



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

LOS ANGELES DIVISION

T.H. SHALIN, Asst. Superintendent San Bernardino, Calif.
 L.D. JONES, Trainmaster Needles, Calif.
 V.V. ANDREAS, Rules Instructor Barstow, Calif.
 K.R. HATFIELD, 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.
 J.T. WILSON, Asst. Trainmaster Barstow, Calif.
 J.T. CAMPBELL, Rd. Foreman of Eng. 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, Rd. Foreman of Eng. San Bernardino, Calif.
 D.R. MUNDAY, Safety Supervisor San Bernardino, Calif.
 D.L. REYNOLDS, Trainmaster Fullerton, Calif.
 H.S. DUKE, Asst. Trainmaster Fullerton, Calif.
 J.R. FRAIZER, Asst. Trainmaster Fullerton, Calif.
 W.L. TYLER, Asst. Trainmaster-Mgr. RFO San Diego, Calif.

LOS ANGELES TERMINAL DIVISION

J.D. LUSK, Trainmaster Los Angeles, Calif.
 R.D. MATHES, Trainmaster Los Angeles, Calif.
 M.L. PLUMLEE, Trainmaster Los Angeles, Calif.
 J.S. BLACK, Asst. Trainmaster Los Angeles, Calif.
 W.W. CONDOTTA, Asst. Trainmaster Los Angeles, Calif.
 R.R. MARTIN, Safety Supervisor Los Angeles, Calif.
 R.D. HARPER, Trainmaster Watson, Calif.

COAST LINES

H.C. HENRY, 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.K. YOUNG —

TRAIN DISPATCHERS

L.A. WRIGHT	R.N. BROWNING	E.B. JACKSON JR.
H.F. BROWN	D.L. DAVIES	K.L. BARRYMORE
D.E. PRYOR	G.W. BUXTON	D.P. TERRY
J.M. BIERD	J.L. REDDICK	D.G. METCALFE
J.M. TIDEMANN	J.X. JUSZCZYK	R.H. SCOTT
T.A. HUGHES	C.Q. PATTERSON	R.C. BUNDY
	G.W. DRIPPS	

The Atchison, Topeka and Santa Fe Railway Co.

COAST LINES

LOS ANGELES AND LOS ANGELES TERMINAL DIVISIONS

TIME TABLE No.

18

IN EFFECT

Sunday, October 28, 1984

At 12:01 A.M.
Pacific Time

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

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

D.M. MILLER **A.H. RENNE** **R.T. DENNISON**
Asst. General Managers
LOS ANGELES, CALIF.

J.R. MERRITT **J.L. FIELDS**
Superintendent Superintendent
SAN BERNARDINO, CALIF. LOS ANGELES, CALIF.

H.D. ROBERTSON
Terminal Superintendent
BARSTOW, CALIF.

LOS ANGELES DIVISION

NEEDLES DISTRICT 3

(C) SPEED RESTRICTIONS — VARIOUS (continued)

BETWEEN:	MPH
NORTH TRACK "H" Street Crossing M.P. 578.1	15
Needles Freight Lead M.P. 578.4 and 580.3	30
17 Curves M.P. 578.0 and 587.0	50
3 Curves M.P. 587.0 and 587.8	45
3 Curves M.P. 587.8 and 589.3	50
2 Curves M.P. 589.3 and 592.7	55
Curve M.P. 592.7 and 593.3	50
Curve M.P. 593.3 and 593.8	35*
7 Curves M.P. 593.8 and 599.1	55
4 Curves M.P. 599.1 and 603.3	60
2 Curves M.P. 608.3 and 609.1	65
Curve M.P. 609.1 and 610.3	80
6 Curves M.P. 610.3 and 614.6	85
2 Curves M.P. 618.9 and 620.4	80
3 Curves M.P. 623.2 and 625.5	80
2 Curves M.P. 629.9 and 631.0	80
Curve M.P. 638.8 and 639.2	80
5 Curves M.P. 642.4 and 646.0	80
Curve M.P. 655.7 and 656.0	85
Curve M.P. 670.5 and 671.5	70
11 Curves M.P. 671.5 and 678.1	50
3 Curves M.P. 678.1 and 680.3	35
3 Curves M.P. 680.3 and 682.7	50
2 Curves M.P. 682.7 and 683.5	45
2 Curves M.P. 683.5 and 686.2	50
2 Curves M.P. 686.2 and 688.4	70
2 Curves M.P. 688.4 and 689.5	55
2 Curves M.P. 689.5 and 692.9	75
Curve M.P. 692.9 and 693.7	65
4 Curves M.P. 693.7 and 695.0	45*
10 Curves M.P. 695.0 and 702.0	55
4 Curves M.P. 707.8 and 710.4	65
2 Curves M.P. 710.4 and 711.6	80
5 Curves M.P. 739.7 and 745.0	75
4 Curves M.P. 745.0 and 747.0	50

* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of other than main track switches — 10 MPH; all main track turnouts and crossovers — 15 MPH; except for interlocked, spring and power switches and crossovers at following locations: "I" — Interlocked "S" — Spring "WE" — West end "EE" — East end "P" — Power

Station	Type	Location	MPH
Needles	I	M.P. 578.4 Crossover main track to freight lead	30
	I	M.P. 580.4 two Crossovers	50
	I	West end freight lead	50
Ibis	I	Two Crossovers	50
	S	WE North Siding	15
Bannock	S	WE North Siding	15
	S	WE North Siding	15
Homer	S	WE North Siding EE South Siding	15
Goffs	S	WE North Siding EE South Siding	15
Essex	S	EE South Siding	15
Danby	S	WE North Siding EE South Siding	15
Cadiz	S	WE North Siding EE South Siding	15
Amboy	S	WE North Siding EE South Siding	15
Bagdad	S	EE South Siding	15
Siberia	S	WE North Siding	15
Ash Hill	S	WE North Siding EE South Siding	15
Pisgah	S	WE North Siding EE South Siding	15
Newberry	S	WE North Siding EE South Siding	15
Daggett	I	Two Crossovers	50
	I	Turnout to Union Pacific main track	20
Daggett	S	WE U.P. Siding	15
	I	M.P. 743.6 two Crossovers	50
Barstow	I	M.P. 743.6 auxiliary yard entry	50
	I	M.P. 745.7 EE Passenger Siding	20
	I	M.P. 745.8 Crossover	50
	I	M.P. 745.9 Yard Entry	50
	I	M.P. 746.8 WE Passenger Siding	20
	I	One Crossover M.P. 746.8	50
	I	Departure Yard Lead M.P. 746.8	50
	I	Inspection Yard Lead M.P. 746.9	50
	I	Inspection Yard Lead M.P. 748.9	50

Barstow	I	North Departure Yard Lead M.P. 749.0	50
	I	South Departure Yard Lead M.P. 749.1	50
	I	Two Crossovers M.P. 749.2	50
	I	Mojave District Jct. M.P. 749A.0	50
	I	Mojave District Receiving Yard Lead M.P. 749A.9	30
	I	First District Receiving Yard Lead M.P. 4.3	30
	I	EE and WE Inspection Yard Tracks 1102 and 1103	50
	I	Jct. of High and Low Leads on Yard Entry Tracks from Needles	30
		Maximum Speed on Low Lead	15
	P		Crossovers Between First and Mojave Dist. Yard Entry Tracks
P		EE and WE All Receiving Yard Tracks	30
P		EE Departure Yard Tracks 1201 through 1205	30
P		WE All Departure Yard Tracks	30
P		Crossover between North Departure Lead and South Departure Lead WE Departure Yard	30
P		Crossover between WE Inspection Yard Track 1103 and WE Departure Yard Track 1201	30
P		EE Departure Yard Tracks 1206 through 1210	15
		Maximum Speed on Balloon Track	10

(E) SPEED RESTRICTIONS — LIGHT ENGINES

		Light Forward
Diesels without dynamic brakes in use	Ash Hill-Bagdad	24
	Goffs-Needles	24

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Barstow, First St. viaduct

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	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

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Locator & Signals Affected
Bridge 587.9	Highwater	Signals 5861, 5863, 5892 and 5894
M.P. 607.5	Hot Box and	Rotating white lights and radio communications at scanner
North Track	Dragging Equip.	
M.P. 612.4	Hot Box and	Rotating white lights and radio communications at scanner
South Track	Dragging Equip.	
M.P. 628.1	Hot Box and	Rotating white lights at scanner
South Track	Dragging Equip.	at M.P. 627 and at locator (M.P. 626.3)
M.P. 631.3	Hot Box and	Rotating white lights and radio communications at scanner
North Track	Dragging Equip.	
Bridge 642.9	Highwater	Signals 6421 and 6442
M.P. 644.5	Hot Box and	Rotating white lights at scanner, at M.P. 646.5 and locator (M.P. 648.1)
North Track	Dragging Equip.	
M.P. 651.6	Hot Box and	Rotating white lights at scanner and at locator (M.P. 648.9)
South Track	Dragging Equip.	
M.P. 665	Hot Box and	Rotating white lights at scanner and at locator (M.P. 662.5)
South Track	Dragging Equip.	
M.P. 665	Hot Box and	Rotating white lights at scanner and at locator (M.P. 667)
North Track	Dragging Equip.	
M.P. 690.4	Hot Box and	Rotating white lights and radio communications at scanner
Both Tracks	Dragging Equip.	
M.P. 709.1	Hot Box and	Rotating white lights at scanner and at locator (M.P. 711.8)
North Track	Dragging Equip.	
M.P. 716.4	Hot Box and	Rotating white lights at scanner and at locator (M.P. 714.3)
South Track	Dragging Equip.	

4 CADIZ AND RIPLEY DISTRICTS

LOS ANGELES DIVISION

CADIZ DISTRICT

WESTWARD ↓	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD ↑
	NO. 18 October 28, 1984					
STATIONS						
	PARKER	YL	105.8	B-Y	Yard	
	14.2 VIDAL		120.0		880	
	20.4 RICE	YL	140.4	Y	2471	
	3.8 FREDA		144.0		2100	
	7.0 SABLON		151.0		2846	
	18.2 FISHIEL		169.2		4949	
	21.3 CADIZ	YL	190.5	B-Y	Yard	
	(84.7)					

"TWC" in effect between Parker and Cadiz.

Position of Junction Switches
Rule 98(D)
Rice for Cadiz District
Cadiz for Needles District Siding

Rule 93 Yard Limits:
Parker to Earp M.P. 105.8
to M.P. 108.0
Rice M.P. 139.2 to M.P. 141.4
Cadiz M.P. 189.0 to M.P. 190.5

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Cadiz District	49

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per car, or when train
exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Bridge & Curve M.P. 106.8 and 107.3	30
Track M.P. 107.3 and 118.9	40
Curve M.P. 165.2 and 165.6	40
Curve M.P. 183.0 and 183.2	40
Curve M.P. 190.0 and 190.3	10

(D) SPEED RESTRICTIONS — SWITCHES

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Earp	107.3	1236	West
Gronmet	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		

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Locator & Signals Affected
Bridge 186.6	Highwater	Rotating red light on poles located M.P. 187.1 and M.P. 186.1

RIPLEY DISTRICT

WESTWARD ↓	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD ↑
	NO. 18 October 28, 1984					
STATIONS						
	RIPLEY	YL	49.4			
	7.4 BLYTHE	YL	42.0	C-R-Y	Yard	
	25.5 STYX		16.5		526	
	16.5 RICE	YL	0.0	Y	2471	
	(49.4)					

Position of Junction Switches Rule 98(D):
Rice for Cadiz District

Rule 93 Yard Limits:
Ripley M.P. 49.4 to M.P. 41
Rice M.P. 1.0 to M.P. 0.0

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Rice and Blythe	40
Blythe and Ripley	20

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
4 Curves M.P. 0.0 and 1.0	15
M.P. 1.0 and 6.0	30
Bridge M.P. 10.3	20
3 Curves M.P. 14.6 and 15.2	25
4 Curves M.P. 15.6 and 16.4	20
4 Curves M.P. 16.7 and 17.7	30
5 Curves M.P. 34.6 and 36.4	30

(D) SPEED RESTRICTIONS — SWITCHES

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Midland	17.8	308	West
Cox	20.4	933	East
Inca	22.6	1512	East and West
Mesaville	33.0	472	West
Miller Farms	44.7	1450	East and West

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Locator & Signals Affected
Bridge M.P. 10.3	Highwater	Rotating red light on poles located M.P. 9.9 and M.P. 10.7

LUCERNE VALLEY DISTRICT

WESTWARD ↓	TIME TABLE NO. 18 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD ↑
	STATIONS				
	CUSHENBURY 3.1	29.2		2900	
	SPUR 5 10.5	26.1		700	
	BASS 4.3	15.6		760	
	SPUR 2 4.3	11.3		122	
	SPUR 1 6.8	7.0		114	
	HESPERIA YL	0.0	B		
	(29.0)				

Position of Junction Switches Rule 98(D):
Hesperia for First District Yard Track.

Rule 93, Yard Limits:
Hesperia, M.P. 0.0 to M.P. 0.9

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Hesperia and M.P. 25.2	35
M.P. 25.2 and 29.2	20

(D) SPEED RESTRICTIONS — SWITCHES

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Pluess-Stauffer, Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	East and West

REDLANDS DISTRICT

WESTWARD ↓	TIME TABLE NO. 18 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD ↑
	STATIONS				
	End of Track YL	13.4			
	MENTONE YL	12.0		790	
	REDLANDS YL	8.8			
	SAN BERNARDINO YL	0.0	C-R-Y	Yard	
	(13.4)				

Position of Junction Switches Rule 98(D):
San Bernardino for First District

Rule 93 Yard Limits:
San Bernardino to End of track — M.P. 0.0 to M.P. 13.4

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Redlands District	20

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Crossings M.P. 0.0 and 0.7	5
Crossings M.P. 0.7 and 3.1	15
Redlands, St. Crossings M.P. 8.9 and 12.0	15
Mentone, St. Crossing and Track M.P. 12.0 and 13.4	10

(D) SPEED RESTRICTIONS — SWITCHES

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Nevada Street	6.7	750	East and West
Craf	11.4	188	East

6 FIRST DISTRICT

LOS ANGELES DIVISION

WESTWARD		Communications Turn Tables and Wyes	TIME TABLE No. 18 October 28, 1984	Mile Post	Capacity of Sidings In Feet	EASTWARD		
FIRST CLASS						FIRST CLASS		
35	3					36	4	
Leave Daily	Leave Daily	C-R-Y	STATIONS			Arrive Daily	Arrive Daily	
AM 10:40	AM 3:50					PM 5:35	PM 11:35	
		ICS	BARSTOW	746.4	Yard			
			LENWOOD	6.7				
			HODGE	13.6				
			EAST ORO GRANDE	29.4				
			ORO GRANDE	31.5	Yard			
			EAST VICTORVILLE	34.6				
			VICTORVILLE	36.7	Yard			
			FROST	38.0				
			HESPERIA	45.1	Yard			
			LUGO	50.1				
			SUMMIT	55.9				
			No. 89 - So. 6.9	62.8				
			CAJON	69.4				
		KEENBROOK	73.9					
		VERDEMONT	81.3	Yard				
12:17 PM	5:50 AM	C-R-Y	SAN BERNARDINO			3:45 PM	9:42 PM	
Arrive Daily	Arrive Daily		South Track (81.3)			Leave Daily	Leave Daily	
(50.3)	(40.7)		Average speed per hour			(45.4)	(44.2)	

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 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 by Rule 934(I), item 4.

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

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

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

Summit to Victorville and Summit to San Bernardino

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED (Special Rule 5)

- 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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:

	MPH	
	Psg.	Frt.
Barstow and San Bernardino	79	55*

Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:

Eastward M.P. 54.4 to M.P. 38

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:

Between M.P. 79.2 and M.P. 79.5 on Both Tracks

* Between Barstow and Summit, maximum authorized speed for freight trains is 70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:

Westward Movements Both Tracks	MPH	
	Psg.	Frt.
2 Curves M.P. 746.4 and 747.0	50	50
2 Curves M.P. 747.0 and 4.6	60	
2 Curves M.P. 10.3 and 11.9	75	
Curve M.P. 16.7 and 17.2	75	
Curve M.P. 19.7 and 20.4	75	
Curve M.P. 30.6 and 31.8	75	

BETWEEN:

Westward Movements Both Tracks (continued from left column)

	MPH	
	Psg.	Frt.
2 Curves M.P. 31.8 and 33.8	55	
2 Curves M.P. 33.8 and 34.3	35*	35
3 Curves M.P. 34.3 and 36.6	50	50
Victorville M.P. 36.6 and 37.4	30	30
8 Curves { M.P. 37.4 and 39.1 (North Track) } { M.P. 39.1 and 42.0 (South Track) }	45	45
2 Curves { M.P. 37.4 and 39.1 (South Track) } { M.P. 39.1 and 39.3 (North Track) }	40	40
4 Curves M.P. 39.3 and 42.0 (North Track)	45	45
Curve M.P. 42.0 and 43.7	50	50
Curve M.P. 47.2 and 48.1	65	
Curve M.P. 48.1 and 48.8	55	
17 Curves M.P. 48.8 and 56.1	50	50
Grade M.P. 56.1 and 56.6	45	45
Grade M.P. 56.6 and 62.2 (South Track)	30*	20
Grade M.P. 56.6 and 64.2X (North Track)	30*	30
Grade M.P. 62.2 and 64.2	40	35
Grade M.P. 64.2 and 66.5	35	35
Grade M.P. 66.5 and 72.6	40	35
Grade M.P. 72.6 and 80.8	50	35
M.P. 80.8 and 81.5	20*	20

BETWEEN:

Eastward Movements Both Tracks

	MPH
Curve M.P. 81.5 and 80.8	20
Curve M.P. 79.5 and 79.3	55
Curve M.P. 79.3 and 78.3	60
2 Curves M.P. 72.6 and 71.5	45
2 Curves M.P. 71.5 and 70.8	40
8 Curves M.P. 70.8 and 66.5	45
6 Curves M.P. 66.5 and 64.2	35
3 Curves M.P. 64.2 and 62.2	45
16 Curves M.P. 62.2 and 56.6 (South Track)	30
Curve M.P. 56.6 and 56.1 (South Track)	45
5 Curves M.P. 64.2X and 61.7X (North Track)	35

(continued on next page)

Eastward Movements Both Tracks (continued from previous page)

BETWEEN:	MPH
12 Curves M.P. 61.7X and 57.4X (North Track)	30
Curve M.P. 57.4X and 57.0X (North Track)	40
Curve M.P. 57.0X and 56.1 (North Track)	45
17 Curves M.P. 56.1 and 48.8	50
Curve M.P. 48.8 and 48.1	55
Curve M.P. 48.1 and 47.2	65
Curve M.P. 43.7 and 42.0	50
8 Curves { M.P. 42.0 and 39.1 (South Track) } { M.P. 39.1 and 37.4 (North Track) }	45
4 Curves { M.P. 42.0 and 39.3 (North Track) } { M.P. 39.3 and 39.1 (North Track) } { M.P. 39.1 and 37.4 (South Track) }	45
2 Curves { M.P. 39.3 and 39.1 (North Track) } { M.P. 39.1 and 37.4 (South Track) }	40*
Victorville M.P. 37.4 and 36.6	30
3 Curves M.P. 36.6 and 34.3	50
2 Curves M.P. 34.3 and 33.8	35
2 Curves M.P. 33.8 and 31.8	55
Curve M.P. 31.8 and 30.6	75
Curve M.P. 20.4 and 19.7	75
Curve M.P. 17.2 and 16.7	75
2 Curves M.P. 11.9 and 10.3	75
2 Curves M.P. 4.6 and 747.0	60
2 Curves M.P. 747.0 and 746.4	50

* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

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 3	
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

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

1. 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.

2. Speed Restrictions:

	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
SOUTH TRACK M.P. 56.6 TO CAJON	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
							Average Tonnage Does Not Exceed 95 Tons Per Car and Train Tonnage Does Not Exceed 4500 Tons	20
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	15	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.

3. 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 trains' 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.

4. 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.

5. 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.

6. 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.

7. 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.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Barstow First St. viaduct.

San Bernardino, Mt. Vernon Ave. viaduct.

FIRST DISTRICT

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	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)

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Locator & Signals Affected
M.P. 24.9 Westward Movements	Hot Box and Dragging Equip.	Rotating white lights at scanner, at M.P. 26.9 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)

SECOND DISTRICT

WESTWARD		Communications, Turn Tables and Wytes	TIME TABLE No. 18		Mile Post	Capacity of Sidings In Feet	EASTWARD	
FIRST CLASS			October 28, 1984				FIRST CLASS	
35	3		36	4				
Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	
PM 12:20	AM 5:50	C-R-Y	SAN BERNARDINO YL	81.3	Yard	PM 3:42	PM 9:42	
12:27	5:57		3.6 RIALTO	84.9	1935	3:26	9:26	
12:32	6:03	B	KAISER YL	91.8	Yard	3:21	9:21	
			6.9 ETIWANDA	93.7				
12:37	6:09	Y	CUCAMONGA	97.7	3154	3:16	9:16	
12:41	6:13		3.2 UPLAND	100.9	2363	3:13	9:13	
12:45	6:18		3.9 CLAREMONT YL	104.8		3:09	9:09	
s 12:52	s 6:25		1.9 POMONA	106.7	3079	s 3:07	s 9:07	
			3.5 SAN DIMAS	110.2				
1:01	6:34		4.2 GLENDORA	114.4	2820	2:54	8:53	
1:04	6:37	Y	2.5 AZUSA	116.9				
1:06	6:39	B	1.3 IRWINDALE	118.2	6165	2:49	8:49	
			2.0 BUTLER	120.2	2740			
1:10	6:43		2.2 MONROVIA	122.4		2:45	8:45	
		B	1.8 ARCADIA	124.2				
1:15	6:48		3.1 CHAPMAN	127.3	1800	2:40	8:41	
s 1:23	s 7:00		4.4 PASADENA	131.7	1702	s 2:35	s 8:36	
			2.0 SOUTH PASADENA	133.7				
1:27	7:05		0.6 OLGA	134.2	1698	2:27	8:27	
			4.5 WATER STREET YL	138.7				
			0.7 BROADWAY	139.4		2:14	8:14	
		C-R-Y	0.6 MISSION TOWER (2 Trks)	140.0				
2:05 PM	7:40 AM		S.F. & U.P. Crossings					
			0.8 LOS ANGELES Union Station		Yard	2:10 PM	8:10 PM	
Arrive Daily	Arrive Daily		(59.5)			Leave Daily	Leave Daily	
(34.0)	(32.5)		Average speed per hour			(38.8)	(38.8)	

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.

Trains must get clearance card before leaving San Bernardino.

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

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:
San Bernardino M.P. 82.2 to M.P. 83
Kaiser M.P. 89.7 to M.P. 93
Claremont M.P. 104.4 to M.P. 105.5
Water Street to Broadway M.P. 138.2 to M.P. 139.4

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
San Bernardino and Los Angeles	65	55
Rialto, Cucamonga Foothill Spur, Muscat, Metropolitan and Pasadena Industrial Spurs	15	15

Speed limit freight trains, with dynamic brakes not in use 30 MPH on descending grades:

Westward	Eastward
M.P. 109.2 to M.P. 121.0	M.P. 129.0 to M.P. 122.8
M.P. 131.3 to M.P. 139.3	

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:

Between

M.P. 111.8 and M.P. 115.5
M.P. 118.8 and M.P. 119.7
M.P. 123.5 and M.P. 123.8
M.P. 127.3 and M.P. 128.3

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH	
	Psg.	Fr.
M.P. 81.5 and 82.2	20	20
M.P. 82.2 and 85.2	30*	30
Fontana M.P. 88.5 and 88.9	50	50
Upland Euclid Ave. Crossing M.P. 101.0	40	40
6 Curves M.P. 111.8 and 116.9	55	
2 Curves M.P. 118.8 and 119.7	55	
2 Curves M.P. 122.2 and 124.8	60	
M.P. 124.8 and 131.0	60	40
M.P. 131.0 and 131.8	20*	20
M.P. 131.8 and 135.5	30	30
11 Curves M.P. 135.5 and 140.0	25	25
Curve M.P. 140.0 and 140.2	15	15

* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

Trailing movements, spring point derails:	MPH
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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:

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

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

San Bernardino, Mt. Vernon Ave. viaduct;
Los Angeles First Street, viaduct over old passenger tracks; and Union Station, train sheds.

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	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

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Location	Type	Locator & 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 Westward Movements	Slide Fence Detector	Signal 1331 & Rotating Red Light at M.P. 135
M.P. 135.3 Eastward Movements	Slide Fence Detector	Signal 1352 & Rotating Red Light at M.P. 135.3

10 THIRD DISTRICT

LOS ANGELES DIVISION

WESTWARD									TIME TABLE No. 18 October 28, 1984	Mile Post	Capacity of Sidings In Feet	Communications, Turn Tables and Wyes	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 and LLA64 from Harbor District.) Santa Fe trains must get clearance card before leaving San Bernardino. TCS in effect on main tracks between San Bernardino and Mission Tower.
FIRST CLASS													
87	85	83	81	79	77	75	73	71					
Leave Daily	Leave Daily	Leave Sun. & *Hol. Only	Leave Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Daily Except Sun. & *Hol.	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.					
									SAN BERNARDINO 2.4	0.0	Yard	C-R-Y	
									RANA 1.3	1.6			
									COLTON S.P. Crossing 1.3	2.9	Yard		
									WEST COLTON 2.5	4.2			
									HIGHGROVE 2.5	6.7	Yard	B	
									RIVERSIDE JCT. 0.6	9.2			
									RIVERSIDE 0.8	9.8	Yard		
									WEST RIVERSIDE 3.4	10.6			
									CASA BLANCA 2.4	14.0	4905	B-Y	
									ARLINGTON 3.8	16.4	3095		
									MAY 2.6	20.2	4692		
									PORPHYRY 1.3	22.8	8059	B-Y	
									CORONA 5.1	24.1	8370		
									PRADO DAM 7.2	29.2	4735		
									ESPERANZA 4.2	36.4	6359		
									ATWOOD 2.4	40.6		B-Y	
									PLACENTIA 3.0	43.0			
									FULLERTON 2.0	165.0		C-R	
									BASTA U.P. Crossing 2.7	163.0			
									BUENA PARK 2.6	160.3			
									LA MIRADA 4.7	157.7	Yard	B-Y	
									LOS NIETOS S.P. Crossing 0.9	153.0			
									D.T. JUNCTION S.P. Crossing 1.2	152.1			
									PICO RIVERA 1.1	150.9	Yard	Y	
									BANDINI 2.5	149.8			
									EASTERN AVE. 1.3	147.3			
									HOBART 1.5	146.0	Yard	C-R-Y	
									HOBART TOWER U.P. Crossing 1.3	144.5			
									REDONDO JCT. U.P. Crossing 2.1	143.2		R-T-Y	
									FIRST STREET (70.7) 1.1	141.1	Yard		
									MISSION TOWER S.P. & U.P. Crossings 0.8	140.0		C-R-Y	
									LOS ANGELES Union Station				
									WEST (72.6) (71.6) EAST				
(38.7)	(36.0)	(38.7)	(36.0)	(36.0)	(36.0)	(38.7)	(40.7)	(36.0)	Average speed per hour				

* Holidays: November 22 and December 25, 1984
January 1 and February 18, 1985

Communications, Turn Tables and Wyes	TIME TABLE No. 18 October 28, 1984	Mile Post	Capacity of Sidings In Feet	EASTWARD																		
				FIRST CLASS																		
				72	74	76	78	80	82	84	86	88	90									
				Arrive Daily	Arrive Daily	Arrive Sat. Only	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Daily Except. Sat. Sun. & *Hol.	Arrive Sun. & *Hol. Only	Arrive Sat. Sun. & *Hol. Only	Arrive Daily									
C-R-Y	SAN BERNARDINO 2.4	3 TRKS	0.0	Yard																		
	RANA 1.3		1.6																			
	COLTON S.P. Crossing 1.3		2.9	Yard																		
	WEST COLTON 2.5	2 TRACKS	4.2																			
B	HIGHGROVE 2.5		6.7	Yard																		
	RIVERSIDE JCT. 0.6		9.2																			
	RIVERSIDE 0.8		9.8	Yard																		
	WEST RIVERSIDE 3.4		10.6																			
B-Y	CASA BLANCA 2.4		14.0	4905																		
	ARLINGTON 3.8		16.4	3095																		
	MAY 2.6		20.2	4692																		
B-Y	PORPHYRY 1.3		22.8	8059																		
	CORONA 5.1		24.1	8370																		
	PRADO DAM 7.2		29.2	4735																		
	ESPERANZA 4.2		36.4	6359																		
B-Y	ATWOOD 2.4		40.6																			
	PLACENTIA 3.0		43.0																			
C-R	FULLERTON 2.0	2 TRACKS	165.0		AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
	BASTA U.P. Crossing 2.7		163.0		s 8:50	s 11:05	s 1:45	s 3:25	s 5:20	5:47	s 6:20	6:32	s 7:30	s 8:55								
	BUENA PARK 2.6		160.3																			
B-Y	LA MIRADA 4.7		157.7	Yard																		
	LOS NIETOS S.P. Crossing 0.9		153.0																			
	D.T. JUNCTION S.P. Crossing 1.2		152.1																			
Y	PICO RIVERA 1.1		150.9	Yard																		
	BANDINI 2.5		149.8																			
	EASTERN AVE. 1.3		147.3																			
C-R-Y	HOBART 1.5		146.0	Yard																		
	HOBART TOWER U.P. Crossing 1.3		144.5																			
R-T-Y	REDONDO JCT. U.P. Crossing 2.1		143.2																			
	FIRST STREET (70.7) 1.1		141.1	Yard																		
C-R-Y	MISSION TOWER S.P. & U.P. Crossings 0.8		140.0																			
	LOS ANGELES Union Station				8:15 AM	10:30 AM	1:10 PM	2:50 PM	4:45 PM	5:15 PM	5:45 PM	6:00 PM	6:55 PM	8:20 PM								
	WEST (72.6) (71.6) EAST				Leave Daily	Leave Daily	Leave Sat. Only	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Daily Except. Sat. Sun. & *Hol.	Leave Sun. & *Hol. Only	Leave Sat. Sun. & *Hol. Only	Leave Daily								

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

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.

Average speed per hour (44.2) (44.2) (44.2) (44.2) (44.2) (48.4) (44.2) (48.4) (44.2) (44.2)

* Holidays: November 22 and December 25, 1984
January 1 and February 18, 1985

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED (Special Rule 5)

- 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 Armco, 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, Haliburton, 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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
San Bernardino and Fullerton	60	55
Fullerton and M.P. 158.7	79	55
M.P. 158.7 and Los Angeles	65	55

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:

- Between M.P. 152.6 and M.P. 154.2
- M.P. 160.8 and M.P. 161.1
- M.P. 165.3 and M.P. 165.4

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
2 Curves M.P. 0.0X and 0.4X	15
2 Curves and Bridge M.P. 0.0 and 0.9 (Short Way)	15
4 Curves M.P. 0.9 and 1.6 (Short Way)	20
7 Curves and Colton M.P. 0.4X and 3.2	30
2 Curves M.P. 3.2 and 4.0	40
Curve M.P. 6.6 and 6.8	40
2 Curves M.P. 6.8 and 9.6	50
2 Curves M.P. 11.8 and 12.5	40
4 Curves M.P. 15.4 and 17.1	50
Corona M.P. 22.5 and 25.6	45

continued at top of next column

continued from bottom of first column

Railroad Avenue Crossing M.P. 25.6	30
Corona M.P. 25.6 and 25.8	45
6 Curves M.P. 31.4 and 34.5	50
Curve M.P. 34.5 and 35.1	45
Two Track Junction Switch M.P. 39.2	40
Placentia M.P. 42.7 and 43.6	50
2 Curves M.P. 45.2 and 45.7	50
Fullerton M.P. 165.2 and 164.7	50
Curve M.P. 163.8 and 163.5	75
R.R. Crossing M.P. 163.0	50
Curve M.P. 161.1 and 160.8	65
R.R. Crossing M.P. 153.0	50
R.R. Crossing M.P. 152.1	50
Curve M.P. 151.7 and 151.4	60
Crossing and Curve M.P. 144.5 and 143.4	30
2 Curves M.P. 143.4 and 142.9	15
3 Curves M.P. 141.1 and 140.2	30
Curve M.P. 140.2 and 140.0	15

(D) SPEED RESTRICTIONS — SWITCHES

Trailing movements, spring point details: MPH

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:

Station	Location	MPH
Rana	Junction switch and crossover	20
West Colton	Two crossovers	50
Riverside Junction	One crossover	30
West Riverside	One crossover	40
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 and setout track	30
Hobart Tower	Two crossovers	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

Colton, East end track E Griffin Wheel Co.;
Los Angeles First Street, viaduct over old passenger tracks; and
Union Station, train sheds.

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	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

THIRD DISTRICT

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

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 Dragging Equip.	Rotating light at scanner, at M.P. 33.5 and at locator M.P. 35.1
M.P. 32 Eastward	Hot Box Dragging Equip.	Rotating light at scanner, at M.P. 30.7 and at locator M.P. 29.6

OLIVE DISTRICT

WESTWARD	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD
↓	No. 18 October 28, 1984				↑
	STATIONS				
	ATWOOD 2.4	0.0	Y-B	Yard	
	OLIVE 1.7	2.4			
	S.P. Crossing 1.7	4.1			
	ORANGE	5.8	Y	3280	
	(5.8)				

TCS in effect on main track between Atwood and Orange.

HAND THROW SWITCHES

NOT ELECTRICALLY LOCKED (Special Rule 5)

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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Olive District	40

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
1 Curve M.P. 0.0 and 0.8	25

(D) SPEED RESTRICTIONS — SWITCHES

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:

Location:	MPH
Atwood Junction switch	40

ESCONDIDO DISTRICT

WESTWARD	TIME TABLE	Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD
↓	No. 18 October 28, 1984				↑
	STATIONS				
	ESCONDIDO 4.9	21.1	Y	1376	
	SAN MARCOS 7.0	16.2		866	
	VISTA 9.2	9.2		1811	
	ESCONDIDO JCT. YL (21.1)	0.0	Y		

Rule 93 Yard limits: Escondido Jct., M.P. 0.0 to 0.9

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Escondido District	30

(C) SPEED RESTRICTIONS — VARIOUS

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

(D) SPEED RESTRICTIONS — SWITCHES

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
Talica	3.7	1347	East and West
Buena	12.9	927	West

14 FOURTH DISTRICT

LOS ANGELES DIVISION

WESTWARD									TIME TABLE No. 18 October 28, 1984	Mile Post	Capacity of Sidings In Feet	Communications Turn Tables and Wyes
FIRST CLASS												
87	85	83	81	79	77	75	73	71				
Leave Daily	Leave Daily	Leave Sun. & *Hol. Only	Leave Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Daily Except Sun. & *Hol.	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.				
PM 7:45	PM 4:05	PM 2:25	PM 1:10	AM 10:55	AM 9:30	AM 7:25	AM 6:40	AM 5:15				
7:52	4:12	2:32	1:17	11:02	9:37	7:32	6:47	5:22				
s 8:18	s 4:35	s 2:55	s 1:40	s 11:25	s 10:00	s 7:55	s 7:10	s 5:45				
s 8:35	s 4:52	s 3:17	s 1:57	s 11:42	s 10:22	s 8:12	s 7:27	s 6:02				
	s 5:13	s 3:38										
s 9:10	s 5:26	s 3:51	s 2:32	PM s 12:17	s 10:52		s 7:57	s 6:32				
s 9:30	s 5:45	s 4:15	s 2:52	s 12:37	s 11:12		s 8:17	s 6:52				
s 9:39	s 6:01	s 4:24	s 3:01	s 12:46	s 11:21	s 9:07	s 8:26					
s 9:50 PM	s 6:12 PM	s 4:35 PM	s 3:12 PM	s 12:57 PM	s 11:32 AM	9:15 AM	s 8:37 AM	s 7:12 AM				
Arrive Daily	Arrive Daily	Arrive Sun. & *Hol. Only	Arrive Daily	Arrive Sat. Sun. & *Hol. Only	Arrive Daily	Arrive Daily Except Sun. & *Hol.	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.				

(49.1) (48.3) (47.2) (50.3) (50.3) (50.3) (55.7) (52.5) (62.5)

Average speed per hour

No. 71, No. 73, No. 75, No. 77, No. 79, No. 83, and extra trains originating must get clearance card before leaving San Diego or 22nd Street.

No. 73 will stop at Anaheim Stadium only to discharge passengers and to receive passengers which are ticketed beyond Los Angeles.

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

Rule 93 Yard limits: End of double track Old Town to San Diego M.P. 264.2 to M.P. 267.3
San Diego to National City M.P. 267.6 to M.P. 273.1

HAND THROW SWITCHES NOT ELECTRICALLY LOCKED (Special Rule 5)

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

* Holidays: November 22 and December 25, 1984
January 1 and February 18, 1985

LOS ANGELES DIVISION

FOURTH DISTRICT 15

Communications, Turn Tables and Wyes	TIME TABLE No. 18 October 28, 1984	Mile Post	Capacity of Sidings In Feet	EASTWARD																	
				FIRST CLASS																	
				72	74	76	78	80	82	84	86	88	90								
				Arrive Daily	Arrive Daily	Arrive Sat. Only	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Daily Except. Sat. Sun. & *Hol.	Arrive Sun. & *Hol. Only	Arrive Sat. Sun. & *Hol. Only	Arrive Daily								
Y	NATIONAL CITY YL 3.8	273.1	Yard																		
C-R	22ND STREET YL 1.8	269.3																			
Y	SAN DIEGO YL 3.3	267.5	Yard																		
	OLD TOWN YL 6.3	264.2																			
	ELVIRA 4.9	257.9																			
Y	MIRAMAR 3.9	253.0																			
	SORRENTO 5.0	249.1	4877																		
	DELMAR 6.0	244.0																			
	ENCINITAS 4.2	238.1																			
	PONTO 6.5	233.8	5333																		
Y	ESCONDIDO JCT. 1.0	227.2																			
B	OCEANSIDE 2.1	226.2	6096																		
	FALLBROOK JCT. 14.9	224.1	4569																		
	SAN ONOFRE 4.4	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																		
Y	IRVINE 1.9	178.5																			
	EAST SANTA ANA 1.1	176.6																			
	SANTA ANA 2.9	175.5	6048																		
Y	ORANGE 2.1	172.6	6250																		
	ANAHEIM STADIUM 0.7	170.5																			
	S.P. Crossing 2.0	169.8																			
	ANAHEIM 2.8	167.8	3044																		
C-R	FULLERTON	165.0																			
	(107.8)																				

Average speed per hour (47.2) (45.6) (47.2) (47.2) (47.2) (52.0) (47.2) (52.0) (47.2) (47.2)

* Holidays: November 22 and December 25, 1984
January 1 and February 18, 1985

16 FOURTH DISTRICT

LOS ANGELES DIVISION

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frnt.
National City and Sorrento	79	55
Sorrento and Santa Ana	90	55
South Main Track, M.P. 179.1 and 176.7	40	40
Santa Ana and Fullerton	79	55

Speed limit freight trains, with dynamic brakes not in use on descending grades:

Westward	MPH	Eastward	MPH
M.P. 253.0 to M.P. 249.0	25	M.P. 189.2 to M.P. 197.0	30
M.P. 188.0 to M.P. 181.0	30	M.P. 253.0 to M.P. 262.0	25

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:

Between M.P. 165.4 and M.P. 166.0
 M.P. 250.0 and M.P. 250.5
 M.P. 254.2 and M.P. 255.4
 M.P. 256.7 and M.P. 260.3
 M.P. 262.4 and M.P. 262.7

(B) SPEED RESTRICTIONS — TONNAGE

Maximum authorized speed for freight trains is:
 45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH	
	Psgr.	Frnt.
San Diego M.P. 273.0 and 267.3	10	10
San Diego M.P. 267.3 and 264.1	30	30
Curve M.P. 262.7 and 262.4	70	
2 Curves M.P. 260.3 and 259.9	60	
Curve M.P. 259.1 and 258.5	65	
3 Curves M.P. 258.5 and 257.9	35*	30
2 Curves M.P. 257.9 and 256.6	65	
4 Curves M.P. 255.4 and 253.5	65	
2 Curves M.P. 253.5 and 252.8	35	35
10 Curves & Grade M.P. 252.8 and 251.0	25*	20
2 Curves & Grade M.P. 251.0 and 250.6	40	40
2 Curves M.P. 250.6 and 250.0	50	50
Curve M.P. 247.0 and 246.8	85	
Curve M.P. 245.8 and 245.6	55*	50
Curve M.P. 244.6 and 244.4	75	
Curve M.P. 244.4 and 244.1	50*	45
Curve M.P. 244.1 and 243.5	65	
Crossing M.P. 241.8 (Lomas Santa Fe Dr.)	70	
2 Curves M.P. 238.8 and 237.4	80	
4 Crossings M.P. 226.8 and 225.9	30	30
Curve M.P. 225.9 and 225.5	50	45
3 Curves M.P. 224.7 and 223.8	75	
4 Curves M.P. 209.0 and 206.3	75	
City San Clemente M.P. 206.3 and 202.7	40	40
Crossing M.P. 201.0 (Beach Rd.)	75	
Curve M.P. 200.3 and 199.9	45*	40
Curve M.P. 199.9 and 198.6	60	
3 Curves M.P. 198.6 and 197.9	35*	35
2 Curves M.P. 197.9 and 197.0	60	
Santa Ana 2 Curves M.P. 176.1 and 175.3	40*	40
4 Crossings M.P. 175.3 and 173.8	60	
6 Curves M.P. 173.8 and 172.2	40	40
Curve M.P. 172.2 and 172.0 (Main Track and Siding)	35*	35
6 Crossings M.P. 172.0 and 169.2	45	45
2 Crossings M.P. 169.2 and 168.0	60	
2 Crossings M.P. 168.0 and 167.7	40	40
Curve M.P. 165.9 and 165.4	40	40

* Denotes restrictions protected by Inert ATS Inductors

(D) SPEED RESTRICTIONS — SWITCHES

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:

"EE" — East End.

"WE" — West End.

Station	Location	MPH
Fullerton	Fourth Dist. junction switch — M.P. 165.4	40
Orange	WE siding	40
	EE siding (main track)	40
Irvine	EE two tracks — M.P. 179.1	40
Serra	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

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet	Switch Connection
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

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

Bridge 179.7	Highwater	Eastward Control Signals located at east end 2 tracks M.P. 179 and Westward Signal 1801.
Bridge 194.6	Highwater	Westward, signal 1951 and Control Signal east end 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	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD
↓	No. 18	October 28, 1984				↑
STATIONS						
	HIGHGROVE	YL	0.0		1018	
	^{1.5} S.P. Crossing		1.5			
	^{5.7} BOX SPRINGS	YL	7.2		1555	
	^{2.4} MARCH FIELD		9.6	B		
	^{1.0} ALESSANDRO		10.6		2046	
	^{2.9} VAL VERDE		13.5	Y	1105	
	^{4.8} PERRIS		18.3		Yard	
	^{4.4} ETHANAC		22.7		1030	
	^{6.2} WINCHESTER		28.9		1570	
	^{7.1} HEMET	YL	36.0		Yard	
	^{2.3} SAN JACINTO	YL	38.3		Yard	
(38.3)						

Position of junction switches Rule 98(D):
Highgrove for Third District.

Rule 93 Yard limits:
Highgrove to Box Springs, M.P. 0.0 to M.P. 7.5
Hemet to San Jacinto, M.P. 36.0 to M.P. 38.3

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
San Jacinto District	40

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
Highgrove and Box Springs	20
Curve M.P. 18 and 19.2	15
M.P. 34.8 and 35.7	15
M.P. 35.7 and San Jacinto	10

(D) SPEED RESTRICTIONS — SWITCHES

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

3. TRACKS BETWEEN STATIONS

Name	Mile Post Location	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

HARBOR DISTRICT

WESTWARD ↓	TIME TABLE No. 18 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD ↑
STATIONS					
	REDONDO JCT. YL	0.0	R-Y		
	1.5 MALABAR YL	1.5		Yard	
	1.0 S.P. Crossing NADEAU YL	2.5			
	0.3 S.P. Crossing YL	2.8			
	0.7 WINGFOOT YL	3.5		Yard	
	2.5 WILDASIN YL	6.0		Yard	
	1.3 VAN NESS YL	7.3		Yard	
	0.7 HYDE PARK YL	8.0		Yard	
	1.9 INGLEWOOD YL	9.9		Yard	
	3.7 LAIRPORT YL	13.6		4962	
	1.0 S.P. Crossing YL	14.6			
	0.2 EL SEGUNDO YL	14.8			
	1.8 LAWNDALE YL	16.6		Yard	
	3.5 ALCOA YL	20.1		Yard	
	1.6 TORRANCE YL	21.7		Yard	
	1.6 IRONSIDES YL	23.3		Yard	
	3.3 WATSON YL	26.6	R-Y	Yard	
	1.4 WILMINGTON YL	28.0		Yard	
	2.0 PIER A YARD YL			Yard	
	1.1 WEST THENARD YL				
	S.P. Crossing 2.5 LONG BEACH YL				
	(28.0)				

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. 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. 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.

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

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Harbor District	20
Alcoa Spur	10

(C) SPEED RESTRICTIONS — VARIOUS

BETWEEN:	MPH
M.P. 0.0 and St. Crossing M.P. 1.6	12
M.P. 1.6 and 10.1	15
St. Crossing M.P. 13.1	15
All movements Harbor Belt Line	10
West Thenard and Long Beach	10
S.P. Crossing Nadeau	10
S.P. Crossing M.P. 14.6 (while head end is passing over)	10

(D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through all turnouts — 10 MPH.

5. 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.

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

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

7. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 100-799; 5990-5998	90*	45
1215-1245#, 1453#, 1460#, Slug Units 120-121	45	45
511-649##	50	-
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, maximum authorized speed is 20 MPH.

##May be used as trailing units only.

8. 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

9. 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
	Wrecking Derricks M.P.H.	and Jordan Spreaders M.P.H.	
Needles, Cadiz, First, Second, Third and Fourth Districts	40	45	30
	40	40	30
	15	15	15
	Pile Drivers		Pile Drivers
	AT-199454		AT-199452
	AT-199455		AT-199453
	AT-199457		AT-199456
	AT-199458		
	AT-199459		
	AT-199460		
AT-199461			
AT-199462			
AT-199463			
AT-199464		AT-199720	
Other Machines			
M.P.H.		M.P.H.	

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.

10. 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 defective 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, to alert crew that system is operational, the following message will be transmitted via radio:

"Santa Fe Railroad (Site Identification), North or South Track, System Working."

As train passes the detector location, if defect(s) in the train are detected, a rotating white light will be illuminated. In addition, a message stating "You Have a Defect", or an audible beeping tone will be transmitted via radio. If detector is on North Track the audible tone will be a fast beep; if on South Track it will be a slow beep. If two trains are passing detector at same time and defect(s) are noted in each train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear end at least 300 feet beyond the detector, then identification of defect(s) noted, by type and location in the train will be transmitted via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect location will be from rear of train, and reference to "Left" or "Right" side are to the engineer's left or right in the direction of travel. The following are typical of what transmissions crews can expect to hear:

- "Santa Fe Railroad (Site Identification) North or South Track, First Hotbox Right Side, one seven eight."
- "....., Second Hotbox Left Side, one four three."
- "..... FIRST DEFECTIVE CAR*, axle one two five."
- "....., First Dragging Equipment near Axle zero six eight."

*DEFECTIVE CAR alarm indicates there are more than two defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and 3 cars (or units) on either side of indicated equipment.

Anytime a train receives (4) defective car alarms, or (3) or more hotbox alarms, or (2) or more dragging equipment alarms, crew must inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the rotating white light becomes illuminated message or audible tone is received, train must be stopped with rear-end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated before head-end of train reaches detector, and/or the following message is transmitted via radio: "Santa Fe Railroad (Site Identification), North or South Track, System Failure", crew must be alert for the possible transmission of a message or audible tone should an alarm occur during passage of the train. If no such message or tone is received, train may proceed at prescribed speed and must be observed closely enroute.

If, after entire train has passed the detector, no defects were noted, the following message will be transmitted via radio: "Santa Fe Railroad (Site Identification) North or South Track, No Defects."

If, as train approaches and passes detector, the rotating white light does not illuminate, and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

10. Continued from page 19

INSTRUCTIONS APPLICABLE TO ALL TYPES HOTBOX AND DRAGGING EQUIPMENT DETECTORS

"Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. 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 rear car of train is indicated as the location of defective equipment, and no defect(s) found on that car, entire train must be thoroughly inspected. 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 unit or car by intervening detector, or during a stop for inspection, unit or 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.

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

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

13. 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 or (714) 888-9895

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 streams, 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.

14. Union Pacific trains using joint tracks between West Riverside and Daggett, and Southern Pacific trains using Santa Fe main track between 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.

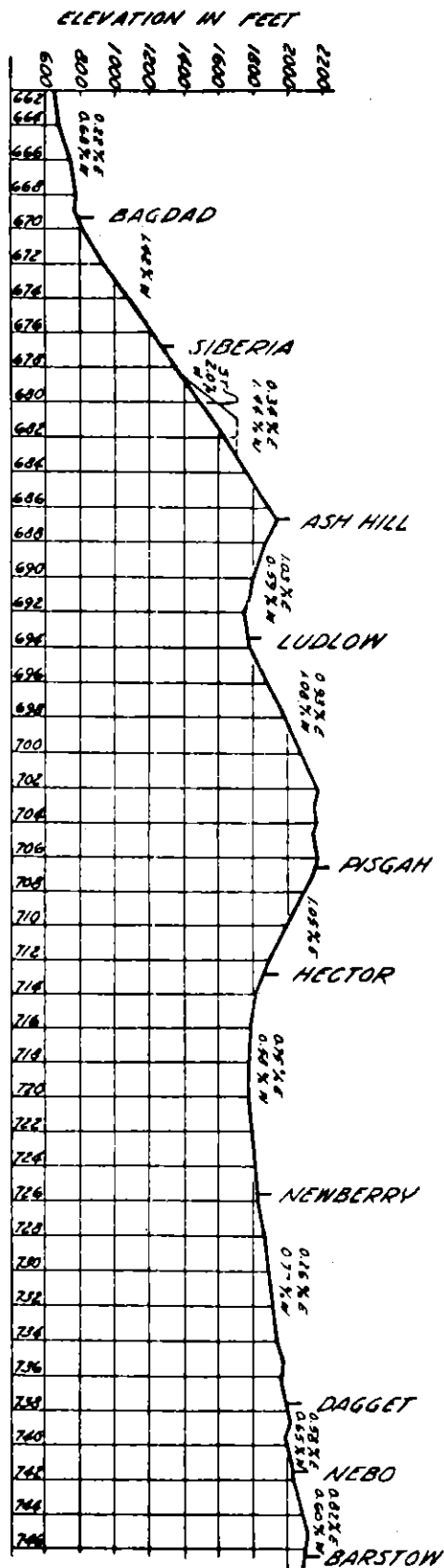
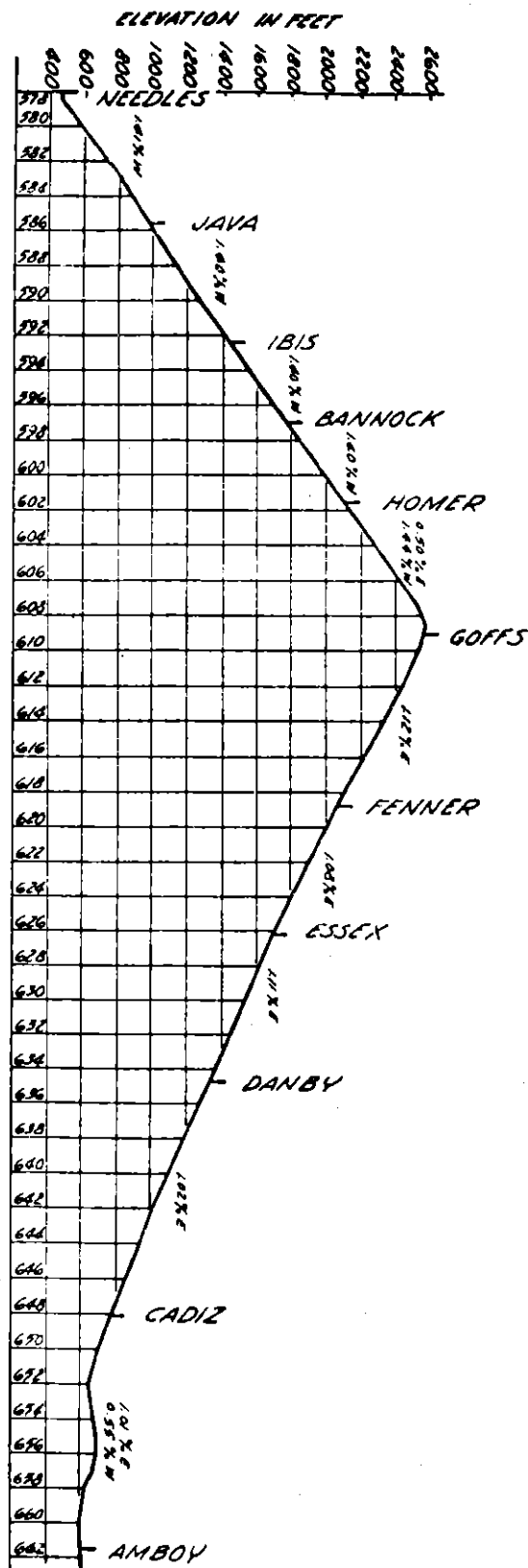
15. Rule 125: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

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:

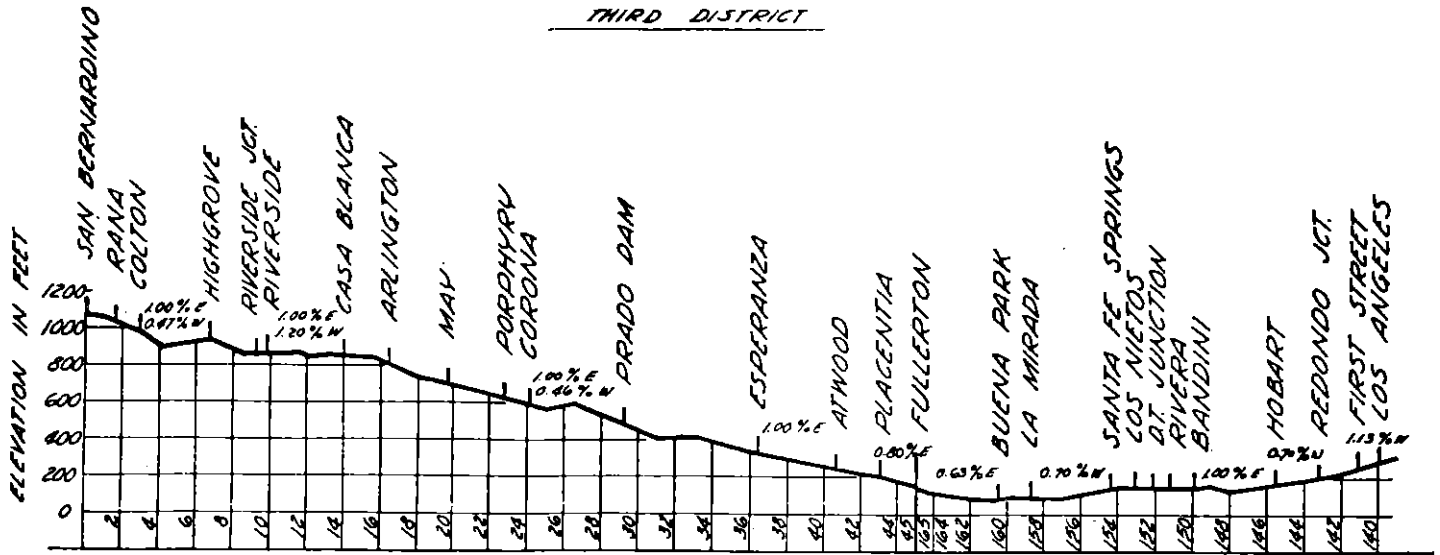
CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE-POWER
*200	EMD	F40PH	259,500	38,240	3000
*500	EMD	SDP40F	396,000	57,300	3000
1215	EMD	SSB1200	246,000	36,000	1200
1242	ALCO	SW12	246,000	47,000	1200
1300	ALCO	CRSD20	380,000	69,800	2050
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	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.

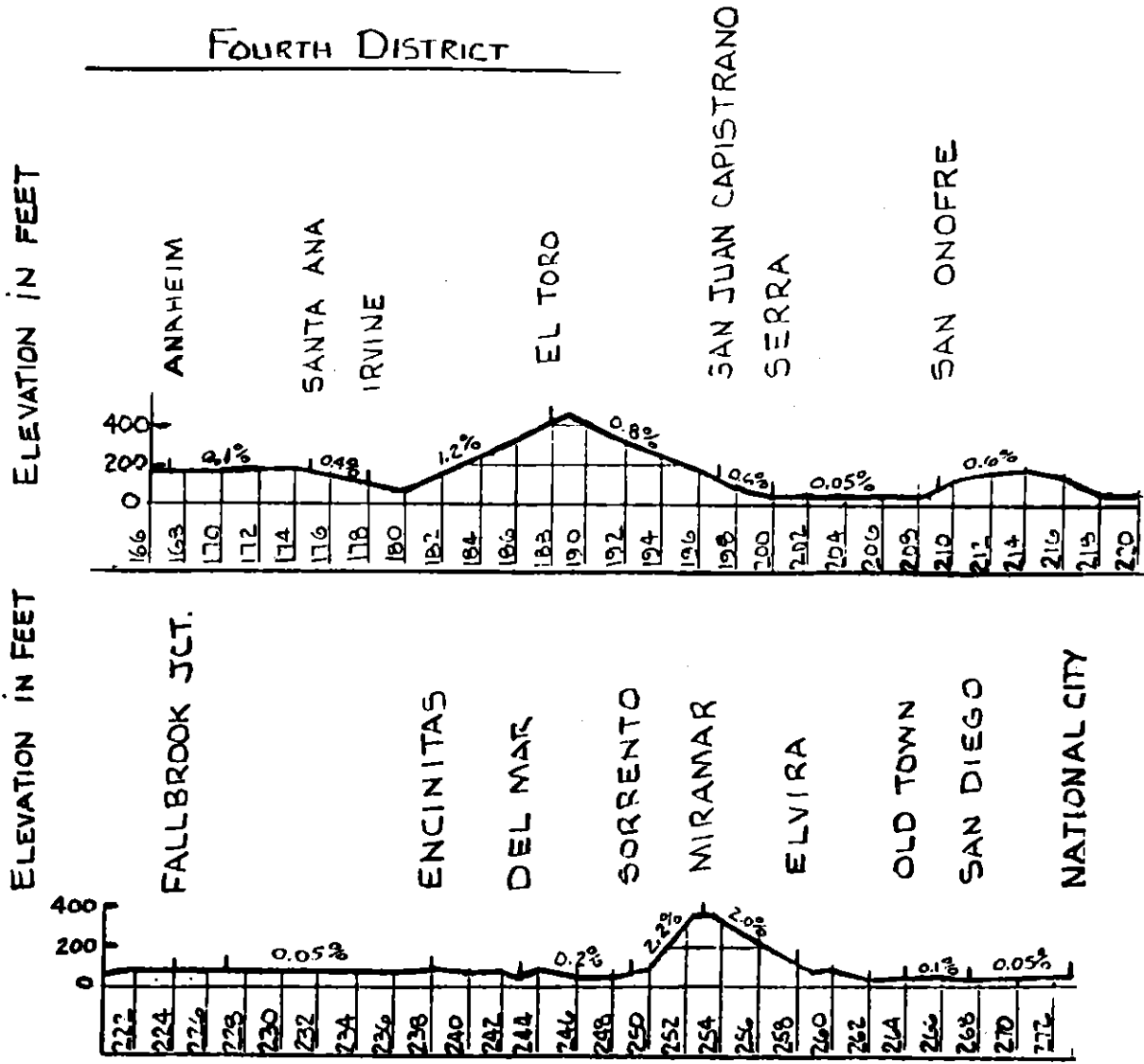
NEEDLES DISTRICT



THIRD DISTRICT



FOURTH DISTRICT



FOR OBSERVATION AND GUIDANCE,
THE FOLLOWING CODES MAY APPEAR ON WORK ORDERS,
TRACK LISTS AND WHEEL REPORTS.

AI	— Agri. Industries	
B1	— Bad Order	
BA	— Blasting Agent	(HAZARDOUS)
CG	— Cargill	
CB	— Combustible	(HAZARDOUS)
CD	— Condemned	
CL	— Chlorine	(HAZARDOUS)
CM	— Corrosive	(HAZARDOUS)
DG	— Dangerous	
DH	— Do Not Hump	
DU	— Do Not Uncouple	
EQ	— Equity Export - Houston	
FG	— Flammable Gas	(HAZARDOUS)
FL	— Flammable	(HAZARDOUS)
FS	— Flammable Solid	(HAZARDOUS)
FW	— Flammable Solid W (Dangerous When Wet)	(HAZARDOUS)
HE	— Head End Only	
HL	— High Wide Load	
HV	— High Value	
IP	— Interchange Prohibited	
IPSW	— Intraplant Switch (Respot Car)	
MR	— Mechanical Refrig. Maintain - Degrees	
MCNR	— Mechanical Car or Trailer - No Refrigeration Required	
NG	— Non-Flammable Gas	(HAZARDOUS)
NP	— No Placards Required	
OM	— Oxidizer	(HAZARDOUS)
OP	— Organic Peroxide	(HAZARDOUS)
OR	— Other Regulated Materials	
OX	— Oxygen	(HAZARDOUS)
PA	— Poison Gas	(HAZARDOUS)
PB	— Poison	(HAZARDOUS)
PE	— Houston Public Elevator	
RE	— Rear End Only	
RM	— Radioactive Material	(HAZARDOUS)
REJT	— Car Rejected by Shipper	
RSPT	— Respot Due to Railroad Error	
TURN	— Turn Car & Respot	
WH	— Weigh Heavy	
WI	— Waive Inspection - Set Direct	
WL	— Weigh Light	
XA	— Explosive "A"	(HAZARDOUS)
XB	— Explosive "B"	(HAZARDOUS)
XX	— DO NOT MOVE THIS CAR	
*(Speed)	— Speed Restriction	

* Numeric Speed Restriction will be shown.

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 (Tank car containing Explosives A)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	EXPLOSIVES A OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE	
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 accompanied 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 174.67.

