



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, M and N, Book of Rules.)

TRAINMASTERS

- W. C. PARKS Needles, Calif.
- C. F. LILLEY Barstow, Calif.
- W. BAXTER San Bernardino, Calif.
- G. E. YOUNG San Bernardino, Calif.
- L. D. EIDSON San Bernardino, Calif.
- M. R. HAVERTY San Bernardino, Calif.
- R. C. VAN AUDSALL Fullerton, Calif.
- J. M. WATKINS Los Angeles, Calif.
- R. F. NORLING Los Angeles, Calif.
- J. O. PHILLIPS Los Angeles, Calif.
- R. L. DIXON Los Angeles, Calif.
- W. F. BOWEN Los Angeles, Calif.

ASSISTANT TRAINMASTERS

- D. L. BERRY Barstow, Calif.
- J. L. SCHROEDER Barstow, Calif.
- F. B. HATFIELD San Bernardino, Calif.
- D. S. HYDER Fullerton, Calif.
- C. K. SEAMAN Los Angeles, Calif.
- J. R. MERRITT Los Angeles, Calif.
- A. L. McDANIEL San Diego, Calif.

ROAD FOREMEN OF ENGINES

- W. L. WHITE Los Angeles, Calif.
- J. E. THORNTON San Bernardino, Calif.
- F. V. DOBBS Needles, Calif.
- J. H. LANE Phoenix, Ariz.

CHIEF DISPATCHER

- J. T. DAWE San Bernardino, Calif.

ASSISTANT CHIEF DISPATCHERS

- G. A. WOLLERTON San Bernardino, Calif.
- E. L. MAYS San Bernardino, Calif.
- W. E. EBERT San Bernardino, Calif.
- E. M. BUTLER San Bernardino, Calif.

DISPATCHERS - SAN BERNARDINO

- | | |
|----------------|----------------|
| J. C. SELINGER | T. H. ESHELMAN |
| A. C. KIDD | E. M. ELLIS |
| H. W. WITSKEN | N. C. PECK |
| C. W. BURTON | H. F. BROWN |
| F. O. PIERCE | D. R. MUNDAY |
| W. R. HANSEN | J. T. WALSH |
| L. A. WRIGHT | D. E. PRYOR |
| J. D. PINSON | |

The Atchison, Topeka and Santa Fe Railway Co.



COAST Santa Fe LINES

LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

TIME TABLE No.

19

IN EFFECT

Sunday, May 30, 1971

At 12:01 A.M.

Pacific Standard Time

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

**R. H. ADAMS
General Manager
LOS ANGELES, CALIF.**

**C. E. ROLLINS
Asst. General Manager
LOS ANGELES, CALIF.**

**F. L. ELTERMAN
Asst. General Manager
LOS ANGELES, CALIF.**

**H. J. BRISCOE
Superintendent
SAN BERNARDINO, CALIF.**

**J. T. GROUNDWATER
Superintendent
LOS ANGELES, CALIF.**

Westward First Class	TIME TABLE		Mile Post	Ruling Grade Ascending— Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
17	NO. 19	May 30, 1971					
Leave Daily	STATIONS						
AM 2.05	NEEDLES	YL	578.0			C-R-Y	Yard
2.15	7.4 JAVA		585.6	74.4	0.0	B	107
2.23	8.8 IBIS		592.4	73.9	0.0	B	148
2.30	4.5 BANNOCK		597.0	73.9	0.0	B	107
2.36	4.8 HOMER		601.5	73.9	0.0	B	135
2.47	7.6 GOFFS		609.1	76.0	26.4	B	146
2.54	9.6 FENNER		618.7	0.0	59.1	B	114
2.59	7.5 ESSEX		626.2	0.0	57.0	B	
3.05	8.5 DANBY		634.7	0.0	58.6	B	108
3.15	13.4 CADIZ		648.1	0.0	53.0	B-Y	146
3.24	13.4 AMBOY		661.5	29.0	53.8	B	107
3.30	7.8 BAGDAD		669.3	35.9	11.6	B	107
3.38	7.3 SIBERIA		676.7	75.0	0.0	B	135
3.52	9.5 ASH HILL		686.7	76.0	17.9	B-Y	107
3.58	6.7 LUDLOW		693.4	31.1	54.4	B	117
4.14	13.2 PISGAH		706.6	57.0	49.1	B	132
4.20	6.2 HECTOR		712.8	0.0	55.4	B	
4.30	12.8 NEWBERRY		725.6	29.5	39.6	B	146
4.40	12.0 DAGGETT		737.6	40.6	13.7	B	
	4.0 NEBO		741.6	34.3	30.6	B	
5.00 AM	4.8 BARSTOW		746.4	31.7	43.3	C-R-Y	Yard
Arrive Daily	(167.6)						

(57.5) Average speed per hour

TRACK SIDE WARNING DEVICES

Location	Type	Signals Effected
M.P. 633.5	Hot Box	Rotating white lights at scanner (M.P. 631.3) and Locator (M.P. 633.5)
M.P. 667	Hot Box	Rotating white lights at scanner (M.P. 665—M.P. 666) and Locator (M.P. 667)
M.P. 711.8	Hot Box	Rotating white lights at scanner (M.P. 709.1) and Locator (M.P. 711.8)

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

Trains must get clearance card before leaving Needles.

Rule 251 in effect:
Needles to M.P. 737.3 (Daggett)

Rule 261 "TCS" in effect:
On two main tracks between M.P. 737.3 and M.P. 743.7, and on three main tracks between M.P. 743.7 and M.P. 745.3 and are numbered north to south 1-2 and 3.

At Nebo siding switches equipped with electric switch locks be governed by instructions posted in phone box.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Between train signs located at east and west end of passenger yard Needles there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Between Needles and Barstow, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

Where train cannot be controlled without use of air brakes "freight train speed" will govern.

Rule 93: Yard Limits Located At:
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 spring and power controlled switches and crossovers at following locations:

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

Station	Type	Location	MPH
Needles	I	M.P. 578.4 crossover main track to westward freight lead	30
	I	M.P. 580.3 crossover main tracks	50
	I	WE westward freight lead	30
Java	S	WE westward siding	30
Ibis	S	WE westward siding	30
Bannock	S	WE westward siding	30
Homer	S	WE westward siding	30
Goffs	S	WE westward siding	30
Fenner	S	WE westward siding	30
Danby	S	WE westward siding	15
Cadiz	S	WE westward siding	30
Amboy	S	WE westward siding	30
Bagdad	S	WE westward siding	15
Siberia	S	WE westward siding	30
Ash Hill	S	WE westward siding	15
Ludlow	S	WE westward siding	30
Pisgah	S	WE westward siding	30
Newberry	S	WE westward siding	30
Daggett	S	WE westward siding	15
	I	Two main track crossovers	50
	I	Turnout to Union Pacific main track	30
Barstow	I	M.P. 743.6 two main track crossovers	50
	I	M.P. 743.6 turnout outbound lead	50
	I	M.P. 743.7 crossover eastward to westward main track	30
	I	M.P. 743.7 turnout track 3	30
	I	M.P. 745 main track and crossover switches to yard	30

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Needles: M.P. 578.4 and M.P. 580.3	Main track and connecting crossover.	Interlocking
Barstow East Tower	Main track and connecting crossovers.	Interlocking
Barstow West Tower	Main track and connecting crossovers.	See First District

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

- Goffs to Cadiz
- Pisgah to Hector

LENGTH OF STEMS OF WYES

Location	Feet
Needles	401
Cadiz	Cadiz District
Ash Hill	410

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT			
Saltus	658.4	51	East and West
Klondike	682.0	74	West
Minneola	731.7	107	West
Airport Spur	732.6	15	West
Gale	735.3	67	East and West
Cool Water	735.9	16	West

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Location	MPH	Fr.
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
4 Curves M.P. 669.6 to 672.1	75	70
10 Curves M.P. 672.1 to 678.1	65	60
Curve M.P. 678.1 to 678.5	40	40
Curve M.P. 678.5 to 679.9	60	60
Curve M.P. 679.9 to 680.3	40	40
3 Curves M.P. 680.3 to 682.7	60	60
2 Curves M.P. 682.7 to 683.4	50	50
2 Curves M.P. 683.4 to 686.2	65	60
2 Curves M.P. 686.2 to 688.4	75	70
Curve M.P. 688.4 to 688.9	65	60
Curve M.P. 688.9 to 689.5	70	70
4 Curves M.P. 693.7 to 694.9	50	50
9 Curves M.P. 694.9 to 701.5	65	60
Curve M.P. 701.5 to M.P. 702.0	50	50
2 Curves M.P. 707.8 to 709.6	70	70
3 Curves M.P. 709.6 to 710.6	60	60
Curve M.P. 745.0 to 745.4	50	50
2 Curves M.P. 745.4 to 745.7	40	40

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Pgr. and Light	M.P.H.	Frt.
Barstow to Pisgah	90	60	60
Pisgah to Bagdad	79	60	60
Bagdad to M.P. 642	90	60	60
M.P. 642 to Goffs	79	60	60
Goffs to Needles	79	45	45
3 Curves M.P. 745.7 to 745.0	40	40	40
5 Curves M.P. 710.6 to 707.8	65	60	60
2 Curves M.P. 707.8 to 706.0	75	70	70
Curve M.P. 702.0 to 701.5	50	50	50
7 Curves M.P. 701.5 to 696.1	75	70	70
2 Curves M.P. 696.1 to 694.9	65	60	60
4 Curves M.P. 694.9 to 693.6	50	50	50
Curve M.P. 693.6 to 692.9	70	70	70
Curve M.P. 689.5 to 688.9	70	70	70
Curve M.P. 688.9 to 688.4	65	60	60
2 Curves M.P. 688.4 to 686.2	70	70	70
2 Curves and Grade M.P. 686.2 to 683.4	70	30	30
2 Curves and Grade M.P. 683.4 to 680.8x	55	30	30
2 Curves and Grade M.P. 680.8x to 677.8	65	30	30
5 Curves and Grade M.P. 677.8 to 674.5	75	45	45
5 Curves and Grade M.P. 674.5 to 671.4	70	45	45
6 Curves M.P. 646.1 to 640.9	80	70	70
2 Curves M.P. 640.9 to 638.8	75	70	70
3 Curves M.P. 631.0 to 628.7	75	70	70
10 Curves M.P. 625.5 to 613.8	65	60	60
6 Curves M.P. 613.8 to 609.1	75	70	70
2 Curves M.P. 609.1 to 608.4	65	60	60
3 Curves M.P. 599.0 to 597.9	65	45	45
Curve M.P. 593.4x to 591.6	75	45	45
2 Curves M.P. 591.6 to 589.2	70	45	45
3 Curves M.P. 589.2 to 587.7	60	45	45
3 Curves M.P. 587.7 to 587.1	40	40	40
14 Curves M.P. 587.1 to 578.1	60	45	45
"H" St. Crossing M.P. 578.1	15	15	15

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 spring and power controlled switches and crossovers at following locations:

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

Station	Type	Location	MPH
Needles	I	M.P. 578.4 crossover main track to westward freight lead	30
	I	M.P. 580.3 crossover main tracks	50
	I	WE westward freight lead	50
Java	S	EE eastward siding	30
Goffs	S	EE eastward siding	30
Fenner	S	EE eastward siding	30
Essex	S	EE eastward siding	30
Danby	S	EE eastward siding	30
Cadiz	S	EE eastward siding	15
Amboy	S	EE eastward siding	30
Bagdad	S	EE eastward siding	15
Siberia	S	EE eastward siding	15
Ash Hill	S	EE eastward siding	30
Ludlow	S	EE eastward siding	30
Pisgah	S	EE eastward siding	30
Newberry	S	EE eastward siding	30
Daggett	I	Two main track crossovers	50
	I	Turnout to Union Pacific main track	30
Barstow	I	M.P. 743.6 two main track crossovers	50
	I	M.P. 743.6 turnout outbound lead	50
	I	M.P. 743.7 crossover eastward to westward main track	30
	I	M.P. 743.7 turnout track 3	30
	I	M.P. 745 main track and crossover switches to yard	30

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Needles: M.P. 578.4 and M.P. 580.3	Main track and connecting crossover.	Interlocking
Barstow East Tower	Main track and connecting crossovers.	Interlocking

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Saltus	658.4	51	East and West
Klondike	682.0	74	West
Lavic	702.7	16	East
Minneola	731.7	107	West
Airport Spur	732.6	15	West
Gale	735.3	67	East and West
Cool Water	735.9	16	West

Capacity of Sidings in 50 ft. Cars	Communications Turn Tables and Wyes	Ruling Grade Descending—Feet Per Mile	Ruling Grade Ascending—Feet Per Mile	Mile Post	TIME TABLE		Eastward
					NO. 19		First Class
					May 30, 1971		18
					STATIONS		Arrive Daily
Yard	C-R-Y			578.0	NEEDLES	YL	AM 1:55
107	B	74.4	0.0	585.6	7.4	JAVA	1:39
	B	78.9	0.0	592.4	6.8	IBIS	1:32
	B	104.5	0.0	597.0	3.7	BANNOCK	1:28
	B	73.9	0.0	601.5	4.8	HOMER	1:24
146	B	76.0	26.4	609.1	7.8	GOFFS	1:17
107	B	0.0	59.1	618.7	9.6	FENNER	1:08
107	B	0.0	57.0	626.2	7.6	ESSEX	1:00
114	B	0.0	58.6	634.7	8.5	DANBY	12:53
189	B-Y	0.0	53.8	648.1	13.4	CADIZ	12:41
107	B	29.0	53.8	661.5	13.4	AMBOY	12:31
100	B	35.9	11.6	669.3	7.8	BAGDAD	12:25
107	B	75.0	0.0	676.7	7.3	SIBERIA	12:18
146	B-Y	121.4	17.9	686.7	7.7	ASH HILL	12:09
101	B	31.1	54.4	693.4	6.7	LUDLOW	12:03
134	B	57.0	49.1	706.6	13.2	PISCAGAH	AM 11:51
	B	0.0	55.4	712.8	6.2	HECTOR	11:45
107	B	29.5	39.6	725.6	12.8	NEWBERRY	11:36
	B	40.6	13.7	737.7	12.0	DAGGETT	11:27
71	B	34.3	30.6	741.6	4.0	NEBO	
Yard	C-R-Y	32.7	43.3	746.4	4.8	BARSTOW	11:20 PM
					(165.0)		Leave Daily

Average speed per hour. (63.9)

TRACK SIDE WARNING DEVICES

Location	Type	Signals Effected
M.P. 714.3	Hot Box	Rotating white lights at scanner (M.P. 716.4—M.P. 715.3) and Locator (M.P. 714.3)
M.P. 662.5	Hot Box	Rotating white lights at scanner (M.P. 665) and Locator (M.P. 662.5)
M.P. 648.9	Hot Box	Rotating white lights at scanner (M.P. 651.5) and Locator (M.P. 648.9)

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

Trains must get clearance card before leaving Barstow; except may proceed on clear train order signal in lieu of clearance card.

Rule 95: Is amended; trains leaving Barstow may proceed on clear train order signal in lieu of clearance card and will continue the display of classification signals previously authorized. Any change in classification signals and numbers will be handled in the usual manner by numbered clearance card.

Rule 251 in effect:
M.P. 737.3 to Needles.

Rule 261 "TCS" in effect:
On three main tracks M.P. 745.3 to M.P. 743.7 and on two main tracks M.P. 743.7 to M.P. 737.3 and are numbered north to south 1-2 and 3.

At Nebo siding switches equipped with electric switch locks be governed by instructions posted in phone box.

Between train signs located at east and west end of passenger yard Needles there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Between Barstow and Needles where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

Where train cannot be controlled without use of air brakes "freight train speed" will govern.

EXCEPTION: M.P. 686.2 to 671.4 speed is 45 MPH for all eastward freight trains qualifying above.

LENGTH OF STEMS OF WYES

Location	Feet
Needles	401
Cadiz	Cadiz District
Ash Hill	410

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

- Ash Hill to Bagdad
- Goffs to Needles

Rule 93: Yard Limits Located At Needles.

Westward First Class	TIME TABLE							
17	NO. 19							
	May 30, 1971							
Leave Daily	STATIONS		Mile Post	Ruling Grade Ascending—Feet Per Mile	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	
AM 5.10	BARSTOW	YL	0.0			C-R-Y	Yard	
5.17	6.1 LENWOOD		5.8	37.0	20.4	B	92	
5.22	5.7 HODGE		11.8	39.1	36.9	B	120	
5.29	9.2 HELENDALE		21.1	37.0	37.0	B	98	
5.33	4.9 BRYMAN		28.1	37.0	0.0	B	144	
5.38	5.4 ORO GRANDE		31.5	38.0	23.2	B	Yard	
5.45	5.0 VICTORVILLE	YL	38.7	37.0	37.0	C-R	100-148	
5.52	4.3 THORN		41.1	84.5	0.0	B		
5.58	4.1 HESPERIA		45.1	83.4	0.0	B	144	
6.04	5.2 LUGO		50.3	81.3	0.0	B	140	
6.15	5.5 SUMMIT		55.9	84.5	0.0	B-Y	122	
	6.5			0.0	158.4			
6.29	3.8 CAJON		62.3	0.0	118.2	B	98	
6.35	4.7 KEENBROOK		66.3	0.0	118.2	B		
6.42	5.0 DEVORE		71.0	0.0	118.2	B	126	
6.48	5.4 ONO		78.0	0.0	118.2	B	148	
7.00 AM	5.4 SAN BERNARDINO	YL	81.3	64.4	104.5	C-R-Y	Yard	
Arrive Daily	(80.8)							

(44.1) . . . Average speed per hour

Trains must get clearance card before leaving Barstow; except may proceed on clear train order signal in lieu of clearance card.

Rule 251 in effect:

Barstow to San Bernardino.

Rule D-151: Trains will keep to left between San Bernardino and overhead bridge X39.1, between Thorn and Victorville.

Rule 93: Yard Limits Located At:

Barstow (First District only)
Victorville
San Bernardino

Rule 95: Is amended; trains leaving Barstow may proceed on clear train order signal in lieu of clearance card and will continue the display of classification signals previously authorized. Any change in classification signals and numbers will be handled in the usual manner by numbered clearance card.

Rule 290: "RESTRICTING" flashing red, is the most restrictive indication displayed by the following signals:

Signal	Location	Signal	Location
611	750 Ft. East of Westward siding Cajon,	741	1100 Ft. East of Westward siding Ono.
701	2500 Ft. East of Westward siding Devore,		

Rule 320 (B): At Summit, westward trains finding Signal 561 on westward track in "Stop" position must wait five minutes before proceeding unless the signal changes to indicate "Proceed."

Rule 41(d) Form 2501-A: Prescribed test must be made on passenger trains at Summit, westward.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Between interlocked switches 5th Street and interlocked switches "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
Barstow to Oro Grande	90		60
Oro Grande to San Bernardino	79		60
Curve M.P. 10.3 to 11.8	85		70
Curve M.P. 16.6 to 17.1	80		70
Curve M.P. 19.7 to 20.3	80		70
Curve M.P. 30.8 to 31.8	80		70
2 Curves M.P. 31.8 to 33.8	60		60
Curve M.P. 33.8 to 34.0	40		40
4 Curves M.P. 34.0 to 36.6	55		55
Victorville M.P. 36.6 to 37.4	30		30
2 Curves M.P. 37.4 to 39.1	65		60
2 Curves M.P. 39.1 to 39.9	40		40
4 Curves M.P. 39.9 to 43.7	50		50
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
4 Curves M.P. 51.8 to 53.7	55		55
3 Curves M.P. 53.7 to 55.0	35		35
4 Curves M.P. 55.0 to 55.7	30		30
Summit and 3 Curves M.P. 55.7 to 56.7	20		20
Grade M.P. 56.7 to 58.0	30		20
2 Curves M.P. 58.0 to 58.4	25		20
Grade M.P. 58.4 to 62.2	30		20
Grade M.P. 62.2 to 72.1	40		35
Grade M.P. 72.1 to 80.8	50		35
Adelanto Spur	15		15

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Between Barstow and Victorville, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When train cannot be controlled without use of air brakes "freight train speed" will govern.

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
Barstow West Tower	Main track and connecting crossover. Eastward and westward sidings.	Interlocking	To Mojave District — 0 Against current of traffic — 0 Engine lead 00—0 Switching tail 0000 Tracks 1 to 17 incl. 0—00 Tracks 18 to 30 incl. —0—0
San Bernardino: Fifth St.	Main track connecting crossover and yard lead.	Interlocking	Yard lead 0000 Yard lead against current of traffic —0000

At microphone locations shown below, all trains will sound signal for desired route:
For westward trains: San Bernardino M.P. 77.5

SWITCHES—MAXIMUM AUTHORIZED SPEED

Trailing movements, spring point details: MPH
 Adelanto Spur, one-fourth mile from main track10

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 power controlled switches and crossovers at following locations:

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

Station	Type	Location	MPH
Barstow	I	WE eastward siding, M.P. 2.0	30
M.P. 2.7	S	WE westward siding	30
Lenwood	S	WE westward siding	30
Hodge	S	WE westward siding	30
Helendale	S	WE westward siding	30
Bryman	S	WE siding	30
Oro Grande	S	WE westward siding	30
Victorville	S	WE westward siding	15
	S	WE westward siding, west of station	30
Hesperia	S	WE westward siding	30
Lugo	S	WE siding	30
Summit	S	WE westward siding	30
Cajon	S	WE westward siding	30
Devore	S	WE westward siding	30
Ono	S	WE westward siding	30

At following stations, crossover switches are equipped with electric locks:

Victorville—Switches between two main tracks, just east of station, time release five minutes;

Summit—Switch from eastward siding to westward main track, opposite station, time release three minutes;

Cajon—East and west crossovers, time release five minutes;

Keenbrook—East and west crossovers, time release five minutes;

Devore—East and west crossovers, time release five minutes;

Ono—East and west crossovers, time release five minutes;

M.P. 79.6—Crossover, time release five minutes;

San Bernardino—Two main track crossovers between passenger yard and 5th Street, time release two minutes.

LENGTH OF STEMS OF WYES

Location	Feet
Summit	304
San Bernardino	3rd Dist. Main Track
San Bernardino	Precooler Lead

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Adelanto Spur	34.4	5.0 miles	Westward track

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 cut in or at rear of train must not exceed an average of 135-tons per car.

2. Speed limit Summit to Cajon 15 MPH, Cajon to San Bernardino 20 MPH, except:

(A) When total brake pipe reduction does not exceed 18 pounds, average weight per car does not exceed 90 tons, and total weight does not exceed 4500 tons, speed may be increased 5 MPH.

(B) Between Cajon and San Bernardino, when locomotive will control speed of train without use of air brakes, speed must not exceed 35 MPH.

(C) Between Cajon and San Bernardino, trains being operated with "Remote Control Equipment" in service and train can be controlled with minimum reduction of set and release method of braking, and tonnage does not exceed 4000 tons, speed must not exceed 35 MPH.

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

4. When total brake pipe reduction exceeds 18 pounds, to control train speed, train must be stopped immediately. Before air brakes are released a sufficient number of retainers must be set in high pressure position to control train. Brake system must be fully charged before proceeding. After stopping and setting retainers, wheel cooling stop must be made at Cajon and Devore. Each stop must be for not less than ten (10) minutes.

5. When train stops between Summit and Cajon and locomotive brakes will not hold train, a sufficient number of retainers and/or hand brakes must be set on train before releasing air brakes. Brake system must be fully charged before proceeding.

6. 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.

7. When retainers are used, not less than ten (10) must be set.

8. 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 Rule 942 will apply.

9. Helper locomotives at or near rear of train may use dynamic brake, Summit to San Bernardino.

Capacity of Sidings in 50 Ft. Cars	Communications Tuna Tables and Wyes	Railing Grade Descending— Feet Per Mile	Railing Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 19 May 30, 1971	Eastward
						First Class 18
STATIONS						Arrive Daily
Yard	C-R-Y			0.0	BARSTOW YL	PM 11.10
104	B	37.0	20.4	5.8	6.1 LENWOOD	10.59
106	B	39.1	35.9	11.8	5.7 HODGE	10.55
148	B	37.0	37.0	21.1	9.2 HELENDALE	10.48
	B	37.0	0.0	26.1	4.9 BRYMAN	10.44
Yard	B	38.0	23.2	31.5	5.4 ORO GRANDE	10.40
98	C-R	37.0	37.0	36.7	5.0 VICTORVILLE YL	10.33
146	B	83.4	0.0	41.1	4.3 THORN	10.26
106	B	83.4	0.0	45.1	4.1 HESPERIA	10.22
	B	84.3	0.0	50.3	5.2 LUGO	10.17
126	B-Y	84.5	0.0	55.9	5.5 SUMMIT	10.08
118	B	0.0	116.2	59.7	3.8 ALRAY	9.58
70	B	0.0	116.2	62.3	4.7 CAJON	9.48
115	B	0.0	116.2	66.3	3.7 KEENBROOK	9.40
128	B	0.0	116.2	71.0	4.7 DEVORE	9.32
106	B	0.0	116.2	76.0	5.0 ONO	9.23
Yard	C-R-Y	26.4	104.5	81.3	5.4 SAN BERNARDINO YL	9.12 PM
(82.7)						Leave Daily
Average speed per hour.....						(42.1)

Trains must get clearance card before leaving San Bernardino; except at "A" yard office, may proceed on clear train order signal in lieu of clearance card.

Rule 251 in effect:

Between San Bernardino and Barstow.

Rule D151, Trains must keep to the left between San Bernardino and overhead bridge X39.1, between Thorn and Victorville.

Rule 93: Yard Limits Located At:

San Bernardino

Victorville

Barstow (First District only)

Rule 95: is amended; trains leaving San Bernardino may proceed on clear train order signal in lieu of clearance card and will continue the display of classification signals previously authorized. Any change in classification signals and numbers will be handled in the usual manner by numbered clearance card.

LENGTH OF STEMS OF WYES

Location	Feet
Summit	304
San Bernardino	3rd Dist. Main Track
San Bernardino	Precooler Lead

Between interlocked switches 5th Street and interlocked switches "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Between Victorville and Barstow, where district speed is 60 MPH for freight trains and locomotive will control speed at 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

Trains qualifying above, and speed cannot be controlled at 70 MPH without use of air brakes, speed will be reduced to a speed where train can be controlled without use of air brakes.

When train cannot be controlled without use of air brakes "freight train speed" will govern.

10 LOS ANGELES DIVISION

SECOND DISTRICT

Capacity of Sidings In 50 ft. Cars	Communications Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	Westward	TIME TABLE NO. 19 May 30, 1971	Eastward	Mile Post	Ruling Grade Ascending— Feet Per Mile
			First Class		First Class		
			17		18		
			Leave Daily	STATIONS	Arrive Daily		
Yard	C-R-Y	64.0	AM 7.05	SAN BERNARDINO YL -3.6-	PM 9.09	81.3	0.0
47	Y	32.4	7.12	RIALTO -3.8-	8.59	84.0	15.4
		0.0		FONTANA YL -3.0-		88.8	38.7
Yard	C-R	14.8	7.18	KAISER YL -2.0-	8.54	91.8	37.7
54	B	14.8		ETIWANDA YL -3.9-		98.7	32.0
60	C	56.4	7.24	CUCAMONGA YL -3.2-	8.49	97.7	19.3
47	C-Y	30.6	7.28	UPLAND S. P. Crossing	8.46	100.9	42.2
56		0.0	7.33	OLAREMONT S. P. Crossing	8.42	104.8	59.1
64	C	0.0	7.40	POMONA -1.2-	8.39	106.7	43.8
40		0.0		LA VERNE -2.4-	8.35	107.9	63.4
42		0.0		SAN DIMAS -4.1-		110.2	63.4
59	B	0.0	7.50	GLENDORA -2.5-	8.28	114.4	63.4
	C-Y	39.6	7.53	AZUSA -1.4-	8.25	116.9	75.0
41		0.0	7.56	KINCAID -2.0-	8.23	118.2	81.3
50	B	26.4		BUTLER -2.3-		120.2	60.7
57	C	75.0	8.00	MONROVIA -1.7-	8.20	122.4	26.4
11		75.2		ARCADIA -3.1-		124.2	0.0
60		63.4	8.07	CHAPMAN -0.8-	8.14	127.3	0.0
		78.1		LAMANDA PARK -3.6-		128.0	95.0
34	C-R	0.0	8.25	PASADENA YL -2.0-	8.00	131.7	114.6
		0.0		SOUTH PASADENA -0.5-		133.7	88.7
34		0.0	8.33	OLGA -1.6-	7.47	134.2	91.9
20		31.7		HIGHLAND PARK -2.9-		135.9	106.9
17		0.0		U. P. Crossing WATER STREET YL -0.7-		138.7	89.8
		0.0	8.45	BROADWAY YL -0.6-	7.34	139.4	37.0
	C-Y	0.0		MISSION TOWER YL -0.8-		140.1	69.7
Yard		0.0	9.00 AM	LOS ANGELES YL Union Station (59.5)	7.30 PM		31.7
Yard	B-R	0.0		FIRST STREET YL -1.1-		141.1	
			Arrive Daily	(59.8)	Leave Daily		

(31.0) Average speed per hour (36.1)

Trains must get clearance card before leaving San Bernardino.

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

Rule 251 in effect:
Between Mission Tower and First Street.

Rule 261 (TCS) in effect:
On two main tracks between Mission Tower and Broadway.

San Bernardino, interlocking 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."

Between interlocked switches 5th Street and interlocked switches "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

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

Rule 312: At Union Station, Los Angeles, three interlocked signals in vertical alignment on Signal Bridge No. 1-A, governing eastward movements on Track 2. Lower signal governs route to AT&SF Second District.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Rule 93: Yard Limits Located At:
San Bernardino,
Upland to including Fontana,
Pasadena,
Water Street to and including Hobart.

LENGTH OF STEMS OF WYES

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Rialto Foothill Spur	85.8	81	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Gallo Spur	94.6	46	West
Rochester	95.0	11	East
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West
Upland Foothill Spur	99.6	Lgh. 2.1 m.	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	15	East and West
Raymond	132.7	16	West

SECOND DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psr. and Light	MPH	
			Frt.
San Bernardino to Upland	90		60
Upland to Los Angeles	65		60
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	75		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
3 Curves M.P. 111.8 to 114.2	55		55
Curve M.P. 119.5 to 119.7	55		50
2 Curves M.P. 126.9 to 127.2	45		45
M.P. 127.6 to 129.6	30		30
M.P. 129.6 to 131.2	20		20
M.P. 131.2 to 135.5	30		30
U.P. Crossing and 7 Curves M.P. 135.5 to 138.3	25		25
U.P. Crossing and 4 Curves M.P. 138.3 to 140.0	20		20
Curve M.P. 140.0 to 140.2	15		15
Rialto, Cucamonga, and Upland Foothill Spurs, Muscat and Metropolitan Spurs	15		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 all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled 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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
San Bernardino: West Yard Tower	Second and Third District main tracks at west end bridge 82.1. End of two tracks and freight yard at east end bridge 82.1. Main track, connecting crossover and Junction Third District "A" yard office.	Interlocking	Second District — Third District —0 A Yard to B Yard —00 B Yard to Second District —0000 House lead to main line — Switch lead 0— A Yard lead 0000 Engine lead —0 Second District to B Yard —000 B Yard to A Yard —00
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland	S. P. Crossing. S. P. Crossing. S. P. Crossing. S. P. Crossing.	98-A, 98-B. 98-A, 98-B. 98-A, 98-B. Main track, when home signals in stop position, 98-B, 320(A). Siding, westward trains, be governed by signal 1003. House track, 98-A, 98-B. When home signals in stop position, 98-B, 320(A).	
Claremont	S. P. Crossing.		
Water Street (0.7 Mi. East) Mission Tower	U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	When gate across Santa Fe track, 98-B. Interlocking. 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 automatic block signal 1381 located at M.P. 138.3 for yard movements, and at Signal 1404 for eastward movements.	Union Station 0— Old main 00—0 Cudahy lead —0— Against current of traffic —0000 S. P. Downey Ave. 000—

12 LOS ANGELES DIVISION

WESTWARD

THIRD DISTRICT

WESTWARD			TIME TABLE	STATIONS	Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings in 30 Ft. Cars	Rating Grade Ascending— Feet Per Mile
FIRST CLASS								
77	75	79						
Leave Daily	Leave Daily	Leave Sunday Wednesday and Friday	NO. 19 May 30, 1971					
				SAN BERNARDINO YL	0.0	C-R-Y	Yard	
				2.2 RANA YL	1.6			25.0
				1.3 COLTON YL	2.9	B	W-49 E-112	0.0
				3.3 HIGHGROVE	6.7	B	W-114	21.1
				2.6 RIVERSIDE JOT.	9.2	C-R		21.1
				0.6 RIVERSIDE YL	9.8	B	E-42	0.0
				4.2 CASA BLANCA	14.0	Y	99	63.4
				2.4 ARLINGTON	16.4		62	21.1
				3.3 MAY	20.2	B	64	0.0
				3.1 PORPHYRY	22.8	B-Y	100	0.0
				1.3 CORONA	24.1	C-R	167	0.0
				5.0 PRADO DAM	29.2	B	94	24.3
				7.2 ESPERANZA	36.4	B	129	21.1
				4.3 ATWOOD	40.6	B-Y		0.0
				2.3 PLACENTIA	43.0			10.6
				3.0 FULLERTON	165.0	C-R		0.0
				6.3 LA MIRADA	158.7	B	E-96	12.7
				4.3 SANTA FE SPRINGS	154.4	O	W-86	37.0
				1.3 LOS NIETOS	153.1	B		23.2
				0.9 D. T. JUNCTION	152.1	B		17.1
				1.0 PICO RIVERA	151.2	C-R	Yard	0.0
				1.3 BANDINI	149.8	B		22.7
				4.3 HOBART YL	145.5	C-R	Yard	19.0
				2.3 REDONDO JCT. YL	143.2	R-T-Y		37.0
				2.1 FIRST STREET YL	141.1	B-R	Yard	37.0
				0.9 MISSION TOWER YL	140.1	C-Y		59.7
				0.8 LOS ANGELES YL				71.8
				Union Station				
				(72.1)				

AT SAN BERNARDINO, Trains must get 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 clearance card.

Rule 251 in effect at following locations;
Between west end of Bridge 4.6 and Riverside Jct. (Westward Track only).
Between La Mirada and D.T. Jct.
Between Redondo Jct. Interlocking and Mission Tower.

Rule 261 (TCS) in effect at following locations;
Main Tracks San Bernardino to Bridge 4.6. (Eastward Main Track only) Bridge 4.6 to Riverside Jct.

Main Tracks Riverside Jct. to La Mirada M.P. 159.5.

Main Tracks D.T. Jct. to Redondo Jct. Interlocking.

AT LOS ANGELES, between Mission Tower and Redondo Jct. interlocking plants there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against other trains or engines.

Between interlocked switches 5th Street and interlocked switches "A" Yard Office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

San Bernardino to and including Rana, interlocking 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."

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

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Rule 93: Yard limits located at:
San Bernardino to and including Colton, Riverside, Hobart to and including Water Street.

(35.6) (35.6) (37.3) Average speed per hour

LENGTH OF STEMS OF WYES

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Pachappa	12.4	26	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West
La Sierra	18.5	9	West
Buena Park	160.5	15	East and West
Standard Oil Spur	160.8	9	East
Wilshire	156.8	58	East and West
Mojave Spurs	155.8	28	West
Stephens Spur	155.5	14	West
El Camino Spur	155.3	15	West
La Habra V'y Spur (East Whittier)	154.6	Lgh. 1.2 m.	West

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
San Bernardino to La Mirada		79	60
La Mirada to Los Angeles		65	60
2 Curves and Bridge 0.9 M.P. 0.0 to 0.9		15	15
4 Curves and Colton M.P. 0.9 to 2.1		20	20
3 Curves and Colton M.P. 2.1 to 3.2		20	20
2 Curves M.P. 3.5 to 4.5		40	40
Bridge 4.6 to end of two tracks M.P. 10 South Track		40	40
3 Curves M.P. 4.9 to 5.6		75	60
3 Curves M.P. 6.4 to 6.8		45	45
Curve M.P. 9.4 to 9.6		60	60
4 Curves M.P. 9.6 to 10.0		30	30
3 Curves M.P. 10.4 to 11.7		65	60
2 Curves M.P. 11.9 to 12.5		50	50
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		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		30	30
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
Prenda and La Habra Valley Spurs		15	15

SWITCHES—MAXIMUM AUTHORIZED SPEED

Trailing movements, spring point derails:	MPH
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 power controlled 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	I	Junction of eastward main with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and 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 two track 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-track junction switch	40
Bandini	I	Two-track junction switch	40
M.P. 147-148	I	Main track crossovers and lead switch	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye	10

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
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THIRD DISTRICT

San Bernardino:	See West Yard Tower, Second District		
Rana Colton Tower	All switches. S. P. Crossing. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking.	To or from U. P. —0 To or from S. P. 0— From Santa Fe westward main to U. P. eastward main —0 From U. P. westward main to Santa Fe eastward main —0 From U. P. westward main to Santa Fe westward main —0000
Riverside Junction	S. P. and U. P. Crossing. Junctions, and Crossover.	Interlocking	
May Fullerton Los Nietos D. T. Junction Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	S. P. Junction. U. P. Crossing. S. P. Crossing. S. P. Crossing.	TCS TCS When home signals in stop positions, 98-B, 320(B). Interlocking.	
Redondo Junction	All tracks. U. P. Crossing.	Interlocking. Interlocking	
Mission Tower	S. P. and U. P. Crossing. To and from LAUPT.	Interlocking. 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 automatic block signal 1381 located at M.P. 138.3 for yard movements, and at signal 1404 for eastward movements.	Inbound yard lead —0 Outbound yard lead —0 Butte St. Transfer 00—0 To Harbor Dist. —0 To 9th St. Yard —0 Levee Track 0—00 Union Station 0— Old main 00—0 Cudahy lead —0 Against current of traffic —0000 S. P. Downey Ave. 000—

SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point details:		MPH
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 power controlled 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 eastward main with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and 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 two-track 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-track junction switch	40
Bandini	I	Two-track junction switch	40
M.P. 147-148	I	Main track crossovers and lead switch	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye	10

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
San Bernardino to La Mirada		79	60
La Mirada to Los Angeles		65	60
2 Curves and Bridge 0.9 M.P. 0.0 to 0.9		15	15
3 Curves and Colton M.P. 2.1 to 3.2		20	20
2 Curves M.P. 4.4 to 3.2		30	30
Curve M.P. 5.0 to 4.5		40	40
Curve M.P. 5.6 to 5.5		75	60
3 Curves M.P. 6.8 to 6.4		30	30
Curve M.P. 8.5 to 8.3		75	60
Curve M.P. 9.4 to 9.6		60	60
3 Curves M.P. 10.4 to 11.7		65	60
2 Curves M.P. 11.9 to 12.5		50	50
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. 31.2 to 30.4		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		30	30
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
Prenda and La Habra Valley Spurs		15	15

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
San Bernardino:	See West Yard Tower, Second District		
Rana Colton Tower	All switches. S. P. Crossing. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking.	To or from U. P. —0 To or from S. P. 0— From Santa Fe westward main to U.P. eastward main —0 From U. P. westward main to Santa Fe eastward main —0 From U. P. westward main to Santa Fe westward main —0000
Riverside Junction	S. P. and U. P. Crossing. Junctions, and Crossover.	Interlocking	
May Fullerton Los Nietos D. T. Junction Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	S. P. Junction. U. P. Crossing. S. P. Crossing. S. P. Crossing.	TCS. TCS. When home signals in stop positions, 98-B, 320(B). Interlocking.	Inbound yard lead —0 Outbound yard lead —0
Redondo Junction	All tracks. U. P. Crossing.	Interlocking. Interlocking	
Mission Tower	S. P. and U. P. Crossing. To and from LAUPT.	Interlocking. When necessary make movement governed by Rule 321(A), examination of each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located M.P. 135.8 for westward train movements; at automatic block signal 1381 located at M.P. 138.3 for yard movements, and at signal 1404 for eastward movements.	Butte St. Transfer 00—0 To Harbor Dist. —0 To 9th St. Yard —0 Levee Track 0—00 Against current of traffic —0000 Union Station 0— Old main 00—0 Cudahy lead —0 Against current of traffic —0000 S. P. Downey Ave. 00—

THIRD DISTRICT

EASTWARD

LOS ANGELES DIVISION 15

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Rolling Grade Ascending Feet Per Mile	Mile Post	EASTWARD		
				FIRST CLASS		
				76	78	80
<p style="text-align: center;">TIME TABLE NO. 19 May 30, 1971</p>				Arrive Daily	Arrive Daily	Arrive Sunday Tuesday and Friday
STATIONS						
C-R-Y	Yard	52.8	0.0			
			1.6			
		52.8	1.6			
B	W-49 E-112		2.9			
B	W-114	52.8	6.7			
		52.8				
C-R			9.2			
		13.2	9.2			
B	E-42	52.8	9.8			
		52.8				
Y	99	52.8	14.0			
		52.8	16.4			
B	94	52.8	20.2			
		52.8				
B-Y	100	27.3	22.8			
		52.8	24.1			
C-R	187		24.1			
		52.8				
B	94		29.2			
		52.8				
B	129		38.4			
		52.8				
B-Y			40.6			
		42.2	43.0			
		42.2				
C-R			185.0	AM 10.40	PM 6.40	PM 8.25
		33.4	158.7			
B	E-96	9.2	158.7			
C	W-86	17.6	164.4			
		153.1				
B		26.9	152.1	10.23	6.23	8.08
		4.2	151.2			
C-R	Yard	0.0	149.8			
B		52.8	145.5	10.15	6.15	8.00
C-R	Yard	0.0	143.2			
		0.0	141.1			
R-T-Y		0.0	140.1			
B-R	Yard	0.0				
		31.7		10.03	6.03	7.48
C-Y				10.00 AM	6.00 PM	7.45 PM
				Leave Daily	Leave Daily	Leave Sunday Tuesday and Friday

Average speed per hour..... (38.3) (38.3) (38.3)

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

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

At Riverside Jct.: Eastward trains may proceed with current of traffic on clear train order signal in lieu of clearance card and display classification signals previously authorized.

Rule 251 in effect at following locations;
Between Mission Tower and Redondo Jct. Interlocking.

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

Rule 261 (TCS) in effect at following locations;
Main Tracks Redondo Jct. to D.T. Jct.
Main Tracks La Mirada to Riverside Jct. (Eastward Main Track only) Riverside Jct. to Bridge 4.6.
Main Tracks Bridge 4.6 to San Bernardino.

San Bernardino to and including Rana, interlocking 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."

Between interlocked switches 5th Street and interlocked switches "A" Yard Office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

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

AT LOS ANGELES, between Mission Tower and Redondo Jct. interlocking plants there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against other trains or engines.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Rule 93: Yard limits located at:
Water Street to and including Hobart, Riverside,
Colton to and including San Bernardino.

LENGTH OF STEMS OF WYES

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

16 LOS ANGELES DIVISION

FOURTH DISTRICT

Communications Tara Tables and Wyes	Capacity of Sidings in 50 Ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 19 May 30, 1971	STATIONS	Mile Post	EASTWARD			Rating Grade Ascending— Feet Per Mile
			FIRST CLASS						FIRST CLASS			
			77	75	79				76	78	80	
			Leave Daily	Leave Daily	Leave Sunday Wednesday and Friday				Arrive Daily	Arrive Daily	Arrive Sunday Tuesday and Friday	
Y	Yard	31.1				NATIONAL CITY YL	273.1					
T		10.5				22ND STREET YL	269.3				26.4	
C-R-Y	Yard	52.8	PM 4.00	AM 9.00	AM 7.00	SAN DIEGO YL	267.5	12.55	8.55	10.30	0.0	
B		65.5	4.07	9.07	7.07	OLD TOWN YL	264.2	12.42	8.42	10.20	31.0	
B		113.5				ELVIRA	267.9				51.7	
B-Y		0.0				MIRAMAR	263.0				0.0	
B	98	64.2	4.33	9.31	7.30	SORRENTO	249.1				116.2	
C-Y	67	52.8				DEL MAR	244.0	12.19	8.19	9.57	58.1	
B	92	63.4				ENCINITAS	238.1				63.4	
B	116	63.4				PONTO	233.8				63.4	
B	69	69.7				CARLSBAD	229.3				64.4	
B-Y		15.8				ESCONDIDO JOT.	227.2				59.7	
C-R	78	64.4	4.57	9.55	7.52	OCEANSIDE	226.2	11.55	7.55	9.37	7.4	
B-Y	92	70.8				FALLBROOK JOT.	224.1				63.5	
B	91	29.6				SAN ONOFRE	209.2				69.0	
B	33	26.4	5.18	10.17	8.15	SAN OLEMENTE	204.8	11.27	7.27	9.13	58.1	
B	98	60.5				SERRA	199.8				28.5	
B		65.5				SAN JUAN CAPISTRANO	197.2				0.0	
B	98	67.3				GALIVAN	192.6				0.0	
B	88	0.0				EL TOBO	188.1				73.9	
C	119	12.0				VALENCIA	182.9				70.2	
B	93	38.5				IRVINE	178.5				63.4	
C	125	30.6	5.54	10.52	8.48	SANTA ANA	175.5	10.59	6.59	8.43	0.0	
C-Y	122	29.6				ORANGE	172.6				14.3	
C	60	22.7				S. P. Crossing ANAHEIM	167.8				39.2	
C-R			6.12 PM	11.12 AM	9.04 AM	FULLERTON	165.0	10.40 AM	6.40 PM	8.25 PM	19.0	
			Arrive Daily	Arrive Daily	Arrive Sunday Wednesday and Friday	(107.7)		Leave Daily	Leave Daily	Leave Sunday Tuesday and Friday		

(46.6) (46.6) (49.6)Average speed per hour..... (45.5) (45.5) (49.2)

Trains must get clearance card before leaving San Diego during hours office open.

Rule 85: Exchanging train orders, signals and numbers will not be required between Old Town and Fullerton.

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

Rule 251 in effect between Old Town and San Diego.

Rule 261 (TCS) in effect at following locations:

Main tracks Old Town to Fullerton.

On sidings Ponto and Orange.

Between crossover, yard office, located at Ash Street, at San Diego, and National City, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more speed must not exceed 45 MPH.

Rule 93: Yard limits located at: Old Town to and including National City.

TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 197.9	Highwater	Signals 1981 and Controlled Eastward signal east end of San Juan Capistrano

When train is stopped account red indication at above signals track and bridge must be inspected before proceeding.

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Anaheim (2.0 Mi. East)	S. P. Crossing.	TCS
Anaheim Sugar Factory Spur	U. P. Crossing.	98-A, 98-B.

LENGTH OF STEMS OF WYES

Location	Feet
Orange	690
Fallbrook Jct.	690
Escondido Jct.	690
Del Mar	690
Miramar	690
San Diego	690
National City	1219

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Irvine Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	21	East
Tustin	181.5	25	East
Frances	183.1	36	East and West
Kathryn	183.9	24	East
Como	180.1	54	East and West
Las Flores	218.7	86	East and West
Stuart	221.7	50	East and West
San Diego G. & E. Co. Spur	231.3	35	East
Farr	231.6	6	West
Cardiff	239.8	9	West
Solana Beach	241.9	9	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	13	East and West
Cudahy	263.4	43	East and West

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
National City to Sorrento	79	60	2 Curves and Plaza St. Crossing		
Sorrento to Santa Ana	90	60	M.P. 244.3 to 241.8	50	50
South Main Track, M.P. 179.1			Curve M.P. 241.3 to 241.1	85	60
to M.P. 176.7	40	40	2 Curves M.P. 239.2 to 238.5	85	60
Santa Ana to Fullerton	79	60	Curve M.P. 237.8 to 237.4	80	60
San Diego M.P. 273.0 to 267.3	20	20	Oceanside M.P. 227.0 to 225.5	30	30
San Diego M.P. 267.3 to 264.1	30	30	3 Curves M.P. 224.7 to 223.8	70	60
2 Curves M.P. 262.7 to 261.2	70	60	2 Curves M.P. 209.0 to 208.2	70	60
2 Curves M.P. 260.3 to 259.9	50	50	12 Curves M.P. 207.7 to 201.2	75	60
Curve M.P. 259.1 to 258.6	60	60	Curve M.P. 200.3 to 199.9	45	45
3 Curves M.P. 258.5 to 257.9	40	40	Curve M.P. 199.4 to 199.1	65	60
6 Curves and Grade M.P. 257.8			3 Curves M.P. 198.6 to 197.9	35	35
to 253.7 Westward	65	60	2 Curves M.P. 197.4 to 197.0	60	60
6 Curves and Grade M.P. 253.7			Curve M.P. 195.9 to 195.8	75	60
to 257.8 Eastward	65	35	2 Curves M.P. 194.2 to 193.5	85	60
10 Curves M.P. 252.8 to 251.0	25	25	Santa Ana M.P. 176.1 to 175.3	40	40
2 Curves M.P. 250.9 to 250.6	40	40	2 Curves M.P. 175.0 to 174.4	60	60
2 Curves M.P. 250.5 to 250.0	55	55	7 Curves M.P. 173.8 to 172.0	40	40
Curve M.P. 248.7 to 248.6	85	60	Curve M.P. 170.3 to 169.2	75	60
Curve M.P. 245.8 to 245.5			Anaheim M.P. 168.1 to 167.7	40	40
Westward	60	60	Curve M.P. 166.9 to 166.6	75	60
Curve M.P. 244.6 to 244.4			Curve M.P. 165.9 to 165.3	50	50
Westward	75	60	Fullerton M.P. 165.2 to 164.7	30	30
3 Curves M.P. 244.4 to 245.8			Irvine and Miramar Army Spurs	15	15
Eastward	60	60			

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 spring and power controlled switches and crossovers at following locations:

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

Station	Type	Location	MPH
Fullerton	I	Two-track junction switch	50
Orange	I	WE siding	30
	I	EE siding (main track)	40
Irvine	I	EE two tracks—M.P. 179.1	40
Ponto	I	EE and WE of siding	40
Miramar	I	WE two main tracks—M.P. 252.9	30
	I	Crossover—M.P. 253.7	30
Elvira	I	EE two main tracks—M.P. 257.9	40
Old Town	I	Two-track junction switch	30

Siding switches Carlsbad, San Clemente and Irvine not power controlled but equipped with electric switch locks.

OLIVE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Descending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓	NO. 19 May 30, 1971	↑		
				STATIONS			
Y-B	Yard	42.2	TCS	ATWOOD	0.0	42.2	
B	21	42.2		OLIVE	2.4	42.2	
				S. P. Crossing	3.4		
Y-C	62	42.2		ORANGE	5.8		
				(5.8)			

Rule 261 (TCS) in effect on main track between Atwood and Orange. Siding switches Olive not power controlled but are equipped with electric switch locks.

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard turnouts and crossovers—10 MPH; all main track turnouts and crossovers 15 MPH; Except for spring and power controlled switches at following locations:

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

Station	Type	Location	MPH
Atwood	I	Junction switch	40
Orange	I	WE siding	30
	I	EE siding (main track)	40

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Location	MPH Psgr. and Light	Fr.
Olive District	40	40

RAILROAD CROSSING AT GRADE

Location	Track Governed	Rule
Olive	1.7 west	S. P. Crossing TCS

LENGTH OF STEMS OF WYES

Location	Feet
Atwood	600
Orange	Main track

HARBOR DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications Turn Tables and Wyes
		↑	NO. 19 May 30, 1971	↓			
			STATIONS				
			LONG BEACH				
			2.5 S. P. Crossing West Thenard				
			1.1 Pier A Yard				O
			2.0 WILMINGTON		28.0		B
			1.4 WATSON		28.6		B-Y
89	79.2		3.9 IRONSIDES		28.3	62.8	
Yard	24.3		1.6 TORRANCE		21.7	0.0	O
Yard	10.9		1.6 ALCOA		20.1	26.4	B
Yard	52.3		3.5 LAWNDALE		18.6	58.4	
Yard	52.6		1.8 EL SEGUNDO S. P. Crossing		14.8	51.1	Y
	11.6		1.2 LAIRPORT		13.6	4.0	B
107	26.4		3.7 INGLEWOOD		9.9	13.7	
Yard	52.8		1.9 HYDE PARK		8.0	62.8	
13	0.0		0.7 VAN NESS		7.3	57.6	
Yard	10.5		1.3 WILDASIN		6.0	0.0	
75	18.5		2.5 WINGFOOT S. P. Crossing		3.5	0.0	B
Yard	21.1		2.0 S. P. Crossing MALABAR		1.6	0.0	
	52.8		1.5 REDONDO JCT.		0.0	0.0	R-Y
			(28.0)				

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Nadeau	2.5	7	East
Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Alcoa Spur	20.1	Lgh. 2.0 m.	West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Redondo Junction	U. P. Crossing.	See Redondo Junction, Third District.
Nadeau	S. P. Crossing.	Automatic interlocking, 321(D), 10 MPH.
Nadeau (0.3 Mi. East)	S. P. Crossing.	Automatic interlocking, 321(D), 15 MPH.
El Segundo (0.2 Mi. West)	S. P. Crossing.	98—10 MPH while head end is passing over crossing.
West Thenard	S. P. Crossing.	Automatic interlocking, 321(D)

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH	Fr.
Harbor Dist.	30	30
M.P. 0.0 to St. Crossing M.P. 1.6	12	12
M.P. 1.6 to St. Crossing M.P. 8.3	15	15
Curve M.P. 8.8 to M.P. 10.1	15	15
St. Crossing M.P. 13.1	15	15
M.P. 20.0 to 23.0 Torrance	15	15
St. Crossing M.P. 27.9	15	15
In McFarland Ave. between Watson and Pier A Yard	10	10
Curve McFarland Ave. to Alameda—Harbor Belt	10	10

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 MP 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 MP 1.7 with 1000 foot approach circuit.

For eastward movement at MP 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.

Yard limits Pier A to Redondo Jct., inclusive.

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.

LENGTH OF STEMS OF WYES

Location	Feet
Redondo Junction	Main Track
El Segundo	Main Track
Watson	3800

Normal position of junction switches
El Segundo for Harbor District.

REDONDO DISTRICT

Capacity of Sidings In 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 19 May 30, 1971	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile	Communications Turn Tables and Wyes
		↓					
			STATIONS				
Yard			REDONDO BEACH 1.5		20.2	0.0	
7	42.2		HERMOSA BEACH 1.7		18.7	0.0	O
	42.2		MANHATTAN BEACH 2.2		17.0	52.8	
	47.5		EL SEGUNDO (5.4)		14.8		Y

No switch lights on Redondo District.
Yard limits Redondo Beach to El Segundo, inclusive.

SAN JACINTO DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 19 May 30, 1971	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓				
			STATIONS				
	26	116.2	HIGHGROVE S. P. Crossing 2.5		0.0	0.0	0.0
	12	116.2	LEMONA 4.5		2.7	0.0	0.0
	31	21.3	BOX SPRINGS 2.3		7.2	17.6	17.6
C		21.3	MARCH FIELD 1.1		9.6	17.6	17.6
	45	0.0	ALESSANDRO 2.9		10.6	47.5	47.5
Y	22	0.0	VAL VERDE 4.7		13.5	28.1	28.1
B-Y	20	21.6	PERRIS 3.8		18.3	63.4	63.4
	21	49.3	ETHANAC 2.4		22.7	0.0	0.0
	11	21.1	MENIFEE 3.9		25.0	42.2	42.2
	34	52.8	WINCHESTER 4.2		28.9	0.0	0.0
	13	44.3	EGAN 2.9		33.1	0.0	0.0
B	15	6.3	HEMET 2.3		36.0	63.4	63.4
C-Y	9		SAN JACINTO (37.5)		38.3		

No switch lights on San Jacinto District.
Yard limits Highgrove to San Jacinto, inclusive.

LENGTHS OF STEMS OF WYES

Location	Feet
El Segundo	Main Track
March Field	March Field Spur
Val Verde	Granite Spur
Perris	1678
San Jacinto	640

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Location	MPH	
	Psg. and Light	Frt.
REDONDO DIST.	15	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		

SAN JACINTO DISTRICT:

Highgrove to Box Springs	20	20
Box Springs to Ethanac	40	40
Ethanac to M.P. 25.0	25	25
M.P. 25.0 to 35.7	15	15
M.P. 35.7 to San Jacinto	10	10
Curve M.P. 18 to 19.2	15	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 AND INTERLOCKING

Location	Tracks Governed	Rule
Highgrove 1.5 Mi. West	S. P. Crossing	Automatic interlocking Rule 321-D.

STATION OR TRACKS NOT SHOWN IN SCHEDULE

San Jacinto District

Location	Mile Post	Car Capacity	Switch Connection
Lily Cup	0.6	11	East and West
Box Springs Quarry	6.1	42	East and West
Mayer Farms	15.9	18	East and West
Granite Spur	14.5	Lgh. 0.9 m.	Wye
Ellis	19.9	16	East

Normal position of junction switches:
El Segundo for Harbor District.
Highgrove for Third District.

ELSINORE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 19 May 30, 1971	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	
			↓		↑			
				STATIONS				
B	17	147.8		ELSINORE		21.9	132.0	
				—5.8—				
B	20			ALBERHILL		16.3		89.8
	32	50.7		—7.8—				
		0.0		ARCILLA		8.5	68.6	
				—8.5—				
B-Y	Yard			S. P. Crossing PORPHYRY		0.0		
				(21.9)				

No switch lights on Elsinore District.
Yard limits Elsinore to Porphyry, inclusive.

ESCONDIDO DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 19 May 30, 1971	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
C-Y	26	83.4		ESCONDIDO		21.1	95.0
	14			—4.9—			
		116.2		SAN MARCOS		16.2	116.2
B	10			—7.0—			
	11	116.2		VISTA		9.2	0.0
				—1.5—			
		107.7		FALDA		7.8	116.2
				—8.4—			
B-Y				ESCONDIDO JOT.		0.0	
				(21.8)			

No switch lights on Escondido District.
Yard limits Escondido to Escondido Jct., inclusive.

FALLBROOK DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 19 May 30, 1971	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
B-Y	48	66.0		FALLBROOK JOT.		0.0	62.7
	12			—8.0—			
		26.4		CHAPPO		6.9	0.0
B	46			—2.4—			
	6	132.0		JOFEKAN		8.4	79.2
				—6.7—			
		105.6		U.S.M.C. Crossing DE LUZ		15.1	0.0
				—1.8—			
C-Y	28			FALLBROOK		16.9	
				(16.9)			

No switch lights on Fallbrook District.
Yard limits Fallbrook Jct. to Fallbrook, inclusive.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Location	Pgr. and Light	MPH	Frt.
ELSINORE DISTRICT	25		25
13 Curves M.P. 1.7 to 4.0	15		15
2 Curves M.P. 16.1 to 16.4	15		15
Curve M.P. 17.7 to 17.9	15		15
ESCONDIDO DISTRICT	20		20
Hill St. M.P. 0.3	10		10
12 Curves and track M.P. 0.3 to 6.0	15		15
FALLBROOK DIST.	20		20

RAILROAD CROSSING AT GRADE

Location	Elsinore District		Rule
	Tracks Governed		
PORPHYRY	S. P. Crossing		98-A, 98-B.
	Fallbrook District		
JOFEKAN	U.S.M.C. Crossing		98-A, 98-B.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Elsinore District			
Location	Mile Post	Car Capacity	Switch Connection
Mining Spur	3.2	71	East and West
South Corona	5.0	0	None
Weisel	6.2	37	East
Escondido District			
Talica	3.7	8	East and West
Buena	12.9	11	East and West
Fallbrook District			
Ranch House	7.6	7	East and West
Marine Base Spur	10.5	13	East and West

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

LUCERNE VALLEY AND REDLANDS DISTRICTS

LUCERNE VALLEY DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 19 May 30, 1971	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
C	58			CUSHENBURY		29.2	
	13	0.0		3.1 SPUR 5		26.1	105.6
	14	0.0		10.5 BASS		15.6	105.6
	2	75.0		4.3 SPUR 2		11.3	75.0
	2	0.0		4.3 SPUR 1		7.0	75.0
B		116.2		7.0 HESPERIA		0.0	75.0
				(29.2)			

No switch lights on Lucerne Valley District.
Yard limits Cushenbury to Hesperia, inclusive.

REDLANDS DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 19 May 30, 1971	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
	14	89.5		PATTON		19.7	0.0
B	26	83.2		1.0 HIGHLAND		18.7	70.5
	47	88.5		2.5 EAST HIGHLANDS		16.2	0.0
C	17	0.0		4.1 MENTONE		12.0	116.2
B	31	101.3		3.2 REDLANDS		8.8	116.2
C-R-Y	Yard			8.8 S. P. Crossing SAN BERNARDINO		0.0	
				(19.9)			

No switch lights on Redlands District.
Yard limits Patton to San Bernardino, inclusive.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Location	MPH	Fr.
LUCERNE VALLEY DISTRICT		
Hesperia to M.P. 25.2	35	35
M.P. 25.2 to 29.2	20	20
REDLANDS DIST.		
San Bernardino, "G" St. Crossing M.P. 0.7	5	5
Crossings M.P. 0.7 to 3.1	15	15
Redlands, St. Crossing M.P. 8.9	15	15
Mentone, St. Crossing M.P. 12.0	10	10
Molino Boulder Ave. M.P. 17.9	10	10

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Lucerne Valley District			
Location	Mile Post	Car Capacity	Switch Connection
La Habra Product Inc.	23.5	14	East and West
Chas. Pfizer and Co. Inc.	26.2	26	East and West
Redlands District			
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
West Highland	20.4	11	East and West

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

Redlands District		
Location	Tracks Governed	Rule
South E Street	S. P. Crossing	98-A and 98-B

Normal position of junctions switches
Hesperia for First District siding.
San Bernardino for First District.

CADIZ DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 19 May 30, 1971	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
C	Yard	31.7		PARKER YL		105.8	29.6
B	28	30.6		8.3 CALZONA		114.1	0.0
B	17	30.6		3.9 VIDAL		120.0	0.0
B	45	6.9		11.6 GROMMET		131.6	21.1
B	49	0.0		8.8 RICE YL		140.4	25.3
B	43	0.0		3.6 FREDA YL		144.0	30.6
B	57	0.0		7.0 SABLON		151.0	31.7
	120	29.6		4.8 SALT MARSH		155.8	5.3
B	97	29.6		13.4 FISHEL		169.2	31.7
B-Y	76			21.9 CADIZ YL		190.5	
				(84.7)			

Trains must get clearance card before leaving Parker.

Booth phones at M.P. 173.6 and M.P. 179.6.

Rule 93: Yard limits located at:

Cadiz (Cadiz District only)

Milligan

Freda to Rice inclusive.

Earp to Parker inclusive.

RIPLEY DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 19 May 30, 1971	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
C-R-Y	Yard	21.7		RIPLEY		49.4	42.8
	56	83.4		7.4 BLYTHE		42.0	10.6
B	30	68.6		21.6 COX		20.4	0.0
	11	68.6		2.6 MIDLAND		17.8	0.0
B-Y	49	65.0		1.3 STYX		16.5	83.4
				16.5 RICE		0.0	
				(49.4)			

No switch lights on Ripley District.

Yard limits Ripley to Rice, inclusive.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Location	MPH	Frnt.
CADIZ DIST.	40	40
M.P. 154 to 158	30	30
RIPLEY DISTRICT		
Rice to Blythe	40	40
Blythe to Ripley	20	20
Riverview Farms Spur	15	15
3 Curves M.P. 14.6 to 15.2	25	25
4 Curves M.P. 15.6 to 16.4	20	20
4 Curves M.P. 16.7 to 17.7	30	30
5 Curves M.P. 34.6 to 36.4	30	30

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Cadiz District			
Location	Mile Post	Car Capacity	Switch Connection
Earp	107.3	32	West
Milligan	164.0		
Metropolitan Water Dist.	163.9	16	East and West
Pacific Salt Co.	163.7	4	East and West
Standard Chemical Co.	162.6	28	East and West
Chubbuck	172.7	11	West
Ripley District			
Inca	22.6	31	West
Mesaville	33.0	10	West
Riverview Farms Spur .	36.3	Lgh. 3.9 m.	West
Miller Farms	44.7	19	East

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

Normal position of junction switches

Rice for Cadiz District.

Cadiz for Needles District siding.

SPECIAL RULES

1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Needles, Parker, Blythe, Barstow (yard office and roundhouse), San Bernardino (roundhouse, Rialto Ave. and "A" yard offices), Los Angeles (Union Station, Hobart yard offices, Redondo Jct.), Fullerton, Oceanside, San Diego (yard office and Division Foreman's office).

Rule 3: Crews of Union Pacific and Southern Pacific trains, complying with their Companies' time regulations, may proceed over joint tracks.

Union Pacific trains using joint tracks between Riverside Jct. and Daggett, and Southern Pacific trains between Riverside Jct. and May will be governed by A.T.&S.F. time table and Rules, Operating Department.

3. Within traffic control system 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, First Street, Union Station, Redondo Junction, Hobart, El Segundo, Watson, Santa Ana, Oceanside, San Diego, and 22nd Street.

5. Rule 104 (E) is amended: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

6. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light displayed, the name of such signal is a "Permissive Signal" and its indication is "Proceed at Restricted Speed."

When so displayed trains may without stopping, pass such signal at restricted speed and proceed at restricted speed to next governing signal.

7. On all districts where Rule 251 is in effect, trains having work to do or being delayed at any point other than ordinary station stops, must clear main track unless permission is received to occupy main track.

8. Rule 761: 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 over roundhouse leads;
Colton, East end track E Griffin Wheel Co.;
First Street, viaduct over old passenger tracks; and
Los Angeles, Union Station, train sheds.

SPEED REGULATIONS

9. 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

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

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
Any point on 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.

LOS ANGELES DIVISION 23

10. Rule 817: 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 in tow (MPH)	Maximum speed under own power (MPH)
Diesel Locomotives:			
84, 6300-6348, 6600-6615 (1600), 7500-7519, 7900-7909 (350), 8000-8005 (400), 8500-8524, 9110-9160 (2100), 9800-9849 (800)	3	5	5
650-653, 2310-2321	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2403-2441, 2649, 2650-2899, 2900-2951 (700), 3100-3174 (1100), 3200-3284 (1200), 3300-3460 (1300), 3500-3560, 4000-4019, 4500-4579 (900), 5000-5019 (1700), 5500-5589 (1800), 5590-5624, 5900-5939 (1900), 5940-5948 (100)	5	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES

Diesels	Forward MPH	Light forward MPH	Backing or when not controlled from leading unit	Dead in train
16-48, 84, 300-344, 5900-5948, 8000-8005	90	90	45	90
5590-5614, 7900-7909, 8500-8524	90	90	*45	90
200-289	70	70	45	70
2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5615-5624, 6300-6348, 6600-6615, 7500-7519, 9110-9160, 9800-9849	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2303-2399, 2404-2441	45	45	45	45

Diesels without dynamic brakes in use	Ash Hill-Bagdad	24		
	Goffs-Needles	24		
	Summit to Victorville	30		
	Summit-Cajon	15		
Diesels with dynamic brakes in use	Cajon-San Bernardino	20		
	Ash Hill-Siberia	Passenger Train Speeds		

*NOTE: Forward speed applies when backing handling train controlled from leading unit.

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 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

**SURGEONS OF THE SANTA FE COAST LINES
HOSPITAL ASSOCIATION**

DR. NAT DOWNS REID, CHIEF SURGEON
Los Angeles, Calif.

DR. A. L. KIEFER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

DR. L. E. WALTER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

A. J. STROBEL, GENERAL WATCH INSPECTOR
Topeka, Kansas

R. W. WELLS, ASST. GENERAL WATCH INSPECTOR
San Bernardino, Calif.

For name and address of local surgeons and local watch inspectors, 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!

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipments of which they are in charge, when provided proper transportation.