



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.
- B. T. JOHNSTON, Road Foreman of Engines ... Needles, Calif.
- G. R. DERKSEN, Rules Examiner Barstow, Calif.
- L. D. JONES, Trainmaster Barstow, Calif.
- M. J. WOOD, Trainmaster Barstow, Calif.
- N. C. ORFALL, Asst. Trainmaster Barstow, Calif.
- J. M. TAYLOR, 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.
- E. D. MAAG, 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.
- 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.
- K. W. JURE, 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.
- D. E. BEAUCHAMP, Trainmaster Los Angeles, Calif.
- H. B. LAMPE, Trainmaster Los Angeles, Calif.
- G. SEFCIK, Asst. Trainmaster Los Angeles, Calif.
- H. S. DUKE, Asst. Trainmaster Los Angeles, Calif.
- W. G. BOYER, Asst. Trainmaster Los Angeles, Calif.
- J. A. COVINGTON, 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 - R. N. BROWNING - D. L. DAVIES

TRAIN DISPATCHERS

- | | | |
|--------------|-------------|----------------|
| A. C. KIDD | J. T. WALSH | E. W. TERRY |
| L. A. WRIGHT | D. E. PRYOR | D. K. YOUNG |
| E. M. ELLIS | L. D. FAST | J. M. TIDEMANN |
| H. F. BROWN | G. L. ADAMS | T. A. HUGHES |
| D. R. MUNDAY | J. M. BIERD | J. E. FREEMAN |
| | | G. W. BUXTON |

The Atchison, Topeka and Santa Fe Railway Co.



LOS ANGELES AND LOS ANGELES TERMINAL DIVISIONS

TIME TABLE No.

9

IN EFFECT

Tuesday, October 2, 1979

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 NEEDLES DISTRICT SOUTH TRACK

Location	M.P.H. Psg.	M.P.H. Frht.
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
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				EASTWARD						
FIRST CLASS				FIRST CLASS						
35	3	Capacity of Sillings In Feet	Rating Grade Descending— Feet Per Mile	TIME TABLE		Mile Post	Rating Grade Descending— Feet Per Mile	Capacity of Sillings In Feet	36	4
Leave Daily	Leave Daily			NO. 9					Arrive Daily	Arrive Daily
October 2, 1979										
STATIONS										
				NEEDLES	YL	578.0		Yard		AM 1:50
			0.0	No. 7.5—So. 7.4						
			0.0	JAVA		585.6	79.2			1:29
			0.0	IBIS		592.4	79.2			
			0.0	No. 5.4—So. 4.6			104.5			
			0.0	BANNOCK		597.0	73.9			
			21.1	HOMER		601.5	73.9			
			59.1	GOFFS		609.1	0.0	7254		1:12
			57.0	FENNER		618.7	0.0			
			57.0	ESSEX		626.2	0.0	5369		12:55
			52.8	DANBY		634.7	0.0	5841		12:48
			53.8	CADIZ		648.1	0.0	9292		12:36
			11.6	AMBOY		661.5	35.9	5406		12:26
			0.0	BAGDAD		669.3	75.0	5022		12:20
			0.0	SIBERIA		676.7	121.4			
			54.4	No. 9.5—So. 7.7						
			55.4	ASH HILL		686.7	57.0	7113		12:04 AM
			13.7	PISGAH		706.6	16.4	6682		11:31 AM
			43.3	NEWBERRY		725.6	40.6	5363		PM 3:25
				DAGGETT		737.6	31.7			PM 3:15
				BARSTOW		746.4		Yard		11:15 PM
Arrive Daily	Arrive Daily			NORTH (168.7) (166.0) SOUTH					Leave Daily	Leave Daily
(52.8)	(56.2)			Average speed per hour					(52.8)	(66.4)

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" Street Crossing M.P. 578.1	15	15
Needles Freight Lead M.P. 578.4 to 580.3	30	30
12 Curves M.P. 578.1 to 584.2	45	45
6 Curves M.P. 584.2 to 587.2	50	50
2 Curves M.P. 587.2 to 588.0	40	40
3 Curves M.P. 588.0 to 589.3	45	45
3 Curves M.P. 589.3 to 593.3	55	55
Curve M.P. 593.3 to 593.8	35	35
7 Curves M.P. 593.8 to 599.1	55	55
4 Curves M.P. 599.1 to 603.3	60	60
2 Curves M.P. 603.3 to 609.1	65	60
Curve M.P. 609.1 to 610.3	80	60
6 Curves M.P. 610.3 to 614.6	85	60
2 Curves M.P. 618.9 to 620.4	80	60
3 Curves M.P. 623.2 to 625.5	80	60
2 Curves M.P. 629.9 to 631.0	80	60
Curve M.P. 638.8 to 639.2	80	60
5 Curves M.P. 642.4 to 646.0	80	60
Curve M.P. 655.7 to 656.0	85	60
Curve M.P. 670.5 to 671.5	70	60
11 Curves M.P. 671.5 to 678.1	50	50
3 Curves M.P. 678.1 to 680.3	35	35
3 Curves M.P. 680.3 to 682.7	50	50
2 Curves M.P. 682.7 to 683.5	45	45
2 Curves M.P. 683.5 to 686.2	50	50
2 Curves M.P. 686.2 to 688.4	70	60
2 Curves M.P. 688.4 to 689.5	55	55
2 Curves M.P. 689.5 to 692.9	75	60
Curve M.P. 692.9 to 693.7	65	60
4 Curves M.P. 693.7 to 695.0	40	40
10 Curves M.P. 695.0 to 702.0	55	55
4 Curves M.P. 707.8 to 710.4	65	60
2 Curves M.P. 710.4 to 711.6	80	60
5 Curves M.P. 739.7 to 745.0	75	60
4 Curves M.P. 745.0 to 747.0	50	50

Cadiz District	MPH	Ripley District	MPH
Cadiz District	49	Rice to Blythe	40
Bridge & Curve M.P. 106.8 to 107.3	30	Blythe to Ripley	20
Track M.P. 107.3 to 118.9	40	Riverview Farms Spur	15
M.P. 154 to 158	30	2 Curves M.P. 0.0 to M.P. 1.0	15
Curve M.P. 165.2 to 165.6	40	M.P. 1.0 to M.P. 6.0	30
Curve M.P. 183.0 to 183.2	40	3 Curves M.P. 14.6 to 15.2	25
Curve M.P. 190.0 to 190.3	10	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)

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

Rule 97(A): Trains must get clearance card before leaving Needles.
 Santa Fe trains must get clearance card before leaving Barstow.

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

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

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

Rule 93: Yard limits located at Needles.

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

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

Goffs to Cadiz; Ash Hill to Bagdad; Pisgah to Hector; Goffs to Needles.

CADIZ DISTRICT

WESTWARD	TIME TABLE						EASTWARD
↓	NO. 9						↑
	October 2, 1979						
Ruling Grade Descending—Feet Per Mile	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	
	PARKER	YL	105.8		C-R-Y	Yard	
29.6	14.2			31.7			
21.1	VIDAL		120.0	30.6	B	880	
	20.4						
	RIE	YL	140.4		B-Y	2471	
25.8	3.6			0.0			
30.6	FREDA	YL	144.0	0.0		2100	
	7.0					2846	
31.7	SABLON		151.0	29.6		4949	
	16.2						
31.7	FISHEL		169.2	29.6		3500	
	21.3				B-Y		
	CADIZ	YL	190.5				
	(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
↓	NO. 9						↑
	October 2, 1979						
Ruling Grade Descending—Feet Per Mile	STATIONS		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	
	RIPLEY	YL	49.4				
42.8	7.4			21.7	C-R-Y	Yard	
10.6	BLYTHE	YL	42.0	83.4			
	25.5					526	
83.4	STYX		16.6	66.0			
	16.5				B-Y	2471	
	RIE	YL	0.0				
	(49.4)						

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

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7

Location	Type	Locator & Signals Affected
Bridge 587.9	Highwater	Signals 5871 and 5892
M.P. 628.1	Hot Box	Rotating white lights at scanner, at M.P. 627 and at locator (M.P. 626.3)
South track		
M.P. 631.3	Hot Box	Rotating white lights at scanner and at locator (M.P. 633.5)
North track		
Bridge 642.9	Highwater	Signals 6421 and 6442
M.P. 644.5	Hot Box and Dragging Equip.	Rotating white lights at scanner, at M.P. 646.5 and at locator (M.P. 648.1)
North track		
M.P. 651.6	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 648.9)
South track		
M.P. 665	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 662.5)
South track		
M.P. 665	Hot Box	Rotating white lights at scanner and at locator (M.P. 667)
North track		
M.P. 709.1	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 711.8)
North track		
M.P. 716.4	Hot Box and Dragging Equip.	Rotating white lights at scanner and at locator (M.P. 714.3)
South track		

Cadiz District

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

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
Cox	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

4 FIRST DISTRICT

LOS ANGELES DIVISION

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

First District Westward Movements Both Tracks MPH		
LOCATION	Pgr. and Light	Freight
Barstow to San Bernardino	79	60
Adelanto Spur	15	15
2 Curves M.P. 746.4 to 747.0	50	50
2 Curves M.P. 747.0 to 4.6	60	60
2 Curves M.P. 10.3 to 11.9	75	60
Curve M.P. 16.7 to 17.2	75	60
Curve M.P. 19.7 to 20.4	75	60
Curve M.P. 30.6 to 31.8	75	60
2 Curves M.P. 31.8 to 33.8	55	55
2 Curves M.P. 33.8 to 34.3	35	35
3 Curves M.P. 34.3 to 36.6	50	50
Victorville M.P. 36.6 to 37.4	30	30
8 Curves { M.P. 37.4 to 39.1 (North Track)	45	45
{ M.P. 39.1 to 42.0 (South Track)		
2 Curves { M.P. 37.4 to 39.1 (South Track)	40	40
{ M.P. 39.1 to 39.3 (North Track)		
4 Curves M.P. 39.3 to 42.0 (North Track)	45	45
Curve M.P. 42.0 to 43.7	50	50
Curve M.P. 47.2 to 48.1	65	60
Curve M.P. 48.1 to 48.8	55	55
4 Curves M.P. 48.8 to 50.4	45	45
2 Curves M.P. 50.4 to 50.8	40	40
11 Curves M.P. 50.8 to 56.1	50	50
Grade M.P. 56.1 to 56.6	45	45
Grade M.P. 56.6 to 62.2 (South Track)	30	20
Grade M.P. 56.6 to 64.2X (North Track)	30	30
Grade M.P. 62.2 to 64.2	40	35
Grade M.P. 64.2 to 66.5	35	35
Grade M.P. 66.5 to 72.6	40	35
Grade M.P. 72.6 to 80.8	50	35
M.P. 80.8 to 81.5	20	20

WESTWARD	
FIRST CLASS	
35	3
Leave Daily	Leave Daily
PM 12:55	AM 4:15
2:45 PM	6:05 AM
Arrive Daily	Arrive Daily
(44.3)	(44.3)

TIME TABLE				
NO. 9				
October 2, 1979				
STATIONS				
Mile Post	Rating Grade Descending Feet Per Mile	Capacity of Sidings in Feet	EASTWARD	
			FIRST CLASS	
			36	4
			Arrive Daily	Arrive Daily
			PM 3:05	PM 11:05
			1:05 PM	9:07 PM
			Leave Daily	Leave Daily
(41.7)	(42.4)			
BARSTOW	746.4			
LENWOOD	6.7	41.0		
HODGE	5.9	37.0		
ORO GRANDE	17.9	37.0		
VICTORVILLE	5.2	37.0		
FROST	1.3	15.8		
HESPERIA	7.1	83.4		
LUGO	5.0	81.8		
SUMMIT	6.8	84.6		
No. 8.9 - So. 8.9		0.0		
CAJON		0.0		
VERDEMONT	11.1	0.0		
SAN BERNARDINO	7.4	0.0		
South Track (81.3)				
North Track (83.3)				
Average speed per hour				

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

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

TCS in effect on Main Tracks between Barstow and San Bernardino. Rule 301: Between M.P. 749.8 and San Bernardino controlled and block signals located on field side of track.

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

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

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

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

Rule 6(B) Barstow and San Bernardino C-R-Y Victorville 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 turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH, except for interlocked switches and crossovers at following locations:

Station	Location	MPH
Barstow	See Needles District Page 2	
Lenwood	Two crossovers	50
Hodge	Two crossovers	50
M.P. 29.4	Two crossovers	50
Frost	Two crossovers	50
Lugo	Two crossovers	50
Summit	Two crossovers	50
Cajon	Two crossovers	50
Verdemont	Two crossovers	50

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

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

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

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

- When it is known before leaving Summit that locomotives do not have operative dynamic brakes, train must stop. Before releasing train brakes, starting behind lead locomotives, set 15 retainers in high pressure position, release train brakes. Then place head one-half of train's retainers in high pressure and remainder of retainers in low pressure position. Brake system must be fully charged before proceeding. Excessive use of engine brakes is prohibited. If retainers are positioned before reaching Cajon, a 10 minute cooling stop must be made at Verdemont. If train averages over 85 tons per car on South track Summit to Cajon, or, over 95 tons per car on North track Summit to Cajon or either track Cajon to San Bernardino, before proceeding, locomotives must have 2 or more operative dynamic brakes.
- With operative dynamic brakes and brake pipe reduction exceeds 18 lbs. to maintain authorized speed, train must be stopped immediately. To control train speed, a sufficient number of retainers, starting behind lead locomotives, must be set in high pressure position, before releasing train brakes. Before proceeding, brake system must be fully charged.
- At any time a train stops and it is necessary to hold train while the brake system is being recharged, starting behind lead locomotive, set a sufficient number of hand brakes. Before proceeding, hand brakes must be released.
- When retainers are used, not less than 20 retainers must be set in high pressure position. Trains operating with retainers, must stop East of control signal Fifth Street and turn down retainers before proceeding.
- Speed of trains must not be controlled exclusively with dynamic brakes and locomotive brakes, when train tonnage exceeds: 2500 Tons on South Track Summit to Cajon; 3500 Tons on North Track Summit to Cajon and 4500 Tons on Either Track Cajon to San Bernardino.

LOS ANGELES DIVISION

FIRST, LUCERNE VALLEY AND REDLANDS DISTRICTS 5

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

LOCATION	Psg.	Freight	MPH
San Bernardino to Barstow	79	60	
Adelanto Spur	15	15	

SPEED RESTRICTIONS		MPH
Curve M.P. 81.5 to 80.8		20
Curve M.P. 79.5 to 79.3		55
Curve M.P. 79.3 to 78.3		60
2 Curves M.P. 72.6 to 71.5		45
2 Curves M.P. 71.5 to 70.8		40
8 Curves M.P. 70.8 to 66.5		45
6 Curves M.P. 66.5 to 64.2		35
3 Curves M.P. 64.2 to 62.2		45
16 Curves M.P. 62.2 to 56.6 (South Track)		30
Curve M.P. 56.6 to 56.1 (South Track)		45
5 Curves M.P. 64.2X to 61.7X (North Track)		35
12 Curves M.P. 61.7X to 57.4X (North Track)		30
Curve M.P. 57.4X to 57.0X (North Track)		40
Curve M.P. 57.0X to 56.1 (North Track)		45
11 Curves M.P. 56.1 to 50.8		50
2 Curves M.P. 50.8 to 50.4		40
4 Curves M.P. 50.4 to 48.8		45
Curve M.P. 48.8 to 48.1		55
Curve M.P. 48.1 to 47.2		65
Curve M.P. 43.7 to 42.0		50
8 Curves { M.P. 42.0 to 39.1 (South Track)		45
{ M.P. 39.1 to 37.4 (North Track)		
4 Curves { M.P. 42.0 to 39.3 (North Track)		45
{ M.P. 39.3 to 39.1 (North Track)		
2 Curves { M.P. 39.1 to 37.4 (South Track)		40
Victorville M.P. 37.4 to 36.6		30
3 Curves M.P. 36.6 to 34.3		50
2 Curves M.P. 34.3 to 33.8		35
2 Curves M.P. 33.8 to 31.8		55
Curve M.P. 31.8 to 30.6		75
Curve M.P. 20.4 to 19.7		75
Curve M.P. 17.2 to 16.7		75
2 Curves M.P. 11.9 to 10.3		75
2 Curves M.P. 4.6 to 747.0		60
2 Curves M.P. 747.0 to 746.4		50
Helper locomotives at or near rear of train may use dynamic brake: Summit to Victorville		

REDLANDS DISTRICT	MPH
Crossings M.P. 0.0 to 0.7	5
Crossings M.P. 0.7 to 3.1	15
Redlands, St. Crossings M.P. 8.9 to 9.4	15
Mentone, St. Crossing and Track M.P. 12.0 to 19.7	10

LUCERNE VALLEY DISTRICT	MPH
Hesperia to M.P. 25.2	35
M.P. 25.2 to 29.2	20

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

First District			
Location	Mile Post	Capacity in Feet	Switch Connection
Helendale	21.1	1051	East and West (North Track)
Helendale	21.1	1050	East and West (South Track)
Adelanto Spur	34.4	5 Miles	West (North Track)
Thorn	41.1	2995	East and West (North Track)
Summit	54.4	3500	East (North Track)
	55.7	192	East and West (North Track)
	55.7	201	East and West (South Track)
Alray	59.7X	920	East (North Track)
Keenbrook	66.3	1580	East (North Track)
Devore	71.0	1600	East and West (South Track)
Ono	75.0	1960	East (North Track)
REDLANDS DISTRICT			
Nevada Street	6.7	750	East and West
Craf	11.4	188	East
LUCERNE VALLEY DISTRICT			
Pluess-Stauffer, 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. 9		Mile Post	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings in Feet
		October 2, 1979				
STATIONS						
	15.8	PATTON YL	19.7	84.6	708	
	79.2	HIGHLAND YL	18.7	78.9	1920	
	0.0	EAST HIGHLANDS YL	16.2	84.6		
	116.2	MENTONE YL	12.0	0.0	790	
	116.2	REDLANDS YL	8.8	79.2		
		S. P. Crossing SAN BERNARDINO YL	0.0		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. 9		Mile Post	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings in Feet
		October 2, 1979				
STATIONS						
	105.6	CUSHENBURY	29.2	0.0	2900	
	105.6	SPUR 5	26.1	0.0	700	
	75.0	BASS	15.8	75.0	760	
	75.0	SPUR 2	11.3	0.0	122	
	75.0	SPUR 1	7.0	75.0	114	
		HESPERIA YL	0.0		B	
		(29.0)				

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

SWITCHES—MAXIMUM AUTHORIZED SPEED REDLANDS AND LUCERNE VALLEY DISTRICTS

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

TRACK SIDE WARNING DEVICES—SPECIAL RULE 7 First District

Location	Type	Locator & Signals Affected
M.P. 24.9 Westward Movements	Hot Box and Dragging Equip.	Rotating white lights at scanner, at M.P. 27.1 and at locator (M.P. 28.5)
M.P. 24.9 Eastward Movements	Hot Box and Dragging Equip.	Rotating white lights at scanner, at M.P. 23.5 and at locator (M.P. 21.4)

RAILROAD CROSSINGS AT GRADE (REDLANDS DIST.)

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

6 SECOND, OLIVE AND ELSINORE DISTRICTS

LOS ANGELES DIVISION

WESTWARD		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. 9							FIRST CLASS	
35	3		October 2, 1979							36	4
Leave Daily	Leave Daily	STATIONS				Arrive Daily	Arrive Daily				
PM 2.50	AM 6.10	0.0	SAN BERNARDINO YL	81.3	Yard	PM 1.00	PM 9.04				
2.57	6.17	38.7	RIALTO YL	84.9	1935	12.44	8.49				
3.03	6.23	37.7	KAISER YL	91.8	Yard	12.39	8.44				
3.09	6.29	32.0	ETIWANDA YL	93.7	2570	12.34	8.39				
3.13	6.33	19.3	CUCAMONGA YL	97.7	3154	12.31	8.36				
3.18	6.38	42.2	UPLAND YL	100.9	2363	12.31	8.36				
3.25	6.45	69.1	CLAREMONT YL	104.8	2732	12.27	8.32				
		68.4	POMONA	106.7	3079	12.25	8.30				
		63.4	SAN DIMAS	110.2	1919						
3.35	6.55	63.4	GLENORA	114.4	2820	12.15	8.17				
3.38	6.58	75.0	AZUSA	118.9	39.6	12.12	8.15				
3.41	7.01	81.3	IRWINDALE	118.2	1760	12.10	8.13				
3.45	7.05	60.7	BUTLER	120.2	2740						
		26.4	MONROVIA	122.4	75.0	12.06	8.09				
3.52	7.12	0.0	ARCADIA	124.2	652						
4.10	7.30	95.0	CHAPMAN	127.3	1800	12.01	8.05				
		114.6	PASADENA YL	131.7	1702	11.55	8.00				
		88.7	SOUTH PASADENA	133.7	0.0						
4.16	7.36	106.9	OLGA	134.2	1698	11.42	7.47				
		89.8	WATER STREET YL	138.7	735						
		37.0	BROADWAY	139.4	0.0	11.29	7.34				
		59.7	MISSION TOWER	140.0	0.0						
4.45 PM	8.05 AM	31.7	LOS ANGELES Union Station (59.6)		Yard	11.25 AM	7.30 PM				
			FIRST STREET	141.1	Yard						
Arrive Daily	Arrive Daily		(59.6)			Leave Daily	Leave Daily				

(31.0) (31.0)

Average speed per hour

(37.6) (38.0)

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

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

Regular trains must get clearance card before leaving San Bernardino.

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

TCS in effect:

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

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

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

Rule 311: At San Bernardino between and including westward controlled signals "A" Yard Office, eastward controlled signals Rana and eastward controlled signal M.P. 82.6, Rule 285 suspended. Signals when displaying a single yellow aspect will be "RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN, OBSTRUCTION OR SIGNAL DISPLAYING STOP."

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. 9			NO. 9									
October 2, 1979			October 2, 1979									
STATIONS		STATIONS				STATIONS						
		42.2	ATWOOD	0.0	Y-B	Yard						
		42.2	OLIVE S. P. Crossing	2.4			0.0					
			ORANGE	5.8	Y	3280	0.0					
			(6.8)									

TCS in effect on main track between Atwood and Orange.

ELSINORE 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. 9			NO. 9									
October 2, 1979			October 2, 1979									
STATIONS		STATIONS				STATIONS						
		132.0	ELSINORE YL	21.9			147.8		847			
		89.8	ALBERHILL YL	16.3			79.2		1013			
		68.6	ARCILLA YL	8.5			0.0		1498			
			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	Second District	Psg.	MPH	Frt.
San Bernardino to Los Angeles		65		60
Rialto, Cucamonga Foothill Spurs, Muscat, Metropolitan and Pasadena Industrial Spurs		15		15
M.P. 81.5 to 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
OLIVE DISTRICT			MPH	40
ELSINORE DISTRICT				
Porphyry to M.P. 22.1				20
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

Trailing movements, spring point details:	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 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	1	Crossover between main tracks east of Bridge 82.1.	30
Broadway	1	Two track junction switch	30

Olive District

Atwood	1	Junction switch	40
Orange	1	WE siding	30
	1	EE siding (main track)	40

RAILROAD CROSSINGS AT GRADE

Second District

Location	Tracks Governed	Type
Rialto Foothill Spur	S.P. Crossing	98-B, 98-C
Cucamonga Foothill Spur	S.P. Crossing	98-B, 98-C
Mission Tower	S.P. & U.P. Crossings	When necessary make movement governed by Rule 321(A), examination each interlocked switch and derail not required.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Second District

Location	Mile Post	Capacity in Feet	Switch Connection
Rialto Foothill Spur	85.8	2600	West
Fontana	88.8	700	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Gallo Spur	94.6	2200	East
Rochester	95.0	460	East
Cucamonga Foothill Spur	95.8	Lgh. 3.0 m.	East and West
La Verne	107.9	750	East
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	764	East and West
Pasadena Industrial Spur	127.5	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	
Atwood	600
Orange	Olive Dist. Main track

TRACK SIDE WARNING DEVICES

SPECIAL RULE 7

Second District

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

Olive District

Bridge 1.6	Highwater	Westward Control Signal Atwood governing movement from Third District to Olive District and Signal 22 for eastward movement.
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RAILROAD CROSSING AT GRADE

Olive District

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

8 THIRD DISTRICT

LOS ANGELES DIVISION

WESTWARD							Rolling Grade Descending—Feet Per Mile	Mile Post	Rolling Grade Descending—Feet Per Mile	Capacity of Stings in Feet	EASTWARD					
FIRST CLASS											FIRST CLASS					
79	77	75	83	73	71	81					70	72	74	76	80	78
Leave Daily	Leave Daily	Leave Daily	Leave Sat. Only	Leave Daily	Leave Daily	Leave Daily Except Sat. & Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat.	Arrive Daily	Arrive Daily				
							STATIONS									
							SAN BERNARDINO	0.0		Yard						
							2.4 RANA	1.6	64.4							
							1.3 COLTON		0.0							
							S. P. Crossing	2.9	34.8	Yard						
							3.6 HIGHGROVE	6.7	7.4	Yard						
							2.5 RIVERSIDE JCT.	9.2	0.0							
							0.6 RIVERSIDE	9.8	68.4	Yard						
							2.4 CASA BLANCA	14.0	21.1	4905						
							2.4 ARLINGTON	16.4	0.0	3095						
							3.8 MAY	20.2	0.0	4692						
							2.6 PORPHYRY	22.8	0.0	8059						
							1.3 CORONA	24.1	0.0	8370						
							5.1 PRADO DAM	29.2	24.8	4735						
							7.2 ESPERANZA	36.4	21.1	6359						
							4.2 ATWOOD	40.8	18.2							
							2.4 PLACENTIA	43.0	0.0							
							3.0 FULLERTON		0.0		AM	PM	PM	PM	PM	
							U. P. Crossing	165.0	26.9		9.05	11.05	2.05	5.20	6.15	8.35
							6.3 LA MIRADA	158.7	37.0	Yard						
							4.3 SANTA FE SPRINGS	164.4	23.2							
							1.3 LOS NIETOS		17.4							
							S. P. Crossing	168.1	4.2							
							1.0 D. T. JUNCTION		22.7	Yard						
							S. P. Crossing	162.1	22.7	Yard						
							0.9 PICO RIVERA	151.2	37.0							
							1.4 BANDINI	149.8	37.0							
							3.0 HOBART	146.0	69.7	Yard						
							1.5 U. P. Crossing	144.5								
							1.3 REDONDO JCT.									
							U. P. Crossing	143.2								
							2.1 FIRST STREET	141.1		Yard						
							(70.7)									
							1.1 MISSION TOWER	140.0	71.8		8.33	10.33	1.33	4.48	5.43	8.03
							0.8 LOS ANGELES				8.30	10.30	1.30	4.45	5.40	8.00
							Union Station				AM	AM	PM	PM	PM	PM
							WEST (72.5) (71.8) EAST				Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat.	Leave Daily	Leave Daily

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

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

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

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

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

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.

Rule 311: At San Bernardino between and including westward controlled signals "A" Yard Office, eastward controlled signals Rana and eastward controlled signal M.P. 82.6, Rule 285 suspended. Signals when displaying a single yellow aspect will be "RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN, OBSTRUCTION OR SIGNAL DISPLAYING STOP."

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.

Rule 127 applies on Industry Lead between MP 143.1 and MP 140.2.

LOS ANGELES DIVISION

THIRD DISTRICT 9

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	85		60
La Habra Valley Spur	15		15

SPEED RESTRICTIONS

	MPH
2 Curves M.P. 0.0X to 1.5X	15
2 Curves and Bridge M.P. 0.0 to 0.9	15
4 Curves M.P. 0.9 to 2.1	20
3 Curves and Colton M.P. 2.1 to 3.2	30
2 Curves M.P. 3.2 to 4.0	40
Curve M.P. 6.6 to 6.8	40
2 Curves M.P. 6.8 to 9.6	50
2 Curves M.P. 11.8 to 12.5	40
4 Curves M.P. 15.4 to 17.1	50
Corona M.P. 22.5 to 25.8	30
6 Curves M.P. 31.4 to 34.5	50
Curve M.P. 34.5 to 35.1	45
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	30
Colton	West end siding	30
Colton	Two crossovers	50
Riverside Junction	Union Pacific junction switch when not using crossover	30
Riverside	Two-track junction switch	30
Atwood	Two-track junction switch	40
	Olive District junction switch	40
Fullerton	Fourth District junction switch	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. When necessary make movement governed by Rule 321(A), examination of each interlocked switch and derail not required.

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.

10 FOURTH, ESCONDIDO AND FALLBROOK DISTRICTS

LOS ANGELES DIVISION

WESTWARD							TIME TABLE NO. 9 October 2, 1979	EASTWARD								
FIRST CLASS								FIRST CLASS								
79	77	75	83	73	71	81		70	72	74	76	80	78			
Leave Daily	Leave Daily	Leave Daily	Leave Sat. Only	Leave Daily	Leave Daily	Leave Daily Except Sat. and Sun.	Rating Grade Descending—Feet Per Mile	Mile Post	Rating Grade Descending—Feet Per Mile	Capacity of Sidings in Feet	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat.	Arrive Daily	Arrive Daily
PM 7.30	PM 4.30	PM 1.00	AM 11.30	AM 9.30	AM 7.00	AM 5.15	28.4	NATIONAL CITY YL 3.8 273.1	Yard							
7.37	4.37	1.07	11.37	9.37	7.07	5.22	0.0	22ND STREET YL 1.0 269.3			AM 11.05	PM 1.05	PM 4.05	PM 7.20	PM 8.20	PM 10.35
							31.0	SAN DIEGO YL 3.3 267.5	Yard		10.50	12.50	3.50	7.05	8.00	10.20
							61.7	OLD TOWN YL 6.3 264.2								
							0.0	ELVIRA 4.9 267.9								
							118.2	MIRAMAR 3.9 263.0								
							58.1	SORRENTO 5.0 249.1	4877							
8.00	5.00	1.30	11.59	10.00	7.30	5.45	63.4	DEL MAR 5.0 244.0			10.29	12.29	3.29	6.44	7.39	9.59
			PM				63.4	ENCINITAS 4.2 238.1								
							64.4	PONTO 6.5 233.8	5393							
							15.8	ESCONDIDO JCT. 1.8 227.2								
8.19	5.19	1.49	12.19	10.19	7.49	6.04	65.6	OCEANSIDE 2.1 228.2	6096		10.09	12.09	3.09	6.24	7.19	9.39
							69.0	FALLBROOK JCT. 14.9 224.1	4569			PM				
							58.1	SAN ONOFRE 1.8 209.2	4927							
	5.40	2.10					26.5	SAN CLEMENTE 5.0 204.8	26.4		9.49	11.49				
							0.0	SERRA 2.6 199.8	4956							
8.48			12.48	10.48	8.18	6.33	0.0	SAN JUAN CAPISTRANO 4.6 197.2	65.5				2.41	5.56	6.51	9.11
							73.9	GALIVAN 4.5 192.6	4972							
							70.2	EL TORO 5.2 188.1	0.0							
							63.4	VALENCIA 4.4 182.9	5982							
							0.0	IRVINE 2.9 178.5	38.5							
9.10	6.10	2.40	1.10	11.10	8.40	6.55	14.3	SANTA ANA 2.9 176.5	6048		9.21	11.21	2.21	5.36	6.31	8.51
							39.2	ORANGE 4.8 172.6	6250							
							16.9	S. P. Crossing ANAHEIM 2.6 167.8	3044							
9.30 PM	6.30 PM	3.00 PM	1.30	11.35 AM	9.00 AM	7.15 AM		FULLERTON 2.6 165.0	22.7		9.05 AM	11.05 AM	2.05 PM	5.20 PM	6.15 PM	8.35 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sat. Only	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. and Sun.		(107.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat.	Leave Daily	Leave Daily
(53.9)	(53.9)	(53.9)	(53.9)	(51.7)	(53.9)	(53.9)	Average speed per hour				(53.9)	(53.9)	(53.9)	(53.9)	(51.7)	(53.9)

FALLBROOK DISTRICT							
Westward	Rating Grade Descending—Feet Per Mile	TIME TABLE NO. 9 October 2, 1979	Mile Post	Rating Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Eastward
↑							↓
		STATIONS					
		FALLBROOK JCT. YL	0.0		Y	2077	
	63.4	6.0		73.9			
	0.0	OHAPPO 2.4		81.1			
	79.2	JOPEGAN 0.7		132.0		2271	
	0.0	U.S.M.C. Crossing DE LUZ 1.8		16.1		357	
		FALLBROOK		16.6			
		(16.5)					

ESCONDIDO DISTRICT							
Westward	Rating Grade Descending—Feet Per Mile	TIME TABLE NO. 9 October 2, 1979	Mile Post	Rating Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Eastward
↑							↓
		STATIONS					
		ESCONDIDO	21.1		Y	1376	
	96.0	4.0		91.3			
	116.2	SAN MARCOS 7.0		16.2		866	
	116.2	VISTA 9.2		116.2		1811	
		ESCONDIDO 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 11

No. 71, No. 73, No. 81, No. 83 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.	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. 269.4 (Crosby Street)	10	10	
San Diego M.P. 267.3 to 264.1	30	30	
6 Curves M.P. 264.1 to 258.5	60	60	
3 Curves M.P. 258.5 to 257.9	30	30	
6 Curves M.P. 257.9 to 253.5	60	50	
3 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	
2 Curves M.P. 247.7 to 246.8	85	60	
5 Curves M.P. 245.8 to 243.6	50	50	
2 Curves & Crossing M.P. 241.8 to 241.2	70	60	
2 Curves M.P. 238.8 to 237.4	80	60	
Curve M.P. 237.4 to 236.6	85	60	
Oceanside M.P. 227.0 to 225.5	30	30	
3 Curves M.P. 225.5 to 223.8	70	60	
2 Curves M.P. 209.0 to 207.6	70	60	
City San Clemente M.P. 207.6 to 202.7	40	40	
3 Curves M.P. 202.7 to 200.3	80	60	
Curve M.P. 200.3 to 199.9	40	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	
2 Curves 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	
Curve M.P. 172.0 to 167.7 and Anaheim	40	40	
Curve M.P. 165.9 to 165.4	40	40	

Escondido District MPH

ESCONDIDO DISTRICT	30
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
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	40
	WE siding	30
Orange	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

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
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 HARBOR AND REDONDO DISTRICTS

LOS ANGELES DIVISION

HARBOR DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

WESTWARD	TIME TABLE					EASTWARD	
Rating Grade Descending—Feet Per Mile	NO. 9					Rating Grade Descending—Feet Per Mile	Capacity of Sidings in Feet
	October 2, 1979						
STATIONS							
	REDONDO JCT. YL	0.0					
52.8	1.5 MALABAR YL	1.6	0.0	R-Y			
21.1	1.0 S. P. Crossing NADEAU YL	2.5	0.0		Yard		
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	67.6		Yard		
52.8	1.9 HYDE PARK YL	8.0	52.8		Yard		
79.2	3.7 INGLEWOOD YL	9.9	79.2		Yard		
11.6	1.2 LAIRPORT YL	13.6	52.8	B	4962		
	S. P. Crossing EL SEGUNDO YL	14.8		Y			
52.6	1.8 LAWDALE YL	16.6	51.1		Yard		
52.3	3.5 ALCOA YL	20.1	58.4		Yard		
10.9	1.6 TORRANCE YL	21.7	26.4		Yard		
24.3	1.6 IRONSIDES YL	23.3	0.0		Yard		
79.2	3.3 WATSON YL	26.6	52.8	C-R-Y	Yard		
	1.4 WILMINGTON YL	28.0		B	Yard		
	2.0 PIER A YARD YL			O	Yard		
	1.1 WEST THENARD S. P. Crossing						
	2.5 LONG BEACH						
	(28.0)						

LOCATION	MPH
HARBOR DIST.	20
Torrance Oil Spur	15
Alcoa Spur	15
M.P. 0.0 to St. Crossing M.P. 1.6	12
M.P. 1.6 to M.P. 10.1	15
St. Crossing M.P. 13.1	15
M.P. 20.0 to 23.0 Torrance	15
St. Crossing M.P. 25.9	10
St. Crossing M.P. 26.0	10
St. Crossing M.P. 26.1	10
Between Watson and Pier A Yard	10

REDONDO DIST. 15

Trains and engines will reduce speed to 5 MPH 250 feet in advance and until engine occupies the following crossings:
 Rosecrans Avenue—M.P. 15.5
 Pacific Avenue—M.P. 16.2
 Fifteenth Street—M.P. 16.8
 Manhattan Beach Boulevard—M.P. 17.1
 Pier Avenue—M.P. 18.7

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

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

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

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

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

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

Light indicators are located between Malabar and Wingfoot:

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

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

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

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

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

REDONDO DISTRICT

WESTWARD	TIME TABLE					EASTWARD	
Rating Grade Descending—Feet Per Mile	NO. 9					Rating Grade Descending—Feet Per Mile	Capacity of Sidings in Feet
	October 2, 1979						
STATIONS							
	REDONDO BEACH YL	20.2					
0.0	1.5 HERMOSA BEACH YL	18.7	42.2		Yard		
0.0	1.7 MANHATTAN BEACH YL	17.0	42.2		Yard		
52.8	2.2 EL SEGUNDO YL	14.8	47.5	Y	Yard		
	(6.4)						

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

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 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)

LENGTHS OF STEMS OF WYES

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

Normal position of junction switches
 El Segundo for Harbor District.

SAN JACINTO DISTRICT

WESTWARD ↓	TIME TABLE NO. 9 October 2, 1979					↑ EASTWARD
Rating Grade Descending— Feet Per Mile	STATIONS	Mile Post	Rating Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
0.0	HIGHGROVE YL S. P. Crossing	0.0	116.2		1018	
52.8	BOX SPRINGS YL	7.2	31.4		1555	
17.6	MARION FIELD	9.6	0.0	C		
47.5	ALESSANDRO	10.8	0.0		2046	
28.6	VAL VERDE	18.5	9.5	Y	1105	
63.4	PEBBIS	18.8	21.6	B	Yard	
42.2	ETHANAC	22.7	49.3		1030	
0.0	WINCHESTER	28.9	52.8		1570	
63.4	HEMET YL	36.0		B	Yard	
	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
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 Jacinto	640

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

2. Union Pacific trains using joint tracks between Riverside Jct. and Daggett, 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.

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

14 SPECIAL RULES

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

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

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

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

SPEED REGULATIONS

8. (A) Maximum authorized speed for freight trains handling one or more empty cars 55 MPH.

(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 100-799	90*	45
5940-5948		
1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390	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.

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!**

LOS ANGELES DIVISION

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 AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 Locomotive Crane AT-199720 and Jordan Spreaders M.P.H.	Pile Drivers AT-199452 AT-199453 AT-199456	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.

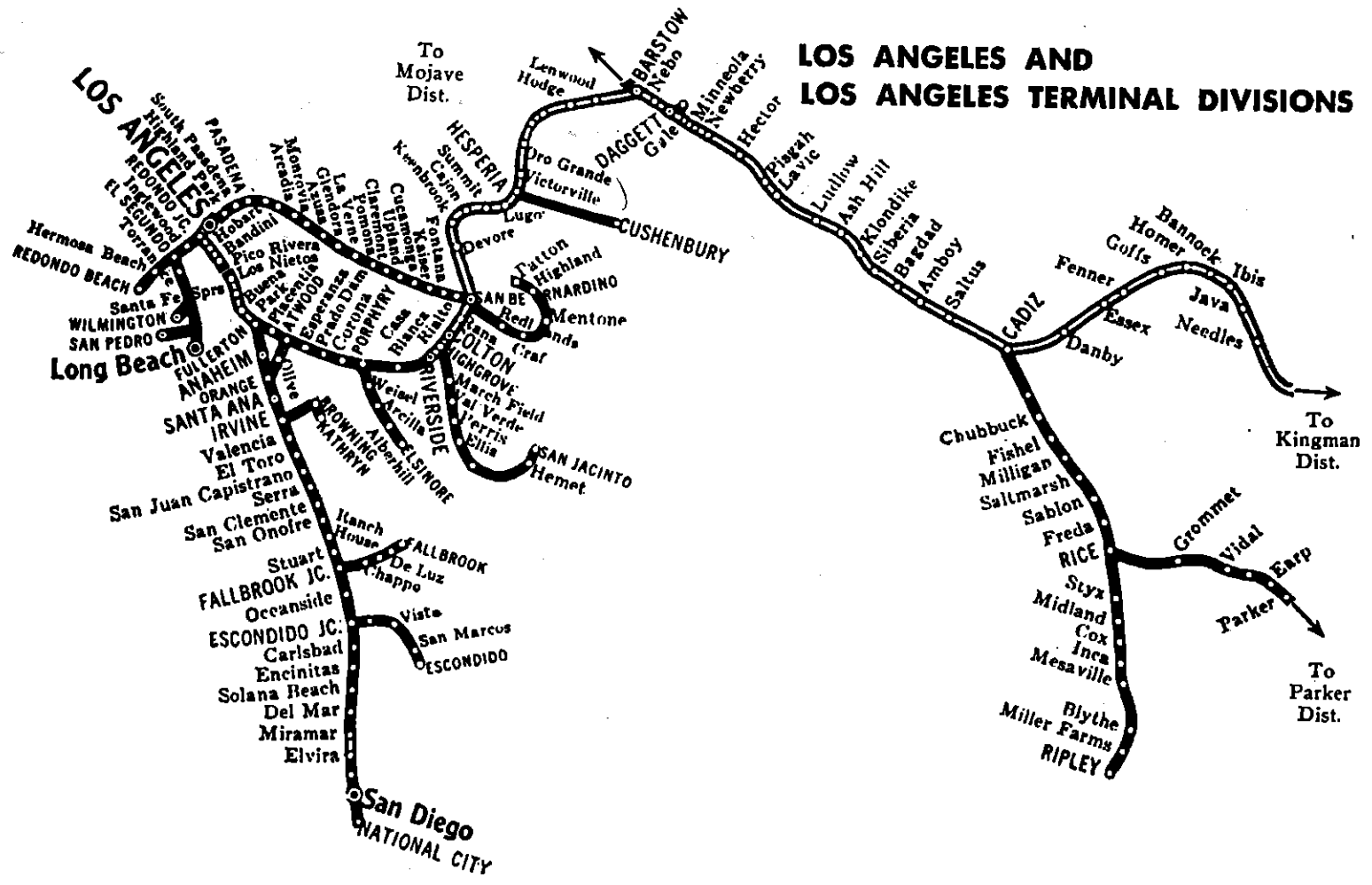
Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

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

1		PLACARD APPLIED ON CAR	POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS							
			EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
2	TYPE OF CAR	ANY CARS (off the car, on car, or in car)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	
			RESTRICTIONS							
3	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 900 FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR.	✓	✓		✓				
4	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓		✓				
5	MUST NOT BE PLACARDED NEXT TO	LOADED FLAT CAR, A FLAT CAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN TOP CAR.	✓ ^①	✓	✓	✓ ^②				
6		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.	✓	✓	✓	✓				
7		ENGINE	✓	✓	✓	✓	✓		✓	
8		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	✓		
9		OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓		✓		
10		OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③	✓				
11		UNDEVELOPED FILM				✓				
12		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.	✓	✓	✓	✓				
13		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓					
14		EXPLOSIVES A		✓	✓	✓	✓	✓		
15		POISON GAS	✓			✓	✓	✓		
16		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓				
17		RADIOACTIVE	✓	✓	✓	✓	✓			
18										

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 flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
 ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
 ④ Applies only in mixed train service, see section 174.87.

LOS ANGELES AND LOS ANGELES TERMINAL DIVISIONS



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	10:40A	1:50P	2:50P					
199	4:10A	7:20A	8:20A					
308	2:55P	6:55P	8:15P	11:25P	11:40P	2:10A		
309	11:55P	4:15A	5:30A					
328	5:20P	9:20P	10:00P	12:55A	1:10A	3:55A		
329	2:55A	6:55A	8:15A					
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	4:45P	5:15P	8:00P		

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		
901						8:15P	9:15P	1:05A
913						8:15A	9:15A	7:00P
963						8:15P	9:15P	1:15A
973						11:45P	2:15A	7:45A
975						9:25P	10:40P	2:45A
991						2:15P	2:35P	5:35P

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 Mty		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	Time Per Mile	Miles Per Hour	
						Min. Sec.
36	100	58	62.1	1	40	36.0
37	97.3	59	61.0	1	42	35.3
38	94.7		60.0	1	44	34.6
39	92.3	1	58.0	1	46	34.0
40	90.0	1	56.2	1	48	33.3
41	87.8	1	54.5	1	50	32.7
42	85.7	1	52.9	1	52	32.1
43	83.7	1	51.4	1	54	31.6
44	81.8	1	50.0	1	56	31.0
45	80.0	1	48.6	1	58	30.5
46	78.3	1	47.4	2		30.0
47	76.6	1	46.1	2	05	28.8
48	75.0	1	45.0	2	10	27.7
49	73.5	1	43.9	2	15	26.7
50	72.0	1	42.9	2	30	24.0
51	70.6	1	41.9	2	45	21.8
52	69.2	1	40.9	3		20.0
53	67.9	1	40.0	3	30	17.1
54	66.6	1	39.1	4		15.0
55	65.5	1	38.3	5		12.0
56	64.2	1	36.5	6		10.0
57	63.2	1	36.8	12		5.0