



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, L and M, Book of Rules.)

LOS ANGELES DIVISION

- G. H. DOTSON, *Asst. Superintendent* . . . San Bernardino, Calif.
- W. H. LAWSON, *Trainmaster* Needles, Calif.
- G. S. PATTERSON, *Asst. Trainmaster* Needles, Calif.
- B. T. JOHNSTON, *Road Foreman of Engines* Needles, Calif.
- C. F. LILLEY, *Trainmaster* Barstow, Calif.
- D. J. McDUGAL, *Asst. Trainmaster* Barstow, Calif.
- T. H. SHALIN, *Asst. Trainmaster* Barstow, Calif.
- F. V. DOBBS, *Road Foreman of Engines* Barstow, Calif.
- E. J. MULLIGAN, *Road Foreman of Engines* Barstow, Calif.
- B. J. HEATH, *Trainmaster* San Bernardino, Calif.
- G. C. DADO, *Trainmaster* San Bernardino, Calif.
- P. J. DE WOLF, *Asst. Trainmaster* San Bernardino, Calif.
- J. M. TAYLOR, *Asst. Trainmaster* San Bernardino, Calif.
- L. D. BURT, *Asst. Trainmaster* San Bernardino, Calif.
- S. F. CROOK, *Safety Supervisor* San Bernardino, Calif.
- J. E. THORNTON, *Road Foreman of Engines*
San Bernardino, Calif.
- J. L. SCHROEDER, *Trainmaster* Fullerton, Calif.
- R. D. HARPER, *Asst. Trainmaster* Fullerton, Calif.
- H. B. LAMPE, *Asst. Trainmaster* San Diego, Calif.

LOS ANGELES TERMINAL DIVISION

- J. M. WATKINS, *Trainmaster* Los Angeles, Calif.
- W. E. ADAMS, *Trainmaster* Los Angeles, Calif.
- R. L. DIXON, *Trainmaster* Los Angeles, Calif.
- D. E. BEAUCHAMP, *Trainmaster* Los Angeles, Calif.
- D. S. HYDER, *Trainmaster* Los Angeles, Calif.
- C. K. SEAMAN, *Asst. Trainmaster* Los Angeles, Calif.
- N. C. ORFALL, *Asst. Trainmaster* Los Angeles, Calif.
- P. V. NASH, *Asst. Trainmaster* Los Angeles, Calif.
- M. J. WOOD, *Asst. Trainmaster* Los Angeles, Calif.
- G. J. BUHLER, *Asst. Trainmaster* Long Beach, Calif.
- M. E. CURTIS, *Safety Supervisor* Los Angeles, Calif.
- A. C. HENDERSON, *Road Foreman of Engines*
Los Angeles, Calif.

COAST LINES

- E. F. POLLARD, *Supervisor of Air Brakes and General Road Foreman of Engines* . . . Los Angeles, Calif.
- D. KEMP, *Road Foreman of Engines (AMTRAK)*
Los Angeles, Calif.

CHIEF TRAIN DISPATCHER'S OFFICE—SAN BERNARDINO

D. F. HODGES, *Chief Dispatcher*

ASST. CHIEF DISPATCHERS

G. A. WOLLERTON - W. E. EBERT - E. L. MAYS - E. M. BUTLER

TRAIN DISPATCHERS

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

The Atchison, Topeka and Santa Fe Railway Co.



LOS ANGELES AND LOS ANGELES TERMINAL DIVISIONS

TIME TABLE No.

1

IN EFFECT

Sunday, January 5, 1975

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.

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 interlocked switches and crossovers at following locations:

Station	Location	MPH		
Needles	M.P. 578.4 crossover main track to freight lead	30		
	M.P. 580.3 crossover main tracks	50		
	West end freight lead	50		
Daggett	Two main track crossovers	50		
	Turnout to Union Pacific main track	30		
Barstow	M.P. 743.6 two main track crossovers	50		
	M.P. 743.6 turnout outbound lead	50		
	M.P. 743.7 crossover middle to north main track	30		
	M.P. 743.7 turnout to south track	30		
	M.P. 745.3 main track and crossover switches to yard	30		
Spring Switches at West end North track sidings			15	
Java	Homer	Danby	Bagdad	Pisgah
Ibis	Goffs	Cadiz	Siberia	Newberry
Bannock	Fenner	Amboy	Ash Hill	Daggett
Spring Switches at East end South track sidings			15	
Newberry	Ash Hill	Amboy	Danby	Goffs
Pisgah	Bagdad	Cadiz	Essex	

CADIZ DISTRICT

WESTWARD	TIME TABLE					EASTWARD	
Ruling Grade Descending—Feet Per Mile	NO. 1					Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet
	January 5, 1975						
STATIONS							
	PARKER	YL	105.8		C	Yard	
29.6	8.3			31.7			
0.0	CALZONA		114.1				
	5.9			30.6	B	880	
21.1	VIDAL		120.0				
	20.4			30.6			
	RICE	YL	140.4		B-Y	2471	
25.3	3.6			0.0			
30.6	FREDA	YL	144.0			1500	
	7.0			0.0			
31.7	SABLON		151.0			2846	
	18.2			29.6			
31.7	FISHEL		169.2			4949	
	21.3			29.6			
	CADIZ	YL	190.5		B-Y	3500	
	(84.7)						

Trains must get numbered clearance card before leaving Parker.

Rule 93: Yard limits located at Cadiz (Cadiz District only), Freda to Rice, inclusive, Milligan and Earp to Parker, inclusive.

RIPLEY DISTRICT

WESTWARD	TIME TABLE					EASTWARD	
Ruling Grade Descending—Feet Per Mile	NO. 1					Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet
	January 5, 1975						
STATIONS							
	RIPLEY	YL	49.4				
42.8	7.4			21.7			
	BLYPHE	YL	42.0		C-R-Y	Yard	
10.6	25.5			83.4			
	STYX	YL	16.5			526	
83.4	16.5			65.0			
	RICE	YL	0.0		B-Y	2471	
	(49.4)						

Rule 93: Yard limits Ripley to Rice, inclusive.

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7
Needles District

Location	Type	Signals Affected
Bridge 587.9	Highwater	Signals 5871 and 5892
M.P. 633.5 North track	Hot Box	Rotating white lights at scanner (M.P. 631.3) and locator (M.P. 633.5)
Bridge 642.9	Highwater	Signals 6421 and 6442
M.P. 648.1 North track	Hot Box and Dragging Equip.	Rotating white lights at scanner (M.P. 644.5-646.5) and locator (M.P. 648.1)
M.P. 648.9 South track	Hot Box and Dragging Equip.	Rotating white lights at scanner (M.P. 651.6) and locator (M.P. 648.9)
M.P. 662.5 South track	Hot Box and Dragging Equip.	Rotating white lights at scanner (M.P. 665) and locator (M.P. 662.5)
M.P. 667 North track	Hot Box	Rotating white lights at scanner (M.P. 665) and locator (M.P. 667)
M.P. 711.8 North track	Hot Box and Dragging Equip.	Rotating white lights at scanner (M.P. 709.1) and locator (M.P. 711.8)
M.P. 714.3 North track	Hot Box and Dragging Equip.	Rotating white lights at scanner (M.P. 716.4) and locator (M.P. 714.3)

Cadiz District

Bridge 186.6	Highwater	Rotating white light on poles located 4 poles west of M.P. 187 and 2 poles west of M.P. 186
--------------	-----------	---------------------------------------------------------------------------------------------

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Needles District			
Location	Mile Post	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
Cadiz District			
Earp	107.3	534	West
Grommet	131.6	500	East
Milligan	164.0		
Metropolitan Water Dist.	163.9	1711	East and West
Pacific Salt Co.	163.7	212	East and West
Standard Chemical Co.	162.6	988	East and West
Chubuck	172.7	574	West
Ripley District			
Midland	17.8	308	West
Cox	20.4	1100	East
Inca	22.6	1512	East and West
Mesaville	33.0	472	West
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West
Miller Farms	44.7	1450	East and West

Normal position of junction switches
Rice for Cadiz District.
Cadiz for Needles District siding.

LENGTHS OF STEMS OF WYES

Location	Feet
Needles	401
Cadiz	Cadiz District
Ash Hill	410
Rice	Ripley District
Blythe	504

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	First District Westward Movements Both Tracks	
	Psg. and Light	MPH Freight
Barstow to San Bernardino	79	60
Adelanto Spur	15	15
Curve M.P. 0.0 to 0.6 North Track	20	20
Curve M.P. 0.0 to 0.6 South Track	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 M.P. 56.1 to 56.6	45	45
Grade (South Track) M.P. 56.6 to 62.2	30	20
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. 1					First Class		
3	January 5, 1975					4		
Leave Daily	Ruling Grade Descending—Feet Per Mile	STATIONS			Mile Post	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	Arrive Daily
AM 5.15		TWO TRACKS						PM 11.10
		BARSTOW			0.0		Yard	
	35.9	—13.6—				37.0		
		HODGE			13.6			
	37.0	—17.9—				37.0		
		ORO GRANDE			31.5		Yard	
	12.7	—5.2—				37.0		
		VICTORVILLE			36.7		Yard	
	0.0	—1.3—				15.8		
		FROST			38.0			
	0.0	—7.1—				83.4		
		HESPERIA			45.1		Yard	
	0.0	—5.0—				81.8		
		LUGO			50.1			
	0.0	—5.8—				84.5		
	s 116.2	SUMMIT			55.9			
	n 158.4	No. 8.9—So. 6.9—				0.0		
	116.2	CAJON			62.8			
		—11.1—				0.0		
	116.2	VERDEMONT			73.9			
		—7.4—				0.0		
s 7.05 AM		SAN BERNARDINO			81.3		Yard	9.12 PM
Arrive Daily		South Track (81.3)						Leave Daily
		North Track (83.3)						
(44.1)	Average speed per hour					(42.1)		

Rule 97(A): Trains must get numbered clearance card before leaving San Bernardino; except at "A" Yard Office, may proceed on clear train order signal in lieu of numbered clearance card.

Rule 97(A): Trains must get numbered clearance card before leaving Barstow; except may proceed on clear train order signal in lieu of numbered clearance card.

TCS in effect on Main Tracks between Barstow and San Bernardino. Rule 94 in effect at Barstow, between M.P. 745.7 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 north track governs eastward movements on north track.

At Summit, westward passenger trains will make air brake test as prescribed Rule 934-1, item 4.

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

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

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

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

RULE 956—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 Verdemont.

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 Verdemont.

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 Engineman that prescribed brake pipe pressure is indicated on gauges, train may proceed without stopping; otherwise trains must stop at Summit and ascertain that brakes on rear car apply and release. Train must not proceed until brakes have been released and brake system recharged.

6 SECOND, OLIVE AND ELSINORE DISTRICTS

LOS ANGELES DIVISION

Westward		TIME TABLE NO. 1 January 5, 1975						Eastward	
First Class		STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	First Class	
3	Ruling Grade Descending—Feet Per Mile							4	
Leave Daily								Arrive Daily	
AM 7.10	0.0	SAN BERNARDINO YL		81.3		C-R-Y	Yard	PM 9.09	
		3.6			64.9				
7.17	38.7	RIALTO YL		84.9			2647	8.59	
7.23	37.7	KAISER YL		91.8		C-R	Yard	8.54	
		2.0			14.3				
	32.0	ETIWANDA YL		93.7		B	2570		
7.29	19.3	CUCAMONGA YL		97.7		C-Y	3154	8.49	
		3.9			14.3				
7.33	42.2	UPLAND YL		100.9		C	2363	8.46	
		S. P. Crossing			56.4				
7.38	59.1	CLAREMONT		104.8			2732	8.42	
		S. P. Crossing			30.8				
7.45	63.4	POMONA		108.7		C	3079	8.39	
		3.2			0.0				
	63.4	SAN DIMAS		110.2			1919		
		4.1			0.0				
7.55	63.4	GLENORA		114.4		B	2820	8.28	
		2.5			0.0				
7.58	75.0	AZUSA		118.9		C-Y		8.25	
		1.4			39.6				
8.01	81.3	KINCAID		118.2			3213	8.23	
		2.0			0.0				
	60.7	BUTLER		120.2		B	2561		
		2.3			26.4				
8.05	26.4	MONROVIA		122.4				8.20	
		1.7			75.0				
	0.0	ARCADIA		124.2			852		
		3.1			75.2				
8.12	0.0	CHAPMAN		127.3				8.14	
		0.8			63.4				
	95.0	LAMANDA PARK		128.0					
		3.6			78.1				
8.30	114.6	PASADENA YL		131.7			1702	8.00	
		2.0			0.0				
	88.7	SOUTH PASADENA		133.7					
		0.5			0.0				
8.38	108.9	OLGA		134.2			1698	7.47	
		1.5			31.7				
	89.8	WATER STREET YL		138.7			890		
		0.7			0.0				
8.50	37.0	BROADWAY		139.4				7.34	
		0.6			0.0				
	59.7	MISSION TOWER		140.0		C-Y			
		0.8			0.0				
9.05 AM		LOS ANGELES Union Station (59.5)					Yard	7.30 PM	
	31.7	FIRST STREET		141.1			Yard		
		(59.8)							
Arrive Daily								Leave Daily	

(31.0)

Average speed per hour

(36.1)

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

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

Regular trains must get numbered clearance card before leaving San Bernardino.

Rule 97(A): Extras need not secure numbered clearance card before leaving San Bernardino on Second District. Westward extras that are to operate west of Upland must secure numbered 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.

TCS in effect:

On main tracks between Broadway and Mission Tower.

On main tracks at San Bernardino, between interlocked switches 5th St. and M.P. 82.6.

Rule 93: Yard limits located at: San Bernardino M.P. 82.6 to and including Upland, Pasadena, and Water Street to Broadway.

At San Bernardino between and including westward control signals "A" Yard Office, eastward control signals Rana and eastward control signal M.P. 82.6, 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."

OLIVE DISTRICT

WESTWARD		TIME TABLE NO. 1 January 5, 1975				EASTWARD	
↓	Ruling Grade Descending—Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	↑
	42.2	ATWOOD	0.0	0.0	Y-B	Yard	
		2.4					
	42.2	OLIVE S. P. Crossing	2.4	0.0	B		
		3.4					
		ORANGE	-5.8		Y	3280	
		(5.8)					

TCS in effect on main track between Atwood and Orange.

ELSINORE DISTRICT

WESTWARD		TIME TABLE NO. 1 January 5, 1975				EASTWARD	
↓	Ruling Grade Descending—Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	↑
	132.0	ELSINORE YL	21.9	147.8	B	847	
		5.6					
	89.8	ALBERHILL YL	18.3	79.2	B	1013	
		7.8					
	68.6	ARCILLA YL	8.5	0.0		1498	
		8.5					
		PORPHYRY YL	0.0		B-Y	Yard	
		(21.9)					

Rule 93: Yard limits Elsinore to Porphyry, inclusive.
Normal position of junction switches: Porphyry for Third District siding.

LOS ANGELES DIVISION

SECOND, OLIVE AND ELSINORE DISTRICTS 7

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		70	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 131.8 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
4 Curves M.P. 138.3 to 140.0		20	20
Curve M.P. 140.0 to 140.2		15	15
OLIVE DISTRICT			MPH 40
ELSINORE DISTRICT			
Porphyry to M.P. 4.0			25
M.P. 4.0 to 22.1			35
Turnouts & 5 curves M.P. 0.0 to 0.8			10
6 Curves M.P. 2.1 to 4.0			20
3 Curves M.P. 4.0 to 4.8			30
6 Curves M.P. 5.9 to 8.1			30
2 Curves M.P. 8.7 to 9.4			25
2 Curves M.P. 14.7 to 14.9			30
8 Curves & grade M.P. 16.0 to 17.9			15
2 Curves & track M.P. 17.9 to 22.1			20

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 interlocked 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

Olive District

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.

RAILROAD CROSSINGS AT GRADE

Second District

Location	Tracks Governed	Type
Rialto Foothill Spur	S.P. Crossing	98-B, 98-C
Cucamonga Foothill Spur	S.P. Crossing	98-B, 98-C
Upland	S.P. Crossing	Protected by signals 1001 and 1012, when signals in stop position movement over crossing must be made in accordance with Rules 98-B and 98-C
Claremont	S.P. Crossing	Protected by signals 1051 and 1052, when signals in stop position movement over crossing must be made in accordance with Rules 98-B and 98-C
Mission Tower	S.P. & U.P. Crossings	See Third District

Olive District

Olive (1.7 mile west)	S.P. Crossing	TCS
-----------------------	---------------	-----

LENGTHS OF STEMS OF WYES

Location	Feet
Second District	
San Bernardino	3rd Dist. Main Track
San Bernardino	Precooler Lead
Cucamonga	Foothill Spur
Azusa	147
Mission Tower	L.A.U.P.T.
Olive District	
Atwood	600
Orange	Olive Dist. Main track

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Second District

Location	Mile Post	Capacity in Feet	Switch Connection
Rialto Foothill Spur	85.8	2600	West
Fontana	88.8	700	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Gallo Spur	94.6	2200	East
Rochester	95.0	460	East
Cucamonga Foothill Spur	95.8	Lgh. 3.0 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

Elsinore District

Mining Spur	3.2	3425	East and West
South Corona	5.0		
Weisel	6.2	1820	East

TRACK SIDE WARNING DEVICES

SPECIAL RULE 7

Second District

Location	Type	Signals Affected
Bridge 92.8	Highwater	Signals 921 and 932
Bridge 93.6	Highwater	Signals 923 and 932
Bridge 97.1	Highwater	Signals 971 and 972

Olive District

Bridge 1.6	Highwater	Westward Control Signal Atwood governing movement from Third District to Olive District and Signal 22 for eastward movement.
------------	-----------	------------------------------------------------------------------------------------------------------------------------------

WESTWARD			Ruling Grade Descending—Feet Per Mile	TIME TABLE NO. 1 January 5, 1975				Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD		
FIRST CLASS				STATIONS	3 TRACKS	TWO TRACKS	2 TRACKS					FIRST CLASS		
75	73	71										70	72	76
Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily					
			52.8	SAN BERNARDINO		0.0		C-R-Y	Yard					
			52.8	RANA		1.6	64.4							
			59.8	COLTON S. P. Crossing		2.9	0.0	C	Yard					
			52.8	HIGHGROVE		6.7	34.8	B	Yard					
			14.2	RIVERSIDE JCT.		9.2	7.4	C-R						
			52.8	RIVERSIDE		9.8	0.0		Yard					
			52.8	CASA BLANCA		14.0	63.4	Y	4934					
			52.8	ARLINGTON		16.4	21.1		3095					
			52.8	MAY		20.2	0.0	B	4692					
			52.8	PORPHYRY		22.8	0.0	B-Y	8059					
			30.1	CORONA		24.1	0.0	C-R	8370					
			52.8	PRADO DAM		29.2	24.3	B	4735					
			52.8	ESPERANZA		36.4	21.1	B	6359					
			52.8	ATWOOD		40.6	0.0	B-Y						
			42.2	PLACENTIA		43.0	13.2							
PM	PM	AM	42.2	FULLERTON		165.0	0.0	C-R		AM	AM	PM		
6.30	3.00	9.00	33.4	LA MIRADA		158.7	26.9	B	Yard	9.05	11.05	8.30		
6.36	3.06	9.06	9.2	SANTA FE SPRINGS		154.4	37.0	O	4300					
			17.6	LOS NIETOS		153.1	23.2	B						
			26.9	D. T. JUNCTION		152.1	17.4	B		8.49	10.49	8.14		
			0.0	PICO RIVERA		151.2	4.2	R	Yard					
			0.0	BANDINI		149.8	22.7	B						
			52.8	HOBART		145.5	22.7	C-R	Yard	8.42	10.42	8.07		
			0.0	REDONDO JCT.		143.2	37.0	R-T-Y						
			0.0	FIRST STREET		141.1	37.0	B-R	Yard					
			0.0	MISSION TOWER		140.0	59.7	C-Y		8.33	10.33	7.58		
			31.7	LOS ANGELES Union Station			71.8			8.30 AM	10.30 AM	7.55 PM		
Arrive Daily	Arrive Daily	Arrive Daily		WEST (72.6) (71.6) EAST						Leave Daily	Leave Daily	Leave Daily		
(43.7)	(43.7)	(43.7)	Average speed per hour				(43.7)	(43.7)	(43.7)		(43.7)	(43.7)	(43.7)	

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

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

Rule 97(A): At Riverside Jct.; Eastward trains may proceed with current of traffic on clear train order signal in lieu of numbered clearance card.

Rule 97(A): At San Bernardino, trains must get numbered 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 numbered clearance card.

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

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.

TCS in effect at following locations:

- Main Tracks San Bernardino interlocked switches 5th Street to west end Bridge 4.6
- Bridge 4.6 to Riverside Jct. (South Track only).
- Main Tracks Riverside Jct. to La Mirada M.P. 159.5.
- Main Tracks D.T. Jct. to Mission Tower.

At San Bernardino between and including westward control signals "A" Yard Office, eastward control signals Rana and eastward control signal M.P. 82.6, 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."

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
San Bernardino to La Mirada	79	60	
La Mirada to Los Angeles	65	60	
Prenda and La Habra Valley Spurs	15	15	
2 Curves M.P. 0.0X to M.P. 1.5X	15	15	
2 Curves and Bridge M.P. 0.0 to M.P. 0.9	15	15	
7 Curves and Colton M.P. 0.9 to M.P. 3.2	20	20	
North track			
2 Curves and Bridge M.P. 3.5 to M.P. 4.6	40	40	
3 Curves M.P. 4.9 to M.P. 5.6	75	60	
3 Curves M.P. 6.4 to M.P. 6.8	45	45	
Curve M.P. 9.4 to M.P. 9.6	60	60	
4 Curves M.P. 9.6 to M.P. 10.0	30	30	
Westward movements on South track			
M.P. 3.2 to M.P. 4.4	30	30	
M.P. 4.6 to M.P. 6.4	40	40	
3 Curves M.P. 6.4 to M.P. 6.8	30	30	
M.P. 6.8 to M.P. 10.0	40	40	
Eastward movements on South track			
Curve M.P. 9.6 to M.P. 9.4	60	60	
Curve M.P. 8.5 to M.P. 8.3	75	60	
3 Curves M.P. 6.8 to M.P. 6.4	30	30	
Curve M.P. 5.6 to M.P. 5.5	75	60	
Curve and Bridge M.P. 5.0 to M.P. 4.5	40	40	
2 Curves M.P. 4.4 to M.P. 3.2	30	30	
3 Curves M.P. 10.4 to 11.7	65	60	
2 Curves M.P. 11.9 to 12.5	45	45	
Curve M.P. 14.7 to 14.9	75	60	
3 Curves M.P. 15.5 to 16.7	55	55	
Curve M.P. 16.9 to 17.1	65	60	
Corona M.P. 22.5 to 25.8	30	30	
Curve M.P. 30.4 to 30.7 (Westward movement)	65	60	
Curve M.P. 31.2 to 30.4 (Eastward movement)	65	60	
4 Curves M.P. 31.3 to 32.8	60	60	
3 Curves M.P. 33.6 to 35.1	50	50	
3 Curves M.P. 35.2 to 37.1	65	60	
2 Curves M.P. 37.5 to 38.5	60	60	
Placentia M.P. 42.7 to 43.6	50	50	
2 Curves M.P. 45.2 to 45.7	50	50	
Fullerton M.P. 165.2 to 164.7	50	50	
Curve M.P. 161.1 to 160.8	75	60	
Curve M.P. 156.6 to 155.9	60	60	
Crossing and Curve M.P. 144.5 to 143.4	30	30	
2 Curves M.P. 143.4 to 142.9	15	15	
3 Curves M.P. 141.1 to 140.2	35	35	
Curve M.P. 140.2 to 140.0	15	15	

SWITCHES—MAXIMUM AUTHORIZED SPEED

Trailing movements, spring point details:	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 interlocked 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 south track 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 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
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West
La Sierra	18.5	440	West
Buena Park	160.5	725	East and West
Standard Oil Spur	160.8	425	East
Wilshire	156.8	2900	East and West
Mojave Spurs	155.8	1375	West
Stephens Spur	155.5	675	East and West
La Habra Valley Spur	154.6	Lgh. 1.2 m.	West

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Colton Tower	S.P. Crossing	TCS
Riverside Junction	S.P. and U.P. Crossings	TCS
Fullerton	U.P. Crossing	TCS
Los Nietos	S.P. Crossing	Protected by signals 1521 and 1524. When signals in stop position movement over crossing must be made in accordance with Rules 98-B and 98-C.
D.T. Junction	S.P. Crossing	TCS
Hobart Tower	U.P. Crossing	TCS
Redondo Junction	U.P. Crossing	TCS
Mission Tower	S.P. and U.P. Crossings	TCS. 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 signal 1381 located at M.P. 138.3 for yard movements.

LENGTHS 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	Harbor Dist. Main Track
Mission Tower	L.A.U.P.T.

10 FOURTH, ESCONDIDO AND FALLBROOK DISTRICTS

LOS ANGELES DIVISION

WESTWARD			Rating Grade Descending— Feet Per Mile	TIME TABLE NO. 1 January 5, 1975	Mile Post	Rating Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD		
FIRST CLASS									FIRST CLASS		
75	73	71							70	72	76
Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily						
				NATIONAL CITY YL	273.1		Y	Yard			
			26.4	22ND STREET YL	269.3	24.3	C-R				
PM	PM	AM	0.0	SAN DIEGO YL	267.5	22.7	Y	Yard	AM	PM	PM
4.30	1.00	7.00		OLD TOWN YL	264.2	52.8	B		11.05	1.05	10.30
4.37	1.07	7.07	31.0	ELVIRA	267.9	65.5	B		10.50	12.50	10.15
			51.7	MIRAMAR	263.0	113.5	B-Y				
			0.0	SORRENTO	249.1	0.0	B	4877			
			116.2	DEL MAR	244.0	56.0	Y				
			58.1	ENCINITAS	238.1	52.8	B				
5.00	1.30	7.30	63.4	PONTO	233.8	63.4	B	5333			
			63.4	ESCONDIDO JCT.	227.2	69.7	B-Y				
			64.4	OCEANSIDE	226.2	7.4	C-R	6096	10.09	12.09	9.34
			15.8	FALLBROOK JCT.	224.1	64.9	B-Y	4569		PM	
5.21	1.51	7.51	65.5	SAN ONOFRE	209.2	26.4	B	4927			
			69.0	SAN CLEMENTE	204.8	26.4	B		9.49	11.49	
			58.1	SERRA	199.8	60.5	B	4956			
5.42	2.12		26.5	SAN JUAN CAPISTRANO	197.2	65.5	B				9.06
		8.20	0.0	GALIVAN	192.6	67.3	B	4972			
			73.9	EL TORO	188.1	0.0	B				
			70.2	VALENCIA	182.9	22.0	B	5982			
			63.4	IRVINE	178.5	38.5	B	4664			
6.12	2.42	8.42	0.0	SANTA ANA	175.5		C-R	6048	9.21	11.21	8.46
			14.3	ORANGE	172.6	32.6	B-Y	6250			
			39.2	S. P. Crossing ANAHEIM	167.8	29.6	B	3044			
6.30	3.00	9.00	16.9	FULLERTON	165.0	22.7	C-R		9.05	11.05	8.30
PM	PM	AM							AM	AM	PM
Arrive Daily	Arrive Daily	Arrive Daily		(107.7)					Leave Daily	Leave Daily	Leave Daily

Trains must get numbered clearance card before leaving San Diego or 22nd Street during hours Office of Communication is open.

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

Rule 251 in effect between Old Town and San Diego.

TCS in effect Main tracks, end of double track Old Town to Fullerton and on sidings Ponto and Orange.

Rule 93: Yard limits located end of double track Old Town to and including National City.

Rule 94 in effect at San Diego passenger yard between crossover, Ash Street and Broadway.

Normal position of junction switches: Fallbrook Jct. for Fourth District siding.

(51.0) (51.0) (51.0) Average speed per hour (51.0) (51.0) (51.0)

FALLBROOK DISTRICT						
Westward	TIME TABLE NO. 1 January 5, 1975	Mile Post	Rating Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Eastward
↑						↓
Rating Grade Descending— Feet Per Mile						Rating Grade Descending— Feet Per Mile
	FALLBROOK JCT. YL	0.0		B-Y	2077	
63.4	CHAPPO YL	5.9	73.9			
0.0	JOPEGAN YL	8.4	81.1		2271	
79.2	U.S.M.C. Crossing DE LUZ YL	15.1	132.0		357	
0.0	FALLBROOK YL	16.9	105.6			
	(16.9)					

ESCONDIDO DISTRICT						
Westward	TIME TABLE NO. 1 January 5, 1975	Mile Post	Rating Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Eastward
↑						↓
Rating Grade Descending— Feet Per Mile						Rating Grade Descending— Feet Per Mile
	ESCONDIDO YL	21.1		Y	1376	
95.0	SAN MARCOS YL	16.2	91.3		866	
116.2	VISTA YL	9.2	116.2		1811	
116.2	ESCONDIDO JCT. YL	0.0		B-Y		
	(21.8)					

Rule 93: Yard limits Fallbrook Jct. to Fallbrook, inclusive.

Rule 93: Yard limits Escondido to Escondido Jct., inclusive.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Fourth District

LOCATION	Psg. and Light	MPH
National City to Sorrento	79	60
Sorrento to Santa Ana	90	60
South Main Track, M.P. 179.1 to M.P. 176.7	40	40
Santa Ana to Fullerton	79	60
Irvine and Miramar Spurs	15	15
San Diego M.P. 273.0 to 267.3	20	20
San Diego M.P. 267.3 to 264.1	30	30
3 Curves M.P. 262.7 to 261.2	70	60
2 Curves M.P. 260.3 to 259.9	50	50
Curve M.P. 259.1 to 258.6	60	60
3 Curves M.P. 258.5 to 257.9	40	40
6 Curves and Grade M.P. 257.8 to 253.7 Westward	65	60
6 Curves and Grade M.P. 253.7 to 257.8 Eastward	65	35
10 Curves M.P. 252.8 to 251.0	25	25
2 Curves M.P. 250.9 to 250.6	40	40
2 Curves M.P. 250.5 to 250.0	55	55
Curve M.P. 247.7 to 247.6	85	60
Curve M.P. 245.8 to 245.5 Westward	60	60
Curve M.P. 244.6 to 244.4 Westward	75	60
3 Curves M.P. 244.4 to 245.8 Eastward	60	60
2 Curves and Plaza St. Crossing M.P. 244.3 to 241.8	50	50
Curve M.P. 241.3 to 241.1	85	60
2 Curves M.P. 239.2 to 238.5	85	60
Curve M.P. 237.8 to 237.4	80	60
Oceanside M.P. 227.0 to 225.5	30	30
3 Curves M.P. 224.7 to 223.8	70	60
2 Curves M.P. 209.0 to 208.0	70	60
12 Curves M.P. 208.0 to 202.7	40	40
Curve M.P. 202.7 to 201.2	75	60
Curve M.P. 200.3 to 199.9	45	45
Curve M.P. 199.4 to 199.1	65	60
3 Curves M.P. 198.6 to 197.9	35	35
2 Curves M.P. 197.4 to 197.0	60	60
Curve M.P. 195.9 to 195.8	75	60
2 Curves M.P. 194.2 to 193.5	85	60
Santa Ana M.P. 176.1 to 175.3	40	40
2 Curves M.P. 175.0 to 174.4	60	60
Curve M.P. 173.8 to 167.7	40	40
Curve M.P. 166.9 to 166.6	75	60
Curve M.P. 165.9 to 164.7	50	50

Escondido District

	MPH
Escondido Jct. to Escondido	30
Hill St. & 8 Curves & track M.P. 0.3 to 4.0	10
9 curves & track M.P. 4.0 to 7.1	15
9 Curves & track M.P. 9.0 to 14.8	20
6 curves M.P. 17.9 to 19.5	25
M.P. 19.5 to 21.1	20

Fallbrook District

Fallbrook Jct. to M.P. 7.4	30
M.P. 7.4 to Fallbrook	25
Turnout and 2 curves M.P. 0.0 to 0.5	15
3 curves M.P. 0.5 to 1.3	20
Curve M.P. 2.3 to 2.5	25
4 curves M.P. 4.4 to 5.3	25
M.P. 9 to M.P. 11.4	20
M.P. 15.9 to 16.5	20

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 interlocked switches and crossovers at following locations:

"EE"—East End.		"WE"—West End.		MPH
Station	Location			
Fullerton	Fourth Dist. 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
Elvira	EE two main tracks—M.P. 257.9			40
Old Town	Two-track junction switch			30

RAILROAD CROSSINGS AT GRADE

Fourth District		
Location	Tracks Governed	Type
Anaheim (2.0 Mi. East)	S.P. Crossing	TCS
Anaheim Sugar Factory Spur	U.P. Crossing	98-B, 98-C
Fallbrook District		
De Luz	U.S.M.C. Crossing	98-B, 98-C

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Fourth District			
Location	Mile Posts	Capacity in Feet	Switch Connection
Irvine Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	1080	East
Frances	183.1	1467	East and West
Kathryn	183.9	1000	East
Como	180.1	2034	East and West
Stuart	221.7	2543	East and West
Carlsbad	229.3	2500	West
San Diego G. & E. Co. Spur	231.3	1005	East
Solano 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
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
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

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Fourth District		
Location	Type	Signals Affected
Bridge 197.9	Highwater	Signal 1952 and controlled signal west end of siding Serra
Bridge 207.6	Highwater	Eastward Signal 2062 and westward Control Signal located M.P. 209.2
Bridge 246.9	Highwater	Eastward Signal 2462 and westward Control Signal M.P. 248.8

12 HARBOR AND REDONDO DISTRICTS

LOS ANGELES DIVISION

HARBOR DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

WESTWARD	TIME TABLE					EASTWARD
↓	NO. 1					↑
	January 5, 1975					
	Ruling Grade Descending—Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet
52.8	1.5	REDONDO JCT. YL	0.0	0.0	R-Y	
21.1	1.0	MALABAR YL	1.5	0.0		Yard
		S. P. Crossing NADEAU YL	2.5			
21.1	1.0	S. P. Crossing		0.0		
18.5	2.5	WINGFOOT YL	3.5	0.0	B	Yard
10.5	1.3	WILDASIN YL	6.0	10.6		Yard
0.0	0.7	VAN NESS YL	7.3	57.6		Yard
52.8	1.0	HYDE PARK YL	8.0	52.8		Yard
79.2	3.7	INGLEWOOD YL	9.9	79.2		Yard
11.6	1.2	LAIRPORT YL	13.6	52.8	B	5100
		S. P. Crossing EL SEGUNDO YL	14.8		Y	
52.6	1.8	LAWNDALE YL	16.6	51.1		Yard
52.3	3.5	ALCOA YL	20.1	58.4	B	Yard
10.9	1.6	TORRANCE YL	21.7	26.4	O	Yard
24.3	1.6	IRONSIDES YL	23.3	0.0		Yard
79.2	3.3	WATSON YL	26.6	52.8	B-Y	Yard
	1.4	WILMINGTON YL	28.0		B	Yard
	2.0	PIER A YARD YL			O	Yard
	1.1	WEST THENARD				
	2.5	S. P. Crossing				
		LONG BEACH				
		(28.0)				

LOCATION	MPH
HARBOR DIST.	30
Torrance Oil Spur	15
Alcoa Spur	15
M.P. 0.0 to St. Crossing M.P. 1.6	12
M.P. 1.6 to M.P. 10.1	15
St. Crossing M.P. 13.1	15
M.P. 20.0 to 23.0 Torrance	15
St. Crossing M.P. 25.9	10
St. Crossing M.P. 26.0	10
St. Crossing M.P. 26.1	10
St. Crossing M.P. 27.9	15
Between Watson and Pier A Yard	10

REDONDO DIST. 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

Rule 93: Yard limits Pier A to Redondo Jct., inclusive.

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.

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

LENGTHS OF STEMS OF WYES

Location	Feet
Redondo Junction	Harbor Dist. Main Track
El Segundo	Redondo Dist. Main Track
Watson	3800

Normal position of junction switches
El Segundo for Harbor District.

REDONDO DISTRICT

WESTWARD	TIME TABLE					EASTWARD
↓	NO. 1					↑
	January 5, 1975					
	Ruling Grade Descending—Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet
0.0	1.5	REDONDO BEACH YL	20.2	42.2		Yard
0.0	1.7	HERMOSA BEACH YL	18.7	42.2		Yard
52.8	2.2	MANHATTAN BEACH YL	17.0	47.5		
		EL SEGUNDO YL	14.8		Y	Yard
		(5.4)				

Rule 93: Yard limits Redondo Beach to El Segundo, inclusive.

RAILROAD CROSSINGS AT GRADE Harbor District

Location	Tracks Governed	Type
Redondo Junction	U.P. Crossing	TCS
Nadeau	S.P. Crossing	Automatic interlocking, 321(C), 10 MPH
Nadeau (0.3 Mi. East)	S.P. Crossing	Automatic interlocking, 321(C), 15 MPH
El Segundo (0.2 Mi. East)	S.P. Crossing	Rule 98(A)—10 MPH while head end is passing over crossing
West Thenard	S.P. Crossing	Automatic interlocking, 321(C)

SAN JACINTO DISTRICT

WESTWARD ↓	TIME TABLE NO. 1 January 5, 1975					↑ EASTWARD
Ruling Grade Descending—Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
	HIGHGROVE YL S. P. Crossing	0.0			1018	
0.0	7.0		116.2			
52.8	BOX SPRINGS YL	7.2	31.4		1555	
17.6	MARCH FIELD YL	9.6	0.0	C		
47.5	ALESSANDRO YL	10.6	0.0		2046	
28.6	VAL VERDE YL	13.5	9.5	Y	1105	
63.4	PERRIS YL	18.3	21.6	B	Yard	
42.2	ETHANAC YL	22.7	49.3		1030	
0.0	WINCHESTER YL	28.9	52.8		1570	
63.4	HEMET YL	36.0	4.3	B	Yard	
	SAN JACINTO YL	38.3		C-Y	Yard	
	(38.3)					

Rule 93: Yard limits Highgrove to San Jacinto, inclusive.

Normal position of junction switches: Highgrove for Third District.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Location	MPH
Highgrove to Box Springs	20
Box Springs to 34.8	40
M.P. 34.8 to 35.7	15
M.P. 35.7 to San Jacinto	10
Curve M.P. 18 to 19.2	15

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

RAILROAD CROSSING AT GRADE

Location	Tracks Governed	Type
Highgrove (1.5 Mi. West)	S.P. Crossing	Automatic interlocking Rule 321(C)

STATION OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Lily Cup	0.6	545	East and West
Mayer Farms	15.9	920	East and West
Granite Spur	14.5	Lgh. 0.9 m.	Wye
Ellis	19.9	800	East
Egan	33.1	760	East and West

LENGTHS OF STEMS OF WYES

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

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

2. Union Pacific trains using joint tracks between Riverside Jct. and Daggett will be governed by AT&SF Time Table and Rules, Operating Department, and having complied with their company's time regulations may proceed over joint tracks.

3. Within TCS limits, where maximum speed exceeds 20 MPH a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting or passing or being passed by another train or engine.

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

6. Rule 759. 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;
Colton, East end track E Griffin Wheel Co.;
First Street, viaduct over old passenger tracks; and
Los Angeles, Union Station, train sheds.

7. Rule 105(A) Track side Warning Devices:
When dragging equipment indicators actuated, stop and inspect train.

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with high water indicator, bridge and track must be inspected before proceeding over bridge.

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.

14 SPECIAL RULES

LOS ANGELES DIVISION

SPEED REGULATIONS

8. Freight trains averaging 85 tons or more per car or having 5000 tons or more, must not exceed 45 MPH.

9. Between Needles and Victorville, freight trains may observe passenger train speed but not to exceed 70 MPH, except eastward M.P. 686.2 to M.P. 671.4, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

10. Trains 198 and 891 may operate at passenger train speed, but must not exceed 79 MPH.

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

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

13. Trains or engines using a siding must not exceed speed for that turnout.

14. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train (MPH)	Backing or when not controlled from Leading Unit (MPH)
AMTRAK 100-539, 5687-5714, 5930-5939* 5940-5948	90**	45***
1150, 1218, 1260, 1418-1441, 1500-1537, 2322, 2394	45	45
ALL OTHER CLASSES	70	45***

Notes *Units 5930, 5931, 5935 and 5938 RESTRICTED TO 70 MPH until Gear Ratio changed to 59:18.

**Engines without cars must not exceed 70 MPH.

***Forward speed applies when engine handling train is on the head end being controlled from lead unit in backing position.

Light Forward

Diesels without dynamic brakes in use	Ash Hill-Bagdad	24
	Goffs-Needles	24
	Summit to Victorville.	30
	Summit-Cajon	15
	Cajon-San Bernardino	20

15. Rule 108: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Types of equipment	Maximum depth above top of rail (inches)	Maximum speed (MPH)
Diesel Locomotives: All Classes	4	5
Passenger Cars: Roller Bearings	8	5
Friction Bearings	12	5

16. 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
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.

THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION

DR. CHARLES J. MONAHAN, MEDICAL DIRECTOR-CHIEF EXECUTIVE OFFICER
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.

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!

SPEED TABLE

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

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

FREIGHT TRAIN SCHEDULE (For Information Only)

WESTWARD

Trains	Needles	Barstow		San Bernardino		Hobart
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.
108	5:20A	9:50A	10:35A		1:30P	4:30P
118	9:50A	2:20P	3:05P		6:00P	9:00P
128	5:50P	10:20P	11:05P		2:00A	5:00A
198	4:00P	7:00P	7:05P		9:15P	11:00P
308	11:50A	4:20P	5:05P	7:35P	8:05P	11:05P
318	3:50P	8:20P	9:05P	11:35P	12:05A	3:05A
328	7:25P	11:35P	12:15A	2:35A	2:50A	6:10A
338	12:50A	5:20A	6:05A	8:35A	9:05A	12:05P
348	4:50A	9:20A	10:05A	12:35P	1:05P	4:05P
358	8:50A	1:20P	2:05P	4:35P	5:05P	8:05P
408	5:00A	10:00A	11:00A	2:05P	2:25P	6:00P
508	12:01P	5:30P	6:30P	9:30P	10:30P	1:30A
518	4:30A	9:10A	9:55A	2:00P	2:30P	7:00P
568	6:45P	10:20P	10:40P	1:40A	2:20A	4:30A
668	2:35P	6:10P	6:30P		9:30P	11:59P
678	5:25P	9:30P	10:00P	1:00A	1:30A	4:00A
119	5:10A	9:35A	10:15A			
129	7:10P	11:35P	12:15A			
309	1:50P	6:20P	7:05P			
319	2:50A	7:20A	8:05A			
679	9:10P	2:25A	2:55A			
908		6:30P	7:30P	11:30P	12:30A	5:00A
968		8:30A	9:15A	12:45P	1:00P	4:00P
728	12:15A	5:45A	8:45A	12:45P	1:15P	6:00P

EASTWARD

	Hobart	San Bernardino		Barstow		Needles
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.
801	12:01A		3:15A	6:15A	7:15A	11:05A
803	3:00A	5:30A	6:15A	9:15A	10:15A	2:05P
804	8:00P	10:00P	10:30P	1:30A	2:00A	6:00A
805	5:00A	7:30A	8:15A	11:15A	12:15P	4:25P
811	8:00A		11:15A	2:15P	3:15P	7:05P
813	7:00A	9:30A	10:15A	1:15P	2:15P	6:05P
821	4:00P		7:15P	10:15P	12:45A	4:35A
823	11:00A	1:30P	2:15P	5:15P	6:15P	9:55P
833	3:00P	5:30P	6:15P	9:15P	10:15P	2:05A
843	7:00P	9:30P	10:15P	1:15A	2:15A	6:05A
853	11:00P	1:30A	2:15A	5:15A	6:15A	10:05A
865	2:00A	4:30A	5:15A	8:15A	9:15A	1:05P
891	9:30A		11:05A	1:05P	1:10P	4:05P
809	6:00P	9:00P	9:45P	2:00A		
869	4:00A	6:15A	7:00A	11:00A		
901				3:15P	4:00P	7:45P
903				5:50P	6:50P	10:40P
905				6:35A	8:00A	12:01P
913				5:50A	6:50A	10:40A
917				7:35P	9:00P	1:00A
943				4:30P	5:00P	9:05P
816			11:00A	2:00P	2:30P	5:00P

708 Lv. Parker	5:30A	3254 Lv. Los Angeles	7:30P
Ar. Barstow	12:01P	Ar. San Diego	12:40A
807 Lv. Barstow	9:00A	3253 Lv. San Diego	12:40A
	3:30P	Ar. Los Angeles	6:30A
788 YK Coal		3251 Lv. San Bernardino	4:00P
887 Coal Mtys		Ar. San Diego	9:00P
		3252 Lv. San Diego	9:00P
		Ar. San Bernardino	2:30A

