

SOUTHERN PACIFIC COMPANY



LOS ANGELES DIVISION SPECIAL INSTRUCTIONS

No. 3

**EFFECTIVE SATURDAY, DECEMBER 1, 1951
AT 12:01 A. M.,
PACIFIC STANDARD TIME**

SUPERSEDING SPECIAL INSTRUCTIONS No. 2

**THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT**

R. E. HALLAWELL,
General Manager.

**E. D. MOODY,
W. D. LAMPRECHT,**
Assistant General Managers.

C. H. GRANT,
General Superintendent of
Transportation.

V. E. ANDERSON,
Superintendent of Transportation.

H. R. GERNREICH,
Superintendent.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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

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

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

RULE 17. When a train is ready to depart from any track in Los Angeles Yard enginemen will display headlight on lead engine by day or night in addition to sounding whistle signal 14(b).

RULE 21-D. Will not apply to SD&AE engines.

RULE 211. Form N train order may be issued to authorize lowering of train-order signal arm twice and its return to stop position as a calling-on signal, at stations where letter type indicator for display of letter "M" is not installed, and such operation of the signal will be an indication to an approaching train that orders are to be delivered which will authorize movement to the next station at least, against and ahead of, all superior trains. Engineer must acknowledge this calling-on signal by sounding signal 14(b), and will proceed on main track to receive orders.

If train is delayed between the time of acknowledging the calling-on signal and receipt of train orders, protection by flagman against any superior train must be provided.

Operation of the signal in above manner is prohibited unless operator has received Form N train order, and provided time limit named in the order has not expired.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

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

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

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

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

ELECTRIC SWITCH LOCKS

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

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

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

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

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

Low type electric locks, such as are applied direct to lever of hub type switch stands function as above except that removal of switch lock has the same effect as opening the lock-box door.

After removing lock from staple of electric lock, if indicator on electric switch lock does not indicate "Unlocked", push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate light near push button. After time interval of from four to five minutes indicator on electric switch lock will indicate "Unlocked".

RULE 535. SPRING SWITCHES

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movement with switch points in normal position, as indicated in speed restrictions tables must not be exceeded.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

GENERAL REGULATIONS

RULE 821. Speed of equipment over inundated tracks must not exceed 3 MPH, and the depth of water above top of rail must not be more than the following:

Diesel engines..... 3 inches
 Passenger cars and steam engines equipped
 with roller bearings..... 6 inches
 Other passenger cars and steam engines... 12 inches

During sand or dust storms or in foggy weather sound whistle frequently, and display headlight by day and night.

RULE 824. When trains or yard drags are left standing in yards, a sufficient number of hand brakes must be set to properly secure cars.

In Los Angeles yard not less than six brakes at any time must be set when cars are left standing in A, B, C, Bull Ring, Cornfield or Aurant units, except when less than six cars, when all hand brakes must be set.

RULE 825. When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

When cars are set out on grade not protected with derails or skids they must be chained to rail.

RULE 827. On DF class engine head brakeman will ride in cab of lead unit.

Trainmen must remain with their train until it stops on designated track in yards.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine.

AIR BRAKE RULES**FREIGHT TRAINS**

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

TRAIN HANDLING

RULE 60. On freight trains handled by diesel engine, and using dynamic brakes, before entering siding, turnout or crossover on descending grade between Colton and Garnet, except when entering siding at Pershing or Palm Springs, dynamic braking force must be reduced to one-half of the maximum, and automatic brakes applied sufficiently so that speed will not exceed 10 MPH while engine is moving between points 500 feet before reaching, and 1500 feet after passing, the turnout or crossover.

MISCELLANEOUS

4. Pushing trains out of yards:
 - (a) Engines must not be placed behind a wooden underframe caboose or other wooden underframe equipment.
 - (b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
 - (c) Air must not be coupled through the pusher engine.
 - (d) Knuckle must not be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

5. Helper service:

- (a) Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.
- (b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- (c) Not more than one helper engine will be placed behind steel underframe cabooses.

One helper may be placed on head-end, except that two AC class engines, and more than two engines of other classes must not be placed on head-end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction, and when practicable should be placed behind a loaded car.

Helper or doubleheader engines must not be placed on head end of freight trains powered by DF-1 to 7 class engines.

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

When used as helpers in rear of train, not more than two steam engines shall be coupled together, except that AC and/or MM class must not be coupled together. When engines are coupled together, larger engine shall be placed ahead of smaller engine. Additional helpers, if required, and not to exceed two coupled in each case, shall be separated from other helpers by at least 15 cars.

When used as helpers in rear of train, DF class shall be cut in, as near as practicable, so that 50% of engine rating will be behind. DF class must not be coupled with any class of steam power.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

Two diesel engines, or one diesel and one steam engine may be coupled when running light, except in territory where doubleheading of engines is restricted in timetable.

10. Engines equipped with pilot plow, except Mt and GS class, are prohibited from entering LAUPT, account impaired platform clearance.

29. Movements between SP puzzle switch at UPRR throat, from Mission Road coach yard to switch No. 105, opposite Emergency hospital, Alhambra roundhouse, must be made via Balloon, and all movements in opposite direction must be made via Pocket (UPRR connection), unless arrangements are made between operator Mission Tower and switch-tender at SP puzzle, UPRR throat, or yardmaster Mission Road coach yard in absence of switch-tender.

Movements over UPRR tracks between AT&SFRy overhead bridge 2606 feet east of Dayton Ave. Tower (East Bank line) and connection switch Butte St. yard at Santa Fe Ave. 3550 feet west of Butte St. Jct., are governed by UPRR rules, timetable, special instructions, and bulletins.

Employees using UPRR tracks within Los Angeles terminal area are required to have copy of and be conversant with current UPRR rules.

Employees operating on tracks of Los Angeles Union Passenger Terminal are subject to rules of that company and are required to have copy and be conversant with current rules and regulations of LAUPT.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
A.....	70	50	30
AC.....	60	40	25
C.....	40	35	30
DF-1 (6122 to 6137).....	65	50	30
DF-1 to 7 (6138 to 6377).....	55	50	30
DP.....	79	70	30
DF-100 to 112.....	50	40	40
DF-200 to 204.....	40	40	40
DF-300.....	40	40	40
DS-1 to 8, 100 to 111.....	40	40	40
DS-200, 201.....	30	30	30
F.....	50	40	30
GS.....	75	50	30
M.....	50	35	25
Mk-2, 4.....	40	30	30
Mk-5, 6, 7, 8, 9.....	50	40	30
Mk-10, 11.....	35	30	30
MM.....	35	30	25
Mt.....	75	50	30
P-1, 3, 4, 5, 6.....	65	50	30
P-7, 8, 10, 12.....	75	50	30
S, SE.....	20	20	20
SP.....	50	35	30
T-1, 23, 28, 31.....	50	35	30
T-26, 32, 37, 40.....	60	40	30
TW.....	40	30	30
Any engine not listed.....	35	35	25

Steam engines operated in backward motion, and DF and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 30 MPH on all curves and 20 MPH when approaching highway or street crossings at grade.

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

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

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

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

Maximum speed of trains handling dead engines of S or SE class 20 MPH; other steam engines 30 MPH; and Diesel engines the speed shown for same engine running forward light.

When a diesel locomotive 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.

Dead locomotives, either steam or diesel, hauled in train and weighing 150,000 lbs. or more on the drivers should be placed not less than 8 cars behind road locomotive. If weight on drivers is less than 150,000 lbs., dead locomotive should be placed near rear of train. Dead road locomotives should be headed in direction of movement when possible.

Unless otherwise restricted, two dead road locomotives may be coupled together for movement. When necessary to separate them, or when an S or SE class and a road locomotive are moved dead in train, a steel underframe freight car must be placed between them, and S or SE class locomotive entrained with tender ahead.

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

When train-order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
	Cars and loads with height, width or weight greater than maximum shown in Line Clearance Circular (when movement is authorized).....	40	25
Twins or multiple loads.....	40	25
Scale test cars.....	40	30
Cars with arch-bar trucks.....	40	30
Steel pile-drivers.....	40*	30*
Relief outfits with steam derrick, except:.....	35*	25*
(Relief outfits 7014 and 7025 must not be operated on any branch, except may be operated on Santa Paula Branch provided an empty 50-foot car is placed between crane and engine; and may be operated on San Pedro Branch to MP 504; on Santa Ana Branch to MP 492; and on Burbank Branch between Burbank and Canoga Park).		
Power shovel on own wheels.....	35*	25*
Ditchers on own wheels, except:.....	35*	25*
SPMW-4044.....	25*	25*
Car-top ditchers, if blocking and tie-down cables are removed.....	35*	25*
K&J, Western, and Oliver, pedestal or center-hinged air-dump cars.....	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward.....	35*	25*
With boom disconnected, light end forward.....	20*	15
With boom in place, either end forward.....	25*	15
Rotary snow plows.....	25	15

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

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Baggage-express cars SP-5810 to 5874, incl.....	60	50
Foreign steel-wheel cars not equipped with high speed trucks.....	60	50
Trains handling not more than three wooden underframe passenger carrying cars.....	50*	50*
Trains handling more than three wooden underframe passenger carrying cars.....	40*	40*
Trains of deadhead equipment, with caboose..	50	..
Passenger trains, with caboose.....	50	..
Engine and caboose only, except:.....	..	50
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except:.....	..	40
On curves.....	..	30
Logs loaded on flat or logging cars, except:...	..	25
On curves.....	..	20
Through truss bridges, tunnels, and passing stations.....	..	15
Trains handling beets loaded in rack equipped flat cars.....	..	40

*Wooden underframe passenger carrying cars must not be handled in regular passenger trains. When handled in other than regular passenger trains they must be kept together and handled on the rear.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains must not exceed 50 MPH, and speed of freight trains and light engines must not exceed 40 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

RULE 10-J. Round yellow speed signs apply to Nos. 94, 95, 98, and 99 handling streamlined cars only with DP, GS, Mt, P-7, 8, 10 or 12 class engines.

Speed signs to left of track: Eastward at MP 398.47 reading 65-50. Westward at MP 440.90 reading 60-40. Westward at MP 462.40 reading 75-70-50.

RULE 14 (d). As specified below, — — — — — o sounds will be indication that flagman may return from west: Saugus.....on Santa Paula Branch. Burbank Jct.....on Northridge line. Burbank.....on Burbank Branch.

RULE 14 (e). As specified below, — — — — — o sounds will be indication that flagman may return from east: Ventura Jct.....on Ojai Branch. Montalvo.....on Santa Paula Branch. Chatsworth.....on Burbank Branch.

RULE 14 (m). Whistle will not be sounded one mile before reaching stations between Los Angeles and Burbank Jct.

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

Table with 3 columns: West MP, East MP, and Station Name. Lists yard limits for Santa Barbara, Ventura, Oxnard, Los Angeles, Montalvo, Fillmore, Santa Paula, and Saugus.

Yard limit boards located to left of track: Eastward on San Joaquin Division, Burbank Jct. at MP 471.20.

Santa Barbara. Eastward trains must receive proceed signal from yardman, green flag or green light, before entering any yard track.

Los Angeles. Flashing white light signal on mast of signal instrument case on drill track just west of Fletcher Drive, normally dark. Trains on drill track remain west of Fletcher Drive until flashing white light signal received to enter Los Angeles yard.

Mars type revolving red light on post 400 feet east of Fletcher Drive crossing, when displayed, indicates approach of eastward movement on Glendale lead to enter "A" unit.

When light so displayed no movement must be made on east or west freight lead or other tracks to interfere with such movement.

Westward trains, before entering "A" unit, Los Angeles Yard must not foul adjacent track until proceed signal is received from switchtender.

Westward trains leaving the yard via westward or eastward freight leads will stop to clear adjacent track at west end of "A" unit unless proceed signal is received from switchtender, green flag by day, green light by night.

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:

- Los Angeles—AT&SFRy industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur. Van Nuys—PERy (Must not exceed 8 MPH).

RULE 99-C. Will apply on Santa Paula Branch.

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Limco: Telegraph road on Limoneria spur.

Santa Barbara. Rear brakeman on westward trains stopped with rear car near Helena St. must remain behind train to protect traffic while slack is being taken in starting train. After starting train must move slowly until proceed signal is received, to permit brakeman to entrain.

Camarillo. Automatic crossing gates on Highway 101 will remain down in stop position for highway traffic when track circuit is occupied fifty feet either side of crossing on SP Mill track, House track, and siding.

If crossing is cut on main track or siding forward portion of train, or portion of train to be moved in coupling crossing, must be placed not less than 100 feet beyond crossing. Recoupling to be made at slow speed to allow sufficient time for gates to operate (10 seconds) before fouling crossing with engine or cars.

Engines or cars approaching crossing on SP Mill or House track must allow sufficient time for gates to operate (10 seconds) after entering gate circuit before fouling crossing with engine or cars.

Manual operation of automatic gates may be accomplished by use of switch key in place provided on sidewalk side of either gate standard. Such operation will hold gates in lowered position for a period of two minutes, after which they will automatically raise unless other operating circuits are occupied.

Burbank: Cars must not be left standing on tracks within 100 feet of the following crossings: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Supermatic Products Corp., S. E. corner of Verdugo Ave. and SP tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and SP tracks; W. E. Kier Construction Co., N. E. corner Alameda Ave. and SP tracks; on Team Track, most northerly track crossing Olive Avenue.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

- Edison spur, MP 446.2 (Santa Paula Br.) Over Telegraph road. (Movements to be made only during daylight hours.) Industrial. Over Fletcher Drive on Van de Kamp spur.

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

- Ventura Jct.....Ojai Br., for Ventura line. Montalvo.....Santa Paula Br., for M.O.D. spur. Chatsworth.....Burbank Br., for siding. North Hollywood.....Burbank Br., for PERy main track. MP 459.9.....Burbank Br., for PERy main track. Burbank.....Burbank Br., for drill track. Saugus.....Santa Paula Br., for westward siding. Ventura.....Inside crossover switch west end team track, must be left lined for the straight track.

Santa Barbara: Point derail installed at fouling point of east roundhouse lead on ocean side, used as diesel storage track, and derail must be lined to protect against any unauthorized movement into the track.

Raymer: Derail on G. M. track 7 electrically locked. Fisher Body Plant Protection Department must be notified to release derail before it can be thrown.

Derails in main track:

- Ventura Jct. 250 feet east of junction switch on Ojai Branch. Ojai—6 feet west of initial switch. Montalvo—183 feet east of junction switch on Santa Paula Branch.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

RULE 107. Glendale: When westward passenger train is standing, eastward passenger train must not make station stop until westward passenger train has cleared the station.

Station train indicator at MP 476.40 will display red light illuminating the word "Train" when westward track at station at Glendale is occupied; and white light illuminating the word "Clear" when westward track at station at Glendale is unoccupied. When necessary to stop, stop must be made 500 feet west of Los Feliz Blvd., to permit gateman to release highway traffic.

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

Table with 3 columns: Eastward Signal, Protection, Westward Signal. Lists signals P-3720 through P-4452 and their corresponding protection details.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Eastward trains leaving end of double track from westward main track at East Santa Barbara will be governed by Signal P-3720.

Push buttons and lights on signals at east end of sidings at Ortega, Oxnard and Camarillo and at west end of sidings at Camarillo and Hasson, may be used to clear signals for a reverse movement on main track.

RULE 535. SPRING SWITCHES

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

Table with 3 columns: Location, Normal Position. Lists locations like East Santa Barbara, East Santa Barbara, Ortega, Oxnard, Camarillo, Moorpark, Hasson, Chatsworth and their normal positions.

RULE 605. INTERLOCKING Burbank Jct. Tower.

To siding, o o o o o. To industrial lead, o — o.

Upper unit of three-unit interlocking signal at east interlocking limit on westward main track governs movement on main track to Mojave Subdivision. Center unit governs movement through crossover to Ventura Subdivision. Lower unit governs movement to Valley siding and Coast siding.

Upper unit of two-unit semi-automatic signal at west interlocking limit governs movement to eastward main track. Lower unit governs movement against current of traffic through interlocking limit, and also to General Water Heater spur.

Westward freight trains of over 30 cars, except CMW and VMW, must stop before fouling Providencia Ave., Burbank, (MP 472.5), unless Signal 4723 displays green aspect, cutting crossings if blocked by train. Forward brakeman must go to telephone opposite Signal 4724 and communicate with signal operator Burbank Jct. Tower. If signal inoperative and authorized by signal operator to proceed, comply with Rule 509 or 510 as the case may be.

Glendale Tower.

Eastward freight trains held at Glendale Tower, and having Los Feliz Boulevard crossing cut, will, after receiving "Proceed" interlocking signal, couple up the crossing and during coupling operation may expect Glendale Tower to permit traffic, including Pacific Electric cars, to cross the tracks. As soon as train is recoupled and air pumped up, engineer will sound whistle 14(b). Glendale towerman will then place interlocking signal in "Proceed" position.

Dayton Ave. Tower. To Glendale or East Bank line, —. To River Station Tower or "C" unit, o o o o o. To Midway unit No. 1 track, o — o; other tracks or freight lead, — o —.

For movement against current of traffic, — o o o o.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Special signals on masts of interlocking signals which govern movements from "C" unit when flashing yellow authorize movement after stopping with caution to the next interlocking signal, expecting to find the block occupied.

Mission Tower. To LAUPT, o —. To Alhambra or Naud Jct., east or west on East Bank line, —. To Roundhouse, — o — o. To River Station Tower or AO spur, o o o o o. To Brewery spur or Lacy Manufacturing Co., o o o —. To Coach yard, o o o o —. To Wilson Packing Co. lead, — o —. To or from East Bank line or Alhambra, o — o o. To Alhambra Ave. Coach yard lead, o o — o. To Naud Jct. from East Bank line, o o — o o. Against current of traffic, — o o o o.

Signal just west of tower building and adjacent to track 55 has white disk attached to mast. Signal is to right of two converging tracks, and governs movement on either track.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows: 200 feet west of Signal Bridge No. 3 on the East Bank line. 200 feet west of signal on eastward passenger track from East Bank line to LAUPT via Alhambra Ave. 200 feet east of first signal east of UPRR crossing on westward Alhambra Ave. main tracks. 200 feet east of first signal leaving Coach yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank line will remain west of Main Street when stopped by signal.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	4256	Moorpark	Proceed to east end siding.
S	4256	Moorpark	Enter siding.
M	4285	Moorpark	Proceed to west end siding.
S	4285	Moorpark	Enter siding.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of siding at Ortega, Lagol and Hasson.

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

Hasson: When necessary to double to Hasson, after first portion of train is secured with hand brakes, member of crew must remain with first cut while return for second cut is being made.

Santa Barbara: Cars placed on passenger station house track must be protected with skid. When skids are not in use they must be returned to proper location.

Ventura: Cars placed on house track west of station must be protected with skid. Trains picking up cars must remove skid from track and return and lock to hanger on light post 70 feet west of station.

RULE 827. Regular passenger trains making station stop at Santa Barbara will approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make running inspection, then walk length of train on opposite side, making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

At Santa Barbara, brakemen called for extra sections of first-class schedules and extra passenger trains will station themselves to make running inspection both sides of train as train arrives. Forward brakeman then walk forward on station side making standing inspection.

Trainmen must not ride on top of train while passing through Tunnel 26 between Hasson and Chatsworth.

On freight trains between Saugus and Montalvo; Ventura Jct. and Ojai; and Burbank and Chatsworth via Van Nuys, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

RULE 829. Oxnard: Road crossing 1670 feet east of west switch, Track 20 to American Crystal Sugar Co. must be kept clear.

Santa Barbara: No. 373 will stop in yard clear of all street crossings. Engine will be detached to take water.

RULE 874. Tank heaters on engines must be turned off on eastward trains at Station One Mile board west of Hasson; and on westward trains at Chatsworth.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 38. Rear end air test need not be made at Santa Barbara on through trains if continuity of brake pipe is not disturbed. Incoming engineer will apply brakes when stop is made, and outgoing engineer will release them. Running test must be made immediately after leaving terminal.

RULE 39. Running test must be made immediately after leaving Los Angeles terminal.

At Santa Barbara running test on westward trains must not be made until rear of train has cleared station platform.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

MISCELLANEOUS

1. Water supply at Moorpark and Chatsworth for emergency only. Take only sufficient water at Moorpark to make Chatsworth or Oxnard. Eastward freight trains taking water at Santa Paula stop west of Tenth St. (at station) and cut off engine to take water. Freight trains taking water at Chatsworth must not block Devonshire Ave. crossing.

Moorpark: Twelve inch column valve under water tank is locked. If necessary to take water, see column valve relocked and key returned to agent.

5. When one helper is used it must be placed next ahead of caboose and any cars of wooden frame construction. When second helper is used it must be placed not less than 15 cars ahead of first helper.

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

Class of Engine	Restricted Tracks
DP, DF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12, T-40.	Santa Barbara—In old yard; Caboose track; Swamp; team track behind freight house.
"	Summerland—House track.
"	Ortega—Oil spur beyond 800 feet from switch.
"	Carpinteria—Outfit spur.
"	Ventura Jct.—Associated Oil spur.
"	Ventura—Peoples Lbr. Co. spur; Standard Oil spur; Citizens Mill & Lbr. spur.
"	Oxnard—In yard of American Crystal Sugar Co.; beyond following points: Tracks 1 and 2, opposite scale house; Track 7, first switch at scale house; Tracks 8 and 9, 175 feet beyond switch between such tracks; Tracks 18 and 19, one engine length beyond first crossover between such tracks; Tracks 20, 21 and 22. Also, no engine permitted to use crossover between Tracks 19 and 20.
All engines	Oxnard—Track 3 at American Crystal Sugar Co.
DP, DF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12, T-40.	Leesdale—Team track, beyond fouling point.
"	Simi—Spur.
DP, DF, M-8 to 10, T-1, 8, 9, 26, 32 to 58, P-6 to 12, C-18, 19, TW-4, 6, A, Mk-7 to 11, Mt, F, GS, SP.	Raymer—G.M. Tracks 4, 5, 6 and 7.
All engines (and cars)	North Hollywood—House track east of derail.
AC, SP, Mt, GS, P-8, 10, 12, T-40.	Limoneria—Spur.
DF-101	Santa Paula Branch—Siding at Cavin, side tracks at Burkhorn, Sespe, Haines.

Ventura Jct. AC class engines may use Ojai Branch between Ventura Jct. and MP 398, including Hobson spur and Water spur.

Oxnard: Derails on either side of Fifth St. on drill track must not be kept lined for movement, nor track between them occupied longer than necessary, to prevent excessive operation of crossing signal.

Chatsworth: All engines may use Burbank Branch from Chatsworth to 1000 feet from junction switch.

Engines weighing over 200,000 pounds on drivers must not be double-headed on Santa Paula Branch.

Watch for falling rocks between MP 384.75 and MP 385.25 (between Wave and Punta) and be prepared to stop if material observed falling from bluff.

Watch for high water at Bridge 427.40, one-half mile west of Cavin on Santa Paula Branch. Approach with caution, looking out for obstructions on track, stopping if necessary to make examination before proceeding.

Load limit (car and contents):

Santa Barbara-Los Angeles	251,000 pounds
Ventura Jct.-Ojai	169,000 pounds
Montalvo-Saugus	210,000 pounds
Chatsworth-Burbank via Van Nuys	210,000 pounds

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

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

Should the movement of a diesel-powered train be stopped with the diesel engine in the following tunnels:

No. 26—between Hasson and Chatsworth

No. 27—between Hasson and Chatsworth

and it is found that in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, the train must be immediately secured by sufficient hand brakes, front and rear wheels of engine must be secured by blocks or chains, after which power plants and steam generator, if any, must be shut off.

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

MP	Location	Description
396.61	West of Ventura Jct.. N. Fork Ventura River, bridge..	Side
396.87	West of Ventura Jct.. Ventura River bridge	Side
408.0	Oxnard	Water column
441.2	East of Hasson	Tunnel 26
442.9	East of Hasson	Tunnel 27
443.9	East of Hasson	Tunnel 28
415.0	Santa Paula	Water tank
415.4	East of Santa Paula	Santa Paula River bridge
423.0	West of Fillmore	Sespe Creek bridge
432.2	East of Piru	Piru Creek bridge

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Rating					
		Los Angeles and Santa Barbara—Via Oxnard	Saugus to Montalvo	Montalvo to Saugus	Ventura Jct. to Ojai	Burbank to Chatsworth Via Burbank Branch	Ojai to Ventura Jct. Chatsworth to Burbank Via Burbank Branch
DP-3 DP-4, 7 DP-5, 6 DP-8, 9	6017..... 6000 to 6004, 6018..... 6005 to 6016..... 6019 to 6027.....	2300 2300..........	....................	....................	....................	....................	....................
DF-1 DF-1, 2 DF-3 to 7 DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300	6122 to 6137..... 6138 to 6179..... 6180 to 6377..... 5200 to 5202..... 5203 to 5249, 5253 to 5278..... 5250 to 5252..... 5100 to 5118..... 4600 to 4603.....	5350 ①6400 7900 2150 ..... ..... .....	..... ..... ..... ..... 5000 ..... ..... .....	..... ..... ..... ..... 2175 ..... ..... .....	..... ..... ..... ..... 825 ..... ..... .....	..... ..... ..... ..... 2600 ..... ..... .....	..... ..... ..... ..... 5000
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032..... 1300 to 1441, 1464 to 1485..... 1442 to 1463..... 1900 to 1903..... 1617 to 1713..... 1721 to 1803, 1824, 1825..... 1804 to 1822, 1826 to 1830, 1836..... 1832 to 1835.....	660 1025 1300 850 1075 1125 1175	4000 4000 4000 2650 3100 3275 3400	850 1100 1500 900 1070 1135 1185	350 425 480 285 350 380 395	500 775 1350 650 775 825 850	4000 4000 4000 2650 3100 3275 3400
T-1 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248, 2252..... 2301 to 2310..... 2296..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2371..... 2105.....	750 1125 950 1225 1225 1225 1100	2250 3250 2850 3575 3625 ②3625 3250	775 1120 975 1240 1260 ②1260 1125	245 365 305 410 415 370	550 800 700 900 915 815	2250 3250 2850 3575 3625 3250
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2450, 2407..... 2402, 2409, 2410, 2414, 2419, 2436..... 2453, 2454, 2458..... 2476, 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3122 to 3127.....	975 1025 1125 1250 1325 1375 1425 1475	2950 3075 3225 3625 3850 ④4025 ④4250 ④4250	990 1040 1090 1240 1330 ②1360 ②1440 ②1435	295 310 330	705 740 780	2950 3075 3225
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469..... 3400 to 3409..... 3410 to 3426..... 2937 to 2952..... 2914 to 2923.....	1350 1250 1300 825 1125	3900 3600 3750 2400 3300	1350 1265 1315 835 1150	455 435 445 270 385	990 925 960 600 840	3900 3600 3750 2400 3300
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025..... 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297, 3298.....	800 925 1600 1750 1875 1450 1400	2450 2850 ③4425 ③5000 ②5450 4200 4025	810 950 ③1525 ③1735 ②1915 1480 1420	220 280 ③560	570 675 ③1250	2450 2850 ③4425
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652..... 3653 to 3769..... 3930..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	1975 2450 2650 3450 3650	②5650 ②6850 ②7550 ②10250	②1975 ②2450 ②2645 ②3615.....	.........................	.........................	.........................
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4389..... 4401 to 4415..... 4416 to 4469..... 5000 to 5048.....	1925 1950 1975 2050 2750	②5350 ②5750 ②5750 ②6050 ②9700	②1835 ②1995 ②1940 ②2045 ②2695	.........................	.........................	.........................

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

①Rating Los Angeles to Santa Barbara 7050.
②Exception: Permitted to operate in emergency only.
③Exception: Mk class other than engs. 3201, 3203 to 3206, 3213, 3224, 3227, 3229, 3236, 3237, 3241, 3247, 3251, 3253, 3255, 3259, 3266 and 3272 permitted to operate in emergency only.

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

RULE 10. Between Grand Terrace and Colton, signals must be placed on the right, facing westward.

RULE 10-J. Speed signs to left of track:
Eastward Reading Westward Reading
MP 513.05 40 493.70 75-70-40
514.80 79-70-50

Round yellow speed signs indicate the speed restrictions applying to Streamlined GOLDEN STATE and SUNSET LIMITED with DP class engine only.

RULE 14 (e). As specified below, — — — — — sounds will be indication that flagman may return from east:
Alhambra.....on Pasadena Branch.
Pomona.....on Chino Branch.
Colton.....on Riverside Branch.

RULE 14 (m). Whistle will not be sounded one mile before reaching stations between Los Angeles and Alhambra.

RULE 21-C. Indicators on extra trains will be displayed during time train is in Colton yard.

Light engines originating within CTC limits or moving to or from points in Los Angeles or Colton yard and CTC limits need not display train indicators, white lights, or flags. Markers must be properly displayed.

RULE 26. Colton: Special signal at each end PFE tracks 5, 6 and 7, and at switch to PFE spur, governing movements on those tracks as follows:

- Blue: Track may be entered, but cars must not be coupled to, nor moved.
- Yellow: Proceed with caution.
- Red: Must not enter PFE shed.
- Not lighted: General foreman of ice plant must be contacted for instructions before entering tracks.

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

West MP	East MP
462.32	Los Angeles (Coast line).....
471.20	" (Saugus-Alhambra line)..... 488.69
466.19	" (Burbank Br.).....
"	" (Pasadena Br.)..... 488.24
"	" (San Pedro Br.)..... 489.90
"	" (Santa Ana Br.)..... 489.99
512.54	Pomona..... 515.71
"	" (Chino Br.)..... 520.30
536.51	Colton..... 541.14
"	" (Riverside Br.)..... 540.70
544.85	Riverside.....
551.00	Crafton.....

Yard limit boards located to left of track:
Westward at Colton.

Colton: Trains must move with caution between absolute signals MP 538.52 and MP 539.82, expecting to find main track occupied. Flag protection to the rear will not be required of such trains standing between these points except that flagman must take position not less than thirty feet behind rear of train, whether carrying passengers or not, and display stop signals to any following train.

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:
Los Angeles—AT&SFRy industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.
Pasadena Br.—AT&SFRy at MP 491.2.
Colton—PERy at passenger station.
Colton—PERy over Riverside Branch.
Colton—PERy, five crossings of yard tracks.

Movements across UPRR main track on Chino Branch Pomona, under control UPRR dispatcher. Eastward trains to Chino Branch must line initial switch before signal will clear. Westward signal will clear on approach of train. If these signals fail to clear, contact UPRR dispatcher by telephone and be governed by his instructions. Telephone in box at initial switch and in UPRR CTC house at crossing.

Movements across UPRR track on old Chino line spur at Ontario governed by dwarf type light signals. Electrically locked derails 200 feet either side of UPRR main track are controlled by UPRR dispatcher. If electric lock fails to unlock within three minutes contact UPRR dispatcher by telephone and be governed by his instructions. Telephone in iron box at crossing.

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

- Pomona—When switching over crossings on siding not protected by gates or flagman.
- Riverside—Orange Ave., Eighth St.
- Riverside—Crossing bells located at Seventh and Ninth Streets are manually controlled. Switch located in box on telegraph pole east of freight station. Crossing bells must be in operation when any train movements are made over crossings, unless protected by members of train crew on both sides of train, before and while movements are being made over crossings.

Pomona. Trains on Chino Branch must not exceed 10 MPH over crossings of Riverside Drive, East End Ave., and Fifth St., and must watch carefully for vehicular traffic.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

- Alhambra—Over Mission Road on Southwest welding lead; C. F. Braun Co. spur; So. Cal. Edison pole yard spur; and Old Duarte Branch track.
- El Monte—Over Arden Drive on drill track.

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

- Alhambra.....Pasadena Br., for drill track.
- Colton.....Riverside Br., for PFE yard.
- Colton.....PERy junction switch on Riverside Br., for SP main track.
- Riverside Jct....PERy junction switch for SP main track.

Colton: Point derail installed at fouling point of team, old wash and old rip tracks, used as diesel storage tracks, and derail must be lined to protect against any unauthorized movement into these tracks.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

When block Signal 4841 east of Taylor Jct. indicates "stop", a member of crew of freight trains will communicate with signal operator at Mission Tower by telephone located on the signal, and be governed by his instructions.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Pomona.....	Junction, Chino Branch.. Controlled siding

RULE 605. INTERLOCKING

Dayton Ave. Tower. To Glendale or East Bank Line, —. To River Station Tower or "C" unit, o o o o o. To Midway unit No. 1 track, o — o; other tracks or freight lead, — o —.

For movement against current of traffic, — o o o o.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Interlocking signals which govern movements from "C" unit, when flashing yellow will authorize a train or engine, after stopping, to pass the interlocking signal at stop, and move with caution to the next interlocking signal, expecting to find the block occupied.

Mission Tower. To LAUPT, o —.

To Alhambra or Naud Jct., east or west on East Bank Line, —.

To Roundhouse, — o — o.

To River Station Tower or AO spur, o o o o o.

To Brewery spur Lacy Manufacturing Co., o o o —.

To Coach yard, o o o o —.

To Wilson Packing Co. lead, — o —.

To or from East Bank Line or Alhambra, o — o o.

To Alhambra Ave. Coach yard lead, o o — o.

To Naud Jct. from East Bank Line, o o — o o.

Against current of traffic, — o o o o.

Signal west of tower building and adjacent to track 55 has white disk attached to mast. Signal is to right of two converging tracks and governs movement on either track.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:

200 feet west of Signal Bridge No. 3 on the East Bank Line.

200 feet west of signal on eastward passenger track from East Bank Line to LAUPT via Alhambra Ave.

200 feet east of first signal east of UPRR Crossing on westward Alhambra Ave. main tracks.

200 feet east of first signal leaving Coach Yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except freight trains or switching drags only on East Bank Line will remain west of Main Street when stopped by signal.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Colton Tower. To No. 2 track, — o —.

To Riverside, o o — o.

To Santa Fe interchange, o o o o o.

Westward trains stop east of 8th St., unless route clear for movement through Colton Tower.

Interlocking signals on main track and on 1 and 2 tracks east of Colton Tower when flashing yellow authorize movement, after stopping, with caution to absolute signal at MP 538.52.

RULE 680. AUTOMATIC INTERLOCKING

Highgrove Interlocking, AT&SFRy Crossing, 0.7 mile east of Orange Center.

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box at crossing and comply with rules posted therein.

After release has been operated by flagman, signal should change to "proceed", or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

SPECIAL SIGNALS

Riverside Branch between MP 540.085 and MP 545.914 used jointly by SP and PERY without train orders.

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

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

If signal cannot be cleared, wait five minutes, then send flagman ahead, wait five minutes more, then follow flagman through block, moving with caution, not exceeding 12 MPH.

Toggle switch in cut-out box must be operated after rear of train passes 50 feet beyond signals.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 485.55 Aurant, on both tracks, to MP 538.52 Colton Tower.

At east end Aurant, that portion of drill track between absolute signal opposite yard office and absolute signal 10 feet west of initial switch of crossover from drill track to westward track is also in CTC limits.

Absolute signals on eastward and westward tracks, and eastward signal on drill track at east end Aurant are equipped with call-on unit which, when flashing yellow authorizes train or engine, after stopping, to move with caution to couple to train or cars.

Flag protection will not be required when rear of train stands between absolute signals at east end Aurant and end double track Alhambra.

Signal 5143 governs westward movement through crossover Pomona, and Signal 5202 governs eastward movement through crossover Ontario. Signals are normally dark, and only govern movement through respective crossovers.

Call-on lights on absolute signals on siding, east and west of crossover near Hamilton Blvd. Pomona, when flashing yellow authorize movement on siding, after stopping, expecting to find siding occupied.

Junction switch Chino Branch on siding at Pomona is equipped with switch-position indicator, and if red aspect displayed or not lighted, careful examination must be made to insure switch safe before passing over same eastward, on siding.

Call-on unit near junction switch, when flashing white will authorize trains and engines from Chino Branch to enter controlled siding at Pomona, expecting to find siding occupied.

GENERAL REGULATIONS

RULE 825. Portable rail skid is hung on post at lower end of siding at Pomona.

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

Rail clamps on Hazel-Atlas Glass Co. tracks at Pomona, to prevent cars rolling out of tracks. Crews must remove clamps before switching these tracks, and replace after switching.

RULE 827. Passenger trains, except Streamlined GOLDEN STATE and SUNSET LIMITED, must approach Colton at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make running inspection, then walk length of train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

On freight trains between Colton and Riverside; Pomona and Chino; and Alhambra and Pasadena, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

AIR BRAKE RULES

RULE 17. One retainer must be turned up for each 50 tons in westward trains of over 10 cars on Pasadena Branch.

PASSENGER TRAINS

RULE 39. Running test must be made immediately after leaving Los Angeles terminal.

MISCELLANEOUS

1. Eastward trains take only sufficient water at Pomona to insure making Colton.

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

Class of Engine	Restricted Tracks
DP, DF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12, T-40	Rudell—Spur.
"	Pomona—Park Ave. spur.
"	Ontario—Assets Corp. tracks.
"	San Gabriel—S.G.V. Lbr. spur beyond fouling point.
DP, DF, F-3, 4, 5, SP, Mt, MM, AC, GS, P-8, 10, 12, T-40	Guasti—Winery spurs.
"	South Fontana—Quarry track; So. Fontana Farm Co. tracks.
All	West Colton—Tracks diverging from track 2.
All engines and cars	Riverside—Food Machinery spur beyond 280 feet east of gate.

Load limit (car and contents):

Los Angeles-Colton	251,000 pounds
Alhambra-Pasadena	169,000 pounds
Pomona-Chino	169,000 pounds
Colton-Riverside	169,000 pounds

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

Engines equipped with pilot plow, except Mt and GS class, are prohibited from entering Los Angeles LAUPT account impaired platform clearance.

Take necessary precautions when sand is blowing between signs reading "Sand" at following points:

MP 522.4 west of Guasti to MP 528.38 west of South Fontana.

Pasadena: Gate attached to separate switch stand across Hammond Lbr. spur must be kept locked in both open and closed position.

Kaiser. Spur track beyond Valley Blvd. jointly used by SP and Kaiser Co., and eight tracks within Kaiser plant used as interchange tracks jointly by SP, AT&SFRy, and Kaiser Co. and all moves must be made with caution. SP crews must not go beyond connection with AT&SFRy on east lead. Derails must be left in derailing position while switching at Kaiser plant and locked in derailing position when leaving plant. Air must be coupled and in use through entire cut of cars when moving to or from Kaiser plant, and air brake road test must be made as prescribed in Air Brake Rule 24. When serving new Shell plant, only tracks 200, 220 and 222 may be used by SP crews.

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

MP	Location	Description
482.6	Los Angeles	2nd crossing, L.A. River bridge. Side
514.0	Pomona	Water tank. Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10
Passenger trains through all controlled sidings	20

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
EASTWARD, LOS ANGELES YARD TO TAYLOR JCT.: MP MP						WESTWARD, COLTON TO LOS ANGELES: MP MP					
479.70 to 480.60 (Dayton Ave. Tower)	40	25	25	25	539.00 to 538.52 (begin CTC)	20	20	20	20	20	20
480.60 to 481.67	20	20	20	20	538.52 to 536.20	50	50	50	50	50	30
★481.67 to 481.69 (North Main St.)	15	15	15	15	536.20 to 520.91	79	70	50	50	50	30
481.69 to 481.90 (East Bank Jct.)	20	20	20	20	520.91 to 519.51 (Ontario)	40	40	40	40	40	30
481.90 to 482.80 (Taylor Jct.)	15	15	15	15	519.51 to 514.80	79	70	50	50	50	30
					★514.80 to 513.80 (Pomona)	40	40	40	40	40	30
					513.80 to 508.10	79	70	50	50	50	30
					508.10 to 507.80	65	65	50	50	50	30
EASTWARD, LOS ANGELES TO COLTON: MP MP											
Los Angeles to Mission Tower	10	10	10	10	507.80 to 496.92	79	70	50	50	50	30
★Mission Tower to 484.05	15	15	15	15	496.92 to 496.71 (bridge)	40	40	30	30	30	30
★484.05 to 485.80 (Valley Blvd.)	25	25	25	25	496.71 to 495.04	75	70	50	50	50	30
★485.80 to 488.22 (Alhambra)	40	40	35	35	★495.04 to 493.70 (El Monte)	40	40	40	40	40	30
488.22 to 488.25	35	35	35	35	493.70 to 491.33	75	70	40	40	40	30
★488.25 to 489.89 (Alhambra)	40	40	35	35	★491.33 to 489.89 (San Gabriel)	30	30	30	30	30	30
★489.89 to 491.33 (San Gabriel)	30	30	30	30	★489.89 to 485.80 (Alhambra)	40	40	35	35	35	30
491.33 to 493.70	75	70	40	40	★485.80 to 484.05	25	25	25	25	25	25
★493.70 to 495.04 (El Monte)	40	40	40	40	★484.05 to Mission Tower	15	15	15	15	15	15
495.04 to 496.71	75	70	50	50	Mission Tower to Los Angeles	10	10	10	10	10	10
496.71 to 496.92 (bridge)	40	40	30	30	WESTWARD, TAYLOR JCT. TO LOS ANGELES YARD: MP MP						
496.92 to 507.80	79	70	50	50	482.80 to 481.90 (East Bank Jct.)	15	15	15	15	15	15
507.80 to 508.10	65	65	50	50	481.90 to 481.69	20	20	20	20	20	20
508.10 to 513.80	79	70	50	50	★481.69 to 481.67 (North Main St.)	15	15	15	15	15	15
★513.80 to 514.80 (Pomona)	40	40	40	40	481.67 to 480.60 (Dayton Ave. Tower)	20	20	20	20	20	20
514.80 to 519.51	79	70	50	50	480.60 to 479.70 (Los Angeles Yard)	40	25	25	25	25	25
519.51 to 520.91 (Ontario)	40	40	40	40							
520.91 to 536.20	79	70	50	50							
536.20 to 538.52 (end CTC)	50	50	50	50							
538.52 to 539.00 (Colton)	20	20	20	20							

★Regulated by City ordinance.

Streamlined **GOLDEN STATE** and **SUNSET LIMITED** when handled by steam power and consisting of streamlined equipment with electro-pneumatic brake system functioning on engine and all cars may run not to exceed 75 MPH on **TANGENT TRACK** where 70 MPH is authorized in Column 1.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370, except that maximum of 60 MPH must not be exceeded at any point.

Maximum speed of trains handling loaded cars of ore from Ferrum is 40 MPH.

Westward trains with loaded cars of rip-rap must not exceed 30 MPH South Fontana to Los Angeles.

Westward trains with 60 or more cars beets loaded in other than SP gondolas must not exceed 40 MPH Pomona to Puente.

♦RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment," and trains handling must not exceed maximum speed of 40 MPH.

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4	Column:	1	2	3	4
EASTWARD, ALHAMBRA TO PASADENA: MP MP					WESTWARD, PASADENA TO ALHAMBRA: MP MP				
487.70 to 489.07, except:	15	15	15	15	★492.50 to 490.75 (city limits)	15	15	15	15
MP 488.20 to 489.20, with DS-100 to 109.	10	10	10	10	★490.75 to 489.07 (city limits)	15	15	15	15
M-6, 8, 9, 11, T-23, 28, 31 class	15	15	15	15	489.07 to 487.70, except:	15	15	15	15
★489.07 to 490.75 (city limits)	15	15	15	15	MP 489.20 to 488.20, with DS-100 to 109,	10	10	10	10
★490.75 to 492.50 (city limits)	15	15	15	15	M-6, 8, 9, 11, T-23, 28, 31 class	10	10	10	10
EASTWARD, POMONA TO CHINO	20	20	20	20	WESTWARD, CHINO TO POMONA	20	20	20	20
EASTWARD, COLTON TO RIVERSIDE:					WESTWARD, RIVERSIDE TO COLTON:				
★539.00 to 539.60 (over streets)	30	20	20	20	546.20 to 543.98	35	20	20	20
539.60 to 543.58	35	20	20	20	543.98 to 543.58 (interlocking)	20	20	20	20
543.58 to 543.98 (interlocking)	20	20	20	20	543.58 to 539.60	35	20	20	20
543.98 to 546.20	35	20	20	20	★539.60 to 539.00	30	20	20	20

★Regulated by City ordinance.

Trains with class of engine shown below are further restricted between points shown, as follows:

	RIVERSIDE BRANCH	
	MP 539.00 and MP 545.00	MP 545.00 and MP 546.20
A-3, 6	15	X
DS-1 to 8	..	X
DS-100 to 110	..	X
M-6, 8, 9, 11	..	10
P-1, 3, 4	..	X
T-23, 28, 31	..	10
T- 26, 32, 37	..	15

X—Not permitted to operate.

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	RATING OF ENGINES—In Units of 2000 Lbs. (Tons)			
		Los Angeles to Alhambra Puente to Ontario	Alhambra to Puente Ontario to Colton	Colton to Bloomington El Monte to Stoneman	Bloomington to El Monte Stoneman to Los Angeles
DP-3 DP-4, 7 DP-5, 6 DP-8, 9	6017..... 6000 to 6004, 6018..... 6005 to 6016..... 6019 to 6027.....	2300 2300	3750 3750	2800 2800	3750 3750
DF-1 DF-1, 2 DF-3 to 7 DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300	6122 to 6137..... 6138 to 6179..... 6180 to 6377..... 5200 to 5202..... 5203 to 5249, 5253 to 5278..... 5250 to 5252..... 5100 to 5118..... 4600 to 4603.....	5350 7025 7900 2150	9300 10000 10000 3900	5925 7600 8175 2225	10000 10000 10000 3925
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032..... 1300 to 1441, 1464 to 1485..... 1442 to 1463..... 1900 to 1903..... 1617 to 1713..... 1721 to 1803, 1824, 1825..... 1804 to 1822, 1826 to 1830, 1836..... 1832 to 1835.....	615 950 1300 800 1000 1050 1075	1225 1825 2350 1725 2125 2250 2300	800 1250 1425 925 1150 1225 1275	1225 1850 2575 1675 2075 2150 2225
T-1 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248, 2252..... 2301 to 2310..... 2296..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2371..... 2105.....	700 1050 875 1150 1150 1150 1025	1525 2250 2000 2425 2475 2475 2200	825 1225 1025 1350 1350 1350 1200	1475 2150 1825 2350 2375 2375 2125
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459..... 2407..... 2402, 2409, 2410, 2414, 2419, 2436..... 2453, 2454, 2458..... 2476, 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3122 to 3127.....	900 950 1025 1125 1200 1250 1300 1300	2100 2200 2300 2600 2725 2800 2800 3025	1050 1100 1200 1300 1400 1500 1550 1525	2025 2125 2175 2550 2700 2725 2875 2725
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469..... 3400 to 3409..... 3410 to 3426..... 2937 to 2952..... 2914 to 2923.....	1275 1150 1200 750 1050	2650 2450 2550 1625 2250	1475 1350 1400 900 1225	2600 2375 2475 1575 2175
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025..... 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297, 3298.....	725 875 1500 1600 1775 1350 1300	1625 1900 3075 3375 3725 2875 2750	875 1025 1750 1850 2050 1575 1525	1575 1850 2975 3250 3600 2775 2675
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652..... 3653 to 3769..... 3930..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	1875 2450 2500 3875 4125	3875 4450 5150 6950 7400	2175 2550 2950 4375 4650	3800 4475 4450 6575 7250
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4389..... 4401 to 4415..... 4416 to 4469..... 5000 to 5048.....	1750 1800 1850 1900 2600	3725 3850 4000 4125 5250	2050 2100 2225 2225 3100	3625 3675 3700 3800 4500

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

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	RATING OF ENGINES—In Units of 2000 Lbs. (Tons)				
		Alhambra to Pasadena	Pasadena to Alhambra	Colton to Pomona	Colton to Riverside Pomona to Chino	Riverside to Colton
DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300	5200 to 5202..... 5203 to 5249, 5253 to 5278..... 5250 to 5252..... 5100 to 5118..... 4600 to 4603.....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032..... 1300 to 1441, 1464 to 1485..... 1442 to 1463..... 1900 to 1903..... 1617 to 1713..... 1721 to 1803, 1824, 1825..... 1804 to 1822, 1826 to 1830, 1836..... 1832 to 1835.....	350 425 660 285 350 380 395	4000 4000 4000 2650 3100 3275 3400	1100 1400 1500 900 1070 1135 1185	4000 4000 4000 2650 3100 3275 3400	
T-1 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248, 2252..... 2301 to 2310..... 2296..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2371..... 2105.....	245 365 305 410 415 370	2250 3250 2850 3575 3625 3250	775 1120 975 1240 1260 1125	2250 3250 2850 3575 3625 3250	
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459..... 2407..... 2402, 2409, 2410, 2414, 2419, 2436..... 2453, 2454, 2458..... 2476, 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3122 to 3127.....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	990 1040 1090	2950 3075 3225
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469..... 3400 to 3409..... 3410 to 3426..... 2937 to 2952..... 2914 to 2923.....	455 435 445 270 385	3900 3600 3750 2400 3300	1360 1265 1315 835 1150	3900 3600 3750 2400 3300	
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025..... 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297, 3298.....	..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....	810 950	2450 2850

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

RULE 10-J. Speed signs to left of track: Westward at MP 540.75, reading 20. Westward at MP 585.75, reading 45-40-35. Eastward at MP 545.89 reading 45-40-35. Eastward at MP 575.83, reading 45.

Round yellow speed signs indicate the speed restrictions applying to Streamlined GOLDEN STATE and SUNSET LIMITED with DP class engine only.

RULE 14 (e). As specified below, — — — — — sounds will be indication that flagman may return from east: Bryn Mawr.....on Redlands Branch. Colton.....on Riverside Branch.

RULE 21-C. Indicators on extra trains will be displayed during time train is in Colton yard.

Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

Light engines originating within CTC limits or moving to or from points in Colton or Indio yard and CTC limits need not display train indicators, white lights, or flags. Markers must be properly displayed.

RULE 26. Colton: Special signal at each end PFE tracks 5, 6 and 7, and at switch to PFE spur, governing movements on those tracks as follows:

- Blue: Track may be entered, but cars must not be coupled to, or moved.
- Yellow: Proceed with caution.
- Red: Must not enter PFE shed.
- Not lighted: General foreman of ice plant must be contacted for instructions before entering tracks.

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

West MP	East MP
536.51 Colton	541.14
" (Riverside Br.)	540.70
547.29 Redlands, 2nd Street.....	548.51
607.85 Indio.....	613.12

Colton: All trains must move with caution between absolute signals MP 538.52 and MP 539.82, expecting to find main track occupied. Flag protection to the rear will not be required of such trains standing between these points except that flagman must take position not less than thirty feet behind rear of train, whether carrying passengers or not, and display stop signals to any following train.

Indio: All eastward trains must move with caution between absolute signal MP 610.3 and passenger station expecting to find main track occupied. Flag protection to the rear will not be required of eastward trains standing between these points, except that flagman must take position not less than thirty feet behind rear of train, whether carrying passengers or not, and display stop signals to any following train.

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:

Colton—PERy at passenger station.

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following street crossing:

Indio Before pushing or backing cars over crossing on drill track opposite yard office.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Redlands 2nd St.—Over Orange St.
Redlands 2nd St.—Over Fourth St.
Indio—Over highway on California Date Growers Assn. spur.

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

Colton Riverside Br., for PFE yard.
Bryn Mawr . . . Redlands Br., for branch connecting track.
Colton PERy junction switch on Riverside Br., for SP main track.

Indio: Point derails installed at fouling point of balloon track north of roundhouse and storage track south of roundhouse, used as diesel storage tracks, and derails must be lined to protect against any unauthorized movement into the track.

Derails in main track:
Crafton—628 feet west of west switch, MP 551.01.
Crafton—930 feet from end of track, MP 551.52.
Redlands, 2nd Street—West end of Mill Creek bridge, MP 547.33.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Electric switch locks at MP 539.8 Colton as follows: High type on main track switch of crossover to drill track; high type on main track switch of crossover to yard track 4; and low type on main track switch to yard track 2. Instructions for operation posted in yardmaster's office east end Colton.

RULE 535. SPRING SWITCHES

West switch balloon track Colton is spring switch without facing point lock.

RULE 760. CENTRALIZED TRAFFIC CONTROL
Limits extend from MP 539.82 Colton, to MP 610.66 Indio.

Switch at MP 610.3 Indio is dual control switch, but turnout track is not a controlled siding.

Call-on lights on absolute signals at crossovers Loma Linda and Beaumont, when flashing yellow authorize movement on siding, after stopping, expecting to find siding occupied.

RULE 775. When helpers are cut out of rear end of trains on controlled siding Beaumont, a reverse movement by helpers may be made without permission from dispatcher, but signal indication must be respected.

Before moving eastward from controlled siding to engine track Beaumont, permission from dispatcher must be obtained.

GENERAL REGULATIONS

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

Redlands	Beaumont	Mons
Ordway	Pershing	Fingal
El Casco	Banning	Hugo
Hinda	Owl	Garnet
Nicklin	Cabazon	Salvia
		Rimlon

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

RULE 827. Passenger trains, except Streamlined GOLDEN STATE and SUNSET LIMITED, must approach Colton and Indio at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make rolling inspection, then walk length or train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

Eastward freight trains handled by steam engine will stop at Owl or Cabazon 10 minutes and westward freight trains handled by steam engine will stop at El Casco or Ordway 10 minutes for heat radiation, at which time train inspection will be made. If stop is made at Hinda train may then run to Redlands for next stop.

Engines running light on descending grade will stop at Owl or Cabazon, and El Casco or Ordway a sufficient length of time to permit heat radiation, at which time enginemen will inspect engine.

On freight trains between Bryn Mawr and Crafton, and on descending grade between Colton and Thousand Palms, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

AIR BRAKE RULES

RULE 17. Retainers will be used on passenger trains as follows:

All retainers will be turned up on eastward trains at Beaumont, and will be turned down at Garnet, except that if stop is made at Palm Springs retainers on head end cars may be turned down at that point provided not less than 75% of cars in train have retainers remaining in use. Retainers on head end cars may be turned up at Colton.

All retainers will be turned up on westward trains at Beaumont, and will be turned down on passenger carrying cars at Loma Linda, and on head-end cars at Colton.

When overheating is apparent, retainers may be turned down on such cars.

Retainers will be used on freight trains handled by steam engine as follows:

One retainer for each 60 tons Beaumont to Thousand Palms commencing at head-end of train. If stop is made at Garnet, Salvia or Rimlon and in the judgment of engineer it is safe to do so, retainers may be turned down at Garnet, Salvia or Rimlon instead of Thousand Palms.

One retainer for each 70 tons Beaumont to Redlands, and one retainer for each 100 tons Redlands to MP 540 or Colton; except that if train consists of 50 or more loaded tank cars, or 20 or more cars of beets, one retainer for each 60 tons will be used Beaumont to MP 540 or Colton.

One retainer for each 50 tons in westward trains of over 10 cars on Redlands Branch.

Retainers will be used on freight trains handled by DF class engines as follows:

Beaumont to Thousand Palms:

DF-1 (6122 to 6137) with four dynamic brakes operating with over 2500 tons, one retainer for each 90 tons; with three dynamic brakes operating with over 2000 tons, one retainer for each 80 tons.

DF-1 to 7 (6138 to 6377) with four dynamic brakes operating with over 3500 tons, one retainer for each 90 tons; with three dynamic brakes operating with over 2500 tons, one retainer for each 80 tons.

If stop is made at Garnet, Salvia or Rimlon and in the judgment of engineer it is safe to do so, retainers may be turned down at Garnet, Salvia or Rimlin instead of Thousand Palms.

Beaumont to Loma Linda or Colton:

DF-1 (6122 to 6137) with four dynamic brakes operating with over 2500 tons, one retainer for each 100 tons; with three dynamic brakes operating with over 2000 tons, one retainer for each 90 tons.

DF-1 to 7 (6138 to 6377) with four dynamic brakes operating with over 3500 tons, one retainer for each 100 tons; with three dynamic brakes operating with over 2500 tons, one retainer for each 90 tons.

DF class with less than 50 cars ore will be governed by the above; with 50 or more cars ore use one retainer for each 85 tons.

DF with less than three dynamic brakes operating will apply retainer rule and Rule 827 governing operation with steam engine Beaumont to Thousand Palms and Beaumont to Loma Linda or Colton. Conductor will advise train dispatcher accordingly.

In case of failure of dynamic brakes in above territory, stop must be made immediately, and brake system recharged. Retainer rule and Rule 827 governing operation with steam engine will then apply, except when all retainers are in use train may proceed at reduced speed to insure proper handling, not exceeding 15 MPH.

SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

FREIGHT TRAINS

RULE 25. Beaumont: Rear end test must be made except running test may be made by westward trains of not over 65 cars immediately after leading engine passes MP 563.60 and, if brakes operate properly, stop for rear end test not required.

Before a train which has stopped on grade is signalled to proceed, air gage in caboose must be observed. If gage indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

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

Beaumont to Garnet:	
Trains handled by steam engine	60 tons
Trains handled by DF class with four dynamic brakes operating	75 tons
Trains handled by DF class with three dynamic brakes operating	67 1/2 tons
Beaumont to Loma Linda:	
Trains handled by steam engine	60 tons
Trains handled by DF class with four dynamic brakes operating	85 tons
If tonnage exceeds 75 tons per operative brake speed must not exceed 20 MPH, and number of cars in train must not exceed 75.	
Trains handled by DF class with three dynamic brakes operating	72 1/2 tons

PASSENGER TRAINS

RULE 38. At Indio engineers will use hand signals instead of whistle signals. Trainmen will place themselves in position to relay signals to best advantage.

RULE 39. Running test must be made before descending grade, Beaumont.

MISCELLANEOUS

1. Spouts of water columns between Indio and Beaumont when not in use must be pointed eastward (downhill). Water at Beaumont for emergency use only.

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

Class of Engine	Restricted Track
DP, DF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12.....	Beaumont—West end oil unloading track; Blinn Lbr. spur; Packing house spur. Use reach to pick up cars.

Load limit (car and contents):

Colton-Indio.....	251,000 pounds
Bryn Mawr-Crafton.....	169,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.	
Take necessary precautions when sand blowing between signs reading "Sand" at following points:	
MP 588.25 east of Garnet to MP 596.5 east of Rimlon.	

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

MP	Location	Description
539.8	Colton.....	Santa Ana River Bridge.....Side
547.3	West of Redlands, 2nd Street....	Mill Creek bridge. Overhead & side
562.0	Beaumont.....	Water spout.....Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
Passenger trains through all controlled sidings other than Garnet, Salyia and Rimlon.....	20

SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
EASTWARD, COLTON TO INDIO:						WESTWARD, INDIO TO COLTON:					
MP MP						MP MP					
539.00 to 540.00.....	20	20	20	20	20	611.30 to 610.66.....	20	20	20	20	20
540.00 to 545.28.....	60	50	35	35	30	610.66 to 599.00 (Thousand Palms)...	79	70	50	50	30
545.28 to 546.64.....	50	50	35	35	30	599.00 to 589.00.....	79	60	40	40	30
546.64 to 554.82.....	45	40	35	35	20	589.00 to 585.00.....	60	50	35	35	30
554.82 to 563.35.....	50	40	35	35	20	585.00 to 576.58 (Mons).....	45	40	35	35	20
563.35 to 567.60.....	50	50	20	35	20	576.58 to 567.60.....	60	40	35	35	20
567.60 to 576.58 (Mons).....	50	40	20	35	20	567.60 to 563.35.....	60	50	35	35	20
576.58 to 585.00.....	45	40	20	35	20	563.35 to 557.00.....	50	40	20	35	20
585.00 to 589.00.....	50	40	20	35	20	557.00 to 554.82.....	50	40	25	35	20
589.00 to 599.00 (Thousand Palms)...	79	60	25	40	30	554.82 to 546.64.....	45	40	25	35	20
599.00 to 610.66 (Indio).....	79	70	50	50	30	546.64 to 545.28.....	50	50	25	35	30
610.66 to 611.30 (Indio Yard).....	20	20	20	20	20	545.28 to 540.00.....	60	50	25	35	30
						540.00 to 539.00 (Colton).....	20	20	20	20	20
EASTWARD, BRYN MAWR TO CRAFTON:						WESTWARD, CRAFTON TO BRYN MAWR:					
544.50 to 546.60.....	..	25	20	20	20	551.40 to 549.90.....	..	25	20	20	20
546.60 to 549.90 (over streets).....	..	10	10	10	10	549.90 to 546.60 (over streets).....	..	10	10	10	10
549.90 to 551.40.....	..	25	20	20	20	546.60 to 544.50.....	..	25	20	20	20

Streamlined GOLDEN STATE and SUNSET LIMITED when handled by steam power and consisting of streamlined equipment with electro-pneumatic brake system functioning on engine and all cars may run not to exceed 75 MPH on TANGENT TRACK where 70 MPH is authorized in Column 1.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370, except that maximum of 60 MPH must not be exceeded at any point, and maximum of 35 MPH must not be exceeded Beaumont to Garnet.

RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 MPH.

Maximum speed of trains handling loaded cars of ore from Ferrum is 40 MPH.

Westward trains with 20 or more cars beets loaded in other than SP gondolas must not exceed 20 MPH Beaumont to Colton.

Eastward freight and mixed trains handled by DF class engine, without retainers and with dynamic brakes in operation may make 35 MPH MP 589.00 to MP 599.00.

RULE 10-J. Light engines may make speed shown in Speed Restrictions table in territory where such speed is in excess of that authorized by speed sign.

Trains with class of engine shown below are further restricted between points shown, as follows:

REDLANDS BRANCH	
MP 544.70 and MP 544.90	MP 544.90 and MP 551.70
A-3, 6.....	10
P-1, 3, 4.....	15

SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Colton to Indio	Indio to Colton	Bryn Mawr to Crafton	Crafton to Bryn Mawr
DP-3	6017.....	1150	1000	....	....
DP-4, 7	6000 to 6004, 6018.....	1150	1000	....	....
DP-5, 6	6005 to 6016.....	....	....	....	....
DP-8, 9	6019 to 6027.....	....	....	....	....
DF-1	6122 to 6137.....	2875	2425	....	....
DF-1, 2	6138 to 6179.....	4475	4150	....	....
DF-3 to 7	6180 to 6377.....	4475	4175	....	....
DF-100	5200 to 5202.....	....	....	....	....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278.....	1150	1100	....	....
DF-109	5250 to 5252.....	....	....	....	....
DF-200 to 204	5100 to 5118.....	....	....	....	....
DF-300	4600 to 4603.....	....	....	....	....
DS-1 to 8	1000 to 1032.....	340	325	275	4000
DS-100 to 109, 111	1300 to 1441, 1464 to 1485.....	535	510	325	4000
DS-110	1442 to 1463.....	690	655	670	4000
DS-200, 201	1900 to 1903.....	....	....	....	....
M-4	1617 to 1713.....	470	450	200	2650
M-6, 8	1721 to 1803, 1824, 1825.....	600	575	250	3100
M-9	1804 to 1822, 1826 to 1830, 1836.....	625	600	275	3275
M-11	1832 to 1835.....	650	625	285	3400
T-1	2248, 2252.....	415	400	170	2250
T-23	2301 to 2310.....	625	600	260	3250
T-26	2296.....	500	475	215	2850
T-28, 31	2312 to 2362.....	675	625	295	3575
T-32	2363 to 2370, 2372 to 2384.....	675	650	300	3625
T-40	2371.....	675	650	....	....
T-37	2105.....	600	575	265	3250
P-1, 3, 5	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459.....	500	500	200	2950
P-1	2407.....	525	525	210	3075
P-4	2402, 2409, 2410, 2414, 2419, 2436.....	575	550	225	3225
P-6	2453, 2454, 2458.....	650	625	....	....
P-7	2476, 2477.....	700	650	....	....
P-8, 10	2461 to 2474, 2478 to 2483.....	725	700	....	....
P-8, 10	2475, 2484 to 2491.....	725	700	....	....
P-12	3122 to 3127.....	775	750	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469.....	775	750	330	3900
C-18	3400 to 3409.....	700	675	320	3600
C-19	3410 to 3426.....	725	700	325	3750
TW-2, 3	2937 to 2952.....	450	435	195	2400
TW-8	2914 to 2923.....	625	600	280	3300
A-3	3025.....	410	395	145	2450
A-6	3002.....	495	475	185	2850
Mk-2, 4	3201 to 3240.....	850	825	....	....
Mk-5, 6	3241 to 3277.....	925	900	....	....
Mk-7, 8, 9	3300 to 3324.....	1050	1025	....	....
Mk-10	3295.....	800	775	....	....
Mk-11	3297, 3298.....	775	750	....	....
F-1	3611 to 3652.....	1150	1125	....	....
F-3, 4, 5	3653 to 3769.....	1350	1300	....	....
MM-3	3930.....	1500	1450	....	....
AC-4, 5	4100 to 4125.....	2000	1925	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	2125	2050	....	....
Mt-1, 3, 4, 5	4300 to 4376.....	1025	1000	....	....
Mt-2	4385 to 4389.....	1050	1025	....	....
GS-1, 2	4401 to 4415.....	1125	1100	....	....
GS-3, 4, 5, 6	4416 to 4469.....	1125	1100	....	....
SP-1, 2, 3	5000 to 5048.....	1500	1450	....	....

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

SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

RULE 10-J. Speed sign to right of track with one track intervening:

Eastward at MP 612.67 reading 79-70-50.

Speed signs to left of track:

Eastward at MP 666.58 reading "Signal 60-55-30".

Westward at MP 633.71 reading 79.

Round yellow speed signs indicate the speed restrictions applying to Streamlined GOLDEN STATE and SUNSET LIMITED with DP class engine only.

RULE 14 (d). As specified below, — — — — o sounds will be indication that flagman may return from west:
Araz Jct..... on I-CRy line.

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

RULE 21-C. Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

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

West MP	East MP
607.85	Indio..... 613.12
666.09	Niland..... 668.69
	" (Calexico line)..... 668.27
731.51	Yuma..... 737.87

Second class and extra trains and engines must receive proceed signal from yardman, white flag by day, green light by night, before leaving East Yard; before passing Signal 7341, and before passing Signal 7331, Yuma.

RULE 103-A. Trains must stop and traffic on high-way be protected by member of the train crew over the following crossings:

- Indio.... Before pushing or backing cars over crossing on drill track opposite yard office.
- Yuma.... All crossings in old yard.

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

- Ferrum..... EMRR for Interchange track.
- Niland..... Calexico Subdivision for Salton line.
- First crossover west of station is junction switch.

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

Eastward Signal	Protection	Westward Signal
P-6386	Movements over end of derauling spur, Ferrum.....	P-6403
P-6784	Spring switch, east end north siding, Niland.....	P-6681
	Spring switch, west end siding, Tortuga.....	
	Spring switch, east end siding, Knob.....	P-7231
P-7260	Spring switch, I-CRy junction switch, Araz Jct.....	P-7259
P-7632		P-7261
		P-7263
		P-7265
P-A	Spring switches, east and west ends Colorado River bridge, Yuma.....	P-A
P-A		P-A
		P-A
		P-A

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Araz Jct. Trains may move between Signals P-7265 and P-7260 against current of traffic on eastward main track, being governed by block signals, whose indications will supersede the superiority of trains between these points.

When Signal 7250 displays stop indication trains must stop with engine within 750 feet of signal, and after 45 seconds signal should indicate proceed and train may then proceed prepared to stop before reaching Signal P-7260.

When Signals P-7259, P-7260, P-7632, P-7265 or 7275 display stop indication train after stopping may proceed with caution not exceeding 12 MPH only when hand signal received from train-order operator at Araz Jct. with green flag or light, or when orally authorized by operator. Member of crew must make careful examination of switches, and careful watch must be kept for broken rails or other defects in track.

East Indio. Mechanical switch lock at crossover between main track and drill. After lock box door opened, lock lever may be moved upward against stop. After time interval of from one to seven minutes indicator will show "Unlocked" and lever may be moved to reverse position "R", and switch may then be operated in usual manner. Lock lever must not be returned to normal position "N" until all movements over the switch are completed, switch returned to normal position and locked.

Emergency lock release to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, dispatcher must be notified immediately, and movement made only after flag protection is provided.

RULE 516. Flowing Well: When train occupying main track to meet or let train pass, east switch of siding must not be opened until approaching train has reached point within 1,000 feet from switch. After westward train enters siding, east switch must not be lined normal until rear of train has passed clearance point.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Niland.... East end north siding.....	Main track
Tortuga.... West end siding.....	Main track
Knob.... East end siding.....	Main track
Araz Jct.... End of double track.....	Eastward track
Araz Jct.... West switch crossover between main tracks.....	Eastward track
Yuma.... West end bridge, end double track.....	Westward track
Yuma.... East end bridge, end double track.....	Eastward track

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

Location	Normal Position
Araz Jct.... Junction switch I-CRy.....	Eastward track

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated On Letter	Signal	Approaching	Authorizes and Requires Movement as Follows
M.....	.6648	Niland..	Proceed to east end north siding.
S.....	.6648	Niland..	Enter north siding.
M.....	.6697	Niland..	Proceed to west end north siding.
S.....	.6697	Niland..	Enter north siding.

RULE 740. ABSOLUTE PERMISSIVE BLOCK
Yuma-Colorado

Limits extend from absolute signals west of Colorado River bridge to absolute signals east of Colorado River bridge.

Trains stopped by absolute signal west of bridge must obtain permission from yardmaster, and also make inspection of spring switches at each end of bridge before proceeding.

GENERAL REGULATIONS

RULE 824. Instructions for setting hand brakes:
Yuma: Freight trains..... { Four brakes on east end,
 { Two brakes on west end.

RULE 827. Passenger trains, except streamlined GOLDEN STATE and SUNSET LIMITED, must approach Indio at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make running inspection, then walk length of train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

MISCELLANEOUS

1. Westward trains take only sufficient water at Amos to insure making run to Niland, and only sufficient water at Mecca to make Indio.

On EMRR engines or cars must not move beyond point 100 feet west or point derail. Sign governing must be complied with.

Ferrum. Wye track located on Eagle Mountain RR main track between switches Ferrum yard. Stem of wye 250 feet in length. Wye constructed on 2.5% grade.

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

Class of Engine	Restricted Tracks
DP, DF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12.....	Between Indio and Yuma—All spurs except: Standard-Oil spur, Nar-born spur, CV Grape spur and Ice House spur Coachella; Janss Feed yard spur at MP 616.6; American Fruit Growers spur Thermal; spurs at Mortmar, Durmid, Pope, Frink, Wister, Acolita, Glamis and Ogilby.
"	Mecca—Water track beyond 100 feet east of crossing.
"	Iris—House track.

Load limit (car and contents):

Indio-Yuma..... 251,000 pounds
 Unless authorized by Superintendent, heavier loads must not be handled.

Take necessary precautions when sand blowing between signs reading "Sand" at following points:

- MP 679.4 to MP 681.5 east of Tortuga,
- MP 698.9 to MP 700.4 east of Glamis,
- MP 701.6 west of Ruthven to MP 703.85 east of Ruthven.

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

MP	Location	Description
732.3	West of Yuma..	Colorado River bridge..... Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:..	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamlined GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
EASTWARD, INDIO TO YUMA:						WESTWARD, YUMA TO INDIO:					
MP MP						MP MP					
610.66 to 611.30 (Indio Yard).....	20	20	20	20	20	733.01 to 732.37.....	15	15	15	15	15
611.30 to 612.67 (East Indio).....	30	30	20	20	20	732.37 to 732.29 (until engine passes spring switches).....	15	6	6	6	..*
612.67 to 633.71 (Mortmar).....	79	70	50	50	30	732.29 to 731.75.....	15	15	15	15	15
633.71 to 635.31.....	70	65	50	50	30	731.75 to 727.00.....	60	60	40	40	30
635.31 to 723.06 (Knob).....	79	70	50	50	30	727.00 to 726.05 (Araz Jct.).....	50	50	35	35	30
723.06 to 727.00.....	50	50	35	35	30	726.05 to 726.00 (spring switch).....	25	25	25	25	..*
Araz Jct. thru all switches.....	25	25	25	25	..*	Araz Jct. thru all switches.....	25	25	25	25	..*
727.00 to 731.75 (Colorado).....	60	60	40	40	30	Westward on eastward track, over I-CRy. junction switch.....	20	20	20	20	20
731.75 to 732.29.....	15	15	15	15	15	726.00 to 723.06 (Knob).....	50	50	35	35	30
732.29 to 732.37 (until engine passes spring switches).....	15	6	6	6	..*	723.06 to 635.31.....	79	70	50	50	30
732.37 to 733.01 (Yuma).....	15	15	15	15	15	635.31 to 633.71.....	70	65	50	50	30
						633.71 to 612.67.....	79	70	50	50	30
						612.67 to 611.30 (Indio Yard).....	30	30	20	20	20
						611.30 to 610.66 (Indio).....	20	20	20	20	20

*See Rule 536.

Streamlined GOLDEN STATE and SUNSET LIMITED when handled by steam power and consisting of streamlined equipment with electro-pneumatic brake system functioning on engine and all cars may run not to exceed 75 MPH on TANGENT TRACK where 70 MPH is authorized in Column 1.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370, except that maximum of 60 MPH must not be exceeded at any point, and maximum of 40 MPH must not be exceeded Knob to Araz Jct.

Maximum speed of trains handling loaded cars of ore from Ferrum is 40 MPH.

RESTRICED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 MPH.

SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Niland to Annes Yuma to Ariz. Jct. Enroute I-C	Yuma to Knob	Indio to Niland Annes to Yuma Knob to Indio
DP-3 DP-4, 7 DP-5, 6 DP-8, 9	6017..... 6000 to 6004, 6018..... 6005 to 6016..... 6019 to 6027.....	2800 2800	3750 3750	3750 3750
DF-1 DF-1, 2 DF-3 to 7 DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300	6122 to 6137..... 6138 to 6179..... 6180 to 6377..... 5200 to 5202..... 5203 to 5249, 5253 to 5278..... 5250 to 5252..... 5100 to 5118..... 4600 to 4603.....	6900 9200 9500 2575	6575 8800 9050 2475	10000 10000 10000 4625
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032..... 1300 to 1441, 1464 to 1485..... 1442 to 1463..... 1900 to 1903..... 1617 to 1713..... 1721 to 1803, 1824, 1825..... 1804 to 1822, 1826 to 1830, 1836..... 1832 to 1835.....	800 1250 1675 1125 1400 1450 1525	800 1250 1600 1050 1300 1375 1400	1425 2150 3000 1650 2025 2150 2225
T-1 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248, 2252..... 2301 to 2310..... 2296..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2371..... 2105.....	1000 1450 1250 1625 1650 1650 1450	925 1375 1150 1500 1500 1500 1350	1475 2150 1800 2350 2375 2375 2125
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459..... 2407..... 2402, 2409, 2410, 2414, 2419, 2436..... 2453, 2454, 2458..... 2476, 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3122 to 3127.....	1275 1325 1525 1600 1700 1800 1950 1850	1175 1225 1425 1475 1575 1650 1800 1725	1875 1950 2150 2325 2475 2600 2700 2725
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469..... 3400 to 3409..... 3410 to 3426..... 2937 to 2952..... 2914 to 2923.....	1800 1625 1700 1075 1500	1650 1500 1575 1000 1375	2600 2375 2475 1575 2175
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025..... 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297, 3298.....	1075 1250 2050 2250 2475 1925 1850	975 1150 1850 2050 2275 1750 1700	1575 1850 2975 3250 3600 2775 2675
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652..... 3653 to 3769..... 3930..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	2625 3000 2550 4725 5000	2425 2825 3275 4350 4625	3800 5225 5100 8250 9000
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4389..... 4401 to 4415..... 4416 to 4469..... 5000 to 5048.....	2625 2625 2750 2825 3700	2425 2475 2550 2625 3475	4400 4500 4600 4750 5950

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

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

RULE 10-J. Speed signs to right of track, but with one track intervening:

Westward at MP 486.3 reading 10 is to right of drill track and beyond Alameda St.
Westward at MP 488.1 reading 12 is to right of drill track.
Eastward at MP 501.24 reading 15.
Speed signs to left of track:
Westward at MP 490.36 reading 6.

RULE 14 (e). As specified below, — — — — — sounds will be indication that flagman may return from east:
Firestone Park..... on Santa Ana Branch.
West Anaheim..... on Stanton Branch.
Tustin Jct..... on Tustin Branch.

RULE 21-C. Indicators may be displayed between Los Angeles Yard and Firestone Park.

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

West MP	East MP
508.37 Anaheim.....	510.68
“ (Stanton Branch).....	509.26
500.68 San Pedro (also includes Long Beach Br.)....	
516.15 Santa Ana.....	517.68

Before authorizing movements in either direction on westward or eastward freight lead between Dayton Ave. Tower and River Station Tower, signal operator must secure permission from yardmaster at Bull Ring.

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:

- Los Angeles—PERy at MP 487.5 (Must not exceed 6 MPH).
 - San Pedro Br.—PERy. at MP 491.3 (Must not exceed 6 MPH).
 - Long Beach Br.—MP 501.9 AT&SFRy crossing Texas Co. spur.
- Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching an intersecting line before giving signal to proceed:
- Los Angeles—LATL Mateo St. at east end old coach yard.
- Stop clear of following crossings, then proceed if no movement approaching on intersecting line:
- Los Angeles—LATL Davies spur on Second St.
 - Los Angeles—LATL Bernard spur on Central Ave.
 - San Pedro Br.—PERy at MP 502.7.
 - Santa Ana Br.—West leg of wye at MP 517.1.
 - Santa Ana Br.—East leg of wye at MP 517.2.

RULE 99-C. Will apply on Santa Ana and San Pedro branches.

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

- South Gate (Atlantic Blvd.)—Independence Avenue, on Philadelphia Quartz Co. spur.
- Anaheim—Los Angeles St. Before train is permitted to move over crossing, trainman must insert switch key in lock in controller cabinet of manually controlled traffic signal, causing traffic signals to display red flashing indication to vehicular traffic. Switch key must not be removed while any part of train is moving over or standing on crossing.

When switching at Compton or when crossing is cut, cars must not be left standing within ringing circuit of crossing bells.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

- Los Angeles yard—Over Wilson St., Mateo St., and Lyon St.
- Lynwood—Over Alameda St., on Pacific Iron and Steel Co. spur.
- Santa Ana—Over Fourth St.

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

- Firestone Park... Santa Ana Br., for westward freight lead.
 - Wilmington (Anaheim Blvd.).... Long Beach Br., for San Pedro line.
 - West Anaheim... Stanton Br., for Santa Ana line.
 - Tustin Jct..... Tustin Br., for Santa Ana line.
- Derails in main track:
Tustin—10 feet east of east switch.
Dyer—MP 519.67.

RULE 605. INTERLOCKING

River Station Tower. To Glendale or Naud Jct., —. To Mission Tower or yard lead, o o o o o.
To tracks one to five inclusive or to “B” shed, except track one, — o —.

To tracks six to eleven inclusive, or to track one “B” shed — o o o o.
To Mission Tower against current of traffic, o o o o —.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Mission Tower: Signal just west of tower building and adjacent to track 55 has white disk attached to mast. Signal is to right of two converging tracks and governs movements on either track.

Clement Jct. Tower. To Butte St. Interchange yard, — o —.

Thenard Tower. Warning signs used instead of distant signals. Telephones at crossing AT&SFRy, UPRR and PERy, and at interlocking signal MP 502.6 on Long Beach Branch. Call signal operator to release electric switch lock on Texas Oil spur, Long Beach Branch.

Consolidated Rock spur switch 50 feet west and Consolidated Lbr. spur switch 200 feet east of crossing protected with electric locks. For movement into these spurs receive signal indication from interlocking signal to proceed over crossing and after passing signal tower, operator will then release electric locks located at switches.

To operate switch open lock box door, move lever to left, then line switch. After movement completed return switch to normal, move lever to normal, and close and lock door.

For movement out of either spur call signal operator at Thenard Tower from telephone at crossing.

When using these spurs clear the main track as soon as possible to avoid delay to PERy and SP trains.

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

RULE 680. AUTOMATIC INTERLOCKING

Nadeau Interlocking. Crossing AT&SFRy, 0.9 mile east of Vernondale.

Southgate (Atlantic Blvd.) Interlocking. Crossing UPRR.

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box at crossing and comply with rules posted therein.

After release has been operated by flagman, signal should change to "proceed", or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

GENERAL REGULATIONS

RULE 827. On freight trains between Firestone Park, Dyer, Tustin and Stanton, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

MISCELLANEOUS

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

Table with 2 columns: Class of Engine, Restricted Tracks. Rows include Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12.. San Pedro... High line.

Southgate (Tweedy Blvd.). Portable derails on General Motors tracks 8 and 9 must be removed during switching operations, and when work completed derails must be replaced on track and locked.

When spotting cars on end of General Motors tracks 5, 8, 9, and 10, safety stop must be made 50 feet from bumper.

Crews must not operate on diverging spur off California Mill Supply Corp. spur serving Berg Metals Co. Sign at diverging switch must be complied with.

Load limit (car and contents):

Table with 2 columns: Location, Load limit. Rows include Los Angeles-San Pedro (210,000 pounds), Wilmington (Anaheim Blvd.)-Long Beach (210,000 pounds), Firestone Park-Dyer (169,000 pounds), West Anaheim-Stanton (169,000 pounds), Tustin Jct.-Tustin (169,000 pounds).

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

23. Movements on Alameda St., Los Angeles, subject to city traffic signals when in operation.

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

Table with 3 columns: MP, Location, Description. Rows include 504.5 San Pedro... Drawbridge... Side, 514.0 East of Southgate... Santa Ana River bridge... Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Table with 2 columns: Description, MPH. Rows include Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except... (15), Through slip switches... (10), Through turnouts on other than sidings... (10), Through all sidings, yard tracks and other tracks with engine running backward... (10), Entering Alameda St. from Finkelstein Foundry Co., spur MP 490.3 San Pedro Branch (crossing must be cleared as quickly as practicable)... (6), Between River Station and Mission Tower... (10), On HBL track east of Fries Ave., (MP 503.50), Wilmington... (10)

Los Angeles: Following maximum speed for trains and engines while on UPRR tracks (East Bank line) must not be exceeded:

Table with 3 columns: Location, Passenger trains, All other trains. Rows include Pasadena Jct. to First St... (15, 15), First St. to Ninth St. Jct... (50, 25), Ninth St. Jct. to Downey Road... (25, 20)

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

Main table with 4 columns: TERRITORY, PASSENGER TRAINS, FREIGHT AND MIXED, LIGHT ENGINES (RUNNING FORWARD, RUNNING BACKWARD). Rows include EASTWARD, DAYTON AVE. TOWER TO SAN PEDRO; WESTWARD, SAN PEDRO TO DAYTON AVE. TOWER; EASTWARD, WILMINGTON (Anaheim Blvd.) TO LONG BEACH; WESTWARD, LONG BEACH TO WILMINGTON; EASTWARD, FIRESTONE PARK TO DYER; WESTWARD, DYER TO FIRESTONE PARK; EASTWARD, WEST ANAHEIM TO STANTON; WESTWARD, STANTON TO WEST ANAHEIM; EASTWARD, TUSTIN JCT. TO TUSTIN; WESTWARD, TUSTIN TO TUSTIN JCT.

*Regulated by City Ordinance.

Trains with class of engine shown below are further restricted between points shown, as follows:

Table with 5 main columns: SAN PEDRO BRANCH, LONG BEACH BRANCH, SANTA ANA BRANCH, STANTON BRANCH, TUSTIN BRANCH. Each column has sub-columns for MP ranges. Rows list engine classes A-3, 6, C-18, 19, C-5, 8, 9, 10, 26 to 29, DS-1 to 8, DS-100, 102 to 108, DS-101, 109, 110, DF-101, 103 to 108, 110, M-4, M-6, 8, 9, 11, P-1, 3, 4, P-5, P-6, 7, T-1, T-23, 28, 31, T-26, T-32, 37, TW-8.

X—Not permitted to operate.

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	47th St. to L. A. Yard Via Butte St. and East Bank	San Pedro to 47th St.	L. A. Yard to San Pedro Via East Bank and 47th St.
DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300	5200 to 5202..... 5203 to 5249, 5253 to 5278..... 5250 to 5252..... 5100 to 5118..... 4600 to 4603.....	3525	5000	5000
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032..... 1300 to 1441, 1464 to 1485..... 1442 to 1463..... 1900 to 1903..... 1617 to 1713..... 1721 to 1803, 1824, 1825..... 1804 to 1822, 1826 to 1830, 1836..... 1832 to 1835.....	900 1375 2400 1250 1450 1500 1675	1250 1875 2825 1700 2000 2100 2375	1325 2000 3450 1950 2275 2400 2500
T-1 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248, 2252..... 2301 to 2310..... 2296..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2371..... 2105.....	1100 1500 1300 1650 1800 1800 1600	1575 2100 1850 2325 2550 2275	1650 2400 2100 2625 2675 2400
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459..... 2407..... 2402, 2409, 2410, 2414, 2419, 2436..... 2453, 2454, 2458..... 2476, 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3122 to 3127.....	1350 1425 1475 1775 1900 1950 2075 2075	1900 2025 2075	2150 2250 2350 2675 2850
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469..... 3400 to 3409..... 3410 to 3426..... 2937 to 2952..... 2914 to 2923.....	1950 1800 1850 1175 1625	2750 2525 2625 1675 2325	2900 2650 2775 1775 2450
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025..... 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297, 3298.....	1175 1375 2175 2475 2700 2100 2000	1700 1975	2075 3250
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652..... 3653 to 3769..... 3930..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	2800 3325 3750 5100 5400	.........................	.........................
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4389..... 4401 to 4415..... 4416 to 4469..... 5000 to 5048.....	2625 2850 2800 2950 3825	.........................	.........................

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

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Tustin and Tustin Jct.	Stanton to West Anaheim	Wilmington (Anaheim Blvd.) and Long Beach	Firestone Park and Dyer	West Anaheim to Stanton
DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300	5200 to 5202..... 5203 to 5249, 5253 to 5278..... 5250 to 5252..... 5100 to 5118..... 4600 to 4603.....	2150	4975	5000	3550	5000
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032..... 1300 to 1441, 1464 to 1485..... 1442 to 1463..... 1900 to 1903..... 1617 to 1713..... 1721 to 1803, 1824, 1825..... 1804 to 1822, 1826 to 1830, 1836..... 1832 to 1835.....	750 875 1450 700 840 895 935	1125 1650 2900 1200 1450 1550 1600	1125 1700 3000 1150 1380 1450 1525	1300 1850 2400 1800 2175 2300 2400	2675 4000 4000 2650 3100 3275 3400
T-1 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248, 2252..... 2301 to 2310..... 2296..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2371..... 2105.....	600 880 750 975 995 885	1050 1535 1340 1695 1725 1540	1000 1440 1250 1600 1625 1450	1550 2250 2000 2500 2550 2250	2250 3250 2850 3575 3625 3250
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459..... 2407..... 2402, 2409, 2410, 2414, 2419, 2436..... 2453, 2454, 2458..... 2476, 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3122 to 3127.....	770 810 845	1370 1440 1505	1290 1350 1420	2025 2100 2225	2950 3075 3225
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469..... 3400 to 3409..... 3410 to 3426..... 2937 to 2952..... 2914 to 2923.....	1070 1000 1040 655 910	1855 1700 1790 1140 1570	1750 1625 1690 1075 1485	2750 2550 2650 1700 1825	3900 3600 3750 2400 3300
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025..... 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297, 3298.....	..... ..... ..... ..... ..... ..... .....	1130 1320	1060 1245 ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....	2450 2850

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

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

RULE 14(e). As specified below, — — — — — sounds will be indication that flagman may return from east:
Calipatria . . . on Sandia and Westmorland Branches.
Niland on Calexico Line.

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

West MP		East MP
666.09	Niland	668.69
	" (Calexico line)	668.27
674.52	Calipatria	676.77
	" (Sandia Br.)	676.51
	" (Westmorland Br.)	688.82
684.11	Brawley	688.24
694.44	Imperial	696.62
697.83	El Centro	700.89
703.20	" (Sandia Br.)	
703.05	Heber	704.84
706.40	Calexico	708.88

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

- Brawley—When shoving cars eastward over K St. on Even drill or Standard Oil spur. When engine ahead, stop, sound whistle signal 14(l) and if crossing clear, proceed.
- El Centro—Before pushing or backing cars on house track or drill tracks over Main Street crossing, flagman must be placed on crossing until leading car has passed.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

- El Centro—Over Commercial Ave. and Second Ave. on No. 70 drill.

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

- Niland Calexico Subdivision, for Salton line.
- Calipatria . . Westmorland Br., for Calexico line.
- Calipatria . . Sandia Br., for Calexico line.
- Holtville . . Holtville Interurban main track for Sandia Br.
- El Centro . . Interchange track, for SD&AE main track.
- El Centro . . Sandia Br., for east leg of old wye.

Derailed in main track:

- Calipatria—174 feet east of junction switch, MP 676.05 on Sandia Branch.
- Calipatria—171 feet east of junction switch, MP 676.05 on Westmorland Branch.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

When Signal 7085 at Calexico is found in "Stop" position, train, after stopping, may proceed with caution, not exceeding 12 MPH to next home signal.

GENERAL REGULATIONS

RULE 827. On freight trains between Calipatria and El Centro via Holtville; and Calipatria and Westmorland, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

MISCELLANEOUS

1. Eastward freight trains take water at Calexico from column opposite roundhouse, unless otherwise instructed.

Trains stopped at Calexico will avoid blocking connection between wye and east end roundhouse lead.

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

Class of Engine	Restricted Tracks
DP, DF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12	Calipatria—All industry tracks. Rockwood—All except main track. Brawley—All industry tracks, ice tracks and drill tracks. Imperial—All industry tracks. El Centro—All industry tracks, ice track, drill track and old wye. Heber—All industry tracks. Calexico—All industry tracks, ice track and drill track.

El Centro: Passenger trains must not operate over "A" drill track.

Load limit (car and contents):

Niland-Calexico	251,000 pounds
Calipatria-Westmorland	210,000 pounds
Calipatria-El Centro (via Sandia)	210,000 pounds

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

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except: . .	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4	Column:	1	2	3	4
EASTWARD, NILAND TO CALEXICO:					WESTWARD, CALEXICO TO NILAND:				
MP MP					MP MP				
Niland, thru crossover west of station	15	15	15	15	Over International boundary	12	12	12	12
667.40 to 667.83 (wye switch)	20	20	20	20	708.88 to 699.47	50	35	35	25
667.83 to 679.63	50	35	35	25	699.47 to 699.45 (Main St., El Centro)	20	20	20	20
679.63 to 679.85	30	30	30	25	699.45 to 686.80	50	35	35	25
679.85 to 685.70	50	35	35	25	★686.80 to 685.70 (Brawley)	25	25	25	25
★685.70 to 686.80 (Brawley)	25	25	25	25	685.70 to 679.85	50	35	35	25
686.80 to 699.45	50	35	35	25	679.85 to 679.63	30	30	30	25
699.45 to 699.47 (Main St., El Centro)	20	20	20	20	679.63 to 667.83	50	35	35	25
699.47 to 708.88 (Calexico)	50	35	35	25	667.83 to 667.40 (Niland)	20	20	20	20
Over International boundary	12	12	12	12	Niland, thru crossover west of station	15	15	15	15
EASTWARD ON WESTMORLAND BRANCH					WESTWARD ON WESTMORLAND BRANCH				
	25	25	25	25		25	25	25	25
EASTWARD ON SANDIA BRANCH					WESTWARD ON SANDIA BRANCH				
	25	25	25	25		25	25	25	25

★Regulated by City ordinance.

Trains with class of engine shown below are further restricted between points shown, as follows:

	SANDIA BRANCH	
	MP 675.70 and MP 697.50	
A-3, 6	15	
DS-101	20	
P-1, 3, 4	20	

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Rating	
		Niland and Calexico	Westmorland and Calipatria and El Centro Via Holtville
DP-3	6017.....	3750	.....
DP-4, 7	6000 to 6004, 6018.....	3750	.....
DP-5, 6	6005 to 6016.....	.....	.....
DP-8, 9	6019 to 6027.....	.....	.....
DF-1	6122 to 6137.....	9850	.....
DF-1, 2	6138 to 6179.....	13150	.....
FD-3 to 7	6180 to 6377.....	13550	.....
DF-100	5200 to 5202.....	.....	.....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278.....	3750	.....
DF-109	5250 to 5252.....	.....	.....
DF-200 to 204	5100 to 5118.....	.....	.....
DF-300	4600 to 4603.....	.....	.....
DS-1 to 8	1000 to 1032.....	1175	1300
DS-100 to 109, 111	1300 to 1441, 1464 to 1485.....	1775	1725
DS-110	1442 to 1463.....	2275	2200
DS-200, 201	1900 to 1903.....	.....	.....
M-4	1617 to 1713.....	1450	1500
M-6, 8	1721 to 1803, 1824, 1825.....	1800	1790
M-9	1804 to 1822, 1826 to 1830, 1836.....	1900	1895
M-11	1832 to 1835.....	1975	1975
T-1	2248, 2252.....	1300	1300
T-23	2301 to 2310.....	1900	1875
T-26	2296.....	1625	1635
T-28, 31	2312 to 2362.....	2075	2050
T-32	2363 to 2370, 2372 to 2384.....	2100	2110
T-40	2371.....	2100	.....
T-37	2105.....	1875	1885
P-1, 3, 5	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459.....	1675	1685
P-1	2407.....	1750	1770
P-4	2402, 2409, 2410, 2414, 2419, 2436.....	1900	1850
P-6	2453, 2454, 2458.....	2075	.....
P-7	2476, 2477.....	2200	.....
P-8, 10	2461 to 2474, 2478 to 2483.....	2325	.....
P-8, 10	2475, 2484 to 2491.....	2425	.....
P-12	3122 to 3127.....	2425	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469.....	2300	2250
C-18	3400 to 3409.....	2100	2095
C-19	3410 to 3426.....	2175	2185
TW-2, 3	2937 to 2952.....	1400	1395
TW-8	2914 to 2923.....	1925	1925
A-3	3025.....	1400	1395
A-6	3002.....	1625	1625
Mk-2, 4	3201 to 3240.....	2625	.....
Mk-5, 6	3241 to 3277.....	2875	.....
Mk-7, 8, 9	3300 to 3324.....	3175	.....
Mk-10	3295.....	2450	.....
Mk-11	3297, 3298.....	2350	.....
F-1	3611 to 3652.....	3350	.....
F-3, 4, 5	3653 to 3769.....	4325	.....
MM-3	3930.....	4400	.....
AC-4, 5	4100 to 4125.....	6000	.....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	7000	.....
Mt-1, 3, 4, 5	4300 to 4376.....	3250	.....
Mt-2	4385 to 4389.....	3325	.....
GS-1, 2	4401 to 4415.....	3450	.....
GS-3, 4, 5, 6	4416 to 4469.....	3550	.....
SP-1, 2, 3	5000 to 5048.....	4500	.....

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