



**SANTA FE SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, M and N, Book of Rules.)

**TRAINMASTERS**

- W. C. PARKS ..... Needles, Calif.
- J. W. TIEHEN ..... Barstow, Calif.
- W. BAXTER ..... San Bernardino, Calif.
- G. E. YOUNG ..... San Bernardino, Calif.
- W. E. ADAMS ..... San Bernardino, Calif.
- L. D. EIDSON ..... San Bernardino, Calif.
- R. C. VAN AUSSDALL ..... Fullerton, Calif.
- J. M. WATKINS ..... Los Angeles, Calif.
- R. F. NORLING ..... Los Angeles, Calif.
- J. O. PHILLIPS ..... Los Angeles, Calif.
- C. F. LILLEY ..... Los Angeles, Calif.
- R. L. DIXON ..... Los Angeles, Calif.

**ASSISTANT TRAINMASTERS**

- J. J. WHITE ..... Barstow, Calif.
- J. A. BURTON ..... Barstow, Calif.
- F. B. HATFIELD ..... San Bernardino, Calif.
- D. S. HYDER ..... Fullerton, Calif.
- C. K. SEAMAN ..... Los Angeles, Calif.
- W. F. BOWEN ..... Los Angeles, Calif.
- A. L. McDANIEL ..... San Diego, Calif.

**ROAD FOREMEN OF ENGINES**

- W. L. WHITE ..... Los Angeles, Calif.
- J. E. THORNTON ..... Barstow, Calif.
- F. V. DOBBS ..... Needles, Calif.
- J. H. LANE ..... Phoenix, Ariz.

**CHIEF DISPATCHER**

- J. T. DAWE ..... San Bernardino, Calif.

**ASSISTANT CHIEF DISPATCHERS**

- R. D. HARPER ..... San Bernardino, Calif.
- E. L. MAYS ..... San Bernardino, Calif.
- W. E. EBERT ..... San Bernardino, Calif.
- E. M. BUTLER ..... San Bernardino, Calif.

**DISPATCHERS - SAN BERNARDINO**

- |                |                 |
|----------------|-----------------|
| W. S. LOIT     | D. F. HODGES    |
| J. C. SELINGER | L. A. WRIGHT    |
| A. C. KIDD     | G. A. WOLLERTON |
| H. W. WITSKEN  | J. D. PINSON    |
| C. W. BURTON   | T. H. ESHELMAN  |
| F. O. PIERCE   | E. M. ELLIS     |
| W. D. EAKIN    | N. C. PECK      |
| W. R. HANSEN   | H. F. BROWN     |

The  
**Atchison, Topeka and Santa Fe  
Railway Co.**



**LOS ANGELES DIVISION**  
AND  
**LOS ANGELES TERMINAL**

**TIME TABLE No.**

**17**

IN EFFECT

**Sunday, October 27, 1968**

At 12:01 A.M.

**Pacific Standard Time**

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

**J. N. LANDRETH**  
*General Manager*  
LOS ANGELES, CALIF.

**C. E. ROLLINS**  
*Asst. General Manager*  
LOS ANGELES, CALIF.

**E. R. ROBERTSON**  
*Asst. General Manager*  
LOS ANGELES, CALIF.

**A. K. JOHNSON**  
*Superintendent*  
SAN BERNARDINO, CALIF.

**H. D. FISH**  
*Superintendent*  
LOS ANGELES, CALIF.

# 2 LOS ANGELES DIVISION

# WESTWARD

# NEEDLES DISTRICT

| WESTWARD     |              |              |              |              | TIME TABLE       | Mile Post | Ruling Grade<br>Ascending—<br>Feet Per Mile | Ruling Grade<br>Descending—<br>Feet Per Mile | Communications,<br>Turn Tables and Wyes | Capacity of Sidings<br>in 50 ft. Cars |
|--------------|--------------|--------------|--------------|--------------|------------------|-----------|---|--|---|---------------------------------------|
| FIRST CLASS  |              |              |              |              |                  |           |   |  |   |                                       |
| 205          | 23           | 1            | 103          | 17           |                  |           |   |  |   |                                       |
| Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily  | NO. 17           |           |   |  |   |                                       |
|              |              |              |              |              | October 27, 1968 |           |   |  |   |                                       |
|              |              |              |              |              | STATIONS         |           |   |  |   |                                       |
|              | PM 9.05      | PM 8.55      |              | AM 2.05      | NEEDLES YL       | 578.0     |   |  | C-R-Y                                   | Yard                                  |
|              | 9.15         | 9.05         |              | 2.15         | 7.4<br>JAVA      | 585.6     | 74.4  | 0.0  | B                                       | 107                                   |
|              | 9.24         | 9.14         |              | 2.23         | 6.8<br>IBIS      | 592.4     | 73.9  | 0.0  | B                                       | 146                                   |
|              | 9.30         | 9.20         |              | 2.30         | 4.5<br>BANNOCK   | 597.0     | 73.9  | 0.0  | B                                       | 107                                   |
|              | 9.35         | 9.25         |              | 2.36         | 4.6<br>HOMER     | 601.5     | 73.9  | 0.0  | B                                       | 135                                   |
|              | 9.43         | 9.33         |              | 2.47         | 7.8<br>GOFFS     | 609.1     | 78.0  | 26.4   | B                                       | 146                                   |
|              | 9.50         | 9.40         |              | 2.54         | 9.6<br>FENNER    | 618.7     | 0.0   | 59.1   | B                                       | 114                                   |
|              | 9.55         | 9.45         |              | 2.59         | 7.5<br>ESSEX     | 626.2     | 0.0   | 57.0   | B                                       |                                       |
|              | 10.01        | 9.51         |              | 3.05         | 8.5<br>DANBY     | 634.7     | 0.0   | 58.6   | B                                       | 108                                   |
|              | 10.11        | 10.01        |              | 3.15         | 13.4<br>CADIZ    | 648.1     | 0.0   | 53.0   | B-Y                                     | 146                                   |
|              | 10.20        | 10.10        |              | 3.24         | 13.4<br>AMBOY    | 661.5     | 29.0  | 53.8   | C-R                                     | 107                                   |
|              | 10.27        | 10.17        |              | 3.30         | 7.8<br>BAGDAD    | 669.3     | 35.9  | 11.6   | B                                       | 107                                   |
|              | 10.35        | 10.25        |              | 3.38         | 7.3<br>SIBERIA   | 676.7     | 75.0  | 0.0  | B                                       | 135                                   |
|              | 10.48        | 10.38        |              | 3.52         | 9.5<br>ASH HILL  | 686.7     | 78.0  | 17.9   | B                                       | 135                                   |
|              | 10.54        | 10.44        |              | 3.58         | 6.7<br>LUDLOW    | 693.4     | 31.1  | 54.4   | B-Y                                     | 107                                   |
|              | 11.07        | 10.57        |              | 4.14         | 13.2<br>PISGAH   | 706.8     | 57.0  | 49.1   | B                                       | 117                                   |
|              | 11.12        | 11.02        |              | 4.20         | 6.2<br>HECTOR    | 712.8     | 0.0   | 55.4   | B                                       | 132                                   |
|              | 11.21        | 11.11        |              | 4.30         | 12.8<br>NEWBERRY | 725.6     | 29.5  | 39.6   | B                                       | 146                                   |
| PM 7.38      | 11.31        | 11.21        | AM 8.03      | 4.40         | 12.0<br>DAGGETT  | 737.6     | 40.6  | 13.7   | B                                       |                                       |
|              |              |              |              |              | 4.0<br>NEBO      | 741.6     | 34.3  | 30.6   | B                                       |                                       |
| s 7.50 PM    | s 11.40 PM   | s 11.35 PM   | s 8.20 AM    | s 5.00 AM    | 4.8<br>BARSTOW   | 746.4     | 31.7  | 43.3   | C-R-Y                                   | Yard                                  |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | (167.6)          |           |   |  |   |                                       |

Trains must get clearance card before leaving Needles.

Rule 251 in effect:  
Needles to M.P. 737.3 (Daggett)

Rule 261 "TCS" in effect:  
On two main tracks between M.P. 737.3 and M.P. 743.7, and on three main tracks between M.P. 743.7 and M.P. 745.3 and are numbered north to south 1-2 and 3.

At Nebo siding switches equipped with electric switch locks be governed by instructions posted in phone box.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Between train signs located at east and west end of passenger yard Needles there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Rule 93: Yard Limits Located At:  
Needles.

(44.0) (64.9) (62.8) (31.1) (57.5) ..... Average speed per hour

### TRACK SIDE WARNING DEVICES

| Location   | Type    | Signals Effected  |
|------------|---------|---|
| M.P. 633.4 | Hot Box | Rotating white lights at scanner (M.P. 631.3) and Locator (M.P. 633.4)      |
| M.P. 667   | Hot Box | Rotating white lights at scanner (M.P. 665—M.P. 666) and Locator (M.P. 667) |

When hot box signals activated, trains must stop, check locator, inspect train, and be governed by instructions in instrument case at locator.

# NEEDLES DISTRICT

# WESTWARD

# LOS ANGELES DIVISION 3

## SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.

"EE"—East End.

"S"—Spring Switch.

"WE"—West End.

| Station  | Type | Location   | MPH |
|----------|------|--|-----|
| Needles  | I    | M.P. 578.4 crossover main track to westward freight lead | 30  |
|          | I    | M.P. 580.3 crossover main tracks                         | 50  |
|          | I    | WE westward freight lead                                 | 30  |
| Java     | S    | WE westward siding                                       | 30  |
| Ibis     | S    | WE westward siding                                       | 30  |
| Bannock  | S    | WE westward siding                                       | 30  |
| Homer    | S    | WE westward siding                                       | 30  |
| Goffs    | S    | WE westward siding                                       | 30  |
| Fenner   | S    | WE westward siding                                       | 30  |
| Danby    | S    | WE westward siding                                       | 15  |
| Cadiz    | S    | WE westward siding                                       | 30  |
| Amboy    | S    | WE westward siding                                       | 30  |
| Bagdad   | S    | WE westward siding                                       | 15  |
| Siberia  | S    | WE westward siding                                       | 30  |
| Ash Hill | S    | WE westward siding                                       | 15  |
| Ludlow   | S    | WE westward siding                                       | 30  |
| Pisgah   | S    | WE westward siding                                       | 30  |
| Newberry | S    | WE westward siding                                       | 30  |
| Daggett  | S    | WE westward siding                                       | 15  |
| Barstow  | I    | Two main track crossovers                                | 50  |
|          | I    | Turnout to Union Pacific main track                      | 30  |
|          | I    | M.P. 743.6 two main track crossovers                     | 50  |
|          | I    | M.P. 743.6 turnout outbound lead                         | 50  |
|          | I    | M.P. 743.7 crossover eastward to westward main track     | 30  |
|          | I    | M.P. 743.7 turnout track 3                               | 30  |
|          | I    | M.P. 745 main track and crossover switches to yard       | 30  |

## RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

| Location                                 | Tracks Governed                       | Rules              |
|--|---------------------------------------|--------------------|
| Needles:<br>M.P. 578.4<br>and M.P. 580.3 | Main track and connecting crossover.  | Interlocking       |
| Barstow East Tower                       | Main track and connecting crossovers. | Interlocking       |
| Barstow West Tower                       | Main track and connecting crossovers. | See First District |

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

Goffs to Cadiz  
Pisgah to Hector

## LENGTH OF STEMS OF WYES

| Location | Feet           |
|----------|----------------|
| Needles  | 401            |
| Cadiz    | Cadiz District |
| Ash Hill | 410            |

## STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location                | Mile Posts | Car Capacity | Switch Connection |
|-------------------------|------------|--------------|-------------------|
| <b>NEEDLES DISTRICT</b> |            |              |                   |
| Salts                   | 658.4      | 51           | East and West     |
| Klondike                | 682.0      | 74           | West              |
| Lavic                   | 702.7      | 25           | East              |
| Minneola                | 731.7      | 107          | West              |
| Airport Spur            | 732.6      | 15           | West              |
| Gale                    | 735.3      | 67           | East and West     |
| Cool Water              | 735.9      | 16           | West              |

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

| Location                      | Psgr. and Light | MPH | Fr. |
|-------------------------------|-----------------|-----|-----|
| Needles to Goffs              | 79              |     | 60  |
| Goffs to Bagdad               | 90              |     | 60  |
| Bagdad to Pisgah              | 79              |     | 60  |
| Pisgah to Barstow             | 90              |     | 60  |
| "H" St. Crossing M.P. 578.1   | 15              |     | 15  |
| 15 Curves M.P. 578.1 to 587.1 | 55              |     | 55  |
| 3 Curves M.P. 587.1 to 587.8  | 40              |     | 40  |
| 3 Curves M.P. 587.8 to 589.3  | 55              |     | 55  |
| 3 Curves M.P. 589.3 to 593.3  | 65              |     | 60  |
| Curve M.P. 593.3 to 593.8     | 45              |     | 45  |
| 11 Curves M.P. 593.8 to 603.3 | 65              |     | 60  |
| 2 Curves M.P. 608.3 to 609.1  | 70              |     | 70  |
| 4 Curves M.P. 669.6 to 672.1  | 75              |     | 70  |
| 10 Curves M.P. 672.1 to 678.1 | 65              |     | 60  |
| Curve M.P. 678.1 to 678.5     | 40              |     | 40  |
| Curve M.P. 678.5 to 679.9     | 60              |     | 60  |
| Curve M.P. 679.9 to 680.3     | 40              |     | 40  |
| 3 Curves M.P. 680.3 to 682.7  | 60              |     | 60  |
| 2 Curves M.P. 682.7 to 683.4  | 50              |     | 50  |
| 2 Curves M.P. 683.4 to 686.2  | 65              |     | 60  |
| 2 Curves M.P. 686.2 to 688.4  | 75              |     | 70  |
| Curve M.P. 688.4 to 688.9     | 65              |     | 60  |
| Curve M.P. 688.9 to 689.5     | 70              |     | 70  |
| 4 Curves M.P. 693.7 to 694.9  | 50              |     | 50  |
| 10 Curves M.P. 694.9 to 702.0 | 65              |     | 60  |
| 2 Curves M.P. 707.8 to 709.6  | 70              |     | 70  |
| 3 Curves M.P. 709.6 to 710.6  | 60              |     | 60  |
| Curve M.P. 745.0 to 745.4     | 50              |     | 50  |
| 2 Curves M.P. 745.4 to 745.7  | 40              |     | 40  |

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

1.0 to 1.5% ..... 30 MPH  
1.5 to 2.0% ..... 25 MPH  
2.0 and over ..... 15 MPH

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION                                | Psg. and Light | M.P.H. | Frt. |
|---|----------------|--------|------|
| Barstow to Pisgah                       | 90             | 60     |      |
| Pisgah to Bagdad                        | 79             | 60     |      |
| Bagdad to M.P. 642                      | 90             | 60     |      |
| M.P. 642 to Goffs                       | 79             | 60     |      |
| Goffs to Needles                        | 79             | 45     |      |
| 3 Curves M.P. 745.7 to 745.0            | 40             | 40     |      |
| 5 Curves M.P. 710.6 to 707.8            | 65             | 60     |      |
| 2 Curves M.P. 707.8 to 706.0            | 75             | 70     |      |
| Curve M.P. 702.0 to 701.5               | 65             | 60     |      |
| 7 Curves M.P. 701.5 to 696.1            | 75             | 70     |      |
| 2 Curves M.P. 696.1 to 694.9            | 65             | 60     |      |
| 4 Curves M.P. 694.9 to 693.6            | 50             | 50     |      |
| Curve M.P. 693.6 to 692.9               | 70             | 70     |      |
| Curve M.P. 689.5 to 688.9               | 70             | 70     |      |
| Curve M.P. 688.9 to 688.4               | 65             | 60     |      |
| 2 Curves M.P. 688.4 to 686.2            | 70             | 70     |      |
| 2 Curves and Grade M.P. 686.2 to 683.4  | 70             | 30     |      |
| 2 Curves and Grade M.P. 683.4 to 680.8x | 55             | 30     |      |
| 2 Curves and Grade M.P. 680.8x to 677.8 | 65             | 30     |      |
| 5 Curves and Grade M.P. 677.8 to 674.5  | 75             | 45     |      |
| 5 Curves and Grade M.P. 674.5 to 671.4  | 70             | 45     |      |
| 6 Curves M.P. 646.1 to 640.9            | 80             | 70     |      |
| 2 Curves M.P. 640.9 to 638.8            | 75             | 70     |      |
| 3 Curves M.P. 631.0 to 628.7            | 75             | 70     |      |
| 10 Curves M.P. 625.5 to 613.8           | 65             | 60     |      |
| 6 Curves M.P. 613.8 to 609.1            | 75             | 70     |      |
| 2 Curves M.P. 609.1 to 608.4            | 65             | 60     |      |
| 3 Curves M.P. 599.0 to 597.9            | 65             | 45     |      |
| Curve M.P. 593.4x to 591.6              | 75             | 45     |      |
| 2 Curves M.P. 591.6 to 589.2            | 70             | 45     |      |
| 3 Curves M.P. 589.2 to 587.7            | 60             | 45     |      |
| 3 Curves M.P. 587.7 to 587.1            | 40             | 40     |      |
| 14 Curves M.P. 587.1 to 578.1           | 60             | 45     |      |
| "H" St. Crossing M.P. 578.1             | 15             | 15     |      |

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

|              |        |
|--------------|--------|
| 1.0 to 1.5%  | 30 MPH |
| 1.5 to 2.0%  | 25 MPH |
| 2.0 and over | 15 MPH |

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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

| Location                           | Tracks Governed                       | Rules        |
|------------------------------------|---------------------------------------|--------------|
| Needles: M.P. 578.4 and M.P. 580.3 | Main track and connecting crossover.  | Interlocking |
| Barstow East Tower                 | Main track and connecting crossovers. | Interlocking |

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location     | Mile Posts | Car Capacity | Switch Connection |
|--------------|------------|--------------|-------------------|
| Saltus       | 658.4      | 51           | East and West     |
| Klondike     | 682.0      | 74           | West              |
| Lavic        | 702.7      | 25           | East              |
| Minneola     | 731.7      | 107          | West              |
| Airport Spur | 732.6      | 15           | West              |
| Gale         | 735.3      | 67           | East and West     |
| Cool Water   | 735.9      | 16           | West              |

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch. "EE"—East End.  
 "S"—Spring Switch. "WE"—West End.

| Station  | Type | Location   | MPH |  |
|----------|------|--|-----|--|
| Needles  | I    | M.P. 578.4 crossover main track to westward freight lead | 30  |  |
|          | I    | M.P. 580.3 crossover main tracks                         | 50  |  |
|          | I    | WE westward freight lead                                 | 50  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
| Barstow  | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
|          | S    | EE eastward siding                                       | 30  |  |
| Newberry | I    | Two main track crossovers                                | 50  |  |
|          | I    | Turnout to Union Pacific main track                      | 30  |  |
|          | I    | M.P. 743.6 two main track crossovers                     | 50  |  |
|          | I    | M.P. 743.6 turnout outbound lead                         | 50  |  |
|          | I    | M.P. 743.7 crossover eastward to westward main track     | 30  |  |
|          | I    | M.P. 743.7 turnout track 3                               | 30  |  |
|          | I    | M.P. 745 main track and crossover switches to yard       | 30  |  |
|          | I    |  |     |  |
|          | I    |  |     |  |
|          | I    |  |     |  |

**NEEDLES DISTRICT**

**EASTWARD**

**LOS ANGELES DIVISION 5**

| Capacity of Sidings<br>in 50 ft. Cars | Communications<br>Turn Tables<br>and Wyes | Ruling Grade<br>Descending—<br>Feet Per Mile | Ruling Grade<br>Ascending—<br>Feet Per Mile | Mile Post | TIME TABLE<br>NO. 17<br>October 27, 1968 |    | EASTWARD     |              |              |              |              |             |
|---------------------------------------|---|--|---|-----------|--|----|--------------|--------------|--------------|--------------|--------------|-------------|
|                                       |   |  |   |           |  |    | FIRST CLASS  |              |              |              |              |             |
|                                       |   |  |   |           |  |    | 2            | 24           | 206          | 104          | 18           |             |
| Yard                                  | C-R-Y                                     |  |   | 578.0     |  |    | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |             |
| 107                                   | B   | 74.4   | 0.0   | 585.6     | NEEDLES YL                               | AM | 4.15         | AM           | 5.00         |              | AM           | 1.55        |
|                                       | B   | 78.9   | 0.0   | 585.6     | 7.4<br>JAVA                              |    | 3.55         | 4.40         |              |              |              | 1.39        |
|                                       | B   | 104.5  | 0.0   | 592.4     | 8.8<br>IRIS                              |    | 3.48         | 4.32         |              |              |              | 1.32        |
|                                       | B   | 78.9   | 0.0   | 597.0     | 3.7<br>BANNOCK                           |    | 3.44         | 4.27         |              |              |              | 1.28        |
|                                       | B   | 78.0   | 26.4  | 601.5     | 4.6<br>HOMER                             |    | 3.40         | 4.22         |              |              |              | 1.24        |
| 146                                   | B   | 0.0  | 59.1  | 609.1     | 7.6<br>GOFFS                             |    | 3.33         | 4.14         |              |              |              | 1.17        |
| 107                                   | B   | 0.0  | 57.0  | 618.7     | 9.6<br>FENNER                            |    | 3.25         | 4.02         |              |              |              | 1.08        |
| 107                                   | B   | 0.0  | 58.6  | 626.2     | 7.5<br>ESSEX                             |    | 3.17         | 3.50         |              |              |              | 1.00        |
| 114                                   | B   | 0.0  | 53.8  | 634.7     | 8.5<br>DANBY                             |    | 3.11         | 3.40         |              |              |              | 12.53       |
| 189                                   | B-Y                                       | 29.0   | 53.8  | 648.1     | 13.4<br>CADIZ                            |    | 3.01         | 3.26         |              |              |              | 12.41       |
| 107                                   | C-R                                       | 35.9   | 11.6  | 661.5     | 13.4<br>AMBOY                            |    | 2.52         | 3.13         |              |              |              | 12.31       |
| 100                                   | B   | 75.0   | 0.0   | 669.3     | 7.8<br>BAGDAD                            |    | 2.46         | 3.06         |              |              |              | 12.25       |
| 107                                   | B   | 121.4  | 17.9  | 678.7     | 7.3<br>SIBERIA                           |    | 2.40         | 2.59         |              |              |              | 12.18       |
| 146                                   | B-Y                                       | 31.1   | 54.4  | 686.7     | 7.7<br>ASH HILL                          |    | 2.31         | 2.49         |              |              |              | 12.09       |
| 101                                   | B   | 57.0   | 49.1  | 693.4     | 8.7<br>LUDLOW                            |    | 2.25         | 2.42         |              |              |              | 12.03       |
| 184                                   | B   | 0.0  | 55.4  | 706.6     | 13.2<br>PISGAH                           |    | 2.14         | 2.30         |              |              |              | 11.51       |
|                                       | B   | 29.6   | 39.6  | 712.8     | 6.2<br>HECTOR                            |    | 2.09         | 2.25         |              |              |              | 11.45       |
| 107                                   | B   | 40.6   | 18.7  | 725.6     | 12.8<br>NEWBERRY                         |    | 2.00         | 2.16         |              |              |              | 11.36       |
|                                       | B   | 34.8   | 30.6  | 737.7     | 12.0<br>DAGGETT                          |    | 1.52         | 2.08         | AM 12.40     | PM 6.40      |              | 11.27       |
| 71                                    | B   | 32.7   | 48.3  | 741.6     | 4.0<br>NEBO                              |    |              |              |              |              |              |             |
| Yard                                  | C-R-Y                                     |  |   | 746.4     | 4.8<br>BARSTOW                           |    | 1.45<br>AM   | 2.00<br>AM   | 12.30<br>AM  | 6.30<br>PM   |              | 11.20<br>PM |
|                                       |   |  |   | (165.0)   |  |    | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily  |             |
| Average speed per hour.....           |   |  |   |           |  |    | (66.0)       | (55.0)       | (52.8)       | (52.8)       | (63.9)       |             |

Trains must get clearance card before leaving Barstow; except may proceed on clear train order signal in lieu of clearance card.

Rule 95: Is amended; trains leaving Barstow may proceed on clear train order signal in lieu of clearance card and will continue the display of classification signals previously authorized. Any change in classification signals and numbers will be handled in the usual manner by numbered clearance card.

Rule 251 in effect:  
M.P. 737.3 to Needles.

Rule 261 "TCS" in effect:  
On three main tracks M.P. 745.3 to M.P. 743.7 and on two main tracks M.P. 743.7 to M.P. 737.3 and are numbered north to south 1-2 and 3.

At Nebo siding switches equipped with electric switch locks be governed by instructions posted in phone box.

Between train signs located at east and west end of passenger yard Needles there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

**LENGTH OF STEMS OF WYES**

| Location       | Feet           |
|----------------|----------------|
| Needles .....  | 401            |
| Cadiz .....    | Cadiz District |
| Ash Hill ..... | 410            |

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

Ash Hill to Bagdad  
Goffs to Needles

Rule 93: Yard Limits Located At  
Needles.

**TRACK SIDE WARNING DEVICES**

| Location   | Type    | Signals Effected  |
|------------|---------|---|
| M.P. 714.3 | Hot Box | Rotating white lights at scanner (M.P. 716.4—M.P. 715.3) and Locator (M.P. 714.3) |

When hot box signals activated, trains must stop, check locator, inspect train, and be governed by instructions in instrument case at locator.

# 6 LOS ANGELES DIVISION

# WESTWARD

# FIRST DISTRICT

| WESTWARD     |              |              |              | TIME TABLE<br>NO. 17<br>October 27, 1968 | STATIONS       | Mile Post | Ruling Grade<br>Ascending—<br>Feet Per Mile | Ruling Grade<br>Descending—<br>Feet Per Mile | Communications<br>Tunnels<br>and Wires | Capacity of Sidings<br>in 50 ft. Cars |
|--------------|--------------|--------------|--------------|--|----------------|-----------|---|--|--|---------------------------------------|
| FIRST CLASS  |              |              |              |  |                |           |   |  |  |                                       |
| 205          | 103          | 17           | 23           |  |                |           |   |  |  |                                       |
| Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily  |  |                |           |   |  |  |                                       |
| PM 7.50      | AM 8.25      | AM 5.10      | AM 1.00      | AUTOMATIC BLOCK SYSTEM                   | BARSTOW YL     | 0.0       |   |  | C-R-Y                                  | Yard                                  |
| 7.57         | 8.33         | 5.17         | 1.08         |  | LENWOOD        | 5.8       | 37.0  | 20.4   | B                                      | 92                                    |
| 8.02         | 8.39         | 5.22         | 1.14         |  | HODGE          | 11.8      | 39.1  | 35.9   | B                                      | 120                                   |
| 8.09         | 8.46         | 5.29         | 1.24         |  | HELEDALE       | 21.1      | 37.0  | 37.0   | B                                      | 98                                    |
| 8.13         | 8.52         | 5.33         | 1.29         |  | BRYMAN         | 26.1      | 37.0  | 0.0  | B                                      | 144                                   |
| 8.18         | 8.58         | 5.38         | 1.35         |  | ORO GRANDE YL  | 31.5      | 38.0  | 23.2   | O                                      | Yard                                  |
| 8.25         | 9.05         | 5.45         | 1.45         |  | VICTORVILLE YL | 36.7      | 37.0  | 37.0   | C-R                                    | 100-146                               |
| 8.32         | 9.12         | 5.52         | 1.52         |  | THORN          | 41.1      | 84.5  | 0.0  | B                                      |                                       |
| 8.38         | 9.18         | 5.58         | 1.58         |  | HESPERIA       | 45.1      | 83.4  | 0.0  | B                                      | 144                                   |
| 8.44         | 9.24         | 6.04         | 2.04         |  | LUGO           | 50.8      | 81.3  | 0.0  | B                                      | 140                                   |
| 8.55         | 9.39         | 6.15         | 2.19         |  | SUMMIT YL      | 55.9      | 84.5  | 0.0  | B-Y                                    | 122                                   |
|              |              |              |              |  |                |           | 0.0   | 168.4  |  |                                       |
| 9.09         | 9.55         | 6.29         | 2.36         |  | CAJON          | 62.3      | 0.0   | 116.2  | B                                      | 93                                    |
| 9.15         | 10.01        | 6.35         | 2.43         |  | KEENBROOK      | 66.3      | 0.0   | 116.2  | B                                      |                                       |
| 9.22         | 10.09        | 6.42         | 2.51         |  | DEVORE         | 71.0      | 0.0   | 116.2  | B                                      | 126                                   |
| 9.28         | 10.13        | 6.48         | 2.59         |  | ONO            | 76.0      | 64.4  | 104.6  | B                                      | 143                                   |
| 9.40 PM      | 10.30 AM     | 7.00 AM      | 3.20 AM      | SAN BERNARDINO YL                        | 81.3           |           |   | C-R-Y  | Yard                                   |                                       |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |  | (80.8)         |           |   |  |  |                                       |

(44.1) (38.8) (44.1) (34.7) .... Average speed per hour

Trains must get clearance card before leaving Barstow; except may proceed on clear train order signal in lieu of clearance card.

Rule 251 in effect:

Barstow to San Bernardino.

Rule D-151: Trains will keep to left between San Bernardino and overhead bridge X39.1, between Thorn and Victorville.

Rule 93: Yard Limits Located At:

Barstow (first district only)

Oro Grande, Victorville, Summit and San Bernardino.

Rule 95: Is amended; trains leaving Barstow may proceed on clear train order signal in lieu of clearance card and will continue the display of classification signals previously authorized. Any change in classification signals and numbers will be handled in the usual manner by numbered clearance card.

Rule 290: "RESTRICTING" flashing red, is the most restrictive indication displayed by the following signals:

| Signal | Location                                 | Signal | Location                              |
|--------|--|--------|---------------------------------------|
| 611    | 750 Ft. East of Westward siding Cajon,   | 741    | 1100 Ft. East of Westward siding Ono. |
| 701    | 2500 Ft. East of Westward siding Devore, |        |                                       |

Rule 320 (B): At Summit, westward trains finding Signal 561 on westward track in "Stop" position must wait five minutes before proceeding unless the signal changes to indicate "Proceed."

Rule 41(d) Form 2501-A: Prescribed test must be made on passenger trains at Summit, westward.

Between Summit and Cajon and/or between Cajon and Devore, if total brake pipe reduction exceeds eighteen (18) pounds from a fully charged brake pipe to control speed of train, wheel cooling stops will be made Cajon and/or Devore. Each stop must be not less than ten minutes.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Between interlocked switches 5th Street and interlocked switches "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION                              | MPH | Fr. |
|---------------------------------------|-----|-----|
| Barstow to Oro Grande                 | 90  | 60  |
| Oro Grande to San Bernardino          | 79  | 60  |
| Curve M.P. 10.3 to 11.8               | 85  | 70  |
| Curve M.P. 16.6 to 17.1               | 80  | 70  |
| Curve M.P. 19.7 to 20.3               | 80  | 70  |
| Curve M.P. 30.8 to 31.8               | 80  | 70  |
| 2 Curves M.P. 31.8 to 33.8            | 60  | 60  |
| Curve M.P. 33.8 to 34.0               | 40  | 40  |
| 4 Curves M.P. 34.0 to 36.6            | 55  | 55  |
| Victorville M.P. 36.6 to 37.4         | 30  | 30  |
| 2 Curves M.P. 37.4 to 39.1            | 65  | 60  |
| 2 Curves M.P. 39.1 to 39.9            | 40  | 40  |
| 4 Curves M.P. 39.9 to 43.7            | 50  | 50  |
| Curve M.P. 48.1 to 48.8               | 65  | 60  |
| Curve M.P. 48.8 to 49.4               | 50  | 50  |
| 8 Curves M.P. 49.4 to 51.8            | 45  | 45  |
| 4 Curves M.P. 51.8 to 53.7            | 55  | 55  |
| 3 Curves M.P. 53.7 to 55.0            | 35  | 35  |
| 4 Curves M.P. 55.0 to 55.7            | 30  | 30  |
| Summit and 3 Curves M.P. 55.7 to 56.7 | 20  | 20  |
| Grade M.P. 56.7 to 58.0               | 30  | 20  |
| 2 Curves M.P. 58.0 to 58.4            | 25  | 20  |
| Grade M.P. 58.4 to 62.2               | 30  | 20  |
| Grade M.P. 62.2 to 72.1               | 40  | 35  |
| Grade M.P. 72.1 to 80.8               | 50  | 35  |
| Adelanto Spur                         | 15  | 15  |

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

|              |        |
|--------------|--------|
| 1.0 to 1.5%  | 30 MPH |
| 1.5 to 2.0%  | 25 MPH |
| 2.0 and over | 15 MPH |

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

### RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

| Location                     | Tracks Governed  | Rules        | Whistle Signals Additional to Rule 14(Z)   |
|------------------------------|--|--------------|--|
| Barstow West Tower           | Main track and connecting crossover.<br>Eastward and westward sidings. | Interlocking | To Mojave District — 0<br>Against current of traffic — 0<br>Engine lead 00—0<br>Switching tail 0000<br>Tracks 1 to 17 incl. 0—00<br>Tracks 18 to 30 incl. —0—0 |
| San Bernardino:<br>Fifth St. | Main track connecting crossover<br>and yard lead.                      | Interlocking | Yard lead 0000<br>Yard lead against current of<br>traffic —0000  |

At microphone locations shown below, all trains will sound signal for desired route:  
For westward trains: San Bernardino M.P. 77.5

**SWITCHES—MAXIMUM AUTHORIZED SPEED**

Trailing movements, spring point derails: MPH  
 Adelanto Spur, one-fourth mile from main track .....10

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

- "I"—Interlocked Switch. "EE"—East End.
- "S"—Spring Switch. "WE"—West End.

| Station     | Type | Location                            | MPH |
|-------------|------|-------------------------------------|-----|
| Barstow     | I    | WE eastward siding, M.P. 2.0        | 30  |
| M.P. 2.7    | S    | WE westward siding                  | 30  |
| Lenwood     | S    | WE westward siding                  | 30  |
| Hodge       | S    | WE westward siding                  | 30  |
| Helendale   | S    | WE westward siding                  | 30  |
| Bryman      | S    | WE siding                           | 30  |
| Oro Grande  | S    | WE westward siding                  | 30  |
| Victorville | S    | WE westward siding                  | 15  |
|             | S    | WE westward siding, west of station | 30  |
| Hesperia    | S    | WE westward siding                  | 30  |
| Lugo        | S    | WE siding                           | 30  |
| Summit      | S    | WE westward siding                  | 30  |
| Cajon       | S    | WE westward siding                  | 30  |
| Devore      | S    | WE westward siding                  | 30  |
| Ono         | S    | WE westward siding                  | 30  |

At following stations, crossover switches are equipped with electric locks:

Victorville—Switches between two main tracks, just east of station, time release five minutes;

Summit—Switch from eastward siding to westward main track, opposite station, time release three minutes;

Cajon—East and west crossovers, time release five minutes;

Keenbrook—East and west crossovers, time release five minutes;

Devore—East and west crossovers, time release five minutes;

Ono—East and west crossovers, time release five minutes;

M.P. 79.6—Crossover, time release five minutes;

San Bernardino—Two main track crossovers between passenger yard and 5th Street, time release two minutes.

**LENGTH OF STEMS OF WYES**

| Location       | Feet                 |
|----------------|----------------------|
| Summit         | 304                  |
| San Bernardino | 3rd Dist. Main Track |
| San Bernardino | Precooler Lead       |

**STATIONS OR TRACKS NOT SHOWN IN SCHEDULE**

| Location      | Mile Posts | Car Capacity | Switch Connection |
|---------------|------------|--------------|-------------------|
| Adelanto Spur | 34.4       | 5.0 miles    | Westward track    |

The use of retainers on freight trains, Summit to San Bernardino, will be as follows:

1(a). When controlling LOCOMOTIVE HAS PRESSURE MAINTAINING and OPERATIVE DYNAMIC BRAKE, train may proceed without retainers at speed indicated in table below.

**SUMMIT TO CAJON**

| TOTAL TRAIN TONNAGE                    |              |              |              | Average Tons Per Operative*<br>Brake Speed as Indicated below |                  |                   |
|--|--------------|--------------|--------------|---|------------------|-------------------|
| No. Units With Operative Dynamic Brake |              |              |              | 75 tons<br>or less  | 76 to 95<br>tons | 96 to 115<br>tons |
| 1                                      | 2            | 3            | 4 or more**  |   |                  |                   |
| 700 or less                            | 1250 or less | 1500 or less | 1750 or less | 20 MPH  | 20 MPH           | 20 MPH            |
| 701-1250                               | 1251-1750    | 1501-2000    | 1751-2500    | 20 MPH  | 20 MPH           | 15 MPH            |
| 1251-1750                              | 1751-2500    | 2001-2750    | 2501-4500    | 20 MPH  | 15 MPH           | 15 MPH            |
|  |              |              | 4501 or more | 15 MPH  | 15 MPH           | 15 MPH            |

\*Must not exceed 115 tons per Operative Brake. Except, trains made up only of cars series AT 74899 to AT 74999, must not exceed 135 tons per Operative Brake.

\*\*Including 3 or more units ATSF 800-900, 1700-1800-1900 and UP 400-3000-3600 Class.

(b). Speed may be increased 5 MPH, Cajon to San Bernardino.

(c). Between Cajon and San Bernardino freight train speed is 35 MPH WHEN THE DYNAMIC BRAKE ALONE WILL CONTROL TRAIN SPEED. Should the use of air brakes become necessary, train will be reduced to that outlined in Rules 1 (a) and 1 (b).

(d). If train with operative dynamic brake and pressure maintaining, restricted to 15 MPH as shown in table above, stops between Summit and Cajon for causes other than inoperative or impaired efficiency of dynamic brake, one retainer must be set in high pressure position for each seventy (70) tons in excess of 700 tons per locomotive unit before train brakes are released and recharged.

2. If DYNAMIC BRAKE BECOMES INOPERATIVE, or ITS EFFICIENCY IMPAIRED, on one or more units, and tonnage being handled is in excess of that authorized for remaining units with operative dynamic brakes, train must be stopped immediately. Before brakes are released, retainers must be set as follows:

With train qualified by table for speed of 20 MPH—50% in L.P.

With train qualified by table for speed of 15 MPH—50% in H.P.

3(a). When controlling LOCOMOTIVE DOES NOT HAVE PRESSURE MAINTAINING but DOES HAVE OPERATIVE DYNAMIC BRAKE, maximum tonnage will be 500 tons per unit of operative dynamic brake but not to exceed 2500 tons, train may proceed without the use of retainers.

(b). Trains exceeding 500 tons per unit of operative dynamic brake or total train weight exceeding 2500 tons, one retainer must be set in high pressure position for each seventy (70) tons in excess of 500 tons per operative unit of dynamic brake or when total train weight exceeds 2500 tons.

4. When controlling LOCOMOTIVE DOES NOT HAVE OPERATIVE DYNAMIC BRAKE and is NOT EQUIPPED WITH PRESSURE MAINTAINING, use retainers on all cars. Loaded cars must have retainers set in high pressure position, empty cars in low pressure position before leaving Summit. Short cycle method of braking must be used and total train weight must not exceed 70 tons per operative brake.

5(a). When retainers are required, not less than 10 must be set before leaving Summit.

(b). When retainers are used on freight trains, speed must not exceed 20 MPH, Summit to San Bernardino.

6. If retainers are positioned before reaching Summit, or retainers are not required, and it is known by the conductor and engineman that the prescribed brake pipe pressure is indicated on the gauges, train may proceed without stopping; otherwise, Rule 942 will apply.

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

**SWITCHES—MAXIMUM AUTHORIZED SPEED**

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

- "I"—Interlocked Switch.                      "EE"—East End.
- "S"—Spring Switch.                              "WE"—West End.

|             |   |                              |    |
|-------------|---|------------------------------|----|
| Barstow     | I | WE eastward siding, M.P. 2.0 | 30 |
| Lenwood     | S | EE eastward siding           | 30 |
| Hodge       | S | EE eastward siding           | 30 |
| Helendale   | S | EE eastward siding           | 30 |
| Oro Grande  | S | EE eastward siding           | 15 |
| Victorville | S | EE eastward siding           | 15 |
| Thorn       | S | EE siding                    | 30 |
| Hesperia    | S | EE eastward siding           | 30 |
| Summit      | S | EE eastward siding           | 15 |
| Alray       | S | EE siding                    | 30 |
| Cajon       | S | EE eastward siding           | 15 |
| Keenbrook   | S | EE siding                    | 15 |
| Devore      | S | EE eastward siding           | 15 |
| Ono         | S | EE eastward siding           | 15 |

At following stations, crossover switches are equipped with electric locks:

Victorville—Switches between two main tracks, just east of station, time release five minutes;

Summit—Switch from eastward siding to westward main track, opposite station, time release three minutes;

Cajon—East and west crossovers, time release five minutes;

Keenbrook—East and west crossovers, time release five minutes;

Devore—East and west crossovers, time release five minutes;

Ono—East and west crossovers, time release five minutes;

M.P. 79.6—Crossover, time release five minutes;

San Bernardino—Two main track crossovers between passenger yard and 5th Street, time release two minutes.

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

| LOCATION                              | MPH | Fr. |
|---------------------------------------|-----|-----|
| San Bernardino to Lugo                | 79  | 60  |
| Lugo to Barstow                       | 90  | 60  |
| Curve M.P. 80.8 to 78.6               | 55  | 55  |
| Curve M.P. 78.6 to 78.3               | 65  | 60  |
| 2 Curves M.P. 73.2 to 72.0            | 50  | 50  |
| 4 Curves M.P. 72.0 to 70.3            | 40  | 40  |
| 5 Curves M.P. 70.3 to 66.9            | 55  | 55  |
| 10 Curves M.P. 66.9 to 64.3x          | 40  | 40  |
| 19 Curves M.P. 64.3x to 56.4          | 30  | 30  |
| Summit and 3 Curves M.P. 56.4 to 55.7 | 20  | 20  |
| 3 Curves M.P. 55.7 to 55.0            | 30  | 30  |
| 3 Curves M.P. 55.0 to 53.7            | 45  | 45  |
| 4 Curves M.P. 53.7 to 51.8            | 55  | 50  |
| 8 Curves M.P. 51.8 to 49.4            | 45  | 45  |
| Curve M.P. 49.4 to 48.8               | 50  | 50  |
| 2 Curves M.P. 48.8 to 43.7            | 85  | 55  |
| Curve M.P. 43.7 to 41.9               | 60  | 55  |
| Curve M.P. 41.9 to 41.7               | 55  | 55  |
| 3 Curves M.P. 41.7 to 39.2            | 60  | 60  |
| Curve M.P. 39.2 to 37.4               | 50  | 45  |
| Victorville M.P. 37.4 to 36.6         | 30  | 30  |
| 3 Curves M.P. 36.6 to 34.6            | 60  | 60  |
| 2 Curves M.P. 34.6 to 33.8            | 40  | 40  |
| 2 Curves M.P. 33.8 to 31.8            | 60  | 60  |
| Curve M.P. 31.8 to 30.8               | 80  | 70  |
| Curve M.P. 20.3 to 19.7               | 80  | 70  |
| Curve M.P. 17.1 to 16.6               | 80  | 70  |
| Curve M.P. 11.8 to 10.3               | 85  | 70  |
| Curve M.P. 0.2 to 0.0                 | 25  | 25  |

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

Summit to Victorville.

**RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS**

| Location                     | Tracks Governed  | Rules        | Whistle Signals Additional to Rule 14(Z)  |
|------------------------------|--|--------------|---|
| Barstow West Tower           | Main track and connecting crossover.<br>Eastward and westward sidings. | Interlocking | To Mojave District — 0<br>Against current of traffic — 0<br>Engine lead 00 — 0<br>Switching tail 0000<br>Tracks 1 to 17 incl. 0 — 00<br>Tracks 18 to 30 incl. — 0 — 0 |
| San Bernardino:<br>Fifth St. | Main track connecting crossover<br>and yard lead.                      | Interlocking | Yard lead 0000<br>Yard lead against current of<br>traffic — 0000  |

At microphone locations shown below, all trains will sound signal for desired route:

For eastward trains: Barstow West Tower M.P. 7.0

East switch Lenwood (for trains in siding).



**FIRST DISTRICT**

**EASTWARD**

**LOS ANGELES DIVISION 9**

| Capacity of Sidings<br>In 50 ft. Cars | Communications<br>Turn Tables<br>and Wyes | Ruling Grade<br>Descending—<br>Feet Per Mile | Ruling Grade<br>Ascending—<br>Feet Per Mile | Mile Post | TIME TABLE<br>NO. 17<br>October 27, 1968 | EASTWARD        |                 |                 |                 |
|---------------------------------------|---|--|---|-----------|--|-----------------|-----------------|-----------------|-----------------|
|                                       |   |  |   |           |  | FIRST CLASS     |                 |                 |                 |
|                                       |   |  |   |           |  | 104             | 18              | 206             | 24              |
| Yard                                  | C-R-Y                                     |  |   | 0.0       | STATIONS                                 | Arrive<br>Daily | Arrive<br>Daily | Arrive<br>Daily | Arrive<br>Daily |
| 104                                   | B   | 37.0   | 20.4  | 5.8       | BARSTOW YL                               | PM 6.25         | PM 11.10        | AM 12.30        | AM 1.10         |
| 106                                   | B   | 39.1   | 36.9  | 11.8      | LENWOOD                                  | 6.15            | 10.59           | 12.19           | 1.00            |
| 148                                   | B   | 37.0   | 37.0  | 21.1      | HODGE                                    | 6.11            | 10.55           | 12.15           | 12.56           |
|                                       | B   | 37.0   | 0.0   | 26.1      | HELENDALE                                | 6.04            | 10.48           | 12.07           | 12.49           |
| Yard                                  | O   | 38.0   | 23.2  | 31.5      | BRYMAN                                   | 6.00            | 10.44           | 12.03           | 12.45           |
| 98                                    | C-R                                       | 37.0   | 37.0  | 36.7      | ORO GRANDE YL                            | 5.56            | 10.40           | 11.59           | 12.41           |
| 146                                   | B   | 83.4   | 0.0   | 41.1      | VICTORVILLE YL                           | 5.50            | 10.33           | 11.53           | 12.35           |
| 106                                   | B   | 83.4   | 0.0   | 45.1      | THORN                                    | 5.40            | 10.26           | 11.47           | 12.25           |
|                                       | B   | 84.3   | 0.0   | 50.3      | HESPERIA                                 | 5.36            | 10.22           | 11.43           | 12.21           |
| 126                                   | B-Y                                       | 84.5   | 0.0   | 55.9      | LUGO                                     | 5.31            | 10.17           | 11.39           | 12.16           |
| 118                                   | B   | 0.0  | 116.2                                       | 59.7      | SUMMIT YL                                | 5.22            | 10.08           | 11.31           | 12.07           |
| 70                                    | B   | 0.0  | 116.2                                       | 62.3      | ALRAY                                    | 5.12            | 9.58            | 11.22           | 11.57           |
| 116                                   | B   | 0.0  | 116.2                                       | 66.3      | CAJON                                    | 5.02            | 9.48            | 11.12           | 11.47           |
| 128                                   | B   | 0.0  | 116.2                                       | 71.0      | KEENBROOK                                | 4.52            | 9.40            | 11.04           | 11.37           |
| 106                                   | B   | 26.4   | 104.5                                       | 76.0      | DEVORE                                   | 4.44            | 9.32            | 10.56           | 11.29           |
| Yard                                  | C-R-Y                                     |  |   | 81.3      | ONO                                      | 4.34            | 9.23            | 10.49           | 11.19           |
|                                       |   |  |   |           | SAN BERNARDINO YL                        | 4.25            | 9.12            | 10.40           | 11.10           |
|                                       |   |  |   |           | (82.7)                                   | Leave<br>Daily  | Leave<br>Daily  | Leave<br>Daily  | Leave<br>Daily  |
| Average speed per hour.....           |   |  |   |           |  | (41.5)          | (42.2)          | (45.2)          | (41.5)          |

Trains must get clearance card before leaving San Bernardino; except at "A" yard office, may proceed on clear train order signal in lieu of clearance card.

Rule 251 in effect:  
Between San Bernardino and Barstow.

Rule D151, Trains must keep to the left between San Bernardino and overhead bridge X39.1, between Thorn and Victorville.

Rule 93: Yard Limits Located At:  
San Bernardino, Summit, Victorville,  
Oro Grande and Barstow (first district only).

Rule 95: is amended; trains leaving San Bernardino may proceed on clear train order signal in lieu of clearance card and will continue the display of classification signals previously authorized. Any change in classification signals and numbers will be handled in the usual manner by numbered clearance card.

**STATIONS OR TRACKS NOT SHOWN IN SCHEDULE**

| Location    | Mile Posts | Car Capacity | Switch Connection |
|-------------|------------|--------------|-------------------|
| Frost ..... | 38.8       | 8            | Eastward track    |

**LENGTH OF STEMS OF WYES**

| Location             | Feet                 |
|----------------------|----------------------|
| Summit .....         | 304                  |
| San Bernardino ..... | 3rd Dist. Main Track |
| San Bernardino ..... | Precooler Lead       |

Between interlocked switches 5th Street and interlocked switches "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

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

|                    |        |
|--------------------|--------|
| 1.0 to 1.5% .....  | 30 MPH |
| 1.5 to 2.0% .....  | 25 MPH |
| 2.0 and over ..... | 15 MPH |

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

# 10 LOS ANGELES DIVISION

# SECOND DISTRICT

| Capacity of Sidings<br>in 50 ft. Cars | Communications<br>Turn Tables<br>and Wyes | Railing Grade<br>Ascending—<br>Feet Per Mile | WESTWARD     |              | TIME TABLE<br>NO. 17<br>October 27, 1968 | EASTWARD     |              | Mile Post | Railing Grade<br>Ascending—<br>Feet Per Mile |
|---------------------------------------|---|--|--------------|--------------|--|--------------|--------------|-----------|--|
|                                       |   |  | FIRST CLASS  |              |  | FIRST CLASS  |              |           |  |
|                                       |   |  | 17           | 23           |  | 18           | 24           |           |  |
| Yard                                  | C-R-Y                                     |  | Leave Daily  | Leave Daily  | STATIONS                                 | Arrive Daily | Arrive Daily |           |  |
|                                       |   |  | AM           | AM           |  | PM           | PM           |           |  |
| 47                                    | Y   | 64.9   | 7.05         | 3.30         | SAN BERNARDINO YL <sub>s</sub>           | 9.09         | 11.00        | 81.3      | 0.0  |
|                                       |   | 32.4   | 7.12         | 3.39         | 3.6<br>RIALTO                            | 8.59         | 10.45        | 84.9      | 15.4   |
| Yard                                  | C-R                                       | 0.0  | 7.18         | 3.47         | 3.8<br>FONTANA YL                        |              |              | 88.8      | 38.7   |
| 54                                    | B   | 14.3   |              |              | 3.0<br>KAISER YL                         | 8.54         | 10.39        | 91.8      | 37.7   |
| 50                                    | C   | 14.3   | 7.24         | 3.55         | 2.0<br>ETTIWANDA YL                      |              |              | 93.7      | 32.0   |
| 47                                    | C-Y                                       | 66.4   | 7.28         | 4.01         | 3.9<br>CUCAMONGA                         | 8.49         | 10.33        | 97.7      | 19.3   |
| 56                                    |   | 30.6   | 7.33         | 4.08         | 3.2<br>UPLAND YL                         | 8.46         | 10.29        | 100.9     | 42.2   |
| 64                                    | C   | 0.0  | 7.40         | 4.20         | S. P. Crossing<br>OLAREMONT              | 8.42         | 10.24        | 104.8     | 59.1   |
| 40                                    |   | 0.0  |              |              | S. P. Crossing<br>POMONA <sub>s</sub>    | 8.39         | 10.20        | 106.7     | 48.8   |
| 42                                    |   | 0.0  |              |              | 1.2<br>LA VERNE                          | 8.35         | 10.15        | 107.9     | 63.4   |
| 59                                    | B   | 0.0  | 7.50         | 4.34         | 2.4<br>SAN DIMAS                         |              |              | 110.2     | 63.4   |
|                                       | C-Y                                       | 0.0  | 7.53         | 4.38         | S. P. Crossing<br>GLENORA                | 8.28         | 10.08        | 114.4     | 63.4   |
| 41                                    | B   | 39.6   | 7.56         | 4.42         | 4.1<br>AZUSA                             | 8.25         | 10.05        | 116.9     | 75.0   |
| 50                                    | B   | 0.0  |              |              | 1.4<br>KINCAID                           | 8.23         | 10.03        | 118.2     | 81.3   |
| 72                                    | C   | 26.4   | 8.00         | 4.50         | 2.0<br>BUTLER                            |              |              | 120.2     | 60.7   |
| 11                                    | B   | 75.0   |              |              | 2.3<br>MONROVIA                          | 8.20         | 10.00        | 122.4     | 26.4   |
| 39                                    | B   | 76.2   |              |              | 1.7<br>ARCADIA                           |              |              | 124.2     | 0.0  |
| 62                                    | B   | 78.9   | 8.07         | 5.00         | 1.6<br>SANTA ANITA                       |              |              | 126.8     | 0.0  |
|                                       |   | 68.4   |              |              | 1.5<br>CHAPMAN                           | 8.14         | 9.54         | 127.3     | 0.0  |
| 34                                    | C-R                                       | 78.1   | 8.25         | 5.20         | 0.8<br>LAMANDA PARK                      |              |              | 128.0     | 95.0   |
|                                       | B   | 0.0  |              |              | 3.6<br>PASADENA YL <sub>s</sub>          | 8.00         | 9.40         | 131.7     | 114.6  |
| 34                                    |   | 0.0  | 8.33         | 5.30         | 2.0<br>SOUTH PASADENA                    |              |              | 133.7     | 88.7   |
| 20                                    | B   | 0.0  |              |              | 0.5<br>OLGA                              | 7.47         | 9.20         | 134.2     | 91.9   |
| 71                                    |   | 31.7   |              |              | 1.6<br>U. P. Crossing<br>HIGHLAND PARK   |              |              | 135.9     | 106.9  |
|                                       |   | 0.0  |              |              | 2.9<br>U. P. Crossing<br>WATER STREET YL |              |              | 138.7     | 89.8   |
|                                       |   | 0.0  | 8.45         | 5.43         | 0.7<br>BROADWAY YL                       | 7.34         | 9.05         | 139.4     | 37.0   |
|                                       | C-Y                                       | 0.0  |              |              | 0.6<br>MISSION TOWER YL                  |              |              | 140.1     | 59.7   |
| Yard                                  | C   | 0.0  | 9.00 AM      | 6.00 AM      | 0.8<br>LOS ANGELES YL                    | 7.30 PM      | 9.00 PM      |           | 31.7   |
| Yard                                  | B-R                                       | 0.0  |              |              | Union Station<br>(59.5)                  |              |              |           |  |
|                                       |   |  | Arrive Daily | Arrive Daily | (59.8)                                   | Leave Daily  | Leave Daily  |           |  |

Trains must get clearance card before leaving San Bernardino and Los Angeles.

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

Rule 251 in effect:  
Between Mission Tower and First Street.

Rule 261 (TCS) in effect:  
On two main tracks between Mission Tower and Broadway.

San Bernardino, interlocking signals when displaying a single yellow aspect will be "APPROACH-RESTRICTING" with the indication "PROCEED-PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."

Between interlocked switches 5th Street and interlocked switches "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

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

Rule 312: At Union Station, Los Angeles, three interlocked signals in vertical alignment on Signal Bridge No. 1-A, governing eastward movements on Track 2. Lower signal governs route to AT&SF Second District.

Rule 93: Yard Limits Located At:  
San Bernardino,  
Etiwanda to including Fontana,  
Upland,  
Pasadena,  
Water Street to and including Hobart.

### LENGTH OF STEMS OF WYES

| Location                                      | Feet  |
|---|-------|
| San Bernardino . . . . . 3rd Dist. Main Track | 95.0  |
| San Bernardino . . . . . Precooler Lead       | 114.6 |
| Rialto . . . . . Foothill Spur                | 88.7  |
| Upland . . . . . Foothill Spur                | 91.9  |
| Azusa . . . . .                               | 147   |
| Mission Tower . . . . . L.A.U.P.T.            | 106.9 |

(31.0) (23.8) . . . . . Average speed per hour . . . . . (36.1) (29.8)

### STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location                          | Mile Post | Car Capacity | Switch Connection |
|-----------------------------------|-----------|--------------|-------------------|
| Rialto Foothill Spur . . . . .    | 85.8      | Lgh. 1.8 m.  | East and West     |
| Muscat Spur . . . . .             | 90.4      | Lgh. 1.1 m.  | West              |
| Gallo Spur . . . . .              | 94.6      | 46           | West              |
| Rochester . . . . .               | 95.0      | 11           | East              |
| Cucamonga Foothill Spur . . . . . | 95.8      | Lgh. 5.1 m.  | West              |
| Upland Foothill Spur . . . . .    | 99.6      | Lgh. 3.7 m.  | East and West     |
| Metropolitan Spur . . . . .       | 108.6     | Lgh. 1.0 m.  | West              |
| Duarte . . . . .                  | 121.0     | 15           | East and West     |
| Raymond . . . . .                 | 132.7     | 16           | West              |

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

| LOCATION  | Psg. and Light | MPH |      |
|---|----------------|-----|------|
|   |                |     | Frt. |
| San Bernardino to Upland .....  | 90             |     | 60   |
| Upland to Los Angeles .....   | 65             |     | 60   |
| San Bernardino and Rialto M.P. 82.6 to 85.2 .....                                 | 30             |     | 30   |
| Fontana M.P. 88.5 to 88.9 .....   | 50             |     | 50   |
| 4 Curves M.P. 98.2 to 100.5 .....   | 75             |     | 60   |
| Upland S.P. Crossing M.P. 101.0 .....   | 40             |     | 40   |
| Pomona M.P. 106.2 to 107.0 .....  | 40             |     | 40   |
| La Verne M.P. 107.0 to 108.8 .....  | 45             |     | 45   |
| 3 Curves M.P. 111.8 to 114.2 .....  | 55             |     | 55   |
| Curve M.P. 119.5 to 119.7 .....   | 55             |     | 50   |
| M.P. 127.6 to 129.6 .....   | 30             |     | 30   |
| M.P. 129.6 to 131.2 .....   | 20             |     | 20   |
| M.P. 131.2 to 135.5 .....   | 30             |     | 30   |
| U.P. Crossing and 7 Curves M.P. 135.5 to 138.3 .....                              | 25             |     | 25   |
| U.P. Crossing and 4 Curves M.P. 138.3 to 140.0 .....                              | 20             |     | 20   |
| Curve M.P. 140.0 to 140.2 .....   | 15             |     | 15   |
| Rialto, Cucamonga, and Upland Foothill Spurs, Muscat and Metropolitan Spurs ..... | 15             |     | 15   |

**SWITCHES—MAXIMUM AUTHORIZED SPEED**

|   | MPH            |
|---|----------------|
| Tralling movements, spring point derails:   |                |
| Rialto Foothill Spur, 300 ft. north S.P. Crossing .....   | 10             |
| Cucamonga Foothill Spur, 300 ft. north S.P. Crossing .....  | 10             |
| Metropolitan Spur, 4068 ft. from main track .....   | 10             |
| Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations: |                |
| "I"—Interlocked Switch.   | "EE"—East End. |
| "S"—Spring Switch.  | "WE"—West End. |

**SECOND DISTRICT**

|                |   |  |    |
|----------------|---|--|----|
| San Bernardino | I | Crossover between main tracks east of Bridge 82.1 .. | 30 |
| Kaiser         | S | EE siding .....                                      | 15 |
| Glendora       | S | EE and WE siding .....                               | 15 |
| Pasadena       | S | EE and WE siding .....                               | 15 |
| Broadway       | I | Two track junction switch .....                      | 30 |

**RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS**

| Location  | Tracks Governed  | Rules  | Whistle Signals Additional to Rule 14(Z)   |
|---|--|--|--|
| San Bernardino:<br>West Yard Tower  | Second and Third District main tracks at west end bridge 82.1. End of two tracks and freight yard at east end bridge 82.1. Main track, connecting crossover and Junction Third District "A" yard office. | Interlocking .....   | Second District —<br>Third District —0<br>A Yard to B Yard —00<br>B Yard to Second District —0000<br>House lead to main line —<br>Switch lead 0—<br>A Yard lead 0000<br>Engine lead —0<br>Second District to B Yard —000<br>B Yard to A Yard —00 |
| Rialto Foothill Spur<br>Cucamonga Foothill Spur<br>Upland Foothill Spur<br>Upland                         | S. P. Crossing.<br>S. P. Crossing.<br>S. P. Crossing.<br>S. P. Crossing.   | 98-A, 98-B.<br>98-A, 98-B.<br>98-A, 98-B.<br>Main track, when home signals in stop position, 98-B, 320(A). Siding, westward trains, be governed by signal 1003. House track, 98-A, 98-B.   |  |
| Claremont<br>San Dimas<br>Highland Park<br>(0.6 Mi. East)<br>Water Street (0.7 Mi. East)<br>Mission Tower | S. P. Crossing.<br>S. P. Crossing.<br>U. P. Crossing.<br>U. P. Crossing.<br>S. P. and U. P. Crossing.<br>To and from LAUPT.  | When home signals in stop position, 98-B, 320(A).<br>When home signals in stop position, 98-B, 320(A).<br>When gate across Santa Fe track, 98-B.<br>Interlocking. When necessary make movement governed by Rule 321(A), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements. | Union Station 0—<br>Old main 00—0<br>Cudahy lead —0—<br>Against current of traffic —0000<br>S. P. Downey Ave. 000—   |

| WESTWARD<br>FIRST CLASS |              |              |              |              | TIME TABLE<br>NO. 17<br>October 27, 1968 | Mile Post | Communications<br>Yarn Tables<br>and Wyes | Capacity of Sidings<br>in 36 ft. Cars | Ruling Grade<br>Ascending—<br>Feet Per Mile |
|-------------------------|--------------|--------------|--------------|--------------|--|-----------|---|---------------------------------------|---|
| 205                     | 77           | 75           | 103          | 73           |  |           |   |                                       |   |
| Leave Daily             | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily  |  |           |   |                                       |   |
| PM 9.40                 |              |              | AM 10.30     |              | SAN BERNARDINO YL                        | 0.0       | C-R-Y                                     | Yard                                  | 25.0  |
|                         |              |              |              |              | 2.2 RANA YL                              | 1.6       |   |                                       | 0.0   |
| 9.50                    |              |              | 10.39        |              | 3.0 COLTON YL                            | 2.9       | B   | W-49<br>E-112                         | 21.1  |
| 9.55                    |              |              | 10.44        |              | 3.8 HIGHGROVE                            | 6.7       | B   | W-114                                 | 21.1  |
| 10.00 PM                |              |              | 10.48 AM     |              | 4.6 S. P. Crossing RIVERSIDE JOT.        | 9.2       | C-R                                       |                                       |   |
|                         |              |              |              |              | 0.6 RIVERSIDE YL                         | 9.8       | B   | E-42                                  | 0.0   |
|                         |              |              |              |              | 4.2 CASA BLANCA                          | 14.0      | Y   | 99                                    | 63.4  |
|                         |              |              |              |              | 2.4 ARLINGTON                            | 16.4      | O   | 62                                    | 21.1  |
|                         |              |              |              |              | 3.3 MAY                                  | 20.2      | B   | 94                                    | 0.0   |
|                         |              |              |              |              | 3.1 POBPHYRY                             | 22.8      | B-Y                                       | 100                                   | 0.0   |
|                         |              |              |              |              | 1.3 CORONA                               | 24.1      | C-R                                       | 167                                   | 24.3  |
|                         |              |              |              |              | 5.0 PRADO DAM                            | 29.2      | B   | 94                                    | 21.1  |
|                         |              |              |              |              | 7.2 ESPERANZA                            | 36.4      | B   | 129                                   | 0.0   |
|                         |              |              |              |              | 4.3 ATWOOD                               | 40.6      | B-Y                                       |                                       | 10.8  |
|                         |              |              |              |              | 2.3 PLACENTIA                            | 43.0      | O   |                                       | 0.0   |
| PM 6.12                 | PM 1.42      |              | AM 9.12      |              | 3.0 FULLERTON                            | 165.0     | C-R                                       |                                       | 12.7  |
|                         |              |              |              |              | 0.2 U. P. Crossing LA MIRADA             | 158.7     | B   | E-98                                  | 37.0  |
|                         |              |              |              |              | 0.9 SANTA FE SPRINGS                     | 154.4     | O   | W-86                                  | 23.2  |
|                         |              |              |              |              | 0.9 LOS NIETOS                           | 153.1     | B   |                                       | 17.1  |
|                         |              |              |              |              | 0.9 S. P. Crossing D. T. JUNCTION        | 152.1     | B   |                                       | 0.0   |
|                         |              |              |              |              | 1.0 PICO RIVERA                          | 151.2     | C-R                                       | Yard                                  | 22.7  |
|                         |              |              |              |              | 1.3 BANDINI                              | 149.8     | B   |                                       | 19.0  |
|                         |              |              |              |              | 4.3 HOBART YL                            | 146.6     | C-R                                       | Yard                                  | 37.0  |
|                         |              |              |              |              | 2.3 U. P. Crossing REDONDO JOT.          | 143.2     | R-T-Y                                     |                                       | 37.0  |
|                         |              |              |              |              | 2.1 U. P. Crossing FIRST STREET          | 141.1     | B-R                                       | Yard                                  | 59.7  |
|                         |              |              |              |              | 0.9 (70.4) MISSION TOWER YL              | 140.1     | C-Y                                       |                                       | 71.8  |
|                         |              |              |              |              | 0.8 LOS ANGELES YL                       |           | O   |                                       |   |
| Arrive Daily            | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | (72.1)                                   |           |   |                                       |   |

(29.7) (35.6) (35.6) (33.0) (35.6) ..... Average speed per hour

Trains must get clearance card before leaving San Bernardino, except trains may proceed on clear train order signal in lieu of clearance card.

At San Bernardino: Train order signal West Yard Tower apply to trains moving via "B" yard, train order signal "A" Yard Office apply to trains moving via short route. Flashing red indication of train order signal "A" Yard Office, trains may proceed to West Yard Tower and be governed by indication of train order signal.

Rule 251 in effect at following locations:  
Between west end of Bridge 4.6 and Riverside Jct.  
Between La Mirada and D.T. Jct.  
Between Redondo Jct. Interlocking and Mission Tower.

Rule 261 (TCS) in effect at following locations:  
Main tracks San Bernardino to Bridge 4.6.

Main Tracks Riverside Jct. to La Mirada M.P. 159.5.  
Main Tracks D.T. Jct. to Redondo Jct.

Between interlocked switches 5th Street and interlocked switches "A" Yard Office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

San Bernardino to and including Rana, interlocking signals when displaying a single yellow aspect will be "APPROACH-RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."

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

Rule 85: Exchanging train orders, signals and numbers will not be required: Between San Bernardino and Bridge 4.6, Riverside Jct. and La Mirada, and D.T. Jct. and Redondo Jct.

Rule 93: Yard limits located at:  
San Bernardino to and including Colton, Riverside,  
Hobart to and including Water Street.

Rule 95 is amended; trains leaving San Bernardino, where Rule 251 or 261 are in effect, may proceed on clear train order signal in lieu of clearance card and will continue the display of classification signals previously authorized.

Any change in classification signals and numbers will be handled in the usual manner by numbered clearance card.

LENGTH OF STEMS OF WYES

| Location         | Feet                      |
|------------------|---------------------------|
| San Bernardino   | 3rd Dist. Main Track      |
| San Bernardino   | Precooler Lead            |
| Casa Blanca      | Prenda Spur               |
| Porphyry         | Elsinore Dist. Main Track |
| Atwood           | 600                       |
| Redondo Junction | Main Track                |
| Mission Tower    | L.A.U.P.T.                |

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location                           | Mile Posts | Car Capacity | Switch Connection |
|------------------------------------|------------|--------------|-------------------|
| Pachappa                           | 12.4       | 26           | East and West     |
| Prenda Spur (Prenda)               | 14.3       | Lgh. 2.1 m.  | East and West     |
| La Sierra                          | 18.5       | 9            | West              |
| Buena Park                         | 160.5      | 15           | East and West     |
| Standard Oil Spur                  | 160.8      | 9            | East              |
| Wilshire                           | 156.8      | 58           | East and West     |
| Mojave Spurs                       | 155.8      | 28           | West              |
| Stephens Spur                      | 155.5      | 14           | West              |
| El Camino Spur                     | 155.3      | 15           | West              |
| La Habra Vi'y Spur (East Whittier) | 154.6      | Lgh. 1.2 m.  | West              |

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

| LOCATION                                | Psg. and Light | MPH | Frt. |
|---|----------------|-----|------|
| San Bernardino to La Mirada             | 79             | 60  | 60   |
| La Mirada to Los Angeles                | 65             | 60  | 60   |
| 2 Curves and Bridge 0.9 M.P. 0.0 to 0.9 | 15             | 15  | 15   |
| 4 Curves and Colton M.P. 0.9 to 2.1     | 20             | 20  | 20   |
| 3 Curves and Colton M.P. 2.1 to 3.2     | 20             | 20  | 20   |
| 2 Curves M.P. 3.5 to 4.5                | 40             | 40  | 40   |
| 3 Curves M.P. 4.9 to 5.6                | 75             | 60  | 60   |
| 3 Curves M.P. 6.4 to 6.8                | 45             | 45  | 45   |
| Curve M.P. 9.4 to 9.6                   | 60             | 60  | 60   |
| 4 Curves M.P. 9.6 to 10.0               | 30             | 30  | 30   |
| 3 Curves M.P. 10.4 to 11.7              | 65             | 60  | 60   |
| 2 Curves M.P. 11.9 to 12.5              | 50             | 50  | 50   |
| Curve M.P. 14.7 to 14.9                 | 75             | 60  | 60   |
| 3 Curves M.P. 15.5 to 16.7              | 55             | 55  | 55   |
| Curve M.P. 16.9 to 17.1                 | 65             | 60  | 60   |
| Corona M.P. 22.5 to 25.8                | 30             | 30  | 30   |
| Curve M.P. 30.4 to 30.7                 | 65             | 60  | 60   |
| 3 Curves M.P. 31.3 to 32.8              | 60             | 60  | 60   |
| 3 Curves M.P. 33.6 to 35.1              | 50             | 50  | 50   |
| 3 Curves M.P. 35.2 to 37.1              | 65             | 60  | 60   |
| 2 Curves M.P. 37.5 to 38.5              | 60             | 60  | 60   |
| Placentia M.P. 42.7 to 43.6             | 50             | 30  | 30   |
| 2 Curves M.P. 45.2 to 45.7              | 50             | 50  | 50   |
| Fullerton M.P. 165.2 to 164.7           | 30             | 30  | 30   |
| Curve M.P. 161.1 to 160.8               | 75             | 60  | 60   |
| Curve M.P. 156.6 to 155.9               | 60             | 60  | 60   |
| Crossing and Curve M.P. 144.5 to 143.4  | 30             | 30  | 30   |
| 2 Curves M.P. 143.4 to 142.9            | 15             | 15  | 15   |
| 3 Curves M.P. 141.1 to 140.2            | 35             | 35  | 35   |
| Curve M.P. 140.2 to 140.0               | 15             | 15  | 15   |
| Prenda and La Habra Valley Spurs        | 15             | 15  | 15   |

**SWITCHES—MAXIMUM AUTHORIZED SPEED**

Trailing movements, spring point derails: MPH  
 Rana, switching lead ..... 10  
 Prenda Spur, one-fourth mile from main track ..... 10

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:  
 "I"—Interlocked Switch. "EE"—East End.  
 "S"—Spring Switch. "WE"—West End.

| Station            | Type | Location   | MPH |
|--------------------|------|--|-----|
| Rana               | I    | Junction switch and crossover  | 30  |
| Colton             | I    | WE eastward siding, near Bridge 4.6  | 30  |
|                    | I    | Two-track junction switches, east and west ends of Bridge 4.6  | 40  |
| Highgrove          | I    | Junction of eastward main with San Jacinto District  | 30  |
| Riverside Junction | I    | Union Pacific junction switch and crossover  | 30  |
| Riverside          | I    | Two-track junction switch  | 30  |
| Atwood             | I    | Two-track junction switch  | 40  |
|                    | I    | Olive District junction switch   | 40  |
| Fullerton          | I    | Fourth District two track junction switch  | 50  |
|                    | I    | Two crossovers M.P. 45.5   | 50  |
| La Mirada          | I    | Two crossovers   | 50  |
|                    | I    | Switch to industrial lead  | 15  |
| Santa Fe Springs   | S    | WE siding  | 15  |
| D. T. Jct.         | I    | Two-track junction switch  | 40  |
| Bandini            | I    | Two-track junction switch  | 40  |
| M.P. 147-148       | I    | Main track crossovers and lead switch  | 40  |
| Redondo Jct.       | S    | Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye | 10  |

**RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS**

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 14(Z) |
|----------|-----------------|-------|--|
|----------|-----------------|-------|--|

**THIRD DISTRICT**

|   |  |  |  |
|---|--|--|--|
| San Bernardino:   | See West Yard Tower, Second District   |  |  |
| Rana<br>Colton Tower  | All switches.<br>S. P. Crossing.<br>Two track junction switches, Bridge 4.6. | Interlocking.<br>Interlocking.   | { To or from U. P. —0<br>To or from S. P. 0—<br>From Santa Fe westward main to U. P. eastward main —0<br>From U. P. westward main to Santa Fe eastward main —0<br>From U. P. westward main to Santa Fe westward main —0000 |
| Riverside Junction  | S. P. and U. P. Crossing.<br>Junctions, and Crossover.                       | Interlocking   |  |
| May<br>Fullerton<br>Los Nietos<br>D. T. Junction<br>Hobart Yard:<br>M.P. 147—M.P. 148<br>Hobart Tower | S. P. Junction.<br>U. P. Crossing.<br>S. P. Crossing.<br>S. P. Crossing.     | TCS<br>TCS<br>When home signals in stop positions, 98-B, 320(B).<br>Interlocking.  | { Inbound yard lead —0<br>Outbound yard lead —0  |
| Redondo Junction  | All tracks.<br>U. P. Crossing.   | Interlocking.<br>Interlocking  |  |
| Mission Tower   | U. P. Crossing.  | Interlocking   | { Butte St. Transfer 00—0<br>To Harbor Dist. —0<br>To 9th St. Yard —0—<br>Levee Track 0—00   |
|   | S. P. and U. P. Crossing.<br>To and from LAUPT.                              | Interlocking. When necessary make movement governed by Rule 321(A), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements. |  |

SWITCHES—MAXIMUM AUTHORIZED SPEED.

|  |     |
|--|-----|
| Trailing movements, spring point derails:          | MPH |
| Rana, switching lead .....                         | 10  |
| Prenda Spur, one-fourth mile from main track ..... | 10  |

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

- "I"—Interlocked Switch.                      "EE"—East End.  
 "S"—Spring Switch.                              "WE"—West End.

| Station            | Type | Location   | MPH |
|--------------------|------|--|-----|
| Rana               | I    | Junction switch and crossover .....  | 30  |
| Colton             | I    | WE eastward siding, near Bridge 4.6 .....  | 30  |
|                    | I    | Two-track junction switches, east and west ends of Bridge 4.6 .....  | 40  |
| Highgrove          |      | Junction of eastward main with San Jacinto District ..   | 30  |
| Riverside Junction | I    | Union Pacific junction switch and crossover .....  | 30  |
| Riverside          | I    | Two-track junction switch .....  | 30  |
| Atwood             | I    | Two-track junction switch .....  | 40  |
|                    | I    | Olive District junction switch .....   | 40  |
| Fullerton          | I    | Fourth District two-track junction switch .....  | 50  |
|                    | I    | Two crossovers M.P. 45.5 .....   | 50  |
| La Mirada          | I    | Two crossovers .....   | 50  |
|                    | I    | Switch to industrial lead .....  | 15  |
| Santa Fe Springs   | S    | WE siding .....  | 15  |
| D. T. Jct.         | I    | Two-track junction switch .....  | 40  |
| Bandini            | I    | Two-track junction switch .....  | 40  |
| M.P. 147-148       | I    | Main track crossovers and lead switch .....  | 40  |
| Redondo Jct.       | S    | Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye ..... | 10  |

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION                                      | Psg. and Light | MPH | Frt. |
|---|----------------|-----|------|
| San Bernardino to La Mirada .....             | 79             |     | 60   |
| La Mirada to Los Angeles .....                | 65             |     | 60   |
| 2 Curves and Bridge 0.9 M.P. 0.0 to 0.9 ..... | 15             |     | 15   |
| 3 Curves and Colton M.P. 2.1 to 3.2 .....     | 20             |     | 20   |
| 2 Curves M.P. 4.4 to 3.2 .....                | 30             |     | 30   |
| Curve M.P. 5.0 to 4.5 .....                   | 40             |     | 40   |
| Curve M.P. 5.6 to 5.5 .....                   | 75             |     | 60   |
| 3 Curves M.P. 6.8 to 6.4 .....                | 30             |     | 30   |
| Curve M.P. 8.5 to 8.3 .....                   | 75             |     | 60   |
| Curve M.P. 9.4 to 9.6 .....                   | 60             |     | 60   |
| 3 Curves M.P. 10.4 to 11.7 .....              | 65             |     | 60   |
| 2 Curves M.P. 11.9 to 12.5 .....              | 50             |     | 50   |
| Curve M.P. 14.7 to 14.9 .....                 | 75             |     | 60   |
| 3 Curves M.P. 15.5 to 16.7 .....              | 55             |     | 55   |
| Curve M.P. 16.9 to 17.1 .....                 | 65             |     | 60   |
| Corona M.P. 22.5 to 25.8 .....                | 30             |     | 30   |
| Curve M.P. 31.2 to 30.4 .....                 | 65             |     | 60   |
| 3 Curves M.P. 31.3 to 32.8 .....              | 60             |     | 60   |
| 3 Curves M.P. 33.6 to 35.1 .....              | 50             |     | 50   |
| 3 Curves M.P. 35.2 to 37.1 .....              | 65             |     | 60   |
| 2 Curves M.P. 37.5 to 38.5 .....              | 60             |     | 60   |
| Placentia M.P. 42.7 to 43.6 .....             | 50             |     | 30   |
| 2 Curves M.P. 45.2 to 45.7 .....              | 50             |     | 50   |
| Fullerton M.P. 165.2 to 164.7 .....           | 30             |     | 30   |
| Curve M.P. 161.1 to 160.8 .....               | 75             |     | 60   |
| Curve M.P. 156.6 to 155.9 .....               | 60             |     | 60   |
| Crossing and Curve M.P. 144.5 to 143.4 .....  | 30             |     | 30   |
| 2 Curves M.P. 143.4 to 142.9 .....            | 15             |     | 15   |
| 3 Curves M.P. 141.1 to 140.2 .....            | 35             |     | 35   |
| Curve M.P. 140.2 to 140.0 .....               | 15             |     | 15   |
| Prenda and La Habra Valley Spurs .....        | 15             |     | 15   |

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

| Location  | Tracks Governed  | Rules  | Whistle Signals Additional to Rule 14(Z)  |
|---|--|--|---|
| San Bernardino:   | See West Yard Tower, Second District   |  |   |
| Rana<br>Colton Tower  | All switches.<br>S. P. Crossing.<br>Two track junction switches, Bridge 4.6. | Interlocking.<br>Interlocking.   | { To or from U. P. —0<br>To or from S. P. 0—<br>From Santa Fe westward main to U.P. eastward main —0<br>From U. P. westward main to Santa Fe eastward main —0<br>From U. P. westward main to Santa Fe westward main —0000 |
| Riverside Junction  | S. P. and U. P. Crossing.<br>Junctions, and Crossover.                       | Interlocking .....   |   |
| May<br>Fullerton<br>Los Nietos<br>D. T. Junction<br>Hobart Yard:<br>M.P. 147—M.P. 148<br>Hobart Tower | S. P. Junction.<br>U. P. Crossing.<br>S. P. Crossing.<br>S. P. Crossing.     | TCS.<br>TCS.<br>When home signals in stop positions, 98-B, 320(B).<br>Interlocking.  |   |
|   | All tracks.<br>U. P. Crossing.   | Interlocking.<br>Interlocking .....  |   |
| Redondo Junction  | U. P. Crossing.  | Interlocking .....   | { Butte St. Transfer 00—0<br>To Harbor Dist. —0<br>To 9th St. Yard —0—<br>Levee Track 0—00<br>Against current of traffic —0000  |
| Mission Tower   | S. P. and U. P. Crossing.<br>To and from LAUPT.                              | Interlocking. When necessary make movement governed by Rule 321(A), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements. |   |

**THIRD DISTRICT**

**EASTWARD**

**LOS ANGELES DIVISION 15**

| Communications<br>Turn Tables<br>and Wyes | Capacity of Sidings<br>In 50 Ft. Cars | Ruling Grade<br>Ascending—<br>Feet Per Mile | Mile Post | TIME TABLE        |                 | EASTWARD        |                 |                 |    |     |
|---|---------------------------------------|---|-----------|-------------------|-----------------|-----------------|-----------------|-----------------|----|-----|
|   |                                       |   |           | NO. 17            |                 | FIRST CLASS     |                 |                 |    |     |
|   |                                       |   |           | October 27, 1968  |                 | 74              | 76              | 104             | 78 | 206 |
| STATIONS                                  |                                       |   |           | Arrive<br>Daily   | Arrive<br>Daily | Arrive<br>Daily | Arrive<br>Daily | Arrive<br>Daily |    |     |
| C-R-Y                                     | Yard                                  | 52.8  | 0.0       | SAN BERNARDINO YL |                 |                 | PM 4.20         | PM 10.40        |    |     |
|   |                                       | 52.8  | 1.6       | RANA YL           |                 |                 |                 |                 |    |     |
| B   | W-49<br>E-112                         | 52.8  | 2.9       | COLTON YL         |                 |                 | 4.09            | 10.30           |    |     |
| B   | W-114                                 | 52.8  | 6.7       | HIGHGROVE         |                 |                 | 4.05            | 10.26           |    |     |
| C-R                                       |                                       | 52.8  | 9.2       | RIVERSIDE JCT.    |                 |                 | 3.59 PM         | 10.22 PM        |    |     |
| B   | E-42                                  | 52.8  | 9.8       | RIVERSIDE YL      |                 |                 |                 |                 |    |     |
| Y   | 89                                    | 52.8  | 14.0      | CASA BLANCA       |                 |                 |                 |                 |    |     |
| C   | 62                                    | 52.8  | 16.4      | ARLINGTON         |                 |                 |                 |                 |    |     |
| B   | 94                                    | 52.8  | 20.2      | MAY               |                 |                 |                 |                 |    |     |
| B-Y                                       | 100                                   | 27.3  | 22.8      | PORPHYRY          |                 |                 |                 |                 |    |     |
| C-R                                       | 167                                   | 52.8  | 24.1      | COBONA            |                 |                 |                 |                 |    |     |
| B   | 94                                    | 52.8  | 29.2      | PRADO DAM         |                 |                 |                 |                 |    |     |
| B   | 129                                   | 52.8  | 36.4      | ESPERANZA         |                 |                 |                 |                 |    |     |
| B-Y                                       |                                       | 42.2  | 40.6      | ATWOOD            |                 |                 |                 |                 |    |     |
| C   |                                       | 42.2  | 43.0      | PLACENTIA         |                 |                 |                 |                 |    |     |
| C-R                                       |                                       | 165.0                                       | 43.0      | FULLERTON         | AM 8.05         | AM 11.40        | PM 8.25         |                 |    |     |
| B   | E-96                                  | 38.4  | 158.7     | LA MIRADA         | 7.56            | 11.31           | 8.16            |                 |    |     |
| C   | W-86                                  | 9.2   | 154.4     | SANTA FE SPRINGS  |                 |                 |                 |                 |    |     |
| B   |                                       | 17.6  | 153.1     | LOS NIETOS        |                 |                 |                 |                 |    |     |
| B   |                                       | 26.9  | 152.1     | D. T. JUNCTION    | 7.50            | 11.25           | 8.10            |                 |    |     |
| C-R                                       | Yard                                  | 4.2   | 151.2     | PICO RIVERA       | 7.48            | 11.22           | 8.07            |                 |    |     |
| B   |                                       | 0.0   | 149.8     | BANDINI           |                 |                 |                 |                 |    |     |
| C-R                                       | Yard                                  | 52.8  | 145.5     | HOBART YL         | 7.42            | 11.15           | 8.00            |                 |    |     |
| R-T-Y                                     |                                       | 0.0   | 143.2     | REDONDO JCT. YL   |                 |                 |                 |                 |    |     |
| B-R                                       | Yard                                  | 0.0   | 141.1     | FIRST STREET YL   |                 |                 |                 |                 |    |     |
| C-Y                                       |                                       | 0.0   | 140.1     | MISSION TOWER YL  | 7.32            | 11.03           | 7.48            |                 |    |     |
| C   |                                       | 31.7  |           | LOS ANGELES YL    | 7.30 AM         | 11.00 AM        | 7.45 PM         |                 |    |     |
|   |                                       |   |           | (71.4)            | Leave Daily     | Leave Daily     | Leave Daily     | Leave Daily     |    |     |

Average speed per hour..... (43.7) (38.2) (26.3) (38.2) (30.7)

Trains must get clearance card before leaving Los Angeles.

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

Trains from Harbor District en route Third District must get clearance card before leaving Hobart.

At Riverside Jct.: Eastward trains may proceed with current of traffic on clear train order signal in lieu of clearance card and display classification signals previously authorized.

Rule 251 in effect at following locations:  
Between west end of Bridge 4.6 and Riverside Jct.  
Between La Mirada and D.T. Jct.  
Between Redondo Jct. Interlocking and Mission Tower.

Rule 261 (TCS) in effect at following locations:  
Main Tracks San Bernardino to Bridge 4.6.  
Riverside Jct. to La Mirada M.P. 159.5.  
D.T. Jct. to Redondo Jct.

San Bernardino to and including Rana, interlocking signals when displaying a single yellow aspect will be "APPROACH-RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."

Between interlocked switches 5th Street and interlocked switches "A" Yard Office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

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

Rule 85: Exchanging train orders, signals and numbers will not be required: Between San Bernardino and Bridge 4.6, Riverside Jct. and La Mirada, and D.T. Jct. and Redondo Jct.

Rule 93: Yard limits located at:  
Water Street to and including Hobart, Riverside, Colton to and including San Bernardino.

**LENGTH OF STEMS OF WYES**

| Location               | Feet                      |
|------------------------|---------------------------|
| Casa Blanca .....      | Prenda Spur               |
| Porphyry .....         | Elsinore Dist. Main Track |
| Atwood .....           | 600                       |
| Redondo Junction ..... | Main Track                |
| Mission Tower .....    | L.A.U.P.T.                |
| San Bernardino .....   | 3rd Dist. Main Track      |
| San Bernardino .....   | Precooler Lead            |

# 16 LOS ANGELES DIVISION

# FOURTH DISTRICT

| Communications<br>Turn Tables<br>and Wyes | Capacity of Sidings<br>in 50 ft. Cars | Ruling Grade<br>Ascending—<br>Feet Per Mile | WESTWARD        |                 |                 | TIME TABLE<br>NO. 17<br>October 27, 1968 | Mile Post      | EASTWARD       |                |               | Ruling Grade<br>Ascending—<br>Feet Per Mile |
|---|---------------------------------------|---|-----------------|-----------------|-----------------|--|----------------|----------------|----------------|---------------|---|
|   |                                       |   | FIRST CLASS     |                 |                 |  |                | FIRST CLASS    |                |               |   |
|   |                                       |   | 77              | 75              | 73              |  |                | 74             | 76             | 78            |   |
|   |                                       |   | San<br>Diegan   | San<br>Diegan   | San<br>Diegan   |  |                | San<br>Diegan  | San<br>Diegan  | San<br>Diegan |   |
| Y   | Yard                                  | 31.1  |                 |                 |                 | 273.1                                    |                |                |                | 26.4          |   |
| T   |                                       | 10.5  | PM              | AM              | AM              | 269.3                                    | AM             | PM             | PM             | 0.0           |   |
| C-R-Y                                     | Yard                                  | 52.8  | 4.00            | 11.30           | 7.00            | 267.5                                    | 10.25          | 1.55           | 10.40          | 31.0          |   |
| B   |                                       | 52.8  | 4.07            | 11.38           | 7.07            | 264.2                                    | 10.12          | 1.43           | 10.27          | 28.5          |   |
| B   | 91                                    | 35.1  |                 |                 |                 | 262.1                                    |                |                |                | 51.7          |   |
| B   |                                       | 65.6  |                 |                 |                 | 267.9                                    |                |                |                | 0.0           |   |
| B-Y                                       |                                       | 113.5                                       |                 |                 |                 | 263.0                                    |                |                |                | 116.2         |   |
| B   | 98                                    | 0.0   |                 |                 |                 | 249.1                                    |                |                |                | 58.1          |   |
| C-Y                                       | 67                                    | 54.2  | 4.33            | PM 12.03        | 7.31            | 244.0                                    | 9.45           | 1.19           | 10.04          | 63.4          |   |
| O   | 92                                    | 52.8  | 4.39            | 12.09           | 7.37            | 238.1                                    | 9.35           | 1.06           | 9.54           | 63.4          |   |
| B   | 116                                   | 63.4  |                 |                 |                 | 233.8                                    |                |                |                | 64.4          |   |
| B   | 69                                    | 63.4  |                 |                 |                 | 229.3                                    |                |                |                | 59.7          |   |
| B-Y                                       |                                       | 69.7  |                 |                 |                 | 227.2                                    |                |                |                | 7.4           |   |
| C-R                                       | 76                                    | 15.8  | 4.57            | 12.27           | 7.55            | 226.2                                    | 9.25           | 12.55          | 9.42           | 63.5          |   |
| B-Y                                       | 92                                    | 64.4  |                 |                 |                 | 224.1                                    |                |                |                | 67.1          |   |
| B   | 86                                    | 70.8  |                 |                 |                 | 218.7                                    |                |                |                | 68.6          |   |
| B   | 97                                    | 67.6  |                 |                 |                 | 214.2                                    |                |                |                | 69.0          |   |
| B   | 91                                    | 28.8  |                 |                 |                 | 208.8                                    |                |                |                | 58.1          |   |
| B   | 33                                    | 29.6  | 5.18            | 12.48           | 8.17            | 204.8                                    | 8.59           | 12.27          | 9.18           | 5.8           |   |
| B   | 54                                    | 0.6   |                 |                 |                 | 202.7                                    |                |                |                | 28.5          |   |
| B   | 98                                    | 26.4  |                 |                 |                 | 199.8                                    |                |                |                | 0.0           |   |
| B   | 87                                    | 60.5  | 5.27            | 12.57           | 8.27            | 197.2                                    | 8.48           | 12.17          | 9.09           | 0.0           |   |
| B   | 98                                    | 65.5  |                 |                 |                 | 192.6                                    |                | PM             |                | 73.9          |   |
| B   | 88                                    | 67.3  |                 |                 |                 | 188.1                                    |                |                |                | 70.2          |   |
| O   | 119                                   | 0.0   |                 |                 |                 | 182.9                                    |                |                |                | 63.4          |   |
| B   | 93                                    | 12.0  |                 |                 |                 | 178.5                                    |                |                |                | 0.0           |   |
| O   | 125                                   | 38.6  | 5.54            | 1.25            | 8.52            | 176.5                                    | 8.30           | 11.59          | 8.45           | 14.8          |   |
| C-Y                                       | 122                                   | 30.6  | 5.59            |                 | 8.57            | 172.6                                    | 8.17           |                |                | 39.2          |   |
| O   | 60                                    | 29.6  | 6.05            | 1.35            | 9.04            | 187.8                                    | 8.10           | 11.45          | 8.30           | 19.0          |   |
| C-R                                       |                                       | 22.7  | 6.12            | 1.42            | 9.12            | 165.0                                    | 8.05           | 11.40          | 8.25           |               |   |
|   |                                       |   | PM              | PM              | AM              |  | AM             | AM             | PM             |               |   |
|   |                                       |   | Arrive<br>Daily | Arrive<br>Daily | Arrive<br>Daily |  | Leave<br>Daily | Leave<br>Daily | Leave<br>Daily |               |   |
|   |                                       |   | (46.4)          | (46.4)          | (46.4)          | (107.7)                                  | (43.7)         | (45.3)         | (45.3)         |               |   |

Trains must get clearance card before leaving San Diego during hours office open.

Rule 85: Exchanging train orders, signals and numbers will not be required between Old Town and Fullerton.

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

Rule 251 in effect between Old Town and San Diego.

Rule 261 (TCS) in effect at following locations:

- Main tracks Old Town to Fullerton.
- On sidings Ponto and Orange.

Between crossover, yard office, located at Ash Street, at San Diego, and National City, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Rule 93: Yard limits located at: Old Town to including National City.

### RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

| Location                   | Tracks Governed          | Rules       |
|----------------------------|--------------------------|-------------|
| Anaheim (2.0 Mi. East)     | S. P. Crossing.          | TCS         |
| Anaheim Sugar Factory Spur | U. P. Crossing.          | 98-A, 98-B. |
| National City              | Navy Warehouse Crossing. | 98-A, 98-B. |

### LENGTH OF STEMS OF WYES

| Location       | Feet                             |
|----------------|----------------------------------|
| Orange         | Main Track                       |
| Fallbrook Jct. | Fallbrook Dist. Main Track       |
| Escondido Jct. | Escondido Dist. Main Track       |
| Del Mar        | 690                              |
| Miramar        | Camp Elliott Spur                |
| San Diego      | Harashty Street Marine Base Spur |
| National City  | 1219                             |

### STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location                   | Mile Posts | Car Capacity | Switch Connection |
|----------------------------|------------|--------------|-------------------|
| Irvine Spur                | 178.7      | Lgh. 6.8 m.  | East              |
| Browning                   | 180.8      | 21           | East              |
| Tustin                     | 181.5      | 25           | East              |
| Frances                    | 183.1      | 36           | East and West     |
| Kathryn                    | 183.9      | 24           | East              |
| Como                       | 180.1      | 54           | East and West     |
| Stuart                     | 221.7      | 50           | East and West     |
| San Diego G. & E. Co. Spur | 231.3      | 35           | East              |
| Farr                       | 231.6      | 6            | West              |
| Cardiff                    | 239.8      | 11           | East and West     |
| Solana Beach               | 241.9      | 9            | East              |
| Miramar Navy Spur          | 253.0      | Lgh. 5.5 m.  | East and West     |
| Pacific Beach              | 260.3      | 13           | East and West     |
| Cudahy                     | 263.4      | 43           | East and West     |



# FOURTH AND OLIVE DISTRICTS

# LOS ANGELES DIVISION 17

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION                      | M.P.H.<br>Psgr.<br>and<br>Light | Frnt. | LOCATION                        | M.P.H.<br>Psgr.<br>and<br>Light | Frnt. |
|-------------------------------|---------------------------------|-------|---------------------------------|---------------------------------|-------|
| National City to Sorrento     | 79                              | 60    | 2 Curves and Plaza St. Crossing |                                 |       |
| Sorrento to Santa Ana         | 90                              | 60    | M.P. 244.3 to 241.8             | 50                              | 50    |
| South Main Track, M.P. 179.1  |                                 |       | Curve M.P. 241.3 to 241.1       | 85                              | 60    |
| to M.P. 176.7                 | 40                              | 40    | 2 Curves M.P. 239.2 to 238.5    | 85                              | 60    |
| Santa Ana to Fullerton        | 79                              | 60    | Curve M.P. 237.8 to 237.4       | 80                              | 60    |
| San Diego M.P. 273.0 to 267.3 | 20                              | 20    | Oceanside M.P. 227.0 to 225.5   | 30                              | 30    |
| San Diego M.P. 267.3 to 264.1 | 30                              | 30    | 3 Curves M.P. 224.7 to 223.8    | 70                              | 60    |
| 3 Curves M.P. 262.7 to 261.2  | 70                              | 60    | 2 Curves M.P. 209.0 to 208.2    | 70                              | 60    |
| 2 Curves M.P. 260.3 to 259.9  | 50                              | 50    | 12 Curves M.P. 207.7 to 201.2   | 75                              | 60    |
| Curve M.P. 259.1 to 258.6     | 60                              | 60    | Curve M.P. 200.3 to 199.9       | 45                              | 45    |
| 3 Curves M.P. 258.5 to 257.9  | 40                              | 40    | Curve M.P. 199.4 to 199.1       | 65                              | 60    |
| 6 Curves and Grade M.P. 257.8 |                                 |       | 3 Curves M.P. 198.6 to 197.9    | 35                              | 35    |
| to 253.7 Westward             | 65                              | 60    | 2 Curves M.P. 197.4 to 197.0    | 60                              | 60    |
| 6 Curves and Grade M.P. 253.7 |                                 |       | Curve M.P. 195.9 to 195.8       | 75                              | 60    |
| to 257.8 Eastward             | 65                              | 35    | 2 Curves M.P. 194.2 to 193.5    | 85                              | 60    |
| 10 Curves M.P. 252.8 to 251.0 | 25                              | 25    | Santa Ana M.P. 176.1 to 175.3   | 40                              | 40    |
| 2 Curves M.P. 250.9 to 250.6  | 40                              | 40    | 2 Curves M.P. 175.0 to 174.4    | 60                              | 60    |
| 2 Curves M.P. 250.5 to 250.0  | 55                              | 55    | 7 Curves M.P. 173.8 to 172.0    | 40                              | 40    |
| Curve M.P. 248.7 to 248.6     | 85                              | 60    | Curve M.P. 170.3 to 169.2       | 75                              | 60    |
| Curve M.P. 245.8 to 245.5     |                                 |       | Anaheim M.P. 168.1 to 167.7     | 40                              | 40    |
| Westward                      | 60                              | 60    | Curve M.P. 166.9 to 166.6       | 75                              | 60    |
| Curve M.P. 244.6 to 244.4     |                                 |       | Curve M.P. 165.9 to 165.3       | 50                              | 50    |
| Westward                      | 75                              | 60    | Fullerton M.P. 165.2 to 164.7   | 30                              | 30    |
| 3 Curves M.P. 244.4 to 245.8  |                                 |       | Irvine and Miramar Army Spurs   | 15                              | 15    |
| Eastward                      | 60                              | 60    |                                 |                                 |       |

## SWITCHES—MAXIMUM AUTHORIZED SPEED



Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch. "EE"—East End.  
"S"—Spring Switch. "WE"—West End.

| Station   | Type | Location                      | MPH |
|-----------|------|-------------------------------|-----|
| Fullerton |      | Two-track junction switch     | 50  |
| Orange    |      | WE siding                     | 30  |
|           |      | EE siding (main track)        | 40  |
| Irvine    |      | EE two tracks—M.P. 179.1      | 40  |
| Ponto     |      | EE and WE of siding           | 40  |
| Miramar   |      | WE two main tracks—M.P. 252.9 | 30  |
|           |      | Crossover—M.P. 253.7          | 30  |
| Elvira    |      | EE two main tracks—M.P. 257.9 | 40  |
| Old Town  |      | Two-track junction switch     | 30  |

Siding switches Carlsbad, San Clemente and Irvine not power controlled but equipped with electric switch locks.

## OLIVE DISTRICT

| Communications<br>Turn Tables<br>and Wyes | Capacity of Sidings<br>in 30 Ft. Cars | Rating Grade<br>Descending—<br>Feet Per Mile | WESTWARD   | TIME TABLE                 | EASTWARD   | Mile Post | Rating Grade<br>Ascending—<br>Feet Per Mile |
|---|---------------------------------------|--|--|----------------------------|--|-----------|---|
|   |                                       |  |  | NO. 17<br>October 27, 1968 |  |           |   |
| Y-B                                       | Yard                                  | 42.2   | TCS  | STATIONS                   |  |           |   |
| B   | 21                                    | 42.2   |  | ATWOOD                     | 0.0  | 42.2      |   |
| Y-C                                       | 62                                    | 42.2   |  | OLIVE                      | 2.4  | 42.2      |   |
|   |                                       |  |  | S. P. Crossing             | 3.4  |           |   |
|   |                                       |  | ORANGE   | 5.8                        |  |           |   |
| (6.8)                                     |                                       |  |  |                            |  |           |   |

Rule 261 (TCS) in effect on main track between Atwood and Orange. Siding switches Olive not power controlled but are equipped with electric switch locks.

## SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard turnouts and crossovers—10 MPH; all main track turnouts and crossovers 15 MPH; Except for spring and power controlled switches at following locations:

"I"—Interlocked Switch. "EE"—East End.  
"S"—Spring Switch. "WE"—West End.

| Station | Type | Location               | MPH |
|---------|------|------------------------|-----|
| Atwood  |      | Junction switch        | 40  |
| Orange  |      | WE siding              | 30  |
|         |      | EE siding (main track) | 40  |

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

| Location       | Psgr.<br>and<br>Light | MPH<br>Frnt. |
|----------------|-----------------------|--------------|
| Olive District | 40                    | 40           |

## RAILROAD CROSSING AT GRADE

| Location | Track Governed          | Rule |
|----------|-------------------------|------|
| Olive    | 1.7 west S. P. Crossing | TCS  |

## LENGTH OF STEMS OF WYES

| Location | Feet       |
|----------|------------|
| Atwood   | 600        |
| Orange   | Main track |

HARBOR DISTRICT

| Capacity of Sidings<br>In 50 Ft. Cars | Rating Grade<br>Ascending<br>Feet Per Mile | WESTWARD | TIME TABLE<br>NO. 17<br>October 27, 1968     | EASTWARD | Mile Post | Rating Grade<br>Ascending<br>Feet Per Mile | Communications<br>Turn Tables and Wyes |
|---------------------------------------|--|----------|--|----------|-----------|--|--|
|                                       |  | ↓        |  | ↑        |           |  |  |
|                                       |  |          | <b>STATIONS</b>                              |          |           |  |  |
|                                       |  |          | LONG BEACH                                   |          |           |  |  |
|                                       |  |          | -2.5<br>S. P. Crossing<br>West Thenard Tower |          |           |  |  |
|                                       |  |          | 1.1<br>Pier A Yard                           |          |           |  | O                                      |
| Yard                                  |  |          | 2.0<br>WILMINGTON                            |          | 28.0      |  | B                                      |
|                                       |  |          | -1.4<br>WATSON                               |          | 26.6      |  | B-Y                                    |
| 89                                    | 79.2                                       |          | 3.3<br>IRONSIDES                             |          | 23.8      | 52.8                                       |  |
| Yard                                  |  |          | 1.6<br>TORRANCE                              |          | 21.7      | 0.0  | C                                      |
| Yard                                  | 24.3                                       |          | 1.8<br>ALCOA                                 |          | 20.1      | 26.4                                       | B                                      |
| Yard                                  | 10.9                                       |          | 3.5<br>LAWDALE                               |          | 16.6      | 58.4                                       |  |
| Yard                                  | 62.3                                       |          | 1.8<br>EL SEGUNDO                            |          | 14.8      | 61.1                                       | C-R-Y                                  |
|                                       | 62.6                                       |          | 1.2<br>S. P. Crossing                        |          |           | 4.0  |  |
|                                       | 11.6                                       |          | LAIRPORT                                     |          | 13.6      |  | B                                      |
| 107                                   | 26.4                                       |          | 3.7<br>INGLEWOOD                             |          | 9.9       | 13.7                                       | C                                      |
| 79                                    | 52.8                                       |          | 1.9<br>HYDE PARK                             |          | 8.0       | 52.8                                       |  |
| 13                                    | 0.0  |          | 0.7<br>VAN NESS                              |          | 7.3       | 57.6                                       |  |
| 22                                    | 10.5                                       |          | 1.3<br>WILDASIN                              |          | 6.0       | 0.0  |  |
| 75                                    | 18.5                                       |          | 2.5<br>WINGFOOT                              |          | 3.5       | 0.0  | B                                      |
|                                       | 21.1                                       |          | 2.0<br>S. P. Crossing                        |          |           | 0.0  |  |
| Yard                                  |  |          | 1.5<br>MALABAR                               |          | 1.5       | 0.0  |  |
|                                       | 52.8                                       |          | 1.5<br>REDONDO JCT.                          |          | 0.0       | 0.0  | R-Y                                    |
|                                       |  |          | (28.0)                                       |          |           |  |  |

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location                | Mile Post | Car Capacity | Switch Connection |
|-------------------------|-----------|--------------|-------------------|
| Nadeau .....            | 2.5       | 7            | East and West     |
| Dudmore .....           | 19.1      | 17           | East              |
| Torrance Oil Spur ..... | 19.5      | Lgh. 3.7 m.  | West              |
| Alcoa Spur .....        | 20.1      | Lgh. 2.0 m.  | West              |

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

| Location  | Tracks Governed | Rules   |
|---|-----------------|---|
| Redondo Junction  | U. P. Crossing. | See Redondo Junction, Third District.<br>Automatic interlocking, 321(D),<br>10 MPH. |
| Nadeau  | S. P. Crossing. |   |
| Nadeau (0.3 Mi. East)                                   | S. P. Crossing. | Automatic interlocking, 321(D),<br>15 MPH.  |
| El Segundo (0.2 Mi. West)                               | S. P. Crossing. | 98—10 MPH while head end is<br>passing over crossing.                               |
| West Thenard Tower:<br>(0.1 Mi. West)<br>(0.7 Mi. East) | S. P. Crossing. | Interlocking.   |
|   | S. P. Crossing. | Interlocking.   |

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION                                | Psg. and Light | MPH |
|---|----------------|-----|
| Harbor Dist. ....                       | 30             | 30  |
| M.P. 0.0 to St. Crossing M.P. 1.6 ..... | 12             | 12  |
| M.P. 1.6 to St. Crossing M.P. 8.3 ..... | 15             | 15  |
| St. Crossing M.P. 13.1 .....            | 15             | 15  |
| M.P. 20.0 to 23.0 Torrance .....        | 15             | 15  |
| St. Crossing M.P. 27.9 .....            | 15             | 15  |

Should home signals at S. P. Railway crossing, one mile east of West Thenard Tower, fail to clear, call Towerman for instructions.

Movements over Southern Pacific joint track between West Thenard Tower and Long Beach will be made under provision of Rule 93 and must be authorized by Towerman, West Thenard Tower.

Spring point derail located at 2414 feet east of MP 27, east end Watson Yard. Normal position set to derail for eastward movements.

Light indicators are located between Malabar and Wingfoot:

For eastward movement at MP 1.7 with 1000 foot approach circuit.

For westward movement at MP 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.

Yard limits Pier A to Redondo Jct., inclusive.

SWITCHES—MAXIMUM AUTHORIZED SPEED


Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH: All main track turnouts and crossovers—15 MPH.

LENGTH OF STEMS OF WYES

| Location               | Feet       |
|------------------------|------------|
| Redondo Junction ..... | Main Track |
| El Segundo .....       | Main Track |
| Watson .....           | 3800       |


Normal position of junction switches  
El Segundo for Harbor District.

**REDONDO DISTRICT**

| Capacity of Sidings in 50 ft. Cars | Rating Grade Ascending—Feet Per Mile | WESTWARD  | TIME TABLE<br>NO. 17<br>October 27, 1968 | EASTWARD | Mile Post | Rating Grade Ascending—Feet Per Mile | Communications Turn Tables and Wyes |
|------------------------------------|--------------------------------------|---|--|----------|-----------|--------------------------------------|-------------------------------------|
|                                    |                                      |  |  |          |           |                                      |                                     |
|                                    |                                      |   | <b>STATIONS</b>                          |          |           |                                      |                                     |
| Yard                               |                                      |   | REDONDO BEACH<br>—1.5—                   |          | 20.2      |                                      |                                     |
| 7                                  | 42.2                                 |   | HERMOSA BEACH<br>—1.7—                   |          | 18.7      | 0.0                                  | 0                                   |
|                                    | 42.2                                 |   | MANHATTAN BEACH<br>—2.2—                 |          | 17.0      | 0.0                                  |                                     |
|                                    | 47.5                                 |   | EL SEGUNDO                               |          | 14.8      | 52.8                                 | C-R-Y                               |
|                                    |                                      |   | (5.4)                                    |          |           |                                      |                                     |

No switch lights on Redondo District.  
Yard limits Redondo Beach to El Segundo, inclusive.

**SAN JACINTO DISTRICT**

| Communications Turn Tables and Wyes | Capacity of Sidings in 50 ft. Cars | Rating Grade Ascending—Feet Per Mile | WESTWARD  | TIME TABLE<br>NO. 17<br>October 27, 1968 | EASTWARD | Mile Post | Rating Grade Ascending—Feet Per Mile |
|-------------------------------------|------------------------------------|--------------------------------------|---|--|----------|-----------|--------------------------------------|
|                                     |                                    |                                      |  |  |          |           |                                      |
|                                     |                                    |                                      |   | <b>STATIONS</b>                          |          |           |                                      |
|                                     | 26                                 |                                      | HIGHGROVE<br>S. P. Crossing<br>—2.5—  |  | 0.0      |           | 0.0                                  |
|                                     | 12                                 | 116.2                                | LEMONA<br>—4.5—   |  | 2.7      |           | 0.0                                  |
|                                     | 31                                 | 116.2                                | BOX SPRINGS<br>—2.3—  |  | 7.2      |           | 17.6                                 |
| C                                   |                                    | 21.3                                 | MARCH FIELD<br>—1.1—  |  | 9.6      |           | 17.6                                 |
|                                     | 45                                 | 0.0                                  | ALESSANDRO<br>—2.9—   |  | 10.6     |           | 47.5                                 |
| Y                                   | 22                                 | 0.0                                  | VAL VERDE<br>—4.7—  |  | 13.5     |           | 28.1                                 |
| C-R-Y                               | 20                                 | 21.6                                 | PERRIS<br>—3.8—   |  | 18.3     |           | 63.4                                 |
|                                     | 21                                 | 49.3                                 | ETHANAO<br>—2.4—  |  | 22.7     |           | 0.0                                  |
|                                     | 11                                 | 21.1                                 | MENIFEE<br>—3.9—  |  | 25.0     |           | 42.2                                 |
|                                     | 34                                 | 52.8                                 | WINCHESTER<br>—4.2—   |  | 28.9     |           | 0.0                                  |
|                                     | 13                                 | 44.3                                 | EGAN<br>—2.9—   |  | 33.1     |           | 0.0                                  |
| C                                   | 15                                 | 6.3                                  | HEMET<br>—2.3—  |  | 36.0     |           | 63.4                                 |
| C-Y                                 | 9                                  |                                      | SAN JACINTO   |  | 38.3     |           |                                      |
|                                     |                                    |                                      | (37.5)  |  |          |           |                                      |

No switch lights on San Jacinto District.  
Yard limits Highgrove to San Jacinto, inclusive.

**LENGTHS OF STEMS OF WYES**

| Location    | Feet             |
|-------------|------------------|
| El Segundo  | Main Track       |
| March Field | March Field Spur |
| Val Verde   | Granite Spur     |
| Perris      | 1678             |
| San Jacinto | 640              |

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

| Location                                     | Psgr. and Light | MPH | Fr. |
|--|-----------------|-----|-----|
| REDONDO DIST.                                | 15              |     | 15  |
| <b>SAN JACINTO DISTRICT:</b>                 |                 |     |     |
| Highgrove to Box Springs                     | 20              |     | 20  |
| Box Springs to Ethanac                       | 40              |     | 40  |
| Ethanac to M.P. 33.0                         | 25              |     | 25  |
| M.P. 33.0 to 35.7                            | 15              |     | 15  |
| M.P. 35.7 to San Jacinto                     | 10              |     | 10  |
| Main track turnout and curve M.P. 18 to 19.2 | 15              |     | 15  |

**SWITCHES—MAXIMUM AUTHORIZED SPEED**  
Maximum speed permitted through all yard turnouts and crossovers—10 MPH; All main track turnouts and crossovers—15 MPH.

**RAILROAD CROSSING AT GRADE AND INTERLOCKING**

| Location                  | Tracks Governed | Rule                                  |
|---------------------------|-----------------|---------------------------------------|
| Highgrove<br>1.5 Mi. West | S. P. Crossing  | Automatic interlocking<br>Rule 321-D. |

**STATION OR TRACKS NOT SHOWN IN SCHEDULE**

San Jacinto District

| Location           | Mile Post | Car Capacity | Switch Connection |
|--------------------|-----------|--------------|-------------------|
| Lily Cup           | 0.6       | 11           | East and West     |
| Box Springs Quarry | 6.1       | 42           | East and West     |
| Mayer Farms        | 15.9      | 18           | East and West     |
| Granite Spur       | 14.5      | Lgh. 0.9 m.  | Wye               |
| Ellis              | 19.9      | 16           | East              |

Normal position of junction switches:  
El Segundo for Harbor District.  
Highgrove for Third District.

# 20 LOS ANGELES DIVISION

# ELSINORE, ESCONDIDO, AND FALLBROOK DISTRICTS

## ELSINORE DISTRICT

| Communications<br>Turn Tables<br>and Wyes | Capacity of Sidings<br>In 50 ft. Cars | Ruling Grade<br>Ascending—<br>Feet Per Mile | WESTWARD | TIME TABLE<br>NO. 17<br>October 27, 1968 | EASTWARD | Mile Post | Ruling Grade<br>Ascending—<br>Feet Per Mile |
|---|---------------------------------------|---|----------|--|----------|-----------|---|
|   |                                       |   | ↓        |  | ↑        |           |   |
|   |                                       |   |          | STATIONS                                 |          |           |   |
| B   | 17                                    | 147.8                                       |          | ELSINORE                                 |          | 21.9      | 182.0                                       |
| B   | 20                                    |   |          | 5.6<br>ALBERHILL                         |          | 16.3      |   |
|   | 32                                    | 50.7  |          | 7.8<br>ARCILLA                           |          | 8.5       | 68.6  |
| B-Y                                       | Yard                                  | 0.0   |          | 8.5<br>S. P. Crossing<br>PORPHYRY        |          | 0.0       |   |
|   |                                       |   |          | (21.9)                                   |          |           |   |

No switch lights on Elsinore District.  
Yard limits Elsinore to Porphyry, inclusive.

## ESCONDIDO DISTRICT

| Communications<br>Turn Tables<br>and Wyes | Capacity of Sidings<br>In 50 ft. Cars | Ruling Grade<br>Ascending—<br>Feet Per Mile | WESTWARD | TIME TABLE<br>NO. 17<br>October 27, 1968 | EASTWARD | Mile Post | Ruling Grade<br>Ascending—<br>Feet Per Mile |
|---|---------------------------------------|---|----------|--|----------|-----------|---|
|   |                                       |   | ↓        |  | ↑        |           |   |
|   |                                       |   |          | STATIONS                                 |          |           |   |
| C-Y                                       | 26                                    | 83.4  |          | ESCONDIDO                                |          | 21.1      | 95.0  |
|   | 14                                    |   |          | 4.9<br>SAN MARCOOS                       |          | 16.2      |   |
| C   | 10                                    | 116.2                                       |          | 7.0<br>VISTA                             |          | 9.2       | 0.0   |
|   | 11                                    | 116.2                                       |          | 1.5<br>FALDA                             |          | 7.8       | 116.2                                       |
| B-Y                                       |                                       | 107.7                                       |          | 8.4<br>ESCONDIDO JOT.                    |          | 0.0       |   |
|   |                                       |   |          | (21.8)                                   |          |           |   |

No switch lights on Escondido District.  
Yard limits Escondido to Escondido Jct., inclusive.

## FALLBROOK DISTRICT

| Communications<br>Turn Tables<br>and Wyes | Capacity of Sidings<br>In 50 ft. Cars | Ruling Grade<br>Ascending—<br>Feet Per Mile | WESTWARD | TIME TABLE<br>NO. 17<br>October 27, 1968 | EASTWARD | Mile Post | Ruling Grade<br>Ascending—<br>Feet Per Mile |
|---|---------------------------------------|---|----------|--|----------|-----------|---|
|   |                                       |   | ↓        |  | ↑        |           |   |
|   |                                       |   |          | STATIONS                                 |          |           |   |
| B-Y                                       | 48                                    | 68.0  |          | FALLBROOK JCT.                           |          | 0.0       | 62.7  |
|   | 12                                    |   |          | 6.0<br>CHAPPO                            |          | 5.9       |   |
| B   | 48                                    | 28.4  |          | 2.4<br>JOEGAN                            |          | 8.4       | 79.2  |
|   | 6                                     | 182.0                                       |          | 6.7<br>U.S.M.C. Crossing<br>DE LUZ       |          | 15.1      | 0.0   |
| C-Y                                       | 28                                    | 105.6                                       |          | 1.8<br>FALLBROOK                         |          | 16.9      |   |
|   |                                       |   |          | (16.9)                                   |          |           |   |

No switch lights on Fallbrook District.  
Yard limits Fallbrook Jct. to Fallbrook, inclusive.

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

| Location                            | MPH | Psgr. and Light | Frt. |
|-------------------------------------|-----|-----------------|------|
| ELSINORE DISTRICT                   | 25  |                 | 25   |
| 13 Curves M.P. 1.7 to 4.0           | 15  |                 | 15   |
| 2 Curves M.P. 16.1 to 16.4          | 15  |                 | 15   |
| Curve M.P. 17.7 to 17.9             | 15  |                 | 15   |
| ESCONDIDO DISTRICT                  | 20  |                 | 20   |
| Hill St. M.P. 0.3                   | 10  |                 | 10   |
| 12 Curves and track M.P. 0.3 to 6.0 | 15  |                 | 15   |
| FALLBROOK DIST.                     | 20  |                 | 20   |

## RAILROAD CROSSING AT GRADE

| Location           | Elsinore District |             |
|--------------------|-------------------|-------------|
|                    | Tracks Governed   | Rule        |
| PORPHYRY           | S. P. Crossing    | 98-A, 98-B. |
| Fallbrook District |                   |             |
| JOEGAN             | U.S.M.C. Crossing | 98-A, 98-B. |

## STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Elsinore District  |           |              |                   |
|--------------------|-----------|--------------|-------------------|
| Location           | Mile Post | Car Capacity | Switch Connection |
| Mining Spur        | 3.2       | 71           | East and West     |
| South Corona       | 5.0       | 0            | None              |
| Weisel             | 6.2       | 37           | East              |
| Escondido District |           |              |                   |
| Talica             | 3.7       | 8            | East and West     |
| Buena              | 12.9      | 11           | East and West     |
| Fallbrook District |           |              |                   |
| Ranch House        | 7.6       | 7            | East and West     |
| Marine Base Spur   | 10.5      | 13           | East and West     |

Normal position of junction switches:

Porphyry for Third District siding.

Fallbrook Jct. for Fourth District siding.

# LUCERNE VALLEY AND REDLANDS DISTRICTS

## LUCERNE VALLEY DISTRICT

| Communications<br>Turn Tables<br>and Wyes | Capacity of Sidings<br>in 50 ft. Cars | Ruling Grade<br>Ascending—<br>Feet Per Mile | WESTWARD | TIME TABLE<br>NO. 17<br>October 27, 1968 | EASTWARD | Mile Post | Ruling Grade<br>Ascending—<br>Feet Per Mile |
|---|---------------------------------------|---|----------|--|----------|-----------|---|
|   |                                       |   | ↓        |  | ↑        |           |   |
| C   | 58                                    | 0.0   |          | CUSHENBURY<br>3.1                        |          | 29.2      | 105.6                                       |
|   | 13                                    | 0.0   |          | SPUR 5<br>10.5                           |          | 26.1      | 105.6                                       |
|   | 14                                    | 76.0  |          | BASS<br>4.3                              |          | 15.6      | 75.0  |
|   | 2                                     | 0.0   |          | SPUR 2<br>4.3                            |          | 11.3      | 76.0  |
|   | 2                                     | 116.2                                       |          | SPUR 1<br>7.0                            |          | 7.0       | 76.0  |
| B   |                                       |   |          | HESPERIA<br>7.0                          |          | 0.0       |   |
| (29.2)                                    |                                       |   |          |  |          |           |   |

No switch lights on Lucerne Valley District.  
Yard limits Cushenbury to Hesperia, inclusive.

## REDLANDS DISTRICT

| Communications<br>Turn Tables<br>and Wyes | Capacity of Sidings<br>in 50 ft. Cars | Ruling Grade<br>Ascending—<br>Feet Per Mile | WESTWARD | TIME TABLE<br>NO. 17<br>October 27, 1968 | EASTWARD | Mile Post | Ruling Grade<br>Ascending—<br>Feet Per Mile |
|---|---------------------------------------|---|----------|--|----------|-----------|---|
|   |                                       |   | ↓        |  | ↑        |           |   |
|   | 14                                    | 89.5  |          | PATTON<br>1.0                            |          | 19.7      | 0.0   |
| B   | 25                                    | 83.2  |          | HIGHLAND<br>2.5                          |          | 18.7      | 70.5  |
| C   | 47                                    | 88.5  |          | EAST HIGHLANDS<br>4.1                    |          | 16.2      | 0.0   |
| C   | 17                                    | 0.0   |          | MENTONE<br>3.2                           |          | 12.0      | 116.2                                       |
| C   | 31                                    | 101.3                                       |          | REDLANDS<br>8.8                          |          | 8.8       | 116.2                                       |
| C-R-Y                                     | Yard                                  |   |          | S. P. Crossing<br>SAN BERNARDINO         |          | 0.0       |   |
| (20.0)                                    |                                       |   |          |  |          |           |   |

No switch lights on Redlands District.  
Yard limits Patton to San Bernardino, inclusive.

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

| Location                                  | Pgr.<br>and<br>Light | MPH | Fr. |
|---|----------------------|-----|-----|
| <b>LUCERNE VALLEY DISTRICT</b>            |                      |     |     |
| Hesperia to M.P. 25.2                     | 35                   |     | 35  |
| M.P. 25.2 to 29.2                         | 20                   |     | 20  |
| <b>REDLANDS DIST.</b>                     |                      |     |     |
| San Bernardino, "G" St. Crossing M.P. 0.7 | 5                    |     | 5   |
| Crossings M.P. 0.7 to 3.1                 | 15                   |     | 15  |
| Redlands, St. Crossing M.P. 8.9           | 15                   |     | 15  |
| Mentone, St. Crossing M.P. 12.0           | 10                   |     | 10  |
| Molino Boulder Ave. M.P. 17.9             | 10                   |     | 10  |

## STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

### Lucerne Valley District

| Location                     | Mile Post | Car<br>Capacity | Switch<br>Connection |
|------------------------------|-----------|-----------------|----------------------|
| La Habra Product<br>Inc.     | 23.5      | 14              | East and West        |
| Chas. Pfizer and<br>Co. Inc. | 26.2      | 26              | East and West        |

### Redlands District

| Location      | Mile Post | Car<br>Capacity | Switch<br>Connection |
|---------------|-----------|-----------------|----------------------|
| Nevada Street | 6.7       | 16              | East and West        |
| Craf          | 11.4      | 10              | East                 |
| West Highland | 20.4      | 11              | East and West        |

## SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard turnouts and crossovers—  
10 MPH; all main track turnouts and crossovers—15 MPH.

## RAILROAD CROSSING AT GRADE

### Redlands District

| Location       | Tracks Governed | Rule          |
|----------------|-----------------|---------------|
| South E Street | S. P. Crossing  | 98-A and 98-B |

Normal position of junctions switches  
Hesperia for First District siding.  
San Bernardino for First District.

# 22 LOS ANGELES DIVISION

# CADIZ AND RIPLEY DISTRICTS

## CADIZ DISTRICT

| Communications<br>Turn Tables<br>and Wyes | Capacity of Sidings<br>in 50 ft. Cars | Rating Grade<br>Ascending—<br>Feet Per Mile | WESTWARD | TIME TABLE<br>NO. 17<br>October 27, 1968 | EASTWARD | Mile Post | Rating Grade<br>Ascending—<br>Feet Per Mile |
|---|---------------------------------------|---|----------|--|----------|-----------|---|
|   |                                       |   | ↓        |  | ↑        |           |   |
|   |                                       |   |          | <b>STATIONS</b>                          |          |           |   |
| C   | Yard                                  |   |          | <b>PARKER</b> YL                         |          | 105.8     |   |
|   |                                       | 31.7  |          | 8.3                                      |          |           | 29.6  |
| B   | 28                                    |   |          | <b>CALZONA</b>                           |          | 114.1     | 0.0   |
|   |                                       | 30.6  |          | 5.9                                      |          |           |   |
| B   | 17                                    |   |          | <b>VIDAL</b>                             |          | 120.0     | 0.0   |
|   |                                       | 30.6  |          | 11.6                                     |          |           |   |
| B   | 45                                    |   |          | <b>GROMMET</b>                           |          | 131.8     | 21.1  |
|   |                                       | 6.0   |          | 8.8                                      |          |           |   |
| B   | 49                                    |   |          | <b>RICE</b> YL                           |          | 140.4     | 25.3  |
|   |                                       | 0.0   |          | 3.6                                      |          |           |   |
| B   | 43                                    |   |          | <b>FREDA</b> YL                          |          | 144.0     | 30.6  |
|   |                                       | 0.0   |          | 7.0                                      |          |           |   |
| B   | 57                                    |   |          | <b>SABLON</b>                            |          | 151.0     | 31.7  |
|   |                                       | 0.0   |          | 4.8                                      |          |           |   |
| B   | 120                                   |   |          | <b>SALTMARSH</b>                         |          | 155.8     | 5.3   |
|   |                                       | 29.6  |          | 13.4                                     |          |           |   |
| B   | 97                                    |   |          | <b>FISHEL</b>                            |          | 169.2     | 31.7  |
|   |                                       | 29.6  |          | 21.3                                     |          |           |   |
| B-Y                                       | 76                                    |   |          | <b>OADIZ</b>                             |          | 190.5     |   |
|   |                                       |   |          | (84.7)                                   |          |           |   |

Both phones at M.P. 173.6 and M.P. 179.6.

Rule 93: Yard limits located at:

Milligan

Freda to Rice inclusive.

Earp to Parker inclusive.

## RIPLEY DISTRICT

| Communications<br>Turn Tables<br>and Wyes | Capacity of Sidings<br>in 50 ft. Cars | Rating Grade<br>Ascending—<br>Feet Per Mile | WESTWARD | TIME TABLE<br>NO. 17<br>October 27, 1968 | EASTWARD | Mile Post | Rating Grade<br>Ascending—<br>Feet Per Mile |
|---|---------------------------------------|---|----------|--|----------|-----------|---|
|   |                                       |   | ↓        |  | ↑        |           |   |
|   |                                       |   |          | <b>STATIONS</b>                          |          |           |   |
|   |                                       | 21.7  |          | <b>RIPLEY</b>                            |          | 49.4      | 42.8  |
|   |                                       |   |          | 7.4                                      |          |           |   |
| C-R-Y                                     | Yard                                  |   |          | <b>BLYTHE</b>                            |          | 42.0      | 10.6  |
|   |                                       | 83.4  |          | 21.6                                     |          |           |   |
|   | 55                                    |   |          | <b>COX</b>                               |          | 20.4      | 0.0   |
|   |                                       | 68.6  |          | 2.6                                      |          |           |   |
| B   | 80                                    |   |          | <b>MIDLAND</b>                           |          | 17.8      | 0.0   |
|   |                                       | 68.6  |          | 1.3                                      |          |           |   |
|   | 11                                    |   |          | <b>STYX</b>                              |          | 18.5      | 88.4  |
|   |                                       | 65.0  |          | 16.5                                     |          |           |   |
| B-Y                                       | 49                                    |   |          | <b>RICE</b>                              |          | 0.0       |   |
|   |                                       |   |          | (49.4)                                   |          |           |   |

No switch lights on Ripley District.

Yard limits Ripley to Rice, inclusive.

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

| Location                   | MPH             | MPH  |
|----------------------------|-----------------|------|
|                            | Pass. and Light | Frt. |
| <b>CADIZ DIST.</b>         | 50              | 49   |
| M.P. 154 to 158            | 30              | 30   |
| Track M.P. 107.2 to 111.1  | 45              | 40   |
| Curve M.P. 165.2 to 165.5  | 45              | 40   |
| Curve M.P. 183.0 to 183.2  | 45              | 40   |
| <b>RIPLEY DISTRICT</b>     |                 |      |
| Rice to Blythe             | 40              | 40   |
| Blythe to Ripley           | 20              | 20   |
| Riverview Farms Spur       | 15              | 15   |
| 3 Curves M.P. 14.6 to 15.2 | 25              | 25   |
| 4 Curves M.P. 15.6 to 16.4 | 20              | 20   |
| 4 Curves M.P. 16.7 to 17.7 | 30              | 30   |
| 5 Curves M.P. 34.6 to 36.4 | 30              | 30   |

## STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Cadiz District           |           |              |                   |
|--------------------------|-----------|--------------|-------------------|
| Location                 | Mile Post | Car Capacity | Switch Connection |
| Earp                     | 107.3     | 32           | West              |
| Milligan                 | 164.0     |              |                   |
| Metropolitan Water Dist. | 163.9     | 16           | East and West     |
| Pacific Salt Co.         | 163.7     | 4            | East and West     |
| Standard Chemical Co.    | 162.6     | 28           | East and West     |
| Chubbuck                 | 172.7     | 11           | West              |
| Ripley District          |           |              |                   |
| Inca                     | 22.6      | 31           | West              |
| Mesaville                | 33.0      | 10           | West              |
| Riverview Farms Spur     | 36.3      | Lgh. 3.9 m.  | West              |
| Miller Farms             | 44.7      | 19           | East              |

## SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH.

Normal position of junction switches

Rice for Cadiz District.

Cadiz for Needles District siding.

# SPECIAL RULES

1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Needles, Parker, Blythe, Barstow (yard office and roundhouse), Victorville, San Bernardino (roundhouse, Rialto Ave. and "A" yard offices), Mission Tower, Los Angeles (Union Station, First St., and Hobart yard offices, Redondo Jct.), Fullerton, Pico Rivera, Oceanside, San Diego (yard office and Division Foreman's office).

Rule 3: Crews of Union Pacific and Southern Pacific trains, complying with their Companies' time regulations, may proceed over joint tracks.

Union Pacific trains using joint tracks between Riverside Jct. and Daggett, and Southern Pacific trains between Riverside Jct. and May will be governed by A.T.&S.F. time table and Rules, Operating Department.

3. Within traffic control system 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.

4. Rule 80: Bulletin books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Kaiser, Corona, Fullerton, Pico Rivera, First Street, Union Station, Redondo Junction, Hobart, El Segundo, Torrance, Wilmington, Santa Ana, Oceanside, San Diego, and 22nd Street.

5. Rule 104 (E) is amended: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

6. On all districts where Rule 251 is in effect, trains having work to do or being delayed at any point other than ordinary station stops, must clear main track unless permission is received to occupy main track.

7. Rule 761: Following is a list of structures:

Inca, overhead conveyor on industry track;

Barstow, viaduct over passenger yard tracks and house tracks 1 to 4, inclusive;

San Bernardino, Mt. Vernon Ave. viaduct over roundhouse leads;

Colton, East end track E Griffin Wheel Co.;

Ellis, M.S.W. Shed;

First Street, viaduct over old passenger tracks; and

Los Angeles, Union Station, train sheds.

## SPEED REGULATIONS

8. 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  | Wrecking Derricks<br>M.P.H. | Pile Drivers  | Other Machines Including Derrick<br>AT-199775<br>M.P.H. |
|---|-----------------------------|---|---|
|   |                             | AT-199432<br>AT-199453<br>AT-199454<br>AT-199455<br>AT-199720<br>M.P.H. |   |
| Needles, Cadiz, First, Second, Third and Fourth Districts | 40                          | 45  | 30  |
| Any point on all other Districts                          | 15                          | 15  | 15  |

\*Trains handling spreaders with wings folded and fastened must not exceed 45 M.P.H.

Trains handling scale test cars: AT 199913, AT 199914, or AT 199915 must not exceed 50 M.P.H.

Pile drivers must be handled in train next to engine.

Freight trains averaging 90 tons or more per car must not exceed 45 M.P.H.

9. Rule 817: 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 EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

| Types of Equipment  | Maximum depth above top of rail (inches) | Maximum speed in tow (MPH) | Maximum speed under own power (MPH) |
|---|--|----------------------------|-------------------------------------|
| Diesel Locomotives:   |  |                            |                                     |
| 80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161   | 3  | 5                          | 5                                   |
| 55-78, 650-653, 2310-2321, 3001-3019, 16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893 | 4  | 5                          | 5                                   |
| Diesel-Electric Motor Cars  | 5  | 5                          | 5                                   |
| Passenger Cars  | 3  | 5                          | 5                                   |
| Roller Bearings   | 8  | 5                          | 0                                   |
| Friction Bearings   | 12                                       | 5                          | 0                                   |

### MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

|   | Forward        | Light          | Backing or When Not Controlled From Lead Unit | Dead in Train  |
|---|----------------|----------------|---|----------------|
|   | Miles Per Hour | Miles Per Hour | Miles Per Hour                                | Miles Per Hour |
| 16-48, 55-78, 80-87, 100-108, 300-314   | 100            | 90             | 45  | 90             |
| 325-344   | 90             | 90             | 45  | 90             |
| 350-359   | 90             | 90             | *45   | 90             |
| 400-405, 1900-1939  | 90             | 90             | 45  | 90             |
| 1100-1174, 1800-1889  | 80             | 80             | *45   | 80             |
| 200-289   | 70             | 70             | 45  | 70             |
| 99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019 | 70             | 70             | *45   | 70             |
| 500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441   | 45             | 45             | 45  | 45             |
| RDC 191, 192  | 85             | 85             | 50  | 85             |
| M-160, M-190  | 80             | 65             | 25  | 75             |
| Diesels without dynamic brakes in use   |                |                |   |                |
| Ash Hill-Bagdad   |                | 24             |   |                |
| Goffs-Needles   |                | 24             |   |                |
| Summit to Victorville   |                | 30             |   |                |
| Summit-Cajon  |                | 15             |   |                |
| Cajon-San Bernardino  |                | 20             |   |                |
| Diesels with dynamic brakes in use  |                |                | Passenger Train Speeds                        |                |
| Ash Hill-Siberia  |                |                |   |                |
| Summit-San Bernardino   |                |                |   |                |

\*NOTE: Forward speed applies when backing handling train controlled from leading unit.

**SPEED TABLE—FOR INFORMATION ONLY**

| Time Per<br>Mile | Miles<br>Per<br>Hour | Time Per<br>Mile | Miles<br>Per<br>Hour | Time Per<br>Mile | Miles<br>Per<br>Hour |      |      |      |
|------------------|----------------------|------------------|----------------------|------------------|----------------------|------|------|------|
|                  |                      |                  |                      |                  |                      | Min. | Sec. | Min. |
| ..               | 36                   | 100              | ..                   | 58               | 62.1                 | 1    | 40   | 36.0 |
| ..               | 37                   | 97.3             | ..                   | 59               | 61.0                 | 1    | 42   | 35.3 |
| ..               | 38                   | 94.7             | 1                    | ..               | 60.0                 | 1    | 44   | 34.6 |
| ..               | 39                   | 92.3             | 1                    | 02               | 58.0                 | 1    | 46   | 34.0 |
| ..               | 40                   | 90.0             | 1                    | 04               | 56.2                 | 1    | 48   | 33.3 |
| ..               | 41                   | 87.8             | 1                    | 06               | 54.5                 | 1    | 50   | 32.7 |
| ..               | 42                   | 85.7             | 1                    | 08               | 52.9                 | 1    | 52   | 32.1 |
| ..               | 43                   | 83.7             | 1                    | 10               | 51.4                 | 1    | 54   | 31.6 |
| ..               | 44                   | 81.8             | 1                    | 12               | 50.0                 | 1    | 56   | 31.0 |
| ..               | 45                   | 80.0             | 1                    | 14               | 48.6                 | 1    | 58   | 30.5 |
| ..               | 46                   | 78.3             | 1                    | 16               | 47.4                 | 2    | ..   | 30.0 |
| ..               | 47                   | 76.6             | 1                    | 18               | 46.1                 | 2    | 05   | 28.8 |
| ..               | 48                   | 75.0             | 1                    | 20               | 45.0                 | 2    | 10   | 27.7 |
| ..               | 49                   | 73.5             | 1                    | 22               | 43.9                 | 2    | 15   | 26.7 |
| ..               | 50                   | 72.0             | 1                    | 24               | 42.9                 | 2    | 30   | 24.0 |
| ..               | 51                   | 70.6             | 1                    | 26               | 41.9                 | 2    | 45   | 21.8 |
| ..               | 52                   | 69.2             | 1                    | 28               | 40.9                 | 3    | ..   | 20.0 |
| ..               | 53                   | 67.9             | 1                    | 30               | 40.0                 | 3    | 30   | 17.1 |
| ..               | 54                   | 66.6             | 1                    | 32               | 39.1                 | 4    | ..   | 15.0 |
| ..               | 55                   | 65.5             | 1                    | 34               | 38.3                 | 5    | ..   | 12.0 |
| ..               | 56                   | 64.2             | 1                    | 36               | 37.5                 | 6    | ..   | 10.0 |
| ..               | 57                   | 63.2             | 1                    | 38               | 36.8                 | 12   | ..   | 5.0  |

**SURGEONS OF THE SANTA FE COAST LINES  
HOSPITAL ASSOCIATION**

DR. LAWRENCE CHAFFIN, CHIEF SURGEON  
Los Angeles, Calif.

DR. A. L. KIEFER, ASSISTANT CHIEF SURGEON  
Los Angeles, Calif.

DR. L. E. WALTER, ASSISTANT CHIEF SURGEON  
Los Angeles, Calif.

A. J. STROBEL, GENERAL WATCH INSPECTOR  
Topeka, Kansas

R. W. WELLS, ASST. GENERAL WATCH INSPECTOR  
San Bernardino, Calif.

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

**CONDITIONAL STOPS SHOWN WILL BE MADE  
ONLY FOR REVENUE PASSENGERS**

The term "beyond" refers to regular, flag or conditional stops authorized herein.

| Train      | Stops at Stations                        | To Receive<br>Passengers For |  | To Discharge<br>Passengers From |  |
|------------|--|------------------------------|--|---------------------------------|--|
|            |  |                              |  |                                 |  |
| 1          | Grants                                   | North of Barstow             |  | Clovis and beyond               |  |
|            | Edwards                                  |                              |  | Belen and beyond                |  |
| 2          | Edwards                                  | Belen and beyond             |  |                                 |  |
|            | Holbrook                                 | Clovis and beyond            |  |                                 |  |
| 17         | Grants                                   | Clovis and beyond            |  | North of Barstow                |  |
|            | Flagstaff                                | San Bernardino and beyond    |  | Albuquerque and beyond          |  |
| 18         | Kingman                                  | San Bernardino and beyond    |  | Newton and beyond               |  |
|            | Victorville                              |                              |  | Kansas City and beyond          |  |
|            | Victorville                              | Kansas City and beyond       |  |                                 |  |
| 23         | Kingman                                  | Newton and beyond            |  | San Bernardino and beyond       |  |
|            | Flagstaff                                | Albuquerque and beyond       |  | San Bernardino and beyond       |  |
| 73, 75, 77 | Laguna                                   |                              |  | Belen and beyond                |  |
| 73         | Pico Rivera                              |                              |  | Oceanside and beyond            |  |
| 74         | Orange                                   | Los Angeles                  |  | Oceanside and beyond            |  |
| 74         | Orange                                   |                              |  | San Bernardino and beyond       |  |
| 74         | Encinitas                                | Los Angeles                  |  | Los Angeles                     |  |
| 77         | Orange                                   | Los Angeles                  |  |                                 |  |
| 75, 77     | Encinitas                                | Los Angeles                  |  |                                 |  |
| 74, 76, 78 | Pico Rivera                              | Oceanside and beyond         |  |                                 |  |
| 76         | San Clemente,<br>Orange and<br>Encinitas |                              |  | Los Angeles and beyond          |  |

**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!**

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipments of which they are in charge, when provided proper transportation.