



SANTA FE



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!

Every employe should promptly report any unsafe condition or practice to his Supervisor.

LOS ANGELES DIVISION

H. B. LAMPE, Assistant Superintendent San Bernardino, Calif.
 L. D. JONES, Trainmaster Needles, Calif.
 V. V. ANDREAS, Rules Instructor Barstow, Calif.
 M. J. WOOD, Trainmaster Barstow, Calif.
 N. C. ORFALL, Asst. Trainmaster Barstow, Calif.
 G. SEFCIK, Asst. Trainmaster Barstow, Calif.
 M. E. CURTIS, Asst. Trainmaster Barstow, Calif.
 J. A. MC RAE, Asst. Trainmaster Barstow, Calif.
 J. T. WILSON, Asst. Trainmaster Barstow, Calif.
 C. E. TRESSLER, Safety Supervisor Barstow, Calif.
 J. L. SCHROEDER, Trainmaster San Bernardino, Calif.
 K. W. JURE, Trainmaster San Bernardino, Calif.
 J. P. HERNDON, Rd. Foreman of Engs. San Bernardino, Calif.
 D. R. MUNDAY, Safety Supervisor San Bernardino, Calif.
 D. L. REYNOLDS, Trainmaster Fullerton, Calif.
 H. S. DUKE, Asst. Trainmaster Fullerton, Calif.
 J. R. FRAIZER, Asst. Trainmaster Fullerton, Calif.
 W. L. TYLER, Asst. Trainmaster-Mgr. RFO San Diego, Calif.

LOS ANGELES TERMINAL DIVISION

J. D. LUSK, Trainmaster Los Angeles, Calif.
 R. D. MATHES, Trainmaster Los Angeles, Calif.
 M. L. PLUMLEE, Trainmaster Los Angeles, Calif.
 J. S. BLACK, Asst. Trainmaster Los Angeles, Calif.
 W. W. CONDOTTA, Asst. Trainmaster Los Angeles, Calif.
 H. C. HENRY, Road Foreman of Engines Los Angeles, Calif.
 R. R. MARTIN, Safety Supervisor Los Angeles, Calif.
 R. D. HARPER, Trainmaster Watson, Calif.

COAST LINES

J. E. THORNTON, Supervisor of Air Brakes and General
 Road Foreman of Engines Los Angeles, Calif.
 A. C. HENDERSON, Road Foreman of Engines (AMTRAK)
 Los Angeles, Calif.

CHIEF TRAIN DISPATCHER'S OFFICE SAN BERNARDINO

W. N. LEAVERTON, Chief Dispatcher

ASST. CHIEF DISPATCHERS

G. A. WOLLERTON - E. M. BUTLER
T. H. ESHELMAN - D. L. DAVIES

TRAIN DISPATCHERS

L. A. WRIGHT	T. A. HUGHES	G. W. DRIPPS
H. F. BROWN	R. N. BROWNING	E. B. JACKSON JR.
D. E. PRYOR	G. W. BUXTON	R. E. BRENDZA
J. M. BIERD	J. L. REDDICK	K. L. BARRYMORE
D. K. YOUNG	J. X. JUSZCZYK	D. P. TERRY
J. M. TIDEMANN	C. Q. PATTERSON	D. G. METCALFE

The Atchison, Topeka and Santa Fe Railway Co.



LOS ANGELES AND LOS ANGELES TERMINAL DIVISIONS

TIME TABLE No.

17

IN EFFECT

Sunday, April 29, 1984

At 12:01 A.M.

Pacific Standard Time

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

Q. W. TORPIN
General Manager
LOS ANGELES, CALIF.

D. M. MILLER A. H. RENNE R. T. DENNISON
Asst. General Managers
LOS ANGELES, CALIF.

D. D. DIDIER J. L. FIELDS
Superintendent Superintendent
SAN BERNARDINO, CALIF. LOS ANGELES, CALIF.

H. D. ROBERTSON
Terminal Superintendent
BARSTOW, CALIF.

2 NEEDLES, CADIZ AND RIPLEY DISTRICTS

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Location	NEEDLES DISTRICT SOUTH TRACK	Psgr.	Frght.
Barstow to Pisgah	90	55	
Pisgah to Bagdad	79	55	
Bagdad to M.P. 646.1	90	55	
M.P. 646.1 to Goffs	79	55	
Goffs to Needles	79	50	
SPEED RESTRICTIONS			
3 Curves M.P. 747.0 to 745.0	50	50	
5 Curves M.P. 745.0 to 739.7	75		
Curve M.P. 711.6 to 710.6	80		
4 Curves M.P. 710.6 to 708.2	65		
Curve M.P. 708.2 to 707.8	60		
Curve M.P. 702.0 to 701.5	55		
Curve M.P. 701.5 to 700.4	65		
6 Curves M.P. 700.4 to 696.2	70		
2 Curves M.P. 696.2 to 694.9	55		
4 Curves M.P. 694.9 to 693.6	45*	45	
Curve M.P. 693.6 to 692.8	65		
2 Curves M.P. 692.8 to 689.5	75		
2 Curves M.P. 689.5 to 688.4	55		
3 Curves and Grade M.P. 688.4 to 685.8	65		
Curve and Grade M.P. 685.8 to 683.4	70	45	
2 Curves & Grade M.P. 683.4 to 680.7X	45*	45	
2 Curves & Grade M.P. 680.7X to 677.8	60	45	
10 Curves & Grade M.P. 677.8 to 671.4	65	45	
Curve M.P. 656.0 to 655.7	80		
5 Curves M.P. 646.1 to 642.4	70		
Curve M.P. 639.2 to 638.8	75		
3 Curves M.P. 631.0 to 628.7	75		
6 Curves M.P. 625.5 to 618.9	65		
5 Curves M.P. 618.9 to 612.2	70		
4 Curves M.P. 612.2 to 609.1	65		
2 Curves M.P. 609.1 to 608.3	60		
6 Curves M.P. 601.4 to 597.8	60		
5 Curves M.P. 597.8 to 590.2	70		
Curve M.P. 590.2 to 589.3	65		
5 Curves M.P. 589.3 to 587.2	45	45	
14 Curves M.P. 587.2 to 578.8	50		
Curve M.P. 578.8 to 578.1	45	45	
"H" Street Crossing M.P. 578.1	15	15	

NEEDLES DISTRICT NORTH TRACK			
Needles to Goffs	79	55	
Goffs to Bagdad	90	55	
Bagdad to Pisgah	79	55	
Pisgah to Barstow	90	55	

SPEED RESTRICTIONS			
"H" Street Crossing M.P. 578.1	15		
Needles Freight Lead M.P. 578.4 to 580.3	30		
12 Curves M.P. 578.1 to 584.2	45		
6 Curves M.P. 584.2 to 587.2	50		
2 Curves M.P. 587.2 to 588.0	40		
3 Curves M.P. 588.0 to 589.3	45		
3 Curves M.P. 589.3 to 593.3	55		
Curve M.P. 593.3 to 593.8	35*		
7 Curves M.P. 593.8 to 599.1	55		
4 Curves M.P. 599.1 to 603.3	60		
2 Curves M.P. 603.3 to 609.1	65		
Curve M.P. 609.1 to 610.3	80		
6 Curves M.P. 610.3 to 614.6	85		
2 Curves M.P. 614.6 to 620.4	80		
3 Curves M.P. 620.4 to 625.5	80		
2 Curves M.P. 625.5 to 631.0	80		
Curve M.P. 631.0 to 639.2	80		
5 Curves M.P. 639.2 to 642.4	80		
Curve M.P. 642.4 to 646.0	80		
Curve M.P. 646.0 to 655.7	85		
Curve M.P. 655.7 to 671.5	70		
11 Curves M.P. 671.5 to 678.1	50		
3 Curves M.P. 678.1 to 680.3	35		
3 Curves M.P. 680.3 to 682.7	50		
2 Curves M.P. 682.7 to 683.5	45		
2 Curves M.P. 683.5 to 686.2	50		
2 Curves M.P. 686.2 to 688.4	70		
2 Curves M.P. 688.4 to 689.5	55		
2 Curves M.P. 689.5 to 692.9	75		
Curve M.P. 692.9 to 693.7	65		
4 Curves M.P. 693.7 to 695.0	45*		
10 Curves M.P. 695.0 to 702.0	55		
4 Curves M.P. 702.0 to 710.4	65		
2 Curves M.P. 710.4 to 711.6	80		
5 Curves M.P. 711.6 to 745.0	75		
4 Curves M.P. 745.0 to 747.0	50		

* Denotes restrictions protected by Inert ATS Inductors

WESTWARD		TIME TABLE		EASTWARD	
FIRST CLASS		NO. 17		FIRST CLASS	
35	3	April 29, 1984		4	36
Leave Daily	Leave Daily	STATIONS		Arrive Daily	Arrive Daily
	AM 12:59	NEEDLES	YL	AM 1:59	
	1:09	No. 7.5—So. 7.4		1:44	
	1:17	JAVA			
	1:24	IBIS			
	1:30	No. 5.4—So. 4.6			
	1:41	BANNOCK			
	1:48	HOMER			
	1:59	GOFFS		1:22	
	2:09	FENNER			
	2:18	ESSEX		1:05	
	2:24	DANBY		12:58	
	2:32	CADIZ		12:46	
	2:46	AMBOY		12:36	
	3:08	BAGDAD		12:30	
	3:24	SIBERIA			
	3:34	No. 9.5—So. 7.7		12:14	
	3:35	ASH HILL		AM 11:57	
	3:59	PISGAH		5363	11:42
AM 10:25	3:59	NEWBERRY			PM 5:45
s 10:35	AM	DAGGETT			11:33
AM	AM	BARSTOW		1:24	5:35
Arrive Daily	Arrive Daily	NORTH (168.7) (166.0) SOUTH		Leave Daily	Leave Daily
(52.8)	(56.2)	Average speed per hour		(64.3)	(52.8)

Cadiz District	MPH
Cadiz District	49
SPEED RESTRICTIONS	
Bridge & Curve M.P. 106.8 to 107.3	30
Track M.P. 107.3 to 118.9	40
Curve M.P. 165.2 to 165.6	40
Curve M.P. 183.0 to 183.2	40
Curve M.P. 190.0 to 190.3	10

Ripley District	MPH
Rice to Blythe	40
Blythe to Ripley	20
SPEED RESTRICTIONS	
4 Curves M.P. 0.0 to 1.0	15
M.P. 1.0 to 6.0	30
Bridge M.P. 10.3	20
3 Curves M.P. 14.6 to 15.2	25
4 Curves M.P. 15.6 to 16.4	20
4 Curves M.P. 16.7 to 17.7	30
5 Curves M.P. 34.6 to 36.4	30

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—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	20
Barstow	M.P. 743.6 two main track crossovers	50
	M.P. 743.6 auxiliary yard entry	50
	M.P. 745.7 EE Passenger Siding	20
	M.P. 745.8 Crossover	50
	M.P. 745.9 Yard Entry	50
	M.P. 746.8 WE Passenger Siding	20
	Crossover M.P. 746.8	50
	Departure Yard Lead M.P. 746.8	50
	Inspection Yard Lead M.P. 746.9	50
	Inspection Yard Lead M.P. 748.9	50
	North Departure Yard Lead M.P. 749.0	50
	South Departure Yard Lead M.P. 749.1	50
	2 Crossovers M.P. 749.2	50
	Mojave District Jct. M.P. 749A.0	50
	Mojave District Receiving Yard Lead M.P. 749A.9	30
	First District Receiving Yard Lead M.P. 4.3	30

(Continued on Page 3)

BARSTOW YARD

Maximum Speed Through Following Power Switches:

EE and WE Inspection Yard Tracks 1102 and 1103 (Interlocked)	50
Jct. of High and Low Leads on Yard Entry Tracks from Needles.	30
Maximum Speed on Low Lead	15
Crossovers Between First and Mojave Dist. Entry Tracks	30
EE and WE All Receiving Yard Tracks	30
EE Departure Yard Tracks 1201 through 1205	30
WE All Departure Yard Tracks	30
Crossover between North Departure Lead and South Departure Lead WE Departure Yard	30
Crossover between WE Inspection Yard Track 1103 and WE Departure Yard Track 1201	30
EE Departure Yard Tracks 1206 through 1210	15
Maximum Speed on Balloon Track	10
Spring Switches at West end North track sidings	15 MPH
Java, Ibis, Bannock, Homer, Goffs, Danby, Cadiz, Amboy, Siberia, Ash Hill, Pisgah, Newberry, Daggett	
Spring Switches at East end South track sidings	15 MPH
Newberry, Pisgah, Ash Hill, Bagdad, Amboy, Cadiz, Danby, Essex, Goffs	

Trains must get clearance card before leaving Needles. Santa Fe trains must get clearance card before leaving Barstow.

Rule 251 in effect between Needles and M.P. 737.3.

TCS in effect: On main tracks between M.P. 737.3 and Barstow.

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

Rule 93: Yard limits located at Needles.

Rule 311: At Barstow, a signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is, "Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed; if exceeding medium speed, immediately reduce to medium speed."

Helper locomotives at or near rear of train may use dynamic brake as follows: Goffs to Cadiz; Ash Hill to Bagdad; Pisgah to Hector; Goffs to Needles.

CADIZ DISTRICT

WESTWARD	TIME TABLE						EASTWARD
↓	NO. 17						↑
	April 29, 1984						
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	
TWC		PARKER YL	105.8		B-Y	Yard	
	29.6	14.2		31.7			
	21.1	VIDAL	120.0	30.8	B	880	
		20.1					
	25.3	RICE YL	140.4	0.0	Y	2471	
		3.6					
	30.8	FREDA	144.0	0.0		2100	
		7.0					
31.7	SABLON	151.0	29.6		2846		
	18.2						
31.7	FISHEL	169.2	29.6		4949		
	21.3						
	CADIZ YL	190.6		B-Y	Yard		
	(84.7)						

"TWC" in effect between Parker and Cadiz.

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

RIPLEY DISTRICT

WESTWARD	TIME TABLE						EASTWARD
↓	NO. 17						↑
	April 29, 1984						
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	
TWC		RIPLEY YL	49.4				
	42.8	7.4		21.7			
	10.6	BLYTHE YL	42.0	83.4	C-R-Y	Yard	
		25.5					
	83.4	STYX	16.5	65.0	Y	2471	
16.5							
	RICE YL	0.0					
	(49.4)						

Rule 93: Yard limits Ripley to M.P. 41, inclusive, and at Rice.

**TRACK SIDE WARNING DEVICES—SPECIAL RULE 7
Needles District**

Location	Type	Locator & Signals Affected
Bridge 587.9	Highwater	Signals 5871 and 5902
M.P. 607.5	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
North track		
M.P. 611.3	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
South Track		
M.P. 628.1	Hot Box	Rotating white lights at scanner, at M.P. 627 and at locator (M.P. 626.3)
South track	Dragging Equip.	
M.P. 631.3	Hot Box	Rotating white lights and radio communications at scanner
North track	Dragging Equip.	
Bridge 642.9	Highwater	Signals 6421 and 6442
M.P. 644.5	Hot Box and Dragging Equip.	Rotating white lights at scanner, at M.P. 646.5 and locator (M.P. 648.1)
North track		
M.P. 651.6	Hot box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 648.9)
South track		
M.P. 665	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 662.5)
South track		
M.P. 665	Hot Box	Rotating white lights at scanner and at locator (M.P. 667)
North track	Dragging Equip.	
M.P. 690.4	Hot Box and Dragging Equip.	Rotating white lights and radio communications at scanner
(Both tracks)		
M.P. 709.1	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 711.8)
North track		
M.P. 716.4	Hot box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 714.3)
South track		

Cadiz District

Bridge 186.6 Highwater Rotating red light on poles located M.P. 187.1 and M.P. 186.1

Ripley District

Bridge 10.3 Highwater Rotating red light on poles located M.P. 9.9 and M.P. 10.7

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	345	West
Ludlow	693.2	2320	East
Ludlow	693.6	1329	West
Lavic	702.7	235	East
Hector	712.8	480	East and West
Airport Spur	732.6	9048	East
Cool Water	735.9	300	West
Nebo	741.6	5488	East and West
Cadiz District			
Earp	107.3	1236	West
Grommet	131.6	300	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
Chubbuck	172.7		
Ripley District			
Midland	17.8	308	West
Cox	20.4	933	East
Inca	22.6	1512	East and West
Mesaville	33.0	472	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	Location	Feet
Needles	401	Barstow	Mojave District
Cadiz	Cadiz District	Rice	Ripley District
Ash Hill	410	Blythe	504

4 FIRST DISTRICT

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	MPH	
	Psg. and Light	Freight
Barstow to San Bernardino	79	55
SPEED RESTRICTIONS		
2 Curves M.P. 746.4 to 747.0	50	
2 Curves M.P. 747.0 to 4.6	60	
2 Curves M.P. 10.3 to 11.9	75	
Curve M.P. 16.7 to 17.2	75	
Curve M.P. 19.7 to 20.4	75	
Curve M.P. 30.6 to 31.8	75	
2 Curves M.P. 31.8 to 33.8	55	
2 Curves M.P. 33.8 to 34.3	35*	35
3 Curves M.P. 34.3 to 36.6	50	50
Victorville M.P. 36.6 to 37.4	30	30
8 Curves { M.P. 37.4 to 39.1 (North Track)	45	45
{ M.P. 39.1 to 42.0 (South Track)		
2 Curves { M.P. 37.4 to 39.1 (South Track)	40	40
{ M.P. 39.1 to 39.3 (North Track)		
4 Curves M.P. 39.3 to 42.0 (North Track)	45	45
Curve M.P. 42.0 to 43.7	50	50
Curve M.P. 47.2 to 48.1	65	
Curve M.P. 48.1 to 48.8	55	
17 Curves M.P. 48.8 to 56.1	50	50
Grade M.P. 56.1 to 56.6	45	45
Grade M.P. 56.6 to 62.2 (South Track)	30*	20
Grade M.P. 56.6 to 64.2X (North Track)	30*	30
Grade M.P. 62.2 to 64.2	40	35
Grade M.P. 64.2 to 66.5	35	35
Grade M.P. 66.5 to 72.6	40	35
Grade M.P. 72.6 to 80.8	50	35
M.P. 80.8 to 81.5	20*	20

* Denotes restrictions protected by Inert ATS Inductors

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

WESTWARD

FIRST CLASS

35	3
Leave Daily	Leave Daily
AM 10:40	AM 4:09
Arrive Daily	Arrive Daily
(50.3)	(42.4)

TIME TABLE

NO. 17
April 29, 1984

STATIONS

BARSTOW	746.4
LENWOOD	6.7
HODGE	13.6
EAST ORO GRANDE	29.4
ORO GRANDE	31.5
EAST VICTORVILLE	34.6
VICTORVILLE	36.7
FROST	38.0
HESPERIA	45.1
LUGO	50.1
SUMMIT	55.9
CAJON	62.8
KEENBROOK	69.4
VERDEMONT	73.9
SAN BERNARDINO	81.3

South Track (81.3)
North Track (83.3)

Average speed per hour

Mile Post

Ruling Grade Descending—Feet Per Mile

Capacity of Sidings In Feet

EASTWARD

FIRST CLASS

36	4
Arrive Daily	Arrive Daily
PM 5:35	PM 11:15
Leave Daily	Leave Daily
(45.4)	(44.2)

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

Station	Location	MPH
Barstow	See Needles District Page 2	
Lenwood	Two crossovers	50
Hodge	Two crossovers	50
East Oro Grande	Two crossovers	50
East Victorville	One crossover	50
Frost	Two crossovers	50
Lugo	Two crossovers	50
Summit	Two crossovers	50
Cajon	Two crossovers	50
Keenbrook	Two crossovers	50
Verdmont	Two crossovers	50

Santa Fe trains must get clearance card before leaving San Bernardino and Barstow.

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

Rule 301: Between M.P. 749.8 and San Bernardino controlled and block signals located on field side of track.

Rule 311: At Barstow, a signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is, "Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed; if exceeding medium speed, immediately reduce to medium speed."

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

At Summit all freight trains, where stop is not made, must make a running air brake test between MP 55 and MP 56.

If train is stopped at Summit for any reason, an automatic brake application of not less than 10 PSI will be made and not released until ready to proceed.

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

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

RULE 956—Speed restrictions and special instructions governing the use of retainers for westward freight trains, Summit to San Bernardino.

1. Trains with all locomotives on head end, must not exceed an average of 115 tons per car and trains with "RCE" in operation, or, with Helper Locomotives at or near rear of train must not exceed 135 tons per car. Train tonnage excludes weight of locomotives.

2. Speed Restrictions:

	OPERATIVE DYNAMIC BRAKES	M P H	EXCEPTIONS:	M P H	WITHOUT OPERATIVE DYNAMIC BRAKES	M P H	"RCE" OR HELPER OPERATION WITH DYNAMIC BRAKES	M P H
SOUTH TRACK M. P. 56.6 TO CAJON	Average Tonnage Does Not Exceed 115 Tons Per Car	15	Average Tonnage Does Not Exceed 95 Tons Per Car and Train Tonnage Does Not Exceed 4500 Tons	20	Not To Exceed An Average of 85 Tons Per Car	15	Average Tonnage Does Not Exceed 135 Tons Per Car	15
							Average Tonnage Does Not Exceed 95 Tons Per Car and Train Tonnage Does Not Exceed 4500 Tons	20
NORTH TRACK M.P. 56.6 TO CAJON AND EITHER TRACK CAJON TO SAN BERNARDINO	Average Tonnage Does Not Exceed 115 Tons Per Car	20	Average Tonnage Does Not Exceed 95 Tons Per Car and Train Tonnage Does Not Exceed 6500 Tons	30	Not To Exceed An Average of 95 Tons Per Car	15	Average Tonnage Does Not Exceed 135 Tons Per Car	20
							Train Tonnage Between 6500 Tons and 12000 Tons	25
							Train Tonnage Does Not Exceed 6500 Tons	30

NOTE: Either Track Cajon to San Bernardino, when average tonnage does not exceed 95 tons per car and train tonnage does not exceed 4500 tons and speed controlled only with dynamic brakes 35 MPH, if air brakes used to control speed of train 30 MPH.

3. When it is known before leaving Summit that locomotives do not have operative dynamic brakes, train must stop. Before releasing train brakes, starting behind lead locomotives, set 15 retainers in high pressure position, release train brakes. Then place head one-half of trains' retainers in high pressure and remainder of retainers in low pressure position. Brake system must be fully charged before proceeding. Excessive use of engine brakes is prohibited. If retainers are positioned before reaching Cajon, a 10 minute cooling stop must be made at Verdmont.

If train averages over 85 tons per car on South track Summit to Cajon, or, over 95 tons per car on North track Summit to Cajon or either track Cajon to San Bernardino, before proceeding, locomotives must have 2 or more operative dynamic brakes.

4. With operative dynamic brakes and brake pipe reduction exceeds 18 lbs. to maintain authorized speed, train must be stopped immediately. To control train speed, a sufficient

number of retainers, starting behind lead locomotives, must be set in high pressure position, before releasing train brakes.

5. At any time a train stops and it is necessary to hold train while the brake system is being recharged, starting behind lead locomotive, set a sufficient number of hand brakes. Before proceeding, hand brakes must be released.

6. When retainers are used, not less than 20 retainers must be set in high pressure position. Trains operating with retainers, must stop East of control signal Fifth Street and turn down retainers before proceeding.

7. Speed of trains must not be controlled exclusively with dynamic brakes and locomotive brakes, when train tonnage exceeds: 2500 Tons on South Track Summit to Cajon; 3500 Tons on North Track Summit to Cajon and 4500 Tons on Either Track Cajon to San Bernardino.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS
First District Eastward Movements Both Tracks

LOCATION	Psg.	Freight	MPH
San Bernardino to Barstow	79	55	

SPEED RESTRICTIONS	MPH
Curve M.P. 81.5 to 80.8	20
Curve M.P. 79.5 to 79.3	55
Curve M.P. 79.3 to 78.3	60
2 Curves M.P. 72.6 to 71.5	45
2 Curves M.P. 71.5 to 70.8	40
8 Curves M.P. 70.8 to 66.5	45
6 Curves M.P. 66.5 to 64.2	35
3 Curves M.P. 64.2 to 62.2	45
16 Curves M.P. 62.2 to 56.6 (South Track)	30
Curve M.P. 56.6 to 56.1 (South Track)	45
5 Curves M.P. 64.2X to 61.7X (North Track)	35
12 Curves M.P. 61.7X to 57.4X (North Track)	30
Curve M.P. 57.4X to 57.0X (North Track)	40
Curve M.P. 57.0X to 56.1 (North Track)	45
17 Curves M.P. 56.1 to 48.8	50
Curve M.P. 48.8 to 48.1	55
Curve M.P. 48.1 to 47.2	65
Curve M.P. 43.7 to 42.0	50
8 Curves { M.P. 42.0 to 39.1 (South Track)	45
{ M.P. 39.1 to 37.4 (North Track)	
4 Curves { M.P. 42.0 to 39.3 (North Track)	45
{ M.P. 39.3 to 39.1 (North Track)	
2 Curves { M.P. 39.1 to 37.4 (South Track)	40
{ M.P. 39.1 to 37.4 (South Track)	
Victorville M.P. 37.4 to 36.6	30
3 Curves M.P. 36.6 to 34.3	50
2 Curves M.P. 34.3 to 33.8	35
2 Curves M.P. 33.8 to 31.8	55
Curve M.P. 31.8 to 30.6	75
Curve M.P. 20.4 to 19.7	75
Curve M.P. 17.2 to 16.7	75
2 Curves M.P. 11.9 to 10.3	75
2 Curves M.P. 4.6 to 747.0	60
2 Curves M.P. 747.0 to 746.4	50

*Denotes restrictions protected by Inert ATS Inductors

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

REDLANDS DISTRICT	MPH
REDLANDS DISTRICT	20
SPEED RESTRICTIONS	
Crossings M.P. 0.0 to 0.7	5
Crossings M.P. 0.7 to 3.1	15
Redlands, St. Crossings M.P. 8.9 to 12.0	15
Mentone, St. Crossing and Track M.P. 12.0 to 13.4	10
LUCERNE VALLEY DISTRICT	
Hesperia at M.P. 25.2	35
M.P. 25.2 to 29.2	20

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE
First District

Location	Mile Post	Capacity in Feet	Switch Connection
Helendale	21.1	1051	East and West (North Track)
Helendale	21.1	1050	East and West (South Track)
Thorn	41.1	2995	East and West (North Track)
Summit	54.4	3500	East (North Track)
	55.7	192	East and West (North Track)
	55.7	201	East and West (South Track)
Alray	59.7X	920	East (North Track)
Devore	71.0	1600	East and West (South Track)
Ono	75.0	1960	East (North Track)
REDLANDS DISTRICT			
Nevada Street	6.7	750	East and West
Craf	11.4	188	East
LUCERNE VALLEY DISTRICT			
Pluess-Staufer, Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	East and West

REDLANDS DISTRICT

WESTWARD	TIME TABLE	Mile Post	EASTWARD
↓	NO. 17		↑
	April 29, 1984		
	STATIONS		
	END OF TRACK YL	13.4	
	MENTONE YL	12.0	790
	REDLANDS YL	8.8	
	S. P. Crossing SAN BERNARDINO YL	0.0	Yard
	(13.4)		

Rule 93: Yard limits M.P. 13.4 to San Bernardino, inclusive.
 Normal position of junction switches San Bernardino for First District.

LUCERNE VALLEY DISTRICT

WESTWARD	TIME TABLE	Mile Post	EASTWARD
↓	NO. 17		↑
	April 29, 1984		
	STATIONS		
	CUSHENBURY	29.2	2900
	SPUR 5	28.1	700
	BASS	15.8	780
	SPUR 2	11.3	122
	SPUR 1	7.0	114
	HESPERIA YL	0.0	
	(29.0)		

Rule 93: Yard limits at Hesperia.
 Normal position of junction switches Hesperia for First District Yard Track.

SWITCHES—MAXIMUM AUTHORIZED SPEED
REDLANDS AND LUCERNE VALLEY DISTRICTS

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH.

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7
First District

Location	Type	Locator & Signals Affected
M.P. 24.9 Westward Movements	Hot Box and Dragging Equip.	Rotating white lights at scanner, at M.P. 26.9 and at locator (M.P. 28.5)
M.P. 24.9 Eastward Movements	Hot Box and Dragging Equip.	Rotating white lights at scanner, at M.P. 23.5 and at locator (M.P. 21.4)

RAILROAD CROSSINGS AT GRADE (REDLANDS DIST.)

Location	Tracks Governed	Type
South "E" Street	S.P. Crossing	98-B, 98-C

WESTWARD		Ruling Grade Descending—Feet Per Mile	Communications, Turn Tables and Wyes	TIME TABLE		Mile Post	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	EASTWARD	
FIRST CLASS				NO. 17					FIRST CLASS	
35	3			April 29, 1984					36	4
Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily	
PM 12:20	AM 6:09	0.0	C-R-Y	SAN BERNARDINO YL	81.3		Yard	PM 3:42	PM 9:22	
12:27	6:16	38.7		3.6		64.9				
12:32	6:22	37.7	B	RIALTO YL	84.9		1935	3:26	9:06	
				6.9		35.4				
12:37	6:28	32.0	Y	KAISER YL	91.8	14.3	Yard	3:21	9:01	
				1.9						
12:41	6:32	19.3		ETIWANDA YL	93.7	14.3				
				4.0						
12:45	6:37	42.2		CUCAMONGA YL	97.7	56.4	3154	3:16	8:56	
s 12:52	# 6:44	59.1		3.2		30.6	2363	3:13	8:53	
		63.4		UPLAND YL	100.9	0.0		3:09	8:49	
		63.4		3.9		0.0				
1:01	6:53	63.4		CLAREMONT YL	104.8	0.0	3079	s 3:07	s 8:47	
1:04	6:56	63.4	Y	1.9		0.0				
1:06	6:58	75.0		POMONA	106.7	0.0				
				3.5						
1:10	7:02	81.3		SAN DIMAS	110.2	0.0	2820	2:54	8:33	
				4.2		0.0				
1:15	7:07	60.7		GLENDORA	114.4	0.0				
s 1:23	# 7:19	26.4		2.5		39.6				
		0.0		AZUSA	116.9	0.0				
1:27	7:24	106.9		1.3		0.0				
				IRWINDALE	118.2	26.4	2740	2:49	8:29	
				2.0		75.0				
				BUTLER	120.2	75.2	1800	2:40	8:21	
				2.2		78.1				
				MONROVIA	122.4	0.0	1702	s 2:35	s 8:16	
				1.8		0.0				
				ARCADIA	124.2	0.0	1698	2:27	8:07	
				3.1		31.7				
				CHAPMAN	127.3	0.0	735			
				4.4		0.0				
				PASADENA	131.7	0.0		2:14	7:54	
				2.0		0.0				
				SOUTH PASADENA	133.7	0.0				
				0.5		0.0				
				OLGA	134.2	0.0				
				4.5		0.0				
				WATER STREET YL	138.7	0.0				
				0.7		0.0				
				BROADWAY	139.4	0.0				
				0.6		0.0				
				MISSION TOWER	140.0	0.0				
				S.P. & U.P. Crossings		0.0				
				0.8		0.0				
				LOS ANGELES			Yard	2:10 PM	7:50 PM	
				Union Station						
Arrive Daily	Arrive Daily			(59.5)				Leave Daily	Leave Daily	

(34.0)

(30.8)

Average speed per hour

(38.8)

(38.8)

Rule 97(A) : Extras need not secure clearance card before leaving San Bernardino on Second District except westward extras that are to operate west of Upland must secure clearance card before leaving San Bernardino. Extra trains and engines must contact San Bernardino Operator, or Second District Dispatcher, 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 between San Bernardino and Kaiser, notify San Bernardino Operator, or Second District Dispatcher, as soon as main track has been cleared.

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

Trains originating Hobart or 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.

Regular trains must get clearance card before leaving San Bernardino.

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. 82.2.

Rule 93: Yard limits located at: San Bernardino M.P. 82.2 to and including Upland, Claremont, and Water Street to Broadway.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Second District	
	Psg.	MPH
San Bernardino to Los Angeles	65	55
Rialto, Cucamonga Foothill Spur, Muscat, Metropolitan and Pasadena Industrial Spurs	15	15
SPEED RESTRICTIONS		
M.P. 81.5 to 82.2	20	20
M.P. 82.2 to 85.2	30*	30
Fontana M.P. 88.5 to 88.9	50	50
Upland Euclid Ave. Crossing M.P. 101.0	40	40
Pomona M.P. 106.2 to 107.0	40	40
La Verne M.P. 107.0 to 108.0	45	45
6 Curves M.P. 111.8 to 116.9	55	
2 Curves M.P. 118.8 to 119.7	55	
2 Curves M.P. 122.2 to 124.8	60	
M.P. 124.8 to 131.0	60	40
M.P. 131.0 to 131.8	20*	20
M.P. 131.8 to 135.5	30	30
11 Curves M.P. 135.5 to 140.0	25	25
Curve M.P. 140.0 to 140.2	15	15

* Denotes restrictions protected by Inert ATS Inductors

SWITCHES—MAXIMUM AUTHORIZED SPEED

Trailing movements, spring point details: MPH
 Metropolitan Spur, 4068 ft. from main track 10
 Maximum speed permitted through turnout of other than main track switches
 —10 MPH; all main track turnouts and crossovers—15MPH; except for interlocked
 switches and crossovers at following locations:

Second District

San Bernardino Crossover between main tracks east of Bridge 82.1. 20
 Broadway Two track junction switch 20

RAILROAD CROSSINGS AT GRADE

Second District

Location	Tracks Governed	Type
Mission Tower	S.P. & U.P. Crossings	TCS

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Second District

Location	Mile Post	Capacity in Feet	Switch Connection
Rialto Foothill Spur	85.8	2200	West
Fontana	88.8	700	East and West
Muscat Spur	90.4	4685	West
Gallo Spur	94.6	2200	East
Rochester	95.0	460	East
Cucamonga Foothill Spur	95.8	Lgh. 1.1 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
Pasadena Industrial Spur	127.5	Lgh. 2.1 m.	East
Lamanda Park		1772	East and West
Raymond	132.7	475	West
Highland Park	135.9	250	East

LENGTHS OF STEMS OF WYES

Location Feet

Second District

San Bernardino Precooler Lead
 Cucamonga Foothill Spur
 Azusa 147
 Mission Tower L.A.U.P.T.

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
M.P. 135	Slide	Signal 1331 & Rotating
Westward	Fence	Red Light at M.P. 135
Movements	Detector	
M.P. 135.3	Slide	Signal 1352 & Rotating
Eastward	Fence	Red Light at M.P. 135.3
Movements	Detector	

8 THIRD DISTRICT

LOS ANGELES DIVISION

WESTWARD									Ruling Grade Descending—Feet Per Mile	TIME TABLE				Mile Post	Capacity of Sidings In Feet	Communications, Turn Tables and Wyes
FIRST CLASS										NO. 17						
87	85	83	81	79	77	75	73	71		April 29, 1984						
Leave Daily	Leave Daily	Leave Daily	Leave Sat. Sun & *Hol. Only	Leave Daily	Leave Sun & *Hol. Only	Leave Daily Except Sun. & *Hol.	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	STATIONS							
									52.8	SAN BERNARDINO	0.0	Yard	C-R-Y			
									52.8	2.4 RANA	1.6					
									59.8	1.3 COLTON	2.9	Yard				
									59.8	1.3 S. P. Crossing	4.2					
									52.8	2.5 WEST COLTON	6.7	Yard	B			
									14.2	0.6 HIGHGROVE	9.2					
									13.2	0.8 RIVERSIDE JCT.	9.8	Yard				
									52.8	3.4 RIVERSIDE	10.6					
									52.8	2.4 WEST RIVERSIDE	14.0	4905	B-Y			
									52.8	3.8 CASA BLANCA	16.4	3095				
									52.8	2.6 ARLINGTON	20.2	4692				
									30.1	1.3 MAY	22.8	8059	B-Y			
									52.8	5.1 PORPHYRY	24.1	8370				
									52.8	7.2 CORONA	28.2	4735				
									52.8	4.2 PRADO DAM	36.4	6359				
									42.2	2.4 ESPERANZA	40.6		B-Y			
									42.2	3.0 ATWOOD	43.0					
PM	PM	PM	PM	AM	AM	AM	AM	AM	33.3	2.0 FULLERTON	165.0		C-R			
9:47	6:07	3:07	12:52	11:32	10:17	9:15	8:37	7:12	21.1	2.7 BASTA	163.0					
									26.4	2.6 U. P. Crossing	160.3					
									17.4	4.7 BUENA PARK	157.7	Yard	B-Y			
									26.9	0.9 LA MIRADA	153.0					
									0.0	1.2 LOS NIETOS	152.1					
									0.0	1.1 S. P. Crossing	150.9	Yard	Y			
									52.8	2.5 D. T. JUNCTION	149.8					
									0.0	1.3 S. P. Crossing	147.3					
									0.0	1.5 PICO RIVERA	146.0	Yard	C-R-Y			
									11.1	1.3 BANDINI	144.5					
									0.0	2.1 REDONDO JCT.	143.2		R-T-Y			
									0.0	1.1 U. P. Crossing	141.1	Yard				
									10.6	0.8 FIRST STREET (70.7)	140.0		C-R-Y			
10:30 PM	6:50 PM	3:50 PM	1:35 PM	12:15 PM	11:00 AM	10:00 AM	9:20 AM	7:55 AM		MISSION TOWER						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sat. Sun. & *Hol. Only	Arrive Daily	Arrive Sun. & *Hol. Only	Arrive Daily Except Sun. & *Hol.	Arrive Daily	Arrive Daily Except Sat/Sun & *Hol.		S. P. & U. P. Crossings						
(36.0)	(36.0)	(36.0)	(36.0)	(36.0)	(36.0)	(34.4)	(36.0)	(36.0)	Average speed per hour							

Trains originating Los Angeles Union Station must get clearance card before leaving Los Angeles Union Station.
 Third District trains originating at First Street or Hobart must get clearance card before leaving Hobart. (Exception: Road Switchers which have arrived Hobart from Third District.)
 Santa Fe trains must get clearance card before leaving San Bernardino.
 TCS in effect on main tracks between San Bernardino and Mission Tower.

Rule 301: The following signals located on left side of track:
 Westward controlled signal south track M.P. 10.5
 Westward signal 111, M.P. 11.8
 Eastward controlled signal governing movement from Union Pacific M.P. 10.7
 Eastward controlled signal M.P. 0.1
 Eastward controlled signal governing movement from Short Way.
 * Holidays: May 28, July 4 and Sept 3, 1984
 Trains 71, 75 and 84 will not operate
 Trains 77, 81 and 86 will operate
 Train 80 will not operate
 Train 76 will operate
 May 27, July 4 and Sept 2, 1984

LOS ANGELES DIVISION

THIRD DISTRICT 9

Communications Turn Tables and Ways	TIME TABLE NO. 17 April 29, 1984	Mile Post	Ruling Grade Descending— Feet Per Mile	Capacity of Sidings In Feet	EASTWARD								
					FIRST CLASS								
					72	74	76	78	80	82	84	86	88
	STATIONS				Arrive Daily	Arrive Daily	Arrive Sat. & *Hol. Only	Arrive Daily	Arrive Daily Except Sat. & *Hol.	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Sat. Sun. & *Hol. Only	Arrive Daily
C-R-Y	SAN BERNARDINO	0.0		Yard									
	2.4 RANA	1.6	64.4										
	1.3 COLTON		0.0										
	S. P. Crossing	2.9		Yard									
	1.3 WEST COLTON	4.2	34.8										
B	2.5 HIGHGROVE	6.7	34.8	Yard									
	2.5 RIVERSIDE JCT.	9.2	7.4										
	0.6 RIVERSIDE	9.8	0.0	Yard									
	0.8 WEST RIVERSIDE	10.6	14.8										
	3.4 CASA BLANCA	14.0	63.4										
BY	2.4 ARLINGTON	16.4	21.1	4905									
	3.8 MAY	20.2	0.0	3095									
	2.6 PORPHYRY	22.8	0.0	4692									
B-Y	1.3 CORONA	24.1	0.0	8059									
	5.1 PRADO DAM	29.2	24.3	8370									
	1.2 ESPERANZA	36.4	21.1	4735									
	4.2 ATWOOD	40.6	0.0	6359									
B-Y	2.4 PLACENTIA	43.0	13.2										
	3.0 FULLERTON	165.0	0.0		AM	AM	PM	PM	PM	PM	PM	PM	PM
C-R	2.0 BASTA	163.0	10.0		s 8:50	s 11:05	s 1:40	s 3:25	4:32	s 5:20	s 6:20	s 7:30	s 8:20
	2.7 U. P. Crossing												
	2.6 BUENA PARK	160.3	25.9										
B-Y	4.7 LA MIRADA	157.7	37.0	Yard									
	0.9 LOS NIETOS	153.0	17.4										
	S. P. Crossing												
	1.2 D. T. JUNCTION	152.1	4.2										
	S. P. Crossing												
Y	1.1 PICO RIVERA	150.9	22.7	Yard									
	1.1 BANDINI	149.8	22.7										
	2.5 EASTERN AVE.	147.3	19.0										
C-R-Y	1.3 HOBART	146.0		Yard									
	1.5 HOBART TOWER	144.5	52.8										
	1.3 U. P. Crossing												
R-T-Y	2.1 REDONDO JCT.	143.2	34.8										
	U. P. Crossing												
	1.1 FIRST STREET	141.1	43.0	Yard									
	(70.7)												
C-R-Y	1.1 MISSION TOWER	140.0	43.8										
	S. P. & U. P. Crossings												
	0.8 LOS ANGELES				8:15 AM	10:30 AM	1:05 PM	2:50 PM	4:00 PM	4:45 PM	5:45 PM	6:55 PM	7:45 PM
	Union Station				Leave Daily	Leave Daily	Leave Sat. & *Hol. Only	Leave Daily	Leave Daily Except Sat. & *Hol.	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Sat. Sun. & *Hol. Only	Leave Daily
	WEST (72.6) (71.6) EAST												

Average speed per hour

(44.2) (44.2) (44.2) (44.2) (48.4) (44.2) (44.2) (44.2) (44.2)

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

Trains or engines must secure authority from Towerman at Redondo Junction to occupy Industry Lead (Old Eastward Main Track) between M.P. 143.1 and M.P. 140.2. Towerman at Mission Tower must confer with Towerman at Redondo Junction before allowing train or engine to enter track at west end through interlocked switch.

Before entering or fouling this track through hand thrown switch, authority must be obtained from Towerman at Redondo Junction. Towerman at Redondo Junction must be advised when train or engine is clear of track.

All trains and engines using Industry Lead between M.P. 143.1 and M.P. 140.2 must move at restricted speed.

10 THIRD DISTRICT

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Pgr.	MPH	Frt.
San Bernardino to Fullerton	60		55
Fullerton to M.P. 158.7	79		55
M.P. 158.7 to Los Angeles	65		55

SPEED RESTRICTIONS		MPH
2 Curves M.P. 0.0X to 0.4X		15
2 Curves and Bridge M.P. 0.0 to 0.9 (Short Way)		15
4 Curves M.P. 0.9 to 1.6 (Short Way)		20
7 Curves and Colton M.P. 0.4X to 3.2		30
2 Curves M.P. 3.2 to 4.0		40
Curve M.P. 6.6 to 6.8		40
2 Curves M.P. 6.8 to 9.6		50
2 Curves M.P. 11.8 to 12.5		40
4 Curves M.P. 15.4 to 17.1		50
Corona M.P. 22.5 to 25.6		45
Railroad Avenue Crossing M.P. 25.6		30
Corona M.P. 25.6 to 25.8		45
6 Curves M.P. 31.4 to 34.5		50
Curve M.P. 34.5 to 35.1		45
Two Track Junction Switch M.P. 39.2		40
Placentia M.P. 42.7 to 43.6		50
2 Curves M.P. 45.2 to 45.7		50
Fullerton M.P. 165.2 to 164.7		50
Curve M.P. 163.8 to 163.5		75
R.R. Crossing M.P. 163.0		50
Curve M.P. 161.1 to 160.8		65
R.R. Crossing M.P. 153.0		50
R.R. Crossing M.P. 152.1		50
Curve M.P. 151.7 to 151.4		60
Crossing and Curve M.P. 144.5 to 143.4		30
2 Curves M.P. 143.4 to 142.9		15
3 Curves M.P. 141.1 to 140.2		30
Curve M.P. 140.2 to 140.0		15

SWITCHES—MAXIMUM AUTHORIZED SPEED

Station	Location	MPH
Trailing movements, spring point derails:		
Rana, switching lead		10
Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for interlocked switches and crossovers at following locations:		

Station	Location	MPH
Rana	Junction switch and crossover	20
West Colton	Two crossovers	50
Riverside Junction	One crossover	30
West Riverside	One crossover	40
Atwood	Two-track junction switch	40
	Olive District junction switch	40
Fullerton	Fourth District junction switch	40
	Two crossovers M.P. 45.5	50
Basta	One crossover M.P. 163.0	50
Buena Park	One crossover	50
La Mirada	One crossover	50
D. T. Jct.	Two crossovers	50
Bandini	Two crossovers	50
Eastern Ave.	Main track crossovers and lead switch	40
Hobart	Main track crossover	30
	Crossover north main track to setout track	30
Hobart Tower	Two crossovers	30

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity in Feet	Switch Connection
Prenda Spur (Prenda)	14.3	300	East and West
La Sierra	18.5	440	West
Porphyry (3-M Spur)	22.7	Lgh 3.5m	Wye
Wilshire	156.8	2900	East and West
Stephens	155.5	7530	East and West
Santa Fe Springs	154.1	4250	East and West

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Colton	S.P. Crossing	TCS
Basta	U.P. Crossing	TCS
Los Nietos	S.P. Crossing	TCS
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.

TRACK SIDE WARNING DEVICES

SPECIAL RULE 7

Location	Type	Locator and Signals Affected
Bridge 4.6	Highwater	Eastward Automatic Signals 52 and 54 Westward controlled signals east end Bridge.
Bridge 23.5	Highwater	Westward controlled signal at EE Porphyry Eastward controlled signal at WE Porphyry
Bridge 24.9	Highwater	Signal 241 westward movements on main track Controlled signal eastward movements at WE Corona Westward controlled signal governing movements into EE Corona siding.
M.P. 32 Westward	Hot Box Dragging Equip.	Rotating light at scanner, at M.P. 33.5 and at locator M.P. 35.1
M.P. 32 Eastward	Hot Box Dragging Equip.	Rotating light at scanner, at M.P. 30.7 and at locator M.P. 29.6
Bridge 160.9 (North Track)	Highwater	Westward controlled signal Basta Eastward controlled signal Buena Park

LENGTHS OF STEMS OF WYES

San Bernardino	Precooler Lead
Casa Blanca	300 feet
Porphyry	3.5 m.
Atwood	600 feet
La Mirada	A Lead CLIC 6350
Pico Rivera	864 feet
Hobart	U.P. Main Track
Redondo Junction	Harbor Dist. Main Track
Mission Tower	L.A.U.P.T.

No. 71, No. 73, No. 75, No. 77, No. 79, No. 81, and extra trains originating must get clearance card before leaving San Diego or 22nd Street.

No. 73 will stop at Anaheim Stadium only to discharge passengers and to receive passengers which are ticketed beyond Los Angeles.

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 track, end of double track Old Town to Fullerton and on sidings Ponto, Serra and Orange.

Rule 301: Signal governing westward movement on main track at west end of siding Serra, signal governing eastward movement from siding to main track at east end of siding Serra, signal governing westward movement on main track at west end of siding Orange, and eastward signal 2062, M.P. 206.1 located on left side of track.

Rule 93: Yard limits located end of double track Old Town to and including National City except where rule 94 in effect at San Diego passenger yard between crossover Cedar Street and Broadway.

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Fourth District	Psg.	MPH	Frt.
National City to Sorrento		79		55
Sorrento to Santa Ana		90		55
South Main Track, M.P. 179.1 to 176.7		40		40
Santa Ana to Fullerton		79		55

SPEED RESTRICTIONS

San Diego M.P. 273.0 to 267.3	10	10
San Diego M.P. 267.3 to 264.1	30	30
Curve M.P. 262.7 to 262.4	70	
2 Curves M.P. 260.3 to 259.9	60	
Curve M.P. 259.1 to 258.5	65	
3 Curves M.P. 258.5 to 257.9	35*	30
2 Curves M.P. 257.9 to 256.6	65	
4 Curves M.P. 255.4 to 253.5	65	
2 Curves M.P. 253.5 to 252.8	35	35
10 Curves & Grade M.P. 252.8 to 251.0	25*	20
2 Curves & Grade M.P. 251.0 to 250.6	40	40
2 Curves M.P. 250.6 to 250.0	50	50
Curve M.P. 247 to 246.8	85	
Curve M.P. 245.8 to 245.6	55*	50
Curve M.P. 244.6 to 244.4	75	
Curve M.P. 244.4 to 244.1	50*	45
Curve M.P. 244.1 to 243.5	65	
Crossing M.P. 241.8 (Lomas Santa Fe Dr.)	70	
2 Curves M.P. 238.8 to 237.4	80	
4 Crossings M.P. 226.8 to 225.9	30	30
Curve M.P. 225.9 to 225.5	50	45
3 Curves M.P. 224.7 to 223.8	75	
4 Curves M.P. 209.0 to 206.3	75	
City San Clemente M.P. 206.3 to 202.7	40	40
Crossing M.P. 201.0 (Beach Rd.)	75	
Curve M.P. 200.3 to 199.9	45*	40
Curve M.P. 199.9 to 198.6	60	
3 Curves M.P. 198.6 to 197.9	35*	35
2 Curves M.P. 197.9 to 197.0	60	
Santa Ana 2 Curves M.P. 176.1 to 175.3	40*	40
4 Crossings M.P. 175.3 to 173.8	60	
6 Curves M.P. 173.8 to 172.2	40	40
Curve M.P. 172.2 to 172.0 (Main Track and Siding)	35*	35
6 Crossings M.P. 172.0 to 169.2	45	45
2 Crossings M.P. 169.2 to 168.0	60	
2 Crossings M.P. 168.0 to 167.7	40	40
Curve M.P. 165.9 to 165.4	40	40

* Denotes restrictions protected by Inert ATS Inductors

ESCONDIDO DISTRICT	MPH
ESCONDIDO DISTRICT	30

SPEED RESTRICTIONS

Hill St. & 17 Curves & track M.P. 0.3 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

Olive District

OLIVE DISTRICT	40
1 Curve M.P. 0.0 to 0.8	25

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except interlocked switches and crossovers at following locations:

Station	Location	MPH
Fullerton	Fourth Dist. junction switch—M.P. 165.4	40
	WE siding	40
	EE siding (main track)	40
Irvine	EE two tracks—M.P. 179.1	40
Serra	EE and WE of Siding	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
Olive District		
Atwood	Junction switch	40

RAILROAD CROSSINGS AT GRADE

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

Olive District

Location	Tracks Governed	Type
Olive (1.7 mile west)	S.P. Crossing	TCS

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Fourth District			
Location	Mile Posts	Capacity in Feet	Switch Connection
Irvine Spur	178.7	Lgh. 5.3 m.	East
Tustin	179.5	1800	East and West
Stuart	221.7	1210	East and West
Carlsbad	229.3	2500	West
San Diego G. & E. Co. Spur	231.3	1005	East
Solana Beach	241.9	436	East

Escondido District

Talica	3.7	1347	East and West
Buena	12.9	927	West

LENGTHS OF STEMS OF WYES

Location	Feet
Orange	Olive Dist. Main Track
Irvine	1000
Escondido Jct.	Escondido Dist. Main Track
Escondido	300
Miramar	3719
San Diego	Harasthy Street Marine Base Spur
National City	1219

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Fourth District		
Location	Type	Signals Affected
Bridge 179.7	Highwater	Eastward Control Signals located at east end 2 tracks MP179 and Westward Signal 1801.
Bridge 194.6	Highwater	Westward, signal 1951 and control signal east end of siding Galivan
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

WESTWARD								
FIRST CLASS								
87	85	83	81	79	77	75	73	71
Leave Daily	Leave Daily	Leave Daily	Leave Sat. Sun. & *Hol. Only	Leave Daily	Leave Sun. & *Hol. Only	Leave Daily Except Sun. & *Hol.	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.
PM 7:45	PM 4:05	PM 1:05	AM 10:50	AM 9:30	AM 8:15	AM 7:30	AM 6:40	AM 5:15
7:52	4:12	1:12	10:57	9:37	8:22	7:37	6:47	5:22
s 8:15	s 4:35	s 1:35	s 11:20	s 10:00	s 8:45	s 8:00	s 7:10	s 5:45
s 8:32	s 4:52	s 1:52	s 11:37	s 10:22	s 9:02		s 7:27	s 6:02
	s 5:18							
s 9:07		s 2:27	PM s 12:12	s 10:52	s 9:37		s 7:57	s 6:32
s 9:27	s 5:47	s 2:47	s 12:32	s 11:12	s 9:57		s 8:17	s 6:52
s 9:36	s 5:56	s 2:56	s 12:41	s 11:21	s 10:06	s 9:07	s 8:26	
s 9:47 PM	s 6:07 PM	s 3:07 PM	s 12:52 PM	s 11:32 AM	s 10:17 AM	9:15 AM	s 8:37 AM	s 7:12 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sat. Sun. & *Hol. Only	Arrive Daily	Arrive Sun. & *Hol. Only	Arrive Daily Except Sun. & *Hol.	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.

(50.3) (50.3) (50.3) (50.3) (50.3) (50.3) (58.5) (52.5) (52.5)

TIME TABLE			
NO. 17			
April 29, 1984			
STATIONS			
Ruling Grade Descending—Feet Per Mile	Mile Post	Capacity of Sidings In Feet	Communications, Turn Tables and Wyes
26.4	NATIONAL CITY YL 3.8	273.1	Yard Y
0.0	22ND STREET YL 1.8	269.3	C-R
31.0	SAN DIEGO YL 1.8	267.5	Yard Y
51.7	OLD TOWN YL 3.3	264.2	
0.0	ELVIRA 6.3	257.9	
116.2	MIRAMAR 4.5	253.0	Y
58.1	SORRENTO 3.5	249.1	4877
63.4	DEL MAR 5.0	244.0	
63.4	ENCINITAS 6.0	238.1	
64.4	PONTO 4.2	233.8	5333
15.8	ESCONDIDO JCT. 6.5	227.2	Y
65.5	OCEANSIDE 1.0	226.2	6096 B
69.0	FALLBROOK JCT. 2.1	224.1	4569
58.1	SAN ONOFRE 14.9	209.2	4927
26.5	SAN CLEMENTE 4.4	204.8	
0.0	SERRA 5.0	199.8	4956
0.0	SAN JUAN CAPISTRANO 2.6	197.2	
73.9	GALIVAN 4.6	192.6	4972
70.2	EL TORO 4.5	188.1	
63.4	VALENCIA 5.2	182.9	5982
0.0	IRVINE 4.4	178.5	Y
0.0	EAST SANTA ANA 1.9	176.6	
14.3	SANTA ANA 1.1	175.5	6048
39.2	ORANGE 2.9	172.6	6250 Y
8.9	ANAHEIM STADIUM 2.1	170.5	
16.9	S. P. Crossing ANAHEIM 2.7	167.8	3044
	FULLERTON 2.8	165.0	C-R
	(107.8)		

Average speed per hour

OLIVE DISTRICT

WESTWARD		TIME TABLE				EASTWARD	
NO. 17		April 29, 1984					
Ruling Grade Descending—Feet Per Mile	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet			
42.2	ATWOOD 2.4	0.0	Y-B	Yard			
42.2	OLIVE S. P. Crossing 3.4	2.4					
	ORANGE 3.4	5.8	Y	3280			
	(5.8)						

TCS in effect on main track between Atwood and Orange.

ESCONDIDO DISTRICT

Westward		TIME TABLE				Eastward	
NO. 17		April 29, 1984					
Ruling Grade Descending—Feet Per Mile	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet			
95.0	ESCONDIDO 4.9	21.1	Y	1376			
116.2	SAN MARCOS 7.0	16.2		866			
116.2	VISTA 9.2	116.2		1811			
	ESCONDIDO JCT. YL 9.2	0.0	Y				
	(21.1)						

Rule 93: Yard limits at Escondido Jct.

Communications. Turn Tables and Wyes	TIME TABLE		Mile Post	Ruling Grade Descending— Feet Per Mile	Capacity of Sidings In Feet	EASTWARD														
	NO. 17					FIRST CLASS														
	April 29, 1984					72	74	76	78	80	82	84	86	88						
	STATIONS					Arrive Daily	Arrive Daily	Arrive Sat. & *Hol. Only	Arrive Daily	Arrive Daily Except Sat. & *Hol.	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Sat. Sun. & *Hol. Only	Arrive Daily						
Y	NATIONAL CITY YL		273.1	24.3	Yard															
C-R	3.8 22ND STREET YL		269.3	22.7																
Y	ABS	SAN DIEGO YL		267.5	52.8	Yard	s 11.00	s 1.15	s 3.50	s 5.35	s 6.30	s 7.30	s 8.30	s 9.40	s 10.30					
		3.3 OLD TOWN YL		264.2	65.5		10.44	12.59	3.34	5.19	6.12	7.12	8.14	9.24	10.09					
		6.3 ELVIRA		257.9	113.5															
Y		4.9 MIRAMAR		253.0	0.0															
		3.9 SORRENTO		249.1	56.0	4877														
		5.0 DEL MAR		244.0	52.8		s 10.20	s 12.35	s 3.10	s 4.55	s 5.49	s 6.48	s 7.45	s 9.00	s 9.45					
		6.0 ENCINITAS		238.1	63.4															
		4.2 PONTO		233.8	69.7	5333														
Y		6.5 ESCONDIDO JCT.		227.2	7.4															
B		1.0 OCEANSIDE		226.2	64.9	6096	s 10.03	s 12.18	s 2.53	s 4.33		s 6.31	s 7.28	s 8.43	s 9.28					
		2.1 FALLBROOK JCT.		224.1	64.9	4569		PM												
		14.9 SAN ONOFRE		209.2	26.4	4927														
		4.4 SAN CLEMENTE		204.8	26.4			s 11.57												
		5.0 SERRA		199.8	60.5	4956														
		2.6 SAN JUAN CAPISTRANO		197.2	65.5		s 9.33		s 2.18	s 4.03		s 6.01	s 6.58	s 8.08	s 8.58					
		4.6 GALIVAN		192.6	67.3	4972														
		4.5 EL TORO		188.1	0.0															
		5.2 VALENCIA		182.9	22.0	5982														
Y		4.4 IRVINE		178.5	20.1															
		1.9 EAST SANTA ANA		176.6	38.5															
		1.1 SANTA ANA		175.5	32.6	6048	s 9.14	s 11.29	s 1.59	s 3.44		s 5.37	s 6.39	s 7.49	s 8.39					
Y		2.9 ORANGE		172.6	29.6	6250														
		2.1 ANAHEIM STADIUM		170.5	5.8		s 8.59	s 11.14	s 1.49	s 3.34	s 4.41	s 5.29	s 6.29	s 7.39	s 8.29					
		2.7 S. P. Crossing ANAHEIM		167.8	22.7	3044														
C-R		2.8 FULLERTON		165.0			8.50 AM	11.05 AM	1.40 PM	3.25 PM	4.32 PM	5.20 PM	6.20 PM	7.30 PM	8.20 PM					
		(107.8)					Leave Daily	Leave Daily	Leave Sat. & *Hol. Only	Leave Daily	Leave Daily Except Sat. & *Hol.	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Sat. Sun. & *Hol. Only	Leave Daily					

Average speed per hour

(47.2) (47.2) (47.2) (52.0) (47.2) (47.2) (47.2) (47.2) (47.2)

*Holidays: May 28, July 4 and Sept 3, 1984 Trains 71, 75 and 84 will not operate
 May 27, July 4 and Sept 2, 1984 Trains 77, 81 and 86 will operate
 Train 80 will not operate
 Train 76 will operate

HARBOR DISTRICT

WESTWARD	TIME TABLE No. 17 April 29, 1984					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	↑
		61.4	REDONDO JCT. YL					
37.0	MALABAR YL	1.5	22.7		Yard			
	S. P. Crossing NADEAU YL	2.5						
24.7	WINGFOOT YL	3.5	0.0	B	Yard			
43.4	WILDASIN YL	6.0	10.6		Yard			
19.4	VAN NESS YL	7.3	19.4		Yard			
0.0	HYDE PARK YL	8.0	52.8		Yard			
52.8	INGLEWOOD YL	9.9	52.8		Yard			
79.2	LAIRPORT YL	13.6	79.2	B	4962			
79.2	EL SEGUNDO YL	14.8	79.2	Y				
52.6	LAWDALE YL	16.6	51.1		Yard			
52.3	ALCOA YL	20.1	58.4	B	Yard			
79.2	TORRANCE YL	21.7	79.2		Yard			
24.3	IRONSIDES YL	23.3	0.0		Yard			
79.2	WATSON YL	26.6	52.8	R-Y	Yard			
	WILMINGTON YL	28.0		B	Yard			
	PIER A YARD YL				Yard			
	WEST THENARD S. P. Crossing YL							
	LONG BEACH YL							
	(28.0)							

REDONDO DISTRICT

WESTWARD	TIME TABLE NO. 17 April 29, 1984					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	↑
		0.0	REDONDO BEACH YL					
0.0	HERMOSA BEACH YL	18.7	42.2		Yard			
52.8	MANHATTAN BEACH YL	17.0	49.6					
	EL SEGUNDO YL	14.8		Y	Yard			
	(5.4)							

Rule 93: Yard limits Redondo Beach to El Segundo, inclusive. Movement must be "Programmed" by operator, Redondo Jct.

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)

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	MPH
HARBOR DIST.	20
Alcoa Spur	10
SPEED RESTRICTIONS	
M.P. 0.0 To St. Crossing M.P. 1.6	12
M.P. 1.6 to 10.1	15
St. Crossing M.P. 13.1	15
All movements Harbor Belt Line.	10
Between West Thenard and Long Beach	10
REDONDO DIST.	10

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 entire Harbor District, Harbor Belt Line, and West Thenard to Long Beach.

Through movements will be programmed to prevent conflict between Redondo Jct. and Watson. Whenever the term "programmed" appears it requires that train and engine crews be provided necessary information to prevent conflict.

Redondo Junction-Watson: Conductor or Engineer on through movements must contact Redondo Junction before leaving Watson or Redondo Junction to determine whether or not there are other conflicting through moves. "Program movement". Movement must be programmed by Operator, Redondo Junction.

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.

Before making movements in either direction over Harbor Belt Line tracks between Anaheim St. and Pier A Yard or San Pedro, authority must be secured from Harbor Belt Line. All movements will be made as prescribed by Rule 93, Santa Fe rules apply.

Before making movements over Southern Pacific joint track between West Thenard and Long Beach, authority must be secured from Southern Pacific Trainmasters office, Long Beach. All movements will be made as prescribed by Rule 93, Santa Fe rules apply.



SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all turnouts — 10 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.	

SAN JACINTO DISTRICT

WESTWARD	TIME TABLE					EASTWARD
	NO. 17					
	April 29, 1984					
Railing Grade Descending—Feet Per Mile	STATIONS					Mile Post
0.0	HIGHGROVE YL	0.0			1018	
	S. P. Crossing					
52.8	BOX SPRINGS YL	7.2	116.2		1555	
17.6	MARCH FIELD	9.6	31.4			
				B		
47.5	ALESSANDRO	10.6	0.0		2046	
28.6	VAL VERDE	13.5	0.0		1105	
				Y		
63.4	PERRIS	18.3	9.5		Yard	
				B		
42.2	ETHANAC	22.7	21.6		1030	
0.0	WINCHESTER	28.9	49.3		1570	
	HEMET YL	36.0	52.8		Yard	
				B		
63.4	SAN JACINTO YL	38.3	4.3		Yard	
				Y		
	(38.3)					

Rule 93: Yard limits Highgrove to Box Springs, and Hemet to San Jacinto, inclusive.

Normal position of junction switches: Highgrove for Third District.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—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
Val Verde	Granite Spur
San Jacinto	.640

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

2. Union Pacific trains using joint tracks between West Riverside and Daggett, and Southern Pacific trains using Santa Fe main track M.P. 104.5 and M.P. 105.5, 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.

Following is a list of such switches on Los Angeles and Los Angeles Terminal Divisions not electrically locked:

NEEDLES DISTRICT:

M.P. 737.7 - South Track

FIRST DISTRICT:

- M.P. 59.3x - North Track
- M.P. 66.3 - North Track
- M.P. 75.0 - South Track
- M.P. 76.7 - South Track
- M.P. 79.9 - North Track

THIRD DISTRICT:

- M.P. 7.3 - North Track
- M.P. 7.4 - North Track
- M.P. 7.5 - South Track
- M.P. 7.7 - South Track
- M.P. 8.6 - South Track
- M.P. 8.9 - South Track
- M.P. 8.91 - South Track
- M.P. 16.7 - Arlington
- M.P. 38.7 - Main Track
- M.P. 39.3 - South Track
- M.P. 39.8 - South Track
- M.P. 43.8 - South Track
- M.P. 44.1 - North Track
- M.P. 44.4 - North Track

- M.P. 151.2 - South Track, Reeves Co, CLIC 5694
- M.P. 152.4 - South Track, Sunshine Biscuit, CLIC 5703
- M.P. 152.9 - South Track, Los Nietos Team, CLIC 5710
- M.P. 153.3 - South Track, Los Nietos Team, CLIC 5710
- M.P. 153.2 - North Track, Fluid P.K. Pumps Armco, CLIC 5711
- M.P. 153.5 - South Track, Pacific Clay, CLIC 5713
- M.P. 154.1 - South Track, Pryor Giggey, CLIC 5742
- M.P. 154.9 - South Track, Getty Oil, CLIC 5755
- M.P. 155.1 - South Track, Powerine Oil, CLIC 5756
- M.P. 155.5 - South Track, Kelly Pipe, CLIC 5765
- M.P. 156.0 - South Track, Halliburton, CLIC 5777
- M.P. 156.9 - South Track, Federal envelope, CLIC 5811
- M.P. 157.4 - South Track, Coast Hide Lead, CLIC 5815
- M.P. 157.7 - North Track, Plywood Products, CLIC 5870
- M.P. 158.3 - North Track, Pacific Pump, CLIC 6199
- M.P. 160.8 - South Track, Nutrilite Spur, CLIC 6811
- M.P. 161.1 - South Track, H&L Spur, CLIC 7095
- M.P. 161.6 - South Track
- M.P. 162.2 - South Track

FOURTH DISTRICT:

- M.P. 168.9 - Anaheim
- M.P. 169.2 - Anaheim
- M.P. 171.4 - Orange
- M.P. 199.8 - Serra Siding
- M.P. 221.4 - Stuart
- M.P. 221.7 - Stuart
- M.P. 234.2 - Ponto Siding
- M.P. 238.3 - Encinitas
- M.P. 241.8 - Solana Beach
- M.P. 242.1 - Solana Beach
- M.P. 243.3 - Del Mar
- M.P. 248.3 - Sorrento
- M.P. 258.6 - Main Track
- M.P. 258.8 - Main Track
- M.P. 260.2 - Pacific Beach
- M.P. 260.4 - Pacific Beach
- M.P. 263.2 - Main Track

OLIVE DISTRICT:

- M.P. 0.6 - Atwood
- M.P. 0.8 - Atwood
- M.P. 0.9 - Atwood
- M.P. 1.3 - Main Track
- M.P. 3.3 - Main Track
- M.P. 3.5 - Main Track
- M.P. 3.6 - Main Track
- M.P. 4.1 - Main Track
- M.P. 5.0 - Orange

16 SPECIAL RULES

LOS ANGELES DIVISION

4. Rule 80: Bulletin books are located at Needles, Blythe, Barstow, San Bernardino, Fullerton, Union Station, Redondo Junction, Hobart, Watson, 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, First St. viaduct;
- 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 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.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track side indicators. Dragging equipment will also actuate track side indicators at locations so equipped.

LOCATOR (Read out) TYPE

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with headend at locator, if possible; readout observed and instructions in the locator cabinet complied with.

If counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted or counters have not registered, train may proceed at prescribed speed and must be observed closely en route.

RADIO READOUT (Reporter Type)

As train approaches the detector location, the following message will be transmitted via radio:

"SANTA FE RAILROAD (Site Identification) NORTH OR SOUTH TRACK, SYSTEM WORKING". This will alert crew that system is operational.

After train has passed the detector location, if no defects were noted, a subsequent message will be transmitted via radio:

"SANTA FE RAILROAD (Site Identification) NORTH OR SOUTH TRACK, NO DEFECTS".

If detector is actuated, a rotating white light will be illuminated at detector. In addition, a message will be transmitted or if train is on the North track, a fast beeping tone will be heard on the radio and, if train is on the South track, a slow beeping tone will be heard. If two trains are passing detector at same time and both have defects, the beeping tone will revert to a continuous unmodulated tone. When any of these warnings are observed, crew must immediately prepare to stop for inspection with rear of train 300 feet beyond detector.

After the train has passed detector location, the identification of defect (s), by type and location in train will be transmitted via radio. All references to defect locations will be from rear of train. The "LEFT" or "RIGHT" side mentioned is always referenced to the Engineer's left or right in the direction of travel. The message will be repeated once to insure information is correctly copied. If two trains are involved, reports will alternate until each have been reported twice. The following is a typical example of radio transmission that crews can expect to hear: (1) "SANTA FE RAILROAD, (Site Identification) NORTH OR SOUTH TRACK, FIRST HOTBOX RIGHT SIDE, one seven eight." (2) "SECOND HOTBOX LEFT SIDE, one four three." (3) "SANTA FE RAILROAD, (Site Identification) NORTH OR SOUTH TRACK, FIRST DRAGGING EQUIPMENT NEAR AXLE zero six eight".

This type detector has capability to store in it's memory the location of up to three (3) defective journals and three (3) dragging equipment alarms. Anytime three alarms of either type are reported, crew should inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the white rotating light becomes illuminated and no audible tone or message is received via radio stop will be made with rear end of train at least 300 feet beyond the detector and entire train thoroughly inspected.

If the white rotating light is illuminated before head-end of train reaches detector, the following message should be transmitted via the radio:

"SANTA FE RAILROAD, (Site Identification) NORTH OR SOUTH TRACK, SYSTEM FAILURE."

However, be alert for the possible transmission of an audible alarm and message should an alarm occur during passage of the train. If no such alarm or message is received, train may proceed at prescribed speed and must be observed closely enroute.

If, as train approaches and passes detector, no radio message is transmitted, nor does the rotating white light become illuminated, train may proceed at prescribed speed and must be observed closely enroute.

INSTRUCTIONS APPLICABLE TO ALL TYPES HOTBOX AND DRAGGING EQUIPMENT DETECTORS

When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change point where mechanical inspection is not made, must be informed of existing conditions. If abnormal heat is detected on same unit or car by intervening detector, or during a stop for inspection, unit or car must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.

SPEED REGULATIONS

8. Freight trains averaging 90 tons or more per car or having more than 7000 tons, must not exceed 45 MPH.

9. Between Needles and Summit, freight trains may observe passenger train speed but not to exceed 70 MPH, except Needles District eastward M.P. 701.5 to M.P. 696.2 and from M.P. 686.2 to M.P. 671.4 and westward from M.P. 689.5 to M.P. 693.7, provided:

- (1) Maximum district speed is 55 MPH for freight trains.
- (2) Train does not contain empty cars (10-pack cars, cabooses, flatcars loaded with empty trailers, containers or container chassis are considered loads).
- (3) Train does not exceed 5500 tons.
- (4) Train does not exceed 90 cars.
- (5) Train does not average more than 80 tons per car.
- (6) Locomotive can control speed to 70 MPH without use of air brakes.

10. In freight 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% and over (105.6 and over feet per mile)	15 MPH

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

12. Trains or engines using other than main track must not exceed turnout speed for that track, unless maximum speed otherwise indicated.

13. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from leading unit MPH
AMTRAK 100-761, 764-799	90*	45
5940-5948, 5990-5998	45	45
** 1215-1245, 1453, 1460	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position.

EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Engine without cars must not exceed 70 MPH.

**When used as controlling unit must not exceed 20 MPH.

LOS ANGELES DIVISION

SPECIAL RULES 17

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:

First District

M.P. 79.2 to M.P. 79.5
Between Verdemon and San Bernardino on both tracks.

Second District

M.P. 111.8 to M.P. 115.5
M.P. 118.8 to M.P. 119.7
M.P. 123.5 to M.P. 123.8
M.P. 127.3 to M.P. 128.3
Between San Dimas and Pasadena.

Third District

M.P. 152.6 to M.P. 154.2
M.P. 160.8 to M.P. 161.1
M.P. 165.3 to M.P. 165.4
Between D. T. Junction and Fullerton.

Fourth District

M.P. 165.4 to M.P. 166.0
Between Fullerton and Anaheim.
M.P. 250.0 to M.P. 250.5
M.P. 254.2 to M.P. 255.4
M.P. 256.7 to M.P. 260.3
M.P. 262.4 to M.P. 262.7
Between Sorrento and Old Town.

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

14. 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 ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak	4	5
Amtrak	2	2

15. 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	Pile Drivers	Locomotive Crane AT-199720 Other Machines M.P.H.
		AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 and Jordan Spreaders M.P.H.	AT-199452 AT-199453 AT-199456	
Needles, Cadiz, First, Second, Third and Fourth Districts	40	45	30	
Olive District	40	40	30	
All other Districts	15	15	15	

Derrick AT 199787 locomotive crane AT-199720 and pile drivers must be handled in trains next to engine.

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

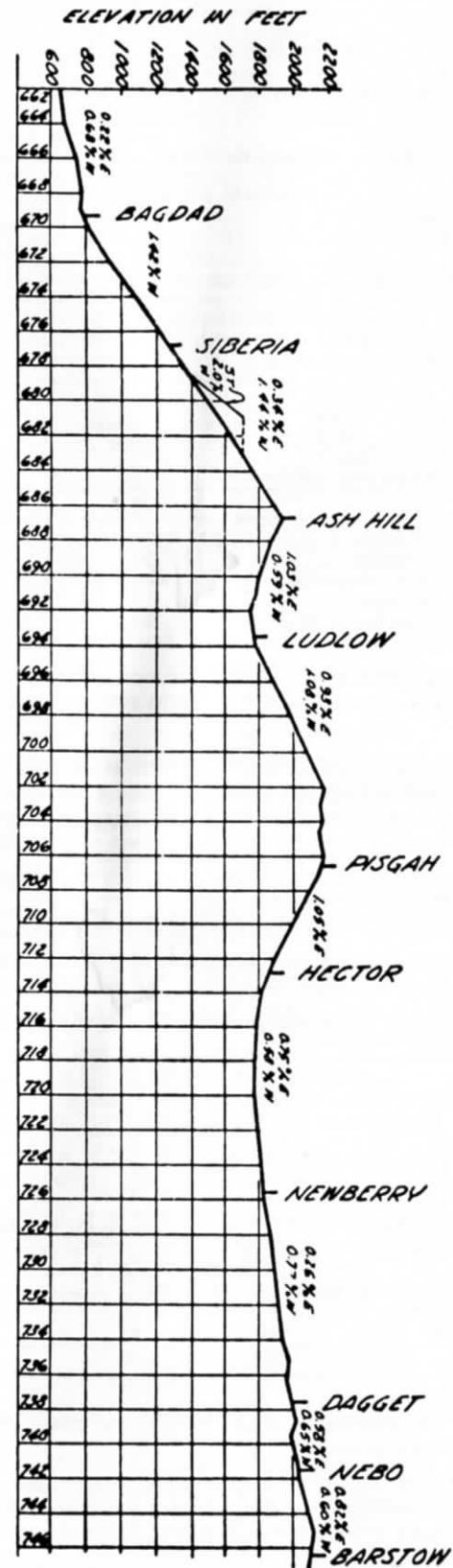
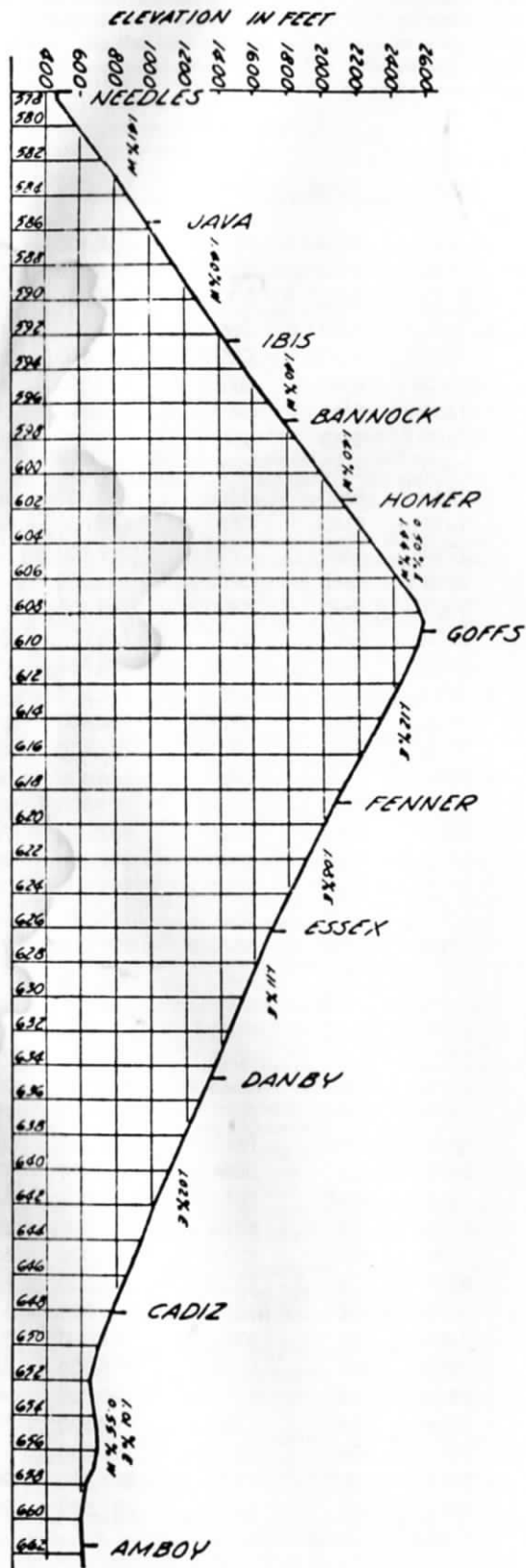
All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

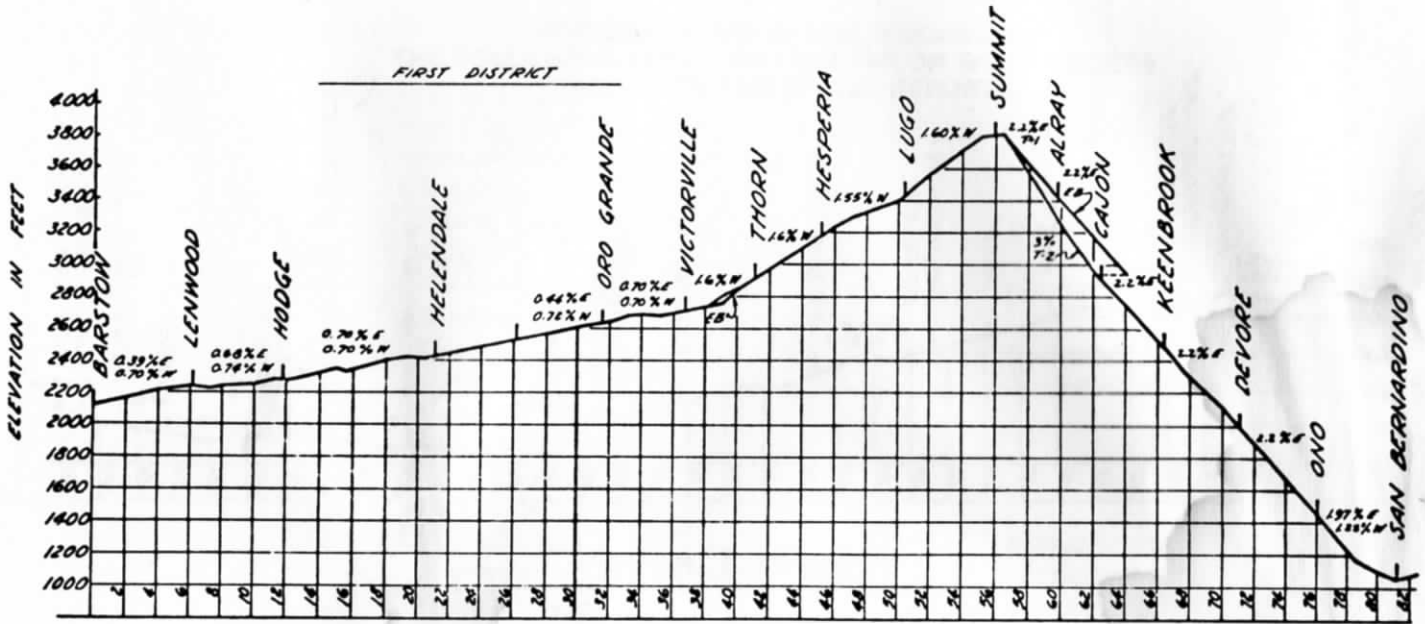
When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort, or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is list showing the weight, tractive effort and horsepower rating of units by class:

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE-POWER
*200	EMD	F40PH	259,500	38,240	3000
*500	EMD	SDP 40F	396,000	57,300	3000
1215	EMD	SSB1200	246,000	36,000	1200
1242	ALCO	SW12	246,000	47,000	1200
1300	ALCO	CRSD20	380,000	69,800	2050
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	SW7	262,500	41,300	1500
2000	EMD	GP7	249,000	41,300	1500
2244	EMD	GP9	249,000	45,200	1750
2417	EMD	CF7	249,000	41,300	1500
2700	EMD	GP30	262,900	51,400	2500
2800	EMD	GP35	266,000	51,400	2500
3000	EMD	GP20	265,000	44,800	2000
3200	EMD	GP30	262,900	50,064	2250
3300	EMD	GP35	266,000	43,850	2500
3500	EMD	GP38	262,500	46,720	2000
3600	EMD	GP39-2	264,400	55,400	2300
3800	EMD	GP40X	264,400	62,500	3500
3810	EMD	GP50	264,400	64,200	3500
4000	EMD	SD39	391,500	82,284	2300
4600	EMD	SD26	387,000	74,152	2625
5000	EMD	SD40	391,500	70,067	3000
5020	EMD	SD40-2	391,500	70,970	3000
5071	EMD	SD40-2	391,500	83,100	3000
5200	EMD	SD40-2	391,500	90,475	3000
5300	EMD	SD45	391,500	72,286	3600
5426	EMD	SD45	389,500	72,286	3500
5490	EMD	SD45	391,886	72,286	3600
5500	EMD	SD45	391,500	72,286	3600
5625	EMD	SD45-2	395,500	73,650	3600
5900	EMD	F45	395,000	72,290	3600
5940	EMD	FP45	399,000	68,006	3600
5950	EMD	SDF45	395,500	72,290	3600
5990	EMD	SDFP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2250
6350	GE	B23-7	268,000	61,000	2250
6364	GE	B23-7	265,000	60,400	2250
6390	GE	B23-7	264,000	61,000	2250
7484	GE	B36-7	264,000	64,600	3600
7500	GE	U23C	395,000	85,800	2250
8010	GE	C30-7	398,800	90,600	3000
8064	GE	C30-7	392,500	90,600	3000
8099	GE	C30-7	395,000	91,500	3000
8500	GE	U33C	391,500	90,600	3300
8700	GE	U36C	391,500	90,600	3600

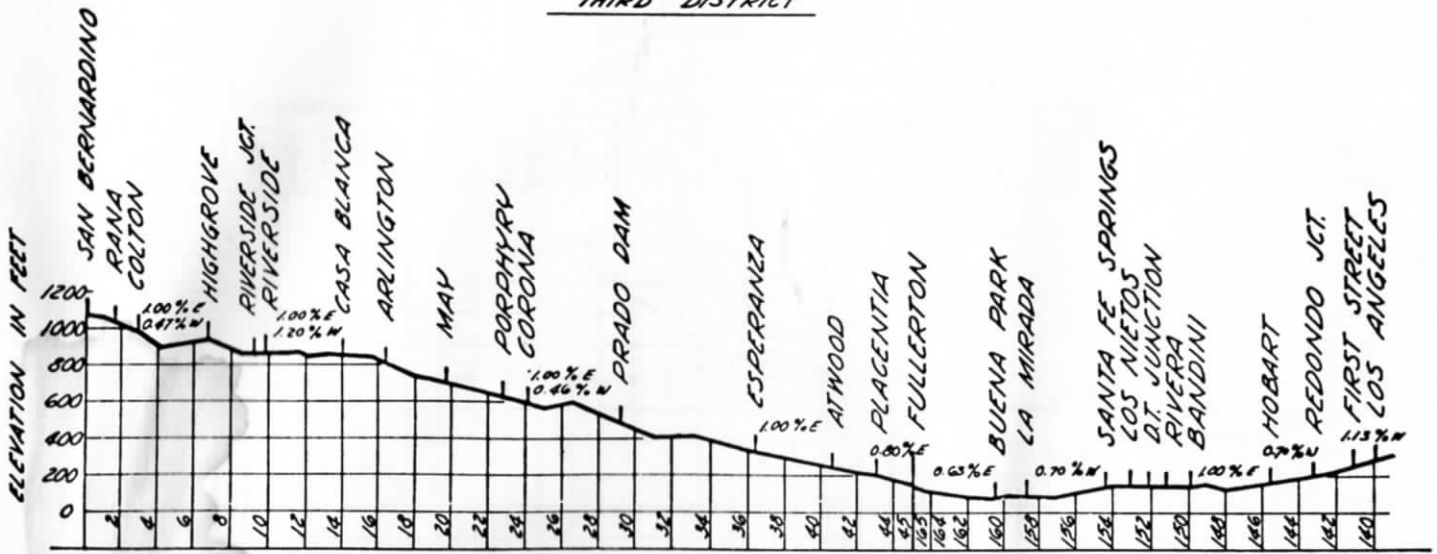
* Amtrak passenger units.

NEEDLES DISTRICT

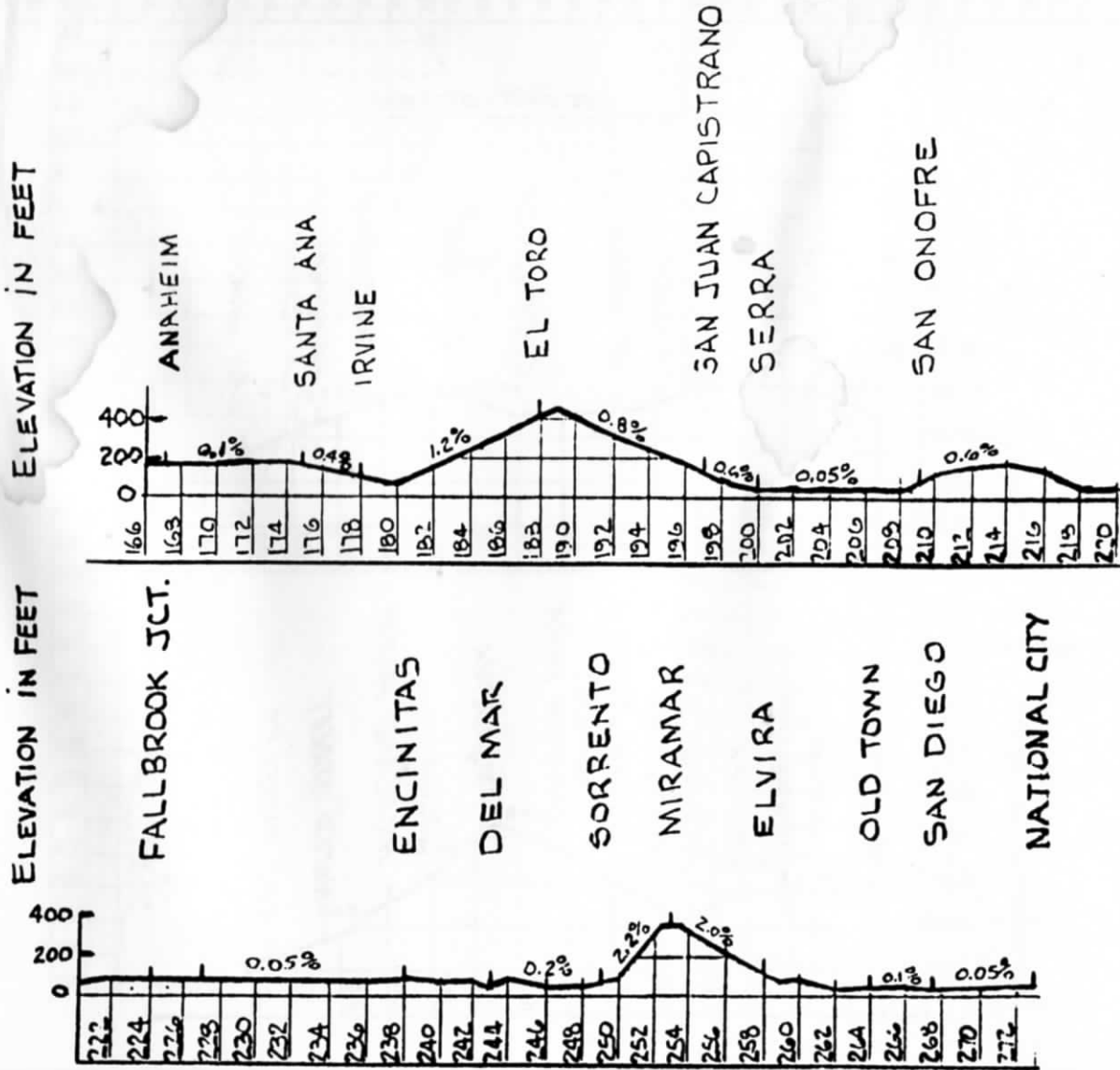




THIRD DISTRICT



FOURTH DISTRICT



**FOR OBSERVATION AND GUIDANCE,
THE FOLLOWING CODES MAY APPEAR ON WORK ORDERS,
TRACK LISTS AND WHEEL REPORTS.**

AI	- Agri. Industries	
B1	- Bad Order	
BA	- Blasting Agent	(HAZARDOUS)
CG	- Cargill	
CB	- Combustible	(HAZARDOUS)
CD	- Condemned	
CL	- Chlorine	(HAZARDOUS)
CM	- Corrosive	(HAZARDOUS)
DG	- Dangerous	
DH	- Do Not Hump	
DU	- Do Not Uncouple	
EQ	- Equity Export - Houston	
FG	- Flammable Gas	(HAZARDOUS)
FL	- Flammable	(HAZARDOUS)
FS	- Flammable Solid	(HAZARDOUS)
FW	- Flammable Solid W (Dangerous When Wet)	(HAZARDOUS)
HE	- Head End Only	
HL	- High Wide Load	
HV	- High Value	
IP	- Interchange Prohibited	
IPSW	- Intraplant Switch (Respot Car)	
MR	- Mechanical Refrig. Maintain - Degrees	
MCNR	- Mechanical Car or Trailer - No Refrigeration Required	
NG	- Non-Flammable Gas	(HAZARDOUS)
NP	- No Placards Required	
OM	- Oxidizer	(HAZARDOUS)
OP	- Organic Peroxide	(HAZARDOUS)
OR	- Other Regulated Materials	
OX	- Oxygen	(HAZARDOUS)
PA	- Poison Gas	(HAZARDOUS)
PB	- Poison	(HAZARDOUS)
PE	- Houston Public Elevator	
RE	- Rear End Only	
RM	- Radioactive Material	(HAZARDOUS)
REJT	- Car Rejected by Shipper	
RSPT	- Respot Due to Railroad Error	
TURN	- Turn Car & Respot	
WH	- Weight Heavy	
WI	- Waive Inspection - Set Direct	
WL	- Weigh Light	
XA	- Explosive "A"	(HAZARDOUS)
XB	- Explosive "B"	(HAZARDOUS)
XX	- DO NOT MOVE THIS CAR	
	*(Speed) - Speed Restriction	

*Numeric Speed Restriction will be shown.

HAZARDOUS MATERIAL

- I. It is the conductor's responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

Waybill: The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

Wheel Reports: The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

Placards: Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

Commodity Codes: The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

- II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

- A. Notify the Chief Dispatcher by the quickest means possible. If Railroad communications fail or are not available, call long distance to the telephone number listed below.

(714) 884-2111 Extension 241 or 359 or (714) 888-9895

- B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous material incident.

- C. Assist injured. Call for medical assistance if needed.

- D. The Chief Dispatcher will be furnished as much of the following information as possible:

(1) Train identification, symbol, employe name and position.

(2) Specific location of the incident (station, milepost location, nearest street or highway crossing).

(3) Nature of the incident - number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.

(4) Waybill Information:

(a) Car number

(b) Proper shipping name of contents

(c) Hazard class of material

(d) Shipper and consignee

(e) Standard Transportation Commodity Code (49 Series Number)

(5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).

(6) Location of roads, buildings, people or property subject to harm or damage from the emergency.

(7) Location of access roads.

(8) Location of nearby streams, rivers, ponds, lakes or other bodies of water.

(9) Any other information that will help the dispatcher understand the situation.

- E. Warn people to stay away from the emergency area.

- F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.

- G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

HOW TO USE THIS CHART:
 To determine where a placarded car can be placed in a train follow these steps:
 - Determine the type of placard that is applied to the car from line 1
 - Determine the type of car to which the placard is applied from line 2
 - Follow vertically down the chart and note which lines apply
 - The symbol "✓" indicates wording at the side that applies.
 See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

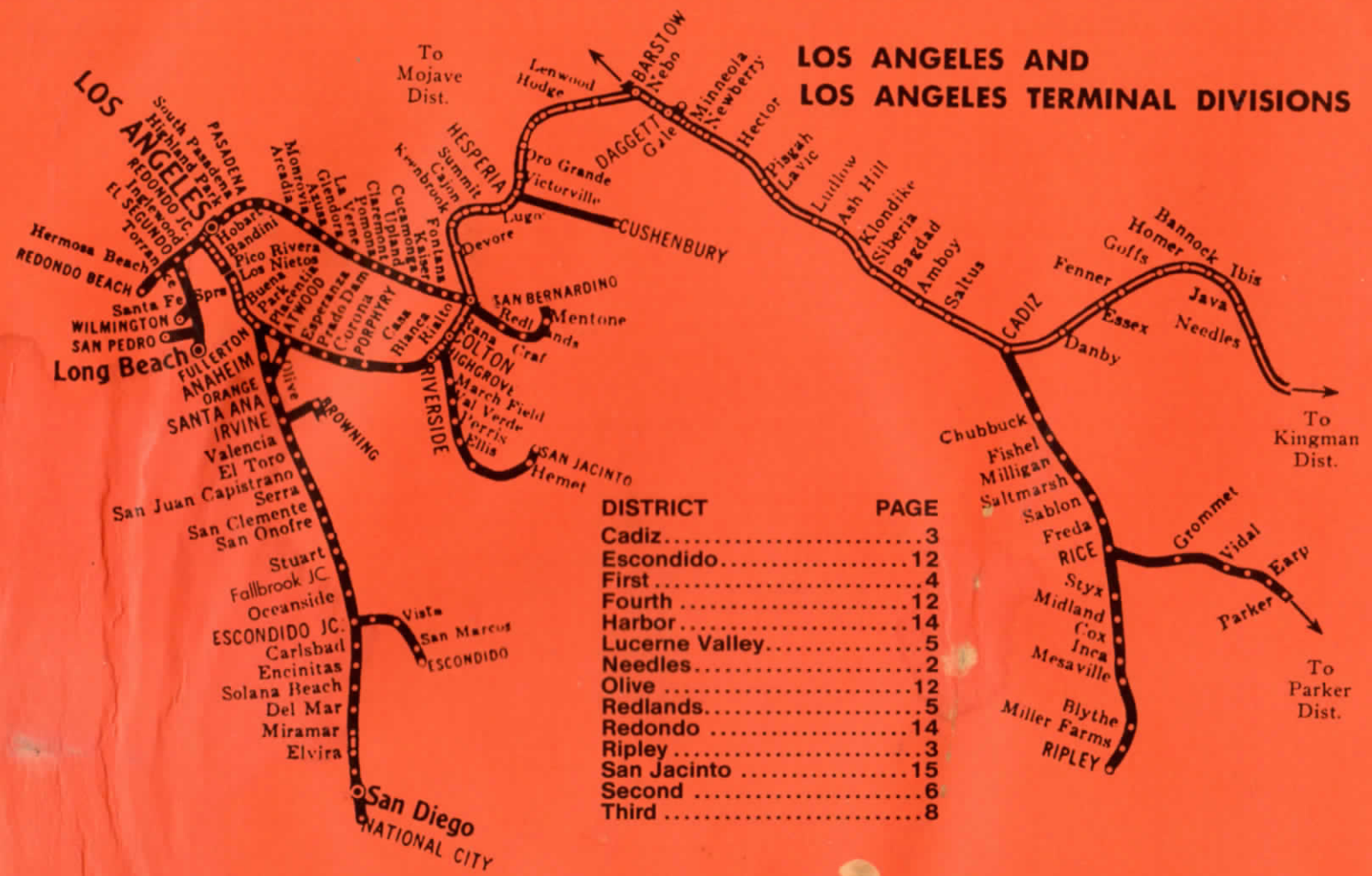
1 PLACARD APPLIED ON CAR		2 TYPE OF CAR							
		ANY CARS (See Note on page 17)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3 RESTRICTIONS									
4 WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓			✓			
5 WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2ND FROM ENGINE, OCCUPIED CABOOSE	✓	✓			✓			
6	LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN TOP CAR	✓ ¹	✓	✓		✓ ²			
7	AN OPEN TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS	✓	✓	✓		✓			
8	ENGINE	✓	✓	✓	✓	✓			✓
9	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED	✓ ³	✓ ³	✓ ³	✓	✓	✓ ⁴	✓	
10	OCCUPIED CABOOSE	✓ ³	✓ ³	✓ ³	✓	✓		✓	
11	OCCUPIED GUARD CAR	✓ ³	✓ ³	✓ ³	✓	✓			
12	UNDEVELOPED FILM				✓				
13	A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION	✓	✓	✓		✓			
14	A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS	✓	✓	✓					
15	15 16 17 18 CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓	
		POISON GAS	✓			✓	✓	✓	
		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD	✓	✓	✓	✓			
		RADIOACTIVE	✓	✓	✓		✓	✓	

MUST NOT BE PLACED NEXT TO

FOOTNOTES

1. Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
2. A specially equipped car in trailer-on flatcar or container-on flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following exception for cars in trailer on flatcar service does not apply to loaded trucks or trailers without securely closed doors.
3. A rail car placarded "EXPLOSIVES A" OR "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
4. Applies only in mixed train service, see section 174.87.

LOS ANGELES AND LOS ANGELES TERMINAL DIVISIONS



DISTRICT	PAGE
Cadiz	3
Escondido	12
First	4
Fourth	12
Harbor	14
Lucerne Valley	5
Needles	2
Olive	12
Redlands	5
Redondo	14
Ripley	3
San Jacinto	15
Second	6
Third	8

FREIGHT TRAIN SCHEDULE (For Information Only)
WESTWARD

Trains	Needles		Barstow		San Bernardino		Hobart	
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.
168	9:35A	1:15P	2:00P	4:45P	5:00P	8:00P		
178	9:35P	1:15A	2:00A	4:45A	5:00A	7:00A		
179	7:00P	11:00P	12:01A					
188	2:35P	6:15P	7:00P	9:45P	10:00P	11:59P		
189	12:45P	4:05P	5:05P					
199	4:10A	7:20A	8:20A					
288	1:05P	5:05P	6:05P	9:20P	9:30P	11:30P		
308	9:15A	1:15P	2:35P	5:45P	6:00P	8:30P		
309	2:50P	6:50P	8:10P					
338	11:55P	5:00A						
348	1:55P	7:00P						
408	8:25A	12:55P						
508	6:15A	11:25A						
568	6:55P	12:40A						
579	6:35P	10:35P	8:45A					
589	5:50P	9:50P	11:00P					
668	5:05P	8:45P	10:30P	1:00A	1:10A	3:00A		
678	3:45A	8:45A						
818		8:00A	12:01P	2:00P	6:00P			
858		12:01A	3:30A	3:45A	7:00A			
898		12:01P	3:45P	5:45P	6:00P			

708	Lv. Parker	5:30A	3251	Lv. San Bernardino	5:30P
	Ar. Barstow	12:01P		Ar. San Diego	10:30P
807	Lv. Barstow	10:00A	3252	Lv. San Diego	11:30P
	Ar. Parker	4:00P		Ar. San Bernardino	4:30A

FREIGHT TRAIN SCHEDULE (For Information Only)
EASTWARD

Trains	Hobart		San Bernardino		Barstow		Needles	
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.
803						12:01A	3:40A	
804						4:00A	8:00A	
805						6:00P	9:55P	
808	12:01A	3:30A	4:00A	7:00A				
811	11:00P	1:30A	2:15A	5:10A	6:10A	10:10A		
817					12:01A	5:00A		
828	12:01A	3:30A	4:00A	7:00A				
861	8:30P	10:30P	10:45P	1:15A	2:00A	6:00A		
863	8:00P	11:30P	11:59P	3:00A	7:45A	12:01P		
868	12:01A	3:30A	4:00A	7:00A				
876					10:00A	1:25P		
878	1:30A	4:00A	4:30A	7:30A				
881	4:00A	5:50A	6:05A	8:30A	9:10A	12:40P		
883	5:30A	7:25A	7:45A	10:15A	11:00A	2:30P		
885	11:00A	12:45P	1:00P	4:00P	5:15P	8:55P		
888	4:00P	7:30P	8:00P	11:00P				
891	7:00A	8:50A	9:00A	11:25A	12:10P	3:55P		
901				8:15P	9:15P	1:05A		
971				9:40A	11:00A	2:50P		
973				11:45P	2:15A	7:45A		
975				12:01P	4:20P			
981				11:40A	1:00P	4:50P		
991				3:45P	4:15P	7:15P		

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	
						Min.
36	100	58	62.1	1	40	36.0
37	97.3	59	61.0	1	42	35.3
38	94.7	1	60.0	1	44	34.6
39	92.3	1	58.0	1	46	34.0
40	90.0	1	56.2	1	48	33.3
41	87.8	1	54.5	1	50	32.7
42	85.7	1	52.9	1	52	32.1
43	83.7	1	51.4	1	54	31.6
44	81.8	1	50.0	1	56	31.0
45	80.0	1	48.6	1	58	30.5
46	78.3	1	47.4	2	59	30.0
47	76.6	1	46.1	2	05	28.8
48	75.0	1	45.0	2	10	27.7
49	73.5	1	43.9	2	15	26.7
50	72.0	1	42.9	2	20	24.0
51	70.6	1	41.9	2	25	21.8
52	69.2	1	40.9	3	...	20.0
53	67.9	1	38.0	3	30	17.1
54	66.6	1	39.1	4	...	15.0
55	65.5	1	38.3	5	...	12.0
56	64.2	1	37.5	6	...	10.0
57	63.2	1	36.8	12	...	5.0

THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION
 DR. R. R. HARE, MEDICAL DIRECTOR-
 CHIEF EXECUTIVE OFFICER
 Los Angeles, Calif.

R. N. CROW, GENERAL WATCH INSPECTOR
 Topeka, Kansas

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