40.8	4.4 ETIWANDA	1247	13.5				
	49.2	46.2	5.4 FONTANA	1253	8.1				
17	Yd. Lmb BKDYP 53.1	50.1	3.9 RIALTO	1256	4.2				
	57.3	54.3	4.2 SAN BERNARDINO	61	0.0				

Track between Colton and Riverside Jct. jointly used by SP and PER.Y.

Track between Riverside Jct. and May jointly used by PE and AT&SFRY. Movements controlled by interlocking and absolute signals.

Mile Post Location	ADDITIONAL STATIONS	
	NAME	Station Number
	San Bernardino Line	
	Lincoln Park.....	1207
	Monterey Park.....	1210
	Lateen.....	1223
	Azusa Ave.....	1224
	Charter Oak.....	1228
20.0	Lone Hill.....	
25.5	Pomona.....	1233
30.4	Grapeland.....	1245
41.8		
	Corona Branch	
	Hole Ranch.....	80
	Pierce.....	81

Yd. Lmbts.	EAST-WARD Miles from Orange Ave. Jct.	Timetable No. 2 January 1, 1963 AZUSA BRANCH		WEST-WARD Miles from Azusa
		STATIONS	Station Number	
	0.0	ORANGE AVE. JCT.		5.4
Yard Limits P	0.3	0.3 IRWINDALE	1322	5.1
	2.6	2.3 KINCAID		2.8
Yard Limits	5.4	2.8 AZUSA	1325	0.0

Yd. Lmbts.	EAST-WARD Miles from Baldwin Park	Timetable No. 2 January 1, 1963 BASSETT BRANCH		WEST-WARD Miles from Bassett
		STATIONS	Station Number	
	0.0	BALDWIN PARK	1221	3.6
	3.6	3.6 BASSETT	1925	0.0

Yard Limits	EAST-WARD Miles from San Bernardino	Timetable No. 2 January 1, 1963 REDLANDS BRANCH		WEST-WARD Miles from Redlands
		STATIONS	Station Number	
	0.0	SAN BERNARDINO	61	7.1
	2.5	2.5 NORTON AIR BASE	164	4.6
	4.6	2.1 MARI GOLD	166	2.5
	6.1	1.5 CROWN JEWELL	167	1.0
	7.1	1.0 REDLANDS	168	0.0

SOUTHERN DISTRICT

	EAST- WARD	Timetable No. 2		Station Number	WEST- WARD
		January 1, 1963			
		Miles from Los Angeles	STATIONS		Miles from Wilmington
Yard Limits	BKP	0.0	BUTTE ST. LOS ANGELES	1	17.9
	P	0.3	0.3 AMOCO		17.6
	IPY	2.0	1.7 SLAUSON		15.9
	Yard Limits	P	5.3		3.3 WATTS
Yard Limits	P	8.6	3.3 COMPTON	9	9.3
	P	10.2	1.6 CARSON	10	7.7
	P	11.0	0.8 DOMINGUEZ	12	6.9
Yard Limits	P	13.2	2.2 DOLORES	14	4.7
		BP	1.7 WATSON	16	3.0
		BKDP	3.0 WILMINGTON (PIER A)	19	0.0

Track between Watson-Wilmington jointly used by SPRR and PERY.

	EAST- WARD	Timetable No. 2		Station Number	WEST- WARD
		January 1, 1963			
		Miles from Wilmington Anaheim Blvd.	LONG BEACH BRANCH		Miles from Long Beach
	YP	0.0	WILMINGTON (ANAHEIM BLVD.)		2.1
	BKP	2.1	LONG BEACH	220	0.0

Track between Wilmington (Anaheim Blvd.) and Long Beach used jointly by SPRR and PERY.

	EAST- WARD	Timetable No. 2		Station Number	WEST- WARD
		January 1, 1963			
		Miles from Dominguez	EAST LONG BEACH BRANCH		Miles from East Long Beach
Yard Limits	P	0.0	DOMINGUEZ	12	6.9
		1.7	1.7 COTA		5.2
		4.2	2.5 NORTH LONG BEACH	316	2.7
		6.9	2.7 EAST LONG BEACH	319	0.0

	EAST- WARD	Timetable No. 2		Station Number	WEST- WARD
		January 1, 1963			
		Miles from Slauson	YORBA LINDA BRANCH		Miles from Yorba Linda
Yd. Limits	IPY	0.0	SLAUSON	D.T.	26.3
	P	0.3	0.3 HOLMES		26.0
	P	2.1	1.8 FRUITLAND		24.2
	P	3.0	0.9 BELL		23.3
Yard Limits	P	4.2	1.2 JUNCTION TRANSFER	806	22.1
	P	4.7	0.5 WALKER	807	21.6
	P	5.8	1.1 COMMERCE	809	20.5
	IP	9.5	3.7 LOS NIETOS JCT.	813	16.8
	P	10.2	0.7 SANTA FE SPRINGS	814	16.1
		11.3	1.1 VALLA	915	15.0
		13.9	2.6 COLIMA	917	12.4
		16.6	2.7 DESMOINES	919	9.7
	P	17.9	1.3 LA HABRA	921	8.4
		18.6	0.7 FULLERTON JCT.		7.7
		20.7	2.1 BREA	924	5.6
		22.9	2.2 BREA CHEM	926	3.4
	P	26.3	3.4 YORBA LINDA	929	0.0

	EAST- WARD	Timetable No. 2		Station Number	WEST- WARD
		January 1, 1963			
		Miles from Fullerton Jct.	FULLERTON BRANCH		Miles from Fullerton
		0.0	FULLERTON JCT.		6.8
		5.0	5.0 ATSFry. CROSSING		1.8
		6.8	1.8 FULLERTON	1026	0.0

Track between Fullerton Jct. and Fullerton, jointly used by UPRR and PERY. Rule 93 will apply and will be governed by UPRR operating rules, timetables and special rules.

ADDITIONAL STATIONS	
NAME	Station Number
3th Street Yard.....	0
Wingfoot.....	3
Nadeau.....	4
Graham Yard.....	5
Abila.....	6
Rivera.....	811

SOUTHERN DISTRICT

	EAST- WARD	Timetable No. 2 January 1, 1963 WHITTIER BRANCH	Station Number	WEST- WARD
	Miles from Santa Fe Springs	STATIONS		Miles from Whittier
Yd. Lmts. {	0.0	SANTA FE SPRINGS	814	2.1
	2.1	2.1 WHITTIER	815	0.0
P				

	EAST- WARD	Timetable No. 2 January 1, 1963 COSTA MESA BRANCH	Station Number	WEST- WARD
	Miles from South Santa Ana	STATIONS		Miles from Costa Mesa
Yd. Lmts. {	0.0	SOUTH SANTA ANA	439	2.3
	2.3	2.3 COSTA MESA	442	0.0

	EAST- WARD	Timetable No. 2 January 1, 1963 WEST SANTA ANA BRANCH	Station Number	WEST- WARD
	Miles from Watts	STATIONS		Miles from West Santa Ana
Yard Limits P	0.0	WATTS	6	24.3
	2.2	2.2 LYNWOOD	408	22.1
I	5.5	3.3 PARAMOUNT	412	18.8
Yd. Lmts. {	6.3	0.8 KLONDIKE		18.0
	7.9	1.6 BELLFLOWER	414	16.4
	10.9	3.0 ARTESIA	417	13.4
	14.0	3.1 CYPRESS	420	10.3
Yard Limits {	17.2	3.2 STANTON	423	7.1
	20.9	3.7 GARDEN GROVE	427	3.4
	24.3	3.4 WEST SANTA ANA	428	0.0

	EAST- WARD	Timetable No. 2 January 1, 1963 HUNTINGTON BEACH BRANCH	Station Number	WEST- WARD
	Miles from Stanton	STATIONS		Miles from Dow
P	0.0	STANTON	423	19.8
Y	0.2	0.2 LOS ALAMITOS JCT.		19.6
	3.5	7.4 WESTMINSTER	527	16.3
	5.6	2.1 SMELTZER	529	14.2
	6.6	1.0 WINTERSBURG	530	13.2
P	10.9	4.3 HUNTINGTON BEACH	332	8.9
	19.3	8.4 SEAL BEACH	323	0.5
	19.8	0.5 DOW	322	0.0

	EAST- WARD	Timetable No. 2 January 1, 1963 LOS ALAMITOS BRANCH	Station Number	WEST- WARD
	Miles from Los Alamitos Jct.	STATIONS		Miles from Los Alamitos
Y	0.0	LOS ALAMITOS JCT.		4.3
	4.3	LOS ALAMITOS	528	0.0

SOUTHERN DISTRICT

		EAST- WARD	Timetable No. 2	Station Number	WEST- WARD			EAST- WARD	Timetable No. 2	Station Number	WEST- WARD	
		Miles from Marlboro	January 1, 1963 ORANGE BRANCH		Miles from Orange			Miles from South Los Angeles	January 1, 1963 TORRANCE BRANCH		Miles from Harbor City	
			STATIONS						STATIONS			
Yd. Limits.		0.0	MARLBORO	1737	1.8			P	0.0	SOUTH LOS ANGELES	708	12.1
	P	1.8	1.8 ORANGE	1735	0.0			P	3.7	3.0 GARDENA	712	8.4
Yd. Limits.								P	4.2	0.5 HERMOSILLO	713	7.9
								BP	8.6	1.1 TORRANCE	716	3.5
									12.1	3.5 HARBOR CITY	719	0.0
		EAST- WARD	Timetable No. 2	Station Number	WEST- WARD							
		Miles from Watts	January 1, 1963 EL SEGUNDO BRANCH		Miles from El Segundo							
			STATIONS									
Yd. Limits.	P	0.0	WATTS (97th St.)	6	11.0							
	P	2.3	2.3 SOUTH LOS ANGELES	708	8.7							
Yd. Limits.		5.3	3.0 CYPAVE	611	5.7							
	P	6.8	1.5 HAWTHORNE	612	4.2							
Yd. Limits.	IP	9.0	2.2 WISE TRANSFER	615	2.0							
	P	11.0	2.0 EL SEGUNDO	617	0.0							

ADDITIONAL STATIONS

	Station Number
El Segundo Branch	
Centralia.....	7
Delta.....	609
Wise.....	614
Torrance Branch	
Dolanco Jct.....	715
Athens.....	709

WESTERN DISTRICT

		EAST- WARD	Timetable No. 2 January 1, 1963	Station Number	WEST- WARD			EAST- WARD	Timetable No. 2 January 1, 1963 ALLA BRANCH	Station Number	WEST- WARD	
		Miles from Los Angeles	STATIONS		Miles from Santa Monica			Miles from Culver Jct.	STATIONS		Miles from Inglewood	
Yard Limits	BKP	0.0	LOS ANGELES (BUTTE ST.)	1	14.6	Yard Limits	P	0.0	CULVER JCT.	1410	8.8	
	P	0.3	0.3 AMOCO		14.3		4.1	4.1 ALLA	1514	4.7		
	P	0.4	0.1 NEVIN		14.2		7.0	2.9 OCEAN PARK	1517	7.3		
Yd. Lmts.	P	2.0	1.6 JEFFERSON SIDING		12.6	Yard Limits	8.8	4.7 INGLEWOOD	1518	0.0		
	P	2.3	0.3 GRAND AVE.		12.3							
Yard Limits	P	5.3	3.0 CIENEGA	1406	9.3	Yard Limits			EAST- WARD	Timetable No. 2 January 1, 1963 HOLLYWOOD BRANCH	Station Number	WEST- WARD
	P	7.8	2.5 SENTOUS	1409	6.8				Miles from Talamantes	STATIONS		Miles from Hollywood
Yard Limits	BKP	8.8	1.0 CULVER JCT.	1410	5.8	Yard Limits	P	0.0	TALAMANTES		8.1	
	P	9.9	1.1 PALMS		4.7		1.1	1.1 WEST LOS ANGELES	1613	7.0		
Yd. Lmts.	P	11.4	1.5 TALAMANTES		3.2	Yard Limits	1.6	0.5 WESTWOOD SIDING		6.5		
	P	11.8	0.4 HOME JCT.	1411	2.8		4.1	2.5 BEVERLY HILLS	1617	4.0		
Yd. Lmts.	P	12.9	1.1 BERGAMOT	1412	1.7	Yard Limits	BKP	5.6	1.5 WEST HOLLYWOOD	D.T.	1619	2.5
	P	14.6	1.7 SANTA MONICA	1416	0.0		P	8.1	2.5 HOLLYWOOD		1621	0.0

ADDITIONAL STATIONS	
NAME	Station Number
Santa Monica Line	
8th Street Yard.....	0
Alla Branch	
Alsace.....	1515

RULE A. Employees must know that they have a copy of Rules and Regulations of the Transportation Department effective July 1, 1960, and all revisions.

S-88. At meeting points eastward trains must take siding or clear main track, unless otherwise provided.

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

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

RULE REVISIONS

The following rules 10-G, 10-H, Form Y train orders, 10-I, 10-J, 15, 19, 21-C, 22, 26, 93, 99-C, and 103-A are revised to read as follows:

RULE 10-G. When an unattended red flag or red light is displayed to the right of main track in direction of approach, train, after stopping, must be preceded for a distance of one-half mile from point where signal is displayed, by a flagman who must carefully examine track and structures.

RULE 10-H. When a yellow signal is required it will be displayed to the right of track in direction of approach, one-half mile from structure or track over which speed of trains must be restricted.

FORM "Y" TRAIN ORDERS

Printed train order forms are used for issuance of form "Y" train orders. Train dispatcher, after recording form in train order book with stamp, is required to write and transmit only the order number, addresses, mile post or station location, time and dates.

Conductor or engineer using the printed form for such train orders is required to copy and repeat only that portion of the order transmitted by the train dispatcher.

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

RULE 10-J. Speed signs that prescribe reduction in speed will be located one-half mile instead of three-fourths mile from initial point of restriction.

RULE 15. The first paragraph is revised to read: The explosion of a torpedo is a signal to proceed with caution for one-half mile.

RULE 19. A train not equipped to display the prescribed markers, will display to the rear a red flag by day and an oil burning red light by night to indicate the rear of the train.

RULE 21-C. The last paragraph is revised to read as follows: Indication shall be displayed on the front of every extra train, and engine number shall be left in indicators at all times.

RULE 22. The first paragraph is revised to read as follows: When two or more engines in service are coupled on the head end of a train the leading engine indication will govern.

RULE 26. Reflectorized Blue (MEN AT WORK) signs have been provided for Mechanical employees at BUTTE STREET and SAN BERNARDINO.

RULE 93:

Trains and engines must move with caution not exceeding 15 MPH on all tracks other than main track and must move with caution on main track within yard limits, except where movements are governed by block signal indication.

RULE 99-C. The second paragraph will apply on all districts.

RULE 103-A:

At crossings protected by gates, wigwags or other automatic warning devices controlling circuits on tracks other than main tracks, generally, are not actuated except when trains or engines are within a short distance of or on the crossing. Crossings must not be entered until gates are down or other warning devices have operated twenty seconds.

GENERAL REGULATIONS

Conductors and engineers must be qualified and shall not be required to perform service over lines on which they have not operated within the past twelve months' period without first making a student trip thereover.

When moving against current of traffic, or when movement is not protected by block signals, 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.

All cars 72 feet or over in length must be handled on head end of train next to engine.

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

At State St., Irwindale, San Bernardino, Colton, Graham and El Segundo Yards, not less than six hand brakes must be set. When less than six cars all hand brakes must be set.

When necessary to release hand brakes to move a portion of the cars the same number of brakes must be set on remaining cars.

Conductor will be held responsible for compliance with the above, unless relieved by yardmaster or his representative, who must identify himself and be present at the train on which brakes are to be applied when train crew leaves it.

RULE 864. Revised to read as follows: Persons other than employees in the discharge of their duties and holders of properly endorsed transportation must not be permitted to **BOARD** or to ride on an engine or train without a written order from the proper officer.

AIR BRAKE RULES

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

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

Trainmen must not perform switching on, or couple other cars to a train on which the caboose and engine has been attached, without instructions from yardmaster, who will arrange to notify members of train crew in advance.

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

Between all points.....84½ tons

MISCELLANEOUS

Helper engines must not be placed behind wooden underframe equipment.

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

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

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

After diesel engine is started when full main reservoir pressure has been obtained and diesel engine brake test made, diesel engine may be moved at low throttle range to head end and attached to train. The time required to pump up the air on train will serve as part of the period required to idle diesel engine until water temperature is the correct degree.

When diesel engines are on spot for one hour or less, engine must not be stopped but will be permitted to idle.

When diesel engine is derailed attempt to rerail it must not be made unless an officer or supervisor of the Mechanical Department (or in their absence other qualified officer) is present.

When a car is bad order due to defective safety appliances, bad order card with red diagonal stripe (Form CS-7017-A) will be applied to both sides of car with all defective safety appliances listed thereon.

Employees must not ride equipment so carded without first knowing that none of the safety appliances to be used are listed on the defect card. They will also avoid using uncoupling levers on cars so carded without first checking to determine that the levers are not listed on defect card.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

Movements on or across city streets are subject to traffic stop signs or city traffic signals when in operation unless otherwise provided.

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

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in speed restrictions for trains is as follows:

Nominal Classification	Running Forward With Train or Light	Running Backward With Train or Light
DF-300 to 306	65	65*
DF-603 to 616	65	65*
DS-4 to 5	45	45
DS-101	60	60*
DS-109	65	65
DS-205	35	35

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

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

State Street
Baldwin Park to Bassett
Irwindale
San Bernardino
San Bernardino to Redlands
San Bernardino to Riverside Jct.
Arlington to Corona
Azusa

Colton: Assigned hours of operation for crews on the SPCo Riverside Branch are as follows:

SP Crews: 8:00 A.M. to 9:00 P.M. Daily except Sunday and Monday.
Sunday 8:00 A.M. to 9:00 P.M. Monday.

PE Crews: 9:00 P.M. to 8:00 A.M., Daily except Sunday.

If necessary to use main track on the SPCo Riverside Branch, other than the assigned hours, movements must be protected by flagman as prescribed by Rule 99.

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

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

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

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

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

RULE 103-A. Mt. Vernon and Rialto Ave. trains pre-empt traffic signals and hold them at flashing red in all directions until train clears crossing.

Trains will approach and proceed across Mt. Vernon Ave. with caution without stopping.

Bassett Branch: Automatic crossing protection on drill track at Baldwin Park Blvd. has aluminum marker post located approximately seventy-five (75) feet each side of crossing. Engine or cars entering this crossing from either direction must stop at aluminum marker post and allow crossing protection to operate 20 seconds before entering crossing.

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

Baldwin Park (Bassett Branch) for San Bernardino
Orange Ave. Jct. (Azusa Branch) for San Bernardino

RULE 605. INTERLOCKING

Mt. Vernon
El Monte
Riverside Junction

Speed of all trains and engines shall not exceed 20 MPH through interlocking limits.

Mt. Vernon (San Bernardino): Limits extend to interlocking signals on both sides of AT&SFRy. crossing.

Controlled from AT&SFRy West Yard Tower.

When stopped by home signal, be governed by Rule 663-B.

El Monte: Limits extend to Centralized Traffic Control signals each side of SPRR crossing. Controlled by SPCo Train Dispatcher at Los Angeles. Telephone booths located west side of Tyler Ave., and SPRR-PERy crossing, with direct connection to SPCo Train Dispatcher.

Eastward approach signal 131, located east side of Tyler Ave., is two indication Red and Yellow, normal indication Red, will clear to Yellow when eastward home signal is clear. Eastward trains approaching signal 131 will stop west of Tyler Ave., if signal is at STOP position, and a member of the crew will contact SPCo Train Dispatcher by telephone for instructions.

If instructed to proceed, and it is necessary to hand operate a dual control switch, be governed by Rule 772.

Beginning of eastward preliminary circuit for El Monte Centralized Traffic Control is located on main track at the west side of Lexington Ave. Crew switching at El Monte shall use west end of siding and crossover west of Lexington Ave. When necessary to leave the east end of siding, member of crew must contact SPCo Train Dispatcher and inform him of the move to be made.

Movements over AT&SFRy tracks between Riverside Jct. and May are governed by AT&SFRy rules, timetables, special rules and bulletins.

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

RULE 680. AUTOMATIC INTERLOCKING

"I" Street
North San Dimas
Kincaid
Euclid Ave.
Claremont

"I" Street, San Bernardino—AT&SFRy Crossing: Limits extend to interlocking signals on each side of AT&SFRy crossing. Signals normally in position for PERy movements. When interlocking signals display STOP indication, Rule 663 will govern.

North San Dimas—AT&SFRy crossing.
Kincaid—AT&SFRy crossing.
Euclid Ave., Upland—AT&SFRy crossing.
Claremont—AT&SFRy crossing.

At each of the above, limits extend to interlocking signals on each side of crossing.

Following special instructions pertain to North San Dimas, Kincaid, Euclid Ave., and Claremont.

Switch indicator and derail are located at each side of AT&SFRy tracks. Each derail is equipped with mechanical switchman that can be trailed through. A signal is located at facing point of each derail.

Train desiring to cross the AT&SFRy tracks shall first observe the switch indicator at the derail; if the switch indicator shows clear, trainman shall remove padlock from the groundstand; in 50 seconds the electric lock on the switch stand will release, and the derail shall be thrown, and the signal on the PERy will clear.

If there is a train on the AT&SFRy approach circuit, the switch indicator will indicate STOP. To make crossing movement when switch indicator is at STOP, trainman shall first remove the padlock at the derail, then proceed to crossing to observe that no train is approaching on the AT&SFRy within the limit of his vision. If no train can be observed approaching, he shall then insert key in circuit controller at the crossing, turn key and hold for 10 seconds, which places AT&SFRy signals at STOP; in 5 minutes the PE derail can be reversed and the PE signal will clear for the crossing movement.

However, if a train on the AT&SFRy is observed to be approaching, the key must not be inserted until the train has passed the crossing or has stopped.

After it has been determined that the AT&SFRy train does not intend to make a crossing, the key may be inserted and operation made as described in previous paragraph.

(The electric lock is equipped with two treadles, upper and lower. Upper treadle is depressed to remove padlock. The lower treadle is depressed to unlock the hand operating lever on derail. The upper treadle shall not be depressed except for removing padlock).

RULE 837. LINCOLN PARK SPUR

Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion.

AIR BRAKE RULES

RULE 17. LA VERNE-COVINA. On descending, grade retainers will be used on trains having consist of better than 75% loaded cars, except when engine is equipped with operating dynamic brake or in the judgment of the engineer.

SPECIAL INSTRUCTIONS — NORTHERN DISTRICT

MISCELLANEOUS

COLTON. PE crews who are to operate to Congress or beyond will secure authority from SP Yardmaster for movement through SP Colton yard.

On arrival at Colton PE crews will enter SP yards through SP scale track from San Bernardino and through west leg of wye track from Congress.

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

MP or Br. No.	Location	Impairment
1.96	Macy St. (Brooklyn Ave.)	Overhead
2.75	State St.	Overhead
3.10	Cornwell St.	Overhead and Side
3.20	Marengo St.	Overhead
3.29	Soto St.	Overhead
54.17	Meridian St.	Overhead and Side
54.67	10 inch iron pipe overhead	Overhead and Side
54.68	AT&SFRy overpass	Overhead and Side
61.22	Santa Ana River Bridge (Marigold)	Overhead and Side
	Arlington to Porphyry	Overhead and Side

SPEED RESTRICTIONS FOR TRAINS: Unless otherwise restricted, maximum speed is 30 MPH, except between MP 6 and MP 18, and between MP 29 and MP 52, where maximum speed is 40 MPH.

Speed must be further reduced as prescribed 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.

**Trains must not exceed:
(San Bernardino Line)**

MPH

- 15 across Hoyt St., Granada Ave., Lexington Ave., Tyler St., Valley Blvd., Monte Vista and Central, EL MONTE.
- 20 across Peck Road, EL MONTE.
- 15 through turnout and around main track curve at east end of San Gabriel River Bridge, BALDWIN PARK.
- 20 approaching and across San Gabriel River Bridge.
- 20 across Maine Ave., BALDWIN PARK.
- 10 through turnout and around main track curve crossing Ramona Blvd., BALDWIN PARK, west of junction with Bassett Branch.
- 15 descending grades with retainers being used from LA VERNE to COVINA.
- 20 over street crossings between BALDWIN PARK and LONE HILL.
- 20 across Lincoln Ave., LA VERNE.
- 15 through turnout and around main track curve just east of LA VERNE STATION.
- 20 across all crossings between Fulton Road (POMONA) and Mills Ave. (CLAREMONT), inclusive.
- 20 across any street or highway within city limits of UPLAND, except between westerly boundary of Euclid Ave., and easterly boundary of Third Ave. speed shall not exceed 10 miles per hour. City limits of UPLAND include Mills Ave. on the west and Grove Ave. on the east.
- 25 over following streets in Alta Loma: Hellman Ave., MP 39.02; Baseline Ave., MP 39.20; Amethyst St., MP 39.39.
- 10 through turnouts when using siding at ETIWANDA.

MPH

- 25 across crossings in RIALTO not protected by wigwag between Willow Ave. Siding and Bench.
- 20 across Riverside Ave., RIALTO.
- 20 between RIALTO and Mt. Vernon Ave., SAN BERNARDINO, during foggy, stormy weather or darkness. This is on account of earth slides caused by heavy rains or irrigation waters.
- 20 within city limits of SAN BERNARDINO, except:
- 10 eastward entering SAN BERNARDINO YARD, between Rialto Ave. and F Street and 100 feet south of AT&SFRy crossing.

Bassett Branch

- 20 between Bassett and Baldwin Park.

AZUSA BRANCH

- 20 across Arrow Highway.

Redlands Branch

- 15 around curves at La Quinta and Mill St.
- 10 over all highway crossings between ALLEN ST. and REDLANDS.

Corona Branch

- 15 across crossing at URBITA.
- 20 within city limits of COLTON, except as otherwise restricted.
- 20 across Iowa Ave., WEST HIGHGROVE.
- 15 between Grand Blvd. and end of line at CORONA.

SPECIAL INSTRUCTIONS — NORTHERN DISTRICT

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

NOMINAL CLASS	ENGINE NUMBERS	State Street to Monterey Park	Monterey Park to State Street	Monterey Park to Rosemead	Rosemead to Monterey Park	Rosemead to Covina	Covina to Rosemead	Covina to LaVerne	LaVerne to Covina	LaVerne to Upland	Upland to LaVerne	Upland to Alta Loma	Alta Loma to Upland
		Alta Loma to Rialto	Rialto to Alta Loma	Rialto to San Bernardino	San Bernardino to Rialto			Irwindale to Azusa	Azusa to Irwindale	Irwindale to Bassett	Bassett to Irwindale		
DF-300 to 304 DF-305, 306 DS-1 to 8 DS-9 to 12 DS-100 to 109, 111, 115, 119 DS-110, 114, 118 DS-113, 117, 120 to 122	4600 to 4623, 4700 to 4703..... 4624 to 4633..... 1000 to 1032..... 1033 to 1090..... 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567..... 1442 to 1463, 1492 to 1513, 1539 to 1550.. 1486 to 1491, 1529 to 1538, 1568 to 1596..	1200 1200 900 1025 1200 1200 1200	2400 2400 1800 2100 2400 2400 2400	3700 3700 3600 3600 3700 3700 3700	1250 1250 900 1100 1250 1250 1250	1100 1100 850 1000 1100 1100 1100	3750 3750 2800 3350 3750 3750 3750	750 750 625 650 750 750 750	3750 3750 2800 3350 3750 3750 3750	1250 1250 800 1100 1250 1250 1250	3750 3750 2800 3350 3750 3750 3750	1000 1000 700 850 1000 1000 1000	3750 3750 2800 3350 3750 3750 3750
DF-300 to 304 DF-305, 306 DS-1 to 8 DS-9 to 12 DS-100 to 109, 111, 115, 119 DS-110, 114, 118 DS-113, 117, 120 to 122	4600 to 4623, 4700 to 4703..... 4624 to 4633..... 1000 to 1032..... 1033 to 1090..... 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567..... 1442 to 1463, 1492 to 1513, 1539 to 1550.. 1486 to 1491, 1529 to 1538, 1568 to 1596..	5400 5400 3600 4800 5400 5400 5400	1850 1850 1450 1700 1800 1800 1800	5400 5400 3600 4800 5400 5400 5400	1050 1050 775 900 1050 1050 1050		1200 1200 900 1050 1200 1200 1200	2600 2600 2300 2400 2600 2600 2600	4900 4900 3500 4000 4900 4900 4900	1750 1750 1250 1250 1750 1750 1750			
DF-300 to 304 DF-305, 306 DS-1 to 8 DS-9 to 12 DS-100 to 109, 111, 115, 119 DS-110, 114, 118 DS-113, 117, 120 to 122	4600 to 4623, 4700 to 4703..... 4624 to 4633..... 1000 to 1032..... 1033 to 1090..... 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567..... 1442 to 1463, 1492 to 1513, 1539 to 1550.. 1486 to 1491, 1529 to 1538, 1568 to 1596..			San Bernardino to Redlands Redlands to San Bernardino San Bernardino to Congress Congress to San Bernardino Congress to Riverside Riverside to Congress Corona to Arlington Arlington to Corona	1000 1000 800 900 1000 1000 1000	4500 4500 4000 4250 4500 4500 4500	1600 1600 1200 1350 1600 1600 1600	1250 1250 1000 1100 1250 1250 1250	4000 4000 4000 4000 4000	1300 1300 650 1275 1275	1350 1350 1050 1150 1350 1350 1350	1350 1350 1000 1200 1350 1350 1350	

*Not permitted to operate, unless authorized by Superintendent.

RULE 14. There is no restriction on the use of air horn or trombone whistle where required by rule or law on the Southern District, except: The use of air horn or whistle is prohibited in Huntington Park between Alameda St. and State St., inclusive, only in emergency or to call in flagman.

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

Los Angeles (8th St.) to 68th St.
 Watts
 Compton
 Dolores to Watson
 Watson to Long Beach and Wilmington, Pier A, via SPCo.
 Dominguez to end of East Long Beach Branch
 South Los Angeles to end of El Segundo Branch
 Hermosillo to Harbor City
 Klondike to Bellflower
 Stanton to end of West Santa Ana Branch
 Stanton to Dow
 Stanton to Los Alamitos
 Marlboro to Orange
 South Santa Ana to Costa Mesa
 Slauson to Holmes
 Fruitland to Bell
 Junction Transfer
 Walker to Commerce
 Los Nietos Jct. to end of Yorba Linda Branch
 Laon Jct. to Fullerton
 Santa Fe Springs to Whittier

RULE D-97-A. When authorized by Special Instructions in the timetable, trains, moving with the current of traffic, may run extra or work extra without train order authority.

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

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

*Vernon Ave.—L.A.M.T.A.
 **Pacific Blvd. (Huntington Park)—L.A.M.T.A.

*When traffic signals are operating normally, displaying alternate stop or proceed indications on regular cycles, engineer may approach and enter Vernon Avenue at a speed not to exceed ten miles per hour if the traffic signal indicates proceed and the crossing is clear.

If traffic signals are not in full normal operation displaying alternate stop and proceed indications on regular cycles, a safety stop must be made not less than 30 feet nor more than 50 feet from the near rail of the L.A.M.T.A. Lines.

When freight trains are required to make a safety stop, account traffic signals not in full normal operation, engineer will not proceed until proceed signal is received from a member of crew, who shall station himself at the crossing.

Trains do not pre-empt these signals and must not enter circuit except on proceed indication of signals. After train has entered circuit, traffic signal will indicate proceed until train has cleared crossing.

Track circuit, holding signals at proceed indication, extends approximately 25 feet on north and south sides of Vernon Ave.

**Trains on approach will pre-empt traffic signals and hold them in "STOP" position until train clears crossing on far side. Traffic repeater signals are adjacent to PE track on each side of Pacific Blvd. Normal indication dark will present a "RED" indication for approximately 10 seconds on approach of train then clear to "YELLOW." If traffic repeater signals fail to clear to "YELLOW" train shall stop,

observe crossing and if crossing is seen to be clear and no conflicting movements train may proceed.

Dominguez: SPRR Crossing of PE tracks is not protected by interlocking. Trains and engines must stop before crossing SPRR tracks and not proceed over crossing until it has been ascertained there are no trains or engines closely approaching the crossing from either direction. SP trains and engines have precedence over PE trains and engines when using this crossing. Stop signs installed on SPRR and PE tracks in approach to this crossing. Sign reading "RAILROAD CROSSING 2500 FT." is located 2500 ft. east of crossing for westward trains. Westward trains consisting of more than engine and six cars must stop east of Santa Fe Avenue unless it is known there are no closely approaching trains in either direction on SPRR.

Cota: UPRR crossing 1.7 miles east of Dominguez, East Long Beach Branch, not protected by interlocking. Trains and engines must stop before crossing UPRR tracks and not proceed over crossing until it has been ascertained there are no trains or engines closely approaching the crossing from either direction. PE trains and engines have precedence over UP trains and engines when using this crossing.

"Stop" signs are installed on UPRR and PE tracks to approach to this crossing. Sign reading "RAILROAD CROSSING 2500 FEET" is located 2500 feet east and west of crossing.

Amoco: Santa Monica Line and Wilmington Line crossing at grade is not protected by interlocking. Trains and engines must stop in advance of crossing on either line and not proceed over crossing until it has been ascertained there are no trains or engines approaching this crossing from either direction. Santa Monica Line trains and engines have precedence over Wilmington Line trains and engines when using this crossing.

Stop signs installed on Wilmington Line and Santa Monica Line in approach to this crossing. On Wilmington Line sign is placed to the left of track for eastward movements approaching this crossing.

Sign reading "Railroad Crossing 2500 Feet" is located 2500 feet in advance of crossing for eastward and westward movements on Wilmington Line and westward movements on Santa Monica Line. Sign reading "Railroad Crossing 1000 Feet" is located 1000 feet in advance of crossing for movements departing from Butte St. Yards via Santa Monica Line.

Westward trains entering Butte St. Yard via Wilmington Line must stop in advance of unit for display of flashing white light located adjacent to either track at Long Beach Avenue. Member of crew will operate push button and if no SP trains are approaching PE crossing over Alameda Street flashing white light will be displayed. Flashing white light displayed is authority to proceed.

If an SP movement is approaching the PE crossing over Alameda Street the operation of push button will, after three (3) minutes and twenty (20) seconds, place SP signals on Alameda Street at stop position and PE signals will indicate a proceed aspect. Flashing white light will be displayed.

Push buttons must not be operated without permission from Butte Street Yardmaster.

Westward trains entering Butte St. Yard via Santa Monica Line will stop clear of Nevin Avenue and obtain instructions from Butte St. Yardmaster by phone. If proceed instructions received from Yardmaster, member of crew will operate push button located adjacent to phone booth in the same manner as trains via Wilmington Line. Flashing white light located seventy-five (75) feet west of Long Beach Avenue.

Phone located in box on pole in advance of flashing white lights on Wilmington Line and in booth at Nevin Avenue on Santa Monica Line.

Instructions for operation of push buttons posted in push button box.

SPECIAL INSTRUCTIONS — SOUTHERN DISTRICT

RULE 103-A. Automatic crossing gates:

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

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or from yard tracks over crossings, must know that gates are down and crossings clear of vehicular traffic before entering crossings.

Number	Location
6A-2.76-C.....	Alameda St. (Clement Jct.)
6L-5.23.....	Florence Ave.
6L-12.66.....	Manville St.
6L-13.28.....	Alameda St. (See Note No. 1)
6L-13.42.....	Santa Fe Ave.
6L-16.51.....	Wardlow Road

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

Greenville Ave.....	Costa Mesa
Main St.	South Santa Ana
Costa Mesa.....	Safety stop must be made before crossing Talbert Ave.
208th St. and Normandie Ave.....	If signal fails
Philadelphia St.....	Whittier

Note No. 1: Automatic crossing gate located at south side of Alameda St. is equipped with unit for display of flashing white light. Trains or engines must not enter crossing until flashing white light is displayed or it is known that gates are down.

Westward trains entering Butte St. Yard via Wilmington Line must allow crossing protection to operate twenty (20) seconds before entering crossing.

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

- Amoco for Wilmington Line
- 97th St. for Wilmington Line
- Watts for Wilmington Line
- Dominguez for Wilmington Line
- Watson for SP Company
- South Los Angeles for Torrance
- Torrance for Harbor City
- Santa Fe Springs as used
- Colima for PERY.
- Fullerton Jct. for UPRR
- Stanton as used
- Los Alamitos Jct. as used

The following crossings equipped with automatic crossing protection have aluminum marker posts installed approximately seventy-five feet from crossing. Trains or engines must stop at aluminum marker post and allow crossing protection to operate twenty seconds before entering crossing:

CROSSING	TRACK	DIRECTION
Wilmington Line:		
Florence Ave.	Nadeau Siding	Eastward
Florence Ave.	Nadeau Siding	Westward
Nadeau Street	Local Track	Westward
97th Street	Storage Track	Eastward
97th Street	Storage Track	Westward
Manville	General Pipe Spur	Eastward
Manville	General Pipe Spur	Westward
Dominguez Street	Dolores Yard Lead	Eastward
Dominguez Street	Dolores Yard Lead	Westward
Carson Street	Storage Track	Eastward
Carson Street	Storage Track	Westward
223rd Street	Storage Track	Eastward
223rd Street	Storage Track	Westward

Sepulveda Blvd.	All Tracks	Eastward
Sepulveda Blvd.	All Tracks	Westward

East Long Beach Branch:		
Alameda Street	Main Track	Eastward
Alameda Street	Main Track	Westward
*Santa Fe Avenue	Main Track	Westward
Santa Fe Avenue	Spur Track	Westward

La Habra Drill:		
Imperial Highway	Main Track	Eastward
Imperial Highway	Main Track	Westward

Yorba Linda Branch:		
Slauson Avenue	Kodak Drill Track	Eastward
Slauson Avenue	Kodak Drill Track	Westward

Torrance Branch:		
**Vermont Avenue	Main Track	Eastward
Sepulveda Blvd.	Main Track	Eastward
Sepulveda Blvd.	Main Track	Westward
***Carson Street	Main Track	Both

El Segundo Branch:		
**Crenshaw Blvd.	Main Track	Eastward

*—Only when trains consisting of more than engine and six cars stop East of Santa Fe Avenue to comply with Rule 98.

**—Only when stop has been made to switch industries.

***—Traffic signals at Carson Street crossing are synchronized with rail movements. Trains and engines entering this crossing must comply with traffic signal indications. Track circuits holding signals at proceed indication extend approximately 100 feet each side of crossing.

RULE 505. WATTS.

Eastward automatic two unit Dwarf Searchlight Signal Number 74 located in advance of initial switch of West Santa Ana Branch. Top unit governs movements via Wilmington Line. Lower unit governs movements via West Santa Ana Branch. Eastward trains via West Santa Ana Branch must stop in advance of Signal 74 and member of crew operate hand throw switch.

If track is unoccupied between Signal 74 and Block System Limit Sign located at clear point, a proceed indication will be displayed in lower unit.

Westward Automatic Dwarf Signals located at clear points as follows: Signal Number 77 Wilmington Line, Signal Number 79 El Segundo Branch and Signal Number 75 West Santa Ana Branch.

These signals will display a proceed indication if tracks not occupied between clear points of diverging tracks and Block System Limit Sign located adjacent to Westward main track at Signal Number 74.

Push buttons located in push button box at Aluminum Instrument Case adjacent to Signal Number 75 and 77. If approach circuit is occupied on diverging route and authority has been obtained to proceed it will be necessary for member of crew to operate push button and after 45 seconds signal on diverging route will display a STOP indication and signal governing movement on track receiving authority to proceed will display a proceed indication.

If approach circuit is occupied and a proceed indication is displayed and it is desired to let movement on diverging route proceed, it will be necessary for member of crew to operate push button marked CANCEL, and after 45 seconds signal will display a stop indication and signal on diverging track will display a proceed indication.

Instructions for operating push buttons posted in Push Button Box.

Inoperative signals displaying a stop indication governing movements against the current of traffic will be located at clear points. Rule 509 will govern.

The initial switches for Westward movements from West Santa Ana Branch and El Segundo Branch will be spring switches equipped with oil buffers and switch point indicators. Indicators do not indicate track occupancy, but will display a green aspect when switch is in normal position. When indicator displays a red aspect or is not lighted, careful examination of switch must be made before making movement over switch.

Maximum speed for Eastward and Westward movements on all tracks between 103rd Street, 108th Street and Wilmington Avenue will not exceed 15 miles per hour.

Phone booth located at clear point of Wilmington Line and West Santa Ana Branch.

RULE 535. All spring switches in 8th Street Yard and Long Beach Harbor District must be respected as rigid switches.

Spring switches equipped with oil buffers are located as follows:

LOCATION	NORMAL POSITION	
Yorba Linda Branch		
Holmes	East End of "Y"	for "Y"
Wilmington Line		
60th Street	East End of Crossover	Eastward Main Track
60th Street	Yorba Linda Lead	Westward Main Track
Florence Ave.	Nadeau Spur	Westward Main Track
97th Street	Graham Lead	Eastward Main Track
*Watts	West Santa Ana Branch Switch	Wilmington Line
*Watts	El Segundo Branch Switch	Wilmington Line
*Watts	End of Double Track	Westward Main Track
Watson	East End of Crossover	Main Track
Watson	Southern Pacific Lead Switch	Southern Pacific Lead
West Santa Ana Branch (Watts)	End of Double Track	Westward Main Track
El Segundo Branch (Watts)	End of Double Track	Westward Main Track

*Spring switches equipped with oil buffers and switch point indicators. Indicators do not indicate track occupancy, but will display a green aspect when switch is in normal position. When indicator displays a red aspect or is not lighted, careful examination of switch must be made before passing over switch.

RULE 605. INTERLOCKING

Slauson
Thenard:

AT&SF Ry Crossing
Los Nietos Jct.—SPRR Jct.
Wise—AT&SFRy Crossing

INTERLOCKING SIGNAL, REVERSE MOVE INDICATION

RED OVER RED — STOP

YELLOW OVER RED — WITH CAUTION

Speed of all trains and engines shall not exceed 20 MPH through interlocking limits, unless otherwise restricted.

Slauson Tower: Limits extend to interlocking signals on both sides of AT&SFRy crossing; and on Yorba Linda Branch to interlocking signals.

Whistle signals:

To Yorba Linda Branch, — o,

All other moves, —.

Westward trains from Yorba Linda Branch upon arrival at home signal, if signal does not clear within a reasonable time, a member of crew shall operate push button in box on pole near home signals.

Thenard Tower: Limits extend to interlocking signal of the AT&SF Ry Crossing.

When stopped by home signal and unable to get signal indication, be governed by Rule 663.

If instructed to proceed and it is necessary to hand throw dual control switch, permission must first be obtained from signal operator and be governed by Rule 772.

Movements over Santa Fe Ry will be protected by derails and interlocking signals.

All westward movements through interlocking plant must be made from main track.

Los Nietos Jct.: Limits extend from Eastward interlocking signal 2,800 feet in advance of Junction to Westward interlocking signals 360 feet in advance of Junction and to Eastward interlocking signal (SP Mile Post 501.2.)

All movements on SP-PE joint track must be made with caution, not exceeding 15 MPH.

When stopped at home signal and unable to get signal indication, be governed by Rule 663.

If instructed to proceed and it is necessary to hand throw dual control switch, permission must first be obtained from signal operator and be governed by Rule 772.

Wise Interlocking: El Segundo Branch limits extend to interlocking signals each side of AT&SFRy crossing. Signals normally set for AT&SFRy.

Pacific Electric crews operate signals in accordance with instructions on chart in tower.

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

AUTOMATIC INTERLOCKING

RULE 680.

Clement Jct.

Bell

Paramount

Santa Fe Springs

Clement Junction—SPRR Crossing: Limits extend to home signals on both tracks each side of SPRR crossing.

If movement is to be made over SPRR crossing and signal indicates stop, and there are no SPRR movements approaching crossing, member of train crew may operate push button located in box near signal. After 2 minutes, signal will display proceed indication. If signal does not display proceed indication after 2 minutes, movement may proceed through interlocking limits as prescribed by Rule 663 (C).

Instructions for push button operation posted in push button box.

Bell—UPRR Crossing: Limits extend to interlocking signals each side of UPRR crossing.

Paramount—UPRR Crossing: Limits extend to interlocking signals each side of UPRR crossing.

Santa Fe Springs—AT&SFRy Crossing: Limits extend to interlocking signals each side of AT&SFRy crossing.

Switch indicator and derail are located at each side of AT&SFRy tracks. Each derail is equipped with mechanical switchman that can be trailed through. A signal is located at facing point of each derail. Train desiring to cross AT&SFRy tracks shall first observe the switch indicator at the derail; if the switch indicator shows clear, trainman shall remove padlock from the groundstand; in 50 seconds the electric lock on the switch stand will release, and the derail shall be thrown, and the signal on the Pacific Electric Ry. will clear. If switch indicator is not clear and no AT&SFRy train is observed approaching, contact AT&SFRy dispatcher immediately by telephone located at each derail, and be governed by his instructions. After receiving instructions from dispatcher to make movement over crossing, trainman shall first remove the padlock at the derail, then proceed to crossing to observe that no train is approaching on the AT&SFRy within the limit of his vision. If no train can be observed approaching, he shall then insert key in circuit controller at the intersection, turn key and hold for 10 seconds, which places AT&SFRy signals at STOP; in 5 minutes the Pacific Electric derail can be reversed and the Pacific Electric signal will clear for crossing movement. However, if a train on the AT&SFRy is observed to be approaching, the key must not be inserted until the train has passed the crossing or has stopped. After it has been determined that the AT&SFRy train does not intend to make a crossing, the key may be inserted and operation made as described in previous paragraph. (The electric lock is equipped with two treadles, upper and lower. Upper treadle is depressed to remove padlock. The lower treadle is depressed to unlock the hand operating lever on derail. The upper treadle shall not be depressed except for removing padlock.)

GENERAL REGULATIONS

RULE 837. Graham Yard: When switching heavy cuts off tracks 1, 2, 3 and 4, air will be put in at least the first three cars of cut.

Long Beach: Air must be in all cars at all times when crews are handling cars across new railroad bridge at 3rd Street.

MISCELLANEOUS

Butte St. Yard: Lead crossover switches east of Alameda St. must be relined for straight track.

Slauson: Westward trains from Yorba Linda Branch, destined to points east of Slauson Junction will operate over east track of wye, and before fouling main track at 60th St., will be governed by third paragraph of Rule No. 93.

Graham Yard: On tracks 5 to 12 incl., cars must not be shoved closer than 50 feet from rear end of tracks. Sufficient number of hand brakes must be set on rear end to secure cars.

Watts: Anderson Tire Co. will be switched in daytime only. Will spot only one car at a time.

Crews will not operate gate but will blow four blasts of whistle and Anderson Tire Co. will open and close gate.

Dolores—All side trackage in and adjacent to Southern Pacific Company Dolores Station between a point approximately 800 feet east of 223rd Street and Dominguez Street, will be jointly operated by engines and crews of Pacific Electric and Southern Pacific, and is designated as "Carson" interchange.

Pacific Electric crews, shall not operate on any part of Southern Pacific main track.

Watson: Train orders and times will apply at Watson station sign located approximately 2000 feet north of Sepulveda Blvd. at south end of Dolores lead.

All Eastward trains will call train dispatcher at this location and clear their train orders.

All Westward trains from Watson-Long Beach or Wilmington will operate from Sepulveda Blvd. to 223rd Street under provisions of rule 93 and obtain their train orders at 223rd street.

Fruitland (Yorba Linda Branch)—Look out for poor footing and impaired clearance on all tracks inside shipping building, Bethlehem Pacific Steel Vernon Plant.

Safety stop must be made on all tracks before entering building. Trainmen must not ride on top of cars inside of building.

El Segundo: Standard Oil Co. Yard.

Smoking is prohibited except in designated smoking areas.

Kicking cars while switching is prohibited.

When spotting cars at loading racks, crews will make a safety stop at least two-car lengths from the rear of the track prior to spotting last cars.

Crews will operate all derails except the following, which will be operated by Standard Oil Co. employes only:

Derail on No. 6 track, U.T.L. Yard.

Derails on Loading Racks No. 10 and No. 11.

When derailment occurs, plant superintendent must be notified immediately and cars must not be railed without authority from Yardmaster, who in turn must have approval of Plant Superintendent.

When Yardmaster is not on duty, derailment must be reported to the Refinery Superintendent and cars are not to be railed without his approval.

Engine limit signs and master sign, calling attention to same, are installed at loading racks.

Before engines are permitted to go beyond the limit signs, it is necessary to obtain "Permit to Pass Engine Limit" from authorized Standard Oil Co. employee. These permits are to be kept on file in Yardmaster's office for reference.

Cars must not be left blocking crossings within the Standard Oil Co's. Yards, while engine is cut off and moved to other points to switch.

When the refinery fire alarms sound, all crossings must be cleared immediately and switching activities confined to such movements and in such locations as not to interfere with movement of fire equipment or other vehicles.

Refinery fire alarms are as follows:

No. 1 Alarm—Coded area signal horns: 1 long and 1 short—No. 1 District area; 1 long and 2 short—No. 2 District area; 1 long and 3 short—No. 3 District area; 1 long and 4 short—West Hill area; 1 long and 5 short—Division B area.

No. 2 Alarm—Short blasts on tri-tone horn.

No. 3 Alarm—Noon whistle sounded as a siren.

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

Mp or Br. No.	Location	Impairment
16.50	San Gabriel River Bridge (Palo Verde) W. Santa Ana Branch.....	Side and Overhead
18.42	(E. Long Beach Branch)....	Orange and Hill Overpass Overhead
17.37	Torrance PERY Overgrade Crossing.....	Side

SPECIAL INSTRUCTIONS — SOUTHERN DISTRICT

SPEED RESTRICTIONS FOR TRAINS: Unless otherwise restricted, maximum speed is 30 MPH, except between Bellflower and West Santa Ana and between Stanton and Huntington Beach where maximum speed is 40 MPH.

Speed must be further reduced as prescribed 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.**

Trains must not exceed:**MPH**

10 across all crossings, 9th Street and Santa Barbara Ave.

WILMINGTON LINE

25 across all highway crossings between Santa Barbara Ave. and 103rd St., Watts, except as otherwise restricted.

20 across Slauson Ave.

15 over crossover at 60th St.

20 across Florence Ave.

10 across 103rd St., WATTS.

20 across Wilmington Ave., ABILA.

20 across El Segundo Blvd., WILLOWBROOK.

20 across all city streets in COMPTON from Rosecrans Ave. to Olive, inclusive, except 10 across Compton Blvd.

25 over Del Amo St. crossing.

20 across Carson St. (DOLORES).

20 across Sepulveda Blvd., WATSON.

10 over Circle Bridge (LONG BEACH).

The following speed restrictions will apply to ore trains over following bridges:

*FIRESTONE BRIDGE15 MPH

COMPTON CREEK BRIDGE.....15 MPH

*No westward movements may be allowed on this bridge until the ore train has cleared the bridge.

EAST LONG BEACH

20 across Alameda St., at DOMINGUEZ.

25 over Los Cerritos Bridge.

All trains must stop before crossing Del Amo Blvd.

25 across Spring St.

15 over all highway crossings between NORTH LONG BEACH and EAST LONG BEACH, inclusive.

WEST SANTA ANA BRANCH

15 over steel portion of San Gabriel River Bridge, PALO VERDE.

30 across Cornuta Ave., Artesia Blvd., Studebaker Road, Orangethorpe Ave., Norwalk Blvd., Bloomfield Ave., Del Amo Blvd., Walker St., Katella Ave., Lampson Ave., Stanford Ave., Paloma Ave., Trask Ave., New Hope St.

25 across Wilmington Ave., Imperial Highway, Paramount Blvd., Compton Blvd., Center St., Woodruff Ave., Lincoln Ave., Verano St., Harbor Blvd., 17th St. and 5th St.

15 across Long Beach Blvd., Atlantic Ave., Lakewood Blvd., Bellflower Blvd., Pioneer Blvd. and Stanton Blvd.

10 across Nelson St. and Garden Grove Blvd., GARDEN GROVE.

HUNTINGTON BEACH BRANCH

10 between DOW and HUNTINGTON BEACH.

15 across Katella Ave.

25 across Garden Grove Blvd.

20 across Clay St.

25 across 17th St.

EL SEGUNDO BRANCH

20 across Compton Ave., Central Ave., Avalon Blvd. and Main St.

15 across South Broadway

15 across Figueroa St.

15 between WELTA and CYPAVE.

15 across all streets between DELTA and Inglewood Ave., inclusive.

10 across intersection of Sepulveda and El Segundo Blvd.

TORRANCE BRANCH

20 across 120th St., Laconia and Olympic Blvds. and 132nd St.

15 around curve just south of Rosecrans Ave.

10 around curve at STRAWBERRY PARK.

10 around curves immediately north and south of GARDENA STATION.

15 across 190th St.

15 in both directions between overhead bridge at TORRANCE and TORRANCE STATION and across Carson St.

20 across Sepulveda Blvd., Highway 101.

10 across Harbor Blvd.

YORBA LINDA BRANCH

20 across all highway crossings, Holmes Ave. to COLIMA.

20 between COLIMA and YORBA LINDA.

The following speed restrictions will apply to ore trains over following bridges:

SAN GABRIEL RIVER BRIDGE.....15 MPH

RIO HONDO RIVER BRIDGE.....15 MPH

LOS ANGELES RIVER BRIDGE.....10 MPH

COSTA MESA BRANCH

20 between SOUTH SANTA ANA and COSTA MESA, except as otherwise restricted.

10 on Segerstrom Spur.

RULE 14. Trombone whistle only is to be used, the use of air horn is prohibited.

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

- Los Angeles (Butte St.) to Hooper Grand Ave.
- 5th Ave. to Palms
- Talamantes to Santa Monica
- Talamantes to Hollywood
- Culver Jct. to Ocean Park and Inglewood

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

AMOCO—Santa Monica Line and Wilmington Line crossing at grade is not protected by interlocking. Trains and engines must stop in advance of crossing on either line and not proceed over crossing until it has been ascertained there are no trains or engines approaching this crossing from either direction. Santa Monica Line trains and engines have precedence over Wilmington Line trains and engines when using this crossing.

Stop signs installed on Wilmington Line and Santa Monica Line in approach to this crossing. On Wilmington Line sign is placed to the left of track for eastward movements approaching this crossing.

Sign reading "Railroad Crossing 2500 ft." is located 2500 feet in advance of crossing for eastward and westward movements on Wilmington Line and westward movements on Santa Monica Line. Sign reading "Railroad Crossing 1000 ft." is located 1000 feet in advance of crossing for movements departing from Butte St. Yards via Santa Monica Line.

Westward trains entering Butte St. Yard via Wilmington Line must stop in advance of unit for display of flashing white light located adjacent to either track at Long Beach Avenue. Member of crew will operate push button and if no S.P. trains are approaching P.E. crossing over Alameda Street flashing white light will be displayed. Flashing white light displayed is authority to proceed.

If an S.P. movement is approaching the P.E. crossing over Alameda Street the operation of push button will after three (3) minutes and

twenty (20) seconds place S.P. signals on Alameda Street at stop position and P.E. signals will indicate a proceed aspect. Flashing white light will be displayed.

Push buttons must not be operated without permission from Butte Street Yardmaster.

Westward trains entering Butte St. Yard via Santa Monica Line will stop clear of Nevin Avenue and obtain instructions from Butte St. Yardmaster by phone. If proceed instructions received from Yardmaster, member of crew will operate push button located adjacent to phone booth in the same manner as trains via Wilmington Line. Flashing white light located seventy-five (75) feet west of Long Beach Avenue.

Phone located in box on pole in advance of flashing white lights on Wilmington Line and in booth at Nevin Avenue on Santa Monica Line.

Instructions for operation of push buttons posted in push button box.

Eastward and westward trains crossing Long Beach Avenue via Santa Monica Line must allow crossing protection to operate twenty seconds (20) before entering crossing.

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

- Amoco.....For Wilmington Line
- Culver Jct.....For Santa Monica
- Talamantes.....As last used
- Alla.....As last used
- West Los Angeles.....For Hollywood

MISCELLANEOUS

West Hollywood: Between West Hollywood and Hollywood, hours of operation are restricted to the period between 8:00 PM and 6:00 AM, and trains shall not consist of more than ten (10) cars.

Between 6:00 AM and 11:00 PM trains shall not consist of more than 25 cars east of Eleventh Ave., unless otherwise instructed by proper authority.

SPEED RESTRICTIONS FOR TRAINS: Unless otherwise restricted, maximum speed is 30 MPH.

Speed must be further reduced as prescribed 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.**

Trains must not exceed:

SANTA MONICA LINE

- MPH
- 10 between Nevin and Vermont Aves.
- 20 across all highway crossings between Vermont Ave. and Cloverfield Blvd., except 5 MPH approaching and across Robertson and Venice Blvds.
- 15 between CULVER JCT. and Overland Ave., just west of PALMS.
- 20 between Overland Ave. and SANTA MONICA (14th St.).

HOLLYWOOD BRANCH

- 20 between TALAMANTES and SOLDIERS HOME SPUR except 15 MPH across all highway crossings between Talamantes and Soldiers Home Spur, and 10 MPH across Sepulveda Blvd., Pico Blvd., Olympic Blvd. and Ohio Ave.
- 10 across Westwood Blvd., and all street intersections between Wilshire Blvd. and Canon Drive, inclusive.

MPH

- 20 around curve at Selby Ave.
- 20 across Overland Ave. and road crossing between Fox Film Studio and Moreno Drive.
- 5 across Crescent Drive and Rexford Drive.
- 15 across Beverly Blvd., Doheny Drive and Robertson Blvd.
- 10 between Wesbourne Drive and Seward St.

ALLA BRANCH

- 6 across Washington Blvd., CULVER CITY.
- 15 across Madison Ave., Motor Ave., Overland Ave. and Elinda St.
- 20 across Sepulveda, Inglewood and Centinela Blvds.
- 15 between Ocean Park and Inglewood.

SPECIAL INSTRUCTIONS — WESTERN DISTRICT

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

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles to	Sentous to	Sentous to	Santa Monica to	Talmanates to	West Los Angeles to	West Los Angeles to
		Sentous	Los Angeles	Santa Monica	Sentous	West Los Angeles	Talmanates	West Hollywood
DF-300 to 304	4600 to 4623, 4700 to 4703.....	4150	1900	1750	1300	1100	4000	1300
DF-305, 306	4624 to 4633.....	4150	1900	1750	1300	1100	4000	1300
DS-1 to 8	1000 to 1032.....	3100	1450	1300	975	800	2650	975
DS-9 to 12	1033 to 1090.....	3750	1650	1550	1150	950	3150	1150
DS-100 to 109, 111, 115 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	4150	1900	1750	1300	1100	4000	1300
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	4150	1900	1750	1300	1100	4000	1300
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	4150	1900	1750	1300	1100	4000	1300
NOMINAL CLASS	ENGINE NUMBERS	West Hollywood to	West Hollywood to	Hollywood to	Culver Junction to	Allia to	Ocean Park to	Inglewood to
		West Los Angeles	Hollywood	West Hollywood	Allia	Culver Junction	Inglewood	Ocean Park
DF-300 to 304	4600 to 4623, 4700 to 4703.....	1450	1000	4000	3250	1500	1100	4000
DF-305, 306	4624 to 4633.....	1450	1000	4000	3250	1500	1100	4000
DS-1 to 8	1000 to 1032.....	1075	750	2650	2450	1150	800	2650
DS-9 to 12	1033 to 1090.....	1250	850	3150	2900	1350	950	3150
DS-100 to 109, 111, 115 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	1450	1000	4000	3250	1500	1100	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	1450	1000	4000	3250	1500	1100	4000
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	1450	1000	4000	3250	1500	1100	4000



