

UNION PACIFIC RAILROAD COMPANY
South-Central District

Los Angeles Division

Special Rules
No. 3

Effective Thursday,
August 1, 1940

Superseding Special Rules No. 2

Employees whose duties are in any way affected
thereby, must have a copy of these rules with them
while on duty.

H. H. LARSON, Superintendent

F. C. PAULSEN, General Superintendent

E. C. MANSON, Asst. General Manager

F. H. KNICKERBOCKER **P. J. LYNCH**
General Manager Supt. Transportation

Serial N^o 3245

5 (R). Unless otherwise directed, freight trains must enter and leave East Yard at Telegraph Road.

5 (S). Freight line at Buena Vista ends at the switch of the east crossing which leads from the siding to the passenger line.

27 (R). Switch lights will not be kept burning at night and trains must approach all facing point switches prepared to stop and must know that the switches are in proper position before passing over them at the following locations:

Anaheim Branch	Frisco Branch	Mammoth Branch
Boulder City Branch	Cedar City Branch	Silver City Branch
St. Thomas Branch	Fillmore Branch	Fairfield Branch
Pioche Branch	Eureka Branch	West of Provo, on Provo Subdivision

19 (R). Rules S-19, D-19 and 19(A) are modified to authorize the use of markers showing red and yellow instead of red and green between Yermo and Daggett and between Riverside Jct. and Los Angeles.

30 (R). Within the corporate limits of towns and cities named below, the engine bell must be rung continuously while the train or engine is moving:

Pomona	Ontario	Los Angeles
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83 (R). A clearance must be received as follows:

Kelso —by all trains;

Daggett —by all eastward trains;

Riverside —by all westward trains;

Provo —by all trains.

Trains are not required to receive a clearance per Rule 83 (D) at initial stations which are not train order offices.

When a clearance is received at the following stations by the only section of the trains designated below, it will confer the same authority as when received at their initial stations:

Salt Lake City—by 6th and Provo Subdivision westward trains;

Daggett —by eastward trains;

Riverside —by westward trains;

83 (S). Nos. 577, 578, 579, 580, 581, 582, 583, 584 and 586 only will register at Wye.

Conductors of first class trains are not required to register at East Yard. The operator will register for the conductor, obtaining the necessary information from the train dispatcher.

At Riverside and Provo conductors of all trains will register by registering ticket Form 2642 per Rule 83 (A).

83 (T). At Los Angeles Union Station, register check of eastward and westward trains must be obtained by eastward trains and conductors and engineers must fully identify trains between Los Angeles Union Station and Downey Road.

86 (R). Trains and engines may move between Downey Road and Alhambra Avenue, Los Angeles, with the current of traffic, irrespective of timetable superiority, but must avoid delay to first class trains.

S-88 (R). Passenger trains, when meeting at Milford, must use the siding which extends from the first cross-over east of the east standpipe to the cross-over near scales, unless otherwise directed by train order.

At Milford, freight trains heading into or out of yard at west end must use cross-over near scales unless otherwise directed. Westward trains with orders to wait at Milford, must remain clear of this cross-over.

At Moapa, trains heading into or out of yard at east end must use cross-over just west of Signals 3837 and 3838. Eastward trains with orders to wait at Moapa, must remain clear of this cross-over.

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

North Yard	Milford	Riverside	Draper
Salt Lake City	Lund	Ontario	Mount
Garfield including Smelter and Wye	Modena	Pomona	Cutler including Lehi
Stockton including Bauer	Caliente	Pico	Provo
Tintic	Las Vegas	Hynes	Nephi
Lynndyl	Cima	East San Pedro	Fillmore
Delta	Boulder City	Crestmore	Iron Springs
	Kelso	Whittier Jct. including Whittier	Cedar City
	Yermo		Pioche

Eureka Branch, Silver City Branch including Tintic wye, and, Mammoth Branch between Mammoth Junction and D. & R. G. W. crossing, are operated under yard rules.

Los Angeles yard limits include Glendale and Pasadena Branches and to M.P. 8.27 on San Pedro Branch.

Stockton yard limits extend to M. P. 745.06, eight-tenths of a mile east of Bauer.

Cutler yard limits extend to one-fourth mile west of Lehi.

Hynes yard limits extend from 500 feet west of switch serving Long Beach cut-off west of Rioco to 1,000 feet east of east switch Clearwater.

Whittier Jct. yard limits extend to one mile west of Whittier.

93 (S). American Smelting and Refining Company's yard, Garfield commences at a point approximately 250 feet west of the first switch leading into smelting plant from the Union Pacific high line extending from Lake Point. All trains and engines using these tracks of the A. S. & R. Co. will be governed by Rule 93 of the D. & R. G. W. reading as follows:

"Yard limits will be indicated by yard limit signs. Within yard limits the main tracks may be used, clearing first class trains as prescribed by the rules. Second and inferior class trains, extra trains, yard engines and light engines, must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of collision responsibility rests with the approaching train or engine."

97 (R). Unless otherwise directed, extra passenger trains will use passenger line and other extra trains will use freight line between Salt Lake City and Buena Vista.

98 (R). The Utah State law governing movement of trains over railroad crossings at grade is as follows:

"All locomotives, with or without trains, before crossing the main track at grade of any other railroad, must come to a full stop at a distance not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches or any other crossing protective device approved by the Public Utilities Commission is adopted such stop shall not be required. Every person in charge of a locomotive, for any neglect to observe the provisions of this section shall be deemed guilty of a misdemeanor, and the corporation shall be liable for all damage which any person may sustain by reason of such neglect."

98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed	Trains which have precedence	How Governed
Salt Lake City. (M.P. 782.5)	D. & R. G. W.	U. P.	Interlocking.
Salt Lake City. (M.P. 782.4)	D. & R. G. W.	D. & R. G. W.	Interlocking.
Salt Lake City. (M.P. 782.5 Freight Line)	S. L. G. & W.	U. P.	Stop.
Salt Lake City. (M.P. 782.4 Freight Line)	D. & R. G. W.	U. P.	Stop.
Salt Lake City. (M.P. 781.3 Freight Line)	W. P.	U. P.	Automatic Interlocking Signals.
Smelter. (M.P. 767.1)	B. & G.	U. P.	Cabin Interlocking.
American Fork. (M.P. 766.0)	S. L. & U.	U. P.	Cabin Interlocking.
Lakeview. (M.P. 757.3)	D. & R. G. W.	U. P.	Automatic Interlocking Signals.
Mammoth Br. (M.P. 241)	D. & R. G. W.	D. & R. G. W.	Stop.
Fairfield Br. (M.P. 1.85)	S. L. & U.	U. P.	Stop.
Lehi. (M.P. 769.5 Sugar Factory Spur)	S. L. & U.	U. P.	U. P. stop and throw target.
Ironton. (M.P. 0.67)	D. & R. G. W.	D. & R. G. W.	Interlocking.
Ironton. (M.P. 0.75)	S. L. & U.	S. L. & U.	Interlocking.
Crucero. (M.P. 204.3)	T. & T.	U. P.	Interlocking.
Riverside Jct. (M.P. 58.2)	S. P.	S. P.	Interlocking.
Magnolia Ave. (M.P. 55.2)	A. T. & S. F.	A. T. & S. F.	Automatic Interlocking Signals.
Ontario. (M.P. 38.1)	P. E.	U. P.	S. P. stop and operate electrically locked derail before crossing.
Ontario. (M.P. 37.7)	S. P.	U. P.	Automatic Interlocking Signals.
W. O. Tower. (M.P. 33)	S. P.	S. P.	Interlocking.
Pomona Depot. (M.P. 32)	P. E.	U. P.	P. E. stop and flag crossing.
Soto St. Jct. (M.P. 2.2)	U. P.		Special Rule 98(U).
Ninth St. Jct.	U. P.		Remote Control Interlocking.
A. T. & S. F. Csg. (Mission Tower)	A. T. & S. F.	A. T. & S. F.	Interlocking.
Bridge Jct.	U. P.		Special Rule 98(U).
Redondo Jct. Tower.	A. T. & S. F.	A. T. & S. F.	Interlocking.
Violet Alley, Los Angeles (100 ft. east of Santa Fe Ave.)	U. P.-S.P.	U. P.	Engines switching Violet Alley must flag across U. P. main track.
Santa Fe Ave., Los Angeles	L. A. Ry.	U. P.	L. A. Ry. cars stop and flag crossing. U. P. stop and flag crossing.
	A. T. & S. F.	A. T. & S. F.	two crossings unless given proceed signal by switchtender.

98 (S). Continued.

Location	Railroad Crossed	Trains which have precedence	How Governed
San Pedro Branch:			
Hobart Tower. (M.P. 3.1)	A. T. & S. F.	A. T. & S. F.	Interlocking.
M.P. 3.6	L. A. Jct. Ry.	U. P.	Interlocking.
M.P. 5.1.	P. E.	U. P.	Automatic Interlocking Signals.
South Gate. (M.P. 7.4)	S. P.	S. P.	Automatic Interlocking Signals.
Clearwater. (M.P. 11.2)	P. E.	U. P.	Automatic Interlocking Signals.
Cota. (M.P. 17.4)	P. E.	P. E.	Remote Control Interlocking.
Thenard. (M.P. 21.7)	S. P.	S. P.	Interlocking.
Badger Ave. (M.P. 23.2)	P. E.		Interlocking.
Pasadena Branch:	Drawbridge		
Alhambra Ave., Los Angeles.	S. P.	S. P.	(Mission Tower) Interlocking.
Main St., Los Angeles.	L. A. Ry.	U. P.	L. A. Ry. cars stop and flag crossing.
Ave. 20, Los Angeles.	L. A. Ry.	U. P.	
Rock Jct. (M.P. 2.7)	A. T. & S. F.	A. T. & S. F.	U. P. stop and throw target.
Highland Park. (M.P. 5.4)	A. T. & S. F.	A. T. & S. F.	U. P. stop and flag crossing.
Fair Oaks Ave., Pasadena. (M.P. 8.5)	P. E.	U. P.	P. E. stop. See note.
Lincoln Ave., Pasadena. (M.P. 11.0)	P. E.	U. P.	U. P. stop and flag crossing.
Glendale Branch:			
Broadway, Glendale.	P. E.	U. P.	U. P. stop and flag crossing.
Anaheim Branch:			
M.P. 6.86.	P. E.	U. P.	P. E. stop and flag crossing. See note.
M.P. 10.5.	P. E.	P. E.	U. P. stop and flag crossing.
Sunny Hills Spur. (M.P. 13.8)	A. T. & S. F.	A. T. & S. F.	U. P. stop and flag both crossings.
M.P. 15.5.	A. T. & S. F.	A. T. & S. F.	Interlocking.
Anaheim Sugar Spur. (M.P. 19)	A. T. & S. F.	U. P.	A. T. & S. F. stop and flag crossing. See note.

NOTE: At following crossings, U. P. trains and engines must approach prepared to stop unless crossing is seen or known to be clear:
Pasadena Branch: Lincoln Ave.
Anaheim Branch: M. P. 6.86, Anaheim Sugar Spur.

98 (T). Interlocking located on spur track serving Columbia Steel Plant between Provo and Ironton, crossing of D. & R. G. W. double track and single track on S. L. & U.

Movements of trains on U. P. to Steel Plant will be governed by home signal located on right-hand side of track 500 feet from crossing.

Movements of trains from Steel Plant to U. P. will be governed by two-arm home signal located on U. P. 500 feet from S. L. & U. crossing on left-hand side of track. Upper arm will govern all movements from Steel Plant over U. P. track to Provo Yard. Lower arm will govern all movements from Steel Plant to D. & R. G. W. westward main track.

One long sound of engine whistle must be used by U. P. engines when calling for home signal.

98 (U). Westward trains and engines approaching Bridge Jct. from Soto Street Jct. must be governed by dwarf signal located 200 feet east of staff house at Bridge Jct. Westward trains and engines moving from 9th St. Jct. to Santa Fe Ave. must be governed by dwarf signal located 200 feet east of staff house. These signals indicate proceed when junction switch is properly lined and staff is ready for delivery.

Westward trains and engines moving from 9th St. Jct. to Bridge Jct. against the current of traffic must stop at fixed red signal at the fouling point and secure staff and must receive hand signal from switchtender before proceeding to Santa Fe Ave.

Dwarf signal at Soto Street Jct. governing westward trains and engines may display red, yellow or green. A green indication indicates that dwarf signal governing westward trains and engines 200 feet east of the staff station is also at proceed. A yellow indication on the dwarf signal at Soto Street Jct. indicates that dwarf signal 200 feet east of the staff house at Bridge Jct. is at stop.

Eastward trains and engines moving from Santa Fe Ave. to Soto Street Jct. must be governed by dwarf signal 50 feet west of staff house.

Eastward trains and engines moving from Santa Fe Ave. to 9th Street Jct. must be governed by hand signals from the switchtender at Bridge Jct.

98 (V). When trains and engines are stopped by interlocking signals at signal bridges 3, 4, and 6 and signal does not change to proceed indication, member of crew must call towerman at Dayton Avenue or Mission Tower on telephone which is located on signal bridge at Spring St.

Eastward trains moving on Pasadena Branch at Glendale Jct. must call Mission Tower to release electric lock on switch, after which crews must line their own switches including switches at both ends of cross-over, and be governed by signal indication.

Westward trains at Glendale Jct. moving to Pasadena must throw switch at east end of cross-over. West end of cross-over is spring switch and may be trailed by westward trains.

Engines entering or leaving spur at North Main Street or Golden State Creamery, must call Mission Tower and have towerman release electric lock located at each derail before derail can be thrown. Telephones are located on top of electric lock at each derail switch.

Interlocking signals govern movement of trains and engines at 9th St. Jct., Los Angeles, and interlocking rules apply.

When trains and engines are stopped by interlocking signal and signal does not change to proceed indication, a member of the crew must call switchtender on telephone. If movement is authorized switches must be operated by hand, protecting as per Rule 663.

The switches are equipped with two levers, locked with standard switch locks. To operate switches by hand, unlock both levers and throw small lever marked "Power" to reverse position. Marking on lever will then read "Hand" indicating machine is set for hand operation. Levers must be restored to normal position when movement is completed.

Before movements are made on Chamberlin spur, a member of the crew must call switchtender on telephone at Bridge Jct., inform him of movements desired and be governed by signal indication. Movements from Chamberlin spur or Griffith spur to Soto St. Jct. must be made through cross-over between 9th St. viaduct and 9th St. Jct. and switchtender notified by telephone of such movements.

Telephones are located at Downey Road, Sears Roebuck spur, 9th St. Jct. and Griffith spur.

98 (W). S. P. Co. switchtenders handle switches for movement of U. P. trains and engines to and from Glendale Branch at Arroyo Jct. Call S. P. Co. station 4747 from Aliso Street on westward movement and from Arroyo Jct. on eastward movement to have switchtenders on hand at Arroyo Jct.

99 (R). Referring to Rule 99 (K), trains may be relieved from protecting against following extra trains by the use of Example (7) of Form E on branch lines only.

99 (S). Except where protected by interlocking, trains and engines entering or leaving main track between Downey Road and Alhambra Avenue must be protected by flagman, and when such movements make it necessary to cross over on two or more tracks such movements must be protected in both directions. When stop is made, flagman must go back immediately a sufficient distance to insure full protection. (Exceptions: At Downey Road and 9th St. Jct. trains and engines may move through cross-over if signals are in proceed position without flagging in either direction.)

104 (R). If a person is observed near a switch leading from the track a train is using in violation of Rule 104 (A), the train must be brought to a stop and wire report made to superintendent.

104 (S). Switches will be set normally, At east end Cedar City Loop, spring switch for westward trains; At Tintic wye for Eureka Branch—Silver City main track; At Pioche—High line switch for high line; At Crestline—Wye switch for east leg of wye; At Provo—switch leading to Ironton for Ironton spur; At Riverside—spring switch at west end of two main tracks, for eastward trains.

104 (T). Spring switches, see Rule 104 (D) and Rule 511 (B), are located as follows:

- Cedar City
- Islen
- Caliente
- Kelso
- Yermo
- Riverside
- East Yard
- Soto St. Junction;
- Spring point derail, located as follows:—M.P. 21.16.
- end of loop;
- east end;
- east end;
- west end;
- west end double track;
- east end (Telegraph Road);

104 (U). All eastward trains leaving Caliente freight yard must head through drill track, using spring switch. All westward trains heading into yard at Caliente must use the first cross-over west of the east drill track switch.

104 (V). Between the hours of 6:30 A. M. and 3:00 P. M. and between 4:30 P. M. and 1:45 A. M., eastward Los Angeles Division passenger trains entering Salt Lake City Passenger Station must stop to clear Second South Street unless they receive proceed signal from switchtender. Westward Los Angeles Division passenger trains leaving Salt Lake City Passenger Station between these times must stop to clear lead unless they receive proceed signal from switchtender. Proceed signal must be acknowledged.

D-151 (R). At Riverside, trains and engines may move against current of traffic, within yard limits, without being preceded by a flagman, except when on the time of a first class train or when view is obscured by weather or other conditions.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

Note: The designation "Str." includes all streamline trains. The designation "Psgr." includes all other passenger, mail, and express trains. The designation "Frt." includes freight trains, mixed trains, and light engines with or without cabooses.

When steam engines are used on streamline trains, unless otherwise provided, the speed specified under "Psgr." must not be exceeded.

When a freight engine is used in passenger service on branches, the speed specified under "Frt." must not be exceeded.

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Frt.	
At any point.	90	65	40
At any point.		60	With 3900 class or Mikado type engines.
At any point.		40	With 3500, 5500 and 8800 class engines, except passenger trains with these engines may run 45 M.P.H. over 131-pound rail.
At any point.		30	30
At any point.		20	Engines running backward, with or without cars.
Within yard limits.	50	40	25
Over spring switches.	15	15	15
Over spring switches. (Except east switch at Kelso.)	20	20	20
When using cross-overs or turn-outs.	15	15	15
At any point on curved track.			25
At any point on straight track.			30
At any point on main line.			30
At any point on branches.	30	30	20
Through interlocking.	20	20	20
Railroad crossings where governed by automatic interlocking signals, except Magnolia Ave. eastward.			15
At any point.			15
First Subdivision, Los Angeles.	15	15	15
Los Angeles River Bridge.	15	15	15
Between Pasadena Jct. and North M.P. 0.70.	25	25	20

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Frt.	
First Subdivision. (Cont.)			
Between Mile Posts—0.70 and 0.52.	15	15	15
0.52 and 0.37.	25	25	20
0.37 and 0.32.	15	15	15
0.32 and 0.00.	25	25	20
First Street 0.00 and 1.7.	25	25	20
9th St. Jct. 1.7 and 2.2.	15	15	15
Soto St. Jct. 2.2 and 2.8.	25	25	20
Montebello 8.74 and 31.22.	90	70	45
8.75 and 8.96.	85	65	45
Pico			
13.62 and 13.93.	70	65	45
Clayton 15.06 and 15.28.	55	50	45
Rowland 20.48 and 21.03.	85	60	45
23.56 and 23.80.	70	60	45
Walnut 25.07 and 25.28.	70	60	45
Spadra 29.05 and 29.48.	70	60	45
30.61 and 33.76.	30	30	25
Pomona Over P. E. Crossing.	15	15	15
33.80 and 36.90.	90	70	45
Ontario.	20	20	20
Ontario.	30	30	25
Between Mile Posts—39.00 and 56.52.	90	70	45
Collins 43.46 and 43.61.	85	65	45
Mira Loma 47.91 and 48.75.	85	65	45
Pedley 49.91 and 50.74.	70	60	45

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Pgr. Ft.	
First Subdivision. (Cont.) Between Mile Posts— Pedley (Cont.) 51.79 and 52.25.	65	60 45	Curve.
53.41 and 53.73.	60	50 45	Curve.
Magnolia Ave. (M.P. 55.2)	30	30 30	Eastward. Between the two home signals governing movement over the crossing.
55.41 and 56.00.	55	45 45	Curves.
57.34 and 57.42.	50	30 25	Curve.
Riverside, west end of two main tracks.	10	10 10	Eastward, over spring switch.
Daggett 158.80 and 158.97.	15	15 15	Curve.
158.97 and 161.38.	90	70 45	Over 131-pound rail, unless different speed is specified.
161.38 and 161.41.	70	55 45	Curve.
San Pedro Branch. At any point.		25 25	
M.P. 3.60.		10 10	Over L. A. Jct. Crossing.
M.P. 5.10.		20 20	Over P. E. Crossing.
M.P. 7.44.		20 20	Over S. P. Crossing.
M.P. 11.50.		20 20	Over P. E. Crossing.
Cota.		25 25	Over P. E. Crossing.
Thenard.		25 25	Over S. P. and P. E. Crossings.
Badger Ave. Draw- bridge.		15 15	
Pasadena Branch. Alhambra Ave.		20 20	Over S. P. Crossing.
Between M.P. 0.70 and M.P. 11.87.		12 12	
Fair Oaks Ave. (M.P. 8.5)		8 8	Over P. E. Crossing.
Lincoln Ave. (M.P. 11.0)		8 8	Over P. E. Crossing. Be prepared to stop unless crossing is seen or known to be clear.
Glendale Branch. Between M.P. 0.70 and Ave. 18.		40 25	
Between Arroyo Jct. and M.P. 8.12.		12 12	

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152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Pgr. Ft.	
Anaheim Branch. At any point.		20 20	
Between M.P. 2 and 2.5.		15 15	
M.P. 6.86.		15 15	Over P. E. Crossing.
M.P. 10.5.		15 15	Over P. E. Crossing.
Between M.P. 12 and 13.		10 10	
M.P. 15.5.		15 15	Over A. T. & S. F. Crossing.
M.P. 17.3. (South Spadra Road)		5 5	Be prepared to stop in case of emer- gency.
Rialto Branch. At any point.		25 25	
Between M.P. 0.0 and M.P. 0.59.		15 15	Yard limits.
Bridge 1.86.		20 20	Over Santa Ana River.
Bly to Crestmore.		15 15	
Second Subdivision. Between Mile Posts— Yermo		85 60	Curve.
164.48 and 164.60.		90 70	Over 131-pound rail, unless different speed is specified.
167.91 and 202.98.		85 60	Curve.
Toomey 168.84 and 169.38.		85 60	Curve.
Manix 179.12 and 179.77.		85 60	Curve.
180.84 and 181.66.		85 60	Curve.
Field 184.06 and 184.41.		85 60	Curve.
184.60 and 184.79.		85 60	Curve.
186.16 and 186.36.		70 60	Curve.
186.79 and 187.03.		70 60	Curve.
Dunn 188.43 and 188.99.		65 50	Curve.
189.08 and 189.44.		55 50	Curve.
189.51 and 190.07.		60 50	Curve.
190.58 and 190.85.		60 50	Curve.
191.18 and 191.55.		80 50	Curve.
Afton 191.78 and 191.98.		60 50	Curve.
192.08 and 192.26.		45 40	Curve.

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152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Pgr. Ft.	
Second Subdivision. (Cont.) Between Mile Posts— Afton (Cont.) M.P. 192.35, Tunnel No. 1.	40	30 30	Curve.
192.84 and 193.19.	45	40 30	Curve.
193.38 and 193.66.	55	50 45	Curve.
193.83 and 194.05.	60	50 45	Curve.
194.38 and 194.71.	70	50 45	Curve.
194.88 and 195.24.	60	50 45	Curve.
195.29 and 195.70.	65	50 45	Curve.
195.79 and 196.15.	60	50 45	Curve.
M. P. 203.17 west switch at Crucero.	30	30 25	Remote controlled switch.
Crucero M.P. 204.31, T. & T. Crossing.	30	30 25	Through interlocking.
205.00 and 333.00.	90	70 45	Over 131-pound rail, unless different speed is specified.
Balch 213.30 and 213.80.	85	65 45	Curve.
Sands 221.32 and 221.66.	85	65 45	Curve.
Glasgow 222.53 and 223.02.	85	65 45	Curve.
223.48 and 223.88.	75	65 45	Curve.
224.96 and 225.30.	85	65 45	Curve.
Kerens 226.24 and 226.51.	85	65 45	Curve.
227.69 and 227.96.	85	65 45	Curve.
229.07 and 229.19.	85	65 45	Curve.
229.81 and 230.14.	85	65 45	Curve.
Flynn 230.61 and 230.82.	85	65 45	Curve.
230.94 and 231.21.	70	60 45	Curve.
232.12 and 232.57.	85	65 45	Curve.
M. P. 234.62, west switch at Kelso.	30	30 25	Remote controlled switch.
Chase 252.04 and 252.47.	90	65 45	Eastward on curve.

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152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Pgr. Ft.	
Second Subdivision. (Cont.) Between Mile Posts— Chase (Cont.) 252.68 and 253.03.	90	65 45	Eastward on curve.
M.P. 253.65, west switch at Cima.	30	30 25	Remote controlled switch.
Cima to Kelso.	60	40 20	Westward freight trains must con- sume three minutes for each mile run except that they must consume four minutes for each mile run when 75% of their loading is rock or other heavy material.
Cima to Kelso		30 30	No. 5 with 5 or less cars.
Cima to Kelso		30 30	When No. 717 is running in two sec- tions, tourist section must use two minutes for each mile run. This will also apply when only one section run and train handling tourist sleepers and will also apply to any westbound train handling four or more tourist cars.
Cima 256.61 and 256.95.	85	65 45	Curve.
Joshua 258.98 and 259.18.	85	65 45	Curve.
260.34 and 260.74.	85	65 45	Curve.
260.98 and 261.41.	85	65 45	Curve.
262.52 and 263.51.	85	65 45	Curve.
Brant 265.30 and 265.56.	85	65 45	Curve.
266.08 and 266.60.	85	65 45	Curve.
267.03 and 267.47.	85	65 45	Curve.
Ivanpah 269.19 and 269.50.	85	65 45	Curve.
270.11 and 270.72.	85	65 45	Curve.
270.98 and 271.48.	85	65 45	Curve.
271.88 and 272.88.	85	65 45	Curve.
Moore 274.49 and 274.65.	85	65 45	Curve.
275.99 and 276.73.	85	65 45	Curve.
Nipton 278.53 and 278.67.	85	65 45	Curve.
279.88 and 280.68.	85	65 45	Curve.
281.76 and 282.23.	85	65 45	Curve.
Desert 284.67 and 284.81.	85	65 45	Curve.
286.30 and 286.95.	85	65 45	Curve.

Continued on Page 8.

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Frt.	
Second Subdivision. (Cont.)			
Between Mile Posts—			
Calada			
287.94 and 288.23.	85	65	45
Roach			
295.82 and 296.21.	85	65	45
Borax			
297.53 and 297.93.	85	65	45
298.35 and 298.81.	85	65	45
Jean			
301.98 and 302.25.	85	65	45
302.55 and 303.00.	85	65	45
303.43 and 303.83.	85	65	45
305.04 and 305.34.	85	65	45
Sutor			
308.23 and 308.71.	85	65	45
Erie			
309.31 and 309.83.	70	50	45
310.06 and 310.56.	85	65	45
310.88 and 311.01.	85	65	45
311.66 and 311.89.	70	60	45
312.10 and 312.50.	45	40	30
312.63 and 313.14.	80	60	45
313.31 and 313.61.	85	65	45
314.55 and 315.00.	40	40	30
Sloan			
315.51 and 315.69.	40	40	30
315.84 and 316.19.	40	30	30
316.30 and 316.46.	45	40	30
316.48 and 317.07.	60	40	30
317.83 and 317.97.	85	40	30
318.50 and 318.70.	45	40	30
319.13 and 319.37.	40	40	30
319.44 and 319.72.	40	40	30
Bard			
320.59 and 321.04.	65	60	45
Pierce			
326.57 and 327.09.	85	65	45
Boulder Jct.			
328.04 and 329.38.	85	65	45
Boulder City Branch.			
At any point.		25	25
Between M.P. 11.17 and 11.54.			20

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Frt.	
Boulder City Branch.			
(Cont.)			
Between M.P. 17.78 and 19.04.		20	
Boulder Jct.		15	Through turn-out on stem of wye.
Third Subdivision.			
Between Mile Posts—			
Las Vegas			
335.50 and 391.00.	90	70	45
335.79 and 336.08.	70	60	45
Wann			
339.03 and 339.22.	85	65	45
Valley			
342.97 and 343.31.	85	65	45
345.37 and 345.90.	85	65	40
Dike			
347.39 and 347.63.	85	65	40
348.39 and 348.54.	40	40	30
348.63 and 348.73.	40	40	30
349.58 and 349.84.	40	40	30
349.93 and 350.29.	40	40	30
350.34 and 350.72.	40	40	30
350.94 and 351.08.	60	50	40
351.25 and 351.34.	80	60	40
Apex			
352.09 and 352.30.	85	60	40
355.21 and 355.39.	85	60	40
356.11 and 356.39.	45	40	30
356.61 and 356.76.	45	40	30
357.34 and 357.75.	75	60	40
Garnett			
358.18 and 358.44.	45	40	30
358.82 and 359.42.	50	40	30
360.15 and 360.26.	80	65	40
362.25 and 362.48.	50	50	40
Dry Lake			
363.88 and 364.25.	65	60	40
365.12 and 365.33.	80	65	40
Crystal			
369.10 and 369.39.	65	60	40
Ute			
376.72 and 377.24.	80	65	40
Byron			
379.17 and 379.58.	50	50	40
380.38 and 380.86.	65	60	40
381.13 and 381.28.	80	65	40

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Frt.	
Third Subdivision. (Cont.)			
Between Mile Posts—			
Byron (Cont.)			
M.P. 382.58, west switch at Moapa.	30	30	30
382.65 and 383.73.	60	40	25
Moapa			
387.55 and 387.65.	85	65	40
Acton			
391.67 and 391.83.	55	50	40
391.97 and 392.09.	50	50	40
Farrier			
393.4 and 459.5.			
393.4 and 459.5.		50	
394.67 and 394.81.	30	30	24
394.85 and 395.34.	40	30	24
395.34 and 395.85.	65	30	24
396.25 and 396.42.	80	50	40
397.12 and 397.29.	65	50	40
397.56 and 397.76.	50	30	24
Rox			
398.08 and 398.24.	35	30	24
398.38 and 398.56.	35	30	24
399.89 and 400.19.	65	50	40
400.35 and 400.54.	65	50	40
401.67 and 402.09.	80	50	40
Hoya			
403.80 and 419.64.	36	36	24
Carp			
420.40 and 420.53.	65	50	40
421.08 and 421.25.	65	50	40
422.03 and 422.19.	65	50	40
422.60 and 422.80.	80	50	40
423.22 and 423.33.	65	50	40
423.55 and 423.65.	65	50	40
423.97 and 424.11.	70	50	40
Cloud			
424.28 and 424.55.	85	50	40
424.96 and 425.11.	70	50	40
425.46 and 425.63.	60	50	40
425.93 and 426.18.	55	45	40
426.44 and 426.77.	75	50	40
427.35 and 427.57.	70	50	40
427.96 and 428.17.	55	40	30
428.33 and 428.40.	85	50	40

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Frt.	
Third Subdivision. (Cont.)			
Between Mile Posts—			
Cloud (Cont.)			
429.07 and 429.18.	70	50	40
Leith			
430.11 and 455.13.	36	36	24
M.P. 430.40, Tunnel No. 3.	40	30	30
Etma			
455.80 and 455.90.	85	50	40
457.11 and 457.23.	85	50	40
St. Thomas Branch.			
At any point.		12	12
Between M.P. 5.4 and 6.1.		10	10
Fourth Subdivision.			
Between Mile Posts—			
Caliente			
459.5 and 501.2, Caliente and Uvada.		50	
459.5 and 497.8, Caliente and Lien.			
460.03 and 460.29.	45	40	25
460.83 and 460.97.	50	40	30
461.18 and 461.69.	30	30	20
461.72 and 463.87.	40	36	24
Eccles			
464.66 and 464.79.	60	50	40
465.24 and 465.47.	60	50	40
466.04 and 466.17.	50	36	24
466.24 and 466.38.	36	36	24
466.46 and 466.65.	40	36	24
466.77 and 466.93.	45	36	24
467.21 and 467.47.	60	50	40
467.87 and 468.03.	60	50	40
468.15 and 468.31.	50	45	40
Minto			
468.44 and 468.66.	60	50	40
468.75 and 469.01.	60	50	40
469.14 and 477.25.	30	25	20
M.P. 471.74.			
M.P. 474.89, west switch at Islen.	30	25	20
Islen to Minto			
Islen			
477.25 and 469.14.			
477.39 and 477.50.	60	50	40
477.70 and 477.81.	60	50	40

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Pgr. Ft.	
Fourth Subdivision, (Cont.) Between Mile Posts—			
Barclay 479.12 and 479.45.	42	30 24	Curve.
479.79 and 480.00.	60	30 24	Curve.
480.41 and 480.65.	32	30 24	Curve.
480.70 and 480.79.	30	30 24	Curve.
480.89 and 481.01.	37	30 24	Curve.
481.18 and 481.34.	37	30 24	Curve.
481.42 and 481.58.	30	30 24	Curve.
482.96 and 483.11.	60	45 40	Curve.
484.47 and 484.69.	60	45 40	Curve.
Acoma			
485.04 and 485.31.	60	45 40	Curve.
485.69 and 485.85.	60	45 40	Curve.
486.43 and 486.58.	60	45 40	Curve.
486.85 and 487.03.	35	30 24	Curve.
487.46 and 487.74.	60	30 24	Curve.
487.88 and 487.97.	30	30 24	Curve.
488.01 and 488.20.	30	30 24	Curve.
488.32 and 488.45.	35	30 24	Curve.
488.60 and 488.71.	35	30 24	Curve.
489.12 and 489.22.	65	45 40	Curve.
Brown			
489.67 and 489.88.	55	40 35	Curve.
490.61 and 490.78.	60	45 40	Curve.
491.36 and 491.49.	60	45 40	Curve.
491.85 and 492.11.	45	40 35	Curve.
M.P. 493.27, west switch at Crestline.	30	30 25	Remote controlled switch.
Crestline 494.14 and 494.37.	45	40 25	Curve.
M.P. 494.92, east switch at Crestline.	30	30 25	Remote controlled switch.
495.00 and 495.8.	30	25 20	Three curves.
496.02 and 497.08.	35	25 20	Four curves.
497.14 and 497.28.	50	25 20	Curve.
497.63 and 497.73.	60	50 40	Curve.
Lien			
497.82 and 497.94.	60	50 40	Curve.
498.20 and 498.50.	60	50 40	Curve.
499.67 and 499.93.	60	50 40	Curve.
Uvada 502.00 and 502.20.	70	50 40	Curve.

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Pgr. Ft.	
Fourth Subdivision, (Cont.) Between Mile Posts—			
Uvada (Cont.) 502.32 and 502.44.	70	50 40	Curve.
505.10 and 505.25.	85	65 40	Curve.
Tomas			
506.97 and 507.32.	85	65 40	Curve.
507.82 and 507.99.	85	65 40	Curve.
Modena			
511.06 and 512.02.	85	65 40	Curve.
512.81 and 513.83.	85	65 40	Curve.
515.02 and 515.22.	85	65 40	Curve.
Heist			
517.61 and 517.91.	85	65 40	Curve.
Yale			
521.39 and 521.81.	85	65 40	Curve.
Zane			
534.06 and 534.16.	85	65 40	Curve.
Ford			
537.28 and 537.57.	85	65 40	Curve.
Thermo			
564.92 and 565.19.	85	65 40	Curve.
Fifth Subdivision. Between Mile Posts—			
Milford 580.05 and 580.53.	85	65 40	Curve.
Read			
592.0 and 592.10.	85	65 40	Curve.
Malone			
596.23 and 596.39.	85	65 40	Curve.
Black Rock			
600.47 and 600.72.	70	60 40	Curve.
601.58 and 601.64.	85	65 40	Curve.
602.37 and 602.46.	85	65 40	Curve.
602.74 and 603.25.	85	65 40	Curve.
Pumice			
607.46 and 607.82.	85	65 40	Curve.
Cruz			
610.05 and 610.38.	85	65 40	Curve.
613.94 and 614.29.	85	65 40	Curve.
Bloom			
615.22 and 615.49.	60	50 40	Curve.
615.55 and 615.78.	60	50 40	Curve.
616.12 and 616.27.	85	65 40	Curve.
619.06 and 619.22.	85	65 40	Curve.
630.35 and 630.52.	85	65 40	Curve.
Oasis			
644.64 and 644.78.	85	65 40	Curve.
Delta Delta, wye track.			10 With 2700 and 5500 class engines.

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Pgr. Ft.	
Fifth Subdivision, (Cont.) Between Mile Posts—			
Delta (Cont.) 652.96 and 653.19.	75	65 40	Curve.
653.26 and 654.00.	85	65 40	Curve.
654.00 and 654.72.	60	50 40	Curve.
Strong			
655.84 and 656.38.	70	60 40	Curve.
657.37 and 657.61.	85	65 40	Curve.
Cline			
665.75 and 665.87.	40	40 25	Curve.
Sixth Subdivision. Between Mile Posts—			
Adams 671.30 and 671.46.	85	65 40	Curve.
Champlin			
675.54 and 676.15.	85	65 40	Curve.
678.13 and 678.36.	85	65 40	Curve.
678.88 and 679.17.	65	55 40	Curve.
Dyer			
679.84 and 680.16.	85	65 40	Curve.
680.55 and 680.98.	60	50 40	Curve.
682.53 and 683.16.	60	50 40	Curve.
683.52 and 683.73.	70	55 40	Curve.
684.14 and 684.52.	55	45 40	Curve.
Jericho			
685.68 and 686.01.	65	50 40	Curve.
686.21 and 686.61.	60	50 40	Curve.
686.87 and 687.04.	60	50 40	Curve.
687.33 and 687.67.	55	45 40	Curve.
688.05 and 688.49.	55	45 40	Curve.
688.70 and 688.95.	55	45 40	Curve.
689.50 and 690.05.	80	65 40	Curve.
691.61 and 692.09.	80	65 40	Curve.
McIntyre			
692.78 and 693.34.	70	60 40	Curve.
694.98 and 695.18.	80	65 40	Curve.
696.05 and 696.27.	80	65 40	Curve.
M.P. 697.92, east switch, track No. 1, Tintic.	30	30 30	Remote controlled switch.
Tintic			
699.61 and 699.90.	65	55 40	Curve.
700.59 and 701.01.	80	65 40	Curve.
702.16 and 702.72.	70	60 40	Curve.
703.67 and 703.81.	70	60 40	Curve.
Boulter 705.70 and 705.98.	55	40 30	Curve.

Location	Maximum Speed Miles Per Hour		Remarks
	Str.	Pgr. Ft.	
Sixth Subdivision, (Cont.) Between Mile Posts—			
Boulter (Cont.) 706.10 and 706.64.	70	40 30	Curve.
707.05 and 707.50.	55	40 30	Curve.
707.90 and 708.21.	50	40 30	Curve.
708.82 and 709.12.	50	40 30	Curve.
709.21 and 709.85.	50	40 30	Curve.
Loigreen			
710.23 and 710.48.	55	40 30	Curve.
711.02 and 711.22.	70	60 40	Curve.
712.10 and 712.50.	50	40 30	Curve.
712.77 and 713.45.	55	40 30	Curve.
713.93 and 714.23.	60	50 40	Curve.
Dunbar			
714.94 and 715.30.	55	50 40	Curve.
715.58 and 715.84.	70	60 40	Curve.
716.67 and 716.77.	80	65 40	Curve.
Pehrson			
719.62 and 720.10.	55	50 40	Curve.
720.57 and 721.00.	60	50 40	Curve.
721.16 and 721.58.	80	65 40	Curve.
722.17 and 723.28.	80	65 40	Curve.
Faust			
724.87 and 725.30.	80	65 40	Curve.
Ajax			
735.35 and 735.89.	80	65 40	Curve.
St. John			
740.76 and 741.06.	80	65 40	Curve.
Bauer			
745.59 and 745.91.	80	65 40	Curve.
Warner M.P. 748.2, east leg of wye.			With 3500, 5500, 7800 and 8800 class engines.
748.37 and 748.97.	80	65 40	Curve.
Shields			
754.00 and 776.85.	90	70 45	Over 131-pound rail, unless different speed is specified.
754.21 and 754.58.	60	50 45	Curve.
755.30 and 755.56.	60	50 45	Curve.
755.95 and 756.24.	85	50 45	Curve.
Erda			
757.09 and 757.30.	60	50 45	Curve.
757.68 and 758.09.	55	50 45	Curve.
758.50 and 758.84.	60	50 45	Curve.
759.73 and 760.20.	85	60 45	Curve.
Morris 760.80 and 761.30.	75	60 45	Curve.

Location	Maximum Speed Miles Per Hour		Remarks
	Sr.	Frt.	
Sixth Subdivision. (Cont.)			
Between Mile Posts—			
Morris (Cont.)			
761.72 and 761.86.	75	60	45 Curve.
762.78 and 763.34.	65	55	45 Curve.
764.97 and 765.48.	85	65	45 Curve.
Smelter			
767.22 and 767.46.	50	40	25 Curve.
Garfield			
770.15 and 770.51.	65	60	45 Curve.
Riter			
776.59 and 776.83.	80	65	45 Curve.
Buena Vista			
779.20 and 781.56.			
Frt. Line to North			
Yard.		30	
779.20 and 779.50.	65	60	40 Curve.
780.79 and 781.09.	85	65	40 Curve.
Provo Subdivision.			
At any point.	50	40	40
Between Mile Posts—			
Lynndyl			
666.94 and 674.75.	50	40	30
666.94 and 696.30.			25 With 2-10-2 type engine.
674.75 and 675.50.	45	35	30
675.50 and 676.82.	50	40	30
Learnington			
676.82 and 677.68.	40	30	20
677.68 and 683.78.	45	35	30
Parley			
683.78 and 684.83.	40	30	20
684.83 and 685.73.	45	35	30
685.73 and 685.84.	40	30	20
685.84 and 691.83.	50	40	30
Mills			
691.83 and 692.33.	40	30	20
692.33 and 694.40.	45	35	30
694.40 and 709.49.	50	40	35
709.49 and 711.75.	30	30	25 Nephi city limits.
Nephi			
711.84 and 732.94.	50	40	35
Barry			
732.94 and 733.50.	40	30	20 Curves.
733.50 and 750.46.	50	40	35
750.97 and 754.78.	30	30	30 Provo city limits.

Location	Maximum Speed Miles Per Hour		Remarks
	Sr.	Frt.	
Provo Subdivision.			
(Cont.)			
Between Mile Posts—			
Provo			
754.78 and 762.90.	50	40	40
M.P. 757.25—			
D. & R. G. W.			
Crossing.	20	20	20 Interlocking.
762.90 and 763.99.	20	20	20 Pleasant Grove city limits.
Pleasant Grove			
763.99 and 765.81.	50	40	40
765.81 and 767.50.	20	20	20 American Fork city limits.
American Fork			
767.50 and 770.38.	50	40	40
Cutler			
772.32 and 773.50.	50	40	40
773.50 and 775.16.	40	30	20 Series of curves.
Mount			
776.54 and 777.86.	45	35	35
777.86 and 778.05.	40	30	25 Series of curves.
778.05 and 781.80.	50	40	40
Draper			
783.56 and 786.35.	50	40	40
Pioche Branch.			
At any point.		15	15
Between M.P. 0.00			
and 17.00.			12
Between M.P. 17.00			
and 22.00.			10
Cedar City Branch.			
At any point.		30	30
Within yard limits.		30	25
Cedar City Loop.		10	10 Over spring switch.
Iron Mountain Branch.			
At any point.		15	15
Frisco Branch.			
At any point.		12	12
Fillmore Branch.			
At any point.		20	20
At M.P. 12.40, 12.85,			
13.50, 18.50.			Account drifting sand, approach the
Eureka Branch.			locations shown prepared to stop if
At any point.		12	track is not clear.
Eureka.		6	6 Through city limits.

350 (R). Staff system between Santa Fe Avenue and Bridge Junction governs movement of all trains and engines. Exceptions: Switch crews and engines turning on wye may use main track between Bridge Junction and east derail at Redondo Tower without staff; crews switching Hammond Lumber Company or serving industries west of Redondo Tower may use main track between Santa Fe Avenue and west derail without staff; Rule 93 to apply.

350 (S). Possession of staff is authority for a train or engine to proceed to next staff station, but does not supersede the indication of interlocking signal at Redondo Tower, nor relieve yard, train and engine men from being on lookout for switch crews and engines using main track as referred to in exceptions to Special Rule 350 (R).

506 (B). On a color light permissive signal, if the lights are not burning, trains may proceed at restricted speed without stopping for it, prepared to stop short of train, obstruction, or switch not properly lined, and be on lookout for broken rail, or anything that may affect movement of train. See Rule 509 (D).

S-508 (R). Block signal overlaps are located at King, Bard, Pierce, Bracken and Bauer. Trains holding main track whose superiority has been restricted must not pass the overlap sign at these stations until the opposing train has arrived or waiting time has expired.

509 (R). Home signal at east end Los Angeles River Bridge governs A. T. & S. F. spur track crossing at west end of bridge. Color light dwarf signal at west end of bridge governs A. T. & S. F. main track crossing at Redondo Tower.

509 (S). Remote controlled switches are located at Tintic, Crestline, Islen, Moapa, Cina, Kelso, Crucero and in Los Angeles at 9th St. Jct. When a train is stopped by a home block signal or dwarf signal, it may proceed when the signal changes to an approach or proceed signal. If signal remains in stop position be governed by Rule 509. Movement over switch must not begin until after person in charge of train or engine has verbal understanding with the operator at remote control station that it will be all right for train to proceed and that switch will not be changed by the operator until after train has passed over switch. When necessary to do switching, switch must be manually operated and person in charge of train or engine must have verbal understanding with operator before proceeding.

After consulting operator be governed by instructions posted in iron box at switch.

When operator is not on duty, operation of switch will be handled as per instructions covering manual operation.

509 (T). Remote control electric switch lock operated from station at Pico governs movements of trains and engines from Anaheim Branch at Whittier Jct. Be governed by instructions placed in box at switch at Whittier Jct.

509 (U). Trains or engines stopped at signals 20, 22 or B-23 located at Soto St. Jct. will be governed by Rule 509 (a).

674 (R). To indicate the route to be used through interlocking limits, the following engine whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.)

Crucero:
For main track, ————
For siding, ————
For transfer track, ————
W. O. Tower:
Siding, ————
Riverside Junction:
From Santa Fe westward main track ————
to U. P. eastward main track, ————
From U. P. westward main track ————
to Santa Fe eastward main track, ————
From U. P. westward main track ————
to Santa Fe westward main track, ————
To transfer track, ————
o o o ————

Downey Road:

For main track, ————
For San Pedro Branch, ————
For Bridge Jct., ————
For middle track, ————

Hobart:

Siding, ————
East wye, ————
From San Pedro main track to Santa Fe siding, ————
From Santa Fe siding to San Pedro main track, ————
From U. P. transfer to Santa Fe siding, ————
From Santa Fe siding to U. P. transfer, ————
Pasadena Jct.:
For Union Station, ————
To and from Glendale Jct., ————
Alhambra S. P. coach yard, ————
or to turn equipment or engine, } Passing
S. P. coach yard } microphone
at 1st St.
9th St. Junction: } Passing microphone between
For main track, } 4th St. and 6th St.
For Bridge Junction, } ————

674 (S). When a train is stopped by a signal at a railroad crossing, protected by cabin interlocking, automatic interlocking, or remote control interlocking and no conflicting movement is evident, a trainman must proceed to the crossing and be governed as follows:

At cabin interlocking, the trainman will protect the movement of his train in accordance with Rule 663 within the interlocking limits and if within block signal territory, will be further governed by Rule 509.

At interlocking at Thenard and remote control interlocking at Cota, the trainman will call towerman on telephone located in box at crossings and be governed by instructions posted in box.

At Bell, when making switching movements between home and approach signals, cars must not be left standing on clearing section located between a point 330 feet west of the eastward home signal and a point 330 feet east of the westward home signal. Switching movements may be made between these points and the approach signals without interfering with operation of the Pacific Electric Railway.

When making movements from siding or Pacific Coast Steel Corporation spur to main track, trainmen will observe switch indicator at switch. If it indicates proceed, switch may be thrown, at which time dwarf signal will indicate proceed at restricted speed. While making switching movements at these points, if cars are left on main track between home signals, indicators and dwarf signals will not function. Switching movements may then be made under full protection by trainmen.

When making movements to or from Pacific Coast Steel Corporation spur to siding, the switch nearest to train must be thrown first to permit the governing signal to function.

802 (R). Trains must stop and flag over Lincoln Avenue highway crossing, Pasadena, M.P. 11, on account of building obstructing the view.

Trains must be preceded over Colorado Street, Pasadena, by flagman, unless crossing flagman on duty for protection of traffic.

804 (R). At Caliente, if engine is cut off from passenger train for the purpose of changing engines or otherwise, sufficient hand brakes must be set on head end of westbound trains and on rear end of eastbound trains, to hold cars until engine is again attached.

804 (S). In Caliente yard, whenever switching is being done, any cars switched into tracks must have hand brakes set to secure them. This applies in all cases, whether cars are cut off in a switching movement, or shoved into any track.

807 (R). Freight conductors must notify their enginemen leaving terminals makeup of each train handled, including location of loads and empties.

807 (S). Steel underframe outfit cars may be handled on head end of train when cars are to be set out or picked up between terminals.

809 (R). When handling cars placarded "Explosives" in yards or on sidings, explosives cars must be coupled to an engine, electric locomotive or motor car protected by a car between. (BE678-a.)

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 8 on Form 1216 "Conductor's Car and Tonnage Report."

	For each empty or loaded car weighing less than 40,000 pounds (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car)
Between Salt Lake City and Los Angeles	6000 lbs.	3000 lbs.
Between Salt Lake City and Lyndyl, via Provo.....	6000 "	3000 "

824 (R). In addition to making inspection of train as often as practicable, as per rule 824, freight trains must stop and be inspected at the following points:

- Kelso —Eastward and westward, 10 minutes;
- Cima —Westward;
- Chase —Westward, 10 minutes;
- Dawes —Westward, 10 minutes;
- Desert —Eastward and westward;
- M.P. 6 Blue —Eastward, 10 minutes;
- Diamond Spur (Arden) —Westward;
- Rox or Carp —Eastward;
- Islen —Westward;
- Modena —Eastward;
- Modena or Crestline —Westward;
- Delta or Black Rock —Eastward and westward;
- Tintic —Westward;
- Eastward—except when train is running properly and it is not necessary to stop for any other purpose, trains may run inspection at Tintic in which case stop will be made at Lofgreen or Faust and inspection made;
- Eastward;
- Stockton, Bauer or Warner —Eastward and westward;
- Nephi —Eastward and westward;
- Provo —Eastward and westward;

825 (R). Cars must not be set on sidings on which remote control switches are installed. If, on account of accident or other emergency, the setting out of cars on such sidings cannot be avoided, before doing so, written authority must be received from the train dispatcher and the conductor and engineer will arrange to have the derrails, which are normally closed, opened before cars are left standing on siding.

887 (R). Air test as required by Air Brake Rules 1040, 1041, 1042, 1043, must be made on all trains where conditions require road train brake test. Westward passenger trains must make running air test as per Rules 1051 and 1051 (A) between "S," post east of Cima and east switch.

887 (T). When standard brake pipe pressure is obtained, engineer will, upon proper request or signal, make a service reduction of 10 pounds on passenger and 20 pounds on freight train and sound one short blast of the whistle. When the trainman at the rear car sees rear brake apply, he will signal release, and the engineer will sound two short blasts of the whistle following release of brakes. The train must not proceed until the brakes are released on rear car and brake pressure charged to standard pressure. If the train has been delayed 30 minutes or more the above test will be repeated before leaving.

887 (U). Maximum tonnage per operative brake in freight service, Cima to Kelso, is sixty-five (65) tons.

888 (R). All engines must approach and pass over Aliso Street and Santa Fe Avenue, Los Angeles, cautiously, engineer and fireman keeping an especially sharp lookout for street traffic.

896 (R). 2700, 3500, 3900, 5500, 7000, 7800 and 8800 class engines must not go on the following tracks, except as shown:

- Enamel Spur —Spur;
- Buena Vista —Old siding;
- Wye —Wye tracks, except 2700 class;
- Lake Point —A. S. & R. spur, except 2700 class, not exceeding 15 miles per hour;
- Bauer —Honerine Mill spur, except 2700 class;
- Stockton —Gravel pit tracks, except 2700 class;
- Tintic —Tracks 1 and 2 alongside Eureka branch, except 2700 class;
- Sand pit tracks;
- Lynndyl —East leg of wye, except 2700 and 5500 class;
- Delta —East lead sugar factory track beyond ore loading platform;
- M.P. 472.3 —Hal Oil spur beyond a point 223 feet from switch;
- Caliente —Spur, except 2700 class;
- Dike —Dike track, except 2700 class;
- Garnett —Set-out track, except 2700 class;
- Pierce —Set-out spur, except 2700 class;
- Arden —Blue Diamond spur;
- Bard —Set-out spur, except 2700 class;
- Jean —Yellow Pine Mining Co. warehouse spur, except 2700 class;
- Cima —Tail of wye track, beyond a point 100 ft. from tail of wye switch;
- Kelso —Storehouse tracks, except 2700;
- Crucero —Beyond ice house on interchange track;
- Harvey & Brown spur (M.P. 39) —Spur track, beyond a point 75 feet east of point of frog, except 2700 and 6000 class;
- Draper —Sand spur, except 2700 class;
- M.P. 781.26 —Sand spur, except 2700 class beyond a point 540 feet from switch;
- West of Draper } —Gravel pit tracks;
- Mount } —Sugar factory tracks, except 2700 class;
- Lehi } —Chipman's spur, except 2700 class;
- American Fork } —Pulley spur, except 2700 class;
- Pleasant Grove } —Lumber spur, except 2700 class;
- Hardy } —Track 4 except 2700 class;
- Loading track 6, except 2700 class, which will not go beyond point 700 feet east of switch to tracks 4 and 6;

Air test as required by Special Rule 887 (T) must be made on all freight trains at the following points:

- Cima —Eastward and westward;
- Crestline —Westward, except when brake pipe pressure is ninety pounds;
- Tintic —Eastward and westward where angle cock has been turned and hose separated.
- Boulter Mount }

All engines operating from Crestline to Caliente, from Cima to Kelso and on the Eureka, Mammoth, Silver City, Frisco, Iron Mountain, and Pioche branches must maintain brake pipe pressure of not less than ninety (90) pounds.

To properly control trains on descending grade from Grand Central or Mammoth Mine to Mammoth Station, be governed as follows:

All cars to be equipped with thirty pound retaining valves. The combined leakage from the brake cylinder and retaining valve pipe must not exceed seven pounds per minute. All brakes to be cut in and operative.

Piston travel to be adjusted to approximately seven inches on all cars. Speed must not exceed six miles an hour at any point.

Limit of train descending shall be a maximum of three cars.

On descending grades from Mammoth, Eureka and Silver City, speed must not exceed eight miles an hour and limit of cars will not exceed ten. The rules as to the air brake inspection and test, with the exception of the application of the thirty pound retainers, are the same as they are on the High Line or between Mammoth Mine and Mammoth Station.

Empty cars for the Tintic District will be inspected at Tintic and on cars going to the Mammoth Mine and Grand Central Mine, thirty pound retainers will be applied at Tintic by the Mechanical Department. Engine foremen will place a sufficient number of empties on the repair track each day so that the car forces may make the proper inspection and apply the stub retainer and will not take any cars into the district that have not been OK'd for service in the Tintic District.

On descending grades, in the Tintic District, conductor must see that trainmen are properly distributed over the train, each man at a hand brake and in position to control train with hand brakes if necessary.

887 (S). Retainers must be used as follows:

Islen to Minto—on all westward freight trains.

EXCEPTION: Trains averaging not to exceed fifty-five gross tons per car may be handled without the use of retainers when handled by engines equipped with two air compressors which are operative. Westward freight trains must come to a full stop at M.P. 471.74 when retainers are not being used.

Responsibility for the use of retainers under this exception rests primarily with the engineer and he will direct as to their use; however, retainers must be used if in the judgment of conductor their use is necessary.

Retaining valves must be used on all trains as required by Air Brake Rule 1077 (A), without any exception permitted, as follows:

- Cima to Kelso,
- Pioche to M.P. 30,
- M.P. 27 to M.P. 22, Pioche Branch,
- Frisco to Milford,
- Eureka to Tintic,
- Grand Central Mine to Mammoth,
- Mammoth to Tintic,
- Silver City to Tintic,
- Iron Mountain to Iron Springs—Duplex retainers must be placed in full retaining position,
- On Blue Diamond Spur (Arden) from end of track to Arden.

On other grades conductors will see that as many retaining valves are used as are necessary to control their trains as required by Air Brake Rule 1077 (A).

Cutting Plant }
M.P. 754.8 }

Provo

—Spur track, except 2700 class;

—Wye;

—Texas Oil spur;

—Gas Plant spur;

—Bullock's spur;

—Sugar factory tracks, except 2700 class, not exceeding five miles per hour;

—Sugar factory spurs, except 2700 class;

—West switch scale track;

—Stock track, except 2700 class;

—East leg of wye;

—West leg of wye, except 2700 class;

—Mill and Oil spur;

—East end team track;

—Spur, except 2700 class;

—All tracks west of alfalfa mill spur;

—All tracks west of potato cellar, M.P. 0.82;

—Oil track No. 12;

—Commissary spur;

—Lead to freight house track No. 6, main track switch;

—All tracks west of bridge 0.68;

—All tracks west of M.P. 1.00;

—All tracks west of M.P. 0.23.

3150-3176 and 6000 class engines must not go on the following tracks, except as shown:

Buena Vista

—Old siding, except 6000 class;

Bauer —Honerine Mill coal trestle;

Lynndyl —Sand pit, except 6000 class;

Delta —East leg of wye, except 6000 class;

—East lead to Sugar Factory Track 20, beyond switch to Track 14, serving lime rock warehouse;

—Track 12 can be used by 6000 class engines;

—Hal Oil spur beyond 380 feet from switch;

—Sand spur beyond a point 540 feet from switch;

—Texas Oil spur;

—Scale track No. 17, west switch taking out of sugar factory lead, except 6000 class;

—East leg of wye, except 6000 class;

—Light Pacific and light Consolidation engines permitted. Heavy Pacific and heavy Consolidation engines not permitted west of bridge 0.68;

—All tracks, except 6000 class;

—Machine Shop Track 7;

—Blue Diamond spur, except 6000 class, not exceeding 12 miles per hour.

St. Thomas Branch

Boulder City

Arden

2700, 3150-3181, 5500, 3500, 7000, 7800 and 8800 class engines must not go on the following tracks except as shown:

Crestmore Track

- All tracks, except 2700 class engines may operate between Bly and Ormand quarry;
- All tracks;
- All tracks;
- All tracks;
- 250 feet eastwardly of Pomona Fruit Growers' Exchange spur track located east side of Exchange Growers' Building;
- All tracks, except light Pacific type;
- All tracks, except light Pacific type;
- F. W. Braun Co.;
- 2 L. A. Co. Flood Control spurs;
- Macco Lumber Co.;
- Southern California Edison Co.;
- 2 Richfield Oil Co. spurs;
- Tank spur.

3500, 3900, 5500, 7800 and 8800 class engines must not go on the following tracks:

- Storage track;
- Spur;
- Spur;
- Spur;
- Spur;
- Spur, Packing House at Cypress Ave.;
- United Canneries;
- Cutler-Lobinger Packing Co.;
- Edison Appliance Co.;
- City oil spur.

3500, 3900, 5500, 7800 and 8800 class engines must not go beyond west switch at Bixby on Burnett tracks.

6000, 2700, 3150-3181, 3500, 3900, 5500, 7000, 7800 and 8800 class engines must not go on the following tracks:

- Whittier Ass'n lemon spur;
- 3 Fibreboard Products Co. spurs;
- Mission spur serving A. F. G. Co., engines must not go beyond east end of packing house;
- Trestle bridge on lime quarry spur;
- Over unloading flume;
- Over oil sump on oil spur.

3150, 6000 and Shay class engines only, may go on Eureka, Mammoth and Silver City branches. All classes of engines may turn on Tintic wye.

900 (R). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks:

Location	Structure or Obstruction	Clearance of engine or car is close at—
At all stations.....	Mail cranes	Side.
First Subdivision.		
Los Angeles River	Bridge	Side.
M.P. 8.90	Highway bridge	Top.
M.P. 10.80	Bridge	Top and side.
M.P. 11.1	Highway bridge	Top.
M.P. 15.05	Bridge	Top and side.
M.P. 15.39	Bridge	Top and side.
M.P. 15.72	Bridge	Top and side.

Continued on Page 17.

Location	Structure or Obstruction	Clearance of engine or car is close at—
First Subdivision (Cont'd).		
Pomona	Signal 319	Side.
Pomona	Signal 320	Side.
Pomona	Signal 320 (Case)	Side.
Pomona	Water column	Side.
Ontario	Bridge	Side.
M.P. 52.40	Canal siphon wall	Side.
M.P. 55.74	Highway bridge	Top.
M.P. 55.90	Fence	Side.
M.P. 56.23		
Second Subdivision.		
M.P. 182.09	Bridge	Side.
Harvard	Water tank spout	Side.
M.P. 192.34	Tunnel No. 1	Top.
.....	Water tank spout—east	Top and side.
.....	Water tank spout—east	Top and side.
.....	Water tank spout—west	Top and side.
.....	Water tank spout	Top.
.....	Loading tippie	Overhead.
Third Subdivision.		
Dry Lake	Water tank spout	Top and side.
M.P. 395.42	Bridge	Side.
M.P. 397.04	Bridge	Side.
M.P. 397.32	Bridge	Side.
M.P. 397.85	Rock cut	Side.
M.P. 406.55	Bridge	Side.
M.P. 407.09	Bridge	Side.
M.P. 408.97	Bridge	Side.
M.P. 409.16	Bridge	Side.
M.P. 419.30	Bridge	Side.
M.P. 430.51	Tunnel No. 3	Top.
M.P. 431.82	Bridge	Side.
M.P. 433.47	Bridge	Side.
M.P. 437.22	Bridge	Side.
M.P. 437.22	Bridge	Side.
Elgin	Rock cut, west end bridge	Top and side.
M.P. 440.20	Signal pole	Side.
M.P. 444.56	Bridge	Side.
M.P. 447.89	Bridge	Side.
M.P. 452.40	Rock cut	Side.
M.P. 458.56	Bridge	Side.
Fourth Subdivision.		
M.P. 468.06	Bridge	Side.
M.P. 469.07	Bridge	Side.
M.P. 469.93	Bridge	Side.
M.P. 469.95	Bridge	Side.
Big Springs	Water column	Top and side.
M.P. 470.91	Bridge	Side.
M.P. 471.28	Bridge	Side.
M.P. 471.46	Bridge	Side.
M.P. 471.74	Bridge	Side.
Acoma	Water tank spout	Top and side.
Modena	Oil spouts	Top and side.
Beryl	Water tank spout	Top and side.
M.P. 527.60	Bridge	Side.
Thermo	Water tank spout	Top and side.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Fifth Subdivision.		
M.P. 601.13	Bridge	Side.
Sixth Subdivision.		
Jericho	Water tank spout	Top and side.
Tintic	Water tank spout	Top and side.
Garfield	Water tank spout	Top and side.
Provo Subdivision.		
Provo Yard		
All tracks at Pac. States		
Cast Iron Pipe Co., Ironton		
M.P. 735.76		
M.P. 754.42	Scrap Iron along joint track	Side.
Nephi	D. & R. G. W. crossing	Top and side.
Starr	Bridge	Side.
Payson	Water tank spout	Top and side.
Provo	Water tank spout	Top and side.
Cutler	Water tank spout	Top and side.
Fairfield Branch.		
M.P. 1.60	D. & R. G. W. crossing	Top.
Cedar Fort	Water tank spout	Top and side.
Fillmore Branch.		
Fillmore	Water tank spout	Top and side.
Pioche Branch.		
M.P. 0.68	Bridge	Side.
Water Tank (M.P. 20.60)	Water tank spout	Top and side.
Pioche	Water tank spout	Top and side.
Iron Mountain Branch.		
Iron Mountain		
Tracks 5, 6, 7 and main track	Ore loading tippie	Top and side.
St. Thomas Branch.		
M.P. 5.49	Rock cut	Side.
M.P. 5.52	Rock cut	Side.
M.P. 5.61	Rock cut	Side.
M.P. 5.73	Rock cut	Side.
M.P. 6.05	Dirt cut	Side.
M.P. 6.34	Earth cut	Side.
M.P. 6.61	Earth cut	Side.
M.P. 7.09 to 7.13	Earth cut	Side.
M.P. 7.40	Earth cut	Side.
M.P. 7.75	Rock cut	Side.
M.P. 9.67	Cattle guard posts	Side.
Pasadena Branch.		
Ave. 21 to Ave. 22	Brick building, pipe & eaves	Side.
6130-44 Pasadena Ave.	Retaining wall	Side.
M.P. 6.10	Fence, concrete railing, lights at bridge	Side.
M.P. 6.2	Guy wire	Side.
M.P. 6.7	Brick retaining wall	Side.
M.P. 8.09	Highway bridge	Top.
M.P. 8.09	2 Western Union crossarms	Side.
M.P. 8.16	Highway bridge	Top.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Glendale Branch.		
M.P. 4.5	Trolley Poles	Side.
M.P. 4.5	Trolley wire	Top.
M.P. 6.3	Gates, Forest Lawn Cemetery	Side.
Trolley wires and poles from San Fernando Road to California Avenue, on main line, Glendale Yard, and all spur tracks and sidings.		
San Pedro Branch.		
Hollydale, Vernon Foundry	Overhead crane	Top.
Thenard	Trolley wire	Top.
Anaheim Branch.		
M.P. 11.59	Highway bridge	Side.
Rialto Branch.		
M.P. 1.01	Concrete girders on bridge	Side.
M.P. 5.17—M.P. 5.40	Wire fence	Side.
Bloomington	Trolley pole at Orange St.	Side.
Bloomington to Poole	Trolley poles	Side.

1014 (A). When a streamline train is helped or towed by a steam engine, or when it is necessary to change brake valve to the automatic system, the brake pipe pressure must be reduced to 90 pounds.

1040 (A). When electrical portion of straight air brake on streamline trains fails to function, train must be stopped and automatic brake cut in and regular terminal test made while train is standing to insure all brakes apply and release; except if failure occurs on train handled by M-10000 or M-10001 it will be necessary to control train with straight air brake.

1051 (B). On streamline trains, when running air test is made as required by Air Brake Rules 1051 and 1051 (A), the rear brakeman must know that the brakes apply and release properly, and after it is known that the brakes on the rear car have been released, he must signal the engineman with one sound of the communicating signal.

If the engineman does not receive this signal, a second test must be made, and if signal is not received after second test, the train must be stopped, cause ascertained, and standing air test made if necessary.

1057 (R). When backing trains or equipment into Union Station at Los Angeles, Air Brake Rule 1057 (A) must be literally complied with in all cases and the standing test must be made before back-up movement is started.

1063 (B). That part of Air Brake Rule 1063 (A) reading:

"If the train has not more than 8 cars, release brakes so that they will be about off when the stop is completed, this being called 'pre-release.' With longer trains hold the brakes applied until stopped." is changed to read as follows:

"If the train has not more than 12 cars and stop is being made, except on a downward grade of 1% or more, the brakes should be released so that they will be about off when the stop is completed, this being called 'pre-release.' With longer trains hold the brakes applied until stopped."

1085 (B). Steam actuated or carrier system air-conditioned cars will not operate with less than 70 pounds steam pressure. In complying with Air Brake Rule 1085 (A), steam heat must not be shut off or valve opened on rear of train until engine is closely approaching, and it is known that the train will not be delayed getting into, station grounds.

SIDINGS AND SPURS NOT ON TIME-TABLE

Location	Miles from Los Angeles	Car Capacity	Switch Connections	Flag Slope For Train
First Subdivision:				
St. Helens Spur	11.1	17	West	Freight Only.
Bartolo	12.6	12	West	Freight Only.
Hudson	17.9	6	East	Freight Only.
Fallon	21.7	9	West	Freight Only.
Industrial Spur	27.1	34	East	Freight Only.
San Antonio Meat Co.	34.1	12	West	Freight Only.
Harvey & Brown Spur	39.1	36	East	Freight Only.
Champagne	43.5	71	East	Freight Only.
Guasti Spur	43.6	267	East	Freight Only.
Winery Spur, Mira Loma.	45.8	15	East	Freight Only.
Magnolia Ave.	55.2			
Second Subdivision:				
Dunn	188.4	31	Both	
Water Track	251.2	15	Both	
Blue Diamond	321.8		West	
Third Subdivision:				
Lovell	344.5	18	Both	Freight Only.
Hoya Gravel Pit	401.5	73	Both	
Quarry Spur	432.6	10	East	
Boyd Spur	446.3	2	East	
Fourth Subdivision:				
Mile Post 472.3	472.3	8	East	Freight Only.
Sixth Subdivision:				
Stockton Gravel Pit Spur.	743.2	10	East	Freight Only.
Frest-O-Lite Spur	780.9			Freight Only. { 577-578-579-580. 581-582-583-584-586.
Poplar Grove	781.3	18	West	
Enamel Spur	782.0			
Provo Subdivision:				
Stearns-Beet Spur	739.2	9	West	Freight Only.
Ironton	752.3	108	East	Freight Only.
Provo-Cutting Spur	754.8	38	East	Freight Only.
Lehi Sugar Spur	769.1	98	East	Freight Only.
Mellen Sand Spur	781.3	10	East	Freight Only.
Cedar City Branch:				
Iron Mountain Spur	Miles from Lead 21.0		West	Freight Only.
Power Plant Spur	Miles from Tuttle 31.0	2	West	Freight Only.
Mammoth Branch:				
A. S. & R. Spur	Miles from Tuttle 2.7	19		At Mammoth.
St. Thomas Branch:				
Doty Spur	Miles from Moapa 3.1	1	West	
Amber	9.5	4	East	
Glassand	13.7	9	West	
San Pedro Branch:				
Vernon Spur	Miles from Los Angeles 3.7		West	Freight Only.
Los Angeles Syndicate	3.7		Both	Freight Only.
Fruitland Industrial Spur.	4.6		West	Freight Only.
Fairchild-Gilmore Spur	5.9		West	Freight Only.
F. W. Braun Co.	6.8		East	Freight Only.
Calif. Clay Products Co.	6.9	6	East	Freight Only.

SIDINGS AND SPURS NOT ON TIME-TABLE

Location	Miles from Los Angeles	Car Capacity	Switch Connections	Flag Slope For Train
San Pedro Branch—Cont'd				
Calif. Cyanide Co.	7.0	25	East	
A. R. Maas Chemical Co.	7.3	4	West	
Team Track	7.6	9	East	
Blue & Mason Indus. Spur	8.0	12	East	
Purex Spur	8.2	18	East	
Grassi Co. Spur	8.5	18	East	
Rock Spur	10.2	6	West	
Vernon Foundry Co.	10.4	18	West	
Hollydale Spur	11.5	15	West	
Macco Lumber Co.	13.3	12	East	
Artesia Street Spur	13.5	20	West	
Export Petroleum Spur	13.8	36	West	Freight Only.
Richfield Oil Co.	14.1	20	East	
Exeter Refining Co.	14.3	12	East	
Brown Process Co.	14.3	19	West	Freight Only.
Champion Gasoline Co.	14.4			
Signal Hill:				
Bixby (Siding and Spur)	16.5	98	Both	
Montana Ranch Spur	17.1	8	West	Freight Only.
C. N. White	17.1	8	East	Freight Only.
Hancock Refining Co.	17.2	26	East	
Calif. National Supply Co.	17.3	11	East	
Pasadena Branch:				
Baker Spur	5.3	5	West	Freight Only.
Team Track	5.4	1	East	Freight Only.
Standard Bakeries Corp.	9.4	5	East	
Glendale Branch:				
Taylor Milling Co.	3.9	6	East	Freight Only.
Interchange Track	5.1	13	Both	Freight Only.
Dohrmann-Walker Spur	5.4	2	East	Freight Only.
Clifford Spur	5.5	9	East	Freight Only.
Anaheim Branch:				
Gladning McBean Spur	Miles from Whittier Jet. 0.1	6	West	Freight Only.
Fertil Spur	10.9	8	East	Freight Only.
Seviers Spur	11.2	3	East	Freight Only.
Sunny Hills Spur	13.8	118	East	Freight Only.
Fullerton Industrial Lead No. 7	15.4	7	East	Freight Only.
Newton Process Mfg. Co. Spur	15.4	7	West	Freight Only.
Fullerton Industrial Lead No. 13	15.4	18	East	Freight Only.
Rollo	15.4		East	Freight Only.
Crestmore Track:				
Setout Track	Miles from Bly 0.2	25	Both	
Hamilton Spur	1.9	3	West	
Ennis	3.1	15	Both	
Ormand	3.9	14	West	
Ormand Quarry Track	3.9	2	West	
Forge	6.1	Yard		
Crestmore	6.5			
Bly Track:				
Burkett Spur	2.5	5	East	
Bly Quarry	3.1	18	East	

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connections	Grade Descending
Second Subdivision:				
Toomey	168.6	5	East	East
Harvard	173.3	16	Both	East
Manix	177.6	19	East	East
Field	182.4	16	Both	Level
Aifton	191.6	10	West	East
King	201.7	13	Both	East
Crucero	204.6	7	Both	East
Cork	207.1	13	East	Level
Balch	212.0	16	Both	Level
Sands	217.4	12	Both	Level
Glasgow	222.0	16	Both	West
Kerens	225.8	18	Both	West
Flynn	230.8	16	Both	West
Hayden	238.9	16	Both	West
Dawes	243.4	16	Both	West
Elova	246.8	12	Both	West
Chase	250.3	20	Both	West
Cima	254.2	12	Both	East
Joshua	258.0	12	Both	East
Brant	262.8	12	Both	East
Ivanpah	267.2	12	Both	East
Nipton	277.7	12	Both	East
Desert	282.2	13	Both	East
Calada	287.2	16	Both	Level
Roach	291.5	11	Both	East
Borax	296.8	16	Both	West
Jean	300.8	10	East	West
Sutor	305.4	10	Both	West
Erie	309.1	12	Both	West
Sloan	315.3	10	West	East
Bard	320.4	9	West	East
Arden	322.6	9	East	East
Pierce	324.8	10	West	East
Bracken	328.2	12	Both	East
Third Subdivision:				
Wann	338.8	16	Both	Level
Valley	342.7	13	East	West
Dike	347.3	8	East	West
Apex	352.0	8	Both	East
Garnet	357.3	6	West	East
Dry Lake	362.8	13	East	Level
Crystal	368.3	24	Both	East
Byron	377.9	13	West	West
Rox	397.5	13	East	West
Hoya	402.7	7	East	West
Galt	408.8	13	Both	West
Vigo	413.6	12	Both	West
Carp	418.9	16	East	Level
Cloud	423.7	13	East	West
Leith	428.9	13	West	West
Elgin	438.5	17	West	West
Boyd	445.0	12	Both	West
Stine	449.5	13	East	West
Etna	454.3	18	East	West

SET OUT TRACKS—Continued

Location	Mile Post	Car Capacity	Switch Connections	Grade Descending
Fourth Subdivision:				
Eccles	464.2	14	Both	West
Minto	468.4	14	Both	West
Big Springs	472.3	8	East	West
Islen	475.2	10	Both	West
Barclay	478.7	10	Both	West
Acoma	484.7	16	East	West
Brown	489.7	14	Both	West
Crestline	494.3	4	West	Level
Modena	509.8	14	Both	East
Heist	515.8	14	Both	East
Yale	521.3	14	East	East
Beryl	526.6	14	Both	Level
Zane	531.4	14	Both	Level
Lund	542.1	18	Both	Level
Kerr	545.3	14	Both	Level
Latimer	550.4	14	Both	East
Nada	555.0	14	Both	East
Thermo	561.9	14	Both	West
Laho	566.6	14	Both	East
Upton	571.2	14	Both	East
Fifth Subdivision:				
Opal	581.5	13	East	Level
Zenda	584.6	14	Both	East
Read	589.4	13	West	East
Malone	595.2	14	Both	West
Pumice	604.3	14	Both	East
Cruz	609.8	14	Both	West
Bloom	614.3	10	Both	West
Borden	620.9	14	Both	East
Neels	625.9	14	Both	East
Jerome	635.7	14	East	Level
Van	640.1	14	Both	Level
Strong	655.6	14	Both	West
Cline	660.2	14	West	West
Sixth Subdivision:				
Adams	671.1	14	Both	West
Champlin	674.9	14	Both	Level
Dyer	679.4	14	Both	West
Jericho	685.4	32	Both	West
McIntyre	692.1	14	Both	West
Loftgreen	709.9	27	West	East
Dunbar	714.2	14	Both	East
Pebrson	717.2	14	Both	East
Faust	723.6	14	Both	East
Ajax	729.0	34	Both	East
St. John	736.2	14	Both	Level
Stockton	742.7	41	Both	West
Shields	752.3	37	Both	West
Erda	756.5	14	Both	East
Morris	760.6	14	Both	East
Riter	773.6	14	Both	Level

RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Salt Lake City to Lake Point	Lake Point to Tintic	Tintic to Lyndyl	Lyndyl to Milford	Milford to Lund	Lund to Uvada	Uvada to Crestline	Moapa to Las Vegas	Las Vegas to Yermo	Yermo to Victorville	Victorville to Summit	San Bernardino to Los Angeles	Salt Lake City to Mount	Mount to Payson	Payson to Sharp	Sharp to Lyndyl				
P 77	$\frac{22}{28}$ 150	3160	2750	1190	8000	1250	1500	1500	970	1030	1030	1030	580	1210	860	1080	890	1080			
P 77	$\frac{25}{28}$ 165	3176 to 3181	3000	1420	8000	1500	1800	1800	1170	1170	1170	1170	720	1350	1020	1850	1070	1350			
C 57	$\frac{22}{30}$ 198	6010 to 6085	3800	1780	3700	2000	2400	2160	1450	1450	1450	1780	925	2000	1280	1900	1430	2160			
MK 63	$\frac{26}{28}$ 212 214 218	2708 2709 to 2715 2733 to 2735 2700 to 2707 2726 to 2732	3900	2100	4350	2400	3000	2660	1720	1720	1720	2000	1075	2300	1530	2200	1660	2560			
MK 63	$\frac{26}{28}$ 212 214	2293 2208, 2253, 2261, 2264	4100	2200	4570	2500	3150	2800	1800	1800	1800	2050	1130	2400	1600	2300	1700	2600			
MT 73	$\frac{29}{28}$ 230	7850 to 7869	4500	2260	5000	2600	3280	2860	1900	1850	1850	2050	1160	2450	1680	2350	1900	2900			
TTT 63	$\frac{29\frac{1}{2}}{30}$ 287 290 291 298	5401 5528 5525 to 5527 5529, 5400, 5402 to 5408 5410, 5414 5500 to 5524	5900	2700	6600	3600	4000	3800	2450	2520	2450	2520	1625	2800	2250	2350	2350	3800			
FTT 63	$\frac{25}{28-30}$ 302	8800 to 8809	6400	2800	7100	3900	4200	4200	2670	2800	2750	3000	1825	3100	2500	3150	2670	4200			
SA-C-59	$\frac{23-23}{30}$ 471	3529 to 3554	8200	3600	9100	5000	5400	5400	3460	3460	3500	3500	2250	4200	3200	3460	3350	4700			
CSA-69	$\frac{22-22}{32}$ 400	3935, 3938, 3939	8000	3490	8900	4900	5250	5250	3350	3350	3350	3350	2120	3880	3120	3350	3250	4500			

Type of Engine	Numbers (Inclusive)	Los Angeles to Riverside	Riverside to San Bernardino	San Bernardino to Summit	Sands to Kelso	Kelso to Cima	Cima to Leith	Leith to Caliente	Caliente to Islen	Islen to Crestline	Crestline to Milford	Milford to Lyndyl	Lyndyl to Boulter	St. John to Bauer	Bauer to Salt Lake City	Lyndyl to York	York to Cutler	Cutler to Mount	Mount to Salt Lake City	
P 77	$\frac{22}{28}$ 150	3160	1080	1080	360	1030	360	1030	640	400	600	2400	1500	800	1400	2750	1250	1350	700	1500
P 77	$\frac{25}{28}$ 165	3176 to 3181	1220	1170	500	1170	500	1170	780	650	680	2740	1800	1420	1660	3000	1080	1470	980	1020
C 57	$\frac{22}{30}$ 198	6010 to 6085	1700	1450	575	1350	575	1450	900	700	1000	3200	2160	1550	2000	3300	1600	2050	1250	2050
MK 63	$\frac{26}{28}$ 212 214 218	2708 2709 to 2715 2733 to 2735 2700 to 2707 2726 to 2732	2000	1800	700	1600	700	1720	1150	800	1140	4300	2660	2100	2460	3900	1800	2590	1400	2590
MK 63	$\frac{26}{28}$ 212 214	2293 2208, 2253, 2261, 2264	2000	1800	735	1650	735	1800	1210	840	1200	4520	2800	2200	2580	4095	1660	2600	1470	2720
MT 73	$\frac{29}{28}$ 230	7850 to 7869	2050	1850	800	1690	800	1850	1240	900	1380	4600	2860	2260	2650	4500	2000	3000	1600	3000
TTT 63	$\frac{29\frac{1}{2}}{30}$ 287 290 291 298	5401 5528 5525 to 5527 5529, 5400, 5402 to 5408 5410, 5414 5500 to 5524	2520	2520	1000	2520	1000	2520	1600	1132	1520	5000	3800	2700	3400	5900	2500	3800	1900	3800
FTT 63	$\frac{25}{28-30}$ 302	8800 to 8809	2800	2800	1200	2800	1200	2800	1900	1400	1820	5000	4300	2800	3760	6400	2670	4200	2200	4300
SA-C-59	$\frac{23-23}{30}$ 471	3529 to 3554	3600	3500	1650	3500	1650	3460	2450	1800	2200	6400	5400	3600	4820	8200	3460	5400	2820	5510
CSA-69	$\frac{22-22}{32}$ 400	3935, 3938, 3939	3490	3350	1500	3070	1500	3350	2380	1750	2110	6240	5250	3490	4700	8000	3350	5250	2750	5370

Note: Rating, Crestline to Moapa, Summit to San Bernardino, Summit to Sands, Boulter to St. John, and Los Angeles to East San Pedro, car limit.
Note: Rating, 6010 to 6085 class engines East San Pedro to Rioco 3000 tons, Rioco to Los Angeles 3500 tons.

EXPLANATION:

P—Pacific Type
C—Consolidation
MK—Mikado
TTT—Two-Ten-Two

MT—Mountain Type
FTT—Four-Ten-Two
SA-C—Simple Articulated-Consolidation
CSA—Challenger Simple Articulated

Example:—Consolidation Engine having 57 inch drivers, cylinders, 22 inch diameter and 30 inch stroke, and weighing 198,000 pounds on drivers:

C-57 $\frac{22}{30}$ 198