



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. PARKSNeedles, Calif.
- C. F. LILLEYBarstow, Calif.
- W. BAXTERSan Bernardino, Calif.
- G. E. YOUNGSan Bernardino, Calif.
- R. C. VAN AUSSDALLSan Bernardino, Calif.
- M. R. HAVERTYSan Bernardino, Calif.
- J. M. WATKINSLos Angeles, Calif.
- R. F. NORLINGLos Angeles, Calif.
- J. O. PHILLIPSLos Angeles, Calif.
- R. L. DIXONLos Angeles, Calif.
- W. F. BOWENLos Angeles, Calif.

ASSISTANT TRAINMASTERS

- D. L. BERRYBarstow, Calif.
- J. L. SCHROEDERBarstow, Calif.
- F. B. HATFIELDSan Bernardino, Calif.
- D. S. HYDERFullerton, Calif.
- J. R. MERRITTFullerton, Calif.
- C. K. SEAMANLos Angeles, Calif.
- D. E. BEAUCHAMPLos Angeles, Calif.
- A. L. McDANIELSan Diego, Calif.

**SUPERVISOR OF AIR BRAKES
GENERAL ROAD FOREMAN OF ENGINES**

- E. F. POLLARDBarstow, Calif.

ROAD FOREMEN OF ENGINES

- W. L. WHITELos Angeles, Calif.
- J. E. THORNTONSan Bernardino, Calif.
- F. V. DOBBSNeedles, Calif.
- J. H. LANEPhoenix, Ariz.

CHIEF DISPATCHER

- J. T. DAWESan Bernardino, Calif.

ASSISTANT CHIEF DISPATCHERS

- G. A. WOLLERTONSan Bernardino, Calif.
- E. L. MAYSSan Bernardino, Calif.
- W. E. EBERTSan Bernardino, Calif.
- E. M. BUTLERSan Bernardino, Calif.

DISPATCHERS - SAN BERNARDINO

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

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



COAST Santa Fe LINES

**LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL**

**TIME TABLE No.
20**

IN EFFECT

Monday, July 12, 1971

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

NEEDLES DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS Needles District Westward			Westward	TIME TABLE				Eastward					
			First Class	NO. 20				First Class					
			17	July 12, 1971				18					
Location	Psgr. and Light	MPH		STATIONS				Mile Post	Capacity of Sidings In 50 ft. Cars	Communications Turn Tables and Wyes	Rating Grade Descending—Feet Per Mile	Rating Grade Ascending—Feet Per Mile	Arrive Daily
		Frt.	Leave Daily	Rating Grade Ascending—Feet Per Mile	Rating Grade Descending—Feet Per Mile	Capacity of Sidings In 50 ft. Cars	NEEDLES YL					AM	
Needles to Goffs	79	60	2.05			Yard		578.0	Yard	C-R-Y	74.4	0.0	1.40
Goffs to Bagdad	90	60	2.15	74.4	0.0	107	7.4	585.6	107	B	73.9	0.0	1.24
Bagdad to Pisgah	79	60	2.23	73.9	0.0	146	6.8	592.4		B	104.5	0.0	1.17
Pisgah to Barstow	90	60	2.30	73.9	0.0	107	4.5	597.0		B	73.9	0.0	1.13
"H" St. Crossing M.P. 578.1	15	15	2.36	78.0	26.4	136	4.6	601.6		B	76.0	26.4	1.09
15 Curves M.P. 578.1 to 587.1	55	55	2.47	0.0	59.1	146	7.6	609.1	146	B	0.0	59.1	1.02
3 Curves M.P. 587.1 to 587.8	40	40	2.54	0.0	57.0	114	9.6	618.7	107	B	0.0	57.0	12.53
3 Curves M.P. 587.8 to 589.3	55	55	2.59	0.0	58.6		7.5	626.2	107	B	0.0	58.6	12.45
3 Curves M.P. 589.3 to 593.3	65	60	3.05	0.0	58.6		8.5	634.7	114	B	0.0	58.6	12.38
Curve M.P. 593.3 to 593.8	45	45	3.15	29.0	53.8	148	13.4	648.1	189	B-Y	29.0	53.8	12.26
11 Curves M.P. 593.8 to 603.3	65	60	3.24	35.9	11.6	107	13.4	661.6	107	B	35.9	11.6	12.16
2 Curves M.P. 603.3 to 609.1	70	70	3.30	75.0	0.0	107	7.9	669.3	100	B	75.0	0.0	12.10
4 Curves M.P. 609.1 to 672.1	75	70	3.38	76.0	17.9	135	7.3	676.7	107	B	121.4	17.9	12.03
10 Curves M.P. 672.1 to 678.1	65	60	3.52	31.1	54.4	107	9.5	686.7	146	B-Y	31.1	54.4	11.54
Curve M.P. 678.1 to 678.5	40	40	3.58	57.0	49.1	117	6.7	693.4	101	B	57.0	49.1	11.48
Curve M.P. 678.5 to 679.9	60	60	4.14	0.0	55.4	132	13.2	706.6	134	B	0.0	55.4	11.36
Curve M.P. 679.9 to 680.3	40	40	4.20	29.5	39.6	146	6.2	712.8		B	29.5	39.6	11.30
3 Curves M.P. 680.3 to 682.7	60	60	4.30	40.6	13.7		12.8	725.6	107	B	40.6	13.7	11.21
2 Curves M.P. 682.7 to 683.4	50	50	4.40	84.3	30.6		12.0	737.6		B	84.3	30.6	11.12
2 Curves M.P. 683.4 to 686.2	65	60	5.05	31.7	48.3	Yard	4.0	741.6	71	B	32.7	48.3	11.05
2 Curves M.P. 686.2 to 688.4	75	70	AM				4.3	746.4	Yard	C-R-Y			PM
Curve M.P. 688.4 to 688.9	65	60	Arrive Daily										
Curve M.P. 688.9 to 689.5	70	70											
Curve M.P. 689.5 to 692.9	70	70											
4 Curves M.P. 692.9 to 693.7	50	50											
4 Curves M.P. 693.7 to 694.9	50	50											
10 Curves M.P. 694.9 to 702.0	60	60											
4 Curves M.P. 702.0 to 710.6	70	70											
Curve M.P. 710.6 to 745.4	50	50											
2 Curves M.P. 745.4 to 745.7	40	40											

(55.8)

Average speed per hour.....

(63.9)

Trains must get clearance card before leaving Needles.

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:
Between M.P. 737.3 and 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 not exceeding 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.

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
- Goffs to Cadiz
- Pisgah to Hector

Rule 93: Yard Limits Located At:
Needles.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS
Needles District Eastward

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 707.9	65		60
2 Curves M.P. 707.8 to 706.0	75		70
Curve M.P. 702.0 to 701.5	50		50
7 Curves M.P. 701.5 to 696.1	75		70
2 Curves M.P. 696.1 to 694.9	60		60
4 Curves M.P. 694.9 to 693.6	50		50
Curve M.P. 693.6 to 692.6	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

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
Java	S	EE eastward siding—WE westward siding	30
Ibis	S	WE westward siding	30
Bannock	S	WE westward siding	30
Homer	S	WE westward siding	30
Goffs	S	EE eastward siding—WE westward siding	30
Fenner	S	EE eastward siding—WE westward siding	30
Essex	S	EE eastward siding	30
Danby	S	EE eastward siding	30
	S	WE westward siding	15
Cadiz	S	WE westward siding	30
	S	EE eastward siding	15
Amboy	S	EE eastward siding—WE westward siding	30
Bagdad	S	EE eastward siding—WE westward siding	15
Siberia	S	EE eastward siding	15
	S	WE westward siding	30
Ash Hill	S	WE westward siding	15
	S	EE eastward siding	30
Ludlow	S	EE eastward siding—WE westward siding	30
Pisgah	S	EE eastward siding—WE westward siding	30
Newberry	S	EE eastward siding—WE westward siding	30
Daggett	I	Two main track crossovers	50
	I	Turnout to Union Pacific main track	30
	S	WE westward siding	15
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

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	East and West
Lavic	702.7	16	East
Minneola	731.7	107	West
Airport Spur	732.6	15	East
Gale	735.3	67	East and West
Cool Water	735.9	16	West

TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 633.5 Westward Track	Hot Box	Rotating white lights at scanner (M.P. 631.3) and Locator (M.P. 633.5)
M.P. 648.9 Eastward Track	Hot Box	Rotating white lights at scanner (M.P. 651.5) and Locator (M.P. 648.9)
M.P. 662.5 Eastward Track	Hot Box	Rotating white lights at scanner (M.P. 665) and Locator (M.P. 662.5)
M.P. 667 Westward Track	Hot Box	Rotating white lights at scanner (M.P. 665—M.P. 666) and Locator (M.P. 667)
M.P. 711.8 Westward Track	Hot Box	Rotating white lights at scanner (M.P. 709.1) and Locator (M.P. 711.8)
M.P. 714.3 Eastward Track	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.

4 LOS ANGELES DIVISION

FIRST DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	First District Westward	MPH	Frt.
Pagr. and Light			
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	

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

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

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.

Westward	Rating Grade Ascending—Feet Per Mile	Rating Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	TIME TABLE NO. 20 July 12, 1971	Mile Post	Capacity of Sidings In 50 ft. Cars	Rating Grade Descending—Feet Per Mile	Rating Grade Ascending—Feet Per Mile	Eastward
First Class										First Class
17										18
Leave Daily										Arrive Daily
AM 5.15			C-R-Y	Yard	BARSTOW YL	0.0	Yard			PM 8.57
5.22	37.0	20.4	B	92	6.1 LENWOOD	5.8	104	37.0	20.4	10.55
5.27	39.1	35.9	B	120	5.7 HODGE	11.8	106	39.1	35.9	10.44
5.34	37.0	37.0	B	98	9.2 HELEDALE	21.1	148	37.0	37.0	10.40
5.38	37.0	0.0	B	144	4.0 BRYMAN	26.1		37.0	0.0	10.33
5.43	38.0	23.2	B	Yard	5.4 ORO GRANDE	31.5	Yard	38.0	23.2	10.29
5.50	37.0	37.0	C-R	100-146	5.0 VICTORVILLE YL	36.7	98	37.0	37.0	10.25
5.57	84.5	0.0	B		4.3 THORN	41.1	146	83.4	0.0	10.18
6.03	83.4	0.0	B	144	4.1 HESPERIA	45.1	106	83.4	0.0	10.11
6.09	84.5	0.0	B	140	5.2 LUGO	50.2		84.5	0.0	10.07
6.20	0.0	158.4	B-Y	122	5.6 SUMMIT	55.9	126	0.0	116.2	9.53
6.34	0.0	116.2	B	98	3.8 ALRAY	59.7	118	0.0	116.2	9.43
6.40	0.0	116.2	B		4.7 CAJON	62.2	70	0.0	116.2	9.33
6.47	0.0	116.2	B	126	3.7 KEENBROOK	66.2	115	0.0	116.2	9.25
6.53	64.4	104.6	B	143	4.7 DEVORE	71.0	128	0.0	116.2	9.17
7.05 AM			C-R-Y	Yard	5.0 ONO	76.0	106	0.0	116.2	9.08
Arrive Daily					5.4 SAN BERNARDINO YL	81.3	Yard	26.4	104.5	8.57 PM
(44.1)					WEST (80.8) (82.7) EAST					(42.1)
					Average speed per hour.....					

THE USE OF RETAINERS AND SPEED RESTRICTIONS ON FREIGHT TRAINS SUMMIT TO SAN BERNARDINO, WILL BE AS FOLLOWS:

- 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.
- Speed limit Summit to Cajon 15 MPH, Cajon to San Bernardino 20 MPH, except:
 - 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.
 - Between Cajon and San Bernardino, when locomotive will control speed of train without use of air brakes, speed must not exceed 35 MPH.
 - 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.
- When locomotive will control speed of train and total brake pipe reduction does not exceed 18 pounds, train may proceed without retainers.
- 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.
- 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.
- 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.
- When retainers are used, not less than ten (10) must be set.
- 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.

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.

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 and 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.

Rule 251 in effect:

Between Barstow and 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

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.

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 not exceeding 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.

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	First District Eastward		MPH
	Pagr. and Light	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.
- Summit to San Bernardino.

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.

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—EE eastward siding	30
Hodge	S	WE westward siding—EE eastward siding	30
Helendale	S	WE westward siding—EE eastward siding	30
Bryman	S	WE siding	30
Oro Grande	S	EE eastward siding	15
	S	WE westward siding	30
Victorville	S	WE westward siding—EE eastward siding	15
	S	WE westward siding, west of station	30
Thorn	S	EE siding	30
Hesperia	S	WE westward siding—EE eastward siding	30
Lugo	S	WE siding	30
Summit	S	WE westward siding	30
	S	EE eastward siding	15
Alray	S	EE siding	30
Cajon	S	EE eastward siding	15
	S	WE westward siding	30
Keenbrook	S	EE siding	15
Devore	S	EE eastward siding	15
	S	WE westward siding	30
Ono	S	WE westward siding	30
	S	EE eastward siding	15

LENGTH OF STEMS OF WYES

Location	Foot
Summit	304
San Bernardino	3rd Dist. Main Track
San Bernardino	Precooler Lead

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Adelanto Spur	34.4	5.0 miles	Westward track

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 eastward trains: Barstow West Tower M.P. 7.0
 East switch Lenwood (for trains in siding).
- For westward trains: San Bernardino M.P. 77.5

6 LOS ANGELES DIVISION

SECOND AND REDLANDS DISTRICTS

Capacity of Sidings In 50 Ft. Cars	Communications Turn Tables and Ways	Ruling Grade Ascending— Feet Per Mile	Westward	TIME TABLE	Eastward	Mile Post	Ruling Grade Ascending— Feet Per Mile
			First Class	NO. 20 July 12, 1971	First Class		
			17		18		
			Leave Daily	STATIONS	Arrive Daily		
Yard	C-R-Y	64.9	AM 7.10	SAN BERNARDINO YL -3.6	PM 8.54	81.3	0.0
47	Y	82.4	7.17	RIALTO -3.8	8.44	84.9	15.4
		0.0		FONTANA YL -3.0		88.8	38.7
Yard	C-R	14.3	7.23	KAISER YL -2.0	8.39	91.8	37.7
64	B	14.3		ETIWANDA YL -3.9		93.7	32.0
50	C	56.4	7.29	CUCAMONGA YL -3.2	8.34	97.7	19.3
47	C-Y	80.6	7.33	UPLAND S. P. Crossing -3.9	8.31	100.9	42.2
66		0.0	7.38	OLAREMONT S. P. Crossing -1.9	8.27	104.8	59.1
64	C	0.0	7.45	POMONA -1.2	8.24	106.7	43.8
40		0.0		LA VERNE -2.4	8.20	107.9	63.4
42		0.0		SAN DIMAS -4.1		110.2	63.4
59	B	0.0	7.55	GLENDORA -2.5	8.13	114.4	63.4
	C-Y	39.6	7.58	AZUSA -1.4	8.10	116.9	76.0
41		0.0	8.01	KINCAID -2.0	8.08	118.2	81.3
60	B	26.4		BUTLER -2.3		120.2	60.7
57	C	75.0	8.05	MONROVIA -1.7	8.05	122.4	26.4
11		75.2		ARCADIA -3.1		124.2	0.0
60		63.4	8.12	CHAPMAN -0.8	7.59	127.3	0.0
		78.1		LAMANDA PARK -3.8		128.0	95.0
34	C-R	0.0	8.30	PASADENA YL -2.0	7.45	131.7	114.8
		0.0		SOUTH PASADENA -0.5		133.7	88.7
34		0.0	8.38	OLGA -1.6	7.32	134.2	91.9
20		31.7		HIGHLAND PARK -2.9		136.9	106.9
17		0.0		U. P. Crossing WATER STREET YL -0.7		138.7	89.8
		0.0	8.50	BROADWAY YL -0.6	7.19	139.4	37.0
	C-Y	0.0		MISSION TOWER YL -0.8		140.1	59.7
Yard		0.0	9.05 AM	LOS ANGELES YL Union Station (59.5) -1.1	7.15 PM		31.7
Yard	B-R	0.0		FIRST STREET YL -1.1		141.1	
			Arrive Daily	(59.8)	Leave Daily		

(31.0) Average speed per hour. (36.1)

Trains must get clearance card before leaving San Bernardino.

Trains originating Los Angeles Union Station and 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,
Upland to and including Fontana,
Pasadena,
Water Street to and including Hobart.

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
Redlands District			
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
West Highland	20.4	11	East and West

SECOND AND REDLANDS DISTRICTS

LOS ANGELES DIVISION 7

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS		
LOCATION	Second District	
	Per. and Light	MPH
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
4 Curves M.P. 111.8 to 115.5	55	55
2 Curves M.P. 118.8 to 119.7	55	50
3 Curves M.P. 126.8 to 127.6	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
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
REDLANDS DIST.	20	20
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

SWITCHES—MAXIMUM AUTHORIZED SPEED	
Trailing movements, spring point derails: 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
South "E" Street	S. P. Crossing.	98-A, 98-B	Union Station 0— Old main 00—0 Cudahy lead —0— Against current of traffic —0000 S. P. Downey Ave. 000—
Rialto Foothill Spur	S. P. Crossing.	98-A, 98-B.	
Cucamonga Foothill Spur	S. P. Crossing.	98-A, 98-B.	
Upland Foothill Spur	S. P. Crossing.	98-A, 98-B.	
Upland	S. P. Crossing.	Main track and siding, when home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A).	
Claremont	S. P. Crossing.	When gate across Santa Fe track, 98-B.	
Water Street (0.7 Mi. East)	U. P. Crossing.	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.	
Mission Tower	S. P. and U. P. Crossing. To and from LAUPT.		

REDLANDS DISTRICT

Communications Turn Tables and Wyes	Capacity of sidings in 50 ft. Cars	Rising Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rising Grade Ascending— Feet Per Mile
			↓	NO. 20	↑		
				July 12, 1971			
				STATIONS			
	14	89.5		PATTON	19.7		0.0
B	26	83.2		HIGHLAND	18.7		70.6
	47	88.5		EAST HIGHLANDS	16.2		0.0
C	17	0.0		MENTONE	12.0		116.2
B	31	101.8		REDLANDS	8.8		116.2
C-R-Y	Yard			S. P. Crossing SAN BERNARDINO	0.0		
				(10.9)			

LENGTH OF STEMS OF WYES

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.

No switch lights on Redlands District. Normal position of junction switches
Yard limits Patton to San Bernardino, inclusive. San Bernardino for First District.

8 LOS ANGELES DIVISION

THIRD DISTRICT

Trains originating Los Angeles Union Station, 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.

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 Tower 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.

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

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.

WESTWARD			Rating Grade Ascending Feet Per Mile	TIME TABLE		Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending Feet Per Mile	EASTWARD		
FIRST CLASS				NO. 20						FIRST CLASS		
77	75	79		July 12, 1971						76	78	80
Leave Daily	Leave Daily	Leave Sunday Wednesday and Friday	STATIONS		Arrive Daily	Arrive Daily	Arrive Sunday Tuesday and Friday					
			25.0	SAN BERNARDINO YL	0.0	C-R-Y	Yard	52.8				
			0.0	RANA YL	1.6			62.8				
			21.1	COLTON YL	2.9	O	W-49 E-112	62.8				
			21.1	HIGHGROVE	6.7	B	W-114	62.8				
			0.0	S.P. Crossing RIVERSIDE JOT.	9.2	C-R		62.8				
			63.4	RIVERSIDE YL	9.8	O	E-42	13.2				
			21.1	CASA BLANCA	14.0	Y	99	62.8				
			0.0	ARLINGTON	16.4		62	62.8				
			0.0	MAY	20.2	B	94	62.8				
			0.0	PORPHYRY	22.8	B-Y	100	62.8				
			0.0	CORONA	24.1	C-R	167	27.3				
			24.3	PRADO DAM	29.2	B	94	62.8				
			21.1	ESPERANZA	36.4	B	129	62.8				
			0.0	ATWOOD	40.6	B-Y		62.8				
			10.6	PLACENTIA	43.0			42.2				
PM	AM	AM	0.0	FULLERTON	165.0	C-R		42.2	AM	PM	PM	
6.12	11.12	9.04	12.7	U.P. Crossing				38.4	10.40	6.40	8.15	
			37.0	LA MIRADA	166.7	B	Yard	9.2				
			6.19	SANTA FE SPRINGS	168.7	O	W-86	17.6				
			23.2	LOS NIETOS	154.4			26.9				
			17.1	S.P. Crossing	153.1	B		4.2	10.23	6.23	7.58	
			0.0	D. T. JUNCTION	152.1	B		0.0				
			22.7	E.P. Crossing	151.2	C-R	Yard	62.8				
6.31	11.31	9.21	19.0	PICO RIVERA	149.8	B		0.0				
			6.35	BANDINI	146.5	C-R	Yard	0.0	10.15	6.15	7.50	
			37.0	HOBART YL	143.2			0.0				
			37.0	U.P. Crossing	141.1	B-R	Yard	0.0				
			59.7	REDONDO JOT.	140.1	C-Y		31.7	10.03	6.03	7.38	
			71.8	U.P. Crossing					10.00	6.00	7.35	
6.55	11.55	9.45		FIRST STREET					AM	PM	PM	
PM	AM	AM		(70.4)								
				MISSION TOWER YL								
Arrive Daily	Arrive Daily	Arrive Sunday Wednesday and Friday		LOS ANGELES YL								
				Union Station								
				WEST (72.1)	(71.4)	EAST						
(35.6)	(35.6)	(37.3)Average speed per hour					(38.3)	(38.3)	(38.3)		

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.

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."

LENGTH OF STEMS OF WYES

- San Bernardino3rd Dist. Main Track
- San BernardinoPrecooler Lead
- Casa BlancaPrenda Spur
- PorphyryElsinore Dist. Main Track
- Atwood600
- Redondo JunctionMain Track
- Mission TowerL.A.U.P.T.

MAXIMUM AUTHORIZED DISTRICT 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 M.P. 0.0X to M.P. 1.5X	15	15	15
2 Curves and Bridge M.P. 0.0 to M.P. 0.9	15	15	15
7 Curves and Colton M.P. 0.9 to M.P. 3.2	20	20	20
Westward track (North track)			
2 Curves and Bridge M.P. 3.5 to M.P. 4.6	40	40	40
3 Curves M.P. 4.9 to M.P. 5.6	75	60	60
3 Curves M.P. 6.4 to M.P. 6.8	45	45	45
Curve M.P. 9.4 to M.P. 9.6	60	60	60
4 Curves M.P. 9.6 to M.P. 10.0	30	30	30
Westward movements on South track M.P. 4.6 to M.P. 10.0	40	40	40
South track (Eastward track)			
Curve M.P. 9.6 to M.P. 9.4	60	60	60
Curve M.P. 8.5 to M.P. 8.3	75	60	60
3 Curves M.P. 6.8 to M.P. 6.4	30	30	30
Curve M.P. 5.6 to M.P. 5.5	75	60	60
Curve and Bridge M.P. 5.0 to M.P. 4.5	40	40	40
2 Curves M.P. 4.4 to M.P. 3.2	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 (Westward movement)	65	60	60
Curve M.P. 31.2 to 30.4 (Eastward movement)	65	60	60
4 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	50	50
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

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	East and West
La Habra Valley Spur	154.6	Lgh. 1.2 m.	West

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 Los Nietos D. T. Junction Hobart Yard:	S. P. Junction. U. P. Crossing. S. P. Crossing. S. P. Crossing.	TCS TCS When home signals in stop positions, 98-B, 320(B).	
M.P. 147—M.P. 148 Hobart Tower	All tracks. U. P. Crossing.	Interlocking. Interlocking	
Redondo Junction	U. P. Crossing.	Interlocking	{ Inbound yard lead —0 Outbound yard lead —0
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.	{ Butte St. Transfer 00—0 To Harbor Dist. —0 To 9th St. Yard —0 Levee Track 0—00 Union Station 0— Old main 00—0 Cudahy lead —0— Against current of traffic —0000 S. P. Downey Ave. 000—

10 LOS ANGELES DIVISION

FOURTH DISTRICT

Communications Terminals and Wyes	Capacity of Sidings in 30 Ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 20 July 12, 1971	STATIONS	Mile Post	EASTWARD			Ruling Grade Ascending— Feet Per Mile
			FIRST CLASS						FIRST CLASS			
			77	75	79				76	78	80	
			Leave Daily	Leave Daily	Leave Sunday Wednesday and Friday				Arrive Daily	Arrive Daily	Arrive Sunday Tuesday and Friday	
Y	Yard	31.1				NATIONAL CITY YL	273.1					
T		10.5	PM	AM	AM	22ND STREET YL	269.3	PM	PM	PM	26.4	
C-R-Y	Yard	52.8	4.00	9.00	7.00	SAN DIEGO YL	267.6	12.55	8.55	10.20	0.0	
B		66.5	4.07	9.07	7.07	OLD TOWN YL	264.2	12.42	8.42	10.10	31.0	
B		118.5				ELVIRA	257.9				51.7	
B-Y		0.0				MIRAMAR	253.0				0.0	
B	98	64.2				SORRENTO	249.1				116.2	
C-Y	67	52.8	4.33	9.31	7.30	DEL MAR	244.0	12.19	8.19	9.47	58.1	
B		63.4				ENCINITAS	238.1	PM			63.4	
B	116	63.4				PONTO	233.8				63.4	
B	69	69.7				CARLSBAD	229.3				64.4	
B-Y		15.8				ESCONDIDO JCT.	227.2				59.7	
C-R	76	64.4	4.57	9.55	7.52	OCEANSIDE	226.2	11.55	7.55	9.27	7.4	
B-Y	92	70.8				FALLBROOK JCT.	224.1				63.5	
B	91	29.6				SAN ONOFRE	209.2				69.0	
B	33	26.4	5.18	10.17	8.15	SAN CLEMENTE	204.8	11.27	7.27	9.03	58.1	
B	98	60.5				SERRA	199.8				28.5	
B	98	65.5				SAN JUAN CAPISTRANO	197.2				0.0	
B	98	67.3				GALIVAN	192.6				0.0	
B		0.0				EL TOBO	188.1				73.9	
B	119	12.0				VALENOIA	182.9				70.2	
B	93	38.5				IRVINE	178.5				63.4	
O	125	30.6	5.54	10.52	8.48	SANTA ANA	175.5	10.59	6.59	8.33	0.0	
C-Y	122	29.6				ORANGE	172.6				14.3	
O	60	22.7				S. P. Crossing ANAHEIM	167.8				39.2	
C-R			6.12 PM	11.12 AM	9.04 AM	FULLERTON	165.0	10.40 AM	6.40 PM	8.15 PM	19.0	
			Arrive Daily	Arrive Daily	Arrive Sunday Wednesday and Friday	(107.7)		Leave Daily	Leave Daily	Leave Sunday Tuesday and Friday		

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 and including National City.

TRACK SIDE WARNING DEVICES

Location	M.P.	Type	Signals Affected
	197.9	Highwater	Signals 1981 and Controlled Eastward signal east end of San Juan Capistrano

When train is stopped account red indication at above signals track and bridge must be inspected before proceeding.

(46.6) (46.6) (49.6) Average speed per hour (45.5) (45.5) (49.2)

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	Olive Dist. 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
Las Flores	218.7	86	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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

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

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.

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

OLIVE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending—Feet Per Mile
			↓	NO. 20	↑		
				July 12, 1971			
				STATIONS			
Y-B	Yard	42.2	TCS	ATWOOD	0.0	42.2	
B	21	42.2		OLIVE	2.4	42.2	
				S. P. Crossing	3.4		
Y-C	62			ORANGE	5.8		
				(5.8)			

RAILROAD CROSSING AT GRADE

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

Elsinore District		
Location	Track Governed	Rule
PORPHYRY	S. P. 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

EL SINORE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Descending—Feet Per Mile
			↓	NO. 20	↑		
				July 12, 1971			
				STATIONS			
B	17	147.8	TCS	ELSINORE	21.9	132.0	
B	20			ALBERHILL	16.3		
	32	ARCILLA		8.5			
B-Y	Yard	0.0		S. P. Crossing PORPHYRY	0.0		
				(21.9)			

LENGTH OF STEMS OF WYES

Location	Feet
Atwood	600
Orange	Main track

No switch lights on Elsinore District. Normal position of junction switches: Yard limits Elsinore to Porphyry, inclusive. Porphyry for Third District siding.

12 LOS ANGELES DIVISION

HARBOR AND REDONDO DISTRICTS

HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending Feet Per Mile	Communications Turn Tables and Wyes
		↑	NO. 20 July 12, 1971	↓			
			STATIONS				
			LONG BEACH				
			2.5 S. P. Crossing West Thenard				
			1.1 Pier A Yard				O
Yard			2.0 WILMINGTON		28.0		B
			1.4 WATSON		26.6		B-Y
89	79.2		3.3 IRONSIDES		23.3	52.8	
Yard	24.3		1.6 TORRANCE		21.7	0.0	O
Yard	10.9		1.6 ALCOA		20.1	26.4	B
Yard	52.3		3.5 LAWDALE		16.6	68.4	
	52.6		1.8 EL SEGUNDO		14.8	51.1	Y
	11.6		1.2 S. P. Crossing			4.0	
107	26.4		3.7 LAIRPORT		13.6	13.7	B
79	62.8		1.9 INGLEWOOD		9.9	52.8	
13	0.0		0.7 HYDE PARK		8.0	57.6	
22	10.6		1.3 VAN NESS		7.3	0.0	
75	18.5		2.5 WILDASIN		6.0	0.0	
18	21.1		2.0 WINGFOOT		3.5	0.0	B
Yard	52.8		1.5 S. P. Crossing MALABAR		1.5	0.0	
			REDONDO JCT.		0.0		R-Y
			(28.0)				

REDONDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending Feet Per Mile	Communications Turn Tables and Wyes
		↓	NO. 20 July 12, 1971	↑			
			STATIONS				
Yard	42.2		REDONDO BEACH		20.2	0.0	
7	42.2		1.5 HERMOSA BEACH		18.7	0.0	
	47.6		1.7 MANHATTAN BEACH		17.0	52.8	
			2.2 EL SEGUNDO		14.8		Y
			(5.4)				

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Nadeau	2.5	7	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.	
Nadeau (0.3 Mi. East)	S. P. Crossing.	Automatic interlocking, 321(D), 10 MPH.
El Segundo (0.2 Mi. West)	S. P. Crossing.	Automatic interlocking, 321(D), 15 MPH.
West Thenard	S. P. Crossing.	98—10 MPH while head end is passing over crossing.
	S. P. Crossing.	Automatic interlocking, 321(D)

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	MPH	Fr.
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
Curve M.P. 8.8 to M.P. 10.1	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
Between Watson and Pier A Yard	10	10
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

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

Movements over Harbor Belt Line and Southern Pacific joint tracks between McFarland Ave. and Pier A Yard and between Avalon Blvd. and San Pedro will be made as prescribed by Rule 93.

Normal position of switches of crossover located 100 feet west of Avalon Blvd. is lined for crossover movement.

Authority must be secured from Harbor Belt Line Yardmaster before making movements in either direction between Watson and Pier A Yard, from Watson to San Pedro and from Sixth Street Yard, San Pedro to Watson.

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 M.P. 27, west end Watson Yard. Normal position set to derail for westward movements.

Light indicators are located between Malabar and Wingfoot:

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

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

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

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

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

Yard limits Pier A to Redondo Jct., inclusive.

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.

SAN JACINTO DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓	NO. 20 July 12, 1971	↑		
				STATIONS			
	26	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 2.9		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 6.3		22.7	42.2
	34	62.8		WINCHESTER 7.1		28.9	0.0
B	15	6.3		HEMET 2.3		36.0	63.4
C-Y	9			SAN JACINTO		38.3	
				(37.6)			

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

ESCONDIDO DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓	NO. 20 July 12, 1971	↑		
				STATIONS			
C-Y	26	83.4		ESCONDIDO 4.9		21.1	95.0
	14	116.2		SAN MARCOS 7.0		16.2	116.2
B	10	116.2		VISTA 9.9		9.2	116.2
B-Y				ESCONDIDO JCT.		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	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓	NO. 20 July 12, 1971	↑		
				STATIONS			
B-Y	48	66.0		FALLBROOK JCT. 6.0		0.0	62.7
	12	26.4		OHAPPO 2.4		5.9	0.0
B	46	132.0		JOFEGAN 6.7		8.4	79.2
	6	105.6		U.S.M.C. Crossing DE LUZ 1.8		15.1	0.0
C-Y	28			FALLBROOK		16.9	
				(16.9)			

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Location	Pgr. and Light	MPH	Frt.
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
ESCONDIDO DISTRICT			
Hill St. M.P. 0.3	20		10
12 Curves and track M.P. 0.3 to 6.0	15		15
FALLBROOK DIST.			
	20		20

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

San Jacinto District		
Location	Tracks Governed	Rule
Highgrove 1.5 Mi. West	S. P. Crossing	Automatic interlocking Rule 321-D.
Fallbrook District		
JOFEGAN	U.S.M.C. Crossing	98-A, 98-B.

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
Menifee	25.0	11	East and West
Egan	33.1	13	East and West
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
Falda	7.8	11	East and West
Marine Base Spur	10.5	13	East and West

LENGTHS OF STEMS OF WYES

Location	Feet
March Field	March Field Spur
Val Verde	Granite Spur
Perris	1678
San Jacinto	640

Normal position of junction switches:

Highgrove for Third District.

Fallbrook Jct. for Fourth District siding.

14 LOS ANGELES DIVISION

CADIZ, RIPLEY, AND LUCERNE DISTRICTS

CADIZ DISTRICT

Communications Turn Tables and Wyes	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
			↓	NO. 20 July 12, 1971	↑		
				STATIONS			
C	Yard			PARKER YL		105.8	
				8.3			29.6
B	28	31.7		CALZONA		114.1	
				5.9			0.0
B	17	30.6		VIDAL		120.0	
				11.6			0.0
B	46	30.6		GROMMET		181.6	
				8.8			21.1
B	49	6.9		RICE YL		140.4	
				3.6			25.3
B	43	0.0		FREDA YL		144.0	
				7.0			30.6
B	57	0.0		SABLON		151.0	
				4.8			31.7
	120	29.6		SALTMARSH		155.8	
				13.4			5.3
B	97	29.6		FISHEL		169.2	
				21.3			31.7
B-Y	76			CADIZ YL		190.6	
				(84.7)			

Trains must get clearance card before leaving Parker.
Booth phones at M.P. 173.6 and M.P. 179.6.

Yard limits located at:

Cadiz (Cadiz District only)
Milligan

Freda to Rice inclusive.
Earp to Parker inclusive.

RIPLEY DISTRICT

Communications Turn Tables and Wyes	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
			↓	NO. 20 July 12, 1971	↑		
				STATIONS			
				RIPLEY		49.4	
				7.4			42.8
C-R-Y	Yard	21.7		BLYTE		42.0	
				21.6			10.6
	55	83.4		COOK		20.4	
				2.6			0.0
B	30	68.6		MIDLAND		17.8	
				1.3			0.0
	11	68.6		STYX		16.5	
				16.5			83.4
B-Y	49	65.0		RICE		0.0	
				(49.4)			

No switch lights on Ripley District.
Yard limits Ripley to Rice, inclusive.

LUCERNE VALLEY DISTRICT

Communications Turn Tables and Wyes	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
			↓	NO. 20 July 12, 1971	↑		
				STATIONS			
C	58			CUSHENBURY		29.2	
				3.1			105.6
	13	0.0		SPUR 5		26.1	
				10.5			106.6
	14	0.0		BASS		16.6	
				4.3			75.0
	2	75.0		SPUR 2		11.3	
				4.3			75.0
	2	0.0		SPUR 1		7.0	
				7.0			75.0
B		116.2		HESPERIA		0.0	
				(29.2)			

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Location	MPH	
	Psg. and Light	Frt.
CADIZ DIST.	40	40
M.P. 154 to 158	30	30
RIPLEY DISTRICT		
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
LUCERNE VALLEY DISTRICT		
Hesperia to M.P. 25.2	35	35
M.P. 25.2 to 29.2	20	20

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

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
Lucerne Valley District			
La Habra Product Inc.	23.5	14	East and West
Chas. Pfizer and Co. Inc.	26.2	26	East and West

Normal position of junction switches

Rice for Cadiz District.

Cadiz for Needles District siding.

Hesperia for First 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), 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:
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.;

First Street, viaduct over old passenger tracks; and

Los Angeles, Union Station, train sheds.

SPEED REGULATIONS

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

1.0 to 1.5% (52.8 to 79.2 feet per mile) 30 MPH

1.5 to 2.0% (79.2 to 105.6 feet per mile) 25 MPH

2.0% (105.6 feet per mile) 15 MPH

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

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	M.P.H.	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199720 M.P.H.	Other Machines Including Derrick AT-199775 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. MAXIMUM SPEED OF LOCOMOTIVES

Diesels	Forward MPH	Light forward MPH	Backing or when not controlled from leading unit	Dead in train
300LABC thru 314LABC, 315AB thru 321AB	90	90	45	90
5920-5948	79	79	45	79
16C-47A, 200-289, 325-344, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5624, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9122-9148, 9800-9849	70	70	45	70
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45	45	45
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				
Ash Hill-Siberia			Passenger Train Speeds	
Summit-San Bernardino				

11. 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:			
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9122-9148, 9800-9849	3	5	5
652-653	4	5	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5939, 5940-5948	5	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

SURGEONS OF THE SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. NAT DOWNS REID, 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 inspector, refer to bulletin book.

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

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.

**SYMBOL FREIGHT TRAIN SCHEDULE
LOS ANGELES DIVISION**

(For information only)

WESTWARD		728	318	279-119 129-329	508	708	368-378 118-328	308	668	198	718	709 679	109 309	908	968
NEEDLES	AR	12:10a	2:10a	3:25a	4:25a	5:00a	7:15a	12:40p	2:30p	3:55p	4:00p	9:05p	11:10p		
	LV	12:15a	2:15a	3:30a	4:30a	5:30a	7:20a	12:45p	2:35p	4:00p	4:30p	9:10p	11:15p		
BARSTOW	AR	5:45a	8:05a	7:30a	9:10a	12:01p	12:05p	4:40p	6:10p	7:00p	11:00p	2:25a	4:30a	6:30p	10:30a
	LV	8:45a	8:35a	8:00a	9:55a	908-679	12:35p	5:10p	6:30p	7:05p		2:55a	5:00a	7:30p	11:15a
SAN BDNO	AR	12:45p	12:40p		2:00p		4:20p	8:10p	9:25p	9:10p				11:30p	4:15p
	LV	1:15p	1:00p		23:0p		4:40p	8:15p	9:30p	9:15p				12:30a	4:45p
LOS ANGS	AR	6:00p	7:00p		7:00p		9:00p	11:00p	11:59p	11:00p				5:00a	8:00p
EASTWARD		869	805	803	843	801	891	943	901	809	817	905	863 813	807	841
NEEDLES	LV		2:05p	3:35p	5:05p	8:00p	4:05p	8:00p	9:05p		1:30a	1:50a	6:35a	4:00p	8:00a
	AR		2:00p	3:30p	5:00p	7:55p	4:00p	8:00p	8:55p		1:00a	1:45a	6:30a	4:00p	7:55a
BARSTOW	LV	11:45a	10:45a	12:15p	1:30p	4:45p	1:10p	4:45p	5:45p	3:00a	8:00p	9:15p	3:00a	9:00a	12:01a
	AR	11:00a	10:15a	11:45a	1:00p	4:15p	1:00p	4:15p	5:15p	2:00a		8:45p	2:30a	6:30a	Leave Blythe
SAN BDNO	LV	7:00a	7:15a	8:45a	10:00a	12:15p	11:05a			9:45p			11:30p	2:30a	
	AR	6:15a	6:45a	8:15a	9:30a	11:45a	11:00a			9:00p			11:00p	1:30a	
LOS ANGS	LV	4:00a	5:00a	6:30a	7:30a	9:00a	9:30a			6:00p			9:00p	11:00p	