



**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.
- C. F. LILLEY ..... Barstow, Calif.
- W. BAXTER ..... San Bernardino, Calif.
- G. E. YOUNG ..... San Bernardino, Calif.
- L. D. EIDSON ..... San Bernardino, Calif.
- M. R. HAVERY ..... San Bernardino, Calif.
- R. C. VAN AUSDALL ..... Fullerton, Calif.
- J. M. WATKINS ..... Los Angeles, Calif.
- R. F. NORLING ..... Los Angeles, Calif.
- J. O. PHILLIPS ..... Los Angeles, Calif.
- R. L. DIXON ..... Los Angeles, Calif.
- W. F. BOWEN ..... Los Angeles, Calif.

**ASSISTANT TRAINMASTERS**

- D. L. BERRY ..... Barstow, Calif.
- J. L. SCHROEDER ..... Barstow, Calif.
- F. B. HATFIELD ..... San Bernardino, Calif.
- D. S. HYDER ..... Fullerton, Calif.
- C. K. SEAMAN ..... Los Angeles, Calif.
- J. M. McMILLAN ..... 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**

- G. A. WOLLERTON ..... San Bernardino, Calif.
- E. L. MAYS ..... San Bernardino, Calif.
- W. E. EBERT ..... San Bernardino, Calif.
- E. M. BUTLER ..... San Bernardino, Calif.

**DISPATCHERS - SAN BERNARDINO**

- |                |                |
|----------------|----------------|
| J. C. SELINGER | J. D. PINSON   |
| A. C. KIDD     | T. H. ESHELMAN |
| H. W. WITSKEN  | E. M. ELLIS    |
| C. W. BURTON   | N. C. PECK     |
| F. O. PIERCE   | H. F. BROWN    |
| W. D. EAKIN    | D. R. MUNDAY   |
| W. R. HANSEN   | J. T. WALSH    |
| L. A. WRIGHT   | D. E. PRYOR    |

# The Atchison, Topeka and Santa Fe Railway Co.



## LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

# TIME TABLE No.

# 18

IN EFFECT

## Sunday, September 13, 1970

At 12:01 A.M.

Pacific Standard Time

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

**R. H. ADAMS**  
General Manager  
LOS ANGELES, CALIF.

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

**F. L. ELTERMAN**  
Asst. General Manager  
LOS ANGELES, CALIF.

**H. J. BRISCOE**  
Superintendent  
SAN BERNARDINO, CALIF.

**J. T. GROUNDWATER**  
Superintendent  
LOS ANGELES, CALIF.

# 2 LOS ANGELES DIVISION

# WESTWARD

# NEEDLES DISTRICT

WESTWARD				TIME TABLE	Mile Post	Ruling Grade Ascending— Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS									
23	1	103	17	NO. 18					
				September 13, 1970					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	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 JAVA	585.6	74.4	0.0	B	107
9.24	9.14		2.23	-6.8 IBIS	592.4	73.9	0.0	B	146
9.30	9.20		2.30	-4.5 BANNOCK	597.0	73.9	0.0	B	107
9.35	9.25		2.36	-4.0 HOMER	601.5	73.9	0.0	B	135
9.43	9.33		2.47	-7.0 GOFFS	609.1	76.0	26.4	B	146
9.50	9.40		2.54	-9.6 FENNER	618.7	0.0	59.1	B	114
9.55	9.45		2.59	-8.5 ESSEX	626.2	0.0	57.0	B	
10.01	9.51		3.05	-8.5 DANBY	634.7	0.0	58.6	B	108
10.11	10.01		3.15	-13.4 CADIZ	648.1	0.0	53.0	B-Y	146
10.20	10.10		3.24	-13.4 AMBOY	661.5	29.0	53.8	C-R	107
10.27	10.17		3.30	-7.3 BAGDAD	669.3	35.9	11.6	B	107
10.35	10.25		3.38	-9.5 SIBERIA	676.7	75.0	0.0	B	135
10.48	10.38		3.52	-8.7 ASH HILL	686.7	76.0	17.9	B-Y	107
10.54	10.44		3.58	-13.2 LUDLOW	698.4	31.1	54.4	B	117
11.07	10.57		4.14	-6.2 PISGAH	706.6	57.0	49.1	B	132
11.12	11.02		4.20	-12.8 HECTOR	712.8	0.0	55.4	B	
11.21	11.11		4.30	-12.0 NEWBERRY	725.6	29.5	39.6	B	146
11.31	11.21	AM 9.12	4.40	-4.0 DAGGETT	737.6	40.6	13.7	B	
				-4.8 NEBO	741.6	34.3	30.6	B	
11.40 PM	11.35 PM	9.25 AM	5.00 AM	BARSTOW	746.4	31.7	43.3	C-R-Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(167.6)					
(64.9)	(62.8)	(40.6)	(57.5)	..... Average speed per hour					

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.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Between Needles and Barstow, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

Where train cannot be controlled without use of air brakes "freight train speed" will govern.

Rule 93: Yard Limits Located At:  
Needles.

### TRACK SIDE WARNING DEVICES

Location	Type	Signals Effected
M.P. 633.5	Hot Box	Rotating white lights at scanner (M.P. 631.3) and Locator (M.P. 633.5)
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.

**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.
- "S"—Spring Switch.
- "EE"—East End.
- "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
	I	Two main track crossovers	.50
	I	Turnout to Union Pacific main track	.30
Barstow	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: M.P. 578.4 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>			
Saltus	658.4	51	East and West
Klondike	682.0	74	West
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	Pgr. and Light	MPH	Frt.
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	16	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	15
	S	EE eastward siding	30
Java	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
Goffs	S	EE eastward siding	30
	S	EE eastward siding	30
	S	EE eastward siding	30
	S	EE eastward siding	30
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	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
Fenner	S	EE eastward siding	30
	S	EE eastward siding	30
	S	EE eastward siding	30
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	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
Essex	S	EE eastward siding	30
	S	EE eastward siding	30
	S	EE eastward siding	30
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	S	EE eastward siding	30
Danby	S	EE eastward siding	30
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	S	EE eastward siding	30
	S	EE eastward siding	30
Cadiz	S	EE eastward siding	15
	S	EE eastward siding	30
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	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
Amboy	S	EE eastward siding	30
	S	EE eastward siding	30
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	S	EE eastward siding	30
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	S	EE eastward siding	30
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	S	EE eastward siding	30
Bagdad	S	EE eastward siding	15
	S	EE eastward siding	15
	S	EE eastward siding	15
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	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
Siberia	S	EE eastward siding	15
	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
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	S	EE eastward siding	30
Ash Hill	S	EE eastward siding	30
	S	EE eastward siding	30
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	S	EE eastward siding	30
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	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
Ludlow	S	EE eastward siding	30
	S	EE eastward siding	30
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	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
Pisgah	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	S	EE eastward siding	30
	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		30

Capacity of sidings in 50 ft. Cars	Communications Turn Tables and Wyes	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending Feet Per Mile	Mile Post	STATIONS	EASTWARD			
						FIRST CLASS			
						2	24	104	18
					<b>TIME TABLE</b> NO. 18 September 13, 1970				
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	C-R-Y			578.0	NEEDLES YL	AM 4:15	AM 5:00		AM 1:55
107	B	74.4	0.0	585.8	7.4 JAVA	3:55	4:40		1:39
	B	73.9	0.0	592.4	6.8 IBIS	3:48	4:32		1:32
	B	104.5	0.0	597.0	3.7 BANNOCK	3:44	4:27		1:28
	B	73.9	0.0	601.5	4.6 HOMER	3:40	4:22		1:24
146	B	76.0	26.4	609.1	7.6 GOFFS	3:33	4:14		1:17
107	B	0.0	59.1	618.7	9.6 FENNER	3:25	4:02		1:08
107	B	0.0	57.0	626.2	7.5 ESSEX	3:17	3:50		1:00
114	B	0.0	58.8	634.7	5.5 DANBY	3:11	3:40		12:53
189	B-Y	0.0	53.8	648.1	13.4 CADIZ	3:01	3:26		12:41
107	C-R	29.0	53.8	661.5	13.4 AMBOY	2:52	3:13		12:31
100	B	35.9	11.6	669.3	7.8 BAGDAD	2:46	3:06		12:25
107	B	75.0	0.0	676.7	7.3 SIBERIA	2:40	2:59		12:18
146	B-Y	121.4	17.9	686.7	7.7 ASH HILL	2:31	2:49		12:09
101	B	31.1	54.4	693.4	6.7 LUDLOW	2:25	2:42		12:03
134	B	57.0	49.1	706.6	13.2 PISGAH	2:14	2:30		11:51
	B	0.0	55.4	712.8	6.2 HECTOR	2:09	2:25		11:45
107	B	29.5	39.6	725.6	12.8 NEWBERRY	2:00	2:16		11:36
	B	40.6	13.7	737.7	12.0 DAGGETT	1:52	2:08	PM 4:30	11:27
71	B	34.3	30.6	741.6	4.0 NEBO				
Yard	C-R-Y	32.7	43.3	746.4	4.8 BARSTOW	1:45 AM	2:00 AM	4:20 PM	11:20 PM
					(165.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (66.0) (55.0) (52.8) (63.9)

**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)
M.P. 665	Hot Box	Rotating white lights at scanner (M.P. 665) and Locator (M.P. 662.5)
M.P. 651.5	Hot Box	Rotating white lights at scanner (M.P. 651.5) and Locator (M.P. 648.9)

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

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.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Between Barstow and Needles where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

Where train cannot be controlled without use of air brakes "freight train speed" will govern.

EXCEPTION: M.P. 686.2 to 671.4 speed is 45 MPH for all eastward freight trains qualifying above.

**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.

# 6 LOS ANGELES DIVISION

# WESTWARD

# FIRST DISTRICT

WESTWARD			TIME TABLE NO. 18 September 13, 1970	Mile Post	Rising Grade Ascending Feet Per Mile	Falling Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in 50 Ft. Cars
FIRST CLASS								
103	17	23						
Leave Daily	Leave Daily	Leave Daily	STATIONS					
AM 9.23	AM 5.10	AM 1.00		BARSTOW YL	0.0			
9.33	5.17	1.08	6.1 LENWOOD	5.8	37.0	20.4	C-R-Y	Yard
9.39	5.22	1.14	5.7 HODGE	11.8	39.1	35.9	B	92
9.49	5.29	1.24	9.2 HELENDALE	21.1	37.0	37.0	B	120
9.54	5.33	1.29	4.9 BRYMAN	26.1	37.0	0.0	B	98
9.59	5.38	1.35	5.4 ORO GRANDE	31.5	38.0	23.2	B	144
10.05	5.45	1.45	5.0 VICTORVILLE YL	36.7	37.0	37.0	B	Yard
10.14	5.52	1.52	4.3 THORN	38.7	84.5	0.0	C-R	100-146
10.20	5.58	1.58	4.1 HESPERIA	41.1	83.4	0.0	B	
10.26	6.04	2.04	5.2 LUGO	45.1	81.3	0.0	B	144
10.41	6.15	2.19	5.5 SUMMIT	50.3	84.5	0.0	B	140
			6.5 CAJON	55.9	0.0	158.4	B-Y	122
10.57	6.29	2.36	3.8 KEENBROOK	62.3	0.0	116.2	B	93
11.03	6.35	2.43	4.7 DEVORE	66.3	0.0	116.2	B	
11.11	6.42	2.51	5.0 ONO	71.0	0.0	116.2	B	126
11.17	6.48	2.59	5.4 SAN BERNARDINO YL	78.0	64.4	104.5	B	143
11.30 AM	7.00 AM	3.20 AM	(80.8)	81.3			C-R-Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily						

(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)

Victorville

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 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	Psg. and Light	MPH	Frt.
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.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Between Barstow and Victorville, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When train cannot be controlled without use of air brakes "freight train speed" will govern.

### 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. Eastward and westward sidings.	Interlocking	To Mojave District — 0 Against current of traffic — 0 Engine lead 00 — 0 Switching tail 0000 Tracks 1 to 17 incl. 0 — 00 Tracks 18 to 30 incl. — 0 — 0 Yard lead 0000 Yard lead against current of traffic — 0000
San Bernardino: Fifth St.	Main track connecting crossover and yard lead.	Interlocking	

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 details: 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 AND SPEED RESTRICTIONS ON FREIGHT TRAINS SUMMIT TO SAN BERNARDINO, WILL BE AS FOLLOWS:**

1. Trains must not exceed an average of 115-tons per car, except unit trains with helper locomotive cut in or at rear of train must not exceed an average of 135-tons per car.

2. Speed limit Summit to Cajon 15 MPH, Cajon to San Bernardino 20 MPH, except:

(A) When total brake pipe reduction does not exceed 18 pounds, average weight per car does not exceed 90 tons, and total weight does not exceed 4500 tons, speed may be increased 5 MPH.

(B) Between Cajon and San Bernardino, when locomotive will control speed of train without use of air brakes, speed must not exceed 35 MPH.

(C) Between Cajon and San Bernardino, trains being operated with "Remote Control Equipment" in service and train can be controlled with minimum reduction of set and release method of braking, and tonnage does not exceed 4000 tons, speed must not exceed 35 MPH.

3. When locomotive will control speed of train and total brake pipe reduction does not exceed 18 pounds, train may proceed without retainers.

4. When total brake pipe reduction exceeds 18 pounds to control train speed train must be stopped immediately. Before air brakes are released a sufficient number of retainers must be set in high pressure position to control train. Brake system must be fully charged before proceeding. After stopping and setting retainers, wheel cooling stop must be made at Cajon and Devore. Each stop must be for not less than ten (10) minutes.

5. When train stops between Summit and Cajon and locomotive brakes will not hold train, a sufficient number of retainers and/or hand brakes must be set on train before releasing air brakes. Brake system must be fully charged before proceeding.

6. When it is known before reaching Summit that locomotive consist does not have operative dynamic brake, one retainer for each 70 tons must be set in high pressure position before leaving Summit.

7. When retainers are used, not less than ten (10) must be set.

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

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

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

LOCATION	Psgr. and Light	MPH	Frt.
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. Eastward and westward sidings.	Interlocking	To Mojave District — 0 Against current of traffic — 0 Engine lead 00—0 Switching tail 0000 Tracks 1 to 17 incl. 0—00 Tracks 18 to 30 incl. —0—0
San Bernardino: Fifth St.	Main track connecting crossover and yard lead.	Interlocking	Yard lead 0000 Yard lead against current of 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).



Capacity of Sidings in 50 ft. Cars	Communications Type Tables and Wyes	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 18 September 13, 1970	EASTWARD		
						FIRST CLASS		
						104	18	24
Yard	C-R-Y			0.0	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily
104	B	37.0	20.4	5.8	BARSTOW YL	PM 4.20	PM 11.10	AM 1.10
106	B	39.1	35.9	11.8	6.1 LENWOOD	4.05	10.59	1.00
148	B	37.0	37.0	21.1	5.7 HODGE	4.01	10.55	12.56
	B	37.0	0.0	26.1	9.2 HELENDALE	3.54	10.48	12.49
Yard	B	38.0	23.2	31.5	4.9 BRYMAN	3.50	10.44	12.45
98	C-R	37.0	37.0	36.7	5.4 ORO GRANDE	3.46	10.40	12.41
146	B	83.4	0.0	41.1	5.0 VICTORVILLE YL	3.40	10.33	12.35
106	B	83.4	0.0	46.1	4.3 THORN	3.30	10.26	12.25
	B	84.3	0.0	50.3	4.1 HESPERIA	3.26	10.22	12.21
126	B-Y	84.5	0.0	55.9	5.2 LUGO	3.21	10.17	12.16
118	B	0.0	116.2	59.7	5.5 SUMMIT	3.12	10.08	12.07
70	B	0.0	116.2	62.3	3.8 ALRAY	3.02	9.58	11.57
115	B	0.0	116.2	66.3	4.7 CAJON	2.52	9.48	11.47
128	B	0.0	116.2	71.0	3.7 KEENBROOK	2.42	9.40	11.37
106	B	26.4	104.5	76.0	4.7 DEVORE	2.34	9.32	11.29
Yard	C-R-Y			81.8	5.0 ONO	2.24	9.23	11.19
					5.4 SAN BERNARDINO YL	PM 2.15	PM 9.12	PM 11.10
					(82.7)	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....						(41.5)	(42.2)	(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  
Victorville  
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.

**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.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Between Victorville and Barstow, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When train cannot be controlled without use of air brakes "freight train speed" will govern.

10 LOS ANGELES DIVISION

SECOND DISTRICT

Capacity of Sidings In 50 Ft. Cars	Communications Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 18 September 13, 1970	EASTWARD		Mile Post	Ruling Grade Ascending— Feet Per Mile
			FIRST CLASS			FIRST CLASS			
			17	23		18	24		
Yard	C-R-Y	84.9	AM 7.05	AM 3.30	SAN BERNARDINO YL	PM 9.09	PM 11.00	81.3	0.0
47	Y	32.4	7.12	3.39	3.6 RIALTO	8.59	10.45	84.9	15.4
Yard	C-R	0.0	7.18	3.47	3.0 FONTANA YL			88.8	38.7
54	B	14.3			2.0 KAISER YL	8.54	10.39	91.8	37.7
50	C	14.3	7.24	3.55	3.9 ETIWANDA YL			93.7	32.0
47	C-Y	56.4	7.28	4.01	3.2 CUCAMONGA	8.49	10.33	97.7	19.3
56		30.8	7.33	4.08	1.0 UPLAND S. P. Crossing YL	8.46	10.29	100.9	42.2
64	C	0.0	7.40	4.20	3.9 CLAREMONT S. P. Crossing	8.42	10.24	104.8	59.1
40		0.0			1.2 POMONA	8.39	10.20	106.7	48.8
42		0.0			2.4 LA VERNE	8.35	10.15	107.9	63.4
59	B	0.0	7.50	4.34	4.1 SAN DIMAS			110.2	63.4
	C-Y	39.6	7.53	4.38	2.5 GLENORA	8.28	10.08	114.4	63.4
41	B	0.0	7.56	4.42	1.4 AZUSA	8.25	10.05	116.9	75.0
50	B	26.4			2.0 KINCAID	8.23	10.03	118.2	81.3
57	C	75.0	8.00	4.50	2.3 BUTLER			120.2	60.7
11	B	75.2			1.7 MONROVIA	8.20	10.00	122.4	26.4
60	B	63.4	8.07	5.00	3.1 ARCADIA			124.2	0.0
34	C-R	78.1	8.25	5.20	0.8 CHAPMAN	8.14	9.54	127.3	0.0
34		0.0	8.33	5.30	3.6 LAMANDA PARK			128.0	95.0
20		31.7			2.0 PASADENA YL	8.00	9.40	131.7	114.6
17		0.0			0.5 SOUTH PASADENA			133.7	88.7
		0.0			1.6 OLGA	7.47	9.20	134.2	91.9
		0.0			2.9 HIGHLAND PARK			135.9	106.9
		0.0			0.7 U. P. Crossing WATER STREET YL			138.7	89.8
		0.0	8.45	5.43	0.6 BROADWAY YL	7.34	9.05	139.4	37.0
	C-Y	0.0			0.8 MISSION TOWER YL			140.1	59.7
Yard	C	0.0	9.00 AM	6.00 AM	0.8 LOS ANGELES YL Union Station (59.5)	7.30 PM	9.00 PM		31.7
Yard	B-R	0.0			1.1 FIRST STREET YL			141.1	
			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.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

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

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

(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	81	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. 2.1 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

# SECOND DISTRICT

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Fri.
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	
2 Curves M.P. 126.9 to 127.2	45	45	
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

Trailing movements, spring point details:	MPH
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: 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 — Third District —0 A Yard to B Yard —00 B Yard to Second District —0000 House lead to main line — Switch lead 0— A Yard lead 0000 Engine lead —0 Second District to B Yard —000 B Yard to A Yard —00
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland	S. P. Crossing. S. P. Crossing. S. P. Crossing. S. P. Crossing.	98-A, 98-B. 98-A, 98-B. 98-A, 98-B. 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. When home signals in stop position, 98-B, 320(A).	
Claremont	S. P. Crossing.		
Water Street (0.7 Mi. East) Mission Tower	U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	When gate across Santa Fe track, 98-B. 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 M.P. 135.8 for westward train movements; and, at automatic block signal 1381 located at M.P. 138.3 for yard movements, and at Signal 1404 for eastward movements.	Union Station 0— Old main 00—0 Cudahy lead —0— Against current of traffic —0000 S. P. Downey Ave. 000—

# 12 LOS ANGELES DIVISION

# WESTWARD

# THIRD DISTRICT

WESTWARD				TIME TABLE	Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile
FIRST CLASS								
77	75	103	73	NO. 18	September 13, 1970			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
		AM 11.35		SAN BERNARDINO YL	0.0	C-R-Y	Yard	
				2.2 RANA YL	1.6			25.0
		11.44		1.3 COLTON YL	2.9	B	W-49 E-112	0.0
		11.49		3.8 HIGHGROVE	6.7	B	W-114	21.1
		11.53 AM		2.6 S. P. Crossing RIVERSIDE JCT.	9.2	C-R		21.1
				0.6 RIVERSIDE YL	9.8	B	E-42	0.0
				4.2 OASA BLANCA	14.0	Y	99	63.4
				2.4 ARLINGTON	16.4	C	62	21.1
				3.3 MAY	20.2	B	94	0.0
				3.1 PORPHYRY	22.8	B-Y	100	0.0
				1.3 CORONA	24.1	C-R	167	0.0
				5.0 PRADO DAM	29.2	B	94	24.3
				7.2 ESPERANZA	36.4	B	129	21.1
				4.3 ATWOOD	40.6	B-Y		0.0
				2.3 PLACENTIA	43.0	C		10.6
PM	PM		AM	3.0 FULLERTON	105.0	C-R		0.0
6.12	1.42		9.12	6.3 LA MIRADA	158.7	B	E-96	12.7
6.20	1.49		9.19	4.3 SANTA FE SPRINGS	154.4	O	W-86	37.0
				1.3 LOS NIETOS	153.1	B		28.2
				0.9 D. T. JUNCTION	152.1	B		17.1
				1.0 PICO RIVERA	151.2	C-R	Yard	0.0
6.30	2.00		9.30	1.3 BANDINI	149.8	B		22.7
6.32	2.02		9.32	4.3 HOBART YL	145.5	C-R	Yard	19.0
6.37	2.07		9.37	2.3 REDONDO JOT. YL	143.2	R-T-Y		37.0
				2.1 FIRST STREET YL	141.1	B-R	Yard	37.0
				0.9 MISSION TOWER YL	140.1	C-Y		59.7
6.55 PM	2.25 PM		9.55 AM	0.8 LOS ANGELES YL		O		71.8
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(72.1)				

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

Rule 251 in effect at following locations;  
Between west end of Bridge 4.6 and Riverside Jct. (Westward Track only).  
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. (Eastward Main Track only) Bridge 4.6 to Riverside Jct.

Main Tracks Riverside Jct. to La Mirada M.P. 159.5.

Main Tracks D.T. Jct. to Redondo Jct. Interlocking.

AT LOS ANGELES, between Mission and Redondo Jct. interlocking plants there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks 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.

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.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

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

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

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 V'y Spur (East Whittier)	154.6	Lgh. 1.2 m.	West

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

LOCATION	Psg. and Light	MPH	Ft.
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
Bridge 4.6 to end of two tracks M.P. 10 South Track	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**

Station	Type	Location	MPH
Trailing movements, spring point derails:			
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.	
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)
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**THIRD DISTRICT**

San Bernardino:	See West Yard Tower, Second District		
Rana Colton Tower	All switches. S. P. Crossing. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking.	{ To or from U. P. —0 To or from S. P. 0— From Santa Fe westward main to U. P. eastward main —0 From U. P. westward main to Santa Fe eastward main —0 From U. P. westward main to Santa Fe westward main —0000
Riverside Junction	S. P. and U. P. Crossing. Junctions, and Crossover.	Interlocking	
May Fullerton Los Nietos D. T. Junction Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	S. P. Junction. U. P. Crossing. S. P. Crossing. S. P. Crossing.	TCS TCS When home signals in stop positions, 98-B, 320(B). Interlocking.	{ Inbound yard lead —0 Outbound yard lead —0  { Butte St. Transfer 00—0 To Harbor Dist. —0 To 9th St. Yard —0— Levee Track 0—00
Redondo Junction	All tracks. U. P. Crossing.	Interlocking. Interlocking	
Mission Tower	S. P. and U. P. Crossing. 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 M.P. 135.8 for westward train movements; and, at automatic block signal 1381 located at M.P. 138.3 for yard movements, and at signal 1404 for eastward movements.	{ Union Station 0— Old main 00—0 Cudahy lead —0— Against current of traffic —0000 S. P. Downey Ave. 000—

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	Fr.
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 Colton Tower	All switches. S. P. Crossing. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking.	{ To or from U. P. —0 To or from S. P. 0— From Santa Fe westward main to U.P. eastward main —0 From U. P. westward main to Santa Fe eastward main —0 From U. P. westward main to Santa Fe westward main —0000
Riverside Junction	S. P. and U. P. Crossing. Junctions, and Crossover.	Interlocking .....	
May Fullerton	S. P. Junction. U. P. Crossing.	TCS. TCS.	
Los Nietos	S. P. Crossing.	When home signals in stop positions, 98-B, 320(B).	
D. T. Junction	S. P. Crossing.	Interlocking.	{ Inbound yard lead —0 Outbound yard lead —0
Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	All tracks. U. P. Crossing.	Interlocking. Interlocking .....	
Redondo Junction	U. P. Crossing.	Interlocking .....	{ Butte St. Transfer 00—0 To Harbor Dist. —0 To 9th St. Yard —0— Levee Track 0—00 Against current of traffic —0000
Mission Tower	S. P. and U. P. Crossing. To and from LAUPT.	Interlocking. When necessary make movement governed by Rule 321(A), examination each interlocked switch and deraill not required. Whistle signals for Mission Tower will be sounded passing microphones located M.P. 135.8 for westward train movements; and, at automatic block signal 1381 located at M.P. 138.3 for yard movements, and at signal 1404 for eastward movements.	{ Union Station 0— Old main 00—0 Cudahy lead —0— Against current of traffic —0900 S. P. Downey Ave. 000—

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending Feet Per Mile	Mile Post	TIME TABLE		EASTWARD			
				NO. 18		FIRST CLASS			
				September 13, 1970		74	76	104	78
				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C-R-Y	Yard	52.8	0.0	3 TRACKS TCS	SAN BERNARDINO YL			PM 2.10	
		52.8	1.6		RANA YL				
B	W-49 E-112	52.8	2.9		COLTON YL			1.59	
B	W-114	52.8	6.7	TWO TRACKS ABS	HIGHGROVE			1.54	
C-R		52.8	9.2		RIVERSIDE JCT.			1.49 PM	
B	E-42	13.2	9.8	TCS	RIVERSIDE YL				
Y	99	52.8	14.0		CASA BLANCA				
C	62	52.8	16.4		ARLINGTON				
B	94	52.8	20.2	TCS	MAY				
B-Y	100	27.3	22.8		PORPHYRY				
C-R	167	52.8	24.1		COORONA				
B	94	52.8	29.2	TWO TRACKS TCS	PRADO DAM				
B	129	52.8	36.4		ESPERANZA				
B-Y		42.2	40.6		ATWOOD				
C		42.2	43.0	TWO TRACKS TCS	PLACENTIA				
C-R		165.0	165.0		FULLERTON	AM 8.05	AM 11.40		PM 9.10
B	E-96	33.4	158.7		LA MIRADA				
C	W-86	9.2	154.4	ABS	SANTA FE SPRINGS				
B		17.6	153.1		LOS NIETOS				
B		26.9	152.1		D. T. JUNCTION	7.50	11.25		8.55
C-R	Yard	4.2	151.2	TWO TRACKS TCS	PICO RIVERA	7.48	11.22		8.52
B		0.0	149.8		BANDINI				
C-R	Yard	52.8	145.5		HOBART YL	7.42	11.15		8.45
R-T-Y		0.0	143.2	TWO TRACKS ABS	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		8.33
C		31.7		TCS	LOS ANGELES YL	7.30 AM	11.00 AM		8.30 PM
					(71.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily

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

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 Mission Tower and Redondo Jct. Interlocking.  
Between D.T. Jct. and La Mirada.  
Between Riverside Jct. and west end Bridge 4.6 (Westward Track only).

Rule 261 (TCS) in effect at following locations;  
Main Tracks Redondo Jct. to D.T. Jct.  
Main Tracks La Mirada to Riverside Jct. (Eastward Main Track only) Riverside Jct. to Bridge 4.6.  
Main Tracks Bridge 4.6 to San Bernardino.

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.

AT LOS ANGELES, between Mission and Redondo Jct. interlocking plants there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against other trains or engines.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

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 Turn Tables and Wyes	Capacity of Sidings In 50 Ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 18 September 13, 1970	EASTWARD			Ruling Grade Ascending— Feet Per Mile
			FIRST CLASS				FIRST CLASS			
			77	75	73		74	76	78	
			San Diegan	San Diegan	San Diegan		San Diegan	San Diegan	San Diegan	
Y	Yard	31.1			NATIONAL CITY YL	273.1			26.4	
T		10.5			22ND STREET YL	269.3	AM	PM	PM	0.0
C-R-Y	Yard	52.8	4.00	11.30	SAN DIEGO YL	267.5	10.25	1.55	11.15	31.0
B		35.1	4.07	11.38	OLD TOWN YL	264.2	10.12	1.43	11.03	28.5
B	91	65.5			MORENA	262.1				51.7
B		113.5			ELVIRA	257.9				0.0
B-Y		0.0			MIRAMAR	253.0				116.2
B	98	54.2			SORRENTO	249.1				68.1
C-Y	67	52.8	4.33	12.03	DEL MAR	244.0	9.45	1.19	10.40	63.4
B	92	63.4	4.39	12.09	ENCLINITAS	238.1	9.35	1.06	10.30	63.4
B	116	63.4			PONTO	233.8				64.4
B	69	69.7			OARLSBAD	229.3				59.7
B-Y		16.8			ESCONDIDO JCT.	227.2				7.4
C-R	76	64.4	4.57	12.27	OCEANSIDE	226.2	9.25	12.55	10.21	63.5
B-Y	92	70.8			FALLBROOK JCT.	224.1				67.1
B	86	67.6			LAS FLORES	218.7				68.6
B	97	23.8			AGRA	214.2				69.0
B	91	29.6			SAN ONOFRE	209.2				58.1
B	33	0.5	5.18	12.48	SAN CLEMENTE	204.8	8.59	12.27	9.57	5.3
		26.4			POCHE	202.7				28.5
B	98	60.5			SERRA	199.8				0.0
B	87	65.5	5.27	12.57	SAN JUAN CAPISTRANO	197.2	8.48	12.17	9.48	0.0
B	98	67.3			GALIVAN	192.6		PM		73.9
B	88	0.0			EL TORO	188.1				70.2
O	119	12.0			VALENCIA	182.9				63.4
B	93	38.5			IRVINE	178.5				0.0
C	125	30.6	5.54	1.25	SANTA ANA	175.5	8.30	11.59	9.30	14.3
C-Y	122	29.6	5.59		ORANGE	172.6	8.17			39.2
O	60	22.7	6.05	1.35	S. P. Crossing ANAHEIM	167.8	8.10	11.45	9.15	19.0
C-R			6.12	1.42	FULLERTON	165.0	8.05	11.40	9.10	
			PM	PM			AM	AM	PM	
			Arrive Daily	Arrive Daily	(107.7)		Leave Daily	Leave Daily	Leave Daily	

(46.4) (46.4) (46.4) ..... Average speed per hour. .... (43.7) (45.3) (49.0)

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.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

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.

### 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	Harasthy 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	9	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



**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

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

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

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

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

**OLIVE DISTRICT**

Communications Turn Tables and Wyes	Capacity of Sidings in 60 ft. Cars	Rating Grade Descending Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending Feet Per Mile
			↓	NO. 18 September 13, 1970	↑		
Y-B	Yard	42.2	TCS	ATWOOD		0.0	42.2
B	21	42.2		OLIVE		2.4	42.2
Y-C	62	42.2		S. P. Crossing		3.4	
				ORANGE		5.8	
(5.8)							

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

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

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

Location	Psgr. and Light	MPH	Fr.
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

# 18 LOS ANGELES DIVISION

# HARBOR DISTRICT

## HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	Communications Turn Tables and Wyes
		↑	NO. 18 September 13, 1970	↓			
			<b>STATIONS</b>				
			LONG BEACH				
			2.5 S. P. Crossing West Thenard				
Yard			Pier A Yard				C
			2.0				
Yard			WILMINGTON		28.0		B
			1.4				
89			WATSON		26.6		B-Y
Yard	79.2		3.3 IRONSIDES		23.3	52.8	
Yard	24.3		1.6 TORRANCE		21.7	0.0	O
Yard	10.9		3.5 ALCOA		20.1	26.4	B
Yard	52.3		1.8 LAWDALE		16.6	58.4	
Yard	52.6		1.8 EL SEGUNDO		14.8	51.1	C-R-Y
			1.2 S. P. Crossing			4.0	
107			LAIRPORT		13.6		B
			3.7			18.7	
79			INGLEWOOD		9.9		B
			1.9			52.8	
13			HYDE PARK		8.0		
			0.7			57.6	
22			VAN NESS		7.3		
			1.3			0.0	
75			WILDASIN		6.0		
			2.5			0.0	
18			WINGFOOT		3.5		B
			2.0 S. P. Crossing			0.0	
Yard	21.1		2.0 S. P. Crossing			0.0	
			1.5 MALABAR		1.5		
Yard	52.8		1.5 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.
Nadeau	S. P. Crossing.	Automatic interlocking, 321(D), 10 MPH.
Nadeau (0.3 Mi. East)	S. P. Crossing.	Automatic interlocking, 321(D), 15 MPH.
El Segundo (0.2 Mi. West)	S. P. Crossing.	98—10 MPH while head end is passing over crossing.
West Thenard	S. P. Crossing.	Automatic interlocking, 321(D)

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
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
In McFarland Ave. between Watson and Pier A Yard .....	10		10
Curve Harbor Belt—S.P. Connection .....	10		10

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

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

Light indicators are located between Malabar and Wingfoot:

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

For eastward 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 AND SAN JACINTO DISTRICTS

## REDONDO DISTRICT

Capacity of Sidings in 50 Ft. Cars	Rating Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 18 September 13, 1970	EASTWARD	Mile Post	Rating Grade Ascending—Feet Per Mile	Communications Turn Tables and Wyes
		↓		↑			
			STATIONS				
Yard			REDONDO BEACH 1.5		20.2	0.0	
7	42.2		HERMOSA BEACH 1.7		18.7	0.0	C
	42.2		MANHATTAN BEACH 2.2		17.0	52.8	
	47.5		EL SEGUNDO		14.8		C-R-Y
			(6.4)				

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 NO. 18 September 13, 1970	EASTWARD	Mile Post	Rating Grade Ascending—Feet Per Mile
			↓		↑		
			STATIONS				
	28	116.2	HIGHGROVE S. P. Crossing 2.5		0.0	0.0	
	12	116.2	LEMONA 4.5		2.7	0.0	
	31	21.3	BOX SPRINGS 2.3		7.2	17.6	
C		21.3	MARCH FIELD 1.1		9.6	17.6	
	45	0.0	ALESSANDRO 2.0		10.6	47.5	
Y	22	0.0	VAL VERDE 4.7		13.5	28.1	
B-Y	20	21.6	PERRIS 3.8		18.3	63.4	
	21	49.3	ETHANAC 2.4		22.7	0.0	
	11	21.1	MENIFEE 3.9		25.0	42.2	
	34	52.8	WINCHESTER 4.2		28.9	0.0	
	13	44.3	EGAN 2.9		33.1	0.0	
C	15	6.3	HEMET 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	MPH	Frts.
REDONDO DIST.	15	15
Trains and engines will reduce speed to 5 MPH 250 feet in advance and until engine occupies the following crossings:		
Rosecrans Avenue—M.P. 15.5		
Pacific Avenue—M.P. 16.2		
Fifteenth Street—M.P. 16.8		
Manhattan Beach Boulevard—M.P. 17.1		
Pier Avenue—M.P. 18.7		
SAN JACINTO DISTRICT:		
Highgrove to Box Springs	20	20
Box Springs to Ethanac	40	40
Ethanac to M.P. 25.0	25	25
M.P. 25.0 to 35.7	15	15
M.P. 35.7 to San Jacinto	10	10
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 1.5 Mi. West	S. P. Crossing	Automatic Interlocking 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.

ELSINORE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 18 September 13, 1970	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
				STATIONS			
B	17	147.8		ELSINORE		21.0	132.0
B	20			5.6 ALBERHILL		16.3	
	32	50.7		7.8 ARCILLA		8.5	68.6
B-Y	Yard	0.0		8.5 S. P. Crossing PORPHYRY		0.0	
				(21.0)			

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

ESCONDIDO DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 18 September 13, 1970	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
				STATIONS			
C-Y	25	83.4		ESCONDIDO		21.1	95.0
	14			4.9 SAN MARCOS		16.2	
B	10	116.2		7.0 VISTA		9.2	0.0
	11	116.2		1.5 FALDA		7.8	116.2
B-Y		107.7		8.4 ESCONDIDO JOT.		0.0	
				(21.8)			

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

FALLBROOK DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 18 September 13, 1970	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
				STATIONS			
B-Y	48	66.0		FALLBROOK JCT.		0.0	62.7
	12			6.0 OHAPPO		5.9	
B	46	26.4		2.4 JOFEGAN		8.4	79.2
	6	132.0		6.7 U.S.M.C. Crossing DE LUZ		15.1	0.0
C-Y	28	105.6		1.8 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

Elsinore District		
Location	Tracks Governed	Rule
PORPHYRY	S. P. Crossing	98-A, 98-B.
Fallbrook District		
JOFEGAN	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 Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 18 September 13, 1970	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓		↑		
				<b>STATIONS</b>			
C	58			CUSHENBURY		29.2	
	13	0.0		3.1			105.6
	14	0.0		SPUR 5		26.1	105.6
	2	75.0		10.5		15.6	75.0
	2	0.0		BASS		11.3	75.0
	2	0.0		4.3		7.0	75.0
B		116.2		SPUR 2		0.0	
				4.3			
				SPUR 1			
				7.0			
				HESPERIA			
				(29.2)			

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

## REDLANDS DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 18 September 13, 1970	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓		↑		
				<b>STATIONS</b>			
	14	89.5		PATTON		19.7	0.0
B	25	83.2		1.0		18.7	70.5
	47	88.5		HIGHLAND		16.2	0.0
	17	0.0		2.5		12.0	116.2
C	31	101.3		EAST HIGHLANDS		8.8	116.2
				4.1			
				MENTONE			
				3.2			
				REDLANDS			
				8.8			
C-R-Y	Yard			S. P. Crossing		0.0	
				SAN BERNARDINO			
				(19.9)			

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

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

Location	Pgr. and Light	MPH	Frt.
<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 Capacity	Switch Connection
La Habra Product Inc.	23.5	14	East and West
Chas. Pfizer and Co. Inc.	26.2	26	East and West
<b>Redlands District</b>			
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 junction switches  
Hesperia for First District siding.  
San Bernardino for First District.

CADIZ DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 18 September 13, 1970	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓		↑		
C	Yard			<b>STATIONS</b>			
B	28	31.7		PARKER YL		105.8	29.6
B	17	30.6		3.3 OALZONA		114.1	0.0
B	45	30.6		5.9 VIDAL		120.0	0.0
B	49	6.9		11.6 GROMMET		181.6	21.1
B	43	0.0		8.8 RICE YL		140.4	26.3
B	67	0.0		3.6 FREDA YL		144.0	30.6
B	120	0.0		7.0 SABLON		151.0	31.7
B	97	29.6		4.8 SALTMARSH		155.8	5.3
B-Y	78	29.6		13.4 FISHEL		169.2	31.7
				21.3 CADIZ YL		190.5	
				(84.7)			

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

Rule 93: Yard limits located at:

Cadiz (Cadiz District only)

Milligan

Freda to Rice inclusive.

Earp to Parker inclusive.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Location	MPH Psg. and Light	Frnt.
CADIZ DIST. ....	40	40
M.P. 154 to 158 .....	30	30
<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

RIPLEY DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 18 September 13, 1970	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓		↑		
C-R-Y	Yard			<b>STATIONS</b>			
	55	21.7		RIPLEY 7.4		49.4	42.8
B	30	83.4		BLYTHE 21.6		42.0	10.6
	11	68.6		COX 2.6		20.4	0.0
B-Y	49	68.6		MIDLAND 1.3		17.8	0.0
		66.0		STYX 16.5		18.5	83.4
				RICE		0.0	
				(49.4)			

No switch lights on Ripley District.

Yard limits Ripley to Rice, inclusive.

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.

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), San Bernardino (roundhouse, Rialto Ave. and "A" yard offices), Los Angeles (Union Station, Hobart yard offices, Redondo Jct.), Fullerton, 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, Watson, 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. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light displayed, the name of such signal is a "Permissive Signal" and its indication is "Proceed at Restricted Speed."

When so displayed trains may without stopping, pass such signal at restricted speed and proceed at restricted speed to next governing signal.

7. 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.

8. 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**

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

District	Wrecking Derricks	Pile Drivers	Other Machines Including Derrick
		AT-199452 AT-199453 AT-199454 AT-199455 AT-199720	
	M.P.H.	M.P.H.	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.

10. 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)
<b>Diesel Locomotives:</b>			
84, 6300-6348, 6600-6615 (1600), 7500-7519, 7900-7909 (350), 8000-8005 (400), 8500-8524, 9110-9160 (2100), 9800-9849 (800) . . . . .	3	5	5
650-653, 2310-2321 . . . . .	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2403-2441, 2649, 2650-2899, 2900-2951 (700), 3100-3174 (1100), 3200-3284 (1200), 3300-3460 (1300), 3500-3560, 4000-4019, 4500-4579 (900), 5000-5019 (1700), 5500-5589 (1800), 5590-5624, 5900-5939 (1900), 5940-5948 (100) . . . . .	5	5	5
<b>Passenger Cars:</b>			
Roller Bearings . . . . .	8	5	0
Friction Bearings . . . . .	12	5	0

**MAXIMUM SPEED OF LOCOMOTIVES**

	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, 300-314, 325-344, 5920-5948, 8000-8005 . . . . .	90	90	45	90
7900-7909, 8500-8524 . . . . .	90	90	*45	90
200-289, 5900-5919 . . . . .	70	70	45	70
2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5624, 6300-6348, 6600-6615, 7500-7519, 9110-9160, 9800-9849 . . . . .	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2303-2399, 2404-2441 . . . . .	45	45	45	45
Diesels without dynamic brakes in use	Ash Hill-Bagdad . . . . .		24	
	Goffs-Needles . . . . .		24	
	Summit to Victorville . . . . .		30	
	Summit-Cajon . . . . .		15	
Diesels with dynamic brakes in use	Cajon-San Bernardino . . . . .		20	
	Ash Hill-Siberia . . . . .		Passenger Train Speeds	
	Summit-San Bernardino . . . . .			

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

**SPEED TABLE—FOR INFORMATION ONLY**

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 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 Passengers For	To Discharge 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	Colvis and beyond	North of Barstow
	Flagstaff	San Bernardino and beyond	Albuquerque and beyond
18	Kingman	San Bernardino and beyond	Newton and beyond
	Flagstaff	Albuquerque and beyond	San Bernardino and beyond
23	Laguna		Belen and beyond
73, 75, 77	Pico Rivera		Oceanside and beyond
73	Orange	Los Angeles	Oceanside and beyond
74	Orange and Encinitas		San Bernardino and beyond
77	Orange	Los Angeles	
76	San Clemente		Los Angeles
75, 77	Encinitas	Los Angeles	
74, 76, 78	Pico Rivera	Oceanside and beyond	
76	Encinitas		Los Angeles

**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.