



Ma. Hill

**SANTA FE
SAFETY FIRST**



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

LOS ANGELES DIVISION

- W. H. LAWSON, *Trainmaster* Needles, Calif.
- B. T. JOHNSTON, *Road Foreman of Engines* . . . Needles, Calif.
- G. R. DERKSEN, *Rules Examiner* Barstow, Calif.
- P. J. DE WOLF, *Trainmaster* Barstow, Calif.
- D. J. McDOUGAL, *Trainmaster* Barstow, Calif.
- N. C. ORFALL, *Asst. Trainmaster* Barstow, Calif.
- J. M. TAYLOR, *Asst. Trainmaster* Barstow, Calif.
- M. J. WOOD, *Asst. Trainmaster* Barstow, Calif.
- L. D. BURT, *Asst. Trainmaster* Barstow, Calif.
- J. C. TOLSON, *Road Foreman of Engines* Barstow, Calif.
- T. G. CORBIN, *Safety Supervisor* Barstow, Calif.
- B. J. HEATH, *Trainmaster* San Bernardino, Calif.
- G. C. DADO, *Trainmaster* San Bernardino, Calif.
- G. S. PATTERSON, *Asst. Trainmaster* San Bernardino, Calif.
- L. D. JONES, *Asst. Trainmaster* San Bernardino, Calif.
- J. P. HERNDON, *Road Foreman of Engines*
San Bernardino, Calif.
- S. R. GRISWOLD, *Asst. Trainmaster Agent* Kaiser, Calif.
- L. B. HARTMAN, *Safety Supervisor* San Bernardino, Calif.
- R. D. HARPER, *Rules Examiner* Fullerton, Calif.
- J. L. SCHROEDER, *Trainmaster* Fullerton, Calif.
- A. M. BATY, *Asst. Trainmaster* Fullerton, Calif.
- C. F. LILLEY, *Trainmaster* San Diego, Calif.

LOS ANGELES TERMINAL DIVISION

- J. M. WATKINS, *Trainmaster* Los Angeles, Calif.
- W. E. ADAMS, *Trainmaster* Los Angeles, Calif.
- D. E. BEAUCHAMP, *Trainmaster* Los Angeles, Calif.
- P. V. NASH, *Trainmaster* Los Angeles, Calif.
- C. K. SEAMAN, *Asst. Trainmaster* Los Angeles, Calif.
- G. SEFCIK, *Asst. Trainmaster* Los Angeles, Calif.
- R. P. GARCIA, *Asst. Trainmaster* Los Angeles, Calif.
- J. D. LUSK, *Asst. Trainmaster* Los Angeles, Calif.
- G. J. BUHLER, *Asst. Trainmaster Agent* Long Beach, Calif.
- W. G. BOYER, *Safety Supervisor* Los Angeles, Calif.
- G. D. CASSIDY, *Road Foreman of Engines* . Los Angeles, 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
D. F. HODGES, *Chief Dispatcher*

ASST. CHIEF DISPATCHERS

- G. A. WOLLERTON - W. E. EBERT - E. M. BUTLER
- T. H. ESHELMAN - K. W. JURE

TRAIN DISPATCHERS

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

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



**LOS ANGELES AND
LOS ANGELES TERMINAL
DIVISIONS**

TIME TABLE No.

6

IN EFFECT

Sunday, April 24, 1977

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.

M. L. BANION J. G. FRY R. T. DENNISON
Asst. General Managers
LOS ANGELES, CALIF.

E. L. KIDD L. D. EIDSON
Superintendent Superintendent
SAN BERNARDINO, CALIF. LOS ANGELES, CALIF.

J. R. MERRITT
Terminal Superintendent
BARSTOW, CALIF.

2 NEEDLES, CADIZ AND RIPLEY DISTRICTS

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS NEEDLES DISTRICT SOUTH TRACK

Location	M.P.H.	
	Psg. and Light	Freight
Barstow to Pisgah	90	60
Pisgah to Bagdad	79	60
Bagdad to M.P. 646.1	90	60
M.P. 646.1 to Goffs	79	60
Goffs to Needles	79	50
4 Curves M.P. 747.0 to 745.0	50	50
Curve M.P. 745.0 to 743.8	80	60
5 Curves M.P. 710.6 to 707.8	70	60
Curve M.P. 702.0 to 701.5	50	50
7 Curves M.P. 701.5 to 696.2	70	60
2 Curves M.P. 696.2 to 694.9	60	60
4 Curves M.P. 694.9 to 693.6	50	50
4 Curves M.P. 693.6 to 688.9	70	60
Curve M.P. 688.9 to 688.4	60	60
2 Curves M.P. 688.4 to 686.2	70	60
2 Curves and Grade M.P. 686.2 to 683.4	70	45
2 Curves and Grade M.P. 683.4 to 680.7X	50	45
2 Curves and Grade M.P. 680.7X to 677.8	65	45
10 Curves and Grade M.P. 677.8 to 671.4	70	45
3 Curves M.P. 631.0 to 628.7	75	60
10 Curves M.P. 625.5 to 613.8	65	60
6 Curves M.P. 613.8 to 609.1	75	60
2 Curves M.P. 609.1 to 608.4	65	50
9 Curves M.P. 599.1 to 589.1	70	50
6 Curves M.P. 589.1 to 587.0	50	50
14 Curves M.P. 587.0 to 578.1	55	50
"H" St. Crossing M.P. 578.1	15	15

NEEDLES DISTRICT NORTH TRACK

Needles to Goffs	79	60
Goffs to Bagdad	90	60
Bagdad to Pisgah	79	60
Pisgah to Barstow	90	60
"H" St. Crossing M.P. 578.1	15	15
Needles Freight Lead M.P. 578.4 to 580.3	30	30
23 Curves M.P. 578.1 to 589.3	50	50
3 Curves M.P. 589.3 to 593.3	60	60
Curve M.P. 593.3 to 593.8	40	40
11 Curves M.P. 593.8 to 603.3	60	60
2 Curves M.P. 608.3 to 609.1	70	60
2 Curves M.P. 670.5 to 672.1	70	60
10 Curves M.P. 672.1 to 678.1	55	55
2 Curves M.P. 678.1 to 680.3	40	40
7 Curves M.P. 680.3 to 686.2	50	50
2 Curves M.P. 688.4 to 689.5	60	60
Curve M.P. 692.9 to 693.7	65	60
4 Curves M.P. 693.7 to 695.0	50	50
10 Curves M.P. 695.0 to 702.0	60	60
5 Curves M.P. 707.8 to 710.6	70	60
Curve M.P. 743.8 to 745.0	80	60
4 Curves M.P. 745.0 to 747.0	50	50

Cadiz District MPH

Cadiz District	49
Bridge & Curve M.P. 106.8 to 107.3	30
Track M.P. 107.3 to 118.9	40
M.P. 154 to 158	30
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

Rice to Blythe	40
Blythe to Ripley	20
Riverview Farms Spur	15
2 Curves M.P. 0.0 to M.P. 1.0	15
M.P. 1.0 to M.P. 6.0	30
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

Westward		TIME TABLE		Eastward	
First Class	Capacity of Sidings In Feet	NO. 6		Capacity of Sidings In Feet	First Class
3		April 24, 1977			4
Leave Daily	Ruling Grade Descending—Feet Per Mile	STATIONS		Mile Post	Arrive Daily
AM 2.05		Yard	NEEDLES YL		Yard
2.15	5317	No. 7.5—So. 7.4	578.0	70.2	
2.23	7929	JAVA	585.6	70.2	
2.30	5418	IBIS	592.4	104.6	
2.36	6716	No. 5.4—So. 4.6	597.0	73.9	
2.47	7318	BANNOCK	601.5	73.9	
2.54	5454	HOMER	609.1	0.0	7254 1.17
3.05	5383	GOFFS	618.7	0.0	
3.15	7328	FENNER	626.2	0.0	5369 1.00
3.24	5296	ESSEX	634.7	0.0	5841 12.53
3.30		DANBY	648.1	0.0	9292 12.41
3.38	6746	OADIZ	661.5	29.0	5406 12.31
3.52	5414	AMBOY	669.3	35.9	5022 12.25
4.14	6605	BAGDAD	676.7	75.0	
4.30	7352	SIBERIA	686.7	121.4	7113 12.09 AM
4.40		No. 8.5—So. 7.7	706.8	67.0	6682 11.51
5.05 AM	Yard	ASH HILL	725.6	16.4	5363 11.36
Arrive Daily		PISGAH	737.6	40.6	11.27
(56.2)		NEWBERRY	746.4	31.7	11.20 PM
		DAGGETT			Leave Daily
		BARSTOW			
		NORTH (168.7) (166.0) SOUTH			

Average speed per hour

(62.2)

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 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	

BARSTOW YARD

Maximum Speed Through Following Power Switches:		
EE and WE Inspection Yard Tracks 1-2 and 1-3 (Interlocked)		50
Jct. of High and Low Leads on Yard Entry Track from Needles		30
Crossovers Between First and Mojave Dist. Yard Entry Tracks		30
EE and WE All Receiving Yard Tracks		30
EE Departure Yard Tracks D-1 through D-5		30
WE All Departure Yard Tracks		30
EE Departure Yard Tracks D-6 through D-10		15

(Continued on Page 3)

Spring Switches at West end North track sidings 15 MPH
 Java, Ibis, Bannock, Homer, Goffs, Fenner, 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

Rule 97(A): 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 94 in effect:

At Needles, between M.P. 577.5 and M.P. 578.5.

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. 6						↑
	April 24, 1977						
	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
		PARKER YL		105.8		C	Yard
	29.6	14.2			31.7		
	21.1	VIDAL YL		120.0	30.6	B	880
		20.4					
		RICE YL		140.4		B-Y	2471
	25.3	3.6			0.0		
	30.6	FREDA YL		144.0	0.0		1500
		7.0					
	31.7	SABLON		151.0	29.6		2846
		18.2					
	31.7	FISHEL		169.2	29.6		4949
		21.3					
		CADIZ YL		190.5		B-Y	3500
		(84.7)					

Trains must get clearance card before leaving Parker.

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

Rule 83(B): Train registers located in phone booth at Rice and Cadiz where trains will register as directed.

RIPLEY DISTRICT

WESTWARD	TIME TABLE						EASTWARD
↓	NO. 6						↑
	April 24, 1977						
	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
		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 YL		16.5	66.0		526
		16.5					
		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	Locator & Signals Affected
Bridge 587.9	Highwater	Signals 5871 and 5892
M.P. 628.1	Hot Box	Rotating white lights at scanner, at M.P. 627 and at locator (M.P. 626.3)
South track		
M.P. 631.3	Hot Box	Rotating white lights at scanner and at locator (M.P. 633.5)
North track		
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 at 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		
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 4 poles west of M.P. 187 and 2 poles west of M.P. 186

Ripley District

Bridge 10.3 Highwater Rotating red light on poles located 4 poles west of M.P. 10 and 19 poles east of M.P. 10

**STATIONS OR TRACKS NOT SHOWN IN SCHEDULE
 Needles District**

Location	Mile Post	Capacity in Feet	Switch Connection
Salts	658.4	2590	East and West
Klondike	682.0	600	West
Ludlow	693.2	2491	East
Ludlow	693.6	1512	West
Lavic	702.7	500	East
Hector	712.8	800	East and West
Minneola	731.7	800	West
Airport Spur	732.6	9048	East
Gale	735.3	600	East
Cool Water	735.9	558	West
Nebo	741.6	3591	East and 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		

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
Barstow	Mojave District
Rice	Ripley District
Blythe	504

4 FIRST DISTRICT

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	First District Westward Movements Both Tracks	
	Psg. and Light	Freight
Barstow to San Bernardino	79	60
Adelanto Spur	15	15
2 Curves M.P. 746.4 to 747.0	50	50
2 Curves M.P. 747.0 to 4.6	70	60
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

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

Westward	TIME TABLE				Eastward
First Class	NO. 6				First Class
	April 24, 1977				
3	STATIONS				4
Leave Daily	Ruling Grade Descending—Feet Per Mile	Mile Post	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	Arrive Daily
AM 5:15	0.0	746.4		Yard	PM 11:10
	36.9	6.7	41.0		
	37.0	13.6	37.0		
	12.7	31.5	37.0	Yard	
	0.0	36.7	37.0	Yard	
	0.0	38.0	15.8		
	0.0	45.1	83.4	Yard	
	0.0	50.1	81.8		
	116.2	55.9	84.5		
	116.2	62.8	0.0		
	116.2	73.9	0.0		
AM 7:05		81.3		Yard	PM 9:12
Arrive Daily	South Track (81.3) North Track (83.3)				Leave Daily
(44.1)	Average speed per hour				(42.1)

Rule 97(A): 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 934-1, 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 derails: MPH
Adelanto Spur, one-fourth mile from main track 10
Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH, except for interlocked switches and crossovers at following locations:

Station	Location	MPH
Barstow	See Needles District Page 2	
Lenwood	Two crossovers	50
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—Speed restrictions and special instructions governing the use of retainers for westward freight trains, Summit to San Bernardino.

- 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.
- 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 SUMMIT 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 SUMMIT 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 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.

- 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 train's 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 Verdemont.
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.
- 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.
Before proceeding, brake system must be fully charged.
- 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.
- 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.
- 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.

LOS ANGELES DIVISION

FIRST, LUCERNE VALLEY AND REDLANDS DISTRICTS 5

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

LOCATION	MPH	
	Psg. and Light	Freight
San Bernardino to Barstow	79	60
Adelanto Spur	15	15
M.P. 81.5 to 80.8	20	20
2 Curves M.P. 80.8 to 78.3	60	60
4 Curves M.P. 72.6 to 70.8	45	45
6 Curves M.P. 70.8 to 66.9	50	50
8 Curves M.P. 66.9 to 64.2	40	40
3 Curves M.P. 64.2 to 62.2	50	50
15 Curves (South Track) M.P. 62.1 to 57.1	30	30
2 Curves (South Track) M.P. 57.1 to 56.1	45	45
18 Curves (North Track) M.P. 64.3X to 57.4X	30	30
2 Curves (North Track) M.P. 57.4X to 56.1	45	45
8 Curves M.P. 56.1 to 51.8	55	55
8 Curves M.P. 51.8 to 49.4	45	45
Curve M.P. 49.4 to 48.8	50	50
Curve M.P. 48.8 to 48.1	65	60
Curve M.P. 43.7 to 42.0	55	55
3 Curves M.P. 42.0 to 39.9	50	50
4 Curves M.P. 39.9 to 37.4	45	45
Victorville M.P. 37.4 to 36.6	30	30
3 Curves M.P. 36.6 to 34.3	55	55
2 Curves M.P. 34.3 to 33.8	40	40
2 Curves M.P. 33.8 to 31.8	60	60
2 Curves M.P. 4.6 to 747.0	70	60
2 Curves M.P. 747.0 to 746.4	50	50

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

	MPH
REDLANDS DISTRICT	20
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 9.4	15
Mentone, St. Crossing and Track M.P. 12.0 to 19.7	10

LUCERNE VALLEY DISTRICT	
Hesperia to 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)
Adelanto Spur	34.4	5 Miles	West (North Track)
Thorn	41.1	2995	East and West (North Track)
Summit	54.4	3500	East (North Track)
Alray	59.7X	1000	East (North Track)
Keenbrook	66.3	1580	East (North Track)
Devore	71.0	1700	East and West (South Track)
Ono	75.0	2200	East (North Track)

REDLANDS DISTRICT

Nevada Street	6.7	750	East and West
Craf	11.4	188	East

LUCERNE VALLEY DISTRICT

La Habra Product Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	East and West

REDLANDS DISTRICT

WESTWARD	TIME TABLE					EASTWARD
↓	Ruling Grade Descending Feet Per Mile	NO. 6		Mile Post	Ruling Grade Descending Feet Per Mile	Capacity of Sidings in Feet
		April 24, 1977				
		STATIONS				
		PATTON YL	19.7			708
	15.8	HIGHLAND YL	18.7	84.5		1220
	79.2	EAST HIGHLANDS YL	16.2	73.9		1230
	0.0	MENTONE YL	12.0	84.5		790
	116.2	REDLANDS YL	8.8	0.0		
	116.2	S. P. Crossing SAN BERNARDINO YL	0.0	79.2	C-R-Y	Yard
		(19.9)				

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

LUCERNE VALLEY DISTRICT

WESTWARD	TIME TABLE					EASTWARD
↓	Ruling Grade Descending Feet Per Mile	NO. 6		Mile Post	Ruling Grade Descending Feet Per Mile	Capacity of Sidings in Feet
		April 24, 1977				
		STATIONS				
		CUSHENBURY YL	29.2			2900
	105.6	SPUR 5 YL	26.1	0.0	C	700
	105.6	BASS YL	15.6	0.0		760
	75.0	SPUR 2 YL	11.3	75.0		122
	75.0	SPUR 1 YL	7.0	0.0		114
	75.0	HESPERIA YL	0.0	75.0	B	
		(29.0)				

Rule 93: Yard limits Cushenbury to Hesperia, inclusive.
Normal position of junction switches Hesperia for First District Yard Track.

SWITCHES—MAXIMUM AUTHORIZED SPEED REDLANDS AND LUCERNE VALLEY DISTRICTS

Maximum speed permitted through all yard turnouts and crossovers—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. 27.1 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

6 SECOND, OLIVE AND ELSINORE DISTRICTS

LOS ANGELES DIVISION

Westward		Rolling Grade Descending—Feet Per Mile	TIME TABLE		Mile Post	Rolling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Eastward	
First Class	NO. 6		NO. 6	First Class						
3			NO. 6	NO. 6					4	
	April 24, 1977		April 24, 1977	April 24, 1977						
Leave Daily	STATIONS								Arrive Daily	
AM 7.10	SAN BERNARDINO YL	0.0	81.3	64.9	C-R-Y	Yard	PM 9.09			
7.17	3.6		84.9	35.4		2647	8.53			
7.23	6.9		91.8	14.3	C-R	Yard	8.48			
	1.9		98.7	14.3	B	2570				
7.29	4.0		97.7	58.4	C-Y	3154	8.43			
7.33	3.2		100.9	30.8	C	2363	8.40			
7.38	3.9		104.8	0.0		2732	8.36			
7.45	1.9		106.7	0.0		3079	8.33			
	3.5		110.2	0.0		1919				
	4.2		114.4	0.0		2820	8.19			
7.55	2.5		118.9	0.0	C-Y		8.16			
7.58	1.3		118.2	39.8		3213	8.14			
8.01	2.0		120.2	0.0		2561				
8.05	2.2		122.4	26.4			8.09			
	1.8		124.2	76.0		852				
8.12	3.1		127.3	76.2		1850	8.05			
8.30	4.4		131.7	78.1		1702	8.00			
	2.0		133.7	0.0						
8.38	0.5		134.2	0.0		1698	7.47			
	4.5		138.7	81.7		890				
8.50	0.7		139.4	0.0			7.34			
	0.6		140.0	0.0						
	0.8			0.0	C-R-Y					
9.05 AM	0.8			0.0		Yard	7.30 PM			
	1.1		141.1	0.0		Yard				
Arrive Daily	(59.8)						Leave Daily			

(31.0)

Average speed per hour

(36.1)

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

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

Regular trains must get clearance card before leaving San Bernardino.

Rule 97(A): Extras need not secure clearance card before leaving San Bernardino on Second District. Westward extras that are to operate west of Upland must secure clearance card before leaving Kaiser. Extra trains and engines must contact West Yard Tower Operator, or Kaiser Operator, to determine that there are no conflicting movements before occupying Second District main track between San Bernardino and Kaiser. Extra trains and engines must, after using Second District main track from San Bernardino and Kaiser, notify West Yard Tower Operator, or Kaiser Operator, as soon as main track has been cleared.

TCS in effect:

On main tracks between Broadway and Redondo Jct. Third Dist.

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.

Rule 311: 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 "RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."

OLIVE DISTRICT

WESTWARD		Rolling Grade Descending—Feet Per Mile	TIME TABLE		Mile Post	Rolling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD	
First Class	NO. 6		NO. 6	First Class						
	NO. 6		NO. 6	NO. 6						
	April 24, 1977		April 24, 1977	April 24, 1977						
Leave Daily	STATIONS								Arrive Daily	
42.2	ATWOOD	0.0		Y-B	Yard					
	2.4		0.0							
42.2	OLIVE	2.4								
	S. P. Crossing		0.0	Y	3280					
	3.4									
	ORANGE	5.8								
	(5.8)									

TCS in effect on main track between Atwood and Orange.

EL SINORE DISTRICT

WESTWARD		Rolling Grade Descending—Feet Per Mile	TIME TABLE		Mile Post	Rolling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD	
First Class	NO. 6		NO. 6	First Class						
	NO. 6		NO. 6	NO. 6						
	April 24, 1977		April 24, 1977	April 24, 1977						
Leave Daily	STATIONS								Arrive Daily	
132.0	ELSINORE YL	21.9				147.8	847			
	5.6		18.3			79.2	1013			
89.8	ALBERHILL YL		8.5			0.0	1498			
	7.8									
68.6	ARCILLA YL									
	8.5									
	PORPHYRY YL	0.0		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	Frt.
San Bernardino to Los Angeles		65		60
Rialto, Cucamonga Foothill Spurs, Muscat, Metropolitan and Pasadena Industrial Spurs		15		15
M.P. 81.5 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
4 Curves M.P. 111.8 to 115.5		55		55
2 Curves M.P. 118.8 to 119.7		55		50
M.P. 124.8 to 131.0		65		40
M.P. 131.0 to 131.8		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
EL SINORE 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
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

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
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	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 M.P. 138.3 for yard movements.

Main track — Union Station 0— Cudahy lead —0— S.P. Downey Ave 000—

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
Pasadena Industrial Spur	127.5	2.1 m.	East
Lamanda Park		1772	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

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

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.
------------	-----------	--

RAILROAD CROSSING AT GRADE

Olive District

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

8 THIRD DISTRICT

LOS ANGELES DIVISION

WESTWARD					Ruling Grade Descending— Feet Per Mile	TIME TABLE NO. 6 April 24, 1977	Mile Post	Ruling Grade Descending— Feet Per Mile	Communications Turn Tables and Ways	Capacity of Sidings In Feet	EASTWARD				
FIRST CLASS											FIRST CLASS				
79	77	75	73	71							70	72	74	76	78
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
						SAN BERNARDINO	0.0		C-R-Y	Yard					
					52.8	2.4 RANA	1.6	64.4							
					52.8	1.3 COLTON		0.0	O	Yard					
					59.8	S. P. Crossing 3.8 HIGH GROVE	2.9	34.8	B	Yard					
					52.8	2.5 RIVERSIDE JOT.	6.7	7.4	C-R						
					14.2	0.6 RIVERSIDE	9.2	0.0		Yard					
					62.8	4.2 CASA BLANCA	9.8	63.4	Y	4934					
					52.8	2.4 ARLINGTON	14.0	21.1		3095					
					52.8	3.8 MAY	16.4	0.0		4692					
					52.8	2.6 PORPHYRY	20.2	0.0	Y	8059					
					30.1	1.3 CORONA	22.8	0.0	C-R	8370					
					52.8	5.1 PRADO DAM	24.1	24.3		4735					
					52.8	7.2 ESPERANZA	29.2	21.1		6359					
					52.8	4.2 ATWOOD	36.4	0.0	Y						
					42.2	2.4 PLACENTIA	40.8	13.2							
PM	PM	PM	AM	AM	42.2	3.0 FULLERTON	43.0	0.0	C-R		AM	AM	PM	PM	PM
9.30	6.30	3.00	11.35	9.00	33.4	U. P. Crossing 6.3 LA MIRADA	165.0	26.9		Yard	8.05	11.05	2.05	5.05	9.05
					9.2	4.3 SANTA FE SPRINGS	158.7	37.0		4300					
					17.6	1.3 LOS NIETOS	154.4	23.2							
					26.9	S. P. Crossing 1.0 D. T. JUNCTION	153.1	17.4							
					0.0	S. P. Crossing 0.9 PICO RIVERA	152.1	4.2	R	Yard					
					0.0	1.4 BANDINI	151.2	22.7							
					52.8	4.3 HOBART	149.8	22.7	C-R	Yard					
					0.0	U. P. Crossing 2.3 REDONDO JOT.	146.5	37.0	R-T-Y						
					0.0	U. P. Crossing 2.1 FIRST STREET	143.2	37.0		Yard					
					0.0	(70.7) MISSION TOWER	141.1	59.7	C-R-Y		7.33	10.33	1.33	4.33	8.33
					31.7	0.8 LOS ANGELES	140.0	71.8			7.30	10.30	1.30	4.30	8.30
10.05	7.05	3.35	12.10	9.35		Union Station					AM	AM	PM	PM	PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		WEST (72.6) (71.6) EAST					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

(44.2) (44.2) (44.2) (44.2) (44.2) Average speed per hour (44.2) (44.2) (44.2) (44.2) (44.2)

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

Third District trains originating at First Street or Hobart must get clearance card before leaving Hobart.

Trains from Harbor District enroute Third District must get clearance card before leaving Hobart.

Rule 97(A): Santa Fe trains must get clearance card before leaving San Bernardino.

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

TCS in effect on main tracks between San Bernardino and Mission Tower.

Rule 311: 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 "RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Pagr. 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 1.5X	15	15	
2 Curves and Bridge M.P. 0.0 to 0.9	15	15	
4 Curves M.P. 0.9 to 2.1	20	20	
3 Curves and Colton M.P. 2.1 to 3.2	30	30	
2 Curves M.P. 3.2 to 4.0	40	40	
10 Curves M.P. 4.0 to 6.4	60	60	
3 Curves M.P. 6.4 to 6.8 (North Track)	40	40	
3 Curves M.P. 6.4 to 6.8 (South Track)	30	30	
3 Curves M.P. 6.8 to 9.6	50	50	
7 Curves M.P. 9.6 to 11.8	60	60	
2 Curves M.P. 11.8 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

	MPH
Trailing movements, spring point derails:	
Rana, switching lead	10
Prenda Spur, one-fourth mile from main track	10

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

Station	Location	MPH
Rana	Junction switch and crossover	30
Colton	West end siding	30
Colton	Two crossovers	50
Riverside Junction	Union Pacific junction switch when not using crossover	30
Riverside	Two-track junction switch	30
Atwood	Two-track junction switch	40
	Olive District junction switch	40
Fullerton	Fourth District junction switch	50
	Two crossovers M.P. 45.5	50
La Mirada	Two crossovers	50
D. T. Jct.	Two crossovers	50
Bandini	Two crossovers	50
Eastern Ave.	Main track crossovers and lead switch	40
M.P. 144.7	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
Nutrilite 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
Fullerton	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. When necessary make movement governed by Rule 321(A), examination of 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 M.P. 138.3 for yard movements.

Main track — Union Station 0— Cudahy lead —0— S.P. Downey Ave 000—

**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	Rotating light at scanner, at M.P. 33.5 and at locator M.P. 35.1
M.P. 32 Eastward	Hot Box	Rotating light at scanner, at M.P. 30.7 and at locator M.P. 29.6

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 feet
Redondo Junction	Harbor Dist. Main Track
Mission Tower	L.A.U.P.T.

10 FOURTH, ESCONDIDO AND FALLBROOK DISTRICTS

LOS ANGELES DIVISION

WESTWARD					Ruling Grade Descending—Feet Per Mile	TIME TABLE NO. 6 April 24, 1977	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD									
FIRST CLASS											FIRST CLASS									
79	77	75	73	71							70	72	74	76	78					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily											
					28.4	NATIONAL CITY YL	273.1		Y	Yard										
					0.0	22ND STREET YL	269.3		C-R											
						SAN DIEGO YL	267.5		Y	Yard	AM	PM	PM	PM	PM					
					31.0	OLD TOWN YL	264.2				10.10	1.05	4.05	7.05	11.05					
					51.7	ELVIRA	257.9				9.55	12.50	3.50	6.50	10.50					
					0.0	MIRAMAR	253.0		Y											
					116.2	SOBRENTO	249.1			4877										
					58.1	DEL MAR	244.0													
					63.4	ENCINITAS	238.1													
					63.4	PONTO	233.8			5333										
					64.4	ESCOONDIDO JCT.	227.2		Y											
					15.8	OCEANSIDE	226.2		C-R	6096	9.10	12.09 PM	3.09	6.09	10.09					
					65.5	FALLBROOK JCT.	224.1		Y	4569										
					69.0	SAN ONOFRE	209.2			4927										
					68.1	SAN CLEMENTE	204.8													
					26.5	SERRA	199.8			4956										
					0.0	SAN JUAN CAPISTRANO	197.2													
					0.0	GALIVAN	192.6			4972										
					73.9	EL TOBO	188.1													
					70.2	VALENCIA	182.9			5982										
					63.4	IRVINE	178.5		Y											
					0.0	SANTA ANA	175.5		C-R	6048	8.21	11.21	2.21	5.21	9.21					
					14.3	ORANGE	172.6		Y	6250										
					39.2	S. P. Crossing ANAHEIM	167.8			3044										
					16.9	FULLERTON	166.0		C-R		8.05 AM	11.05 AM	2.05 PM	5.05 PM	9.05 PM					
						(107.7)														
(51.2)	(51.2)	(51.2)	(49.2)	(51.2)	Average speed per hour					(49.2)	(51.2)	(51.2)	(51.2)	(51.2)						

FALLBROOK DISTRICT						
Westward	TIME TABLE NO. 6 April 24, 1977			Eastward		
↓	Ruling Grade Descending—Feet Per Mile	STATIONS	Mile Post	↑	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet
		FALLBROOK JCT. YL	0.0			2077
	63.4	OHAPPO YL	5.9		73.9	
	0.0	JOPEGAN YL	8.4		81.1	
	79.2	U.S.M.C. Crossing DE LUZ YL	15.1		132.0	357
	0.0	FALLBROOK YL	16.5		105.6	
		(16.5)				

ESCOONDIDO DISTRICT						
Westward	TIME TABLE NO. 6 April 24, 1977			Eastward		
↓	Ruling Grade Descending—Feet Per Mile	STATIONS	Mile Post	↑	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet
		ESCOONDIDO YL	21.1			1376
	95.0	SAN MARCOS YL	16.2		91.3	866
	116.2	VISTA YL	9.2		116.2	1811
	116.2	ESCOONDIDO JCT. YL	0.0		116.2	
		(21.1)				

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

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

LOS ANGELES DIVISION

FOURTH, ESCONDIDO AND FALLBROOK DISTRICTS 11

No. 71 and extra trains originating must get clearance card before leaving San Diego or 22nd Street.

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.

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. 257.9 to 253.5 Westward	65	60
6 Curves and Grade M.P. 253.5 to 257.9 Eastward	65	50
3 Curves M.P. 253.5 to 252.8	35	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. 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 Crossing M.P. 244.3 to 241.8	50	50
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 207.8	70	60
San Clemente M.P. 207.8 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
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 165.4	40	40

Escondido District

ESCONDIDO DISTRICT	MPH
Hill St. & 17 Curves & track M.P. 0.3 to 7.1	30
9 Curves & track M.P. 9.0 to 14.8	15
6 Curves M.P. 17.9 to 19.5	20
M.P. 19.5 to 21.1	25
	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:

Station	Location	MPH
Fullerton	Fourth Dist. junction switch	40
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		
Stuart	221.7	2543	East and West
Carlsbad	229.3	2500	West
San Diego G. & E. Co. Spur	231.3	1005	East
Solana Beach	241.9	436	East
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
Irvine	1000
Fallbrook Jct.	Fallbrook Dist. Main Track
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 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

WESTWARD	TIME TABLE						EASTWARD
↓	NO. 6						↑
	April 24, 1977						
	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
		REDONDO JOT. YL	0.0		R-Y		
52.8	1.5	MALABAR YL	1.5	0.0		Yard	
21.1	1.0	S. P. Crossing NADEAU S. P. Crossing	2.5	0.0			
21.1	1.0	WINGFOOT YL	3.5	0.0	B	Yard	
18.5	2.5	WILDASIN YL	6.0	0.0		Yard	
10.5	1.3	VAN NESS YL	7.3	10.6		Yard	
0.0	0.7	HYDE PARK YL	8.0	67.6		Yard	
52.8	1.9	INGLEWOOD YL	9.9	52.8		Yard	
79.2	3.7	LAIRPORT YL	13.6	79.2	B	5100	
11.6	1.2	S. P. Crossing EL SEGUNDO YL	14.8	62.8	Y		
52.6	1.8	LAWDALE YL	16.6	51.1		Yard	
52.3	3.5	ALCOA YL	20.1	58.4		Yard	
10.9	1.6	TORRANCE YL	21.7	26.4		Yard	
24.3	1.6	IRONSIDES YL	23.3	0.0		Yard	
79.2	3.3	WATSON YL	26.6	52.8	C-R-Y	Yard	
	1.4	WILMINGTON YL	28.0		B	Yard	
	2.0	PIER A YARD YL			O	Yard	
	1.1	WEST THENARD S. P. Crossing					
	2.5	LONG BEACH					
		(28.0)					

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

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
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.

REDONDO DISTRICT

WESTWARD	TIME TABLE						EASTWARD
↓	NO. 6						↑
	April 24, 1977						
	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
		REDONDO BEACH YL	20.2			Yard	
0.0	1.5	HERMOSA BEACH YL	18.7	42.2		Yard	
0.0	1.7	MANHATTAN BEACH YL	17.0	42.2			
52.8	2.2	EL SEGUNDO YL	14.8	47.5	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)

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.

SAN JACINTO DISTRICT

WESTWARD ↓	TIME TABLE NO. 6 April 24, 1977					↑ 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	HIGHGROVE YL S. P. Crossing 7.2	0.0	116.2		1018	
52.8	BOX SPRINGS YL 2.4	7.2	31.4		1555	
17.6	MAROH FIELD YL 1.0	9.8	0.0	C		
47.5	ALESSANDRO YL 2.9	10.8	0.0		2046	
28.6	VAL VERDE YL 4.2	13.5	9.5	Y	1105	
63.4	PERRIS YL 4.4	18.3	21.6	B	Yard	
42.2	ETHANAC YL 0.2	22.7	49.3		1030	
0.0	WINCHESTER YL 7.1	28.9	52.8		1570	
63.4	HEMET YL 2.3	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
San Jacinto District	40
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 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, 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, Riverside, Corona, Fullerton, Pico Rivera, Union Station, Redondo Junction, Hobart, 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, 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 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.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also activate wayside indicators.

When actuated by a train, stop must be made at locator, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

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

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within 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. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps are lighted, be governed by the three preceding paragraphs. If no lamps are lighted, train may proceed at prescribed speed and be observed closely enroute.

Continued on next page

14 SPECIAL RULES

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

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

Trains must not exceed speed of 30 MPH while moving over hot box 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. (A) Maximum authorized speed for freight trains handling one or more empty cars 55 MPH.

(Caboose and cars loaded with empty trailers or empty containers are considered loads.)

(B) Freight trains averaging 85 tons or more per car or having 5000 tons or more, 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 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 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

10. 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

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

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

13. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from leading unit MPH
AMTRAK 100-799 5940-5948	90*	45
All 1150, 1160 1215, 1418, 1500 and 2322 Class Units	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.

Light Forward

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

LOS ANGELES DIVISION

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	4	5

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	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 Derrick AT-199787 and Jordan Spreaders M.P.H.	Other Wrecking Derricks M.P.H.	Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 Other Machines M.P.H.
Needles, Cadiz, First, Second, Third and Fourth Districts	45	40	30
Olive District	40	40	30
All other Districts	15	15	15

Derrick AT 199787 and pile drivers must be handled in trains next to engine.

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

THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION

DR. ERNEST E. PARKS, 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!

**FREIGHT TRAIN SCHEDULE (For Information Only)
WESTWARD**

Trains	Needles		Barstow		San Bernardino		Hobart
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.	Arr.
118	10:15A	2:15P	3:30P	6:30P	7:00P	9:00P	
128	7:45P	11:45P	1:00A	4:05A	4:20A	6:30A	
138	8:10A	12:40P					
178	9:35P	1:15A	2:00A	4:45A	5:00A	7:00A	
188	2:35P	6:15P	7:00P	9:45P	10:00P	11:59P	
308	11:55A	3:55P	5:15P	8:25P	8:40P	11:10P	
318	3:55P	8:15P	9:30P	12:40A	12:55A	3:10A	
328	5:20P	9:20P	10:00P	12:55A	1:10A	3:55A	
338	12:25A	4:25A	5:40A	8:50A	9:05A	11:35A	
348	4:25A	8:45A	10:00A	12:55P	1:25P	3:35P	
358	8:25A	12:45P	2:00P	4:55P	5:25P	7:35A	
388	1:00P	4:50P	5:35P	8:20P	8:35P	11:10P	
408	5:10A	9:40A					
508	1:55A	6:55A					
568	2:25A	7:25A					
588	7:30P	11:10P	11:50P	2:20A	2:30A	4:30A	
668	3:10P	6:50P	7:35P	10:05P	10:15P	11:59P	
678	9:00P	2:00A					
718	4:30P	11:00P					
728	1:35A	6:05A					
808			2:00A	5:05A	5:25A	7:45A	
828			3:00P	6:10P	6:20P	8:45P	
838			4:00P	7:00P	7:30P	9:00P	
848			11:00P	2:00A	3:00A	5:00A	
119	5:00A	9:00A					
129	7:00P	11:00P					
189	11:10A	2:20P					
199	4:10A	7:20A					
309	1:55P	6:15P					
319	1:55A	6:15A					
118-9	5:40P	10:10P	11:40P	2:40A	3:30A	5:35A	
128-9	2:40A	7:10A	8:30A	11:30A	12:20P	2:35P	
308-9	3:55P	7:55P	9:25P	12:25A	1:35A	3:50A	
318-9	7:55P	12:25A	1:55A	4:55A	5:35A	7:50A	
328-9	11:55P	4:25A	5:55A	8:55A	9:35A	11:50A	
338-9	4:25A	8:55A	10:15A	1:35P	2:05P	4:10P	
348-9	8:25A	1:25P	2:25P	5:25P	6:05P	8:10P	
358-9	12:25P	5:25P	6:25P	9:25P	10:05P	12:10A	
508-9	6:45P	11:45P					
568-9	5:25A	10:25A	11:40A	3:40P	4:30P	7:05P	
668-9	6:15P	10:30P	11:30P	2:30A	3:00A	5:15A	
119-9	2:40P	7:30P					
129-9	4:40A	9:30A					
309-9	5:55P	10:45P					
319-9	5:55A	10:45A					

708	Lv. Parker	5:30A	3254	Lv. Los Angeles	7:30P
	Ar. Barstow	12:01P		Ar. San Diego	12:40A
807	Lv. Barstow	10:00A	3253	Lv. San Diego	12:40A
	Ar. Parker	4:00P		Ar. Los Angeles	5:50A
788	YK Coal		3251	Lv. San Bernardino	3:40P
887	Coal Mtys			Ar. San Diego	9:00P
			3252	Lv. San Diego	9:00P
				Ar. San Bernardino	2:30A

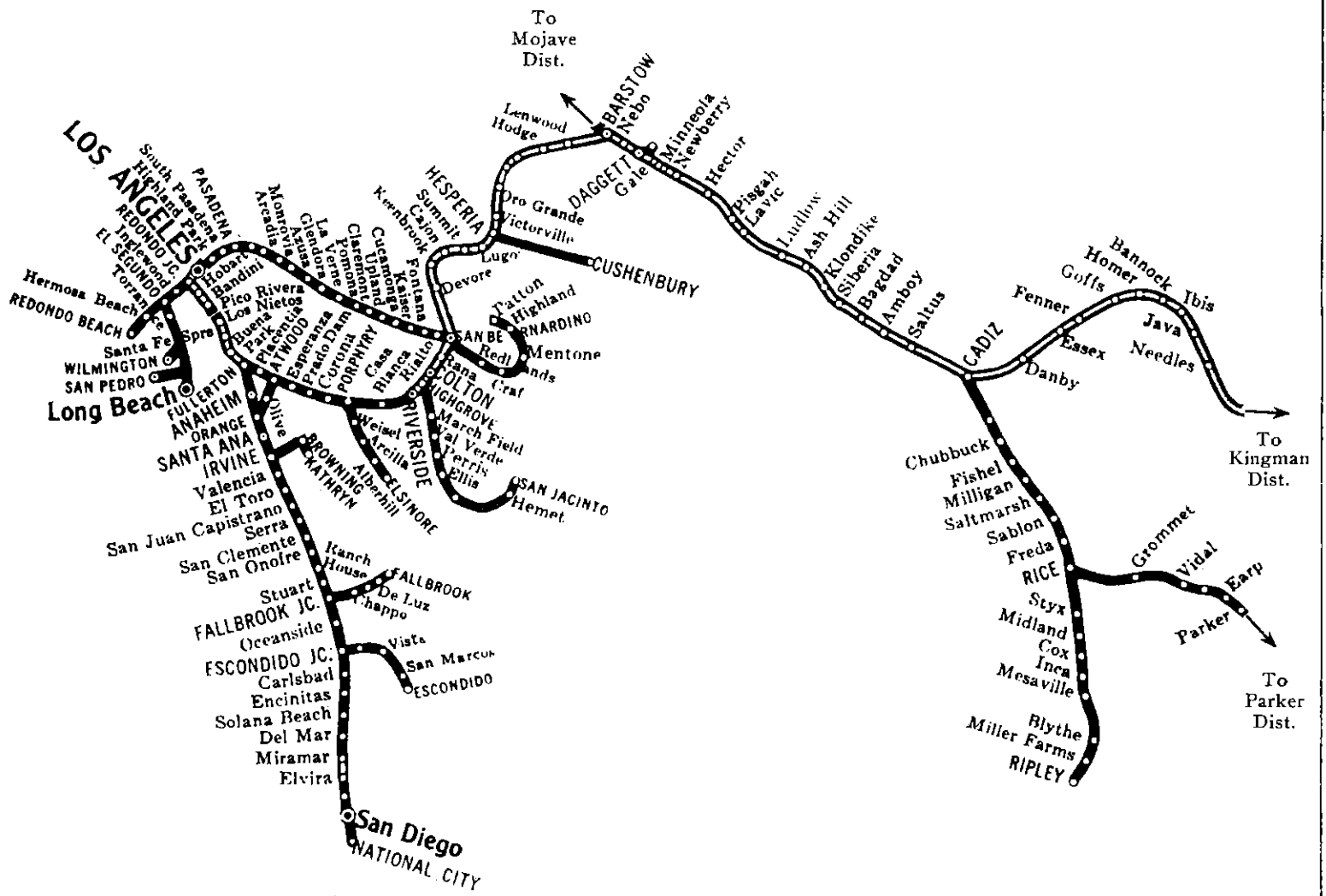
**FREIGHT TRAIN SCHEDULE (For Information Only)
EASTWARD**

Trains	Hobart	San Bernardino		Barstow		Needles
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.
801	12:01A	2:30A	3:15A	6:00A	7:15A	11:10A
803					12:30A	4:10A
804					4:00A	8:00A
805					6:00P	9:55P
811	8:00A	10:40A	11:20A	2:15P	3:30P	7:10P
813					2:30A	6:10A
823					4:30A	8:10A
833					6:30A	10:10A
843					8:30A	12:10P
853					10:30A	2:10P
865					4:30P	8:25P
876					11:30A	2:55P
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	1:30A	3:15A	3:30A	6:30A	7:15A	10:55A
901					8:15P	12:05A
903					12:30P	4:10P
913					2:30P	6:10P
923					4:30P	8:10P
933					6:30P	10:10P
943					8:30P	12:10A
953					10:30P	2:10A
963					5:15P	9:15P
991					3:35P	6:35P

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



**LOS ANGELES AND
LOS ANGELES TERMINAL DIVISIONS**