



SANTA FE SAFETY FIRST



AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

Every employee should promptly report any unsafe condition or practice to his Supervisor.

LOS ANGELES DIVISION

H. B. LAMPE, Assistant Superintendent San Bernardino, Calif.
 L. D. JONES, Trainmaster Needles, Calif.
 V. V. ANDREAS, Rules Instructor Barstow, Calif.
 M. J. WOOD, Trainmaster Barstow, Calif.
 N. C. ORFALL, Asst. Trainmaster Barstow, Calif.
 G. SEFCIK, Asst. Trainmaster Barstow, Calif.
 M. E. CURTIS, Asst. Trainmaster Barstow, Calif.
 J. A. MC RAE, Asst. Trainmaster Barstow, Calif.
 R. J. STOECKLY, Asst. Trainmaster Barstow, Calif.
 H. C. HENRY, Road Foreman of Engines Barstow, Calif.
 C. E. TRESSLER, Safety Supervisor Barstow, Calif.
 J. L. SCHROEDER, Trainmaster San Bernardino, Calif.
 K. W. JURE, Trainmaster San Bernardino, Calif.
 J. P. HERNDON, Road Foreman of Engines San Bernardino, Calif.
 E. R. CHAPMAN, Safety Supervisor San Bernardino, Calif.
 D. L. REYNOLDS, Trainmaster Fullerton, Calif.
 J. R. FRAIZER, Asst. Trainmaster Fullerton, Calif.
 W. L. TYLER, Asst. Trainmaster-Mgr. RFO San Diego, Calif.

LOS ANGELES TERMINAL DIVISION

W. E. ADAMS, Trainmaster Los Angeles, Calif.
 J. D. LUSK, Trainmaster Los Angeles, Calif.
 R. D. MATHES, Trainmaster Los Angeles, Calif.
 H. S. DUKE, Asst. Trainmaster Los Angeles, Calif.
 J. S. BLACK, Asst. Trainmaster Los Angeles, Calif.
 R. R. MARTIN, Safety Supervisor Los Angeles, Calif.
 R. D. HARPER, Trainmaster Watson, Calif.

COAST LINES

J. E. THORNTON, Supervisor of Air Brakes and General Road Foreman of Engines Los Angeles, Calif.
 A. C. HENDERSON, Road Foreman of Engines (AMTRAK) Los Angeles, Calif.

CHIEF TRAIN DISPATCHER'S OFFICE SAN BERNARDINO

W. N. LEAVERTON, Chief Dispatcher

ASST. CHIEF DISPATCHERS

G. A. WOLLERTON - E. M. BUTLER
T. H. ESHELMAN - D. R. MUNDAY

TRAIN DISPATCHERS

L. A. WRIGHT	T. A. HUGHES	J. X. JUSZCZYK
H. F. BROWN	R. N. BROWNING	C. Q. PATTERSON
D. E. PRYOR	D. L. DAVIES	G. W. DRIPPS
J. M. BIERD	G. W. BUXTON	E. B. JACKSON JR.
D. K. YOUNG	J. L. REDDICK	R. E. BRENDZA
J. M. TIDEMANN	S. G. HUMPHREYS	K. L. BARRYMORE

The Atchison, Topeka and Santa Fe Railway Co.



LOS ANGELES AND LOS ANGELES TERMINAL DIVISIONS

TIME TABLE No.

15

IN EFFECT

Sunday, April 24, 1983

At 12:01 A.M.
Pacific Standard Time

This Time Table is for the exclusive use and guidance of Employees.

Q. W. TORPIN
General Manager
LOS ANGELES, CALIF.

D. M. MILLER W. W. TOLIVER R. T. DENNISON
Asst. General Managers
LOS ANGELES, CALIF.

D. D. DIDIER J. L. FIELDS
Superintendent Superintendent
SAN BERNARDINO, CALIF. LOS ANGELES, CALIF.

H. D. ROBERTSON
Terminal Superintendent
BARSTOW, CALIF.

2 NEEDLES, CADIZ AND RIPLEY DISTRICTS

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Location	NEEDLES DISTRICT SOUTH TRACK	Page	Frgh.
Barstow to Pisgah	90	60	
Pisgah to Bagdad	79	60	
Bagdad to M.P. 646.1	90	60	
M.P. 646.1 to Goffs	79	60	
Goffs to Needles	79	50	
SPEED RESTRICTIONS			
3 Curves M.P. 747.0 to 745.0	50	50	
5 Curves M.P. 745.0 to 739.7	75	60	
Curve M.P. 711.6 to 710.6	80	60	
4 Curves M.P. 710.6 to 708.2	65	60	
Curve M.P. 708.2 to 707.8	60	60	
Curve M.P. 702.0 to 701.5	55	55	
Curve M.P. 701.5 to 700.4	65	60	
6 Curves M.P. 700.4 to 696.2	70	60	
2 Curves M.P. 696.2 to 694.9	55	55	
4 Curves M.P. 694.9 to 693.6	45*	45	
Curve M.P. 693.6 to 692.8	65	60	
2 Curves M.P. 692.8 to 689.5	75	60	
2 Curves M.P. 689.5 to 688.4	55	55	
3 Curves and Grade M.P. 688.4 to 685.8	65	60	
Curve and Grade M.P. 685.8 to 683.4	70	45	
2 Curves & Grade M.P. 683.4 to 680.7X	45*	45	
2 Curves & Grade M.P. 680.7X to 677.8	60	45	
10 Curves & Grade M.P. 677.8 to 671.4	65	45	
Curve M.P. 656.0 to 655.7	80	60	
5 Curves M.P. 646.1 to 642.4	70	60	
Curve M.P. 639.2 to 638.8	75	60	
3 Curves M.P. 631.0 to 628.7	75	60	
6 Curves M.P. 625.5 to 618.9	65	60	
5 Curves M.P. 618.9 to 612.2	70	60	
4 Curves M.P. 612.2 to 609.1	65	60	
2 Curves M.P. 609.1 to 608.3	60	50	
6 Curves M.P. 601.4 to 597.8	60	50	
5 Curves M.P. 597.8 to 590.2	70	50	
Curve M.P. 590.2 to 589.3	65	50	
5 Curves M.P. 589.3 to 587.2	45	45	
14 Curves M.P. 587.2 to 578.8	50	50	
Curve M.P. 578.8 to 578.1	45	45	
"H" Street Crossing M.P. 578.1	15	15	

WESTWARD		Capacity of Sidings In Feet	Ruling Grade Descending— Feet Per Mile	TIME TABLE		Mile Post	Ruling Grade Descending— Feet Per Mile	Capacity of Sidings In Feet	EASTWARD	
FIRST CLASS				NO. 15					FIRST CLASS	
35	3			April 24, 1983					4	36
Leave Daily	Leave Daily			STATIONS					Arrive Daily	Arrive Daily
				NEEDLES YL		578.0				
			0.0	No. 7.5—So. 7.4			79.2			
			0.0	JAVA		585.6				
			0.0	IBIS		592.4	104.5			
			0.0	No. 5.4—So. 4.6						
			21.1	BANNOCK		597.0				
			59.1	HOMER		601.5				
			57.0	GOFFS		609.1		7254	1:22	
			57.0	FENNER		618.7				
			52.8	ESSEX		626.2		5369	1:05	
			58.8	DANBY		634.7		5841	12:58	
			11.6	CADIZ		648.1	29.0	9292	12:46	
			0.0	AMBOY		661.5	35.9	5406	12:36	
			0.0	BAGDAD		669.3	75.0	5022	12:30	
			0.0	SIBERIA		676.7	121.4			
			54.4	No. 9.5—So. 7.7						
			55.4	ASH HILL		686.7	57.0	7113	12:14	
			13.7	PISGAH		706.6	18.4	6682	AM 11:57	
			43.3	NEWBERRY		725.6	40.6	5363	11:42	PM 5:30
				DAGGETT		737.6	31.7		11:33	
				BARSTOW		746.4			11:24 PM	5:20 PM
				NORTH (168.7) (166.0) SOUTH					Leave Daily	Leave Daily
(52.8)	(56.2)			Average speed per hour					(64.3)	(52.8)

NEEDLES DISTRICT NORTH TRACK

Needles to Goffs	79	60
Goffs to Bagdad	90	60
Bagdad to Pisgah	79	60
Pisgah to Barstow	90	60
SPEED RESTRICTIONS		
"H" Street Crossing M.P. 578.1	15	15
Needles Freight Lead M.P. 578.4 to 580.3	30	30
12 Curves M.P. 578.1 to 584.2	45	45
6 Curves M.P. 584.2 to 587.2	50	40
2 Curves M.P. 587.2 to 588.0	40	40
3 Curves M.P. 588.0 to 589.3	45	45
3 Curves M.P. 589.3 to 593.3	55	55
Curve M.P. 593.3 to 593.8	35*	35*
7 Curves M.P. 593.8 to 599.1	55	55
4 Curves M.P. 599.1 to 603.3	60	60
2 Curves M.P. 608.3 to 609.1	65	65
Curve M.P. 609.1 to 610.3	80	80
6 Curves M.P. 610.3 to 614.6	85	85
2 Curves M.P. 618.9 to 620.4	80	80
3 Curves M.P. 623.2 to 625.5	80	80
2 Curves M.P. 629.9 to 631.0	80	80
Curve M.P. 638.8 to 639.2	80	80
5 Curves M.P. 642.4 to 646.0	80	80
Curve M.P. 655.7 to 656.0	85	85
Curve M.P. 670.5 to 671.5	70	70
11 Curves M.P. 671.5 to 678.1	50	50
3 Curves M.P. 678.1 to 680.3	35	35
3 Curves M.P. 680.3 to 682.7	50	50
2 Curves M.P. 682.7 to 683.5	45	45
2 Curves M.P. 683.5 to 686.2	50	50
2 Curves M.P. 686.2 to 688.4	70	70
2 Curves M.P. 688.4 to 689.5	55	55
2 Curves M.P. 689.5 to 692.9	75	75
Curve M.P. 692.9 to 693.7	65	65
4 Curves M.P. 693.7 to 695.0	45*	45*
10 Curves M.P. 695.0 to 702.0	55	55
4 Curves M.P. 707.8 to 710.4	65	65
2 Curves M.P. 710.4 to 711.6	80	80
5 Curves M.P. 739.7 to 745.0	75	75
4 Curves M.P. 745.0 to 747.0	50	50

* Denotes restrictions protected by Inert ATS Inductors

Cadiz District	MPH	Ripley District	MPH
Cadiz District	49	Rice to Blythe	40
SPEED RESTRICTIONS		Blythe to Ripley	20
Bridge & Curve M.P. 106.8 to 107.3	30	SPEED RESTRICTIONS	
Track M.P. 107.3 to 118.9	40	4 Curves M.P. 0.0 to 1.0	15
Curve M.P. 165.2 to 165.6	40	M.P. 1.0 to 6.0	30
Curve M.P. 183.0 to 183.2	40	Bridge M.P. 10.3	20
Curve M.P. 190.0 to 190.3	10	3 Curves M.P. 14.6 to 15.2	25
		4 Curves M.P. 15.6 to 16.4	20
		4 Curves M.P. 16.7 to 17.7	30
		5 Curves M.P. 34.6 to 36.4	30

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches —10 MPH; all main track turnouts and crossovers—15 MPH; except for interlocked switches and crossovers at following locations:

Station	Location	MPH
Needles	M.P. 578.4 crossover main track to freight lead	30
	M.P. 580.3 crossover main tracks	50
	West end freight lead	50
Daggett	Two main track crossovers	50
	Turnout to Union Pacific main track	20
Barstow	M.P. 743.6 two main track crossovers	50
	M.P. 743.6 auxiliary yard entry	50
	M.P. 745.7 EE Passenger Siding	20
	M.P. 745.8 Crossover	50
	M.P. 745.9 Yard Entry	50
	M.P. 746.8 WE Passenger Siding	20
	Crossover M.P. 746.8	50
	Departure Yard Lead M.P. 746.8	50
	Inspection Yard Lead M.P. 746.9	50
	Inspection Yard Lead M.P. 748.9	50
	North Departure Yard Lead M.P. 749.0	50
	South Departure Yard Lead M.P. 749.1	50
	2 Crossovers M.P. 749.2	50
	Mojave District Jct. M.P. 749A.0	50
Mojave District Receiving Yard Lead M.P. 749A.9	30	
First District Receiving Yard Lead M.P. 4.3	30	

(Continued on Page 3)

BARSTOW YARD

Maximum Speed Through Following Power Switches:

EE and WE Inspection Yard Tracks 1102 and 1103 (Interlocked)	50
Jct. of High and Low Leads on Yard Entry Track from Needles	30
Crossovers Between First and Mojave Dist. Yard Entry Tracks	30
EE and WE All Receiving Yard Tracks	30
EE Departure Yard Tracks 1201 through 1205	30
WE All Departure Yard Tracks	30
EE Departure Yard Tracks 1206 through 1210	15
Maximum Speed on Balloon Track	10

Spring Switches at West end North track sidings 15 MPH
 Java, Ibis, Bannock, Homer, Goffs, Danby, Cadiz, Amboy, Siberia, Ash Hill, Pisgah, Newberry, Daggett

Spring Switches at East end South track sidings 15 MPH
 Newberry, Pisgah, Ash Hill, Bagdad, Amboy, Cadiz, Danby, Essex, Goffs

Trains must get clearance card before leaving Needles.
 Santa Fe trains must get clearance card before leaving Barstow.

Rule 251 in effect between Needles and M.P. 737.3.

TCS in effect: On main tracks between M.P. 737.3 and Barstow.

Rule 6(B): Needles & Barstow C-R-Y, Cadiz & Ash Hill B-Y, other sidings B

Rule 93: Yard limits located at Needles.

Rule 311: At Barstow, a signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is, "Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed; if exceeding medium speed, immediately reduce to medium speed."

Helper locomotives at or near rear of train may use dynamic brake as follows:

Goffs to Cadiz; Ash Hill to Bagdad; Pisgah to Hector; Goffs to Needles.

CADIZ DISTRICT

WESTWARD	TIME TABLE						EASTWARD
↓	NO. 15						↑
	April 24, 1983						
Ruling Grade Descending—Feet Per Mile	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
		PARKER YL	105.8		C-R-Y	Yard	
29.6	14.2			31.7			
21.1	20.4	VIDAL	120.0	30.6	B	880	
		RICE YL	140.4		B-Y	2471	
25.3	3.6			0.0		2100	
30.6	7.0	FREDA	144.0	0.0		2846	
31.7	18.2	SABYON	161.0	29.6		4949	
31.7	21.3	FISHEL	169.2	29.6			
		CADIZ YL	190.5		B-Y	Yard	
		(84.7)					

Trains must get clearance card before leaving Parker.

Rule 93: Yard limits located at Cadiz (Cadiz District only), Rice and Earp to Parker, inclusive.

Rule 83(B): Train registers located in phone booth at Rice and Cadiz where trains will register as directed.

RIPLEY DISTRICT

WESTWARD	TIME TABLE						EASTWARD
↓	NO. 15						↑
	April 24, 1983						
Ruling Grade Descending—Feet Per Mile	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
		RIPLEY YL	49.4				
42.8	7.4			21.7			
10.6	25.5	BLYTHER YL	42.0	83.4	C-R-Y	Yard	
83.4	18.5	STYX	16.5	65.0		526	
		RIOE YL	0.0		B-Y	2471	
		(49.4)					

Rule 93: Yard limits Ripley to M.P. 41, inclusive, and at Rice.

**TRACK SIDE WARNING DEVICES—SPECIAL RULE 7
 Needles District**

Location	Type	Locator & Signals Affected
Bridge 587.9	Highwater	Signals 5871 and 5902
M.P. 607.5	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
North track		
M.P. 611.3	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
South track		
M.P. 628.1	Hot Box	Rotating white lights at scanner, at M.P. 627 and at locator (M.P. 626.3)
South track		
M.P. 631.3	Hot Box	Rotating white lights at scanner and at locator (M.P. 633.5)
North track		
Bridge 642.9	Highwater	Signals 6421 and 6442
M.P. 644.5	Hot Box and Dragging Equip.	Rotating white lights at scanner, At M.P. 646.5 and locator (M.P. 648.1)
North track		
M.P. 651.6	Hot box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 648.9)
South track		
M.P. 665	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 662.5)
South track		
M.P. 665	Hot Box	Rotating white lights at scanner and at locator (M.P. 667)
North track		
M.P. 690.4 (Both tracks)	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
M.P. 709.1	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 711.8)
North track		
M.P. 716.4	Hot box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 714.3)
South track		

Cadiz District

Bridge 186.6 Highwater Rotating red light on poles located 4 poles west of M.P. 187 and 2 poles west of M.P. 186

Ripley District

Bridge 10.3 Highwater Rotating red light on poles located 4 poles west of M.P. 10 and 19 poles east of M.P. 10

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Needles District			
Location	Mile Post	Capacity in Feet	Switch Connection
Saltus	658.4	2590	East and West
Klondike	682.0	345	West
Ludlow	693.2	2320	East
Ludlow	693.6	1329	West
Lavic	702.7	235	East
Hector	712.8	480	East and West
Airport Spur	732.6	9048	East
Cool Water	735.9	300	West
Nebo	741.6	5488	East and West
Cadiz District			
Earp	107.3	1236	West
Grommet	131.6	300	East
Milligan	164.0		
Metropolitan Water Dist.	163.9	1711	East and West
Pacific Salt Co.	163.7	212	East and West
Standard Chemical Co.	162.6	988	East and West
Chubbuck	172.7		
Ripley District			
Midland	17.8	308	West
Cax	20.4	933	East
Inca	22.6	1512	East and West
Mesaville	33.0	472	West
Miller Farms	44.7	1450	East and West

Normal position of junction switches
 Rice for Cadiz District, Cadiz for Needles District siding.

LENGTHS OF STEMS OF WYES			
Location	Feet	Location	Feet
Needles	401	Barstow	Mojave District
Cadiz	Cadiz District	Rice	Ripley District
Ash Hill	410	Blythe	504

4 FIRST DISTRICT

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	First District Westward Movements Both Tracks		MPH
	Psg. and Light	Freight	
Barstow to San Bernardino	79	60	
SPEED RESTRICTIONS			
2 Curves M.P. 746.4 to 747.0		50	50
2 Curves M.P. 747.0 to 4.6		60	60
2 Curves M.P. 10.3 to 11.9		75	60
Curve M.P. 16.7 to 17.2		75	60
Curve M.P. 19.7 to 20.4		75	60
Curve M.P. 30.6 to 31.8		75	60
2 Curves M.P. 31.8 to 33.8		55	55
2 Curves M.P. 33.8 to 34.3		35*	35
3 Curves M.P. 34.3 to 36.6		50	50
Victorville M.P. 36.6 to 37.4		30	30
8 Curves { M.P. 37.4 to 39.1 (North Track) { M.P. 39.1 to 42.0 (South Track)	45	45	
2 Curves { M.P. 37.4 to 39.1 (South Track) { M.P. 39.1 to 39.3 (North Track)	40	40	
4 Curves M.P. 39.3 to 42.0 (North Track)	45	45	
Curve M.P. 42.0 to 43.7	50	50	
Curve M.P. 47.2 to 48.1	65	60	
Curve M.P. 48.1 to 48.8	55	55	
17 Curves M.P. 48.8 to 56.1	50	50	
Grade M.P. 56.1 to 56.6	45	45	
Grade M.P. 56.6 to 62.2 (South Track)	30*	20	
Grade M.P. 56.6 to 64.2X (North Track)	30*	30	
Grade M.P. 62.2 to 64.2	40	35	
Grade M.P. 64.2 to 66.5	35	35	
Grade M.P. 66.5 to 72.6	40	35	
Grade M.P. 72.6 to 80.8	50	35	
M.P. 80.8 to 81.5	20*	20	

* Denotes restrictions protected by Inert ATS Inductors.

Helper locomotives at or near rear of train may use dynamic brakes: Summit to San Bernardino

WESTWARD

FIRST CLASS

35 **3**

Leave Daily Leave Daily

AM **AM**

10:05 5:04

s 11:42 s 6:59

AM AM

Arrive Daily Arrive Daily

(50.2) (43.5)

TIME TABLE

NO. 15

April 24, 1983

STATIONS

BARSTOW	748.4		
LENWOOD	6.7	41.0	
HODGE	6.9	37.0	
EAST ORO GRANDE	15.8	37.0	
ORO GRANDE	2.1	37.0	Yard
EAST VICTORVILLE	3.1	37.0	
VICTORVILLE	2.1	29.0	Yard
FROST	1.3	15.8	
HESPERIA	7.1	83.4	Yard
LUGO	5.0	81.8	
SUMMIT	5.8	84.5	
CAJON	No. 8.9 - So. 6.9	0.0	
KEENBROOK	8.6	0.0	
VERDEMONT	4.5	0.0	
SAN BERNARDINO	7.4	0.0	Yard

South Track (81.3)
North Track (83.3)

Average speed per hour

Mile Post

Ruling Grade Descending - Feet Per Mile

Capacity of Sidings In Feet

EASTWARD

FIRST CLASS

36 **4**

Arrive Daily Arrive Daily

PM **PM**

5:20 11:15

3:30 9:22

PM PM

Leave Daily Leave Daily

(45.4) (49.2)

Santa Fe trains must get clearance card before leaving San Bernardino and Barstow.

TCS in effect on Main Tracks between Barstow and San Bernardino.

Rule 301: Between M.P. 749.8 and San Bernardino controlled and block signals located on field side of track.

Rule 311: At Barstow, a signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is, "Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed; if exceeding medium speed, immediately reduce to medium speed."

At Summit, westward passenger trains will make air brake test as prescribed Rule 934-1, item 4.

At Summit all freight trains, where stop is not made, must make a running air brake test between MP 55 and MP 56.

If train is stopped at Summit for any reason, an automatic brake application of not less than 10 PSI will be made and not released until ready to proceed.

Rule 6(B) Barstow and San Bernardino C-R-Y Victorville C-R

Main tracks cross at grade separation M.P. 39.1 and are designated as prescribed by Rule 151 either side of crossing.

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH, except for interlocked switches and crossovers at following locations:

Station	Location	MPH
Barstow	See Needles District Page 2	
Lenwood	Two crossovers	50
Hodge	Two crossovers	50
East Oro Grande	Two crossovers	50
East Victorville	One crossover	50
Frost	Two crossovers	50
Lugo	Two crossovers	50
Summit	Two crossovers	50
Cajon	Two crossovers	50
Keenbrook	Two crossovers	50
Verdemont	Two crossovers	50

RULE 956—Speed restrictions and special instructions governing the use of retainers for westward freight trains, Summit to San Bernardino.

- Trains with all locomotives on head end, must not exceed an average of 115 tons per car and trains with "RCE" in operation, or, with Helper Locomotives at or near rear of train must not exceed 135 tons per car. Train tonnage excludes weight of locomotives.
- Speed Restrictions:

SOUTH TRACK M. P. 56.6 TO CAJON	OPERATIVE DYNAMIC BRAKES	M P H	EXCEPTIONS:	M P H	WITHOUT OPERATIVE DYNAMIC BRAKES	M P H	"RCE" OR HELPER OPERATION WITH DYNAMIC BRAKES	M P H
	Average Tonnage Does Not Exceed 115 Tons Per Car	15	Average Tonnage Does Not Exceed 95 Tons Per Car and Train Tonnage Does Not Exceed 4500 Tons	20	Not To Exceed An Average of 85 Tons Per Car	15	Average Tonnage Does Not Exceed 135 Tons Per Car	15
NORTH TRACK M.P. 56.6 TO CAJON AND EITHER TRACK CAJON TO SAN BERNARDINO	Average Tonnage Does Not Exceed 115 Tons Per Car	20	Average Tonnage Does Not Exceed 95 Tons Per Car and Train Tonnage Does Not Exceed 6500 Tons	30	Not To Exceed An Average of 95 Tons Per Car	Average Tonnage Does Not Exceed 135 Tons Per Car	20	
						Train Tonnage Between 6500 Tons and 12000 Tons	25	
						Train Tonnage Does Not Exceed 6500 Tons	30	

NOTE: Either Track Cajon to San Bernardino, when average tonnage does not exceed 95 tons per car and train tonnage does not exceed 4500 tons and speed controlled only with dynamic brakes 35 MPH, if air brakes used to control speed of train 30 MPH.

- When it is known before leaving Summit that locomotives do not have operative dynamic brakes, train must stop. Before releasing train brakes, starting behind lead locomotives, set 15 retainers in high pressure position, release train brakes. Then place head one-half of train's retainers in high pressure and remainder of retainers in low pressure position. Brake system must be fully charged before proceeding. Excessive use of engine brakes is prohibited. If retainers are positioned before reaching Cajon, a 10 minute cooling stop must be made at Verdemont. If train averages over 85 tons per car on South track Summit to Cajon, or, over 95 tons per car on North track Summit to Cajon or either track Cajon to San Bernardino, before proceeding, locomotives must have 2 or more operative dynamic brakes.
- With operative dynamic brakes and brake pipe reduction exceeds 18 lbs. to maintain authorized speed, train must be stopped immediately. To control train speed, a sufficient number of retainers, starting behind lead locomotives, must be set in high pressure position, before releasing train brakes. Before proceeding, brake system must be fully charged.
- At any time a train stops and it is necessary to hold train while the brake system is being recharged, starting behind lead locomotive, set a sufficient number of hand brakes. Before proceeding, hand brakes must be released.
- When retainers are used, not less than 20 retainers must be set in high pressure position. Trains operating with retainers, must stop East of control signal Fifth Street and turn down retainers before proceeding.
- Speed of trains must not be controlled exclusively with dynamic brakes and locomotive brakes, when train tonnage exceeds: 2500 Tons on South Track Summit to Cajon; 3500 Tons on North Track Summit to Cajon and 4500 Tons on Either Track Cajon to San Bernardino.

LOS ANGELES DIVISION

FIRST, LUCERNE VALLEY AND REDLANDS DISTRICTS 5

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS First District Eastward Movements Both Tracks

LOCATION	Psg.	Freight	MPH
San Bernardino to Barstow	79		60
SPEED RESTRICTIONS			
Curve M.P. 81.5 to 80.8			20
Curve M.P. 79.5 to 79.3			55
Curve M.P. 79.3 to 78.3			60
2 Curves M.P. 72.6 to 71.5			45
2 Curves M.P. 71.5 to 70.8			40
8 Curves M.P. 70.8 to 66.5			45
6 Curves M.P. 66.5 to 64.2			35
3 Curves M.P. 64.2 to 62.2			45
16 Curves M.P. 62.2 to 56.6 (South Track)			30
Curve M.P. 56.6 to 56.1 (South Track)			45
5 Curves M.P. 64.2X to 61.7X (North Track)			35
12 Curves M.P. 61.7X to 57.4X (North Track)			30
Curve M.P. 57.4X to 57.0X (North Track)			40
Curve M.P. 57.0X to 56.1 (North Track)			45
17 Curves M.P. 56.1 to 48.8			50
Curve M.P. 48.8 to 48.1			55
Curve M.P. 48.1 to 47.2			65
Curve M.P. 43.7 to 42.0			50
8 Curves { M.P. 42.0 to 39.1 (South Track) { M.P. 39.1 to 37.4 (North Track)			45
4 Curves { M.P. 42.0 to 39.3 (North Track)			45
2 Curves { M.P. 39.3 to 39.1 (North Track) { M.P. 39.1 to 37.4 (South Track)			40
Victorville M.P. 37.4 to 36.6			30
3 Curves M.P. 36.6 to 34.3			50
2 Curves M.P. 34.3 to 33.8			35
2 Curves M.P. 33.8 to 31.8			55
Curve M.P. 31.8 to 30.6			75
Curve M.P. 20.4 to 19.7			75
Curve M.P. 17.2 to 16.7			75
2 Curves M.P. 11.9 to 10.3			75
2 Curves M.P. 4.6 to 747.0			60
2 Curves M.P. 747.0 to 746.4			50

*Denotes restrictions protected by Inert ATS Inductors

Helper locomotives at or near rear of train may use dynamic brake:
Summit to Victorville

REDLANDS DISTRICT	MPH
SPEED RESTRICTIONS	
Crossings M.P. 0.0 to 0.7	5
Crossings M.P. 0.7 to 3.1	15
Redlands, St. Crossings M.P. 8.9 to 12.0	15
Mentone, St. Crossing and Track M.P. 12.0 to 13.4	10
LUCERNE VALLEY DISTRICT	
Hesperia to M.P. 25.2	35
M.P. 25.2 to 29.2	20

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE First District

Location	Mile Post	Capacity in Feet	Switch Connection
Helendale	21.1	1051	East and West (North Track)
Helendale	21.1	1050	East and West (South Track)
Thorn	41.1	2995	East and West (North Track)
Summit	54.4	3500	East (North Track)
	55.7	192	East and West (North Track)
	55.7	201	East and West (South Track)
Alray	59.7X	920	East (North Track)
Devore	71.0	1600	East and West (South Track)
Ono	75.0	1960	East (North Track)
REDLANDS DISTRICT			
Nevada Street	6.7	750	East and West
Craf	11.4	188	East
LUCERNE VALLEY DISTRICT			
Pluess-Staufner, Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	West

REDLANDS DISTRICT

WESTWARD	TIME TABLE					EASTWARD
↓	NO. 15					↑
	April 24, 1983					
	STATIONS					
		END OF TRACK YL	13.4			
	0.0	MENTONE YL	12.0	84.5		
	116.2	REDLANDS YL	8.8	0.0	790	
	116.2	S. P. Crossing SAN BERNARDINO YL	0.0	79.2	C-R-Y	Yard
		(13.4)				

Rule 93: Yard limits M.P. 13.4 to San Bernardino, inclusive.
Normal position of junction switches San Bernardino for First District.

LUCERNE VALLEY DISTRICT

WESTWARD	TIME TABLE					EASTWARD
↓	NO. 15					↑
	April 24, 1983					
	STATIONS					
		CUSHENBURY	29.2		B	2900
	105.6	SPUR 5	26.1	0.0		700
	105.6	BASS	15.6	0.0		760
	75.0	SPUR 2	11.3	75.0		122
	75.0	SPUR 1	7.0	0.0		114
	75.0	HESPERIA YL	0.0	75.0	B	
		(29.0)				

Rule 93: Yard limits at Hesperia.
Normal position of junction switches Hesperia for First District Yard Track.

SWITCHES—MAXIMUM AUTHORIZED SPEED REDLANDS AND LUCERNE VALLEY DISTRICTS

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH.

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7 First District

Location	Type	Locator & Signals Affected
M.P. 24.9 Westward Movements	Hot Box and Dragging Equip.	Rotating white lights at scanner, at M.P. 27.1 and at locator (M.P. 28.5)
M.P. 24.9 Eastward Movements	Hot Box and Dragging Equip.	Rotating white lights at scanner, at M.P. 23.5 and at locator (M.P. 21.4)

RAILROAD CROSSINGS AT GRADE (REDLANDS DIST.)

Location	Tracks Governed	Type
South "E" Street	S.P. Crossing	98-B, 98-C

WESTWARD		Ruling Grade Descending— Feet Per Mile	Communications. Turn Tables and Wyes	TIME TABLE		Mile Post	Ruling Grade Descending— Feet Per Mile	Capacity of Sidings In Feet	EASTWARD	
FIRST CLASS				NO. 15					FIRST CLASS	
35	3			April 24, 1983					36	4
Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily	
AM 11:45	AM 7:04	0.0	C-R-Y	SAN BERNARDINO YL		81.3		Yard	PM 3:27	PM 9:19
11:52	7:11	38.7		3.6			64.9			
11:57	7:17	37.7	B	RIALTO YL		84.9		1935	3:11	9:03
PM 12:02	7:23	32.0		6.0 KAISER YL		91.8	35.4	Yard	3:06	8:58
12:05	7:27	19.3	Y	1.9 ETIWANDA YL		93.7	14.3			
12:09	7:32	42.2		4.0 OUCAMONGA YL		97.7	14.3	3154	3:01	8:53
s 12:17	7:39	59.1		3.2 UPLAND YL		100.9	56.4	2363	2:58	8:50
		63.4		3.9 OLAREMONT YL		104.8	30.6		2:54	8:46
		63.4		1.9 POMONA		106.7	0.0	3079	s 2:52	s 8:44
		63.4		3.5 SAN DIMAS		110.2	0.0			
12:26	7:48	63.4		4.2 GLENDORA		114.4	0.0	2820	2:39	8:29
12:29	7:51	75.0	C-R-Y	2.5 AZUSA		116.9	0.0		2:36	
12:31	7:53	81.3		1.3 IRWINDALE		118.2	39.6		2:34	8:25
		60.7		2.0 BUTLER		120.2	0.0	2740		
12:35	7:57	26.4		2.2 MONROVIA		122.4	26.4		2:30	8:21
		0.0		1.8 ARCADIA		124.2	75.0			
12:40	8:02	95.0		3.1 CHAPMAN		127.3	75.2	1800	2:25	8:17
s 12:48	s 8:14	114.6		4.4 PASADENA		131.7	78.1	1702	s 2:20	s 8:12
		88.7		2.0 SOUTH PASADENA		133.7	0.0			
12:52	8:19	106.9		0.5 OLGA		134.2	0.0	1698	2:12	8:02
		89.8		4.5 WATER STREET YL		136.7	31.7	735		
		37.0		0.7 BROADWAY		139.4	0.0		1:59	7:49
		19.0	C-R-Y	0.6 MISSION TOWER		140.0	0.0			
s 1:30 PM	9:00 AM			S.P. & U.P. Crossings			0.0	Yard	1:55 PM	7:45 PM
Arrive Daily	Arrive Daily			0.8 LOS ANGELES Union Station					Leave Daily	Leave Daily
(34.0)	(30.8)	Average speed per hour				(38.8)	(38.0)			

Rule 97(A) : Extras need not secure clearance card before leaving San Bernardino on Second District except westward extras that are to operate west of Upland must secure clearance card before leaving San Bernardino. Extra trains and engines must contact San Bernardino Operator, or Second District Dispatcher, to determine that there are no conflicting movements before occupying Second District main track between San Bernardino and Kaiser. Extra trains and engines must, after using Second District main track between San Bernardino and Kaiser, notify San Bernardino Operator, or Second District Dispatcher, as soon as main track has been cleared.

Trains originating Los Angeles Union Station must get clearance card before leaving Los Angeles Union Station.

Trains originating Hobart or First Street must get clearance card before leaving Mission Tower.

At Los Angeles: Rules and Regulations of Union Station must be observed within terminal limits.

Regular trains must get clearance card before leaving San Bernardino.

TCS in effect:

On Main tracks between Broadway and Mission Tower.

On main tracks at San Bernardino, between interlocked switches 5th St. and M.P. 82.2.

Rule 93: Yard limits located at: San Bernardino M.P. 82.2 to and including Upland, Claremont, and Water Street to Broadway.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Second District

LOCATION	Psg.	MPH	Frt.
San Bernardino to Los Angeles	65		60
Rialto, Cucamonga Foothill Spur, Muscat, Metropolitan and Pasadena Industrial Spurs	15		15
SPEED RESTRICTIONS			
M.P. 81.5 to 82.2	20		20
M.P. 82.2 to 85.2	30*		30
Fontana M.P. 88.5 to 88.9	50		50
Upland Euclid Ave. Crossing M.P. 101.0	40		40
Pomona M.P. 106.2 to 107.0	40		40
La Verne M.P. 107.0 to 108.0	45		45
6 Curves M.P. 111.8 to 116.9	55		55
2 Curves M.P. 118.8 to 119.7	55		55
2 Curves M.P. 122.2 to 124.8	60		60
M.P. 124.8 to 131.0	60		40
M.P. 131.0 to 131.8	20*		20
M.P. 131.8 to 135.5	30		30
7 Curves M.P. 135.5 to 138.3	25		25
4 Curves M.P. 138.3 to 140.0	20		20
Curve M.P. 140.0 to 140.2	15		15

* Denotes restrictions protected by Inert ATS Inductors

SWITCHES—MAXIMUM AUTHORIZED SPEED

Trailing movements, spring point details: MPH
 Metropolitan Spur, 4068 ft. from main track 10
 Maximum speed permitted through turnout of other than main track switches —10 MPH; all main track turnouts and crossovers—15 MPH; except for interlocked switches and crossovers at following locations:

Second District

San Bernardino Crossover between main tracks east of Bridge 82.1 20
 Broadway Two track junction switch 20

RAILROAD CROSSINGS AT GRADE

Second District

Location	Tracks Governed	Type
Mission Tower	S.P. & U.P. Crossings	TCS

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Second District

Location	Mile Post	Capacity In Feet	Switch Connection
Rialto Foothill Spur	85.8	2200	West
Fontana	88.8	700	East and West
Muscat Spur	90.4	4685	West
Gallo Spur	94.6	2200	East
Rochester	95.0	460	East
Cucamonga Foothill Spur	95.8	Lgh. 1.1 m.	East and West
La Verne	107.9	750	East
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	764	East and West
Pasadena Industrial Spur	127.5	Lgh. 2.1 m.	East
Lamanda Park		1772	East and West
Raymond	132.7	475	West
Highland Park	135.9	250	East

LENGTHS OF STEMS OF WYES

Location Feet

Second District

San Bernardino 3rd Dist. Main Track
 San Bernardino Precooler Lead
 Cucamonga Foothill Spur
 Azusa 147
 Mission Tower L.A.U.P.T.

TRACK SIDE WARNING DEVICES

SPECIAL RULE 7

Second District

Location	Type	Signals Affected
Bridge 92.8	Highwater	Signals 921 and 932
Bridge 93.6	Highwater	Signals 923 and 932
Bridge 97.1	Highwater	Signals 971 and 972
M.P. 135	Slide	Signal 1331 & Rotating
Westward	Fence	Red Light at M.P. 135
Movements	Detector	
M.P. 135.3	Slide	Signal 1352 & Rotating
Eastward	Fence	Red Light at M.P. 135.3
Movements	Detector	

8 THIRD DISTRICT

LOS ANGELES DIVISION

WESTWARD								Ruling Grade Descending— Feet Per Mile	TIME TABLE NO. 15 April 24, 1983	STATIONS	Mile Post	Capacity of Sidings In Feet	Communications, Turn Tables and Wyes
FIRST CLASS													
85	83	81	79	77	75	73	71						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.						
								52.8	SAN BERNARDINO	0.0		C-R-Y	
								52.8	2.4 RANA	1.6			
								59.8	1.3 COLTON S. P. Crossing	2.9	Yard		
								59.8	2.5 WEST COLTON	4.2			
								52.8	2.5 HIGHGROVE	6.7	Yard	B	
								14.2	0.6 RIVERSIDE JCT.	9.2			
								52.8	4.2 RIVERSIDE	9.8	Yard	C-R	
								52.8	2.4 CASA BLANCA	14.0	4905	B-Y	
								52.8	3.8 ARLINGTON	16.4	3095		
								52.8	2.6 MAY	20.2	4692		
								30.1	1.3 PORPHYRY	22.8	8059	B-Y	
								52.8	5.1 CORONA	24.1	8370		
								52.8	7.2 PRADO DAM	29.2	4735		
								52.8	4.2 ESPERANZA	36.4	6359		
								42.2	2.4 ATWOOD	40.6		B-Y	
PM	PM	PM	PM	PM	AM	AM	AM	42.2	3.0 PLACENTIA	43.0			
9.45	7.20	6.05	3.05	1.25	11.15	9.00	7.15		3.0 FULLERTON	166.0		C-R	
								33.3	2.0 BASTA	163.0			
								21.1	2.7 U. P. Crossing	160.3			
								26.4	2.6 BUENA PARK	157.7	Yard	B-Y	
								17.4	4.7 LA MIRADA	153.0			
								26.9	0.9 LOS NIETOS S. P. Crossing	152.1			
								0.0	1.2 D. T. JUNCTION S. P. Crossing	150.9	Yard	R-Y	
								0.0	1.1 PICO RIVERA	149.8			
								52.8	2.5 BANDINI	147.3			
								0.0	1.3 EASTERN AVE.	146.0	Yard	C-R-Y	
								11.1	1.5 HOBART	144.5			
								0.0	1.3 HOBART TOWER U. P. Crossing	143.2		R-T-Y	
								0.0	2.1 REDONDO JCT. U. P. Crossing	141.1	Yard		
								0.0	1.1 FIRST STREET (70.7)	140.0		C-R-Y	
								10.6	0.8 MISSION TOWER S. P. & U. P. Crossings				
10.25	8.00	6.45	3.45	2.05	11.55	9.40	7.55		0.8 LOS ANGELES Union Station				
PM	PM	PM	PM	PM	AM	AM	AM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sat. Sun. & *Hol. Only	Arrive Daily	Arrive Daily	Arrive Daily Except Sat/Sun & *Hol.						
(38.7)	(38.7)	(38.7)	(38.7)	(38.7)	(38.7)	(38.7)	(38.7)						

Average speed per hour

Trains originating Los Angeles Union Station must get clearance card before leaving Los Angeles Union Station.

Third District trains originating at First Street or Hobart must get clearance card before leaving Hobart. (Exception: Road Switchers which have arrived Hobart from Third District.)

Santa Fe Trains must get clearance card before leaving San Bernardino.

Rule 301: Eastward controlled signal north track at M.P. 0.1 and eastward controlled signal governing movement from Short Way located on left side of track.

At Los Angeles: Rules and regulations of Union Station must be observed within terminal limits.

TCS in effect on main tracks between San Bernardino and Mission Tower.

Trains or engines must secure authority from Towerman at Redondo Junction to occupy Industry Lead (Old Eastward Main Track) between M.P. 143.1 and M.P. 140.2.

Towerman at Mission Tower must confer with Towerman at Redondo Junction before allowing train or engine to enter track at west end through interlocked switch.

Before entering or fouling this track through hand thrown switch, authority must be obtained from Towerman at Redondo Junction. Towerman at Redondo Junction must be advised when train or engine is clear of track.

All trains and engines using Industry Lead between M.P. 143.1 and M.P. 140.2 must move at restricted speed.

* Day of Observance. Washington's Birthday, Memorial Day, Independence Day Labor Day, and Thanksgiving Day.

Communications Turn Tables and Lays	TIME TABLE				EASTWARD							
	NO 14				FIRST CLASS							
	Oct. 31, 1982				72	74	76	78	80	82	84	86
	STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat, Sun. & *Hol.	Arrive Sat. Sun. & *Hol. Only	Arrive Daily
C-R-Y	SAN BERNARDINO	3 TRKS.	0.0									
	2.4 RANA		1.8	64.4								
	1.3 COLTON			0.0								
	S. P. Crossing		2.9									
	1.3 WEST COLTON	2 TRKS.	4.2	34.8								
B	2.5 HIGHGROVE		6.7	34.8								
	2.5 RIVERSIDE JCT.		9.2	7.4								
	0.6 RIVERSIDE		9.8	0.0								
	4.2 CASA BLANCA		14.0	63.4								
BY	2.4 ARLINGTON		16.4	21.1								
	3.8 MAY		20.2	0.0								
	2.6 PORPHYRY		22.8	0.0								
B-Y	1.3 CORONA		24.1	0.0								
	5.1 PRADO DAM		29.2	24.3								
	7.2 ESPERANZA		36.4	21.1								
	4.2 ATWOOD		40.6	0.0								
B-Y	2.4 PLACENTIA		43.0	13.2								
	3.0 FULLERTON		165.0	0.0	AM	AM	PM	PM	PM	PM	PM	PM
C-R	2.0 BASTA		163.0	0.0	s 8.35	s 10.45	s 1.35	s 3.25	s 5.35	s 6.30	s 7.30	s 8.20
	2.7 U. P. Crossing			10.0								
	2.6 BUENA PARK		160.3	25.9								
B-Y	4.7 LA MIRADA		157.7	37.0								
	0.9 LOS NIETOS		153.0	17.4								
	S. P. Crossing			4.2								
	1.2 D. Y. JUNCTION	2 TRKS.	152.1	4.2								
	1.2 S. P. Crossing			4.2								
R-Y	1.1 PICD RIVERA		150.9	22.7								
	1.1 BANDINI		149.8	22.7								
	2.5 EASTERN AVE.		147.3	19.0								
C-R-Y	1.3 HOBART		146.0	19.0								
	1.5 HOBART TOWER		144.5	52.8								
	1.3 U. P. Crossing			52.8								
R-T-Y	2.1 REDONDO JCT.		143.2	34.8								
	2.1 U. P. Crossing			34.8								
	1.1 FIRST STREET		141.1	43.0								
	(70.7)			43.0								
C-R-Y	0.0 MISSION TOWER		140.0	43.8								
	S. P. & U. P. Crossings			43.8								
	0.0 LOS ANGELES				8.00	10:10	1.00	2.50	5.00	5.55	6.55	7.45
	Union Station				AM	AM	PM	PM	PM	PM	PM	PM
	WEST (72.6) (71.6) EAST				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Sat. Sun. & *Hol. Only	Leave Daily

Average speed per hour

(46.9) (46.9) (46.9) (46.9) (46.9) (46.9) (46.9) (46.9)

10 THIRD DISTRICT

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg.	Frt.	MPH
San Bernardino to Fullerton	60	60	
Fullerton to M.P. 158.7	79	60	
M.P. 158.7 to Los Angeles	65	60	
SPEED RESTRICTIONS			
			MPH
2 Curves M.P. 0.0X to 0.4X			15
2 Curves and Bridge M.P. 0.0 to 0.9 (Short Way)			15
4 Curves M.P. 0.9 to 1.6 (Short Way)			20
7 Curves and Colton M.P. 0.4X to 3.2			30
2 Curves M.P. 3.2 to 4.0			40
Curve M.P. 6.6 to 6.8			40
2 Curves M.P. 6.8 to 9.6			50
Two Track Junction switch M.P. 10.1			30
2 Curves M.P. 11.8 to 12.5			40
4 Curves M.P. 15.4 to 17.1			50
Corona M.P. 22.5 to 25.6			45
Railroad Avenue Crossing M.P. 25.6			30
Corona M.P. 25.6 to 25.8			45
6 Curves M.P. 31.4 to 34.5			50
Curve M.P. 34.5 to 35.1			45
Two Track Junction Switch M.P. 39.2			40
Placentia M.P. 42.7 to 43.6			50
2 Curves M.P. 45.2 to 45.7			50
Fullerton M.P. 165.2 to 164.7			50
Curve M.P. 163.8 to 163.5			75
Curve M.P. 161.1 to 160.8			65
Curve M.P. 151.7 to 151.4			60
Crossing and Curve M.P. 144.5 to 143.4			30
2 Curves M.P. 143.4 to 142.9			15
3 Curves M.P. 141.1 to 140.2			30
Curve M.P. 140.2 to 140.0			15

SWITCHES—MAXIMUM AUTHORIZED SPEED

Station	Location	MPH
Trailing movements, spring point derails:		
Rana, switching lead		10
Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for interlocked switches and crossovers at following locations:		
Rana	Junction switch and crossover	20
West Colton	Two crossovers	50
Riverside Junction	Union Pacific junction switch when not using crossover	30
Riverside	Two-track junction switch	30
Atwood	Two-track junction switch	40
	Olive District junction switch	40
Fullerton	Fourth District junction switch	40
	Two crossovers M.P. 45.5	50
Basta	One crossover M.P. 163.0	50
Buena Park	One crossover	50
La Mirada	One crossover	50
D. T. Jct.	Two crossovers	50
Bandini	Two crossovers	50
Eastern Ave.	Main track crossovers and lead switch	40
Hobart	Main track crossover	30
	Crossover north main track to setout track	30
Hobart Tower	Two crossovers	30

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity in Feet	Switch Connection
Prenda Spur (Prenda)	14.3	300	East and West
La Sierra	18.5	440	West
Porphyry (3-M Spur)	22.7	Lgh 3.5m	Wye
Wilshire	156.8	2900	East and West
Stephens	155.5	7530	East and West
Santa Fe Springs	154.1	4250	East and West

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Colton	S.P. Crossing	TCS
Basta	U.P. Crossing	TCS
Los Nietos	S.P. Crossing	TCS
D.T. Junction	S.P. Crossing	TCS
Hobart Tower	U.P. Crossing	TCS
Redondo Junction	U.P. Crossing	TCS
Mission Tower	S.P. and U.P. Crossings	TCS.

TRACK SIDE WARNING DEVICES

SPECIAL RULE 7

Location	Type	Locator and Signals Affected
Bridge 4.6	Highwater	Eastward Automatic Signals 52 and 54 Westward controlled signals east end Bridge.
Bridge 23.5	Highwater	Westward controlled signal at EE Porphyry Eastward controlled signal at WE Porphyry
Bridge 24.9	Highwater	Signal 241 westward movements on main track Controlled signal eastward movements at WE Corona Westward controlled signal governing movements into EE Corona siding.
M.P. 32 Westward	Hot Box	Rotating light at scanner, at M.P. 33.5 and at locator M.P. 35.1
M.P. 32 Eastward	Hot Box	Rotating light at scanner, at M.P. 30.7 and at locator M.P. 29.6

LENGTHS OF STEMS OF WYES

San Bernardino	3rd Dist. Main Track
San Bernardino	Precooler Lead
Casa Blanca	300 feet
Porphyry	3.5 m.
Atwood	600 feet
La Mirada	A Lead CLIC 6350
Pico Rivera	864 feet
Hobart	U.P. Main Track
Redondo Junction	Harbor Dist. Main Track
Mission Tower	L.A.U.P.T.

LOS ANGELES DIVISION

FOURTH, OLIVE AND ESCONDIDO DISTRICTS 11

No. 71, No. 73, No. 75, No. 77, and extra trains originating must get clearance card before leaving San Diego or 22nd Street.

Rule 151: Between Old Town and crossover at west end of 22nd Street M.P. 268.7 trains will keep to left.

Rule 251 in effect between Old Town and San Diego.

TCS in effect Main track, end of double track Old Town to Fullerton and on sidings Ponto, Serra and Orange.

Rule 301: Signal governing westward movement on main track at west end of siding Serra, signal governing eastward movement from siding to main track at east end of siding Serra and signal governing westward movement on main track at west end of siding Orange located on left side of track.

Rule 93: Yard limits located end of double track Old Town to and including National City.

Rule 94 in effect at San Diego passenger yard between crossover, Cedar Street and Broadway.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Fourth District			
LOCATION	Psg.	Fr.	MPH
National City to Sorrento	79		60
Sorrento to Santa Ana	90		60
South Main Track, M.P. 179.1 to 176.7	40		40
Santa Ana to Fullerton	79		60

SPEED RESTRICTIONS

San Diego M.P. 273.0 to 267.3	10	10
San Diego M.P. 267.3 to 264.1	30	30
Curve M.P. 262.7 to 262.4	70	60
2 Curves M.P. 260.3 to 259.9	60	60
Curve M.P. 259.1 to 258.5	65	60
3 Curves M.P. 258.5 to 257.9	35*	35
2 Curves M.P. 257.9 to 256.6	65	55
4 Curves M.P. 255.4 to 253.5	65	55
2 Curves M.P. 253.5 to 252.8	35	35
10 Curves & Grade M.P. 252.8 to 251.0	25*	20
2 Curves & Grade M.P. 251.0 to 250.6	40	40
2 Curves M.P. 250.6 to 250.0	50	50
Curve M.P. 245.8 to 245.6	55*	50
Curve M.P. 244.6 to 244.4	75	60
Curve M.P. 244.4 to 244.1	50*	45
Curve M.P. 244.1 to 243.5	65	60
Crossing M.P. 241.8 (Lomas Santa Fe Dr.)	70	60
2 Curves M.P. 238.8 to 237.4	80	60
4 Crossings M.P. 226.8 to 225.9	30	30
Curve M.P. 225.9 to 225.5	50	45
3 Curves M.P. 224.7 to 223.8	75	60
4 Curves M.P. 209.0 to 206.3	75	60
City San Clemente M.P. 206.3 to 202.7	40	40
Crossing M.P. 201.0 (Beach Rd.)	75	60
Curve M.P. 200.3 to 199.9	45*	40
Curve M.P. 199.9 to 198.6	60	60
3 Curves M.P. 198.6 to 197.9	35*	35
2 Curves M.P. 197.9 to 197.0	60	60
Santa Ana 2 Curves M.P. 176.1 to 175.3	40*	40
4 Crossings M.P. 175.3 to 173.8	60	60
6 Curves M.P. 173.8 to 172.2	40	40
Curve M.P. 172.2 to 172.0 (Main Track and Siding)	35*	35
6 Crossings M.P. 172.0 to 169.2	45	45
2 Crossings M.P. 169.2 to 168.0	60	60
2 Crossings M.P. 168.0 to 167.7	40	40
Curve M.P. 165.9 to 165.4	40	40

* Denotes restrictions protected by Inert ATS Inductors

Escondido District

ESCONDIDO DISTRICT	30
--------------------	----

SPEED RESTRICTIONS

Hill St. & 17 Curves & track M.P. 0.3 to 7.1	15
9 Curves & track M.P. 9.0 to 14.8	20
6 Curves M.P. 17.9 to 19.5	25
M.P. 19.5 to 21.1	20

Olive District

OLIVE DISTRICT	40
1 Curve M.P. 0.0 to 0.8	25

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except interlocked switches and crossovers at following locations:

Station	Location	MPH
Fullerton Orange	Fourth Dist junction switch—M.P. 165.4	40
	WE siding	40
	EE siding (main track)	40
	EE two tracks—M.P. 179.1	40
	EE and WE of Siding	40
Irvine	EE and WE of siding	40
	EE and WE of siding	40
Ponto	EE and WE of siding	40
Miramar	WE two main tracks—M.P. 252.9	30
Elvira	EE two main tracks—M.P. 257.9	40
Old Town	Two-track junction switch	30
Olive District		
Atwood	Junction switch	40

RAILROAD CROSSINGS AT GRADE

Fourth District		
Location	Tracks Governed	Type
Anaheim (2.0 Mi. East)	S.P. Crossing	TCS
Anaheim Sugar Factory Spur	U.P. Crossing	98-B, 98-C

Olive District

Location	Tracks Governed	Type
Olive (1.7 mile west)	S.P. Crossing	TCS

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Fourth District

Location	Mile Posts	Capacity in Feet	Switch Connection
Irvine Spur	178.7	Lgh. 5.3 m.	East
Tustin	179.5	1800	East and West
Stuart	221.7	1210	East and West
Carlsbad	229.3	2500	West
San Diego G. & E. Co. Spur	231.3	1005	East
Solana Beach	241.9	436	East

Escondido District

Talica	3.7	1347	East and West
Buena	12.9	927	West

LENGTHS OF STEMS OF WYES

Location	Feet
Orange	Olive Dist. Main Track
Irvine	1000
Fallbrook Jct.	5044
Escondido Jct.	Escondido Dist. Main Track
Escondido	300
Miramar	3719
San Diego	Harasthy Street Marine Base Spur
National City	1219

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Fourth District

Location	Type	Signals Affected
Bridge 179.7	Highwater	Eastward Control Signals located at east end 2 tracks MP179 and Westward Signal 1801.
Bridge 194.6	Highwater	Westward, signal 1951 and control signal east end of siding Galivan
Bridge 197.9	Highwater	Signal 1952 and controlled signal west end of siding Serra
Bridge 207.6	Highwater	Eastward Signal 2062 and westward Control Signal located M.P. 209.2
Bridge 246.9	Highwater	Eastward Signal 2462 and westward Control Signal M.P. 248.8

WESTWARD								Ruling Grade Descending— Feet Per Mile	TIME TABLE NO. 15 April 24, 1983	Mile Post	Capacity of Sidings In Feet	Communications, Turn Tables and Wyes
FIRST CLASS												
85	83	81	79	77	75	73	71					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	STATIONS				
								NATIONAL CITY YL 3.8	273.1	Yard	Y	
								22ND STREET YL 1.8	269.3		C-R	
								SAN DIEGO YL 3.3	267.5	Yard	Y	
								OLD TOWN YL 6.3	264.2			
								ELVIRA 4.9	257.9			
								MIRAMAR 3.9	253.0		Y	
								SORRENTO 5.0	249.1	4877		
								DEL MAR 5.0	244.0			
								ENCINITAS 4.2	238.1			
								PONTO 5.5	233.8	5333		
								ESCONDIDO JCT. 1.0	227.2		Y	
								OCEANSIDE 2.1	226.2	6096	B	
								FALLBROOK JCT. 14.3	224.1	4569	Y	
								SAN ONOFRE 1.4	209.2	4927		
								SAN CLEMENTE 5.0	204.8			
								SERRA 2.6	199.8	4956		
								SAN JUAN CAPISTRANO 4.6	197.2			
								GALIVAN 4.5	192.6	4972		
								EL TORO 5.2	188.1			
								VALENCIA 4.4	182.9	5982		
								IRVINE 1.9	178.5		Y	
								EAST SANTA ANA 1.1	176.6			
								SANTA ANA 2.9	175.5	6048		
								ORANGE 4.8	172.6	6250	Y	
								S. P. Crossing ANAHEIM 2.8	167.8	3044		
								FULLERTON	165.0		C-R	
								(107.8)				
(49.1)	(49.1)	(49.1)	(49.1)	(49.1)	(49.1)	(51.1)	(51.1)		Average speed per hour			

OLIVE DISTRICT

WESTWARD		TIME TABLE NO. 15 April 24, 1983	Mile Post	Ruling Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD	
↓	↑							
		STATIONS						
		ATWOOD 2.4	0.0	0.0	Y-B	Yard		
42.2		OLIVE S. P. Crossing 3.4	2.4	0.0				
42.2		ORANGE	5.8	0.0	Y	3280		
		(5.8)						

TCS in effect on main track between Atwood and Orange.

ESCONDIDO DISTRICT

Westward		TIME TABLE NO. 15 April 24, 1983	Mile Post	Ruling Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Eastward	
↓	↑							
		STATIONS						
		ESCONDIDO 4.9	21.1	91.3	Y	1376		
95.0		SAN MARCOS 7.0	16.2	116.2		868		
116.2		VISTA 9.2	9.2	116.2		1811		
116.2		ESCONDIDO JCT. YL	0.0		Y			
		(21.1)						

Rule 93: Yard limits at Escondido Jct.

LOS ANGELES DIVISION

FOURTH DISTRICT 13

Communications, Turn Tables and Wyes	TIME TABLE		Mile Post	Ruling Grade Descending— Feet Per Mile	Capacity of Sidings in Feet	EASTWARD													
	NO. 15 April 24, 1983					FIRST CLASS													
	STATIONS					72	74	76	78	80	82	84	86						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Sat. Sun. & *Hol. Only	Arrive Daily										
Y	NATIONAL CITY YL	273.1	24.3	Yard															
C-R	3.8 22ND STREET YL	269.3	22.7																
Y	1.8 SAN DIEGO YL	267.5	52.8	Yard	AM 10.45	PM 12.55	PM 3.45	PM 5.35	PM 7.45	PM 8.40	PM 9.40	PM 10.30							
	3.3 OLD TOWN YL	264.2	65.5		10.27	12.36	3.26	5.16	7.26	8.21	9.21	10.11							
	6.3 ELVIRA	257.9	113.5																
Y	4.9 MIRAMAR	253.0	0.0																
	3.9 SORRENTO	249.1	56.0	4877															
	5.0 DEL MAR	244.0	52.8		10.06	12:13 PM	3.05	4.55	7.05	8.00	9.00	9.50							
	6.0 ENCINITAS	238.1	63.4																
	4.2 PONTO	233.8	69.7	5333															
Y	6.5 ESCONDIDO JCT.	227.2	7.4																
B	1.0 OCEANSIDE	226.2	64.9	6096	9.46	11:53	2.45	4.32	6.45	7.40	8.40	9.30							
Y	2.1 FALLBROOK JCT.	224.1	64.9	4569															
	14.9 SAN ONOFRE	209.2	26.4	4927															
	4.4 SAN CLEMENTE	204.8	26.4			11.32													
	5.0 SERRA	199.8	60.6	4956															
	2.6 SAN JUAN CAPISTRANO	197.2	65.5		9.12		2.11	4.02	6.11	7.10	8.07	8.57							
	4.6 GALIVAN	192.6	67.3	4972															
	4.5 EL TORO	188.1	0.0																
	5.2 VALENCIA	182.9	22.0	5982															
Y	4.4 IRVINE	178.5	20.1																
	1.9 EAST SANTA ANA	176.6	38.5																
	1.1 SANTA ANA	176.5	32.6	6048	8.52	11:02	1.52	3.42	5.52	6.47	7.47	8.37							
Y	2.9 ORANGE	172.6	29.6	6250															
	4.8 S. P. Crossing ANAHEIM	167.8	22.7	3044															
C-R	2.8 FULLERTON	165.0			8.35 AM	10:45 AM	1.35 PM	3.25 PM	5.35 PM	6.30 PM	7.30 PM	8.20 PM							
	(107.8)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Sat. Sun. & *Hol. Only	Leave Daily							

Average speed per hour

(46.5)

(46.5)

(46.5)

(46.5)

(46.5)

(46.5)

(46.5)

(46.5)

* Day of Observance: Washington's Birthday, Memorial Day, Independence Day, Labor Day, and Thanksgiving Day.

14 HARBOR AND REDONDO DISTRICTS

LOS ANGELES DIVISION

HARBOR DISTRICT

WESTWARD	TIME TABLE					EASTWARD
↓	NO. 15					↑
	April 24, 1983					
Ruling Grade Descending—Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
61.4	REDONDO JCT. YL	0.0	19.1	R-Y		
37.0	1.5 MALABAR YL	1.5	22.7		Yard	
	S. P. Crossing NADEAU YL	2.5				
24.7	1.0 WINGFOOT YL	3.5	0.0	B	Yard	
43.4	2.5 WILDASIN YL	6.0	10.6		Yard	
19.4	1.3 VAN NESS YL	7.3	19.4		Yard	
0.0	0.7 HYDE PARK YL	8.0	52.8		Yard	
52.8	1.9 INGLEWOOD YL	9.9	52.8		Yard	
79.2	3.7 LAIRPORT YL	13.6	79.2	B	4962	
79.2	1.2 S. P. Crossing EL SEGUNDO YL	14.8	79.2	Y		
52.8	1.8 LAWNDALE YL	18.6	51.1		Yard	
52.3	3.5 ALCOA YL	20.1	58.4	B	Yard	
79.2	1.6 TORRANCE YL	21.7	79.2		Yard	
24.3	1.6 IRONSIDES YL	23.3	0.0		Yard	
79.2	3.3 WATSON YL	26.6	52.8	R-Y	Yard	
	1.4 WILMINGTON YL	28.0		B	Yard	
	2.0 PIER A YARD YL				Yard	
	1.1 WEST THENARD S. P. Crossing YL					
	2.5 LONG BEACH YL					
	(28.0)					

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	MPH
HARBOR DIST.	20
Alcoa Spur	15
SPEED RESTRICTIONS	
M.P. 0.0 To St. Crossing M.P. 1.6	12
M.P. 1.6 to 10.1	15
St. Crossing M.P. 13.1	15
All movements Harbor Belt Line	10
Between West Thenard and Long Beach	10
REDONDO DIST.	10
Trains and engines will reduce speed to 5 MPH 250 feet in advance and until engine occupies the following crossings:	
Rosecrans Avenue—M.P. 15.5	
Pacific Avenue—M.P. 16.2	
Fifteenth Street—M.P. 16.8	
Manhattan Beach Boulevard—M.P. 17.1	
Pier Avenue—M.P. 18.7	

Rule 93: Yard limits entire Harbor District, Harbor Belt Line, and West Thenard to Long Beach.

Through movements will be programmed to prevent conflict between Redondo Jct. and Watson. Whenever the term "programmed" appears it requires that train and engine crews be provided necessary information to prevent conflict.

Redondo Junction-Watson: Conductor or Engineer on through movements must contact Redondo Junction before leaving Watson or Redondo Junction to determine whether or not there are other conflicting through moves. "Program movement". Movement must be programmed by Operator, Redondo Junction.

Spring point derail located at 2414 feet west of M.P. 27, west end Watson Yard. Normal position set to derail for westward movements.

Light indicators are located between Malabar and Wingfoot:

For westward movement at M.P. 1.7 with 1000 foot approach circuit.

For eastward movement at M.P. 2.3 with 1000 foot approach circuit.

Indicators are lighted continuously displaying Red aspect, except when engines or cars foul approach circuit, indicator will display a Green aspect if limits are unoccupied.

If indicator does not change to a Green aspect when engines or cars foul approach circuit, Stop must be made and movement must be protected.

When clearing the main track within the above limits, main track switch must not be returned to normal until engine and cars are clear of main track. Main track must not again be fouled without providing proper protection and in addition main track switch must be opened and wait five minutes.

Before making movements in either direction over Harbor Belt Line tracks between Anaheim St. and Pier A Yard or San Pedro, authority must be secured from Harbor Belt Line Yardmaster. All movements will be made as prescribed by Rule 93, Santa Fe rules apply.

Before making movements over Southern Pacific joint track between West Thenard and Long Beach, authority must be secured from Southern Pacific Trainmasters office, Long Beach. All movements will be made as prescribed by Rule 93, Santa Fe rules apply.

REDONDO DISTRICT

WESTWARD	TIME TABLE					EASTWARD
↓	NO. 15					↑
	April 24, 1983					
Ruling Grade Descending—Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
0.0	REDONDO BEACH YL	20.2	42.2		Yard	
0.0	1.5 HERMOSA BEACH YL	18.7	42.2		Yard	
52.8	1.7 MANHATTAN BEACH YL	17.0	49.6			
	2.2 EL SEGUNDO YL	14.8		Y	Yard	
	(5.4)					

Rule 93: Yard limits Redondo Beach to El Segundo, inclusive. Movement must be "Programmed" by operator, Redondo Jct.

RAILROAD CROSSINGS AT GRADE Harbor District

Location	Tracks Governed	Type
Redondo Junction Nadeau	U.P. Crossing S.P. Crossing	TCS Automatic interlocking, 321(C), 10 MPH
Nadeau (0.3 Mi. East)	S.P. Crossing	Automatic interlocking, 321(C), 15 MPH
El Segundo (0.2 Mi. East)	S.P. Crossing	Rule 98(A)—10 MPH while head end is passing over crossing
West Thenard	S.P. Crossing	Automatic interlocking, 321(C)


SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; All main track turnouts and crossovers—15 MPH.

LENGTHS OF STEMS OF WYES

Location	Feet
Redondo Junction	Harbor Dist. Main Track
El Segundo	Redondo Dist. Main Track
Watson	3800
Normal position of junction switches El Segundo for Harbor District.	

SAN JACINTO DISTRICT

WESTWARD	TIME TABLE				EASTWARD
 Rating Grade Descending—Feet Per Mile	NO. 15 April 24, 1983		Mile Post	Rating Grade Descending—Feet Per Mile	Capacity of Sidings in Feet
	STATIONS				
	HIGHGROVE YL S. P. Crossing	0.0		1018	
0.0	7.2		116.2		
52.8	BOX SPRINGS YL	7.2	31.4	1555	
17.6	MARCH FIELD	9.8			
47.5	ALESSANDRO	10.8	0.0	2046	
28.6	VAL VERDE	13.5	0.0	1105	
63.4	FERRIS	18.3	9.5	Yard	
42.2	ETHANAO	22.7	21.6	1030	
0.0	WINCHESTER	28.9	49.3	1570	
63.4	HEMET YL	38.0	52.8	Yard	
	SAN JACINTO YL	38.3	4.3	Yard	
	(38.3)				

Rule 93: Yard limits Highgrove to Box Springs, and Hemet to San Jacinto, inclusive.

Normal position of junction switches: Highgrove for Third District.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Location	MPH
San Jacinto District	40
SPEED RESTRICTIONS	
Highgrove to Box Springs	20
Curve M.P. 18 to 19.2	15
M.P. 34.8 to 35.7	15
M.P. 35.7 to San Jacinto	10

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH.

RAILROAD CROSSING AT GRADE

Location	Tracks Governed	Type
Highgrove (1.5 Mi. West)	S.P. Crossing	Automatic interlocking Rule 321(C)

STATION OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Lily Cup	0.6	545	East and West
Mayer Farms	15.9	920	East and West
Granite Spur	14.5	Lgh. 0.9 m.	Wye
Ellis	19.9	800	East
Egan	33.1	760	East and West

LENGTHS OF STEMS OF WYES

Location	Feet
Val Verde	Granite Spur
San Jacinto	640

1. Rule 1: Standard clocks are located at on duty points at Needles, Parker, Blythe, Barstow, San Bernardino, Redondo Jct. roundhouse, Hobart yard office, Fullerton, San Diego and 22nd St. yard office.

2. Union Pacific trains using joint tracks between Riverside Jct. and Daggett, and Southern Pacific trains using Santa Fe main track M.P. 104.5 and M.P. 105.5, will be governed by AT&SF Time Table and Rules, Operating Department, and having complied with their company's time regulations may proceed over joint tracks.

3. Within TCS limits, where maximum speed exceeds 20 MPH a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting or passing or being passed by another train or engine.

Following is a list of such switches on Los Angeles and Los Angeles Terminal Divisions not electrically locked:

NEEDLES DISTRICT:

M.P. 737.7 - South Track

FIRST DISTRICT:

- M.P. 59.3x - North Track
- M.P. 66.3 - North Track
- M.P. 75.0 - South Track
- M.P. 76.7 - South Track
- M.P. 79.9 - North Track

THIRD DISTRICT:

- M.P. 7.3 - North Track
- M.P. 7.4 - North Track
- M.P. 7.5 - South Track
- M.P. 7.7 South Track
- M.P. 8.6 - South Track
- M.P. 8.9 - South Track
- M.P. 8.91 - South Track
- M.P. 16.7 - Arlington
- M.P. 38.7 - Main Track
- M.P. 39.3 - South Track
- M.P. 39.8 - South Track
- M.P. 43.8 - South Track
- M.P. 44.1 - North Track
- M.P. 44.4 - North Track
- M.P. 151.2 - South Track, Reeves Co, CLIC 5694
- M.P. 152.4 - South Track, Sunshine Biscuit, CLIC 5703
- M.P. 152.9 - South Track, Los Nietos Team, CLIC 5710
- M.P. 153.3 - South Track, Los Nietos Team, CLIC 5710
- M.P. 153.2 - North Track, Fluid P.K. Pumps Armcoc, CLIC 5711
- M.P. 153.5 - South Track, Pacific Clay, CLIC 5713
- M.P. 154.1 - South Track, Pryor Giggey, CLIC 5742
- M.P. 154.9 - South Track, Getty Oil, CLIC 5755
- M.P. 155.1 - South Track, Powerine Oil, CLIC 5756
- M.P. 155.5 - South Track, Kelly Pipe, CLIC 5765
- M.P. 156.0 - South Track, Halliburton, CLIC 5777
- M.P. 156.9 - South Track, Federal envelope, CLIC 5811
- M.P. 157.4 - South Track, Coast Hide Lead, CLIC 5815
- M.P. 157.7 - North Track, Plywood Products, CLIC 5870
- M.P. 158.3 - North Track, Pacific Pump, CLIC 6199
- M.P. 160.8 - South Track, Nutrilite Spur, CLIC 6811
- M.P. 161.1 - South Track, H&L Spur, CLIC 7095
- M.P. 161.6 - South Track
- M.P. 162.2 - South Track

FOURTH DISTRICT:

- M.P. 168.9 - Anaheim
- M.P. 169.2 - Anaheim
- M.P. 171.4 - Orange
- M.P. 199.8 - Serra Siding
- M.P. 221.4 - Stuart
- M.P. 221.7 - Stuart
- M.P. 234.2 - Ponto Siding
- M.P. 238.3 - Encinitas
- M.P. 241.8 - Solana Beach
- M.P. 242.1 - Solana Beach
- M.P. 243.3 - Del Mar
- M.P. 248.3 - Sorrento
- M.P. 258.6 - Main Track
- M.P. 258.8 - Main Track
- M.P. 260.2 - Pacific Beach
- M.P. 260.4 - Pacific Beach
- M.P. 263.2 - Main Track

OLIVE DISTRICT:

- M.P. 0.6 - Atwood
- M.P. 0.8 - Atwood
- M.P. 0.9 - Atwood
- M.P. 1.3 - Main Track
- M.P. 3.3 - Main Track
- M.P. 3.5 - Main Track
- M.P. 3.6 - Main Track
- M.P. 4.1 - Main Track
- M.P. 5.0 - Orange

4. Rule 80: Bulletin books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Kaiser, Riverside, Fullerton, Union Station, Redondo Junction, Hobart, Watson, San Diego, and 22nd Street.

5. Rule 125: All sidings having hand-thrown details will have derail locked off rail, except when engines or cars are left unattended on siding.

6. Rule 759. Following is a list of structures:

- Barstow, First St. viaduct;
- San Bernardino, Mt. Vernon Ave. viaduct;
- Colton, East end track E Griffin Wheel Co.;
- First Street, viaduct over old passenger tracks; and
- Los Angeles, Union Station, train sheds.

7. Rule 105(A) Track side Warning Devices:

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with high water indicator, bridge and track must be inspected before proceeding over bridge.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track side indicators. Dragging equipment will also actuate track side indicators at locations so equipped.

LOCATOR (Read out) TYPE

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with headend at locator, if possible; readout observed and instructions in the locator cabinet complied with.

If counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted or counters have not registered, train may proceed at prescribed speed and must be observed closely en route.

RADIO READOUT (Reporter Type)

As train approaches the detector location, the following message will be transmitted via radio:

"SANTA FE RAILROAD (Station and State) NORTH OR SOUTH TRACK, SYSTEM WORKING". This will alert crew that system is operational.

After train has passed the detector location, if no defects were noted, a subsequent message will be transmitted via radio:

"SANTA FE RAILROAD (Station and State) NORTH OR SOUTH TRACK, NO DEFECTS".

If detector is actuated, a rotating white light will be illuminated at detector. In addition, if train is on the North track, a fast beeping tone will be heard on the radio and, if train is on the South track, a slow beeping tone will be heard. If two trains are passing detector at same time and both have defects, the beeping tone will revert to a continuous unmodulated tone. When any of these warnings are observed, crew must immediately prepare to stop for inspection with rear of train 300 feet beyond detector.

After the train has passed detector location, the identification of defect (s) by type and location in train will be transmitted via radio. All references to defect locations will be from rear of train. The "LEFT" or "RIGHT" side mentioned is always referenced to the Engineer's left or right in the direction of travel. The message will be repeated once to insure information is correctly copied. If two trains are involved, reports will alternate until each have been reported twice. The following is a typical example of radio transmission that crews can expect to hear:

- (1) "SANTA FE RAILROAD, (Station and State) NORTH OR SOUTH TRACK, FIRST HOTBOX RIGHT SIDE, one seven, eight."
- (2) "SECOND HOTBOX LEFT SIDE, one four three."
- (3) "SANTA FE RAILROAD, (Station and State) NORTH OR SOUTH TRACK, FIRST DRAGGING EQUIPMENT NEAR AXLE zero six eight."

This type detector has capability to store in it's memory the location of up to three (3) defective journals and three (3) dragging equipment alarms. Anytime three alarms of either type are reported, crew should inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the white rotating light becomes illuminated and no audible tone or message is received via radio stop will be made with rear end of train at least 300 feet beyond the detector and entire train thoroughly inspected.

If the white rotating light is illuminated before head-end of train reaches detector, the following message should be transmitted via the radio:

"SANTA FE RAILROAD, (Station and State) NORTH OR SOUTH TRACK, SYSTEM FAILURE."

However, be alert for the possible transmission of an audible alarm and message should an alarm occur during passage of the train. If no such alarm or message is received, train may proceed at prescribed speed and must be observed closely enroute.

If, as train approaches and passes detector, no radio message is transmitted, nor does the rotating white light become illuminated, train may proceed at prescribed speed and must be observed closely enroute.

INSTRUCTIONS APPLICABLE TO ALL TYPES HOTBOX AND DRAGGING EQUIPMENT DETECTORS

When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change point where mechanical inspection is not made, must be informed of existing conditions.

If abnormal heat is detected on same car by intervening detector, or during a stop for inspection, car must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.

SPEED REGULATIONS

8. (A) Maximum authorized speed for freight trains handling one or more empty cars 55 MPH.

(Cabooses and cars loaded with empty trailers or empty containers, and flat cars containing generator sets are considered loads.)

(Cars loaded with 20-ft. bogies (empty chassis) are not considered as cars loaded with empty trailers and are restricted to 55 MPH.)

(B) Freight trains averaging 90 tons or more per car or having more than 5000 tons, must not exceed 45 MPH.

9. Between Needles and Summit, freight trains may observe passenger train speed but not to exceed 70 MPH, except Needles District eastward M.P. 701.5 to M.P. 696.2 and from M.P. 686.2 to M.P. 671.4 and westward from M.P. 689.5 to M.P. 693.7, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

10. In freight service with dynamic brake not in use maximum speed on descending grades as follows:

1.0 to 1.5% (52.8 to 79.2 feet per mile)	30 MPH
1.5 to 2.0% (79.2 to 105.6 feet per mile)	25 MPH
2.0% (105.6 feet per mile)	15 MPH

11. Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

12. Trains or engines using other than main track must not exceed turnout speed for that track, unless maximum speed otherwise indicated.

13. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from leading unit MPH
AMTRAK 100-761, 764-799		
5940-5948, 5990-5998	90*	45
** 1215-1245, 1453, 1460	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position.

EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

- *Engine without cars must not exceed 70 MPH.
- **When used as controlling unit must not exceed 20 MPH.

LOS ANGELES DIVISION

SPECIAL RULES 17

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500 and 600 class units in consist:

First District

M.P. 79.2 to M.P. 79.5

Between Verdemon and San Bernardino on both tracks.

Second District

M.P. 111.8 to M.P. 115.5

M.P. 118.8 to M.P. 119.7

M.P. 123.5 to M.P. 123.8

M.P. 127.3 to M.P. 128.3

Between San Dimas and Pasadena.

Third District

M.P. 152.6 to M.P. 154.2

M.P. 160.8 to M.P. 161.1

M.P. 165.3 to M.P. 165.4

Between D. T. Junction and Fullerton.

Fourth District

M.P. 165.4 to M.P. 166.0

Between Fullerton and Anaheim.

M.P. 250.0 to M.P. 250.5

M.P. 254.2 to M.P. 255.4

M.P. 256.7 to M.P. 260.3

M.P. 262.4 to M.P. 262.7

Between Sorrento and Old Town.

Light Forward

Diesels without dynamic brakes in use	Ash Hill-Bagdad	24
	Goffs-Needles	24
	Summit to Victorville	30
	Summit-Cajon	15
	Cajon-San Bernardino	20

14. Rule 108: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	4	5
Amtrak	2	2

15. Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear must not be moved in trains except on authority of trainmaster, and trains handling such equipment must not exceed speeds indicated below:

District	Pile Drivers		Locomotive Crane AT-199720 Other Machines M.P.H.
	Wrecking Derricks M.P.H.	AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 and Jordan Spreaders M.P.H.	
Needles, Cadiz, First, Second, Third and Fourth Districts	40	45	30
Olive District	40	40	30
All other Districts	15	15	15

Derrick AT 199787 locomotive crane AT-199720 and pile drivers must be handled in trains next to engine.

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

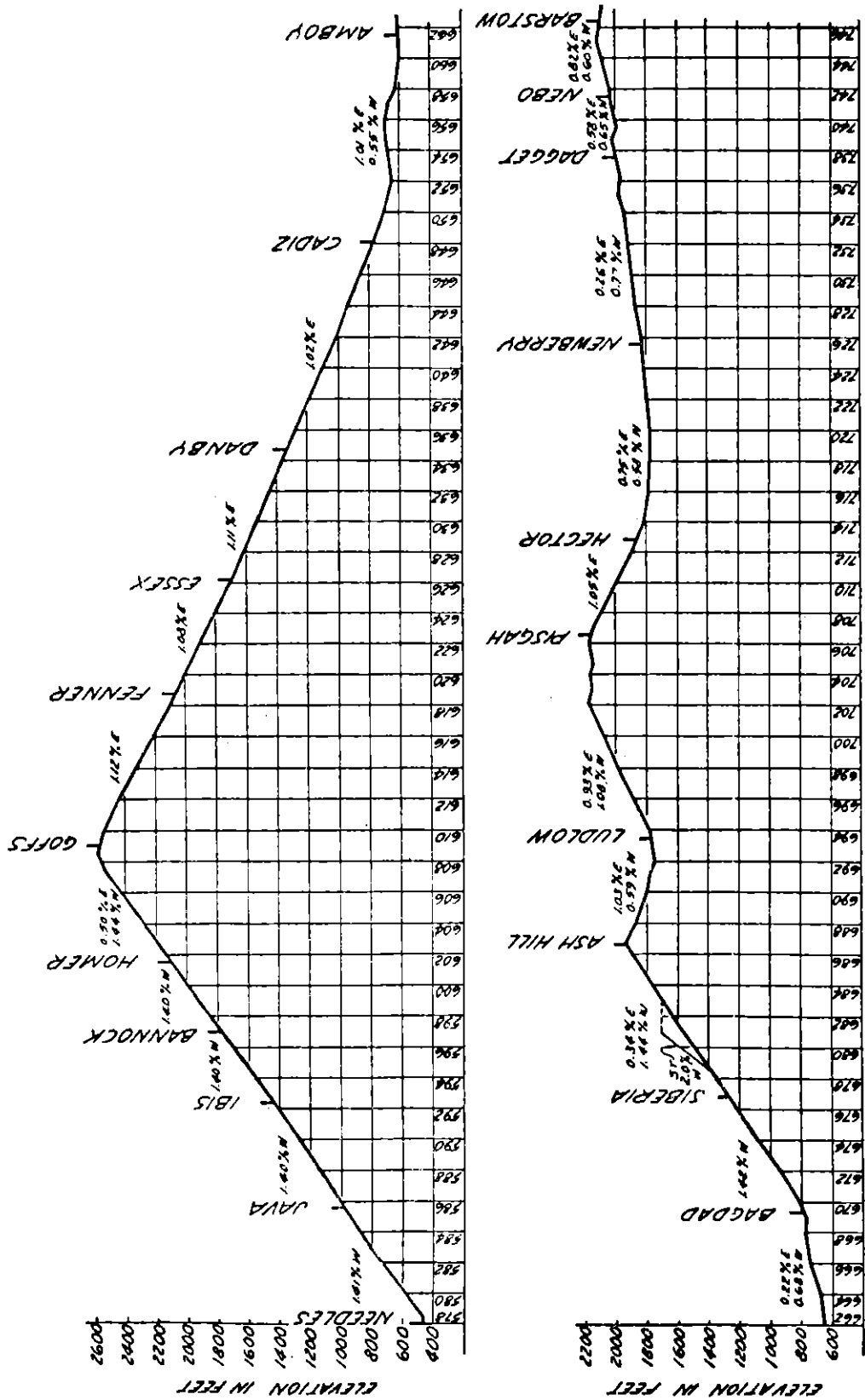
All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

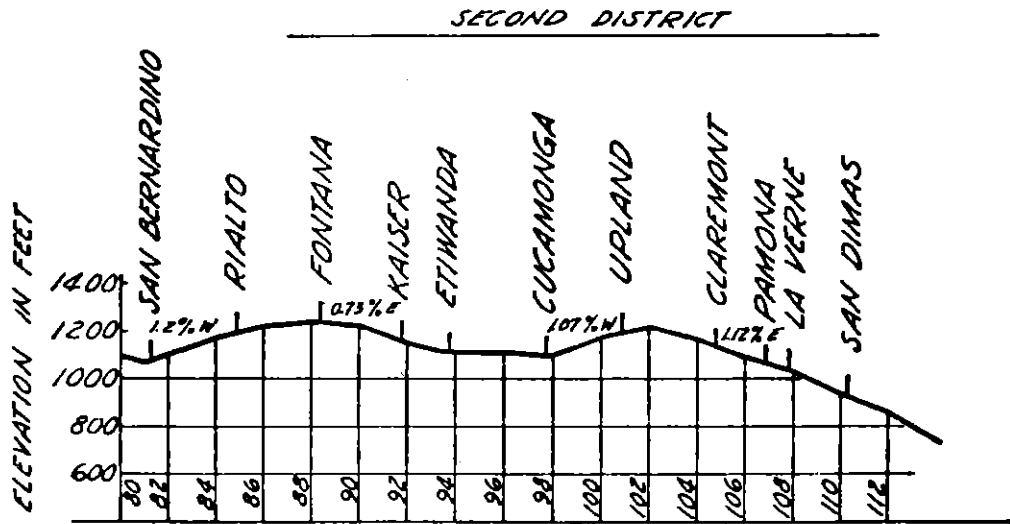
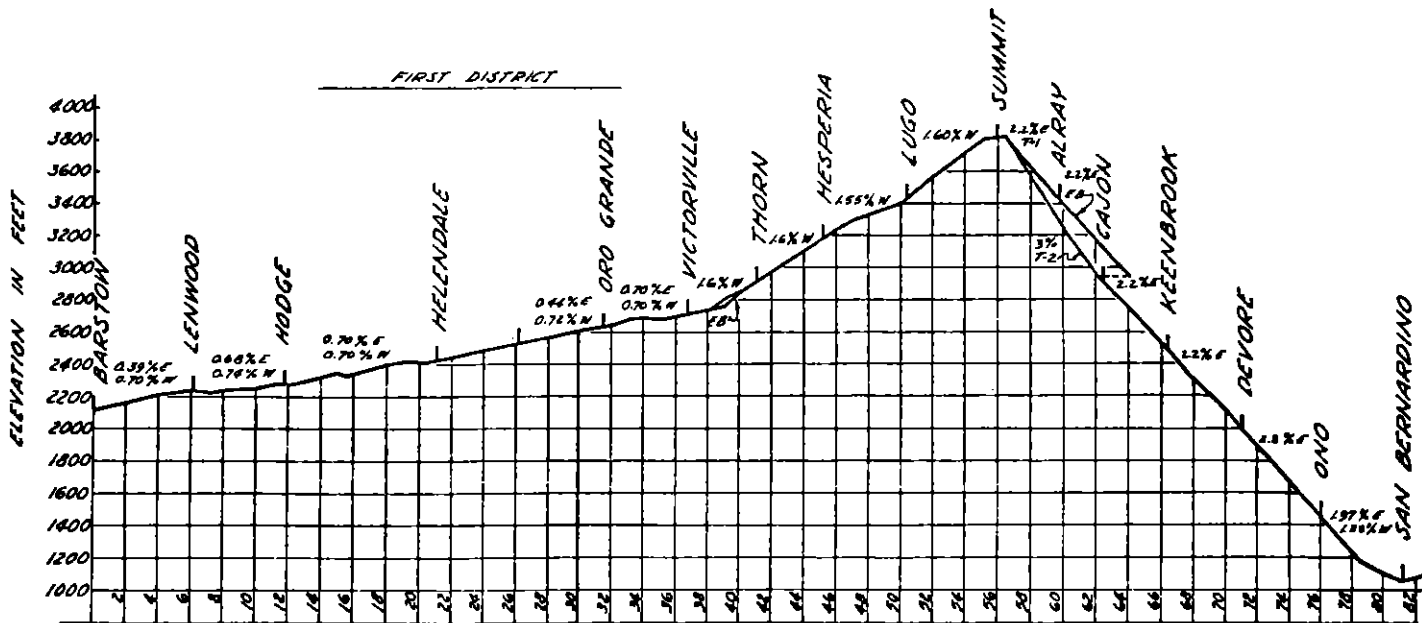
When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort, or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is list showing the weight, tractive effort and horsepower rating of units by class:

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE-POWER
*200	EMD	F40PH	259,500	38,240	3000
*500	EMD	SDP40F	396,000	57,300	3000
1215	EMD	SSB1200	246,000	36,000	1200
1242	ALCO	SW12	246,000	47,000	1200
1300	ALCO	CRSD20	380,000	69,800	2050
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	SW7	262,500	41,300	1500
2000	EMD	GP7	249,000	41,300	1500
2244	EMD	GP9	249,000	45,200	1750
2417	EMD	CF7	249,000	41,300	1500
2700	EMD	GP30	262,900	51,400	2500
2800	EMD	GP35	266,000	51,400	2500
3000	EMD	GP20	265,000	44,800	2000
3200	EMD	GP30	262,900	50,064	2250
3300	EMD	GP35	266,000	43,850	2500
3500	EMD	GP38	262,500	46,720	2000
3600	EMD	GP39-2	264,400	55,400	2300
3800	EMD	GP40X	264,400	62,500	3500
3810	EMD	GP50	264,400	64,200	3500
4000	EMD	SD39	391,500	82,284	2300
4600	EMD	SD26	387,000	74,152	2625
5000	EMD	SD40	391,500	70,067	3000
5020	EMD	SD40-2	391,500	70,970	3000
5071	EMD	SD40-2	391,500	83,100	3000
5200	EMD	SD40-2	391,500	90,475	3000
5300	EMD	SD45	391,500	72,286	3600
5426	EMD	SD45	389,500	72,286	3500
5490	EMD	SD45	391,886	72,286	3600
5500	EMD	SD45	391,500	72,286	3600
5625	EMD	SD45-2	395,500	73,650	3600
5900	EMD	F45	395,000	72,290	3600
5940	EMD	FP45	399,000	68,006	3600
5950	EMD	SDF45	395,500	72,290	3600
5990	EMD	SDFP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2250
6350	GE	B23-7	268,000	61,000	2250
6364	GE	B23-7	265,000	60,400	2250
6390	GE	B23-7	264,000	61,000	2250
7484	GE	B36-7	264,000	64,600	3600
7500	GE	U23C	395,000	85,800	2250
8010	GE	C30-7	398,800	90,600	3000
8064	GE	C30-7	392,500	90,600	3000
8099	GE	C30-7	395,000	91,500	3000
8500	GE	U33C	391,500	90,600	3300
8700	GE	U36C	391,500	90,600	3600

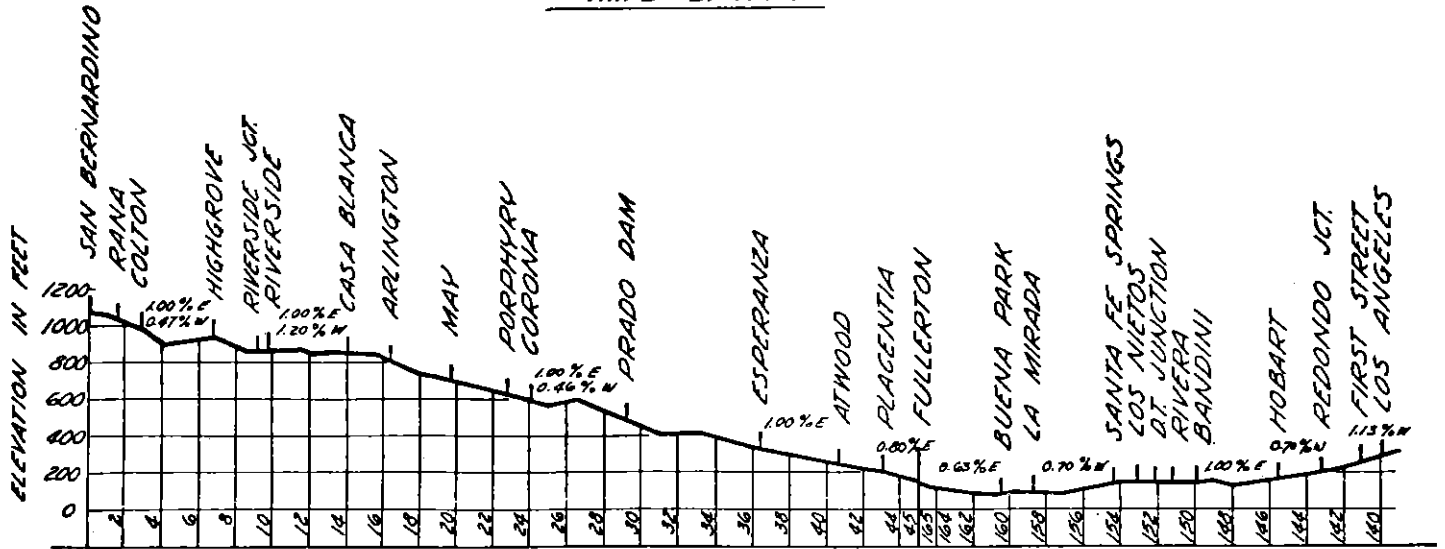
* Amtrak passenger units.

NEEDLES DISTRICT

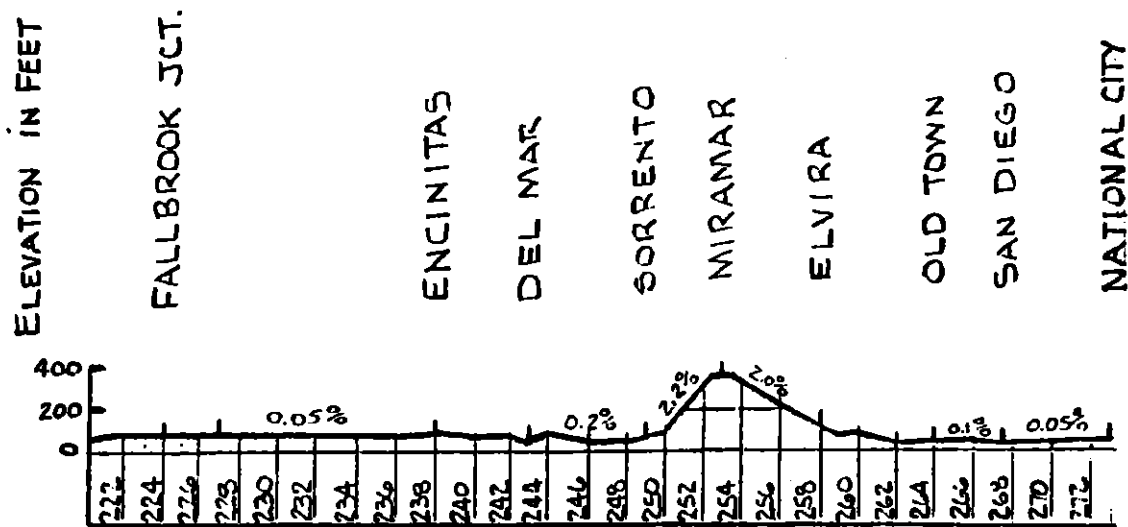
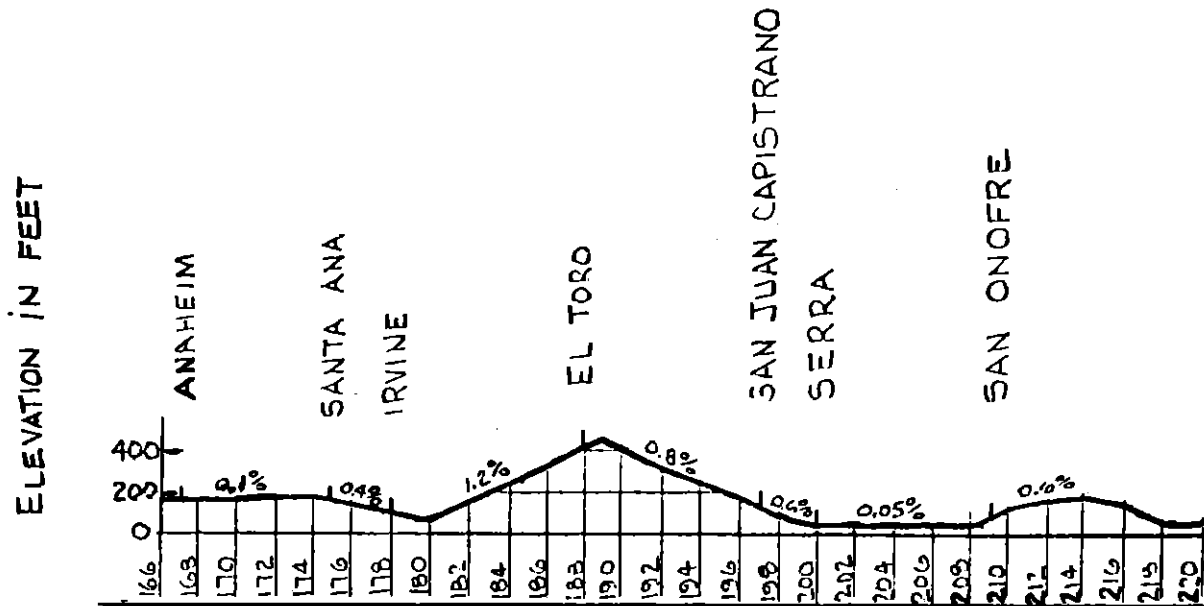




THIRD DISTRICT



FOURTH DISTRICT



HAZARDOUS MATERIAL

- I. It is the conductor's responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

Waybill The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

Wheel Reports The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

Placards Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

Commodity Codes The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

- II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

- A. Notify the Chief Dispatcher by the quickest means possible. If Railroad communications fail or are not available, call long distance to the telephone number listed below:

(714) 884-2111 Extension 241 or 359

- B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous material incident.

- C. Assist injured. Call for medical assistance if needed.

- D. The Chief Dispatcher will be furnished as much of the following information as possible:

(1) Train identification, symbol, employe name and position.

(2) Specific location of the incident (station, milepost location, nearest street or highway crossing).

(3) Nature of the incident - number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.

(4) Waybill Information

(a) Car number

(b) Proper shipping name of contents

(c) Hazard class of material

(d) Shipper and consignee

(e) Standard Transportation Commodity Code (49 Series Number)

(5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).

(6) Location of roads, buildings, people or property subject to harm or damage from the emergency.

(7) Location of access roads.

(8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.

(9) Any other information that will help the dispatcher understand the situation.

- E. Warn people to stay away from the emergency area.

- F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.

- G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

HOW TO USE THIS CHART:
 To determine where a placarded car can be placed in a train follow these steps:
 - Determine the type of placard that is applied to the car from Line 1.
 - Determine the type of car to which the placard is applied from Line 2.
 - Follow vertically down the chart and note which lines apply.
 - The symbol " " indicates wording of the side that applies.
 See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

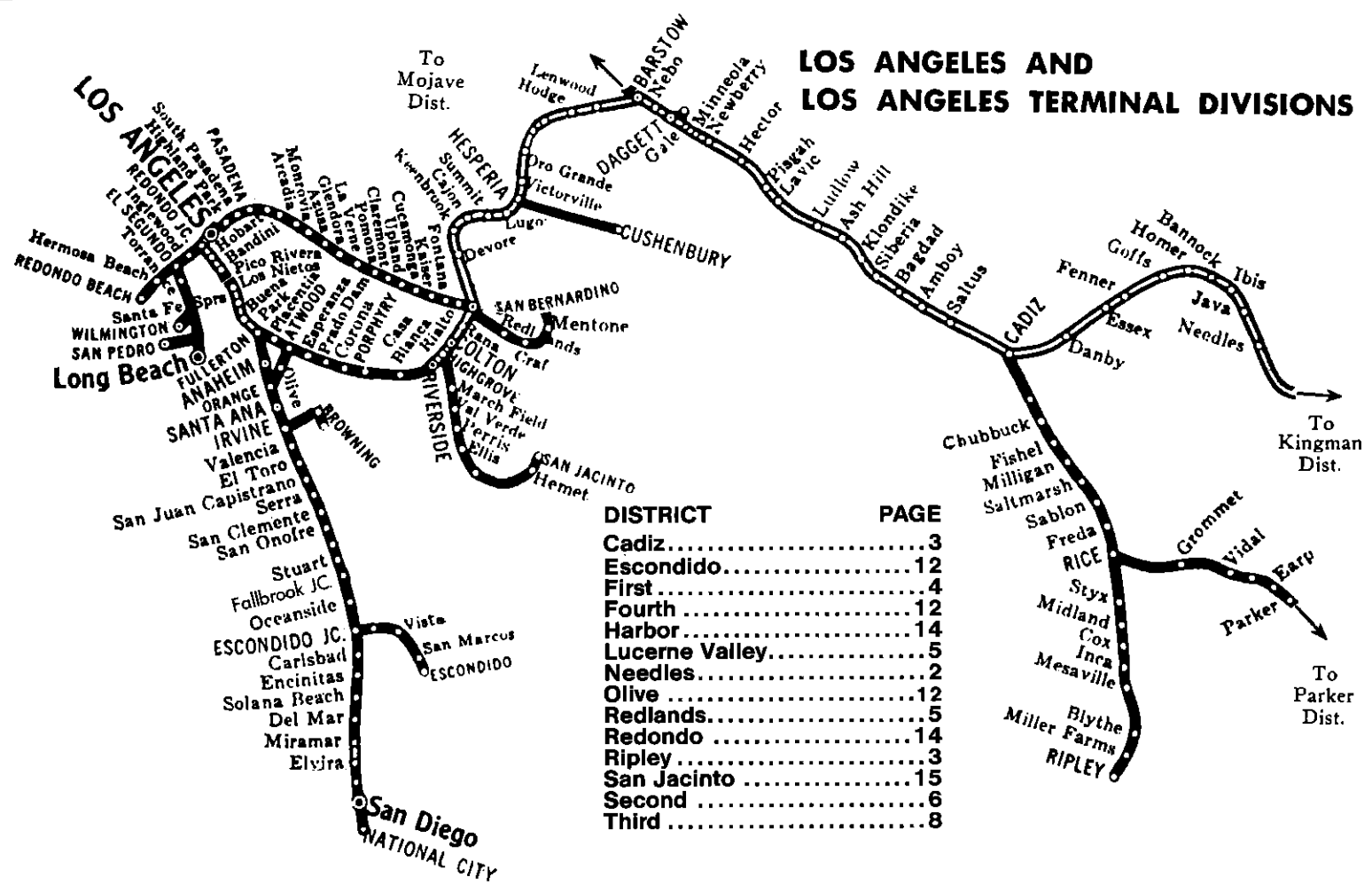
1 PLACARD APPLIED ON CAR		2 TYPE OF CAR							
		ANY CARS (Use this column only when placarding tank cars or other tank cars)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3 RESTRICTIONS									
4 WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓			✓			
5 WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2ND FROM ENGINE, OCCUPIED CABOOSE	✓	✓			✓			
6	LOADED FLAT CAR. A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR	✓ ¹	✓	✓		✓ ²			
7	AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓		✓			
8	ENGINE	✓	✓	✓	✓	✓		✓	
9	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ³	✓ ³	✓ ³	✓	✓	✓ ⁴	✓	
10	OCCUPIED CABOOSE	✓ ³	✓ ³	✓ ³	✓	✓		✓	
11	OCCUPIED GUARD CAR	✓ ³	✓ ³	✓ ³		✓			
12	UNDEVELOPED FILM				✓				
13	A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓		✓			
14	A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓					
15	EXPLOSIVES A		✓	✓	✓	✓	✓		
16	POISON GAS	✓			✓	✓	✓		
17	LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓				
18	RADIOACTIVE	✓	✓	✓		✓	✓		

MUST NOT BE PLACED NEXT TO CAR PLACARDED

FOOTNOTES:

1. Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
2. A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded trucks or trailers without securely closed doors.
3. A rail car placarded "EXPLOSIVES A" OR "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
4. Applies only in mixed train service, see section 174.87.

LOS ANGELES AND LOS ANGELES TERMINAL DIVISIONS



DISTRICT	PAGE
Cadiz	3
Escondido	12
First	4
Fourth	12
Harbor	14
Lucerne Valley	5
Needles	2
Olive	12
Redlands	5
Redondo	14
Ripley	3
San Jacinto	15
Second	6
Third	8

FREIGHT TRAIN SCHEDULE (For Information Only)

WESTWARD

Trains	Needles		Barstow		San Bernardino		Hobart	
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.
168	9:35A	1:15P	2:00P	4:45P	5:00P	8:00P		
*178	8:35P	12:15A	1:00A	3:45A	4:00A	6:00A		
188	2:35P	6:15P	7:00P	9:45P	10:00P	11:59P		
189	12:45P	4:05P	5:05P					
199	4:10A	7:20A	8:20A					
288	1:05P	5:05P	6:05P	9:20P	9:30P	11:30P		
308	9:55P	1:55A	3:15A	6:25A	6:40A	9:10A		
309	7:20A	11:20A	12:40P					
348	4:25A	8:45A						
408	7:25A	12:55P						
508	6:15A	11:25A						
568	8:45A	2:30P						
579	6:35P	10:35P	8:45A					
588	5:50P	9:50P	11:30P	2:10A	2:20A	4:30A		
668	7:00P	10:40P	12:05A	2:35A	2:45A	4:30A		
678	11:45A	4:45P						
818			12:01A	3:30A	3:45A	6:00A		
838			9:00P	2:00A	3:00A	7:00A		
858			12:01A	3:30A	3:45A	7:00A		
898			12:01P	3:45P	4:15P	6:00P		

*One Hour Later on Fri., Sat., Sun. & Mon.

708 Lv. Parker	5:30A	3254 Lv. Los Angeles	7:30P
Ar. Barstow	12:01P	Ar. San Diego	12:40A
807 Lv. Barstow	10:00A	3253 Lv. San Diego	12:40A
Ar. Parker	4:00P	Ar. Los Angeles	5:50A
5798 YK Coal		3251 Lv. San Bernardino	5:30P
5788 Coal Mty		Ar. San Diego	10:30P
		3252 Lv. San Diego	11:30P
		Ar. San Bernardino	4:30A

FREIGHT TRAIN SCHEDULE (For Information Only)

EASTWARD

Trains	Hobart		San Bernardino		Barstow		Needles	
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.
803					12:01A	3:40A		
804					4:00A	8:00A		
805					6:00P	9:55P		
808	12:01A	3:30A	4:00A	7:00A				
811	11:00P	1:30A	2:15A	5:10A	6:10A	10:10A		
826					12:01A	5:00A		
828	12:01A	3:30A	4:00A	7:00A				
861	8:30P	10:30P	10:45P	1:15A	2:00A	6:00A		
863	8:00P	11:30P	11:59P	3:00A	7:45A	12:01P		
865					4:00P	7:55P		
868	12:01A	3:30A	4:00A	7:00A				
876					8:30A	11:55A		
878	1:30A	4:00A	4:30A	7:30A				
881	4:00A	5:50A	6:05A	8:30A	9:10A	12:40P		
883	5:30A	7:55A	8:15A	11:15A	12:01P	3:30P		
885	11:00A	12:45P	1:00P	4:00P	5:15P	8:55P		
886	8:00A	9:55A	10:05A	12:25P	1:05P	4:50P		
888	4:00P	7:30P	8:00P	11:00P				
901					8:15P	9:15P	1:05A	
971					9:40A	11:00A	2:50P	
973					11:45P	2:15A	7:45A	
975						12:01P	4:20P	
981					11:40A	1:00P	4:50P	
991					3:45P	4:15P	7:15P	

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
36	100	58	62.1	1	40
37	97.3	59	61.0	1	42
38	94.7	1	60.0	1	44
39	92.3	1	58.0	1	46
40	90.0	1	56.2	1	48
41	87.8	1	54.5	1	50
42	85.7	1	52.9	1	52
43	83.7	1	51.4	1	54
44	81.8	1	50.0	1	56
45	80.0	1	48.6	1	58
46	78.3	1	47.4	2	30.0
47	76.6	1	46.1	2	05
48	75.0	1	45.0	2	10
49	73.5	1	43.9	2	15
50	72.0	1	42.9	2	30
51	70.6	1	41.9	2	45
52	69.2	1	40.9	3	00
53	67.9	1	40.0	3	30
54	66.6	1	39.1	4	00
55	65.5	1	38.3	5	00
56	64.2	1	37.5	6	00
57	63.2	1	36.8	12	00

THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION

DR. R. R. HARE, MEDICAL DIRECTOR-
CHIEF EXECUTIVE OFFICER
Los Angeles, Calif.

R. N. CROW, GENERAL WATCH INSPECTOR
Topeka, Kansas

For name and address of local surgeons and local watch inspector, refer to bulletin book.