



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.)

ASSISTANT SUPERINTENDENT

G. H. DOTSON San Bernardino, Calif.

TRAINMASTERS

W. H. LAWSON Needles, Calif.
C. F. LILLEY Barstow, Calif.
G. E. YOUNG San Bernardino, Calif.
J. R. MERRITT San Bernardino, Calif.
J. L. SCHROEDER Fullerton, Calif.
J. M. WATKINS Los Angeles, Calif.
R. F. NORLING Los Angeles, Calif.
J. O. PHILLIPS Los Angeles, Calif.
W. E. ADAMS Los Angeles, Calif.
R. L. DIXON Los Angeles, Calif.

ASSISTANT TRAINMASTERS

D. J. McDOUGAL Barstow, Calif.
W. C. LYMAN, JR. Barstow, Calif.
P. J. DeWOLF San Bernardino, Calif.
D. G. McINNES San Bernardino, Calif.
N. C. ORFALL Fullerton, Calif.
R. D. HARPER Fullerton, Calif.
C. K. SEAMAN Los Angeles, Calif.
D. E. BEAUCHAMP Los Angeles, Calif.
P. V. NASH Los Angeles, Calif.
A. L. McDANIEL San Diego, Calif.
G. J. BUHLER Long Beach, Calif.

SUPERVISOR OF AIR BRAKES

GENERAL ROAD FOREMAN OF ENGINES

E. F. POLLARD Barstow, Calif.

ROAD FOREMEN OF ENGINES

D. KEMP Los Angeles, Calif.
J. E. THORNTON San Bernardino, Calif.
E. J. MULLIGAN Barstow, Calif.
F. V. DOBBS (Amtrak) Needles, Calif.
B. T. JOHNSTON Needles, Calif.

CHIEF DISPATCHER

D. F. HODGES 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

A. C. KIDD H. F. BROWN
C. W. BURTON D. R. MUNDAY
F. O. PIERCE J. T. WALSH
W. R. HANSEN D. E. PRYOR
L. A. WRIGHT L. D. FAST
T. H. ESHELMAN R. E. TIEDEMAN
E. M. ELLIS G. L. ADAMS
N. C. PECK K. W. JURE

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



**LOS ANGELES AND
LOS ANGELES TERMINAL
DIVISIONS**

TIME TABLE No.

25

IN EFFECT

Sunday, October 28, 1973

At 12:01 A.M.

Pacific Standard Time

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

H. D. FISH
General Manager
LOS ANGELES, CALIF.

C. E. ROLLINS J. G. FRY R. T. DENNISON

Asst. General Managers
LOS ANGELES, CALIF.

R. L. BANION
Superintendent
SAN BERNARDINO, CALIF.

L. D. EIDSON
Superintendent
LOS ANGELES, CALIF.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Needles District Westward

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
Curve M.P. 692.9 to 693.7		70	70
4 Curves M.P. 693.7 to 694.9		50	50
10 Curves M.P. 694.9 to 702.0		60	60
5 Curves M.P. 707.8 to 710.6		70	70
Curve M.P. 745.0 to 745.4		50	50
2 Curves M.P. 745.4 to 745.7		40	40

Westward		TIME TABLE		Eastward			
First Class		NO. 25		First Class			
3		October 28, 1973		4			
Leave Daily	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	STATIONS	Mile Post	Capacity of Sidings In Feet	Ruling Grade Descending—Feet Per Mile	Arrive Daily
AM 2.05		Yard	NEEDLES YL	578.0	Yard		AM 1.55
2.15	0.0	5317	7.4 JAVA	585.6		74.4	1.39
2.23	0.0	7329	6.8 IBIS	592.4		73.9	1.32
2.30	0.0	5418	4.5 BANNOCK	597.0		104.5	1.28
2.36	0.0	6716	4.6 HOMER	601.5		73.9	1.24
2.47	26.4	7318	7.6 GOFFS	609.1	7254	76.0	1.17
2.54	59.1	5454	9.6 FENNER	618.7		0.0	1.08
2.59	57.0		7.5 ESSEX	626.2	5369	0.0	1.00
3.05	58.6	5383	8.5 DANBY	634.7	5841	0.0	12.53
3.15	53.0	7328	13.4 CADIZ	648.1	9292	0.0	12.41
3.24	53.8	5296	13.4 AMBOY	661.5	5406	29.0	12.31
3.30	11.6	5407	7.8 BAGDAD	669.3	5022	35.9	12.25
3.38	0.0	6746	7.3 SIBERIA	676.7		75.0	12.18
3.52	17.9	5414	9.5 ASH HILL	686.7	7113	121.4	12.09
3.58	54.4		6.7 LUDLOW	693.4	5054	31.1	12.03
4.14	49.1	6605	13.2 PISGAH	706.6	6682	57.0	AM 11.51
4.30	55.4	7352	11.1 NEWBERRY	725.6	5363	0.0	11.36
4.40	13.7		12.0 DAGGETT	737.6		40.6	11.27
	30.6		4.0 NEBO	741.6	3591	34.3	
	43.3	Yard	4.8 BARSTOW	746.4	Yard	32.7	PM 11.20
AM 5.05			WEST (167.6) (165.0) EAST				Leave Daily

(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 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.

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

Rule 85: Between Barstow and Daggett, exchanging train orders, signals and numbers is not required.

Rule 93: Yard limits located at:
Needles.

Rule 93(A) in effect:
At Needles, between train signs located at east and west end of passenger yard.
At Barstow, between MP 746 and hand throw crossover west end passenger yard.

Rule 301: At Barstow Signal 7464 at east end passenger yard located on north side of westward main track governs eastward movements on westward main track.

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

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.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS
Needles District Eastward

LOCATION	Psg. and Light	M.P.H.	Frt.
Barstow to Pisgah	90	60	60
Pisgah to Bagdad	79	60	60
Bagdad to M.P. 642	90	60	60
M.P. 642 to Goffs	79	60	60
Goffs to Needles	79	45	45
3 Curves M.P. 745.7 to 745.0	40	40	40
5 Curves M.P. 710.6 to 707.9	65	60	60
2 Curves M.P. 707.8 to 706.0	75	70	70
Curve M.P. 702.0 to 701.5	50	50	50
7 Curves M.P. 701.5 to 696.1	75	70	70
2 Curves M.P. 696.1 to 694.9	60	60	60
4 Curves M.P. 694.9 to 693.6	50	50	50
Curve M.P. 693.6 to 692.6	70	70	70
Curve M.P. 689.5 to 688.9	70	70	70
Curve M.P. 688.9 to 688.4	65	60	60
2 Curves M.P. 688.4 to 686.2	70	70	70
2 Curves and Grade M.P. 686.2 to 683.4	70	30	30
2 Curves and Grade M.P. 683.4 to 680.8x	55	30	30
2 Curves and Grade M.P. 680.8x to 677.8	65	30	30
5 Curves and Grade M.P. 677.8 to 674.5	75	45	45
5 Curves and Grade M.P. 674.5 to 671.4	70	45	45
6 Curves M.P. 646.1 to 640.9	80	70	70
2 Curves M.P. 640.9 to 638.8	75	70	70
3 Curves M.P. 631.0 to 628.7	75	70	70
10 Curves M.P. 625.5 to 613.8	65	60	60
6 Curves M.P. 613.8 to 609.1	75	70	70
2 Curves M.P. 609.1 to 608.4	65	60	60
3 Curves M.P. 599.0 to 597.9	65	45	45
Curve M.P. 593.4x to 591.6	75	45	45
2 Curves M.P. 591.6 to 589.2	70	45	45
3 Curves M.P. 589.2 to 587.7	60	45	45
3 Curves M.P. 587.7 to 587.1	40	40	40
14 Curves M.P. 587.1 to 578.1	60	45	45
"H" St. Crossing M.P. 578.1	15	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
	S	WE westward siding	15
	S	WE westward siding	15
	S	WE westward siding	15
	S	WE westward siding	15
	S	EE eastward siding—WE westward siding	15
	S	WE westward siding	15
	S	EE eastward siding	15
Cadiz	S	EE eastward siding	15
	S	WE westward siding	15
	S	EE eastward siding	15
	S	EE eastward siding—WE westward siding	15
	S	EE eastward siding—WE westward siding	15
	S	WE westward siding	15
	S	WE westward siding	15
	S	EE eastward siding	15
	S	EE eastward siding	15
	S	EE eastward siding—WE westward siding	15
Barstow	I	Two main track crossovers	50
	I	Turnout to Union Pacific main track	30
	S	WE westward siding	15
	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	Capacity in Feet	Switch Connection
Saltus	658.4	2590	East and West
Klondike	682.0	600	West
Lavic	702.7	500	East
Hector	712.8	800	West
Minneola	731.7	800	West
Airport Spur	732.6	9048	East
Gale	735.3	600	East
Cool Water	735.9	558	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. 648.1 Westward Track	Hot Box	Rotating white lights at scanner (M.P. 644.5) and Locator (M.P. 648.1)
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.

When a freight train is stopped by hot box detector, and the suspected abnormal journal, indicated by locator, is a roller bearing journal, the car must be set out and dispatcher notified, unless cause is found to be sticking brakes and condition is corrected.

When a train is stopped by hot box detector and crew is unable to determine location of suspected abnormal journal from readout at locator, entire train must be thoroughly inspected for hot journals and dragging equipment; if nothing found, may proceed at normal speed, but must make two stops within the next 60 miles at approximately 30-mile intervals for thorough inspection of train, unless train passes an intervening hot box detector, or train is delivered to terminal where mechanical inspection is made. Where crews change without mechanical inspection, the inbound crew will notify outbound crew as to condition of train and where next stop and inspection shall be made.

LENGTH OF STEMS OF WYES

Location	Feet
Needles	401
Cadiz	Cadiz District
Ash Hill	410

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	First District Westward	
	Psg. and Light	MPH Frt.
Barstow to San Bernardino	79	60
Adelanto Spur	15	15
Curve M.P. 0.0 to 0.6	30	30
2 Curves M.P. 31.8 to 33.8	60	60
2 Curves M.P. 33.8 to 34.3	40	40
3 Curves M.P. 34.3 to 36.6	55	55
Victorville M.P. 36.6 to 37.4	30	30
4 Curves M.P. 37.4 to 39.9	45	45
3 Curves M.P. 39.9 to 42.0	50	50
Curve M.P. 42.0 to 43.7	55	55
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
8 Curves M.P. 51.8 to 56.1	55	55
Curve (South Track) M.P. 56.1 to 56.6	45	45
Grade (South Track) M.P. 56.6 to 62.2	30	20
Curve (North Track) M.P. 56.1 to 56.6	45	45
Grade (North Track) M.P. 56.6 to 64.3X	30	30
Grade M.P. 62.2 to 72.6	40	35
Grade M.P. 72.6 to 80.8	50	35
M.P. 80.8 to 81.5	20	20

Westward		TIME TABLE				Eastward		
First Class		NO. 25				First Class		
3	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	October 28, 1973				Capacity of Sidings In Feet	Ruling Grade Descending—Feet Per Mile
			STATIONS					
Leave Daily			Mile Post			Arrive Daily		
AM 5.15		Yard	0.0	Yard		PM 11.10		
	35.9		13.6		37.0			
	33.8	Yard	17.9		38.0			
	37.0	Yard	5.2	Yard	37.0			
	0.0		1.3		15.8			
	0.0	Yard	7.1		83.4			
	0.0		5.0		81.3			
	0.0		5.8		84.5			
	158.4		6.9		0.0			
	116.2		11.1		0.0			
7.05 AM	116.2	Yard	7.4		0.0		9.12 PM	
Arrive Daily			81.3	Yard			Leave Daily	
			South Track (80.8) North Track (82.7)					

(44.1)

Average speed per hour

(42.1)

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

The track to the right as viewed from a westward train is designated North Track and the track to the left is designated South Track.

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

Rule 85: Between Barstow and San Bernardino, exchanging train orders, signals and numbers is not required.

Rule 93(A) in effect at Barstow, between MP 746 and hand throw crossover west end passenger yard.

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

At Barstow Signal 7464 at east end passenger yard located on north side of westward main track governs eastward movements on westward main track.

At Summit, westward passenger trains will make air brake test as prescribed Rule 41, Item D, Form 2501-A.

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.

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 at or near rear of train must not exceed an average of 135 tons per car.

2. Between Summit and Cajon on South Track speed limit 15 MPH, except: When total brake pipe reduction does not exceed 18 lbs., average weight per car does not exceed 95 tons and total weight does not exceed 4500 tons, speed limit 20 MPH.

(A) Between Summit and Cajon, North Track and between Cajon and San Bernardino on both tracks, speed limit 20 MPH, except: When average weight per car does not exceed 95 tons and total weight does not exceed 6500 tons, speed limit 30 MPH.

(B) Between Cajon and San Bernardino, both tracks, when total weight does not exceed 5000 tons and dynamic brake will control speed of train, without the use of air brakes speed limit 35 MPH.

(C) Trains operated with "Remote Control Equipment" in service and trains with helper at or near rear of train, between Summit and Cajon North Track and between Cajon and San Bernardino both tracks, speed limit 20 MPH except: When total brake pipe reduction does not exceed 15 lbs., speed limit 30 MPH; When tonnage exceeds 6500 tons, speed limit 25 MPH; When tonnage exceeds 12,000 tons, speed limit 20 MPH.

3. On both tracks, between Summit and Cajon when total weight exceeds 3500 tons and between Cajon and San Bernardino when total weight exceeds 5000 tons, speed of train must not be controlled exclusively with dynamic brakes and locomotive brakes.

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

5. On either track between Summit and San Bernardino, when total brake pipe reduction exceeds 18 lbs., stop must be made immediately and to control speed of train a sufficient number of retainers must be set in high pressure position and brake system must be fully charged before proceeding. If necessary to hold train while the brake system is being recharged, starting behind locomotive, set a sufficient number of hand brakes. If this stop is made between Summit and Cajon, under these conditions, a 10 minute wheel cooling stop must be made at Verdmont.

6. On South Track between Summit and Cajon, at any time a train stops, the brake system must be fully charged before proceeding. If necessary to hold train while brake system is being recharged and before releasing air brakes, starting behind locomotive, set a sufficient number of retainers and/or hand brakes.

7. 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 and make a 10-minute cooling stop at Verdmont.

8. When retainers are used, not less than fifteen (15) must be set.

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	First District Eastward	Psg. and Light	MPH	Fri.
San Bernardino to Barstow		79		60
Adelanto Spur		15		15
M.P. 81.5 to 80.8		20		20
2 Curves M.P. 80.8 to 78.3		60		60
4 Curves M.P. 72.6 to 70.8		45		45
6 Curves M.P. 70.8 to 66.9		50		50
8 Curves M.P. 66.9 to 64.2		40		40
3 Curves M.P. 64.2 to 62.2		50		50
15 Curves (South Track) M.P. 62.1 to 57.1		30		30
2 Curves (South Track) M.P. 57.1 to 56.1		45		45
18 Curves (North Track) M.P. 64.3x to 57.4x		30		30
2 Curves (North Track) M.P. 57.4x to 56.1		45		45
8 Curves M.P. 56.1 to 51.8		55		55
8 Curves M.P. 51.8 to 49.4		45		45
Curve M.P. 49.4 to 48.8		50		50
Curve M.P. 48.8 to 48.1		65		60
Curve M.P. 43.7 to 42.0		55		55
3 Curves M.P. 42.0 to 39.9		50		50
4 Curves M.P. 39.9 to 37.4		45		45
Victorville M.P. 37.4 to 36.6		30		30
3 Curves M.P. 36.6 to 34.3		55		55
2 Curves M.P. 34.3 to 33.8		40		40
2 Curves M.P. 33.8 to 31.8		60		60
Curve M.P. 0.6 to 0.0		30		30

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

- Summit to Victorville
- Summit to San Bernardino

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 power controlled switches and crossovers at following locations:

"I"—Interlocked Switch. "WE"—West End.

Station	Type	Location	MPH
Barstow	I Crossover	M.P. 2.0	30
Barstow	I WE siding	M.P. 2.0	30
Hodge	I Two crossovers		50
Frost	I Two crossovers		50
Lugo	I Two crossovers		50
Summit	I Two crossovers		50
Cajon	I Two crossovers		50
Verdemont	I Two crossovers		50

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Lenwood	4.8	390	East (South Track)
Helendale	21.1	1051	East and West (North Track)
Helendale	21.1	1050	East and West (South Track)
Adelanto Spur	34.4	5 Miles	West (North Track)
Thorn	41.1	2995	East and West (North Track)
Summit	54.4	3500	East (North Track)
Alray	59.7x	900	East (North Track)
Keenbrook	66.3	1580	East (North Track)
Devore	71.0	1700	East and West (South Track)
Ono	75.5	1200	East (North Track)
Ono	76.0	697	West (South 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. Siding South Track	Interlocking	{ To Mojave District — — 0 Engine lead 00—0 Switch tail 0000 Tracks 1 to 17 incl. 0—00 Tracks 18 to 30 incl. —0—0

Capacity of Sidings In Feet	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	Leave Daily	NO. 25		First Class	Arrive Daily		
			3		October 28, 1973		4			
			STATIONS							
Yard	C-R-Y	64.9	AM 7.10	SAN BERNARDINO YL	PM 9.09	81.3			0.0	
2647		32.4	7.17	3.6						
Yard	C-R	14.3	7.23	RIALTO YL	8.59	84.9			38.7	
2570	B	14.3		6.8	KAISER YL	8.54	91.8		37.7	
3154	C-Y	56.4	7.29	2.0	ETIWANDA YL		93.7		32.0	
2363	C	30.8	7.33	3.9	CUCAMONGA YL	8.49	97.7		19.3	
2732		0.0	7.38	3.2	UPLAND YL	8.46	100.9		42.2	
3079	C	0.0	7.45	S. P. Crossing					59.1	
1919		0.0		3.9	CLAREMONT	8.42	104.8		63.4	
2820	B	0.0	7.55	S. P. Crossing					63.4	
	C-Y	39.8	7.58	1.9	POMONA	8.39	106.7		75.0	
3213		0.0	8.01	3.0	SAN DIMAS		110.2		81.3	
2561	B	26.4	8.05	4.1	GLENDORA	8.28	114.4		60.7	
852		75.0		2.5	AZUSA	8.25	116.9		26.4	
2454		63.4	8.12	1.4	KINCAID	8.23	118.2		0.0	
1702	C	78.1	8.30	2.0	BUTLER		120.2		0.0	
1698		31.7	8.38	1.7	MONROVIA	8.20	122.4		106.9	
890		0.0		3.1	ARCADIA		124.2		89.8	
		0.0		0.8	CHAPMAN	8.14	127.3		37.0	
		0.0		0.8	LAMANDA PARK		128.0		59.7	
		0.0		3.6	PASADENA YL	8.00	131.7		114.6	
		0.0		2.0	SOUTH PASADENA		133.7		88.7	
		0.0		0.5	OLGA	7.47	134.2		106.9	
		0.0		1.5	U. P. Crossing				89.8	
		0.0		0.7	WATER STREET YL		138.7		37.0	
		0.0		0.6	BROADWAY	7.34	139.4		59.7	
		0.0		0.6	MISSION TOWER		140.1		31.7	
Yard		0.0	9.05 AM	0.8	LOS ANGELES Union Station (59.5)	7.30 PM				
Yard	B-R	0.0		1.1	FIRST STREET		141.1			
			Arrive Daily	(59.8)		Leave Daily				

(31.0) Average speed per hour. (36.1)

Regular trains must get clearance card before leaving San Bernardino. Extras need not secure clearance card before leaving San Bernardino on Second District. Westward extras that are to operate west of Upland must secure clearance card before leaving Kaiser. Extra trains and engines must contact West Yard Tower Operator, or Kaiser Operator, to determine that there are no conflicting movements before occupying Second District main track between San Bernardino and Kaiser. Extra trains and engines must, after using Second District main track from San Bernardino and Kaiser, notify West Yard Tower Operator, or Kaiser Operator, as soon as main track has been cleared.

Trains originating Los Angeles Union Station and First Street must get clearance card before leaving Mission Tower.

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

Rule 261 (TCS) in effect:

On two main tracks between Mission Tower and Broadway, and on main track Broadway to Redondo Jct.

On two main tracks at San Bernardino, between interlocked switches 5th Street and interlocked switches "A" Yard Office.

Rule 93: Yard limits located at:

San Bernardino to and including Upland, Pasadena and Water Street to 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."

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Rialto Foothill Spur	85.8	4100	West
Fontana	88.8	700	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Gallo Spur	94.6	2200	West
Rochester	95.0	460	East
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	East and West
La Verne	107.9	750	East
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	764	East and West
Raymond	132.7	475	West
Highland Park	135.9	250	East
Redlands District			
Nevada Street	6.7	750	East and West
Craf	11.4	188	East

SECOND AND REDLANDS DISTRICTS

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Second District	
	Psg. and Light	MPH
San Bernardino to Upland	90	60
Upland to Los Angeles	65	60
Rialto, Cucamonga, Foothill Spurs, Muscat and Metropolitan Spurs	15	15
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 114.3	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 131.8 Curve and Crossings	20	20
M.P. 131.8 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
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
M.P. 12.0 to M.P. 19.0	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 Rialto Foothill Spur Cucamonga Foothill Spur Upland Claremont Water Street (0.7 Mi. East) Mission Tower	S. P. Crossing. S. P. Crossing. S. P. Crossing. S. P. Crossing. S. P. Crossing. U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	98-A, 98-B 98-A, 98-B. 98-A, 98-B. Main track and siding, when home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A). 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—

REDLANDS DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending—Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
	708	89.5		PATTON		19.7	
B	1220	83.2		HIGHLAND		18.7	0.0
	1230	88.5		EAST HIGHLANDS		16.2	70.5
C	790	0.0		MENTONE		12.0	0.0
B		101.3		REDLANDS		8.8	116.2
C-R-Y	Yard			S. P. Crossing SAN BERNARDINO		0.0	116.2
				(19.9)			

LENGTH OF STEMS OF WYES

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

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

Normal position of junction switches
San Bernardino for First District.

WESTWARD			Ruling Grade Ascending Feet Per Mile	TIME TABLE			Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Ruling Grade Ascending Feet Per Mile	EASTWARD		
FIRST CLASS				NO. 25							FIRST CLASS		
75	73	71		October 28, 1973							70	72	76
Leave Daily	Leave Daily	Leave Daily	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily					
			25.0	SAN BERNARDINO YL	3 TRKS	0.0	C-R-Y	Yard	52.8				
			0.0	2.2 RANA YL	YL	1.6			52.8				
			21.1	1.3 COLTON YL	YL	2.9	C	Yard	52.8				
			21.1	3.8 S. P. Crossing HIGHGROVE	TWO TRACKS	6.7	B	Yard	52.8				
			0.0	2.6 S. P. Crossing RIVERSIDE JCT.		9.2	C-R		13.2				
			63.4	0.6 RIVERSIDE YL	YL	9.8	C	Yard	52.8				
			21.1	4.2 CASA BLANCA		14.0	Y	4934	52.8				
			0.0	2.4 ARLINGTON		16.4		3095	52.8				
			0.0	3.3 MAY		20.2	B	4692	52.8				
			0.0	3.1 PORPHYRY		22.8	B-Y	8059	52.8				
			24.3	1.3 CORONA		24.1	C-R	8370	52.8				
			21.1	5.0 PRADO DAM		29.2	B	4735	52.8				
			0.0	7.2 ESPERANZA		36.4	B	6359	52.8				
			10.6	4.3 ATWOOD		40.6	B-Y		42.2				
			0.0	2.3 PLACENTIA		43.0			42.2				
PM	PM	AM	0.0	3.0 FULLERTON		165.0	C-R		42.2	AM	AM	PM	
6.30	3.00	9.00	12.7	6.3 U. P. Crossing LA MIRADA		158.7	B	Yard	33.4	9.05	11.05	8.30	
6.36	3.06	9.06	37.0	4.3 SANTA FE SPRINGS	TWO TRACKS	154.4	C	4300	9.2				
			23.2	1.3 LOS NIETOS	ABS	153.1	B		17.6				
			17.1	0.9 S. P. Crossing D. T. JUNCTION		152.1	B		26.9	8.49	10.49	8.14	
			0.0	1.0 S. P. Crossing PICO RIVERA		151.2	R	Yard	4.2				
			22.7	1.3 BANDINI		149.8	B		0.0				
			19.0	4.3 HOBART		145.5	C-R	Yard	52.8	8.42	10.42	8.07	
			37.0	2.3 U. P. Crossing REDONDO JCT.		143.2	R-T-Y		0.0				
			37.0	2.1 U. P. Crossing FIRST STREET		141.1	B-R	Yard	0.0				
			59.7	(70.4) MISSION TOWER		140.1	C-Y		0.0				
			71.8	0.8 LOS ANGELES					31.7	8.33	10.33	7.58	
7.05	3.35	9.35		Union Station						8.30	10.30	7.55	
PM	PM	AM								AM	AM	PM	
Arrive Daily	Arrive Daily	Arrive Daily		WEST (72.1)	(71.4) EAST					Leave Daily	Leave Daily	Leave Daily	
(43.7)	(43.7)	(43.7) Average speed per hour			(43.7)	(43.7)	(43.7)					

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

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.

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

Rule 85: Between Mission Tower and D. T. Junction and between La Mirada and Fullerton, exchanging train orders, signals and numbers is not required.

Rule 251 in effect at following locations;

- Between west end of Bridge 4.6 and Riverside Jct. (North Track only).
- Between La Mirada and D.T. Jct.

Rule 261 (TCS) in effect at following locations;

- Main Tracks San Bernardino interlocked switches 5th Street to Bridge 4.6 (South 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.
- Main Track Redondo Jct. Interlocking to Mission Tower.

Rule 93: Yard limits located at:

- San Bernardino to and including Colton and at Riverside.

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
Prenda and La Habra Valley Spurs	15	15	15
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. 6.4	40	40	40
3 Curves M.P. 6.4 to M.P. 6.8	30	30	30
M.P. 6.8 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	45	45	45
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

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."

SWITCHES—MAXIMUM AUTHORIZED SPEED

Station	Type	Location	MPH
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	15
Riverside Junction	I	Union Pacific junction switch when not using 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 crossovers	50
Bandini	I	Two crossovers	50
Eastern Ave.	I	Main track crossovers and lead switch	40
M.P. 144.7	I	Two crossovers	30

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity in Feet	Switch Connection
Pachappa	12.4		
Prenda Spur (Prenda)	14.3		
La Sierra	18.5	Lgh. 2.1 m.	East and West
Buena Park	160.5	440	West
Standard Oil Spur	160.8	725	East and West
Wilshire	156.8	425	East
Mojave Spurs	155.8	2900	East and West
Stephens Spur	155.5	1375	West
La Habra Valley Spur	154.6	675	East and West
		Lgh. 1.2 m.	West

LENGTH OF STEMS OF WYES

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.

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS
THIRD DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
San Bernardino: Rana Colton Tower	See West Yard Tower, Second District 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	
Fullerton Los Nietos D. T. Junction Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	U. P. Crossing. S. P. Crossing. S. P. Crossing. All tracks. U. P. Crossing.	TCS When home signals in stop positions, 98-B, 320(B). Interlocking. Interlocking	
Redondo Junction	U. P. Crossing.	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.	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 Union Station 0— Old main 00—0 Cudahy lead —0— Against current of traffic —0000 S. P. Downey Ave. 000—

FOURTH DISTRICT

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	Capacity in Feet	Switch Connection
Irvine Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	1080	East
Tustin	181.5		
Frances	183.1	1467	East and West
Kathryn	183.9	1000	East
Como	180.1	2034	East and West
Las Flores	218.7		
Stuart	221.7	2543	East and West
Carlsbad	229.3	2500	West
San Diego G. & E. Co. Spur	231.3	1005	East
Cardiff	239.8	468	West
Solana Beach	241.9	436	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	634	East and West

Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 25 October 28, 1973	Mile Post	EASTWARD			Ruling Grade Ascending— Feet Per Mile
			FIRST CLASS					FIRST CLASS			
			75	73	71			70	72	76	
			Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	
Y	Yard	31.1				NATIONAL CITY YL 273.1					26.4
C-R-T		10.5	PM	PM	AM	22ND STREET YL 269.3		AM	PM	PM	0.0
Y	Yard	52.8	4.30	1.00	7.00	SAN DIEGO YL 267.5	11.05	1.05	10.30		31.0
B		65.5	4.37	1.07	7.07	OLD TOWN YL 264.2	10.50	12.50	10.15		51.7
B		113.5				ELVIRA 257.9					0.0
B-Y		0.0				MIRAMAR 253.0					116.2
B	4877	54.2	5.00	1.30	7.30	SORRENTO 249.1					58.1
Y		52.8				DEL MAR 244.0	10.29	12.29	9.54		63.4
B		63.4				ENCINITAS 238.1					63.4
B	5333	69.7				PONTO 233.8					64.4
B-Y		15.8				ESCONDIDO JCT. 227.2					7.4
C-R	6096	64.4	5.21	1.51	7.51	OCEANSIDE 226.2	10.09	12.09	9.34		63.5
B-Y	4569	70.8				FALLBROOK JCT. 224.1		PM			69.0
B	4927	29.6				SAN ONOFRE 209.2					58.1
B		26.4	5.42	2.12	8.12	SAN CLEMENTE 204.8	9.49	11.49	9.14		28.5
B	4956	60.5				SERRA 199.8					0.0
B		65.5				SAN JUAN CAPISTRANO 197.2					0.0
B	4972	67.3				GALIVAN 192.6					73.9
B		0.0				EL TORO 188.1					70.2
	5982	12.0				VALENCIA 182.9					63.4
B	4664	38.5				IRVINE 178.5					0.0
C	6048	30.6	6.12	2.42	8.42	SANTA ANA 175.5	9.21	11.21	8.46		14.3
Y	6250	29.6				ORANGE 172.6					39.2
C	3044	22.7				S. P. Crossing ANAHEIM 167.8					19.0
C-R			6.30 PM	3.00 PM	9.00 AM	FULLERTON 165.0	9.05 AM	11.05 AM	8.30 PM		
			Arrive Daily	Arrive Daily	Arrive Daily	(107.7)	Leave Daily	Leave Daily	Leave Daily		
			(51.0)	(51.0)	(51.0) Average speed per hour.....	(51.0)	(51.0)	(51.0)		

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

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.

Rule 85: Between Fullerton and Old Town, exchanging train orders, signals and numbers is not required.

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

Rule 93(A) in effect:
At San Diego passenger yard between crossover, Ash St. and Broadway.

TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 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.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Fourth District LOCATION	M.P.H. Psgr. and Light Frt.	LOCATION	M.P.H. Psgr. 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
Irvine and Miramar Spurs	15 15	3 Curves M.P. 224.7 to 223.8	70 60
San Diego M.P. 273.0 to 267.3	20 20	2 Curves M.P. 209.0 to 208.2	70 60
San Diego M.P. 267.3 to 264.1	30 30	12 Curves M.P. 207.7 to 201.2	75 60
3 Curves M.P. 262.7 to 261.2	70 60	Curve M.P. 200.3 to 199.9	45 45
2 Curves M.P. 260.3 to 259.9	50 50	Curve M.P. 199.4 to 199.1	65 60
Curve M.P. 259.1 to 258.6	60 60	3 Curves M.P. 198.6 to 197.9	35 35
3 Curves M.P. 258.5 to 257.9	40 40	2 Curves M.P. 197.4 to 197.0	60 60
6 Curves and Grade M.P. 257.8 to 257.7 Westward	65 60	Curve M.P. 195.9 to 195.8	75 60
6 Curves and Grade M.P. 257.7 to 257.8 Eastward	65 35	2 Curves M.P. 194.2 to 193.5	85 60
10 Curves M.P. 252.8 to 251.0	25 25	Santa Ana M.P. 176.1 to 175.3	40 40
2 Curves M.P. 250.9 to 250.6	40 40	2 Curves M.P. 175.0 to 174.4	60 60
2 Curves M.P. 250.5 to 250.0	55 55	7 Curves M.P. 173.8 to 172.0	40 40
Curve M.P. 247.7 to 247.6	85 60	Curve M.P. 170.3 to 169.2	75 60
Curve M.P. 245.8 to 245.5 Westward	60 60	Anaheim M.P. 168.1 to 167.7	40 40
Curve M.P. 244.6 to 244.4 Westward	75 60	Curve M.P. 166.9 to 166.6	75 60
3 Curves M.P. 244.4 to 245.8 Eastward	60 60	Curve M.P. 165.9 to 165.3	50 50
2 Curves and Plaza St. Crossing M.P. 244.3 to 241.8	50 50	Fullerton M.P. 165.2 to 164.7	30 30
		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.
- "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.

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

Siding switches Olive not power controlled but are equipped with electric switch locks.

OLIVE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Rating Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending—Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
Y-B	Yard	42.2	TCS	ATWOOD 2.4	0.0	42.2	
B		42.2		OLIVE S. P. Crossing 3.4	2.4	42.2	
Y-C	3280			ORANGE	5.8		
				(5.8)			

Rule 261 (TCS) in effect on main track between Atwood and Orange.

EL SINORE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Rating Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending—Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
B	847	147.8	TCS	EL SINORE 5.6	21.9	132.0	
B	1013	50.7		ALBERHILL 7.8	16.3	89.8	
	1498	0.0		ARCILLA 8.5	8.5	68.6	
B-Y	Yard			S. P. Crossing PORPHYRY	0.0		
				(21.9)			

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

RAILROAD CROSSING AT GRADE

Olive District		
Location	Track Governed	Rule
Olive 1.7 west	S. P. Crossing	TCS
Elsinore District		
PORPHYRY	S. P. Crossing	98-A, 98-B.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Elsinore District			
Location	Mile Post	Capacity in Feet	Switch Connection
Mining Spur	3.2	3425	East and West
South Corona	5.0		
Weisel	6.2	1820	East

LENGTH OF STEMS OF WYES

Location	Feet
Atwood	600
Orange	Main track

HARBOR DISTRICT

Capacity of Sidings In Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications Turn Tables and Wyes
		↑	NO. 25 October 28, 1973	↓			
			STATIONS				
			LONG BEACH 2.5				
			S. P. Crossing West Thenard 1.1				
Yard			Pier A Yard 2.0				O
Yard			WILMINGTON 1.4	28.0			B
Yard			WATSON 3.3	26.6		52.8	B-Y
Yard	79.2		IRONSIDES 1.6	23.3		0.0	
Yard	24.3		TORRANCE 1.6	21.7		26.4	C
Yard	10.9		ALCOA 3.5	20.1		58.4	B
Yard	52.3		LAWDALE 1.8	16.6		51.1	
	52.6		EL SEGUNDO S. P. Crossing 1.2	14.8		4.0	Y
5100	26.4		LAIRPORT 3.7	13.6		13.7	B
Yard	52.8		INGLEWOOD 1.9	9.9		52.8	
Yard	0.0		HYDE PARK 0.7	8.0		57.6	
Yard	10.5		VAN NESS 1.3	7.3		0.0	
Yard	18.5		WILDASIN 2.5	6.0		0.0	
Yard	21.1		WINGFOOT S. P. Crossing 2.0	3.5		0.0	B
Yard	52.8		S. P. Crossing MALABAR 1.5	1.5		0.0	
			REDONDO JCT. (28.0)	0.0			R-Y

REDONDO DISTRICT

Capacity of Sidings In Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications Turn Tables and Wyes
		↓	NO. 25 October 28, 1973	↑			
			STATIONS				
Yard			REDONDO BEACH 1.5	20.2		0.0	
Yard	42.2		HERMOSA BEACH 1.7	18.7		0.0	
	42.2		MANHATTAN BEACH 2.2	17.0		52.8	
Yard	47.5		EL SEGUNDO (5.4)	14.8			Y

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Nadeau	2.5	325	East

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Redondo Junction	U. P. Crossing.	See Redondo Junction, Third District. Automatic interlocking, 321(D), 10 MPH.
Nadeau	S. P. Crossing.	
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 DISTRICT SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Fr.
HARBOR DIST.	30		30
Torrance Oil Spur	15		15
Alcoa Spur	15		15
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. 25.9	10		10
St. Crossing M.P. 26.0	10		10
St. Crossing M.P. 26.1	10		10
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.

No switch lights on Harbor District.

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 Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
	1018	116.2		HIGHGROVE S. P. Crossing 2.5		0.0	0.0
		116.2		LEMONA 4.5		2.7	0.0
	1555	21.3		BOX SPRINGS 2.3		7.2	17.6
C		21.3		MARCH FIELD 4.7		9.6	17.6
	2046	0.0		ALESSANDRO 2.9		10.6	47.5
Y	1105	0.0		VAL VERDE 4.7		13.5	28.1
B-Y	Yard	21.6		PERRIS 3.8		18.3	63.4
	1030	49.3		ETHANAC 6.3		22.7	42.2
	1570	52.8		WINCHESTER 7.1		28.9	0.0
B	Yard	6.3		HEMET 2.3		36.0	63.4
C-Y	Yard			SAN JACINTO		38.3	
(37.5)							

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 Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
	1376	83.4		ESCONDIDO 4.9		21.1	95.0
	866	116.2		SAN MARCOS 7.0		16.2	116.2
B	1811	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 Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
	2077	66.0		FALLBROOK JCT. 6.0		0.0	62.7
		26.4		CHAPPO 2.4		5.9	0.0
B	2271	132.0		JOFEKAN 6.7		8.4	79.2
	357	105.6		U.S.M.C. Crossing DE LUZ 1.8		15.1	0.0
C				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	MPH	Fr.
SAN JACINTO DISTRICT:		
Highgrove to Box Springs	20	20
Box Springs to 34.8	40	40
M.P. 34.8 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	10	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

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

STATION OR TRACKS NOT SHOWN IN SCHEDULE

San Jacinto District			
Location	Mile Post	Capacity in Feet	Switch Connection
Lily Cup	0.6	545	East and West
Box Springs Quarry	6.1	2305	East and West
Mayer Farms	15.9	920	East and West
Granite Spur	14.5	Lgh. 0.9 m.	Wye
Ellis	19.9	800	East
Menifee	25.0		
Egan	33.1	760	East and West
Escondido District			
Talica	3.7	1347	East and West
Fallbrook District			
Ranch House	7.6		
Marine Base Spur	10.5	615	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.

CADIZ DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
				STATIONS			
C	Yard			PARKER YL		105.8	
		31.7		8.3			29.6
B		30.6		CALZONA		114.1	
	880			5.9			0.0
		30.6		VIDAL		120.0	
				20.4			21.1
B	2471			RICE YL		140.4	
		0.0		3.6			25.3
B	1967			FREDA YL		144.0	
		0.0		7.0			30.6
B	2846			SABLON		151.0	
		29.6		18.2			31.7
B	4949			FISHEL		169.2	
		29.6		21.3			31.7
B-Y	3500			CADIZ YL		190.5	
				(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 Feet	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
				STATIONS			
		21.7		RIPLEY		49.4	
		83.4		7.4			42.8
C-R-Y	Yard			BLYTHER		42.0	
				25.5			10.6
	526			STYX		16.5	
		65.0		16.5			83.4
B-Y	2741			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 Feet	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
				STATIONS			
				CUSHENBURY		29.2	
		0.0		3.1			105.6
	700			SPUR 5		26.1	
		0.0		10.5			105.6
		75.0		BASS		15.6	
				4.3			75.0
	122			SPUR 2		11.3	
		0.0		4.3			75.0
	114			SPUR 1		7.0	
		116.2		7.0			75.0
B				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.		
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	Capacity in Feet	Switch Connection
Earp	107.3	534	West
Grommet	131.6	500	East
Saltmarsh	155.8		
Milligan	164.0		
Metropolitan Water Dist.	163.9	1711	East and West
Pacific Salt Co.	163.7	212	East and West
Standard Chemical Co.	162.6	988	East and West
Chubbuck	172.7	574	West
Ripley District			
Midland	17.8	308	West
Cox	20.4	1100	East
Inca	22.6		West
Mesaville	33.0		West
Riverview Farms Spur .	36.3	Lgh. 3.9 m.	West
Miller Farms	44.7		East
Lucerne Valley District			
La Habra Product Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	East and West

Normal position of junction switches

Rice for Cadiz District.

Cadiz for Needles District siding.

Hesperia for First 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 office), Los Angeles (Union Station, Redondo Jct. and Hobart yard offices), Torrance, Fullerton, San Diego (yard office and Division Foreman's office).

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

Union Pacific trains using joint tracks between Riverside Jct. and Daggett 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, Union Station, Redondo Junction, Hobart, Torrance, 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.

9. Rule 93(A): Between designated points specified in Time Table, trains and engines must move at restricted speed and main tracks may be used in either direction not protecting against other trains or engines and are not required to clear first class trains or superior trains but must give way to them as soon as possible upon their approach.

SPEED REGULATIONS

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

11. 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	Wrecking Derricks 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.

12. MAXIMUM SPEED OF LOCOMOTIVES

Diesel Locomotives	Forward MPH	Light forward MPH	Backing or when not controlled from leading unit	Dead in train
300LABC Thru 321AB	90	90	45	90
5590-5614, 5920-5948				
5906-5907 and 5914	90	90	45	90
AMTRAK 500-539	90	90	45	90
5687-5704	79	79	45	79
101-114, 200-289, 325-349				
2000-2050, 2500-2899, 2900-2951				
3100-3174, 3200-3284, 3300-3460				
3500-3560, 4000-4019, 4500-4579				
4600-4679, 5000-5019, 5500-5589				
5615-5686, 5900-5919 Except 5906, 5907 and 5914				
6300-6348, 6600-6615, 7500-7519				
7900-7909, 8000-8005, 8500-8524	70	70	45	70
8700-8735, 9800-9849, 9850-9854				
541-563, 603-640, 653, 1500-1537				
2323-2399, 2416, 2418-2441, 2450	45	45	45	45

NOTE: Units 5687-5704 may operate at 90 MPH in Passenger Service.

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	San Bernardino	20	
	Ash Hill-Siberia	Passenger Train Speeds	
	Summit-San Bernardino		

13. 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:			
All Classes	4	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

**SYMBOL FREIGHT TRAIN SCHEDULE (For information only)
LOS ANGELES DIVISION
WESTWARD**

	NEEDLES			BARSTOW			SAN BERNARDINO			LOS ANGELES	
	Arrive	Leave		Arrive	Leave		Arrive	Leave		Arrive	
109	11:15P	11:15P	2	4:30A	5:00A	3					
118	7:20A	7:20A	3	12:05P	12:35P	3	4:20P	4:40P	3	9:00P	3
119	3:30A	3:30A	3	7:30A	8:00A	3					
129	3:30A	3:30A	3	7:30A	8:00A	3					
198	4:00P	4:00P	2	7:00P	7:05P	2	9:15P	9:15P	2	11:00P	2
308	12:45P	12:45P	2	4:40P	5:10P	2	8:15P	8:15P	2	11:00P	2
309	11:15P	11:15P	2	4:30A	5:00A	3					
318	2:15A	2:15A	3	8:05A	8:35A	3	12:40P	1:00P	3	7:00P	3
328	7:20A	7:20A	2	12:05P	12:35P	2	4:20P	4:40P	2	9:00P	2
329	3:30A	3:30A	2	7:30A	8:00A	2					
368	7:20A	7:20A	2	12:05P	12:35P	2	4:20P	4:40P	2	9:00P	2
378	7:20A	7:20A	2	12:05P	12:35P	2	4:20P	4:40P	2	9:00P	2
379	3:30A	3:30A	2	7:30A	8:00A	2					
408	4:55A	5:00A	3	10:00A	11:00A	3	2:05P	2:25P	3	6:00P	3
508	4:30A	4:30A	3	9:10A	9:55A	3	2:00P	2:30P	3	7:00P	3
668	2:35P	2:35P	1	6:10P	6:30P	1	9:30P	9:30P	1	11:59P	1
678	5:20P	5:25P	1	9:30P	10:00P	1	1:00A	1:30A	2	4:00A	2
679	9:10P	9:10P	1	2:25A	2:55A	2					
709	9:10P	9:10P	1	2:25A	2:55A	2					
718	4:00P	4:30P	1	11:00P		1					
728	12:15A	12:15A	2	5:45A	8:45A	2	12:45P	1:15P	2	6:00P	2
779	9:10P	9:10P	1	2:25A	2:55A	1					
908				6:30P	7:30P	1	11:30P	12:30A	2	5:00A	2
968				8:30A	9:15A	3	12:45P	1:00P	3	4:00P	3

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.

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

DR. CHARLES J. MONAHAN, 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.

R. W. WELLS, GENERAL WATCH INSPECTOR
Topeka, Kansas

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

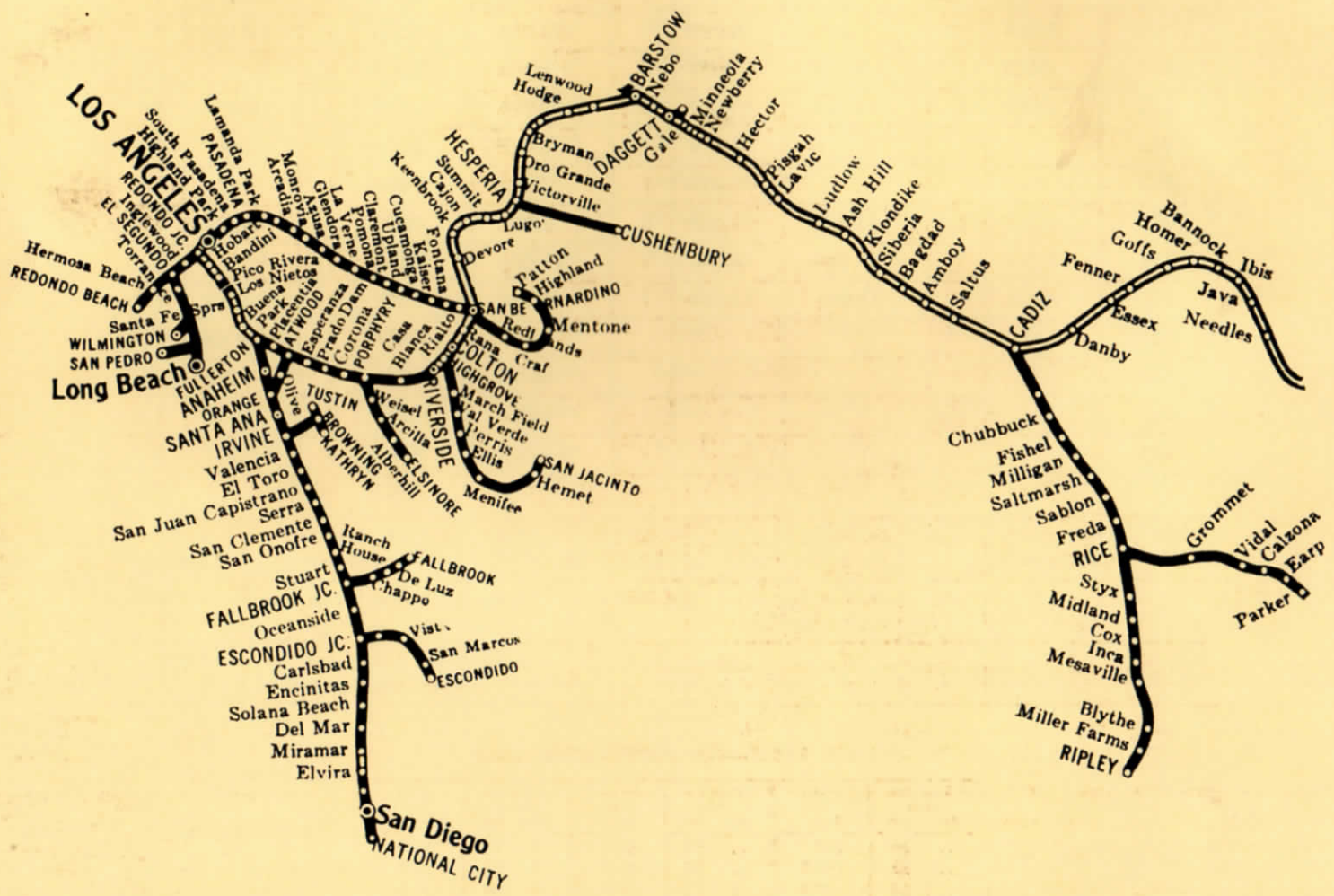
SYMBOL FREIGHT TRAIN SCHEDULE (For information only)
LOS ANGELES DIVISION
EASTWARD

	LOS ANGELES		SAN BERNARDINO			BARSTOW			NEEDLES	
	Leave		Arrive	Leave		Arrive	Leave		Arrive	
801	9:00A	1	11:45A	12:15P	1	4:15P	4:45P	1	8:00P	1
803	6:30A	1	8:15A	8:45A	1	11:45A	12:15P	1	3:35P	1
804	8:00P	0	10:00P	10:30P	0	1:30A	2:00A	1	6:00A	1
805	5:00A	1	7:30A	8:00A	1	11:00A	11:30A	1	3:05P	1
809	6:00P	0	9:00P	9:45P	0	2:00A	3:00A	1		
813	9:00P	0	11:00P	11:30P	0	2:30A	3:00A	1	6:35A	1
816				11:00A	1	2:00P	2:30P	1	5:00P	1
843				10:30A	1	1:30P	2:00P	1	6:00P	1
863	9:00P	0	11:00P	11:30P	0	2:30A	3:00A	1	6:35A	1
869	4:00A	1	6:15A	7:00A	1	11:00A	11:45A	1		
891	9:30A	1	11:05A	11:05A	1	1:05P	1:10P	1	4:05P	1
901						5:15P	5:45P	1	8:55P	1
905						8:45P	9:15P	1	1:50A	2
917						6:00A	6:45A	1	11:15P	1
943						4:30P	5:00P	1	9:05P	1

788	YK Coal	708	Lv. Parker	5:30A	3254	Lv. Los Angeles	7:30P
887	Coal Mtys		Ar. Barstow	12:01P		Ar. San Diego	12:40A
		807	Lv. Barstow	9:00A	3251	Lv. San Bernardino	4:00P
			Ar. Parker	3:30P		Ar. San Diego	9:00P
					3252	Lv. San Diego	9:00P
						Ar. San Bernardino	2:30A

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.		Min. Sec.		Min. Sec.	
.. 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



**LOS ANGELES AND
LOS ANGELES TERMINAL DIVISIONS**