

SOUTHERN PACIFIC COMPANY



SAN JOAQUIN DIVISION SPECIAL INSTRUCTIONS

No. 5

EFFECTIVE SUNDAY, APRIL 25, 1954

AT 12:01 A. M.,

PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 4

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.

D. P. BOYKIN,
Superintendent of Transportation.

W. E. EASTMAN,
Superintendent.

©This symbol indicates change except on rating of engines pages, such changes are not so indicated.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

⊙**RULE A.** The following rules have been revised. Revised pages have been printed covering these changes, and employes must have revised pages in their copy of Book of Rules.

Page Number	Rule Revised
17	7-A
19	10-G and 10-H
53	104-C
104	306
108	536
126	822
127	825
130	831
131	832 (cancelled)

RULE M. Employes 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 employes 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 14.** The following paragraph has been added:

"Signs bearing the letter 'X', located one-fourth mile in advance of certain public crossings at grade, and signs bearing the letter 'W', located one-fourth mile in advance of certain tunnels and obscure curves, require engine whistle signal as prescribed by Rule 14(l). Absence of these signs, in advance of public crossings at grade, tunnels or obscure curves, does not relieve engineers from complying with Rule 14(l)."

RULE 19. AT&SFRy trains will use markers with yellow lens instead of green lens and yellow aspect will be considered the same as green aspect.

⊙**RULE 20.** All sections, except the last section, of AT&SFRy trains will display green flags in addition to green lights by day or night.

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

⊙**RULE 35.** First paragraph is revised to read:

"The following signals must be used by flagmen:
Day signals: A red flag, torpedoes and fuseses.
Night signals: A white light, torpedoes and fuseses."

⊙**RULE 99-A.** The following paragraph has been added:

"When protection is to be afforded for other than a train or engine and where conditions may interfere with the safe passage of trains or engines at normal speed, flagman must provide protection in accordance with second paragraph of Rule 99."

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

⊙**RULE 102-A.** Is revised to read:

"When part of a train is left on main track by night, or by day where the view is obscured, two torpedoes must be placed on the rail two rail-lengths apart, one-fourth mile in advance of the rear part of the train, to warn enginemen, and by night a white light must be placed on the front of the rear part of the train. When circumstances require, a flagman must protect engine when returning."

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.

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 block indicator indicates block clear on opposite track. Within CTC limits train dispatcher's permission must also be obtained before lock box door is opened.

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

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

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

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of electric lock. It is to be used only in case of electric or mechanical failure, as indicated by failure of time release to function after several minutes. When necessary, break seal and operate emergency lock release by turning knob one-half turn to right. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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.

RULE 605. INTERLOCKING

Trains and engines must not enter main track within interlocking limits where no signal governs such movement until permission has been obtained from signal operator, and must then run with caution not exceeding 12 MPH to the next signal.

CENTRALIZED TRAFFIC CONTROL

⊙**RULE 772 (a).** Is revised to read:

"Work limits and clock time limit must be obtained from the train dispatcher, and dual control switch machine must be placed in hand position and locked, whether switch is to be thrown or not, and it must not be again placed in motor position until switching or work has been completed. Signals governing movements within the limit specified by train dispatcher will then display stop indication, and signals may be passed without stopping. Protection by flagman will not be required in either direction within the work limit and time limit. All movements must be made with caution, and if work is not completed within the time limit specified, extension must be obtained from train dispatcher. If the track is cleared and selector lever restored to motor position and it is again desired to use the dual control switch or foul main track, new authorization must be obtained."

⊙**RULE 774.** Is revised to read:

"After permission is obtained from the train dispatcher, switch must be placed in hand position in the following manner:

- Unlock switch lock.
- Move selector lever from position marked 'Motor' to position marked 'Hand'.
- Operate hand-throw lever back and forth until switch points are seen to move with movement of lever, then line switch for route to be used and check points to see that they fit properly.
- After movements over switch have been completed, switch must be restored to position in which originally found, then restore selector lever to position marked 'motor' and secure with lock. The selector and switch levers must not be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh."

⊙**RULE 776(b).** Is revised to read:

"If desired movement requires that position of switch be changed, or if light on control machine is not illuminated (which would indicate that dual control switch is not locked), train dispatcher must not authorize movement except by requiring that switch machine be placed in hand position before the movement, and that it be returned to motor position after movement over the switch is completed. Dual control switch must be hand thrown for movement if required. Member of crew must notify train dispatcher when selector lever has been returned to motor position. Movement must not exceed restricted speed to the next signal."

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

RULE 827. Trainmen must remain with their train until it stops on designated track in yard.

Conductor will notify crew of heavy or restricted loads in train which require special attention and frequent inspection of journal boxes.

RULE 836. Cars shoved ahead of engine between stations on descending grade must be chained to the engine.

RULE 837. Switching movements on grades should be accomplished in a manner to prevent cars running out on main track. Whenever possible engine should be kept on the descending grade end of cars being handled, or switching moves made toward derail. Avoid as far as practicable leaving one car standing alone on grade.

⊙**RULE 872.** Second paragraph is cancelled.

AIR BRAKE RULES

RULE 2. Engineer operating diesel engine in passenger or freight service must have made required qualifying trips and have been instructed in use of dynamic brakes.

⊙**RULE 3.** On diesel engines of DP-5, 6, 8, 9, 10 and 11 classes the safety valve in the discharge pipe must be set at 185 pounds.

⊙**RULE 13.** Should all power units of a diesel engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

MISCELLANEOUS

1. When necessary for freight trains of over 50 cars to make a short move to reach water or oil column, including that required to spot second engine of double header, engine must be cut off to spot at column.

4. Pushing trains out of yards:

- Engines must not be placed behind a wooden underframe caboose or other wooden underframe equipment.
- Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- Air must not be coupled through the pusher engine.
- 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:

- Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.
- Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses, except diesel engines of not more than two units may be placed behind steel underframe cabooses.
- Not more than one helper engine will be placed behind steel underframe cabooses.

One helper may be placed on head end, except that not more than one AC class engine, nor more than two engines of other classes may 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 12 class engines.

⊙When steam engine is coupled next behind diesel engine on the head end of either a freight or passenger train, dynamic brakes must not be used.

⊙Air will be cut in on all helper engines, and engines must not be coupled or uncoupled when train is in motion.

When used as helpers in rear of train, AC class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three small classes be coupled together. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

The use of SP class engines backing in helper service, should be avoided if possible. When necessary to use them, other helper power must not be used to shove on this class of engine.

⊙DF-1 to 12 class engines, consisting of four units when used as helpers, will be placed 15 cars ahead of caboose. With three units or less they may be placed next ahead of caboose and any wooden underframe cars.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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.

10. Flat cars loaded with poles or piling must not be spotted on tracks adjacent to main tracks without authority from chief train dispatcher who will protect by train order.

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

Should a diesel-powered train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks and chains, and power plants and steam generators, if any, on diesel engine shut down.

◎ **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	
AC.....	60	55	25
C.....	40	40	30
DF-1 to 12, except.....	55	55	*30
Units 6191 to 6193, 6203, 6207, 6208, 6210, 6214 to 6218, 6223 to 6228, 6232 to 6239, 6242, 6249, 6342, 6343, 6347, 6349, 6356, 6362, 6372 to 6380, 6394, 6396, 6398, 6399, 6402 to 6405, 6407, 6411 to 6423, 6426, 6440 to 6449, 6452 to 6455, 6458 to 6461, 8080, 8081, 8090, 8093, 8107, 8108, 8110, 8111, 8114 to 8119, 8122 to 8125, 8139, 8143, 8144, 8148, 8149, 8197, 8199, 8219, 8225, 8243, 8262 to 8264, 8267, 8274, 8276, 8278 to 8286, 8288 to 8297, 8299, 8300, 8302, 8303.....	65	55	*30
Units 6190, 6202, 6450, 6451, 6456, 6457, 8091, 8092, 8102, 8103, 8106, 8109, 8298, 8301, DF-100, 114 to 120.....	70	55	*30
DF-101 to 112.....	65	55	55
DF-200 to 204.....	60	55	55
DF-300 to 304.....	55	55	55
DF-500, 501.....	65	55	55
DP.....	79	70	*30
DS-1, 4, 5.....	45	45	45
DS-2, 3, 6, 7, 8.....	60	55	55
DS-100 to 108, 110, 111, 113 to 115, 117, 118.....	60	55	55
DS-109.....	65	55	55
DS-200, 201.....	35	35	35
F.....	50	50	30
GS.....	75	55	30
M.....	50	50	25
Mk-2, 4.....	40	40	30
Mk-5, 6, 7, 8, 9.....	50	50	30
Mk-11.....	35	35	30
Mt.....	75	55	30
P-1, 3, 4, 5 (T&NO), 6 (2453).....	65	55	30
P-6 (2454, 2458), 8, 10.....	75	55	30
S, SE.....	20	20	20
SP.....	55	55	30
T-1, 23, 28, 31.....	50	50	30
T-32.....	60	55	30
TW.....	40	40	30
AT&SFRy.: Diesel (1 to 41, 51 to 78; 90, 168, 300 to 341).....	79	45	*30
AT&SFRy.: Diesel (100 to 167, 169 to 198, 200 to 279, 400 to 425, 2600 to 2606, 2650 to 2847).....	65	45	*30
Any engine not listed.....	20	20	20

*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

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 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 40 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 with from 8 to 15 cars between it and engine handling train. If weight on drivers is less than 150,000 lbs., dead locomotives 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.

Pile drivers, locomotive cranes, steam shovels, etc., moving on own wheels should be placed in train as follows:

- Not over 50,000 pounds....With at least two cars behind it,
- 50,000 to not over 100,000 pounds....With at least three cars behind it,
- 100,000 to not over 150,000 pounds....With at least five cars behind it,
- 150,000 to not over 200,000 pounds....With at least ten cars ahead of it,
- Over 200,000 pounds....With at least fifteen cars ahead of it.

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
◎ Double or triple 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*	20*
Between Fresno and Famoso via Porterville (Relief outfit 7021 and other Relief outfits weighing in excess of 120 tons must not be operated on any branch, except on Owenyo branch between Mojave and Searles.)	25	..
Power shovel on own wheels.....	35*	20*
Ditchers on own wheels, except:.....	35*	20*
SPMW-4044.....	25*	20*
Car-top ditchers, if blocking and tie-down cables are removed.....	35*	20*
K&J, Western, and Oliver, pedestal or center-hinged air-dump cars.....	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward	35*	20*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward....	25*	15
Rotary snow plows.....	25	15

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

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
◎ Foreign steel-wheel cars not equipped with high speed trucks.....	60	55
◎ Trains of deadhead equipment, with cabooses..	55	..
◎ Passenger trains, with cabooses.....	55	..
◎ Engine and caboose only, except:.....	..	55
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

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.

Mail apartment cars equipped with letter case should be operated with mail apartment to the rear whenever practicable.

In mixed trains the mail car must be operated in rear-end consist, followed only by passenger carrying cars or cabooses.

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.

SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION

RULE 14(d). As specified below, — — — — o will be indication that flagman may return from west:

- Fresno.....Trains on Pratton line,
Famoso.....Trains on Porterville line,
Ducor.....Trains on AT&SFRy,
Exeter.....Trains on Visalia Branch.

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

- Fresno.....Trains on Porterville line and Clovis Branch,
Porterville...Trains on Success Branch,
Rossi.....Trains on Stratford Branch,
Goshen Jct..Trains on Visalia and Coalinga Branch,
Richgrove...Trains on Richgrove Branch.

RULE 21-C. In Bakersfield and Fresno indicators must be displayed to relief track.

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

Table with 3 columns: West MP, Station Name, East MP. Lists yard limits for various stations from Fresno to Friant.

Fresno: Eastward first-class trains after passing Signal 2052, west of Tuolumne St. Fresno, must proceed with caution and be prepared to cross to westward main track on signal from yardman, green flag by day, green light by night, which will indicate protection has been provided for the movement.

Westward trains via Pratton line must receive signal from yardman at Divisadero St., green flag by day, green light by night.

When Signal 2046 on Pratton line, or Signal 2042 on eastward track displays stop indication train must stop, and after proceed signal received from yardman, green flag by day, green light by night, may then proceed as prescribed by Rules 509 and 513.

Eastward trains via Pratton line to Fresno Yard may pass Signal 2068 on Pratton line displaying stop indication without stopping to enter west leg of wye, if wye switch is properly set and proceed signal received from yardman, white flag by day, white light by night, which will confer authority for movement to derail only.

Eastward trains via Pratton line to Fresno Yard must receive proceed signal from yardman, green flag by day, green light by night, before fouling eastward or westward main track.

Fresno Yard. Trains entering or leaving yard tracks must receive proceed signal from yardman, green flag by day, green light by night, except within limits of diverging route signals.

RULE 98. Railroad crossings at grade not interlocked: AT&SFRy, MP 228.04 east of Lacjac. STOP. AT&SFRy, MP 243.61 west of Taurusa. STOP.

Yellow reflector buttons on One Mile signs, and red reflector buttons on Stop signs approaching above crossings serve as warning signals and do not require application of Rules 10-G or 10-H.

AT&SFRy, MP 253.21 east of Visalia. STOP and send flagman ahead who must ascertain that no movement is approaching on intersecting line before giving signal to proceed. AT&SFRy, MP 275.66 east of Porterville, on Success Branch. STOP.

FIry, MP 213.23 east of Las Palmas. STOP.

RULE 103-A. Trains and engines must stop and member of crew must protect traffic while moving over following streets and highways:

- Fresno.....Clovis Branch, crossing on Cherry Ave., while switching.
Calwa.....North Ave., on drill track leading into Producers Compress, while switching.
Visalia.....Goshen Ave. on Creamery spur when making reverse movement.

Flood lights over Old Highway US 99 across Cotton Compress spur, Calwa, and over highway crossing spur track west of Jensen Ave., Fresno, are operated from switches located in box on power pole on main track side of highway. When these crossings are to be used trainman must close floodlight switch before cars foul the highway, and open the switch after completing use of the track.

Public Utilities Commission orders prohibit operation of train, engine, motor or car over the following crossings unless first brought to a stop and traffic on the highway protected by a member of the crew.

- Selma.....Highway US 99, on Grant-Pacific rock spur, On spur from Goldleaf...Peach Ave., and Butler Ave.,
Armona.....Lake St., while switching,
Bakersfield...30th St. on McCarthy Tank spur,
Bakersfield...Highway US 99, on freight station spur.

Crossing must be cleared as quickly as possible. If flashing light signals are not operating, member of crew must push button marked "START" in box on mast of crossing signal north side highway for southward movement, or in box on instrument case on south side highway for northward movement. If movement over highway is not to be made after signals start operating, signals can be stopped by pushing button marked "STOP". If flashing light signals fail to operate, movement over crossing must be protected by member of crew.

SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION

Public Utilities Commission orders also require the following protection for traffic:

- West Tulare..If train, engine or cars stand on siding within 200 feet of county road crossing at Prosperity Ave., member of crew must protect traffic against movements on main track,
Tipton.....If train or engine stands within 100 feet of county road crossing to meet or be passed by a train, traffic must be protected by member of crew,
Radnor.....If trains, engines, or cars stand on siding, within 200 ft. of county road crossing MP 277.10, member of crew must protect traffic against movements on main track.

RULE 104. The normal position of rigid switches at the end of double track and at junctions is as follows:

- Fresno Yard...End double track, for westward track,
Fresno.....Pratton line, for eastward track,
Fresno.....Clovis Branch, for drill track,
Fresno.....Drill track, for Porterville line,
Goshen Jct...Visalia Branch, for Tulare line,
Goshen Jct...Coalinga Branch, for No. 3 siding,
Famoso.....Porterville line, for Tulare line,
Oil Jct.....Oil City Branch, for siding,
Oil Jct.....AT&SFRy, for Tulare line,
Rossi.....Stratford Branch, for siding,
Exeter.....Visalia Branch, for siding,
Exeter.....VERY, for Porterville line,
Porterville...Success Branch, for Porterville line,
Porterville...AT&SFRy, for Success Branch,
Ducor.....AT&SFRy, for siding,
Richgrove...Richgrove Branch, for siding,
Gosford.....McKittrick Branch, for Sunset Ry.

Derails in main track:

- Goshen Jct....On Visalia Branch, 250 feet east of junction switch,
Porterville....On Success Branch, 310 feet east of junction switch,
Worth.....On Success Branch at MP 278.35.
Coalinga.....MP 295.70,
McKittrick...East wye switch is spring switch and serves as derail.

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

Table with 3 columns: Signal, Protection, Westward Signal. Lists signals like P-2482, P-2483, P-2598, P-2774, P-2776.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Famoso: Trains on Porterville line stopped by Signal 2926 must line junction switch to Tulare line before applying block signal rules to proceed.

Train on Porterville line main track to let eastward train on Tulare line main track pass, will, if Signal 2928 is displaying stop indication, operate push button in box on Signal 2928. Push button and light in box east end Porterville line main track.

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

RULE 516. Overlap posts:

- Cross.....Westward trains, opposite fouling point east switch.
Tulare.....Westward trains, MP 250.20.
Prospero...Eastward trains, MP 303.40.

RULE 535. SPRING SWITCHES

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

Table with 2 columns: Location, Normal Position. Lists locations like West Tulare, Tipton, Radnor.

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

Table with 2 columns: Location, Normal Position. Lists Fresno Junction switch, Clovis Branch.

Switch position indicator located at:

- Fresno Yard...Spring switch leading from No. 1 drill track to Ice House lead west of Ashlan Ave.
Fresno.....Spring switch, junction switch, Clovis Branch.
Bakersfield...Spring switch leading from back lead to inbound engine track.

Indicator does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over in eastward direction.

RULE 605. INTERLOCKING

Biola Jct.: Limits extend on Merced line from 675 feet west of junction switch, and on Biola line from 575 feet west of junction switch, to 930 feet east of junction switch on Merced line, and to two unit signal 290 feet east of junction switch on No. 1 drill track.

Trains and engines stopped by signals will call signal operator at train-order office Muscatel by telephone and be governed by his instructions. Telephones and instructions for hand operation of dual control switches are located in battery house at junction switch and at derail on Biola line.

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

Fresno Tower: AT&SFRy Crossing. Whistle signals: For main track, —, To or from spur track, o — —.

Sunmaid Tower: AT&SFRy Crossing. Whistle signals: For main track, —.

Calwa Tower: AT&SFRy Crossing, and end double track. Whistle signals: Eastward trains, — o —, Westward trains, —, To or from Cotton Oil spur, o — o.

Hanford: AT&SFRy crossing. Interlocking is part of AT&SFRy CTC system and operation over crossing is under control of AT&SFRy train dispatcher, Fresno. Telephone located in box at signals governing movement over crossing. Train stopped by signals at crossing must immediately contact AT&SFRy train dispatcher and inform him of arrival and desired movement.

West Tulare: AT&SFRy crossing, MP 249.70. Limits extend 1000 feet west of crossing to 550 feet east of crossing. No signal operators on duty. Signals normally in position for SP movements. When interlocking signals display stop indication Rule 663(c) will govern.

SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION

GENERAL REGULATIONS

○RULE 826. Fresno: Indicator lights above tracks at each end of PFE icing platform govern movement on those tracks as follows:

Green—Tracks may be used for train movements or switching. Yellow—Tracks may be entered, but cars or engines already on tracks must not be coupled to nor moved.

Red—Tracks must not be entered, and restricts any movement by trains, engines or cars on or out of ice platform tracks. Trains made up on these tracks must not depart until it has been ascertained that indicator displays green aspect.

Not lighted—Must be considered as displaying the most restrictive indication, and icing platform foreman must be contacted for instructions before entering tracks.

RULE 827. All passenger trains, except regular Nos. 55 and 56, must stop at Tulare, approaching at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, 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.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight trains as follows: McKittrick to Lokern One valve for each 58 tons.

FREIGHT TRAINS

RULE 22. Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Fresno, except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear end test. Changing crews, caboose, and/or engine, will not necessitate terminal test outlined under Air Brake Rule 22.

RULE 25. After terminal test outlined in Air Brake Rule 22 has been made at originating terminal, rear end test outlined in Air Brake Rule 25 will be made at intermediate terminal Fresno on freight trains moving through without cars being added to the consist or on which only crews, caboose, and/or engines may be changed. Under these conditions, rolling inspection by car inspectors will be made on freight trains arriving and leaving the intermediate terminal.

Rear end test on McKittrick Branch must be made in accordance with paragraph (c).

PASSENGER TRAINS

RULE 39. Leaving Bakersfield, running test must not be made until rear car has cleared Baker St.

MISCELLANEOUS

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

Table with 2 columns: Class of Engine, Restricted Tracks. Includes entries for Fresno—Bekins spur; Drill track serving Calif. Fig Growers; Sunmaid Raisin Plant, etc.; Stewart-Nuss spur; Pierce Lbr. Co. spur; Pearl spur east of "M" St.

All, except: DS; DF-100 to 112; 114, 115; 200 to 204. Fresno—Drill track serving Pacific Crate; Roma Wine and Rosenberg Bros.; Lacey Milling Co. spur.

Table with 2 columns: Class of Engine, Restricted Tracks. Includes entries for Fresno—Drill track serving Levi Iron & Metal, etc.; California State Highway spur; Fresno-Vendolator Co. tracks; Moore Engineering spur; Bisceglia Bros. spur; Peralta Winery spur; Kellner & Sons spur.

○All, except: DS; DF-100 to 112, 114, 115; 200 to 204; S. Fresno—Rosenberg Bros. track No. 3; Producers Cotton Oil tracks; Sunmaid Raisin Plant Pearl St. track; Mid-State Horticultural spur; PCA canal track.

All, except: DS; DF-100 to 112, 114, 115; 200 to 204; S; TW-8; T-23; M-4, 6. Fresno—Rosenberg Bros. track No. 3; Producers Cotton Oil tracks; Sunmaid Raisin Plant Pearl St. track; Mid-State Horticultural spur; PCA canal track.

All, except: DS; DF-100 to 112, 114, 115; 200 to 204; S; TW; SE; T; M; C; P. Traver—Corral track.

All, except: DS; DF-100 to 112, 114, 115; 200 to 204; S; TW-8; SE-4; T-23, 28; M-4, 6; C-9, 10. Bakersfield—McCarthy Tank & Steel spur. Switching may be performed only during daylight hours, and cars and engines must stop before entering building. Associated Oil spur; Republic Supply spur.

All, except: DS; DF-100 to 112, 114, 115; 200 to 204; S. Bakersfield — Lead tracks to Rio Grande Oil Co. and SP Freight House, etc.; Union Oil Co. spur.

All, except: DS; DF-100 to 112, 114, 115; 200 to 204; TW-8; T-23, 28; C-9, 10; M-4, 6; Mk-2, 4, 5, 6; P-5. Lindsay—Tracks serving Shell Oil Co.; Pacific Coast Fruit Distrs.; B. G. Rooke Packing Co.; Mid-State Chemical Supply Co.

All, except: DS. Rector—Southern Calif. Edison Co. spur beyond fouling point. All. Glorietta—Spur, beyond road crossing.

Engines heavier than 200,000 pounds on drivers must not operate on siding at Ivesta, nor on any yard and industry tracks between Fresno and Famoso on Porterville line and between Goshen Jct. and Exeter.

Cars must not be stored or left standing between MP 213.2 (FIRy crossing) Clovis Branch and a point 1200 feet east.

- 11. Load limit (car and contents): Fresno-Bakersfield 251,000 pounds Fresno-Famoso via Porterville 251,000 pounds Porterville-Success 169,000 pounds Richgrove-Jovista 210,000 pounds Goshen Jct.-Exeter 210,000 pounds Rossi-Stratford 210,000 pounds Goshen Jct.-Coalinga 210,000 pounds Fresno-Friant 210,000 pounds Kern Jct.-McKittrick 210,000 pounds Oil Jct.-Oil City 210,000 pounds Unless authorized by Superintendent, heavier loads must not be handled.

- 26. Turntable at Friant must be secured by switch lock. 29. Employes operating over AT&SFRy and FIRy tracks will be governed by current book of rules, timetable and bulletins of AT&SFRy.

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

Table with 3 columns: MP, Location, Description. Includes entry: 253.50 West of Lort. Kaweah River bridge—Side

SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION

○SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 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.

Large table with columns: TERRITORY, PASSENGER TRAINS, FREIGHT AND MIXED, LIGHT ENGINES (RUNNING FORWARD, RUNNING BACKWARD). Includes sections for EASTWARD, FRESNO YARD TO BAKERSFIELD and WESTWARD, BAKERSFIELD TO FRESNO YARD.

★Regulated by City ordinance. At Fowler, Selma, Kingsburg, and Delano, speed may be resumed after engine has passed last crossing within city limits in direction train is moving. During hours shown, speed within certain city limits as indicated in Speed Restrictions table must not be exceeded.

○Nos. 51 and 52 with DP class engine may run not to exceed 79 MPH where 70 MPH is authorized in Column 1. Nos. 51 and 52 with P-7, 8, 10, GS or Mt class engine may run not to exceed 75 MPH where maximum speed of 70 MPH is authorized in Column 1.

SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION

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TERRITORY				TERRITORY									
MP	MP	Column:	1	2	3	4	MP	MP	Column:	1	2	3	4
EASTWARD, FRESNO TO FAMOSO VIA PORTERVILLE:				WESTWARD, FAMOSO TO FRESNO VIA PORTERVILLE:									
⊙★206.11 to 207.50 (Fresno)	20	20	20	10	⊙310.06 to 308.67 (Famoso)	15	15	15	15				
⊙207.50 to 218.54	40	40	40	20	⊙308.67 to 295.52	40	40	40	20				
⊙218.54 to 220.30 (Sanger)	35	35	35	30	⊙295.52 to 264.84	35	30	30	20				
⊙220.30 to 223.43	40	40	40	20	★264.84 to 263.42 (Lindsay, 5 AM to 11 PM)	20	20	20	20				
223.43 to 229.16	35	30	30	20	★264.84 to 263.42 (Lindsay, 11 PM to 5 AM)	35	30	30	20				
★229.16 to 230.66 (Reedley, 5 AM to 11 PM)	20	20	20	20	263.42 to 257.89	35	30	30	20				
★229.16 to 230.66 (Reedley, 11 PM to 5 AM)	35	30	30	20	★257.89 to 256.80 (Exeter, 5 AM to 11 PM)	20	20	20	20				
⊙230.66 to 247.07	35	30	30	20	★257.89 to 256.80 (Exeter, 11 PM to 5 AM)	35	30	30	20				
⊙247.07 to 252.85	40	40	40	30	⊙256.80 to 252.85	35	30	30	20				
⊙252.85 to 256.80	35	30	30	20	⊙252.85 to 247.07	40	40	40	30				
★256.80 to 257.89 (Exeter, 5 AM to 11 PM)	20	20	20	20	⊙247.07 to 230.66	35	30	30	20				
★256.80 to 257.89 (Exeter, 11 PM to 5 AM)	35	30	30	20	★230.66 to 229.16 (Reedley, 5 AM to 11 PM)	20	20	20	20				
257.89 to 263.42	35	30	30	20	★230.66 to 229.16 (Reedley, 11 PM to 5 AM)	35	30	30	20				
★263.42 to 264.84 (Lindsay, 5 AM to 11 PM)	20	20	20	20	229.16 to 223.43	35	30	30	20				
★263.42 to 264.84 (Lindsay, 11 PM to 5 AM)	35	30	30	20	⊙223.43 to 220.30	40	40	40	20				
⊙264.84 to 295.52	35	30	30	20	⊙220.30 to 218.54 (Sanger)	35	35	35	30				
⊙295.52 to 308.67	40	40	40	20	⊙218.54 to 207.50	40	40	40	20				
⊙308.67 to 310.06 (Famoso)	15	15	15	15	⊙★207.50 to 206.11 (Fresno)	20	20	20	10				
EASTWARD, PORTERVILLE TO SUCCESS:				WESTWARD, SUCCESS TO PORTERVILLE:									
275.04 to 275.15	10	10	10	10	282.68 to 281.56	15	15	15	15				
275.15 to 280.89	15	15	15	15	281.56 to 280.89	10	10	10	10				
280.89 to 281.56	10	10	10	10	280.89 to 275.15	15	15	15	15				
281.56 to 282.68	15	15	15	15	275.15 to 275.04	10	10	10	10				
EASTWARD, RICHGROVE TO JOVISTA:				WESTWARD, JOVISTA TO RICHGROVE:									
295.01 to 299.17	15	15	15	15	299.17 to 295.01	15	15	15	15				
EASTWARD, GOSHEN JCT. TO EXETER:				WESTWARD, EXETER TO GOSHEN JCT.:									
245.96 to 246.11	30	20	20	15	262.72 to 255.38	40	30	30	15				
246.11 to 251.87	40	30	30	15	255.38 to 255.00	30	20	20	15				
★251.87 to 253.92 (Visalia)	15	15	15	15	255.00 to 253.92	40	30	30	15				
253.92 to 255.00	40	30	30	15	★253.92 to 251.87 (Visalia)	15	15	15	15				
255.00 to 255.38	30	20	20	15	251.87 to 246.11	40	30	30	15				
255.38 to 262.72	40	30	30	15	246.11 to 245.96	30	20	20	15				

★Regulated by City ordinance. At Reedley, Exeter and Lindsay, speed may be resumed after engine has passed last crossing within city limits in direction train is moving. During hours shown, speed within certain city limits as indicated in Speed Restrictions table must not be exceeded.

⊙On Richgrove Branch, Visalia Branch and Porterville line between MP 223.43 and MP 247.07 and MP 252.85 and MP 295.52 maximum speed of trains as shown below must not be exceeded when handled by following engines, subject to further restrictions shown in Speed Restrictions table above:

⊙DS-100, 102 to 108, 114 engs. 1300 to 1309; 1320 to 1402; 1426 to 1441; 1492 to 1513	25 MPH	⊙P-4	engs. 2410, 2414	20 MPH
DS-101, 109	engs. 1310 to 1319; 1403 to 1425	P-6	eng. 2454	25 MPH
T-23, 28, 31	engs. 2301 to 2310, 2312 to 2362	Mk-7, 8, 9	engs. 3303 to 3307; 3310 to 3324	25 MPH

On Porterville line between MP 287.10 and MP 295.52 maximum speed of trains as shown below must not be exceeded when handled by following AT&SFRy. engines, subject to further restrictions shown in Speed Restrictions table above:

Diesel engs. 400 to 406	25 MPH	Diesel engs. 2322 to 2397	20 MPH
Diesel engs. 1 to 21, 51 to 58, 90, 100 to 185, 200 to 225	20 MPH	Diesel engs. 2650 to 2840	15 MPH

SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION

⊙ **SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 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				TERRITORY									
MP	MP	Column:	1	2	3	4	MP	MP	Column:	1	2	3	4
EASTWARD, GOSHEN JCT. TO COALINGA:				WESTWARD, COALINGA TO GOSHEN JCT.:									
239.53 to 256.48, except:	25	25	25	15	296.39 to 256.49, except:	25	25	25	15				
with DS-101, 109 engs.	20	20	20	15	with DS-101, 109 engs.	20	20	20	15				
256.48 to 256.49 (Lake St.)	20	20	20	15	256.49 to 256.48 (Lake St.)	20	20	20	15				
256.49 to 296.39, except:	25	25	25	15	256.48 to 239.53, except:	25	25	25	15				
with DS-101, 109 engs.	20	20	20	15	with DS-101, 109 engs.	20	20	20	15				
EASTWARD, ROSSI TO STRATFORD:				WESTWARD, STRATFORD TO ROSSI:									
263.44 to 271.69, except:	25	25	25	15	271.69 to 263.44, except:	25	25	25	15				
with DS-101, 109; T-28, 31 engs.	20	20	20	15	with DS-101, 109; T-28, 31 engs.	20	20	20	15				
with M-9, 11 engs.	10	10	10	10	with M-9, 11 engs.	10	10	10	10				
EASTWARD, FRESNO TO FRIANT:				WESTWARD, FRIANT TO FRESNO:									
★206.15 to 209.80	15	15	15	10	230.29 to 222.90	20	20	20	15				
209.80 to 211.93, except:	25	25	25	15	222.90 to 213.25, except:	25	25	25	15				
with DS-101, 109 engs.	20	20	20	15	with DS-101, 109 engs.	20	20	20	15				
211.93 to 212.20	20	20	20	15	213.25 to 213.21 (Over FIRy)	15	15	15	15				
212.20 to 213.21, except:	25	25	25	15	213.21 to 212.20, except:	25	25	25	15				
with DS-101, 109 engs.	20	20	20	15	with DS-101, 109 engs.	20	20	20	15				
213.21 to 213.25 (over FIRy)	15	15	15	15	212.20 to 211.93	20	20	20	15				
213.25 to 222.90, except:	25	25	25	15	211.93 to 209.80, except:	25	25	25	15				
with DS-101, 109 engs.	20	20	20	15	with DS-101, 109 engs.	20	20	20	15				
222.90 to 230.29	20	20	20	15	★209.80 to 206.15	15	15	15	10				
EASTWARD, KERN JCT. TO McKITTRICK:				WESTWARD, McKITTRICK TO KERN JCT.:									
313.44 to 314.15 (street crossings)	15	15	15	15	361.05 to 360.14, except:	25	25	25	15				
314.15 to 360.14, except:	25	25	25	15	with DS-101, 109; T-28, 31; C; M-6, 8, 9, 11 engs.	10	10	10	10				
with DS-101, 109 engs.	20	20	20	15	360.14 to 314.15, except:	25	25	25	15				
360.14 to 361.05, except:	25	25	25	15	with DS-101, 109 engs.	20	20	20	15				
with DS-101, 109, T-28, 31; C; M-6, 8, 9, 11 engs.	10	10	10	10	314.15 to 313.44	15	15	15	15				
EASTWARD, OIL JCT. TO OIL CITY:				WESTWARD, OIL CITY TO OIL JCT.:									
309.20 to 314.20	10	10	10	10	314.20 to 309.20	10	10	10	10				

★Regulated by City ordinance.

On Coalinga Branch, between MP 239.53 and MP 256.48, and between MP 256.49 and MP 296.39, freight trains with DF-100 to 108, 110, 112 class engines may run not to exceed 30 MPH where maximum speed of 25 MPH is authorized in Column 2.

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	
On branches	10	
Through all sidings, yard tracks and other tracks with engine running backward	10	
On wye and packing house tracks at Locans	6	
On spur leading from Pinedale, except:	20	
On curves	10	

SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Bakersfield and Fresno via Goshen Jct.	Famoso and Fresno via Porterville	Friant to Fresno	Fresno to Friant Goshen Jct. and Exeter Richgrove and Joviata Oil Jct. and Oil City	Bakersfield to McKittrick	Coalinga to Goshen Jct. Rossi and Stratford Porterville and Success McKittrick to Bakersfield Goshen Jct. to Armona	Armona to Coalinga
DP-3	6017	.....	.....	.....	.....	.....	.....	.....
DP-4, 7	6000 to 6004, 6018	.....	.....	.....	.....	.....	.....	.....
DP-5, 6	6005 to 6016	.....	.....	.....	.....	.....	.....	.....
DP-8 to 10	6019 to 6033	9200	7200	.....	.....	.....	.....	.....
DP-11	6034 to 6045	9450	7400	.....	.....	.....	.....	.....
DF-1 to 12	6138 to 6461	13875	10975	.....	.....	.....	.....	.....
DF-100	5200 to 5202	3400	2900	.....	.....	.....	5000	3500
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	4900	4575	.....	.....	.....	5000	3500
DF-109, 111	5250 to 5252, 5503 to 5505	.....	.....	.....	.....	.....	.....	.....
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	5900	4650	2600	3750	1500	5100	3550
DF-115, 119	5294 to 5307, 5336 to 5339	6725	5300	.....	4325	.....	5850	4150
DF-120	5340 to 5371	.....	.....	.....	.....	.....	.....	.....
DF-200 to 204	5100 to 5118	1875	1475	850	1200	495	1625	1150
DF-300 to 304	4600 to 4623, 4700 to 4703	3000	2300	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	1375	1175	670	950	315	①1175	900
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	2075	1775	1025	②1450	500	①1775	1375
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2975	2275	1525	②1850	740	①2525	1775
DS-113, 117	1486 to 1491, 1529 to 1538	.....	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903	1075	850	490	690	280	925	660
M-4	1629 to 1713	2200	1650	955	1150	535	1800	1225
M-6, 8	1721 to 1801, 1824, 1825	2575	1900	1125	1350	640	①2150	1450
M-9	1805 to 1817, 1830	2725	2025	1175	1450	680	①2250	1550
M-11	1833 to 1835	2850	2100	1275	1800	710	①2350	1725
T-1	2248, 2252	1875	1350	800	1000	450	1575	1050
T-23	2302, 2303, 2310	2700	2000	1175	1450	.....	.....	.....
T-28, 31	2312 to 2362	2975	2200	1300	1600	740	①2575	1825
T-32	2365 to 2384	2975	2250	.....	.....	.....	.....	.....
P-1, 3	2411, 2431	2400	2000	1050	②1275	.....	.....	.....
P-4	2410, 2414	2650	2175	1150	②1400	.....	.....	.....
P-5 (T&NO)	600 to 606	.....	.....	.....	.....	.....	.....	.....
P-6	2453, 2454, 2458	2975	2500	.....	.....	.....	.....	.....
P-7	2476, 2477	3150	2625	.....	.....	.....	.....	.....
P-8, 10	2461 to 2473, 2478 to 2483	3525	.....	.....	.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491	3525	.....	.....	.....	.....	.....	.....
C-8, 9, 10	2513 to 2598, 2700 to 2860	3300	2675	1475	2100	825	2850	.....
C-18	3400, 3406	3025	2450	1375	1950	775	2625	.....
C-19	3420, 3423, 3426	3175	2575	1425	2025	800	2750	.....
TW-8	2914	2850	2250	1300	1825	675	2275	1750
Mk-2, 4	3203 to 3236	3725	3000	.....	.....	.....	.....	.....
Mk-5, 6	3247 to 3275	4175	3400	.....	.....	.....	.....	.....
Mk-7, 8, 9	3303 to 3324	4650	3675	.....	.....	.....	.....	.....
Mk-11	3298	3225	2800	.....	.....	.....	.....	.....
F-1	3611 to 3652	4775	.....	Following AT&SFRy engines may operate between Oil Jct. and Ducor: Diesels 2322 to 2397; 2650 to 2840. ①DS-1 to 7; 100 to 111; M-6, 8, 9, 11; T-28, 31 class not permitted to operate between Porterville and Success. ②DS-100 to 111; P-1 and P-4 class engs. not permitted to operate between Oil Jct. and Oil City.				
F-3, 4, 5	3653 to 3770	5625	.....				
AC-4, 5	4104 to 4122	8675	.....				
AC-6 to 12	3801 to 3811, 4126 to 4294	9175	.....				
Mt-1, 3, 4, 5	4300 to 4376	4425	.....				
GS-1, 2	4400 to 4415, 4470 to 4473	4750	.....				
GS-3, 4, 5, 6	4416 to 4469	4950	.....				
GS-7, 8	4475 to 4487	.....	.....			
SP-1, 2, 3	5000 to 5047	6475	.....				

Ratings shown for nominal class DP-3 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.
 Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

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

SPECIAL INSTRUCTIONS—TEHACHAPI SUBDIVISION

RULE 14(e). As specified below — — — — — will be indication that flagman may return from east:
 Magunden.....Trains on Arvin Branch,
 Mojave.....Trains on Owenyo Branch.

RULE 21-C. In Bakersfield indicators must be displayed to relief track.

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

West MP	East MP
307.66 Bakersfield	321.09
" (Arvin Branch)	317.02
317.02 Arvin Branch	To end of branch
359.60 Tehachapi	362.62
378.87 Mojave	382.43
" (Owenyo Branch)	381.60

Bakersfield: Trains entering or leaving yard tracks between Baker St. and Haley St., or between Mt. Vernon Ave. and Signal 3147 must receive proceed signal from yardman, green flag by day, green light by night.

Westward SP trains must not pass Signal 3147 at Mt. Vernon Ave. displaying stop indication, to enter yard, unless proceed signal received from yardman, green flag by day, green light by night.

Mojave: Eastward trains are authorized to move between Signal 3802 and Signals 3815 or 3817 by block signals whose indications will supersede the superiority of trains with the following exceptions:

Eastward trains, except first-class, must not pass Signal 3802 displaying proceed indication unless proceed signal received from yardman, green flag by day, green light by night.

Eastward trains may pass Signal 3802 displaying stop indication, without stopping, at restricted speed to continue on main track provided proceed signal received from yardman, green flag by day, green light by night or to enter yard tracks provided flashing white light is displayed on signal mast or proceed signal received from yardman, green flag by day, green light by night.

Westward trains leaving Mojave yard tracks must receive proceed signal from yardman, green flag by day, green light by night.

Following whistle signals will be sounded by eastward trains approaching Mojave:

SP passenger trains —, freight trains o — o, light engines o — —,
 AT&SFRy passenger trains — o, freight trains — o —, light engines o — —.

RULE 99-A. Flag protection to the rear is not required by westward freight trains stopping at Bena on westward main track, with rear of train standing between sign reading "End of CTC" and westward automatic Signal 3271 opposite fouling point at west end of siding.

RULE 103-A. Public Utilities Commission orders prohibit operation of train, engine, motor or car over the following crossings unless first brought to a stop and traffic on the highway protected by a member of the crew.
 Arvin.....Widmer Road, MP 332.60, while switching.

RULE 104. The normal position of rigid switches at the end of double track and at junctions, is as follows:
 Magunden.....Arvin Branch, for eastward track,
 Mojave.....End of double track, for westward track,
 Mojave.....Owenyo Branch, for westward track.

⊙**Monolith:** Trains entering center storage track, located between main tracks, at west end must line switches in the following order: Main track switch first; inside switch next; then derail. After train is in storage track, switches must be lined in the following order: Main track switch first; derail next; then inside switch.

RULE 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
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⊙P-3556 Slide detector fence between Tunnels 14 and 15... P-A

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Bena.....West end siding	Westward track
Caliente.....West end westward siding	Eastward siding
Caliente.....East end eastward siding	Westward siding
Bealville.....West end westward siding	Eastward siding
Bealville.....East end eastward siding	Westward siding
Marcel.....West end westward siding	Eastward siding
Marcel.....East end eastward siding	Westward siding
Tehachapi.....West end No. 2 siding	Controlled siding
Summit.....East end siding	Eastward track

Switch position indicator located at:
 Bakersfield.....Spring switch leading from back lead to inbound engine track.

Indicator does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over in eastward direction.

RULE 605. INTERLOCKING

Kern Jct. Tower: AT&SFRy junction switch, McKittrick Branch junction switch, and end of double track. Whistle signals:

For main track, —,
 To or from McKittrick Branch, — o —,
 From SP to AT&SFRy main track, o — —,
 Between main track and transfer track, o — o,
 To or from No. 1 track, o o — o.

Westward dwarf light signals at end of double track display green aspect for movement to SP single track, and yellow aspect for movement to AT&SFRy westward track, or to SP No. 1 track.

Eastward dwarf signal at west interlocking limit displays green aspect for movement to eastward track, and yellow aspect for movement against current of traffic to westward track.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum.	On	Approaching	Authorizes and requires movement as follows
M.....	D-3262	Bena.....	Proceed to CTC limit.
S.....	D-3262	Bena.....	Enter siding.
M.....	3273	West end siding Bena.....	Enter westward track and proceed to Bakersfield.

Train on siding Bena must not enter westward track until letter "M" on dwarf signal 3273 is illuminated, or permission received from train dispatcher.

When letter "S" is illuminated on mast of westward absolute signal at entrance to CTC at Tehachapi, it indicates that operator has released electric lock, and authorizes train, after stopping at absolute signal, to line switch at east end No. 2 siding.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from end of double track Bena to end of double track Tehachapi.

Eastward trains stopped by absolute signal at Bena may recall flagman when flashing white light displayed on signal, and prepare to start when signal clears.

Signal line between MP 325.20 and MP 340.50 carries 2300 volts, and if blown down or knocked down must not be touched, and train dispatcher must be notified immediately.

Eastward and westward signals on siding at middle cross-overs at Rowen have call-on unit which, when flashing yellow authorizes a train on siding, after stopping, to proceed on siding but must expect to find siding occupied.

Controlled siding at Tehachapi extends from west switch to fouling point just west of end of double track.

No. 2 siding at Tehachapi is not a controlled siding, and may be used by trains in either direction but has an electric lock on east switch which must be released by signal operator at Tehachapi before it can be hand-thrown.

Westward absolute signal on westward track at entrance to CTC at Tehachapi has call-on unit which, when flashing yellow authorizes a train, after stopping, to pass signal to enter No. 2 siding, or track 3, but must expect to find tracks occupied.

Westward absolute signal at east end of Caliente has call-on unit which may display flashing yellow light authorizing train to pass signal when making switching moves into house track after electric lock has been released and switches properly lined.

GENERAL REGULATIONS

RULE 824. Instructions for setting hand brakes:

Mojave: On eastward freight trains, engineer will stop train on receiving track with slack bunched on entire train. Set 10 hand brakes on head-end and 10 on rear-end, except on train powered by diesel engine train may be permitted to stand without hand brakes set if conductor has reached understanding with engineer that he or fireman (with not less than 2 years experience) will remain on the engine at all times to insure no undesired movement.

On westward freight trains, set 10 hand brakes on rear-end and 10 on head-end, except on train powered with diesel engine train may be permitted to stand with 10 brakes set on rear-end if conductor has reached understanding with engineer that he or fireman (with not less than 2 years experience) will remain on the engine at all times to insure no undesired movement.

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

Bena	Bealville	Woodford	Cable
Ilmon	Cliff	Walong	Tehachapi
Caliente	Rowen	Marcel	Summit
Allard			

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. When necessary to use retainers as prescribed by Rule 17, freight trains handled by diesel engines and using dynamic brakes need not stop, if in the judgment of conductor and engineer wheels are not overheating. When dynamic brakes are inoperative stops must be made as prescribed for trains handled by steam engines.

Freight trains handled by steam engine may make continuous run Tehachapi to Woodford, where stop of 10 mins. must be made. If stop made at Cable, Marcel or Walong for 10 mins., succeeding run may be made to Cliff, where stop of 10 mins. must be made. After 10 min. stop at Woodford, Rowen or Cliff, succeeding run may be made to Bena.

On freight trains between Ilmon and Mojave, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

All passenger trains, except regular No. 56, must stop at Mojave, approaching at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, 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.

Westward light steam engines equipped with tire coolers, except AC class, are not required to stop between Tehachapi and Caliente. AC class and other steam engines not equipped with tire coolers must stop sufficient length of time at some point between Cable and Bealville for engineer to make one inspection.

AIR BRAKE RULES

RULE 3. Brake pipe pressure for freight and mixed trains handled by diesel engine using dynamic brakes in retainer territory is 90 pounds and brake pipe pressure must not be permitted to drop below 70 pounds.

Main reservoir position of selector cock must be used on descending grades.

RULE 17. Retainers will be used on passenger trains handled by diesel engines as follows:

Eastward trains with two dynamic brakes working and not to exceed 1000 tons, or with three or more dynamic brakes working and not to exceed 1750 tons need not use retainers unless requested by engineer.

Westward trains with two dynamic brakes working and not to exceed 1000 tons, or with three or more dynamic brakes working and not to exceed 1750 tons need not use retainers unless requested by engineer.

Retainers will be used on passenger trains handled by steam engines as follows:

On eastward trains all retainers Cameron to Mojave, except when No. 52 has not to exceed three head-end cars and other trains have not to exceed two head-end cars, all accessible retainers will be used, unless more are requested by engineer. Retainers on head-end cars may be turned up at Tehachapi or Summit instead of Cameron.

On Westward trains all retainers Tehachapi to MP 337.10, except when No. 51 has not to exceed 3 head-end cars, and other trains have not to exceed two head-end cars, all accessible retainers will be used, unless more are requested by engineer. Retainers on head-end cars, except on regular No. 55, may be turned up at Mojave.

Retainers will be used on freight trains handled by diesel engines with dynamic brakes in operation as follows:

Eastward trains, Cameron to Mojave, one retainer for each 100 tons in train:

- Four dynamic brakes with over 3750 tons;
- Three dynamic brakes with over 3250 tons;
- Two dynamic brakes with over 1600 tons;
- One dynamic brake with over 700 tons.

Westward trains, Tehachapi to Caliente, one retainer for each 100 tons in train:

- Four dynamic brakes with over 3750 tons;
- Three dynamic brakes with over 2800 tons;
- Two dynamic brakes with over 1400 tons;
- One dynamic brake with over 700 tons.

Additional retainers must be used if requested by engineer. Conductor must advise train dispatcher when retainers are to be used.

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

One retainer on eastward trains Cameron to Mojave, and on westward trains Tehachapi to Caliente for each 50 tons in train. If not sufficient cars in train to make average of 50 tons per retainer, all retainers will be used.

Westward trains may turn up retainers at west end of Tehachapi if not required to stop before entering CTC. Retainers may be turned down at Ilmon or Bena instead of Caliente. If retainers not turned down before reaching Bena, speed of 25 MPH must not be exceeded Ilmon to Bena.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at Mojave, until train is made up and caboose on train. Coupling the caboose to rear of 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 caboose has been attached, without instructions from the yardmaster, who will see that members of crew are notified in advance.

RULE 25. Rear end test will be made in accordance with Rule 25 (b); and in addition will be made by all trains that stop at Summit and Mojave; and by westward trains that stop at Eric.

Trains not required to stop at Summit must make running air brake test between siding switches, unless rear end test has been made at Tehachapi, Monolith or Eric. Trainmen will note reduction on caboose gage, and following build up in pressure when brakes are released, give proceed signal. Running test will be made as follows: Engineer will make reduction of approximately seven pounds, wait for slack to adjust itself, then add three pounds before releasing.

RULE 33. The maximum tonnage per operative brake Tehachapi to Caliente and Cameron to Mojave is 63 tons, except: trains handled by diesel engines with four dynamic brakes working, will not exceed 75 tons per operative brake, with three dynamic brakes working, not to exceed 70 tons per operative brake, with two dynamic brakes working, not to exceed 65 tons per operative brake.

If dynamic brake failure occurs while diesel engine is handling in excess of 63 tons per operative brake, train may proceed, if in judgment of conductor and engineer it is safe to do so, at speed not exceeding 15 MPH. Retainers must be used as prescribed by Rule 17.

PASSENGER TRAINS

RULE 39. Running test must be made at Summit, unless running test has been made by westward trains at Eric or if eastward trains use train air brakes to make station stop at Tehachapi it will not be necessary to make running test at Summit.

TRAIN HANDLING

RULE 60. On freight trains handled by diesel engine and using dynamic brakes, before entering or leaving a siding, turnout or crossover on descending grade between Tehachapi and Caliente, or turnout or crossover Mojave yard, dynamic braking force must be reduced to one-half of the maximum, and, if necessary, automatic brakes applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching, and 1500 feet after passing, the turnout or crossover.

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
F, Mt, GS, SP.....	Bakersfield — Santa Fe Interchange tracks 1, 2 and 3.
All.....	Monolith—Tracks 2 and 3 between east and west end of Cement plant.

Load limit (car and contents):
Bakersfield-Mojave.....251,000 pounds
Magunden-Arvin.....210,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

SPECIAL INSTRUCTIONS—TEHACHAPI 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, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY		PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY		PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES				
MP	MP			Column:	1	2	3			4	MP	MP	Column:	1	2	3	4
EASTWARD, BAKERSFIELD TO MOJAVE:						WESTWARD, MOJAVE TO BAKERSFIELD:								
312.90 to 313.60 (Bakersfield)		20	20	20	20	380.70 to 380.00		30	30	20	20			
313.60 to 313.80 (Kern Jct.), except:		35	20	20	20	380.00 to 371.40		30	30	30	30			
AT&SFRy trains		10	10	10	10	371.40 to 368.74		50	40	40	30			
313.80 to 314.60		35	20	20	20	368.74 to 360.60		60	40	40	30			
⊙ 314.60 to 325.60		60	50	50	30	360.60 to 331.00		25	20	⊙ 20	15			
325.60 to 326.00		40	40	40	30	331.00 to 326.00		50	40	40	30			
326.00 to 327.96 (Bena)		50	40	40	30	326.00 to 325.60		40	40	40	30			
327.96 to 328.10 (thru turnout)		35	30	30	30	⊙ 325.60 to 314.60		60	50	50	30			
328.10 to 331.00		50	40	40	30	314.60 to 313.80		35	20	20	20			
331.00 to 359.50		25	20	20	20	313.80 to 313.60 (Kern Jct.), except:		15	15	15	15			
359.50 to 360.60		50	40	40	30	AT&SFRy trains		10	10	10	10			
360.60 to 368.74		60	40	40	30	313.60 to 312.90 (Bakersfield)		20	20	20	20			
368.74 to 371.40		50	40	35	30									
⊙ 371.40 to 380.00		⊙ 30	20	⊙ 20	20									
380.00 to 380.20 (thru turnout)		15	15	15	15									
380.20 to 380.70 (Mojave)		30	20	20	20									
EASTWARD, MAGUNDEN TO ARVIN:						WESTWARD, ARVIN TO MAGUNDEN:								
316.66 to 317.06		8	8	8	8	333.54 to 329.95		15	15	15	15			
317.06 to 324.22		15	15	15	15	329.95 to 329.76		8	8	8	8			
324.22 to 324.41		8	8	8	8	329.76 to 324.41		15	15	15	15			
324.41 to 329.76		15	15	15	15	324.41 to 324.22		8	8	8	8			
329.76 to 329.95		8	8	8	8	324.22 to 317.06		15	15	15	15			
329.95 to 333.54		15	15	15	15	317.06 to 316.66		8	8	8	8			

⊙ ① Eastward passenger trains, not using retainers, may make maximum speed of 45 MPH from MP 371.40 to MP 380.00.

⊙ ② DF class engines running light, with not less than two dynamic brakes working, may make maximum speed of 30 MPH from MP 371.40 to MP 380.00. AT&SFRy 2600 and 2700 series diesel engines without dynamic brakes must not exceed 20 MPH when running light MP 371.40 to MP 380.00.

⊙ ③ DP, DF, P, Mt and GS engines; and AT&SFRy DE engines running light may make maximum speed of 25 MPH from MP 360.60 to MP 331.00, except AT&SFRy 2600 and 2700 series diesel engines without dynamic brakes must not exceed 20 MPH when running light MP 360.60 to MP 331.00.

AT&SFRy passenger trains with diesel engine on rear shoving in backward motion, may operate at passenger train speed, but must not exceed 50 MPH.

⊙ When four units of AT&SFRy diesel engines 2650 to 2847 in multiple unit control are operated in helper service, they must be placed in train so that they will be pulling approximately their tonnage on ascending grade.

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
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10

SPECIAL INSTRUCTIONS—TEHACHAPI SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Bakersfield to Mojave	Mojave to Bakersfield	Magunden and Arvin
DP-3	6017	.....	.....	.....
DP-4, 7	6000 to 6004, 6018	500	875	.....
DP-5, 6	6005 to 6016	.....	.....	.....
DP-8 to 10	6019 to 6033	1550	1700	.....
DP-11	6034 to 6045	1600	1750	.....
DF-1 to 12	6138 to 6461	2800	3400	.....
DF-100	5200 to 5202	.....	.....	.....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	850	925	.....
DF-109, 111	5250 to 5252, 5503 to 5505	.....	.....	.....
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	1000	1100	3550
DF-115, 119	5294 to 5307, 5336 to 5339	1250	1350	.....
DF-120	5340 to 5371	.....	.....	.....
DF-200 to 204	5100 to 5118	350	375	1150
DF-300 to 304	4600 to 4623, 4700 to 4703	500	575	.....
DF-500, 501	4800 to 4815	.....	.....	.....
DS-1 to 8	1000 to 1032	240	265	900
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	① 375	② 420	1375
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	505	550	1750
DS-113, 117	1486 to 1491, 1529 to 1538	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....
M-4	1629 to 1713	290	340	1150
M-6, 8	1721 to 1801, 1824, 1825	350	410	1350
M-9	1805 to 1817, 1830	380	445	1450
M-11	1833 to 1835	390	455	.....
T-1	2248, 2252	235	280	1000
T-23	2302, 2303, 2310	365	425	1450
T-28, 31	2312 to 2362	410	475	1600
T-32	2365 to 2384	430	495	1800
P-1, 3	2411, 2431	315	370	1275
P-4	2410, 2414	345	400	1400
P-5 (T&NO)	600 to 606	.....	.....	.....
P-6	2453, 2454, 2458	405	470	.....
P-7	2476, 2477	430	500	.....
P-8, 10	2461 to 2473, 2478 to 2483	415	490	.....
P-8, 10	2475, 2484 to 2491	415	490	.....
C-8, 9, 10	2513 to 2598, 2700 to 2860	450	525	2000
C-18	3400, 3406	435	500	1850
C-19	3420, 3423, 3426	445	525	1925
TW-8	2914	385	455	1475
Mk-2, 4	3203 to 3236	525	600	.....
Mk-5, 6	3247 to 3275	600	675	.....
Mk-7, 8, 9	3303 to 3324	650	750	.....
Mk-11	3298	490	575	.....
F-1	3611 to 3652	675	775	.....
F-3, 4, 5	3653 to 3770	750	875	.....
AC-4, 5	4104 to 4122	1250	1450	.....
AC-6 to 12	3801 to 3811, 4126 to 4294	1350	1550	.....
Mt-1, 3, 4, 5	4300 to 4376	600	675	.....
GS-1, 2	4400 to 4415, 4470 to 4473	600	700	.....
GS-3, 4, 5, 6	4416 to 4469	625	725	.....
GS-7, 8	4475 to 4487	.....	.....	.....
SP-1, 2, 3	5000 to 5047	900	1050	.....

① Rating Bakersfield to Edison 900. ② Rating Edison to Bakersfield 4000.

Any AT&SFRy engine may operate between Kern Jct. and Mojave.

Ratings shown for nominal class DP-3 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

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

RULE 10-J. Speed sign for westward trains at MP 461.80, reading 60-40 is located to left of track.

Speed signs for eastward trains at MP 458.94, reading 60-35 is located to left of track.

RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east:
Mojave. Trains on Owenyo Branch.

RULE 21-B. Does not apply on Keeler Branch.

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

West MP	East MP
378.87	Mojave 382.43
	(Owenyo Branch) 381.60
404.40	Lancaster 405.85
419.73	Vincent 421.27
449.37	Saugus 451.64
448.17	(Santa Paula Branch)
460.87	San Fernando 462.10
427.68	Searles 430.03
446.58	Inyokern 447.75
522.26	Owenyo 523.26
559.30	(Keeler Branch) 560.45
574.79	Keeler 507.49
	Laws

Yard limit sign located to left of track:
Eastward at Burbank Jct. at MP 471.20.

Mojava: Westward trains are authorized to move between Signals 3815 or 3817 and Signal 3802 by block signals whose indications will supersede the superiority of trains with the following exceptions:

Westward trains, except first-class, must not pass Signals 3815 or 3817 displaying proceed indication unless proceed signal received from yardman, yellow flag by day, yellow light by night or flashing white light is displayed on signal mast to pass Signal 3815; or green flag by day, green light by night or flashing white light is displayed on signal mast to pass Signal 3817.

Westward trains may pass Signals 3815 or 3817 displaying stop indication, without stopping, at restricted speed to continue on main track or enter yard tracks provided proceed signal is received from yardman, yellow flag by day, yellow light by night or flashing white light is displayed on signal mast to pass Signal 3815; or green flag by day, green light by night or flashing white light is displayed on signal mast to pass Signal 3817.

Trains en route AT&SFRy may pass Signal 3814 displaying stop indication, without stopping, at restricted speed provided proceed signal received from yardman, yellow flag by day, yellow light by night.

Trains and engines from Owenyo Branch may pass Signal 3800 displaying stop indication, without stopping, at restricted speed to enter yard tracks provided proceed signal received from yardman, green flag by day, green light by night.

Signal 3816 has a push button device under control of yardman for placing this signal in stop position, and yard engines must not pass this signal in stop position without first having definite understanding with yardman and be governed by his instructions before applying block signal rules to proceed.

Following whistle signals will be sounded by westward trains approaching Mojave:

SP passenger trains —, freight trains o — o, light engines o — —,

AT&SFRy passenger trains — o, freight trains — o —, light engines o — —.

RULE 103-A. Crossing wigwag at Sunland Blvd., Sun Valley, will not operate after train has stopped and crossing has been cut. It will be necessary for brakeman to protect highway traffic during reverse movement when train is recoupled.

RULE 104. The normal position of switches at the end of double track and at junctions is as follows:

- Mojave End of double track, for westward track,
- Mojave Owenyo Branch, for westward track,
- Mojave AT&SFRy, for SP main track,
- Saugus Santa Paula Branch, for westward siding,
- Searles Trona Ry, for track 1.

Derails in main track:

- Mojave 230 feet east of junction switch on Owenyo Branch.

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

Eastward Signal	Protection	Westward Signal
	Spring switch, east end siding, Gloster	P-3879
	Spring switch, east end siding, Ansel	P-3911
P-3938	Spring switch, west end siding, Rosamond	
P-4046	Spring switch, west end siding, Lancaster	
	Spring switch, east end siding, Lancaster	P-4057
	Spring switch, east end siding, Denis	P-4105
	Spring switch, east end siding, Palmdale	P-4143
P-4156	Spring switch, west end siding, Harold	P-4155
	Spring switch, east end siding, Harold	P-4157
	Spring switch, east end siding, Harold	P-4167
⊙P-4248	Spring switch, west end siding, Paris	P-4247
⊙P-4254	Spring switch, east end siding, Paris	P-4249
⊙P-4256		P-4257
⊙P-4288	Spring switch, west end siding, Ravenna	P-4287
P-4296	Spring switch, east end siding, Ravenna	P-4289
P-4298		P-4297
⊙P-4338	Spring switch, west end siding, and slide detector fence middle of siding, Russ	P-4337
P-4346	Spring switch, east end siding, Russ, and slide detector fence at MP 435	P-4339
P-4348		
	Spring switch, east end siding, and slide detector fence middle of siding, Russ	P-4347
⊙P-4382	Slide detector fence at MP 435	P-4357
	Spring switch, west end siding, Lang	P-4383
P-4392	Spring switch, east end siding, Lang	P-4385
P-4394		P-4393
⊙P-4426	Spring switch, west end siding, Humphreys	P-4425
P-4434	Spring switch, east end siding, Humphreys	P-4427
P-4436		P-4435
P-4466	Spring switch, west end siding, Honby	P-4475
	Spring switch, east end siding, Honby	P-4541
	Spring switch, east end siding, Newhall	P-4581
P-4580	Spring switch, west end siding, Sylmar	P-4583
P-4610	Spring switch, west end siding, San Fernando	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Mojava: Eastward siding is within block system limits. When dwarf signal at fouling point at west end of eastward siding displays stop indication, eastward trains entering siding may proceed expecting to find siding occupied.

Burbank Jct.: Trains stopped by Signal 4704 must call train-order operator and be governed by his instructions, before applying block signal rules to proceed.

RULE 516. Overlap posts:
Pacoima Westward trains, MP 463.30.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Gloster East end siding	Main track
Ansel East end siding	Main track
Rosamond West end siding	Main track
Lancaster West end siding	Main track
Lancaster East end siding	Main track
Denis East end siding	Main track
Palmdale East end siding	Main track
Harold West end siding	Main track
Harold East end siding	Main track
Paris West end siding	Main track
Paris East end siding	Main track
Ravenna West end siding	Main track
Ravenna East end siding	Main track
Russ West end siding	Main track
Russ East end siding	Main track
Lang West end siding	Main track
Lang East end siding	Main track
Humphreys West end siding	Main track
Humphreys East end siding	Main track
Honby West end siding	Main track
Honby East end siding	Main track
Newhall East end siding	Main track
Sylmar West end siding	Main track
San Fernando West end siding	Main track

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

Location	Normal Position
Vincent West end westward siding	Eastward siding
Vincent East end eastward siding	Westward siding

RULE 605. INTERLOCKING

Vincent: West Zone.—Limits extend from signals located 50 feet west to 300 feet east of the power operated switch at west end of eastward siding.

East Zone.—Limits extend from signals located 50 feet east to 300 feet west of the power operated switch at east end of westward siding.

Trains approaching Vincent and receiving signal indication per Rules 282, Fig. D or 285, Fig. E, are authorized to proceed on main track ahead of and against all trains to interlocking signal at opposite end of siding.

Saugus-Newhall: Limits extend from 265 feet west of east switch of westward siding Saugus to 265 feet east of west switch of siding Newhall.

When authorized by signal operator at Saugus to hand-throw either switch, member of crew must remain with switch to return it to normal position, or arrange for another member of crew to do so, unless otherwise instructed by signal operator.

Burbank Jct.: Whistle signals:

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

GENERAL REGULATIONS

RULE 824. Instructions for setting hand brakes.

Mojava: On eastward freight trains, engineer will stop train on receiving track with slack bunched on entire train. Set 10 hand brakes on head-end and 10 on rear-end, except on train powered by DF class engine train may be permitted to stand without hand brakes set if conductor has reached understanding with engineer that he or fireman (with not less than 2 years experience) will remain on the engine at all times to insure no undesired movement.

On westward freight trains, set 10 hand brakes on rear-end and 10 on head-end, except on train powered with DF class engine train may be permitted to stand with 10 brakes set on rear-end if conductor has reached understanding with engineer that he or fireman (with not less than 2 years experience) will remain on the engine at all times to insure no undesired movement.

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

- Harold Vincent Ravenna Russ Newhall

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

RULE 827. On freight trains between Palmdale and San Fernando, and between Searles and Cantil, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

All passenger trains, except regular No. 55, must stop at Mojave, approaching at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, 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.

AIR BRAKE RULES

RULE 3. Brake pipe pressure for freight and mixed trains handled by diesel engine using dynamic brakes in retainer territory is 90 pounds and brake pipe pressure must not be permitted to drop below 70 pounds.

Main reservoir position of selector cock must be used on descending grades.

RULE 17. Eastward passenger trains handled by steam engine, Vincent to Lang, with less than 75% graduated release equipment, will use at least 75% of retainers.

Westward passenger trains handled by steam engine, Vincent to Palmdale, with less than 75% graduated release equipment must not exceed 20 MPH, unless five retainers (or more if requested by engineer), are turned up, on the head end.

Retainers will be used on freight trains handled by diesel engines with dynamic brakes in operation as follows:

Eastward trains Vincent to Lang, one retainer for each 125 tons in train:

- Four dynamic brakes with over 3750 tons;
- Three dynamic brakes with over 3250 tons;
- Two dynamic brakes with over 1850 tons;
- One dynamic brake with over 900 tons.

Eastward trains Sylmar or San Fernando to Burbank Jct., one retainer for each 200 tons in train:

- Four dynamic brakes with over 5250 tons;
- Three dynamic brakes with over 4250 tons;
- Two dynamic brakes with over 3250 tons;
- One dynamic brake with over 1600 tons.

Additional retainers must be used if requested by engineer.

Retainers will be used on freight trains handled by diesel engines, class DF-114 and 115 only, with dynamic brakes in operation as follows:

Searles to Garlock, one retainer for each 150 tons in train:

- Two dynamic brakes with over 5200 tons;
- One dynamic brake with over 2600 tons.

If retainers are not used Searles to Garlock, speed of 20 MPH must not be exceeded by westward trains Searles to MP 415.00. If dynamic brakes are inoperative, retainers will be used as prescribed by freight trains handled by steam engine.

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

- One retainer for each 50 tons in train, Vincent to Lang;
- One retainer for each 200 tons in train of 45 cars or more, Sylmar or San Fernando to Burbank Jct.;
- One retainer for each 75 tons in train, Searles to Garlock.

Eastward trains may turn up retainers approachign Vincent, or at Harold instead of Vincent; or at Saugus or Newhall instead of Sylmar or San Fernando.

Trains with 20 or more cars of rock or sand Sun Valley to Los Angeles Yard must turn up one retainer for each 75 tons

in train; and continuous run may be made Sun Valley to Los Angeles Yard. If stop made east of Burbank Jct., retainers may be turned down if not required beyond.

Trains using retainers Searles to Garlock must not exceed 20 MPH.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at Mojave, until train is made up and caboose on train. Coupling the caboose to rear of 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 caboose has been attached, without instructions from the yardmaster, who will see that members of crew are notified in advance.

RULE 25. Rear end test will be made in accordance with Rule 25 (b); and in addition will be made by all trains that stop at Mojave, Vincent and Searles.

Trains not required to stop at Vincent or Searles must make running air brake test between siding switches. Trainmen will note reduction on caboose gage, and following build up in pressure when brakes are released, give proceed signal. Running test will be made as follows: Engineer will make reduction of approximately seven pounds, wait for slack to adjust itself, then add three pounds before releasing.

RULE 33. The maximum tonnage per operative brake between Searles and Garlock is 75 tons; and between Palmdale and Saugus is 63 tons.

Between Palmdale and Saugus, trains handled by DF class engines with four dynamic brakes working, will not exceed 75 tons per operative brake; with three dynamic brakes working not to exceed 70 tons per operative brake, or two dynamic brakes working, not to exceed 65 tons per operative brake. If dynamic brake failure occurs while handling in excess of 63 tons per operative brake, train may proceed if in judgment of conductor and engineer it is safe to do so, at speed not exceeding 15 MPH. Retainers must be used as prescribed by Rule 17.

PASSENGER TRAINS

RULE 39. Running test will be made at following points:

- Vincent Trains in both directions.
- After passing MP 458.00 Westward trains.

TRAIN HANDLING

RULE 60. On freight trains handled by diesel engine and using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Palmdale and Burbank Jct., dynamic braking force must be reduced to one-half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching, and 1500 feet after passing turnout or crossover.

MISCELLANEOUS

5. Steam helper engines on freight trains must be placed in rear through Tunnel 25.

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

Class of Engine	Restricted Tracks
AC, Mt, GS, SP	San Fernando — Transfer track, beyond 300 feet from switch.
All	Sun Valley — Consolidated Rock tracks, beyond 75 feet west of derail.
AC, Mt, GS, SP	Sun Valley—Union Supply track.
Mk, F, AC, Mt, GS, SP	All stations between Mojave and Searles—Must not leave main track, except at Neuralia, Cantil, Rand, Garlock.
All	Inyokern—Must not go beyond 200 feet west of east interchange track.

Blue light in Tunnel 25 marks location of box containing two knuckles, two air hose, and a wrench for emergency use.

Due to impaired overhead and side clearance, the spotting or switching of cars under the Narrow Gage high line at Owenyo is prohibited.

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

- 11. Load limit (car and contents):
 - Mojave-Burbank Jct. 251,000 pounds
 - Mojave-Owenyo 251,000 pounds
 - Laws-Keeler (Narrow Gage) 65,000 pounds
 Unless authorized by Superintendent, heavier loads must not be handled.

17. Sanding of flues not permitted between Tunnels 18 and 19, or between east switch Russ and 1000 feet east of east switch Russ.

26. Turntable at Laws must be secured by switch lock.

29. Operation between MP 449.78 Saugus, and Burbank Jct., under the jurisdiction of Los Angeles Division. Train dispatching between Saugus and Burbank Jct. is under the jurisdiction of San Joaquin Division.

Employees operating in and out of Los Angeles LAUPT are required to have a copy of, and be conversant with current book of rules of LAUPT.

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

MP	Location	Description
426.8	West of Searles	Tunnel 29 Overhead
519.4	East of Lone Pine	Owens River bridge Side

SPECIAL INSTRUCTIONS—MOJAVE SUBDIVISION

⊙ **SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 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				TERRITORY									
MP	MP	Column:	1	2	3	4	MP	MP	Column:	1	2	3	4
EASTWARD, MOJAVE TO BURBANK JCT.:							WESTWARD, BURBANK JCT. TO MOJAVE:						
380.70 to 381.40			30	20	20	20	Thru Burbank Jct. interlocking			35	35	35	30
381.40 to 381.47, except:			65	①50	50	30	471.49 to 461.90 (San Fernando)			60	40	40	30
AT&SFRy trains			20	20	20	20	461.90 to 461.80 (street crossings)			25	25	25	20
381.47 to 405.07			65	①50	50	30	461.80 to 458.94 (Sylmar)			60	40	40	30
405.07 to 405.46 (street crossings)			65	40	40	20	458.94 to 457.25			40	25	25	25
405.46 to 414.80			65	①50	50	30	457.25 to 456.25			30	20	20	20
414.80 to 417.36			50	40	40	30	456.25 to 450.60 (Saugus), except:			40	25	25	25
417.36 to 420.50			30	25	25	20	while passing SA signal, MP 451.53			20	20	20	20
420.50 to 425.68			30	20	20	20	450.60 to 448.23			30	25	25	20
425.68 to 435.19			30	25	25	20	448.23 to 446.22			40	30	30	20
435.19 to 436.74			35	25	25	20	446.22 to 442.13			30	25	25	20
436.74 to 438.17			30	25	25	20	442.13 to 439.30			40	30	30	20
438.17 to 439.30			35	25	25	20	439.30 to 438.17			35	25	25	20
439.30 to 442.13			40	30	30	20	438.17 to 436.74			30	25	25	20
442.13 to 446.22			30	25	25	20	436.74 to 435.19			35	25	25	20
446.22 to 448.23			40	30	30	20	435.19 to 426.00			30	25	25	20
448.23 to 450.60 (Saugus)			30	25	25	20	426.00 to 422.00			40	25	25	20
450.60 to 454.81			40	35	35	30	422.00 to 420.50			30	25	25	20
454.81 to 456.25			40	25	25	25	420.50 to 417.00			30	20	20	20
456.25 to 457.25			30	②20	20	20	417.00 to 414.80			50	20	20	20
457.25 to 458.94 (Sylmar)			40	25	25	25	414.80 to 405.46			65	①50	50	30
458.94 to 461.80 (San Fernando)			60	25	25	25	405.46 to 405.07 (street crossings)			65	40	40	20
461.80 to 461.90 (street crossings)			25	25	25	20	405.07 to 381.47			65	①50	50	30
461.90 to 471.49 (Burbank Jct.), except:			60	②25	25	25	381.47 to 381.40, except:			20	20	20	20
Thru crossover west of tower			25	25	25	25	AT&SFRy trains			30	30	30	30
							381.40 to 380.70 (Mojave)			30	30	30	30

- ① Applies to single engine trains only. If more than one engine in train, speed must not exceed 40 MPH.
- ② Eastward freight and mixed trains, not using retainers, may make maximum speed of 25 MPH from MP 456.25 to MP 457.25 and 35 MPH from MP 458.94 to MP 461.80 and MP 461.90 to MP 471.49.
- Eastward passenger trains handled by diesel engine with three or more dynamic brakes operating, may run not to exceed 40 MPH from MP 422 to MP 426 (between Vincent and Acton).
- Eastward freight trains, filling out at Mojave with over five loads, weighing in excess of 75 tons per car, will not exceed 25 MPH Mojave to Rosamond.
- Westward freight and mixed trains handled by DF class engine, may run not to exceed 30 MPH from MP 417.36 to MP 414.80.

Maximum speed with DF light engine with not less than two dynamic brakes working:
 Eastward, MP 417.36 to MP 450.60..... 30 MPH
 Westward, MP 450.60 to 414.80..... 30 MPH

SPECIAL INSTRUCTIONS—MOJAVE SUBDIVISION

⊙ **SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 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				TERRITORY									
MP	MP	Column:	1	2	3	4	MP	MP	Column:	1	2	3	4
EASTWARD, MOJAVE TO OWENYO:							WESTWARD, OWENYO TO MOJAVE:						
⊙ 380.09 to 380.47			15	15	15	15	523.25 to 522.55			10	10	10	10
⊙ 380.47 to 522.55			30	30	30	20	⊙ 522.55 to 380.47			30	30	30	20
522.55 to 523.25 (Owenyo)			10	10	10	10	⊙ 380.47 to 380.09			15	15	15	15
EASTWARD, LAWS TO KEELER:							WESTWARD, KEELER TO LAWS:						
506.80 to 520.50			30	30	20	15	576.93 to 557.00			30	30	20	15
520.50 to 522.70			25	25	20	15	557.00 to 552.00			25	25	20	15
522.70 to 528.50			30	30	20	15	552.00 to 550.00			30	30	20	15
528.50 to 529.00			15	15	15	15	550.00 to 547.00			25	25	20	15
529.00 to 547.00			30	30	20	15	547.00 to 529.00			30	30	20	15
547.00 to 550.00			25	25	20	15	529.00 to 528.50			15	15	15	15
550.00 to 552.00			30	30	20	15	528.50 to 522.70			30	30	20	15
552.00 to 557.00			25	25	20	15	522.70 to 520.50			25	25	20	15
557.00 to 576.93			30	30	20	15	520.50 to 506.80			30	30	20	15

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
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10

Between Mojave and Owenyo maximum speed of trains as shown below must not be exceeded when handled by following engines, subject to further restrictions shown in Speed Restrictions table above:

- ⊙ DS-100, 102 to 108, 114 (engs. 1300 to 1309, 1320 to 1402, 1492 to 1513)..... 25 MPH
- DS-101, 109 (engs. 1310 to 1319, 1403 to 1425)..... 20 MPH

SPECIAL INSTRUCTIONS—MOJAVE SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	RATING OF ENGINES—In Units of 2000 Lbs. (Tons)					
		Mojave to Rosamond Rosamond and Lancaster	Lancaster to Saugus	Rosamond to Mojave	Saugus to Lancaster	Los Angeles to Saugus	Saugus to Los Angeles
DP-3	6017						
DP-4, 7	6000 to 6004, 6018	3750	925	1900	925	1575	1200
DP-5, 6	6005 to 6016						
DP-8 to 10	6019 to 6033	10000	1775	2900	1775	1900	1900
DP-11	6034 to 6045	10275	1850	2975	1850	1975	1950
DF-1 to 12	6138 to 6461	17275	3500	4625	3400	4025	3900
DF-100	5200 to 5202	5000	975	1525	975	①1350	1350
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	5000	1450	2250	1450	1550	1525
DF-109, 111	5250 to 5252, 5503 to 5505	6500	1200	1875	1175	1250	1300
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	7000	1425	2225	1425	1525	1500
DF-115, 119	5294 to 5307, 5336 to 5339						
DF-120	5340 to 5371						
DF-200 to 204	5100 to 5118	3000	600	950	600	650	650
DF-300 to 304	4600 to 4623, 4700 to 4703						
DF-500, 501	4800 to 4815						
DS-1 to 8	1000 to 1032	1375	280	485	280	300	300
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	2075	445	750	445	490	490
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	3450	625	1000	580	660	655
DS-113, 117	1486 to 1491, 1529 to 1538						
DS-200, 201	1900 to 1903						
M-4	1629 to 1713	2075	375	650	340	365	410
M-6, 8	1721 to 1801, 1824, 1825	2425	450	750	410	465	500
M-9	1805 to 1817, 1830	2550	485	825	445	495	550
M-11	1833 to 1835	2650	500	850	455	500	565
T-1	2248, 2252	1725	310	550	280	315	355
T-23	2302, 2303, 2310	2525	470	800	425	465	515
T-28, 31	2312 to 2362	2775	525	900	475	525	600
T-32	2365 to 2384	2850	525	925	495	525	600
P-1, 3	2411, 2431	2300	400	700	370	400	445
P-4	2410, 2414	2500	435	775	400	450	550
P-5 (T&NO)	600 to 606						
P-6	2453, 2454, 2458	2825	500	900	470	500	575
P-7	2476, 2477	3000	550	950	500	550	625
P-8, 10	2461 to 2473, 2478 to 2483	3125	550	975	490	550	625
P-8, 10	2475, 2484 to 2491	3125	550	1025	490	550	625
C-8, 9, 10	2513 to 2598, 2700 to 2860	3050	575	1000	525	600	650
C-18	3400, 3406	2800	550	925	500	550	600
C-19	3420, 3423, 3426	2925	575	950	525	550	625
TW-8	2914	2575	495	850	455	490	525
Mk-2, 4	3203 to 3236	3450	625	1100	600	650	700
Mk-5, 6	3247 to 3275	3900	750	1250	675	725	800
Mk-7, 8, 9	3303 to 3324	4275	825	1400	750	825	925
Mk-11	3298	2150	625	1050	575	600	675
F-1	3611 to 3652	4450	850	1450	775	875	975
F-3, 4, 5	3653 to 3770	5975	975	1725	875	1125	1125
AC-4, 5	4104 to 4122	8000	1600	2650	1450	1600	1750
AC-6 to 12	3801 to 3811, 4126 to 4294	8500	1700	2775	1550	1700	1850
Mt-1, 3, 4, 5	4300 to 4376	4175	750	1300	675	775	875
GS-1, 2	4400 to 4415, 4470 to 4473	4500	775	1375	700	800	900
GS-3, 4, 5, 6	4416 to 4469	4600	800	1450	725	825	925
GS-7, 8	4475 to 4487						
SP-1, 2, 3	5000 to 5047	6000	1175	1975	1050	1150	1250

①Rating Los Angeles to San Fernando 2250.
 Ratings shown for nominal class DP-3 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.
 Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

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

SPECIAL INSTRUCTIONS—MOJAVE SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	RATING OF ENGINES—In Units of 2000 Lbs. (Tons)			
		Mojave to Searles	Searles to Owenyo	Owenyo to Searles	Searles to Mojave
DF-1 to 12	6138 to 6461	3800	3800	6400	6400
DF-100	5200 to 5202	1500	1500	2525	2525
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502				
DF-109, 111	5250 to 5252, 5503 to 5505	1600	1600	2600	2600
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	1825	1825	3050	3050
DF-115, 119	5294 to 5307, 5336 to 5339				
DF-120	5340 to 5371				
DF-200 to 204	5100 to 5118	800	800	1300	1300
DF-300 to 304	4600 to 4623, 4700 to 4703				
DF-500, 501	4800 to 4815				
DS-1 to 8	1000 to 1032	375	375	660	660
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	585	585	1025	1025
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	750	750	1300	1300
DS-113, 117	1486 to 1491, 1529 to 1538				
DS-200, 201	1900 to 1903				
M-4	1629 to 1713	485	485	850	850
M-6, 8	1721 to 1801, 1824, 1825	575	575	1000	1000
M-9	1805 to 1817, 1830	625	625	1075	1075
M-11	1833 to 1835	650	650	1125	1125
T-1	2248, 2252	415	415	725	725
T-23	2302, 2303, 2310	600	600	1050	1050
T-28, 31	2312 to 2362	675	675	1175	1175
T-32	2365 to 2384	675	675	1200	1200
P-1, 3	2411, 2431				
P-4	2410, 2414				
P-5 (T&NO)	600 to 606				
P-6	2453, 2454, 2458				
P-7	2476, 2477				
P-8, 10	2461 to 2473, 2478 to 2483				
P-8, 10	2475, 2484 to 2491				
C-8, 9, 10	2513 to 2598, 2700 to 2860	850	850	1450	1450
C-18	3400, 3406				
C-19	3420, 3423, 3426				
TW-8	2914	625	625	1100	1100
Mk-2, 4	3203 to 3236	950	①950	①1850	1850
Mk-5, 6	3247 to 3275	1050			2075
Mk-7, 8, 9	3303 to 3324	1175			1825
Mk-11	3298	775	②785	②1350	1350
F-1	3611 to 3652				
F-3, 4, 5	3653 to 3770				
AC-4, 5	4104 to 4122	1850			3750
AC-6 to 12	3801 to 3811, 4126 to 4294	1950			4000

①Applies to engs. 3203, 3224, 3227, 3236 only.
 ②This engine must not operate east of MP 450.
 Ratings shown for nominal class DP-3 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.
 Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

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