



SANTA FE SAFETY FIRST



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

LOS ANGELES DIVISION

- P. V. NASH, *Assistant Superintendent* . . . San Bernardino, Calif.
- E. J. MULLIGAN, *Trainmaster* Needles, Calif.
- L. D. JONES, *Trainmaster* Needles, Calif.
- E. D. MAAG, *Road Foreman of Engines* Needles, Calif.
- G. R. DERKSEN, *Rules Examiner* 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.
- V. V. ANDREAS, *Asst. Trainmaster* Barstow, Calif.
- J. A. McRAE, *Asst. Trainmaster* Barstow, Calif.
- H. C. HENRY *Road Foreman of Engines* Barstow, Calif.
- T. G. CORBIN, *Safety Supervisor* Barstow, Calif.
- G. C. DADO, *Trainmaster* San Bernardino, Calif.
- J. L. SCHROEDER, *Trainmaster* San Bernardino, Calif.
- K. W. JURE, *Asst. Trainmaster* San Bernardino, Calif.
- J. P. HERNDON, *Road Foreman of Engines*

San Bernardino, Calif.

- W. N. LEAVERTON, *Asst. Trainmaster Agent* Kaiser, Calif.
- R. L. STANLEY, *Safety Supervisor* San Bernardino, Calif.
- R. D. HARPER, *Rules Examiner* Fullerton, Calif.
- S. R. GRISWOLD, *Trainmaster* Fullerton, Calif.
- J. R. FRAIZER, *Asst. Trainmaster* Fullerton, Calif.
- S. F. CROOK, *Asst. Trainmaster* San Diego, Calif.

LOS ANGELES TERMINAL DIVISION

- J. M. WATKINS, *Trainmaster* Los Angeles, Calif.
- W. E. ADAMS, *Trainmaster* Los Angeles, Calif.
- H. B. LAMPE, *Trainmaster* Los Angeles, Calif.
- J. L. FIELDS, *Trainmaster* Los Angeles, Calif.
- H. S. DUKE, *Asst. Trainmaster* Los Angeles, Calif.
- W. H. WYSONG, *Asst. Trainmaster* Los Angeles, Calif.
- J. S. BLACK, *Asst. Trainmaster* Los Angeles, Calif.
- G. J. BUHLER, *Asst. Trainmaster Agent* Long Beach, Calif.
- R. R. MARTIN, *Safety Supervisor* Los Angeles, Calif.
- R. M. BLOOMER, *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 - E. M. BUTLER
- T. H. ESHELMAN - J. E. FREEMAN

TRAIN DISPATCHERS

- | | | |
|--------------|----------------|-----------------|
| L. A. WRIGHT | G. L. ADAMS | T. A. HUGHES |
| E. M. ELLIS | J. M. BIERD | R. N. BROWNING |
| H. F. BROWN | E. W. TERRY | D. L. DAVIES |
| D. R. MUNDAY | D. K. YOUNG | G. W. BUXTON |
| D. E. PRYOR | J. M. TIDEMANN | J. L. REDDICK |
| | | S. G. HUMPHREYS |
| | | D. C. HEDRICK |

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



**LOS ANGELES AND
LOS ANGELES TERMINAL
DIVISIONS**

TIME TABLE No.

11

IN EFFECT

Sunday, Oct. 26, 1980

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.

Q. W. TORPIN W. W. TOLIVER R. T. DENNISON
Asst. General Managers
LOS ANGELES, CALIF.

D.G. McINNES D. M. MILLER
Superintendent Superintendent
SAN BERNARDINO, CALIF. LOS ANGELES, CALIF.

W. BAXTER
Terminal Superintendent
BARSTOW, CALIF.

2 NEEDLES, CADIZ AND RIPLEY DISTRICTS

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Location	M.P.H.	Pgrr.	Frght.
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	
SPEED RESTRICTIONS			
3 Curves M.P. 747.0 to 745.0	50	50	
5 Curves M.P. 745.0 to 739.7	75	60	
Curve M.P. 711.6 to 710.6	80	60	
4 Curves M.P. 710.6 to 708.2	65	60	
Curve M.P. 708.2 to 707.8	60	60	
Curve M.P. 702.0 to 701.5	55	55	
Curve M.P. 701.5 to 700.4	65	60	
6 Curves M.P. 700.4 to 696.2	70	60	
2 Curves M.P. 696.2 to 694.9	55	55	
4 Curves M.P. 694.9 to 693.6	45	45	
Curve M.P. 693.6 to 692.8	65	60	
2 Curves M.P. 692.8 to 689.5	75	60	
2 Curves M.P. 689.5 to 688.4	55	55	
3 Curves and Grade M.P. 688.4 to 685.8	65	60	
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	60	
5 Curves M.P. 646.1 to 642.4	70	60	
Curve M.P. 639.2 to 638.8	75	60	
3 Curves M.P. 631.0 to 628.7	75	60	
6 Curves M.P. 625.5 to 618.9	65	60	
5 Curves M.P. 618.9 to 612.2	70	60	
4 Curves M.P. 612.2 to 609.1	65	60	
2 Curves M.P. 609.1 to 608.3	60	50	
6 Curves M.P. 601.4 to 597.8	60	50	
5 Curves M.P. 597.8 to 590.2	70	50	
Curve M.P. 590.2 to 589.3	65	50	
5 Curves M.P. 589.3 to 587.2	45	45	
14 Curves M.P. 587.2 to 578.8	50	50	
Curve M.P. 578.8 to 578.1	45	45	
"H" Street Crossing M.P. 578.1	15	15	

WESTWARD		Capacity of Sidings In Feet	Rating Grade Descending—Feet Per Mile
FIRST CLASS			
35	3		
Leave Daily	Leave Daily		
	AM 1.05	Yard	
	1.15	5317	0.0
	1.23	7329	0.0
	1.30	5418	0.0
	1.36	6716	0.0
	1.47	7318	21.1
	1.54		59.1
			57.0
	2.05	5383	57.0
	2.15	7328	62.8
	2.24	5296	63.8
	2.30		11.6
	2.38	6746	0.0
	2.52	5414	54.4
	3.14	6605	55.4
	3.30	7352	13.7
PM 12.45	3.40		43.3
12.55 PM	4.05	Yard	
Arrive Daily	Arrive Daily		
(52.8)	(56.2)		

TIME TABLE				EASTWARD	
NO. 11				FIRST CLASS	
October 26, 1980				4	36
STATIONS				Arrive Daily	Arrive Daily
Mile Post	Rating Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	Arrive Daily	Arrive Daily	
			AM 2.55		
NEEDLES YL		Yard	2.34		
No. 7.5—So. 7.4					
JAVA	585.6				
8.8		79.2			
IBIS	592.4				
No. 5.4—So. 4.6		104.5			
BANNOCK	597.0				
4.6		73.9			
HOMER	601.5				
7.5		73.9			
GOFFS	609.1	7254	2.17		
9.7					
FENNER	618.7				
7.6		0.0			
ESSEX	626.2				
8.5		0.0			
DANBY	634.7				
13.4		0.0			
CADIZ	648.1				
13.4		29.0			
AMBOY	661.5				
7.8		35.9			
BAGDAD	669.3				
7.4		75.0			
SIBERIA	676.7				
No. 9.5—So. 7.7		121.4			
ASH HILL	686.7				
19.9		57.0			
PISGAH	706.6				
19.0		16.4			
NEWBERRY	725.6				
12.0		40.6			
DAGGETT	737.6				
8.8		31.7			
BARSTOW	746.4				
		Yard			
			12.19 AM		3.45 PM
			Leave Daily		Leave Daily
			(64.7)		(52.8)

NEEDLES DISTRICT NORTH TRACK			
Needles to Goffs	79	60	
Goffs to Bagdad	90	60	
Bagdad to Pisgah	79	60	
Pisgah to Barstow	90	60	
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. 608.3 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. 618.9 to 620.4	80		
3 Curves M.P. 623.2 to 625.5	80		
2 Curves M.P. 629.9 to 631.0	80		
Curve M.P. 638.8 to 639.2	80		
5 Curves M.P. 642.4 to 646.0	80		
Curve M.P. 655.7 to 656.0	85		
Curve M.P. 670.5 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	40		
10 Curves M.P. 695.0 to 702.0	55		
4 Curves M.P. 707.8 to 710.4	65		
2 Curves M.P. 710.4 to 711.6	80		
5 Curves M.P. 739.7 to 745.0	75		
4 Curves M.P. 745.0 to 747.0	50		

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
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		MPH
Rice to Blythe		40
Blythe to Ripley		20
Riverview Farms Spur		15
SPEED RESTRICTIONS		
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

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	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	

(Continued on Page 3)

LOS ANGELES DIVISION

NEEDLES, CADIZ AND RIPLEY DISTRICTS 3

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
Maximum Speed on Balloon Track	10

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

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	
↓	Ruling Grade Descending—Feet Per Mile	NO. 11 October 26, 1980		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	↑
		STATIONS						
		PARKER YL	105.8			C-R-Y	Yard	
	29.6	14.2 VIDAL	120.0		31.7	B	880	
	21.1	20.4 RICE	140.4		30.6	B-Y	2471	
	25.3	3.6 FREDA	144.0		0.0		2100	
	30.6	7.0 SABLON	151.0		0.0		2846	
	31.7	18.2 FISHEL	169.2		29.6		4949	
	31.7	21.3 CADIZ	190.5		29.6	B-Y	Yard	
		(84.7)						

Trains must get clearance card before leaving Parker.

Rule 93: Yard limits located at Cadiz (Cadiz District only), 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	
↓	Ruling Grade Descending—Feet Per Mile	NO. 11 October 26, 1980		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	↑
		STATIONS						
		RIPLEY YL	49.4					
	42.8	7.4 BLYTHE	42.0		21.7	C-R-Y	Yard	
	10.6	25.5 STYX	16.5		83.4		526	
	83.4	16.5 RICE	0.0		65.0	B-Y	2471	
		(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 5892
M.P. 628.1	Hot Box	Rotating white lights at scanner, at M.P. 627 and at locator (M.P. 626.3)
M.P. 631.3	Hot Box	Rotating white lights at scanner and at locator (M.P. 633.5)
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)
M.P. 651.6	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 648.9)
M.P. 665	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 662.5)
M.P. 665	Hot Box	Rotating white lights at scanner and at locator (M.P. 667)
M.P. 709.1	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 711.8)
M.P. 716.4	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 714.3)
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
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
Gale	735.3	492	East
Nebo	741.6	3591	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
Cax	20.4	933	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

6 SECOND, OLIVE AND ELSINORE DISTRICTS

LOS ANGELES DIVISION

WESTWARD		Ruling Grade Descending— Feet Per Mile	TIME TABLE				Mile Post	Ruling Grade Descending— Feet Per Mile	Capacity of Sidings In Feet	EASTWARD	
FIRST CLASS			NO. 11 October 26, 1980							FIRST CLASS	
35	3		STATIONS							36	4
Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	
PM 3.00	AM 6.10	0.0	SAN BERNARDINO YL	81.3	64.9	Yard	PM 1.30	PM 10.09			
3.07	6.17	38.7	3.6	RIALTO YL	84.9	64.9	1.14	9.54			
3.13	6.23	37.7	6.9	KAISER YL	91.8	35.4	1.09	9.49			
3.19	6.29	32.0	1.9	ETIWANDA YL	93.7	14.3	1.04	9.44			
3.23	6.33	19.3	4.0	CUCAMONGA YL	97.7	14.3	1.01	9.41			
3.28	6.38	42.2	3.2	UPLAND YL	100.9	56.4	12.57	9.37			
3.35	6.45	59.1	3.9	CLAREMONT YL	104.8	30.8	12.55	9.35			
		68.4	1.9	POMONA	106.7	0.0					
		68.4	3.5	SAN DIMAS	110.2	0.0					
3.45	6.55	68.4	4.2	GLENDORA	114.4	0.0					
3.48	6.58	75.0	2.5	AZUSA	116.9	0.0					
3.51	7.01	81.3	1.3	IRWINDALE	118.2	39.6					
		80.7	2.0	BUTLER	120.2	0.0					
3.55	7.05	26.4	2.2	MONROVIA	122.4	26.4					
		0.0	1.8	ARCADIA	124.2	75.0					
4.02	7.12	95.0	3.1	CHAPMAN	127.3	75.2					
4.20	7.30	114.6	4.4	PASADENA YL	131.7	78.1					
		88.7	2.0	SOUTH PASADENA	133.7	0.0					
4.26	7.36	106.9	0.5	OLGA	134.2	0.0					
		89.8	1.5	WATER STREET YL	138.7	31.7					
		37.0	0.7	BROADWAY	139.4	0.0					
		19.0	0.6	MISSION TOWER	140.0	0.0					
4.55 PM	8.05 AM		0.8	S.P. & U.P. Crossings		0.0					
				LOS ANGELES Union Station		0.0					
Arrive Daily	Arrive Daily			(59.5)			Leave Daily	Leave Daily			

(31.0) (31.0)

Average speed per hour

(37.6) (38.0)

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

Trains originating 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, or San Bernardino. Extra trains and engines must contact San Bernardino 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 between San Bernardino and Kaiser, notify San Bernardino Operator, or Kaiser Operator, as soon as main track has been cleared.

TCS in effect:

On main tracks between Broadway and Mission Tower.

On main tracks at San Bernardino, between interlocked switches 5th St. and M.P. 82.2

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

Rule 6(B): San Bernardino, Azusa and Mission Tower C-R-Y; Kaiser C-R, Etiwanda B; Cucamonga Y.

OLIVE DISTRICT

WESTWARD	Ruling Grade Descending— Feet Per Mile	TIME TABLE		Mile Post	Ruling Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD
↓		NO. 11 October 26, 1980						↑
		STATIONS						
		ATWOOD	0.0	0.0	Y-B	Yard		
	42.2	OLIVE S.P. Crossing	2.4	0.0				
	42.2	ORANGE	5.8	0.0	Y	3280		
		(5.8)						

TCS in effect on main track between Atwood and Orange.

EL SINORE DISTRICT

WESTWARD	Ruling Grade Descending— Feet Per Mile	TIME TABLE		Mile Post	Ruling Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD
↓		NO. 11 October 26, 1980						↑
		STATIONS						
		ELSINORE YL	21.9	147.8			847	
	132.0	ALBERHILL YL	16.3	79.2			1013	
	89.8	ARCILLA YL	8.5	0.0			1498	
	68.6	PORPHYRY YL	0.0		Y	Yard		
		(21.9)						

Rule 93: Yard limits Porphyry to Elsinore, 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	Psgr.	MPH	Frt.
Second District			
San Bernardino to Los Angeles	65		60
Rialto, Cucamonga Foothill Spurs, 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		55
2 Curves M.P. 118.8 to 119.7	55		50
2 Curves M.P. 122.2 to 124.8	60		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
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

LOCATION	MPH
OLIVE DISTRICT	40
EL SINORE DISTRICT	
Porphyry to M.P. 22.1	20
SPEED RESTRICTIONS	
Turnouts & 5 curves M.P. 0.0 to 0.8	10
8 Curves & grade M.P. 16.0 to 17.9	15

SWITCHES—MAXIMUM AUTHORIZED SPEED

LOCATION	MPH
Trailing movements, spring point derails:	
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 turnout of other than main track switches—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		Crossover between main tracks east of Bridge 82.1.	30
Broadway		Two track junction switch	20

Olive District

Atwood		Junction switch	40
Orange		WE siding	30
		EE siding (main track)	40

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Second District		
Rialto Foothill Spur	S.P. Crossing	98-B, 98-C
Cucamonga Foothill Spur	S.P. Crossing	98-B, 98-C
Mission Tower	S.P. & U.P. Crossings	TCS

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Second District			
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
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

Orange	Olive Dist. Main track
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TRACK SIDE WARNING DEVICES

SPECIAL RULE 7

Location	Type	Signals Affected
Second District		
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.
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RAILROAD CROSSING AT GRADE

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

WESTWARD							Ruling Grade Descending-- Feet Per Mile	TIME TABLE NO. 11 October 26, 1980	Mile Post	Capacity of Sidings In Feet
FIRST CLASS										
83	81	79	77	75	73	71				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun. & *Hol.	STATIONS			
							SAN BERNARDINO	0.0	Yard	
							2.4 RANA	1.6		
							1.3 COLTON			
							S. P. Crossing	2.9	Yard	
							3.8 HIGHGROVE	6.7	Yard	
							2.5 RIVERSIDE JCT.	9.2		
							0.6 RIVERSIDE	9.8	Yard	
							2.4 CASA BLANCA	14.0	4905	
							2.4 ARLINGTON	16.4	3095	
							3.8 MAY	20.2	4692	
							2.6 PORPHYRY	22.8	8059	
							1.3 CORONA	24.1	8370	
							5.1 PRADO DAM	29.2	4735	
							7.2 ESPERANZA	36.4	6359	
							4.2 ATWOOD	40.6		
							2.4 PLACENTIA	43.0		
							3.0 FULLERTON			
							U. P. Crossing	165.0		
							6.3 LA MIRADA	158.7	Yard	
							4.7 SANTA FE SPRINGS	154.0		
							1.1 LDS NIETOS			
							S. P. Crossing	162.9		
							0.8 D. T. JUNCTION			
							S. P. Crossing	152.1		
							1.2 PICO RIVERA	150.9	Yard	
							1.1 BANDINI	149.8		
							2.5 EASTERN AVE.	147.8		
							1.3 HOBART	146.0	Yard	
							1.5 HOBART TOWER			
							U. P. Crossing	144.5		
							1.3 REDONDO JCT.			
							U. P. Crossing	143.2		
							2.1 FIRST STREET			
							(70.7)	141.1	Yard	
							1.1 MISSION TOWER			
							S. P. & U. P. Crossings	140.0		
							0.8 LOS ANGELES Union Station			
							WEST (72.6) (71.6) EAST			

(38.7) (38.7) (38.7) (38.7) (38.7) (38.7) (38.7)

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.

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

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

Rule 6(B): San Bernardino & Mission Tower C-R-Y; Riverside, Corona, Fullerton & Hobart C-R; Pico Rivera R; Redondo Jct R-T-Y; Highgrove B; Casa Blanca, Porphyry & Atwood Y.

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.

Trains or engines must secure authority from Towerman at Redondo Junction to occupy Industry Lead (Old Eastward Main Track) between MP 143.1 and MP 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 MP 143.1 and MP 140.2 must move at restricted speed.

* New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

LOS ANGELES DIVISION

THIRD DISTRICT 9

TIME TABLE		EASTWARD									
NO. 11 October 26, 1980		FIRST CLASS									
STATIONS	Mile Post	Rolling Grade Descending— Feet Per Mile	Capacity or Sidings In Feet	72	74	76	78	80	82	84	86
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Daily	Arrive Daily	Arrive Sun. & *Holidays Only
SAN BERNARDINO	0.0		Yard								
2.4 RANA	1.6	64.4									
1.3 COLTON		0.0									
S. P. Crossing	2.9		Yard								
3.8 HIGHGROVE	6.7	34.8	Yard								
2.5 RIVERSIDE JCT.	9.2	7.4									
0.6 RIVERSIDE	9.8	0.0	Yard								
2.4 CASA BLANCA	14.0	63.4									
2.4 ARLINGTON	16.4	21.1									
3.6 MAY	20.2	0.0									
2.6 PORPHYRY	22.8	0.0									
1.3 CORONA	24.1	0.0									
5.1 PRADO DAM	29.2	24.3									
7.2 ESPERANZA	36.4	21.1									
4.2 ATWOOD	40.6	0.0									
2.4 PLACENTIA	43.0	13.2									
3.0 FULLERTON	165.0	0.0		AM	AM	AM	PM	PM	PM	PM	PM
U. P. Crossing				s 7.33	s 9.03	s 11.03	s 2.18	s 5.18	s 6.18	s 9.18	s 10.33
6.3 LA MIRADA	158.7	26.9	Yard								
4.7 SANTA FE SPRINGS	154.0	37.0									
1.1 LOS NIETOS		23.2									
S. P. Crossing	152.9	17.4									
0.8 D. T. JUNCTION	152.1										
S. P. Crossing		4.2									
1.2 PICO RIVERA	150.9		Yard								
1.1 BANDINI	149.8	22.7									
2.5 EASTERN AVE.	147.3	22.7									
1.3 HOBART	146.0	19.0	Yard								
1.5 HOBART TOWER	144.5										
U. P. Crossing		52.8									
1.3 REDONDO JCT.	143.2										
U. P. Crossing		34.8									
2.1 FIRST STREET (70.7)	141.1		Yard								
1.1 MISSION TOWER	140.0	43.0									
S. P. & U. P. Crossings		43.8									
0.8 LOS ANGELES Union Station				7.00 AM	8.30 AM	10.30 AM	1.45 PM	4.45 PM	5.45 PM	8.45 PM	10.00 PM
WEST (72.6) (71.6) EAST				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Daily	Leave Daily	Leave Sun. & *Holidays Only

Average speed per hour

(46.9) (46.9) (46.9) (46.9) (46.9) (46.9) (46.9) (46.9)

10 THIRD DISTRICT

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg.	MPH	Frt.
San Bernardino to Fullerton	60		60
Fullerton to La Mirada	79		60
La Mirada to Los Angeles	65		60

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
Two Track Junction switch M.P. 10.1	30
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 25.8	30
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
Curve M.P. 161.1 to 160.8	65
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:		
Rana	Junction switch and crossover	20
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	40
	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
Hobart	Main track crossover	30
	Crossover north main track to setout track	30
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	300	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	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.

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	300 feet
Porphyry	Elsinore Dist. Main Track
Atwood	600 feet
Redondo Junction	Harbor Dist. Main Track
Mission Tower	L.A.U.P.T.

LOS ANGELES DIVISION

FOURTH, ESCONDIDO AND FALLBROOK DISTRICTS 11

No. 71, No. 73, No. 75, 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.

Rule 6(B): 22nd Street, Oceanside, Santa Ana, & Fullerton C-R; National City, San Diego, Miramar, Escondido Jct., Fallbrook Jct., Irvine & Orange Y.

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Fourth District

LOCATION	Psg.	Fr.	MPH
National City to Sorrento	79	60	60
Sorrento to Santa Ana	90	60	60
South Main Track, M.P. 179.1 to M.P. 176.7	40	40	40
Santa Ana to Fullerton	79	60	60

SPEED RESTRICTIONS

San Diego M.P. 273.0 to 267.3	20	20
San Diego M.P. 269.4 (Crosby Street)	10	10
San Diego M.P. 267.3 to 264.1	30	30
Curve M.P. 262.7 to 262.4	70	60
2 Curves M.P. 260.3 to 259.9	60	60
Curve M.P. 259.1 to 258.5	65	60
3 Curves M.P. 258.5 to 257.9	35	35
2 Curves M.P. 257.9 to 256.6	65	55
4 Curves M.P. 255.4 to 253.5	65	55
2 Curves M.P. 253.5 to 252.8	35	35
10 Curves & Grade M.P. 252.8 to 251.0	25	25
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. 245.8 to 245.6	55	50
Curve M.P. 244.6 to 244.4	75	60
Curve M.P. 244.4 to 244.1	50	45
Curve M.P. 244.1 to 243.5	65	60
Crossing M.P. 241.8 (Lomas Santa Fe Dr)	70	60
2 Curves M.P. 238.8 to 237.4	80	60
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	60
4 Curves M.P. 209.0 to 206.3	75	60
City San Clemente M.P. 206.3 to 202.7	40	40
Crossing M.P. 201.0 (Beach Rd.)	75	60
Curve M.P. 200.3 to 199.9	45	40
Curve M.P. 199.9 to 198.6	60	60
3 Curves M.P. 198.6 to 197.9	35	35
2 Curves M.P. 197.9 to 197.0	60	60
Santa Ana 2 Curves M.P. 176.1 to 175.3	40	40
4 Crossings M.P. 175.3 to 173.8	60	60
6 Curves M.P. 173.8 to 172.2	40	40
Curve M.P. 172.2 to 172.0	35	35
6 Crossing M.P. 172.0 to 169.2	45	45
2 Crossings M.P. 169.2 to 168.0	60	60
2 Crossings M.P. 168.0 to 167.7	40	40
Curve M.P. 165.9 to 165.4	40	40

Escondido District

ESCONDIDO DISTRICT	MPH	30
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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

Fallbrook District

Fallbrook Jct. to M.P. 7.4	30
M.P. 7.4 to Fallbrook	25

SPEED RESTRICTIONS

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 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
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
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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
Browning		1080	East
Tustin	179.5	1800	East and West
Stuart	221.7	2543	East and West
Carlsbad	229.3	2500	West
San Diego G. & E. Co. Spur	231.3	1005	East
Solana Beach	241.9	436	East
Pacific Beach	260.3	634	East and West

Escondido District

Talica	3.7	1347	East and West
Buena	12.9	927	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 FOURTH, ESCONDIDO AND FALLBROOK DISTRICTS

LOS ANGELES DIVISION

WESTWARD							Ruling Grade Descending—Feet Per Mile	TIME TABLE NO. 11 October 26, 1980	Mile Post	Capacity of Sidings In Feet
FIRST CLASS										
83	81	79	77	75	73	71	Leave Daily Except Sun. & Holidays	STATIONS	Mile Post	Capacity of Sidings In Feet
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
								NATIONAL CITY YL 3.8	278.1	Yard
								22ND STREET YL 1.8	269.3	
								SAN DIEGO YL 3.3	267.5	Yard
								OLD TOWN YL 5.3	264.2	
								ELVIRA 4.9	267.9	
								MIRAMAR 3.9	258.0	
								SORRENTO 5.0	249.1	4877
								DEL MAR 6.0	244.0	
								ENCINITAS 4.2	238.1	
								PONTO 6.5	238.8	5933
								ESCONDIDO JCT. 1.0	227.2	
								OCEANSIDE 2.1	226.2	6096
								FALLBROOK JCT. 14.9	224.1	4569
								SAN ONOFRE 4.4	209.2	4927
								SAN CLEMENTE 5.0	204.8	
								SERRA 2.6	199.8	4956
								SAN JUAN CAPISTRANO 4.6	197.2	
								GALIVAN 4.5	192.6	4972
								EL TORO 5.2	188.1	
								VALENCIA 4.4	182.9	5982
								IRVINE 2.9	178.5	
								SANTA ANA 2.9	175.5	6048
								ORANGE 4.8	172.6	6250
								S. P. Crossing ANAHEIM 2.6	167.8	3044
								FULLERTON	165.0	
								(107.8)		
(49.1)	(49.1)	(49.1)	(49.1)	(49.1)	(51.1)	(51.1)		Average speed per hour		

FALLBROOK DISTRICT							
Westward	Ruling Grade Descending—Feet Per Mile	TIME TABLE NO. 11 October 26, 1980	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Eastward
↓							↑
		STATIONS					
		FALLBROOK JCT. YL 6.0	0.0		Y	2077	
	83.4	CHAPPO 2.4	5.9	73.9			
	0.0	JOFGAN 6.7	8.4	81.1		2271	
	79.2	U.S.M.C. Crossing DE LUZ 1.8	15.1	132.0		357	
	0.0	FALLBROOK	16.5	105.6			
		(16.5)					

ESCONDIDO DISTRICT							
Westward	Ruling Grade Descending—Feet Per Mile	TIME TABLE NO. 11 October 26, 1980	Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Eastward
↓							↑
		STATIONS					
		ESCOONDIDO 4.9	21.1	91.3	Y	1376	
	95.0	SAN MARCOS 7.0	16.2	116.2		866	
	116.2	VISTA 9.2	9.2	116.2		1811	
	116.2	ESCOONDIDO JCT. YL	0.0		Y		
		(21.1)					

Rule 93: Yard limits at Fallbrook Jct.

Rule 93: Yard limits at Escondido Jct.

LOS ANGELES DIVISION

FOURTH, ESCONDIDO AND FALLBROOK DISTRICTS 13

TIME TABLE NO. 11 October 26, 1980		Mile Post	Rating Grade Descending— Feet Per Mile	Capacity of Sidings In Feet	EASTWARD								
					FIRST CLASS								
					72	74	76	78	80	82	84	86	
STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
NATIONAL CITY YL		273.1		Yard									
3.8 22ND STREET YL		269.3	24.3										
1.8 SAN DIEGO YL		267.5	22.7	Yard	AM	AM	PM	PM	PM	PM	PM	AM	
3.3 OLD TOWN YL		264.2	52.8		9.45	11.15	1.15	4.30	7.30	8.30	11.30	12.45	
6.3 ELVIRA		257.9	65.5		9.24	10.56	12.56	4.11	7.11	8.10	11.11	12.24	
4.9 MIRAMAR		258.0	113.5										
3.9 SORRENTO		249.1	0.0	4877									
5.0 DEL MAR		244.0	56.0		9.03	10.35	12.35	3.50	6.50	7.49	10.50	12.03	
6.0 ENCINITAS		238.1	52.8									AM	
4.2 PONTO		233.8	63.4	5333									
6.5 ESCONDIDO JCT.		227.2	69.7										
1.0 OCEANSIDE		226.2	7.4	6096	8.43	10.15	12.07	3.28	6.28	7.28	10.28	11.41	
2.1 FALLBROOK JCT.		224.1	64.9	4569			PM						
14.9 SAN ONOFRE		209.2	64.9	4927									
4.4 SAN CLEMENTE		204.8	26.4			9.48	11.49						
5.0 SERRA		199.8	26.4	4956									
2.6 SAN JUAN CAPISTRANO		197.2	60.5		8.09			2.54	5.54	6.58	9.58	11.11	
4.6 GALIVAN		192.6	65.5	4972									
4.5 EL TORO		188.1	67.3										
5.2 VALENCIA		182.9	0.0	5982									
4.4 IRVINE		178.5	22.0										
2.9 SANTA ANA		175.5	38.5	6048	7.50	9.20	11.20	2.35	5.35	6.38	9.38	10.51	
2.9 ORANGE		172.6	32.6	6250									
4.8 S. P. Crossing ANAHEIM		167.8	29.6	3044									
2.6 FULLERTON		165.0	22.7		7.33 AM	9.03 AM	11.03 AM	2.18 PM	5.18 PM	6.18 PM	9.18 PM	10.33 PM	
(107.8)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sun. & Holidays Only

Average speed per hour

(46.5) (46.5) (46.5) (46.5) (46.5) (46.5) (46.5) (46.5)

* New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

HARBOR DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	MPH
HARBOR DIST.	20
Torrance Oil Spur	15
Alcoa Spur	15

SPEED RESTRICTIONS	
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.

Through movements will be programmed to prevent conflict. Whenever the term "programmed" appears it requires that train and engine crews be provided necessary information to prevent conflict. Redondo Junction-Watson: Conductor or Engineman 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.

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

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

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

Movements over Southern Pacific joint track between West Thenard and Long Beach will be made under provision of Rule 93 and must be authorized by Southern Pacific Trainmasters Office, Long Beach.

Spring point derail located at 2414 feet west of M.P. 27, west end Watson Yard. Normal position set to derail for westward movements.

Light indicators are located between Malabar and Wingfoot:

- For westward movement at M.P. 1.7 with 1000 foot approach circuit.
- For eastward movement at M.P. 2.3 with 1000 foot approach circuit.
- Indicators are lighted continuously displaying Red aspect, except when engines or cars foul approach circuit, indicator will display a Green aspect if limits are unoccupied.

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

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—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.	

WESTWARD	TIME TABLE						EASTWARD
Rating Grade Descending—Feet Per Mile	NO. 11 October 26, 1980		Mile Post	Rating Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
	STATIONS						
	REDONDO JCT. YL	0.0			R-Y		
61.4	MALABAR YL	1.5	19.1			Yard	
37.0	S. P. Crossing NADEAU YL	2.5	22.7				
24.7	S. P. Crossing 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	
9.5	S. P. Crossing EL SEGUNDO YL	14.8	52.8		Y		
52.6	LAWNDALE YL	16.6	51.1			Yard	
52.3	ALCOA YL	20.1	58.4			Yard	
10.9	TORRANCE YL	21.7	26.4			Yard	
24.3	IRONSIDES YL	23.3	0.0			Yard	
79.2	WATSON YL	26.6	52.8		C-R-Y	Yard	
	WILMINGTON YL	28.0			B	Yard	
	PIER A YARD YL				C	Yard	
	WEST THENARD S. P. Crossing						
	LONG BEACH						
	(28.0)						

REDONDO DISTRICT

WESTWARD	TIME TABLE						EASTWARD
Rating Grade Descending—Feet Per Mile	NO. 11 October 26, 1980		Mile Post	Rating Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
	STATIONS						
	REDONDO BEACH YL	20.2				Yard	
0.0	HERMOSA BEACH YL	18.7	42.2			Yard	
0.0	MANHATTAN BEACH YL	17.0	42.2				
52.8	EL SEGUNDO YL	14.8	49.6		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 Nadeau	U.P. Crossing S.P. Crossing	TCS Automatic interlocking, 321(C), 10 MPH
Nadeau (0.3 Mi. East)	S.P. Crossing	Automatic interlocking, 321(C), 15 MPH
El Segundo (0.2 Mi. East)	S.P. Crossing	Rule 98(A)—10 MPH while head end is passing over crossing
West Thenard	S.P. Crossing	Automatic interlocking, 321(C)

SAN JACINTO DISTRICT

WESTWARD ↓	Rating Grade Descending— Feet Per Mile	TIME TABLE	Mile Post	Rating Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
NO. 11 October 26, 1980		STATIONS					
		HIGHGROVE YL S. P. Crossing	0.0			1018	
	0.0	7.2 BOX SPRINGS YL	7.2	116.2		1555	
	52.8	2.4 MARCH FIELD	9.6	31.4	B		
	17.6	1.0 ALESSANDRO	10.6	0.0		2046	
	47.5	2.9 VAL VERDE	13.5	0.0	Y	1105	
	28.6	4.8 PERLIS	18.3	9.5	B	Yard	
	63.4	4.4 ETHANAC	22.7	21.6		1080	
	42.2	6.2 WINCHESTER	28.9	49.3		1570	
	0.0	7.1 HEMET YL	36.0	52.8	B	Yard	
	63.4	2.3 SAN JACINTO YL	38.3	4.3	Y	Yard	
		(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
March Field	March Field Spur
Val Verde	Granite Spur
San Jacinto640

16 SPECIAL RULES

LOS ANGELES DIVISION

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, 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 Armo, CLIC 5711
M.P. 153.2 - 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. 155.9 - South Track, Kelly Pipe, CLIC 5765
M.P. 156.0 - South Track, Halliburton, CLIC 5777
M.P. 156.9 - South Track, Trend Mills Co. 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, Jessup Steel Spur, CLIC 6399
M.P. 158.6 - North Track, Team Track, CLIC 6199
M.P. 160.8 - South Track, Buena Park Team, CLIC 6800
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. 221.4 - Stuart
M.P. 221.7 - Stuart
M.P. 234.2 - Ponto Siding
M.P. 237.9 - Encinitas
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. 248.2 - Sorrento Siding
M.P. 248.3 - Sorrento Siding
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

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 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

LOS ANGELES DIVISION

SPECIAL RULES 17

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.

(Cabooses and cars loaded with empty trailers or empty containers, and flat cars containing generator sets are considered loads.)

(B) Freight trains averaging 90 tons or more per car or having more than 5000 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 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 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 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		
5940-5948	90*	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.

THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION
 DR. ERNEST E. PARKS, 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.

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500 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
		AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462	AT-199452 AT-199453 AT-199456
		Locomotive Crane AT-199720 and Jordan Spreaders M.P.H.	Other Machines M.P.H.
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.

18 SPECIAL RULES

LOS ANGELES DIVISION

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	HORSEPOWER
0200	EMD	F7	249,000	41,300	1500
0281	EMD	F9	247,500	45,200	1750
0325	EMD	F7	244,000	35,200	1500
1215	EMD	SSB1200	246,000	36,000	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
2050	EMD	GP7	249,000	41,300	1500
2248	EMD	GP9	249,000	45,200	1750
2500	EMD	GP7	249,000	41,300	1500
2650	EMD	GP7	249,000	41,300	1500
3000	EMD	GP20	265,000	44,800	2000
3100	EMD	GP20	265,000	44,800	2000
3200	EMD	GP-30	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
3617	EMD	GP39-2	264,400	55,400	2300
3669	EMD	GP39-2	264,000	55,400	2300
3683	EMD	GP39-2	264,000	55,400	2300
3800	EMD	GP40xGP-50	264,400	62,685	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
5058	EMD	SD40-2	391,500	70,970	3000
5071	EMD	SD40-2	391,500	83,160	3000
5200	EMD	SD40-2	391,500	90,475	3000
5500	EMD	SD45	391,500	72,286	3600
5590	EMD	SD45	391,500	72,290	3600
5615	EMD	SD45	391,500	68,440	3600
5625	EMD	SD45-2	395,500	73,650	3600
5662	EMD	SD45-2	391,500	73,650	3600
5705	EMD	SD45-2	391,500	68,440	3600
5900	EMD	F45	395,000	68,000	3600
5940	EMD	FP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2250
6350	GE	B23-7	268,000	60,400	2250
6364	GE	B23-7	265,000	60,400	2250
7484	GE	B36-7	264,000	61,000	3600
7500	GE	U23C	395,000	85,800	2250
7900	GE	U28CG	395,500	80,000	2800
8000	GE	U30CG	412,000	90,600	3000
8010	GE	C30-7	398,800	90,600	3000
8020	GE	C30-7	392,500	90,600	3000
8500	GE	U33C	391,500	90,600	3300
8700	GE	U36C	391,500	90,600	3600
8736	GE	U36C	391,500	90,600	3600
8770	GE	U36C	391,500	90,600	3600

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 "X" indicates wording of the side that applies.
 See footnotes for explanation.

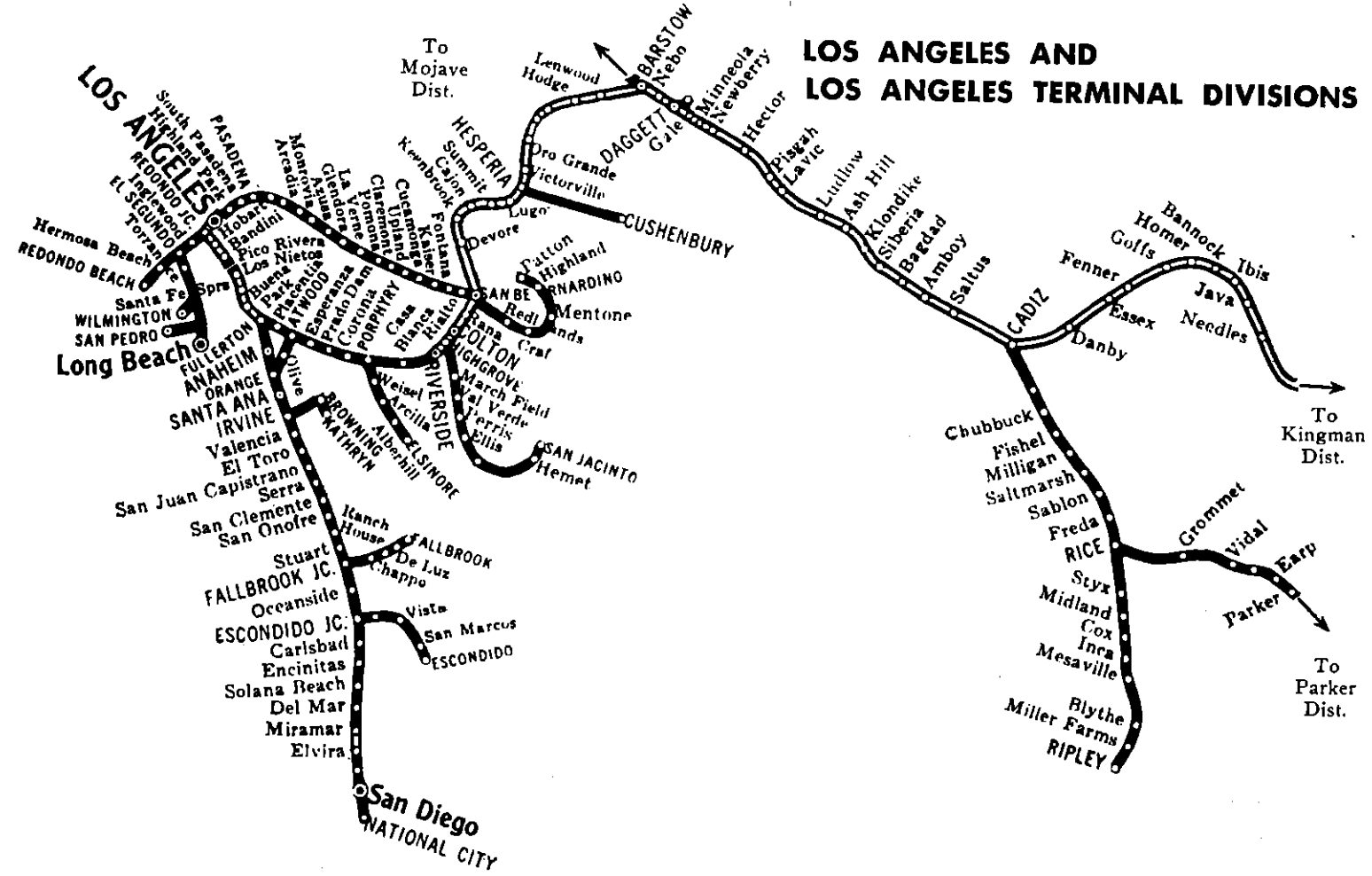
POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1 PLACARD APPLIED ON CAR		2 TYPE OF CAR											
		ANY CARS (Except for tank cars)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	OTHER THAN 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: this 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.B7.

LOS ANGELES AND LOS ANGELES TERMINAL DIVISIONS



FREIGHT TRAIN SCHEDULE (For Information Only)

WESTWARD

Trains	Needles		Barstow		San Bernardino		Hobart	
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.
138	1:25P	6:00P						
168	9:35A	1:15P	2:00P	4:45P	5:00P	8:00P		
*178	8:35P	12:15A	1:00A	3:45A	4:00A	6:00A		
188	2:35P	6:15P	7:00P	9:45P	10:00P	11:59P		
189	11:45P	3:05P	4:05P					
199	4:10A	7:20A	8:20A					
288	12:50P	4:50P	6:10P	9:20P	9:30P	11:30P		
308	6:55P	10:55P	12:15A	3:25A	3:40A	6:10A		
309	11:55P	4:15A	5:30A					
328	5:20P	9:20P	10:00P	12:55A	1:10A	3:55A		
329	5:55A	10:15A	11:15A					
338	3:25A	7:25A	8:40A	11:50A	12:05P	2:35P		
348	4:25A	8:45A						
408	5:10A	9:40A						
508	6:15A	11:25A						
568	8:45A	2:30P						
588	6:10P	10:10P	11:30P	2:10A	2:20A	4:30A		
668	3:10P	6:50P	7:35P	10:05P	10:15P	11:59P		
678	11:45A	4:45P						
818			12:01A	3:30A	3:45A	6:00A		
838			9:00P	2:00A	3:00A	7:00A		
858			12:01A	3:30A	3:45A	7:00A		
898			12:01P	3:45P	4:15P	6:00P		

*One Hour Later on Fri., Sat., Sun. & Mon.

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	8:00P	10:40P	11:10P	2:05A	3:05A	7:10A		
823					12:01P	3:40P		
826					8:00A	12:01P		
828	12:01A	3:30A	4:00A	7:00A				
861	8:30P	10:30P	10:45P	1:15A	2:00A	6:00A		
863	10:00P	1:15A	1:45A	5:30A	6:45A	11:00A		
865					4:00P	7:55P		
868	12:01A	3:30A	4:00A	7:00A				
876					8:30A	11:55A		
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		
886	8:00A	9:55A	10:05A	12:25P	1:05P	4:50P		
901					8:15P	9:15P	1:05A	
913					8:15A	9:15A	1:00P	
963					8:15P	9:15P	1:15A	
973					11:45P	2:15A	7:45A	
975					9:25P	10:40P	2:45A	
981					11:40A	1:00P	4:50P	
991					3:45P	4:15P	7:15P	

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
5798	YK Coal		3251	Lv. San Bernardino	3:40P
5788	Coal Mtys			Ar. San Diego	9:00P
			3252	Lv. San Diego	9:00P
				Ar. San Bernardino	2:30A

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
..	36	100	..	58	62.1
..	37	97.3	..	59	61.0
..	38	94.7	1	00	60.0
..	39	92.3	1	02	58.0
..	40	90.0	1	04	56.2
..	41	87.8	1	06	54.5
..	42	85.7	1	08	52.9
..	43	83.7	1	10	51.4
..	44	81.8	1	12	50.0
..	45	80.0	1	14	48.6
..	46	78.3	1	16	47.4
..	47	76.6	1	18	46.1
..	48	75.0	1	20	45.0
..	49	73.5	1	22	43.9
..	50	72.0	1	24	42.9
..	51	70.6	1	26	41.9
..	52	69.2	1	28	40.9
..	53	67.9	1	30	40.0
..	54	66.6	1	32	39.1
..	55	65.5	1	34	38.3
..	56	64.2	1	36	37.5
..	57	63.2	1	38	36.8
1			2		
1			3		
1			4		
1			5		
1			6		
1			7		
1			8		
1			9		
1			10		
1			11		
1			12		