



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, L and M, Book of Rules.)

LOS ANGELES DIVISION

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

LOS ANGELES TERMINAL DIVISION

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

COAST LINES

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

CHIEF TRAIN DISPATCHER'S OFFICE—SAN BERNARDINO

D. F. HODGES, *Chief Dispatcher*

ASST. CHIEF DISPATCHERS

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

TRAIN DISPATCHERS

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

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



COAST Santa Fe LINES

**LOS ANGELES AND
LOS ANGELES TERMINAL
DIVISIONS**

TIME TABLE No.

1

IN EFFECT

Sunday, January 5, 1975

At 12:01 A.M.

Pacific Standard Time

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

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

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

**Asst. General Managers
LOS ANGELES, CALIF.**

**R. L. BANION
Superintendent
SAN BERNARDINO, CALIF.**

**L. D. EIDSON
Superintendent
LOS ANGELES, CALIF.**

2 NEEDLES, CADIZ AND RIPLEY DISTRICTS

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS NEEDLES DISTRICT SOUTH TRACK

Location	Psg. and Light	M.P.H. 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	45
3 Curves M.P. 746.0 to 745.0	40	40
Curve M.P. 745.0 to 743.8	80	70
5 Curves M.P. 710.6 to 707.8	70	70
Curve M.P. 702.0 to 701.5	50	50
7 Curves M.P. 701.5 to 696.2	70	70
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	70
Curve M.P. 688.9 to 688.4	60	60
2 Curves M.P. 688.4 to 686.2	70	70
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
6 Curves M.P. 646.1 to 640.9	80	70
2 Curves M.P. 640.9 to 638.8	75	70
3 Curves M.P. 631.0 to 628.7	75	70
10 Curves M.P. 625.5 to 613.8	65	60
6 Curves M.P. 613.8 to 609.1	75	70
2 Curves M.P. 609.1 to 608.4	65	60
3 Curves M.P. 599.0 to 597.9	65	45
Curve M.P. 593.4X to 591.6	75	45
2 Curves M.P. 591.6 to 589.2	70	45
3 Curves M.P. 589.2 to 587.7	60	45
3 Curves M.P. 587.7 to 587.1	40	40
14 Curves M.P. 587.1 to 578.1	60	45
"H" St. Crossing M.P. 578.1	15	15

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS 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
15 Curves M.P. 578.1 to 587.1	55	55
3 Curves M.P. 587.1 to 587.8	40	40
3 Curves M.P. 587.8 to 589.3	55	55
3 Curves M.P. 589.3 to 593.3	65	60
Curve M.P. 593.3 to 593.8	45	45
11 Curves M.P. 593.8 to 603.3	65	60
2 Curves M.P. 608.3 to 609.1	70	70
2 Curves M.P. 670.5 to 672.1	70	70
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. 687.8 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	70
Curve M.P. 743.8 to 745.0	80	70
3 Curves M.P. 745.0 to 746.0	40	40

Cadiz District

Location	MPH
Cadiz District	49
Bridge & Curve M.P. 106.8 to 107.3	30
Track M.P. 107.3 to 120.1	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
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	NO. 1						First Class	
3	January 5, 1975						4	
Leave Daily	Capacity of Sidings In Feet	Ruling Grade Descending Feet Per Mile	STATIONS		Mile Post	Ruling Grade Descending Feet Per Mile	Capacity of Sidings In Feet	Arrive Daily
AM 2:05	Yard		NEEDLES YL		578.0		Yard	AM 1:55
2:15	5317	0.0	7.4		585.6	79.2		1:39
2:23	7329	0.0	6.8		592.4	79.2		1:32
2:30	5418	0.0	IBIS		597.0	104.5		1:28
2:36	6716	0.0	BANNOCK		601.5	73.9		1:24
2:47	7318	21.1	HOMER		609.1	73.9		1:17
2:54	5454	59.1	GOFFS		618.7	0.0	7254	1:08
2:59		57.0	FENNER		626.2	0.0	5369	1:00
3:05	5383	57.0	ESSEX		634.7	0.0	5841	12:53
3:15	7328	52.8	DANBY		648.1	0.0	9292	12:41
3:24	5296	53.8	CADIZ		661.5	29.0	5406	12:31
3:30	5407	11.8	AMBOY		669.3	35.9	5022	12:25
3:38	6746	0.0	BAGDAD		676.7	75.0		12:18
3:52	5414	0.0	SIBERIA		686.7	121.4	7113	12:09
3:58		54.4	ASH HILL		693.4	31.1	5054	12:03
4:14	6605	49.1	LUDLOW		706.6	57.0	6682	11:51
4:30	7352	65.4	PISGAH		725.6	16.4	5383	11:36
4:40		13.7	NEWBERRY		737.6	40.6		11:27
		30.6	DAGGETT		741.6	30.1		
5:05	Yard	43.3	NEBO		746.4	31.7	3591	11:20
AM			BARSTOW				Yard	PM
Arrive Daily			NORTH (168.7) (166.0) SOUTH					Leave Daily

(55.8)
Average speed per hour
(63.9)

Trains must get numbered clearance card before leaving Needles.

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

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

TCS in effect:

On two main tracks between M.P. 737.3 and M.P. 743.7, on three main tracks between M.P. 743.7 and M.P. 745.3 and on two main tracks between M.P. 745.3 and M.P. 745.7.

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

Rule 93: Yard limits located at Needles.

Rule 94 in effect:

At Needles, between train signs located at east and west end passenger yard.
 At Barstow, between M.P. 745.7 and hand throw crossover west end passenger yard.

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

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

Goffs to Cadiz
Pisgah to Hector

Ash Hill to Bagdad
Goffs to Needles

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

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

CADIZ DISTRICT

WESTWARD		TIME TABLE					EASTWARD	
↓		NO. 1					↑	
Ruling Grade Descending—Feet Per Mile		January 5, 1975					Mile Post	
		STATIONS						
		PARKER YL	106.8					
29.8	8.3							
0.0	5.9	CALZONA	114.1					
21.1	20.4	VIDAL	120.0					
		RICE YL	140.4					
25.3	3.6							
30.6	7.0	FREDA YL	144.0					
31.7	18.2	SABLON	151.0					
31.7	21.3	FISHEL	169.2					
		CADIZ YL	190.5					
		(84.7)						

Trains must get numbered clearance card before leaving Parker.

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

RIPLEY DISTRICT

WESTWARD		TIME TABLE					EASTWARD	
↓		NO. 1					↑	
Ruling Grade Descending—Feet Per Mile		January 5, 1975					Mile Post	
		STATIONS						
		RIPLEY YL	49.4					
42.8	7.4							
10.6	25.5	BLYTHER YL	42.0					
83.4	16.5	STYX YL	18.5					
		RICE YL	0.0					
		(49.4)						

Rule 93: Yard limits Ripley to Rice, inclusive.

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7
Needles District

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

Cadiz District

Bridge 186.6	Highwater	Rotating white light on poles located 4 poles west of M.P. 187 and 2 poles west of M.P. 186
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STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Needles District			
Location	Mile Post	Capacity in Feet	Switch Connection
Saltus	658.4	2590	East and West
Klondike	682.0	600	West
Lavic	702.7	500	East
Hector	712.8	800	West
Minneola	731.7	800	West
Airport Spur	732.6	9048	East
Gale	735.3	600	East
Cool Water	735.9	558	West
Cadiz District			
Earp	107.3	534	West
Grommet	131.6	500	East
Milligan	164.0		
Metropolitan Water Dist.	163.9	1711	East and West
Pacific Salt Co.	163.7	212	East and West
Standard Chemical Co.	162.6	988	East and West
Chubuck	172.7	574	West
Ripley District			
Midland	17.8	308	West
Cox	20.4	1100	East
Inca	22.6	1512	East and West
Mesaville	33.0	472	West
Riverview Farms Spur.	36.3	Lgh. 3.9 m.	West
Miller Farms	44.7	1450	East and West

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

LENGTHS OF STEMS OF WYES

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

4 FIRST DISTRICT

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	First District Westward Movements Both Tracks	
	Psg. and Light	MPH Freight
Barstow to San Bernardino	79	60
Adelanto Spur	15	15
Curve M.P. 0.0 to 0.6 North Track	20	20
Curve M.P. 0.0 to 0.6 South Track	30	30
2 Curves M.P. 31.8 to 33.8	60	60
2 Curves M.P. 33.8 to 34.3	40	40
3 Curves M.P. 34.3 to 36.6	55	55
Victorville M.P. 36.6 to 37.4	30	30
4 Curves M.P. 37.4 to 39.9	45	45
3 Curves M.P. 39.9 to 42.0	50	50
Curve M.P. 42.0 to 43.7	55	55
Curve M.P. 48.1 to 48.8	65	60
Curve M.P. 48.8 to 49.4	50	50
8 Curves M.P. 49.4 to 51.8	45	45
8 Curves M.P. 51.8 to 56.1	55	55
Curve M.P. 56.1 to 56.6	45	45
Grade (South Track) M.P. 56.6 to 62.2	30	20
Grade (North Track) M.P. 56.6 to 64.3X	30	30
Grade M.P. 62.2 to 72.6	40	35
Grade M.P. 72.6 to 80.8	50	35
M.P. 80.8 to 81.5	20	20

Westward	TIME TABLE					Eastward
First Class	NO. 1					First Class
3	January 5, 1975					4
Leave Daily	Ruling Grade Descending—Feet Per Mile	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet
AM 5.15		BARSTOW				
	35.9	BARSTOW	0.0			
	37.0	—13.6—			37.0	
	12.7	HODGE	13.6		37.0	
	0.0	—17.9—			37.0	
	0.0	ORO GRANDE	31.5		37.0	
	0.0	—5.2—			15.8	
	0.0	VICTORVILLE	36.7		88.4	
	0.0	—1.3—			81.8	
	0.0	FROST	38.0		84.5	
	0.0	—7.1—			0.0	
	0.0	HESPERIA	45.1		0.0	
	0.0	—5.0—			0.0	
	0.0	LUGO	50.1		0.0	
	0.0	—6.8—			0.0	
	0.0	SUMMIT	55.9		0.0	
	0.0	No. 8.9—So. 6.9			0.0	
	0.0	CAJON	62.8		0.0	
	0.0	—11.1—			0.0	
	0.0	VERDEMONT	73.9		0.0	
	0.0	—7.4—			0.0	
	0.0	SAN BERNARDINO	81.3		0.0	
	0.0	South Track (81.3)			0.0	
	0.0	North Track (83.3)			0.0	
Arrive Daily						9.12 PM
						Leave Daily
(44.1)	Average speed per hour					(42.1)

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

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

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

Rule 94 in effect at Barstow, between M.P. 745.7 and hand throw crossover west end passenger yard.

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

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

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

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

Victorville C-R

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

Trailing movements, spring point 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	Crossover M.P. 2.0	30
Barstow	WE siding M.P. 2.0	30
Hodge	Two crossovers	50
Frost	Two crossovers	50
Lugo	Two crossovers	50
Summit	Two crossovers	50
Cajon	Two crossovers	50
Verdemont	Two crossovers	50

RULE 956—THE USE OF RETAINERS AND SPEED RESTRICTIONS ON FREIGHT TRAINS SUMMIT TO SAN BERNARDINO, WILL BE AS FOLLOWS:

1. Trains must not exceed an average of 115 tons per car, except unit trains with helper locomotive at or near rear of train must not exceed an average of 135 tons per car.

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

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

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

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

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

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

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

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

7. When it is known before reaching Summit that locomotive consist does not have operative dynamic brake, one retainer for each 70 tons must be set in high pressure position before leaving Summit and make a 10-minute cooling stop at Verdemont.

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

9. When retainers are positioned before reaching Summit or retainers are not required and it is known by Conductor and Engineer that prescribed brake pipe pressure is indicated on gauges, train may proceed without stopping; otherwise trains must stop at Summit and ascertain that brakes on rear car apply and release. Train must not proceed until brakes have been released and brake system recharged.

LOS ANGELES DIVISION

FIRST, LUCERNE VALLEY AND REDLANDS DISTRICTS 5

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

LOCATION	MPH	
	Psgr. 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
Curve M.P. 0.6 to 0.0 (South Track)	30	30
Curve M.P. 0.6 to 0.0 (North Track)	20	20

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

	MPH
REDLANDS DISTRICT	20
San Bernardino, "G" St. Crossing M.P. 0.7	5
Crossings M.P. 0.7 to 3.1	15
Redlands, St. Crossing M.P. 8.9	15
Mentone, St. Crossing M.P. 12.0	10
M.P. 12.0 to M.P. 19.0	10

LUCERNE VALLEY DISTRICT	35
Hesperia to M.P. 25.2	20
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
Lenwood	4.8	390	East (South Track)
Helendale	21.1	1051	East and West (North Track)
Helendale	21.1	1050	East and West (South Track)
Adelanto Spur	34.4	5 Miles	West (North Track)
Thorn	41.1	2995	East and West (North Track)
Summit	54.4	3500	East (North Track)
Alray	59.7x	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. 1						Ruling Grade Descending—Feet Per Mile
	January 5, 1975						
STATIONS							
		PATTON YL	19.7			708	
15.8	1.0	HIGHLAND YL	18.7	84.5	B	1220	
79.2	2.5	EAST HIGHLANDS YL	16.2	73.9		1230	
0.0	4.1	MENTONE YL	12.0	84.5	C	790	
116.2	3.2	REDLANDS YL	8.8	0.0	D		
116.2	8.8	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. 1						Ruling Grade Descending—Feet Per Mile
	January 5, 1975						
STATIONS							
		CUSHENBURY YL	29.2			2900	
106.6	3.1	SPUR 5 YL	26.1	0.0	C	700	
106.6	10.5	BASS YL	15.6	0.0		760	
76.0	4.3	SPUR 2 YL	11.3	75.0		122	
76.0	4.3	SPUR 1 YL	7.0	0.0		114	
76.0	7.0	HESPERIA YL	0.0	75.0	B		
(29.2)							

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

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 & Signal's Affected
M.P. 24.9	Hot Box and Dragging Equip.	Rotating white light at scanner and locator M.P. 28.5 (north and south tracks) and rotating white auxiliary light at M.P. 27.1 for westward movements.
M.P. 24.9	Hot Box and Dragging Equip.	Rotating white light at scanner and locator M.P. 21.4 (north and south tracks) and rotating white auxiliary light at M.P. 23.5 for eastward movements.

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	TIME TABLE NO. 1 January 5, 1975						Eastward	
First Class							First Class	
3							4	
Leave Daily	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	Arrive Daily
AM 7.10	0.0	SAN BERNARDINO YL	81.3		64.9	C-R-Y	Yard	PM 9.09
		3.6						
7.17	38.7	RIALTO YL	84.9		35.4		2647	8.59
		6.8						
7.23	37.7	KAISER YL	91.8		14.3	C-R	Yard	8.54
		2.0						
	32.0	ETIWANDA YL	93.7		14.3	B	2570	
		3.9						
7.29	19.3	CUOAMONGA YL	97.7		56.4	C-Y	3154	8.49
		3.2						
7.33	42.2	UPLAND S. P. Crossing	100.9		30.8	C	2363	8.46
		3.9						
7.38	59.1	CLAREMONT S. P. Crossing	104.8		0.0		2732	8.42
		1.9						
7.45	63.4	POMONA	106.7		0.0	C	3079	8.39
		3.6						
	63.4	SAN DIMAS	110.2		0.0		1919	
		4.1						
7.55	63.4	GLENDORA	114.4		0.0	B	2820	8.28
		2.5						
7.58	75.0	AZUSA	118.9		39.6	C-Y		8.25
		1.4						
8.01	81.3	KINCAID	118.2		0.0		3213	8.23
		2.0						
	60.7	BUTLER	120.2		26.4	B	2561	
		2.3						
8.05	26.4	MONROVIA	122.4		75.0			8.20
		1.7						
	0.0	ARCADIA	124.2		75.2		852	
		3.1						
8.12	0.0	CHAPMAN	127.3		63.4			8.14
		0.8						
	95.0	LAMANDA PARK	128.0		78.1			
		3.6						
8.30	114.6	PASADENA YL	131.7		0.0		1702	8.00
		2.0						
	88.7	SOUTH PASADENA	133.7		0.0			
		0.5						
8.38	106.9	OLGA	134.2		31.7		1698	7.47
		1.5						
	89.8	WATER STREET YL	138.7		0.0		890	
		0.7						
8.50	37.0	BROADWAY	139.4		0.0			7.34
		0.6						
	69.7	MISSION TOWER	140.0		0.0	C-Y		
		0.8						
9.05 AM	31.7	LOS ANGELES Union Station (59.5)			0.0		Yard	7.30 PM
		1.1						
		FIRST STREET	141.1		0.0	B-R	Yard	
		(59.8)						
Arrive Daily								Leave Daily

(31.0)

Average speed per hour

(36.1)

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

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

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

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

TCS in effect:

On main tracks between Broadway and Mission Tower.

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

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

At San Bernardino between and including westward control signals "A" Yard Office, eastward control signals Rana and eastward control signal M.P. 82.6, signals when displaying a single yellow aspect will be "APPROACH-RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."

OLIVE DISTRICT

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

TCS in effect on main track between Atwood and Orange.

ELSINORE DISTRICT

WESTWARD	TIME TABLE NO. 1 January 5, 1975						EASTWARD
	Ruling Grade Descending—Feet Per Mile	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet
	132.0	ELSINORE YL	21.9	147.8	B	847	
		5.8					
	89.8	ALBERHILL YL	16.3	79.2	B	1013	
		7.8					
	68.6	ARCILLA YL	8.5	0.0		1498	
		8.5					
		PORPHYRY YL	0.0		B-Y	Yard	
		(21.9)					

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

LOS ANGELES DIVISION

SECOND, OLIVE AND ELSINORE DISTRICTS 7

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Second District	Pgr. and Light	MPH	Frt.
San Bernardino to Upland		90	60	60
Upland to Los Angeles		65	60	60
Rialto, Cucamonga, Foothill Spurs, Muscat and Metropolitan Spurs		15	15	
San Bernardino and Rialto M.P. 82.6 to 85.2		30	30	
Fontana M.P. 88.5 to 88.9		50	50	
4 Curves M.P. 98.2 to 100.5		70	60	
Upland S.P. Crossing M.P. 101.0		40	40	
Pomona M.P. 106.2 to 107.0		40	40	
La Verne M.P. 107.0 to 108.8		45	45	
4 Curves M.P. 111.8 to 115.5		55	55	
2 Curves M.P. 118.8 to 119.7		55	50	
3 Curves M.P. 126.8 to 127.6		45	45	
M.P. 127.6 to 129.6		30	30	
M.P. 129.6 to 131.8 Curve and Crossings		20	20	
M.P. 131.8 to 135.5		30	30	
7 Curves M.P. 135.5 to 138.3		25	25	
4 Curves M.P. 138.3 to 140.0		20	20	
Curve M.P. 140.0 to 140.2		15	15	

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

Trailing movements, spring point derails:	MPH
Rialto Foothill Spur, 300 ft. north S.P. Crossing	10
Cucamonga Foothill Spur, 300 ft. north S.P. Crossing	10
Metropolitan Spur, 4068 ft. from main track	10
Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked switches and crossovers at following locations:	
"I"—Interlocked Switch.	"EE"—East End.
"S"—Spring Switch.	"WE"—West End.

Second District

San Bernardino	I	Crossover between main tracks east of Bridge 82.1.	30
Kaiser	S	EE siding	15
Glendora	S	EE and WE siding	15
Pasadena	S	EE and WE siding	15
Broadway	I	Two track junction switch	30

Olive District

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

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

RAILROAD CROSSINGS AT GRADE

Second District

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

Olive District

Olive (1.7 mile west)	S.P. Crossing	TCS
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LENGTHS OF STEMS OF WYES

Location Feet

Second District

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

Olive District

Atwood	600
Orange	Olive Dist. Main track

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Second District

Location	Mile Post	Capacity in Feet	Switch Connection
Rialto Foothill Spur	85.8	2600	West
Fontana	88.8	700	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Gallo Spur	94.6	2200	East
Rochester	95.0	460	East
Cucamonga Foothill Spur	95.8	Lgh. 3.0 m.	East and West
La Verne	107.9	750	East
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	764	East and West
Raymond	132.7	475	West
Highland Park	135.9	250	East

Elsinore District

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

TRACK SIDE WARNING DEVICES

SPECIAL RULE 7

Second District

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

Olive District

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

LOS ANGELES DIVISION

WESTWARD			Ruling Grade Descending—Feet Per Mile	TIME TABLE				Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Ways	Capacity of Sidings in Feet	EASTWARD		
FIRST CLASS				NO. 1								FIRST CLASS		
75	73	71		January 5, 1975								70	72	76
Leave Daily	Leave Daily	Leave Daily	STATIONS				Arrive Daily	Arrive Daily	Arrive Daily					
			52.8	SAN BERNARDINO } 3 TRACKS				0.0		C-R-Y	Yard			
				2.2					64.4					
			52.8	RANA } 2 TRACKS				1.6						
				1.3					0.0					
			59.8	COLTON } 2 TRACKS				2.9		C	Yard			
				S. P. Crossing					34.8					
			52.8	HIGHGROVE } 2 TRACKS				6.7		B	Yard			
				3.8					7.4					
			14.2	RIVERSIDE JCT. } 2 TRACKS				9.2		C-R				
				S. P. Crossing					0.0					
			52.8	RIVERSIDE } 2 TRACKS				9.8			Yard			
				0.6					68.4					
			52.8	CASA BLANCA } 2 TRACKS				14.0		Y	4934			
				4.2					21.1					
			52.8	ARLINGTON } 2 TRACKS				16.4			3095			
				2.4					0.0					
			52.8	MAY } 2 TRACKS				20.2		B	4692			
				3.3					0.0					
			52.8	PORPHYRY } 2 TRACKS				22.8		B-Y	8059			
				3.1					0.0					
			30.1	CORONA } 2 TRACKS				24.1		C-R	8370			
				1.3					24.3					
			52.8	PRADO DAM } 2 TRACKS				29.2		B	4735			
				5.0					21.1					
			52.8	ESPERANZA } 2 TRACKS				36.4		B	6359			
				7.2					0.0					
			42.2	ATWOOD } 2 TRACKS				40.6		B-Y				
				4.3					13.2					
			42.2	PLACENTIA } 2 TRACKS				43.0						
				2.3					0.0					
PM	PM	AM	42.2	FULLERTON } 2 TRACKS				185.0		C-R		AM	AM	PM
6.30	3.00	9.00		U. P. Crossing					26.9			9.05	11.05	8.30
			38.4	LA MIRADA } 2 TRACKS				158.7		B	Yard			
				6.3					37.0					
			9.2	SANTA FE SPRINGS } 2 TRACKS				154.4		O	4300			
				4.3					23.2					
			17.6	LOS NIETOS } 2 TRACKS				153.1		D				
				1.3					17.4					
			26.9	D. T. JUNCTION } 2 TRACKS				152.1		B		8.49	10.49	8.14
				S. P. Crossing					4.2					
			0.0	PICO RIVERA } 2 TRACKS				151.2		R	Yard			
				1.0					22.7					
			0.0	BANDINI } 2 TRACKS				149.8		B				
			52.8	HOBART } 2 TRACKS				145.5		C-R	Yard	8.42	10.42	8.07
				4.3					22.7					
			0.0	REDONDO JCT. } 2 TRACKS				148.2		R-T-Y				
				U. P. Crossing					37.0					
			0.0	FIRST STREET } 2 TRACKS				141.1		B-R	Yard			
				(70.4)					37.0					
			0.0	MISSION TOWER } 2 TRACKS				140.0		C-Y		8.33	10.33	7.58
				0.9					59.7					
			31.7	LOS ANGELES } 2 TRACKS					71.8			8.30	10.30	7.55
				Union Station								AM	AM	PM
				WEST (72.6) (71.6) EAST								Leave Daily	Leave Daily	Leave Daily
(43.7)	(43.7)	(43.7)	Average speed per hour				(43.7)	(43.7)	(43.7)					

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

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

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

Rule 97(A): At San Bernardino, trains must get numbered clearance card before leaving San Bernardino; except, trains operating on main track may proceed on clear train order signal at "A" yard office in lieu of numbered clearance card.

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

Rule 251 in effect at following locations:

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

TCS in effect at following locations:

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

At San Bernardino between and including westward control signals "A" Yard Office, eastward control signals Rana and eastward control signal M.P. 82.6, signals when displaying a single yellow aspect will be "APPROACH RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

	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 spring and interlocked switches and crossovers at following locations:

"I"—Interlocked Switch. "EE"—East End.
 "S"—Spring Switch. "WE"—West End.

Station	Type	Location	MPH
Rana	I	Junction switch and crossover	30
Colton	I	WE eastward siding, near Bridge 4.6	30
	I	Two-track junction switches, east and west ends of Bridge 4.6	40
Highgrove		Junction of south track with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and crossover	15
Riverside Junction	I	Union Pacific junction switch when not using crossover	30
Riverside	I	Two-track junction switch	30
Atwood	I	Two-track junction switch	40
	I	Olive District Junction switch	40
Fullerton	I	Fourth District junction switch	50
	I	Two crossovers M.P. 45.5	50
La Mirada	I	Two crossovers	50
	I	Switch to industrial lead	15
Santa Fe Springs	S	WE siding	15
D. T. Jct.	I	Two crossovers	50
Bandini	I	Two crossovers	50
Eastern Ave.	I	Main track crossovers and lead switch	40
M.P. 144.7	I	Two crossovers	30

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

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

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Colton Tower	S.P. Crossing	TCS
Riverside Junction	S.P. and U.P. Crossings	TCS
Fullerton	U.P. Crossing	TCS
Los Nietos	S.P. Crossing	Protected by signals 1521 and 1524. When signals in stop position movement over crossing must be made in accordance with Rules 98-B and 98-C.
D.T. Junction	S.P. Crossing	TCS
Hobart Tower	U.P. Crossing	TCS
Redondo Junction	U.P. Crossing	TCS
Mission Tower	S.P. and U.P. Crossings	TCS. When necessary make movement governed by Rule 321(A), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located M.P. 135.8 for westward train movements and at signal 1381 located at M.P. 138.3 for yard movements.

LENGTHS OF STEMS OF WYES

San Bernardino	3rd Dist. Main Track
San Bernardino	Precooler Lead
Casa Blanca	Prenda Spur
Porphyry	Elsinore Dist. Main Track
Atwood	600
Redondo Junction	Harbor Dist. Main Track
Mission Tower	L.A.U.P.T.

10 FOURTH, ESCONDIDO AND FALLBROOK DISTRICTS

LOS ANGELES DIVISION

WESTWARD			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		
FIRST CLASS				NO. 1						FIRST CLASS		
75	73	71		January 5, 1975						70	72	76
Leave Daily	Leave Daily	Leave Daily	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily					
			26.4	NATIONAL CITY YL	273.1							
			0.0	22ND STREET YL	269.3							
PM 4.30	PM 1.00	AM 7.00	31.0	SAN DIEGO YL	267.5				AM 11.05	PM 1.05	PM 10.30	
4.37	1.07	7.07	51.7	OLD TOWN YL	264.2				10.50	12.50	10.15	
			0.0	ELVIRA	257.9							
			116.2	MIRAMAR	263.0							
			58.1	SORRENTO	249.1							
5.00	1.30	7.30	63.4	DEL MAR	244.0				10.29	12.29	9.54	
			63.4	ENCINITAS	238.1							
			64.4	PONTO	233.8							
			15.8	ESCONDIDO JCT.	227.2							
5.21	1.51	7.51	65.5	OCEANSIDE	226.2				10.09	12.09	9.34	
			69.0	FALLBROOK JCT.	224.1							
			56.1	SAN ONOFRE	209.2							
5.42	2.12		26.5	SAN CLEMENTE	204.8				9.49	11.49		
			0.0	SERRA	199.8							
			0.0	SAN JUAN CAPISTRANO	197.2						9.06	
			73.9	GALIVAN	192.3							
			70.2	EL TORO	188.1							
			63.4	VALENOIA	182.9							
			0.0	IRVINE	178.5							
6.12	2.42	8.42	14.3	SANTA ANA	175.5				9.21	11.21	8.46	
			39.2	ORANGE	172.6							
			16.9	S. P. Crossing ANAHEIM	167.8							
6.30 PM	3.00 PM	9.00 AM		FULLERTON	165.0				9.05 AM	11.05 AM	8.30 PM	
Arrive Daily	Arrive Daily	Arrive Daily		(107.7)					Leave Daily	Leave Daily	Leave Daily	

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

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

Rule 251 in effect between Old Town and San Diego.

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

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

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

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

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

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

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

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

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Fourth District

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

Escondido District

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

Fallbrook District

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

Station	Location	MPH
Fullerton	Fourth Dist. junction switch	50
Orange	WE siding	30
	EE siding (main track)	40
	EE two tracks—M.P. 179.1	40
Irvine	EE and WE of siding	40
Ponto	WE two main tracks—M.P. 252.9	30
Miramar	EE two main tracks—M.P. 257.9	40
Elvira	Two-track junction switch	30
Old Town		

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. 6.8 m.	East
Browning	180.8	1080	East
Frances	183.1	1467	East and West
Kathryn	183.9	1000	East
Como	180.1	2034	East and West
Stuart	221.7	2543	East and West
Carlsbad	229.3	2500	West
San Diego G. & E. Co. Spur	231.3	1005	East
Solano Beach	241.9	436	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	634	East and West

Escondido District

Talica	3.7	1347	East and West
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Fallbrook District

Ranch House	7.6		
Marine Base Spur	10.5	615	East and West

LENGTHS OF STEMS OF WYES

Location	Feet
Orange	Olive Dist. Main Track
Fallbrook Jct.	Fallbrook Dist. Main Track
Escondido Jct.	Escondido Dist. Main Track
Del Mar	690
Miramar	Camp Elliott Spur
San Diego	Harasthy Street Marine Base Spur
National City	1219

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Fourth District

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

12 HARBOR AND REDONDO DISTRICTS

LOS ANGELES DIVISION

HARBOR DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

WESTWARD	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. 1 January 5, 1975					↑
STATIONS							
		REDONDO JCT. YL	0.0	0.0	R-Y		
	52.8	1.5 MALABAR YL	1.6	0.0		Yard	
	21.1	1.0 S. P. Crossing NADEAU YL	2.5				
	21.1	1.0 S. P. Crossing		0.0			
	18.5	2.5 WINGFOOT YL	3.5	0.0	B	Yard	
	10.5	1.3 WILDASIN YL	6.0	10.6		Yard	
	0.0	0.7 VAN NESS YL	7.3	57.6		Yard	
	52.8	1.9 HYDE PARK YL	8.0	62.8		Yard	
	79.2	3.7 INGLEWOOD YL	9.9	79.2		Yard	
	11.8	1.2 LAIRPORT YL	13.6	52.8	B	5100	
		S. P. Crossing EL SEGUNDO YL	14.8		Y		
	52.6	1.8 LAWNDALE YL	16.6	51.1		Yard	
	52.3	3.5 ALCOA YL	20.1	58.4	B	Yard	
	10.9	1.6 TORRANCE YL	21.7	26.4	C	Yard	
	24.3	1.6 IRONSIDES YL	23.3	0.0		Yard	
	79.2	3.3 WATSON YL	26.6	52.8	B-Y	Yard	
		1.4 WILMINGTON YL	28.0		B	Yard	
		2.0 PIER A YARD YL			O	Yard	
		1.1 WEST THENARD S. P. Crossing					
		2.5 LONG BEACH					
(28.0)							

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

Trains and engines will reduce speed to 5 MPH 250 feet in advance and until engine occupies the following crossings:

- Rosecrans Avenue—M.P. 15.5
- Pacific Avenue—M.P. 16.2
- Fifteenth Street—M.P. 16.8
- Manhattan Beach Boulevard—M.P. 17.1
- Pier Avenue—M.P. 18.7

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

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

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

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

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

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

Light indicators are located between Malabar and Wingfoot:

For westward movement at M.P. 1.7 with 1000 foot approach circuit.

For eastward movement at M.P. 2.3 with 1000 foot approach circuit.

Indicators are lighted continuously displaying Red aspect, except when engines or cars foul approach circuit, indicator will display a Green aspect if limits are unoccupied.

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

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

REDONDO 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. 1 January 5, 1975					↑
STATIONS							
		REDONDO BEACH YL	20.2	42.2		Yard	
	0.0	1.5 HERMOSA BEACH YL	18.7	42.2		Yard	
	0.0	1.7 MANHATTAN BEACH YL	17.0	47.5			
	52.8	2.2 EL SEGUNDO YL	14.8		Y	Yard	
(5.4)							

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

RAILROAD CROSSINGS AT GRADE Harbor District

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

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

Rule 93: Yard limits Highgrove to San Jacinto, inclusive.
Normal position of junction switches: Highgrove for Third District.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

RAILROAD CROSSING AT GRADE

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

STATION OR TRACKS NOT SHOWN IN SCHEDULE

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

LENGTHS OF STEMS OF WYES

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

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

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

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

4. Rule 80: Bulletin books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Kaiser, Corona, Fullerton, Pico Rivera, Union Station, Redondo Junction, Hobart, Torrance, Watson, Santa Ana, Oceanside, San Diego, and 22nd Street.

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

6. Rule 759. Following is a list of structures:
Barstow, viaduct over passenger yard tracks and house tracks 1 to 4, inclusive;
San Bernardino, Mt. Vernon Ave. viaduct;
Colton, East end track E Griffin Wheel Co.;
First Street, viaduct over old passenger tracks; and
Los Angeles, Union Station, train sheds.

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

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

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

When hot box signals activated, trains must stop, check locator, inspect train, and be governed by instructions in instrument case at locator.

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

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

14 SPECIAL RULES

LOS ANGELES DIVISION

SPEED REGULATIONS

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

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

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

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

11. In freight and mixed service with dynamic brake not in use maximum speed on descending grades as follows:

1.0 to 1.5% (52.8 to 79.2 feet per mile)	30 MPH
1.5 to 2.0% (79.2 to 105.6 feet per mile)	25 MPH
2.0% (105.6 feet per mile)	15 MPH

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

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

14. MAXIMUM SPEED OF ENGINES

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

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

**Engines without cars must not exceed 70 MPH.

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

Light Forward

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

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

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

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

16. Derricks, cranes, pile drivers, spreaders* and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks M.P.H.	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199720 M.P.H.	Other Machines Including Derrick AT-199775 M.P.H.
Needles, Cadiz, First, Second, Third and Fourth Districts	40	45	30
All other Districts	15	15	15

*Trains handling spreaders with wings folded and fastened must not exceed 45 M.P.H.

Trains handling scale test cars: AT 199913, AT 199914, or AT 199915 must not exceed 50 M.P.H.

Pile drivers must be handled in train next to engine.

THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION

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

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

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

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

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

Handle freight carefully and keep our customers.

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

SPEED TABLE

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

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

FREIGHT TRAIN SCHEDULE (For Information Only)

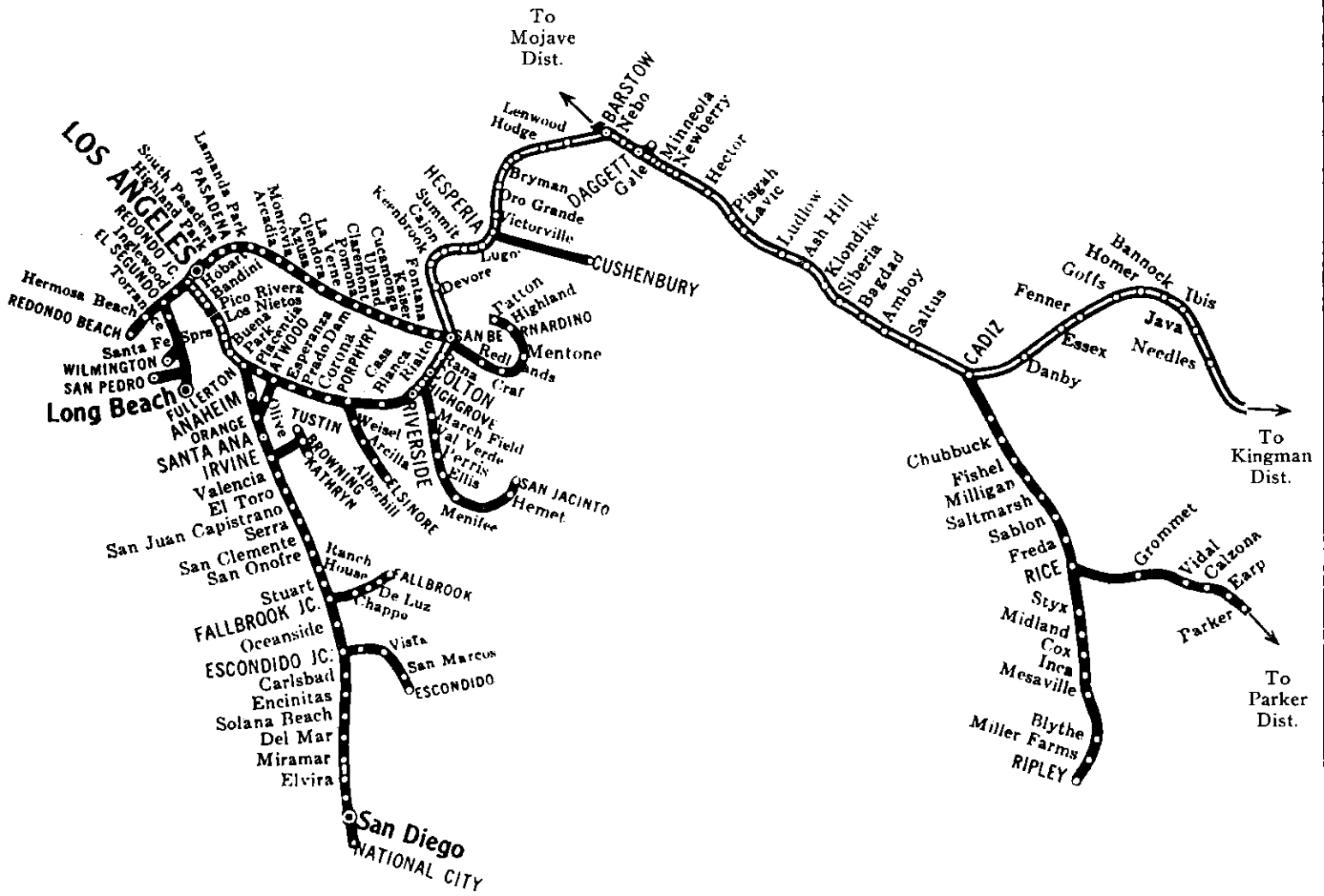
WESTWARD

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

EASTWARD

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

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



**LOS ANGELES AND
LOS ANGELES TERMINAL DIVISIONS**