



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.)

ASSISTANT SUPERINTENDENT

W. BAXTER San Bernardino, Calif.

TRAINMASTERS

J. L. SCHROEDER Needles, Calif.
 C. F. LILLEY Barstow, Calif.
 G. E. YOUNG San Bernardino, Calif.
 R. C. VAN AUSDALL San Bernardino, Calif.
 J. R. MERRITT (Acting) San Bernardino, 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.
 W. H. LAWSON (Amtrak) Los Angeles, Calif.

ASSISTANT TRAINMASTERS

D. J. McDOUGAL Barstow, Calif.
 P. J. DeWOLF Barstow, Calif.
 W. C. LYMAN, JR. San Bernardino, Calif.
 D. G. McINNES San Bernardino, Calif.
 D. S. HYDER Fullerton, Calif.
 N. C. ORFALL (Acting) Fullerton, Calif.
 C. K. SEAMAN Los Angeles, Calif.
 D. E. BEAUCHAMP Los Angeles, Calif.
 A. L. McDANIEL San Diego, Calif.
 G. J. BUHLER Long Beach, Calif.

**SUPERVISOR OF AIR BRAKES
 GENERAL ROAD FOREMAN OF ENGINES**

E. F. POLLARD Barstow, Calif.

ROAD FOREMEN OF ENGINES

D. KEMP Los Angeles, Calif.
 J. E. THORNTON San Bernardino, Calif.
 E. J. MULLIGAN Barstow, Calif.
 F. V. DOBBS (Amtrak) Needles, Calif.
 J. L. BOOTMAN JR. Needles, Calif.

CHIEF DISPATCHER

D. F. HODGES 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

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

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



COAST Santa Fe LINES

**LOS ANGELES DIVISION
 AND
 LOS ANGELES TERMINAL**

TIME TABLE No.

23

IN EFFECT

Monday, September 11, 1972

At 12:01 A.M.

Pacific Standard Time

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

D. G. RUEGG
Acting General Manager
 LOS ANGELES, CALIF.

C. E. ROLLINS	F. L. ELTERMAN
J. G. FRY	L. B. ENGLISH
<i>Asst. General Managers</i>	
LOS ANGELES, CALIF.	

R. L. BANION	B. K. PERRY
<i>Superintendent</i>	<i>Acting Superintendent</i>
SAN BERNARDINO, CALIF.	LOS ANGELES, CALIF.

2 LOS ANGELES DIVISION

NEEDLES DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS Needles District Westward			Westward First Class		Ruling Grade Descending—Feet Per Mile	Capacity of Sidings in Feet	TIME TABLE NO. 23 September 11, 1972		Mile Post	Capacity of Sidings in Feet	Ruling Grade Descending—Feet Per Mile	Eastward First Class	
Location	Psg. and Light	MPH	3	4			STATIONS	Arrive Daily				Leave Daily	
Needles to Goffs	79	60	Leave Daily				NEEDLES YL	678.0	Yard			Arrive Daily	
Goffs to Bagdad	90	60	AM 2.05		0.0	Yard	JAVA 7.4	585.6	5316	74.4		AM 1.55	
Bagdad to Pisgah	79	60	2.15		0.0	5317	IBIS 8.8	592.4		73.9		1.39	
Pisgah to Barstow	90	60	2.23		0.0	7829	BANNOCK 4.5	597.0		104.5		1.32	
"H" St. Crossing M.P. 578.1	15	15	2.30		0.0	5418	HOMER 4.6	601.5		73.9		1.28	
15 Curves M.P. 578.1 to 587.1	55	55	2.36		26.4	6716	GOFFS 7.6	609.1	7254	76.0		1.24	
3 Curves M.P. 587.1 to 587.8	40	40	2.47		59.1	7318	FENNER 9.6	618.7	5378	0.0		1.17	
3 Curves M.P. 587.8 to 589.3	55	55	2.54		57.0	5454	ESSEX 7.5	626.2	5369	0.0		1.08	
3 Curves M.P. 589.3 to 593.3	65	60	2.59		58.6		DANBY 8.5	634.7	5841	0.0		1.00	
Curve M.P. 593.3 to 593.8	45	45	3.05		53.0	5383	CADIZ 13.4	648.1	9292	29.0		12.53	
11 Curves M.P. 593.8 to 603.3	65	60	3.15		53.8	7328	AMBOY 7.8	681.5	5406	35.9		12.41	
2 Curves M.P. 608.3 to 609.1	70	70	3.24		11.8	5296	BAGDAD 7.3	689.8	5022	75.0		12.31	
4 Curves M.P. 669.6 to 672.1	75	70	3.30		0.0	5407	SIBERIA 9.5	678.7	5400	121.4		12.25	
10 Curves M.P. 672.1 to 678.1	65	60	3.38		17.9	6746	ASH HILL 6.7	686.7	7118	31.1		12.18	
Curve M.P. 678.1 to 678.5	40	40	3.52		54.4	5414	LUDLOW 13.2	693.4	5054	67.0		12.03	
Curve M.P. 678.5 to 679.9	60	60	3.58		49.1	6605	PISGAH 6.2	706.8	6682	57.0		AM 11.51	
Curve M.P. 679.9 to 680.3	40	40	4.14		55.4		HECTOR 12.8	712.8		0.0		11.45	
Curve M.P. 680.3 to 682.7	60	60	4.20		39.6		NEWBERRY 12.0	725.6	5363	29.5		11.36	
2 Curves M.P. 682.7 to 683.4	50	50	4.30		13.7	7352	DAGGETT 4.0	737.8		40.6		11.27	
2 Curves M.P. 683.4 to 686.2	65	60	4.40		30.6		NEBO 4.8	741.8	3591	34.3			
2 Curves M.P. 686.2 to 688.4	75	70	5.05		43.8		BARSTOW	746.4	Yard	32.7		PM 11.20	
Curve M.P. 688.4 to 688.9	65	60	Arrive Daily									Leave Daily	
Curve M.P. 688.9 to 689.5	70	70											
Curve M.P. 689.5 to 693.7	70	70											
4 Curves M.P. 693.7 to 694.9	50	50											
10 Curves M.P. 694.9 to 702.0	60	60											
5 Curves M.P. 707.8 to 710.6	70	70											
Curve M.P. 745.0 to 745.4	50	50											
2 Curves M.P. 745.4 to 745.7	40	40											

(55.8)

Average speed per hour,

(63.9)

Trains must get clearance card before leaving Needles.

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

Rule 95 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:

Between M.P. 737.3 and 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.

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

Rule 93: Yard limits located at: Needles.

Rule 93(A) in effect:

At Needles, between train signs located at east and west end of passenger yard.

At Barstow, between east and west towers.

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

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

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

Between Barstow and Needles where district speed is 60 MPH for freight trains and locomotive will control speed not exceeding 70 MPH without use of air brakes, train may observe passenger train speed but not 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.

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.

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS
Needles District Eastward

LOCATION	Psg. and Light	M.P.H.	Frt.
Barstow to Pisgah	90	60	
Pisgah to Bagdad	79	60	
Bagdad to M.P. 642	90	60	
M.P. 642 to Goffs	79	60	
Goffs to Needles	79	45	
3 Curves M.P. 745.7 to 745.0	40	40	
5 Curves M.P. 710.6 to 707.9	65	60	
2 Curves M.P. 707.8 to 706.0	75	70	
Curve M.P. 702.0 to 701.5	50	50	
7 Curves M.P. 701.5 to 696.1	75	70	
2 Curves M.P. 696.1 to 694.9	60	60	
4 Curves M.P. 694.9 to 693.6	50	50	
Curve M.P. 693.6 to 692.6	70	70	
Curve M.P. 689.5 to 688.9	70	70	
Curve M.P. 688.9 to 688.4	65	60	
2 Curves M.P. 688.4 to 686.2	70	70	
2 Curves and Grade M.P. 686.2 to 683.4	70	30	
2 Curves and Grade M.P. 683.4 to 680.8x	55	30	
2 Curves and Grade M.P. 680.8x to 677.8	65	30	
5 Curves and Grade M.P. 677.8 to 674.5	75	45	
5 Curves and Grade M.P. 674.5 to 671.4	70	45	
6 Curves M.P. 646.1 to 640.9	80	70	
2 Curves M.P. 640.9 to 638.8	75	70	
3 Curves M.P. 631.0 to 628.7	75	70	
10 Curves M.P. 625.5 to 613.8	65	60	
6 Curves M.P. 613.8 to 609.1	75	70	
2 Curves M.P. 609.1 to 608.4	65	60	
3 Curves M.P. 599.0 to 597.9	65	45	
Curve M.P. 593.4x to 591.6	75	45	
2 Curves M.P. 591.6 to 589.2	70	45	
3 Curves M.P. 589.2 to 587.7	60	45	
3 Curves M.P. 587.7 to 587.1	40	40	
14 Curves M.P. 587.1 to 578.1	60	45	
"H" St. Crossing M.P. 578.1	15	15	

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	50
Java	S	EE eastward siding—WE westward siding	15
Ibis	S	WE westward siding	15
Bannock	S	WE westward siding	15
Homer	S	WE westward siding	15
Goffs	S	EE eastward siding—WE westward siding	15
Fenner	S	EE eastward siding—WE westward siding	15
Essex	S	EE eastward siding	15
Danby	S	EE eastward siding	15
	S	WE westward siding	15
Cadiz	S	WE westward siding	15
	S	EE eastward siding	15
Amboy	S	EE eastward siding—WE westward siding	15
Bagdad	S	EE eastward siding—WE westward siding	15
Siberia	S	EE eastward siding	15
	S	WE westward siding	15
Ash Hill	S	WE westward siding	15
	S	EE eastward siding	15
Ludlow	S	EE eastward siding—WE westward siding	15
Pisgah	S	EE eastward siding—WE westward siding	15
Newberry	S	EE eastward siding—WE westward siding	15
Daggett	I	Two main track crossovers	50
	I	Turnout to Union Pacific main track	30
	S	WE westward siding	15
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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity in Feet	Switch Connection
Saltus	658.4	2590	East and West
Klondike	682.0	600	West
Lavic	702.7	1048	East and West
Minneola	731.7	4841	West
Airport Spur	732.6	9048	East
Gale	735.3	3368	East and West
Cool Water	735.9	558	West

TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 633.5 Westward Track	Hot Box	Rotating white lights at scanner (M.P. 631.3) and Locator (M.P. 633.5)
M.P. 648.9 Eastward Track	Hot Box	Rotating white lights at scanner (M.P. 651.5) and Locator (M.P. 648.9)
M.P. 662.5 Eastward Track	Hot Box	Rotating white lights at scanner (M.P. 665) and Locator (M.P. 662.5)
M.P. 667 Westward Track	Hot Box	Rotating white lights at scanner (M.P. 665—M.P. 666) and Locator (M.P. 667)
M.P. 711.8 Westward Track	Hot Box	Rotating white lights at scanner (M.P. 709.1) and Locator (M.P. 711.8)
M.P. 714.3 Eastward Track	Hot Box	Rotating white lights at scanner (M.P. 716.4—M.P. 715.3) and Locator (M.P. 714.3)

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

LENGTH OF STEMS OF WYES

Location	Feet
Needles	401
Cadiz	Cadiz District
Ash Hill	410

4 LOS ANGELES DIVISION

FIRST DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	First District Westward Psg. and Light	MPH	Frt.
Barstow to Oro Grande	90	60	
Oro Grande to San Bernardino	79	60	
Adelanto Spur	15	15	
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	
M.P. 80.8 to M.P. 81.5	20	20	

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

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

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, item d, Form 2501-A: Prescribed air brake test must be made on westward passenger trains at Summit.

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

- 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.
- Speed limit Summit to Cajon 15 MPH, Cajon to San Bernardino 20 MPH, except:
 - 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.
 - Between Cajon and San Bernardino, when locomotive will control speed of train without use of air brakes, speed must not exceed 35 MPH.
 - 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.
- When locomotive will control speed of train and total brake pipe reduction does not exceed 18 pounds, train may proceed without retainers.
- 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.
- 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.
- 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.
- When retainers are used, not less than ten (10) must be set.
- 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.

Westward				TIME TABLE				Eastward			
First Class				NO. 23				First Class			
3				September 11, 1972				4			
LOCATION	Rating Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	Mile Post	STATIONS				Capacity of Sidings In Feet	Rating Grade Descending—Feet Per Mile	Arrive Daily	Leave Daily
Barstow to Oro Grande	20.4	6000	0.0	BARSTOW YL				Yard	37.0	PM 11.10	
Curve M.P. 10.3 to 11.8	36.9	4900	6.1	LENWOOD				Yard	39.1	10.59	
Curve M.P. 16.6 to 17.1	37.0	7200	5.7	HODGE				Yard	37.0	10.55	
Curve M.P. 19.7 to 20.3	0.0	Yard	9.2	HELENDALE				Yard	37.0	10.48	
Curve M.P. 30.8 to 31.8	23.2	Yard	4.0	BRYMAN				Yard	38.0	10.44	
2 Curves M.P. 31.8 to 33.8	37.0	Yard	5.4	ORO GRANDE				Yard	37.0	10.40	
Curve M.P. 33.8 to 34.0	0.0	Yard	5.0	VICTORVILLE YL				Yard	37.0	10.33	
4 Curves M.P. 34.0 to 36.6	0.0	6100	4.3	THORN				Yard	83.4	10.26	
Victorville M.P. 36.6 to 37.4	0.0	Yard	4.1	HESPERIA				Yard	83.4	10.22	
2 Curves M.P. 37.4 to 39.1	0.0	6300	5.2	LUGO				Yard	84.3	10.17	
2 Curves M.P. 39.1 to 39.9	158.4	7150	5.5	SUMMIT				Yard	84.5	10.08	
4 Curves M.P. 39.9 to 43.7	116.2	Yard	3.8	ALRAY				Yard	0.0	9.58	
Curve M.P. 48.1 to 48.8	116.2	Yard	4.7	CAJON				Yard	0.0	9.48	
Curve M.P. 48.8 to 49.4	116.2	6300	3.7	KEENBROOK				Yard	0.0	9.40	
8 Curves M.P. 49.4 to 51.8	116.2	7150	4.7	DEVORE				Yard	0.0	9.32	
4 Curves M.P. 51.8 to 53.7	104.5	Yard	6.0	ONO				Yard	64.4	9.23	
3 Curves M.P. 53.7 to 55.0	7.05 AM	Yard	5.4	SAN BERNARDINO				Yard	81.3	9.12 PM	
4 Curves M.P. 55.0 to 55.7	7.05 AM	Yard						Yard			
Summit and 3 Curves											
M.P. 55.7 to 56.7											
Grade M.P. 56.7 to 58.0											
2 Curves M.P. 58.0 to 58.4											
Grade M.P. 58.4 to 62.2											
Grade M.P. 62.2 to 72.1											
Grade M.P. 72.1 to 80.8											
M.P. 80.8 to M.P. 81.5											
(44.1)				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.

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

Rule 95 amended: Trains leaving Barstow and 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.

Rule 251 in effect:
Between Barstow and San Bernardino.

Rule 261 (TCS) in effect on two main tracks at San Bernardino, between interlocked switches, 5th Street, and interlocked switches "A" Yard Office.

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

Rule 6(A): Barstow and San Bernardino C-R-Y
Victorville C-R
all other sidings B

Rule 93: Yard Limits Located At:
Barstow (First District only) and Victorville.

Rule 93(A) in effect:
At Barstow, between east and west towers.

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

Between Victorville and Barstow, where district speed is 60 MPH for freight trains and locomotive will control speed not exceeding 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.

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

FIRST DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS First District Eastward

LOCATION	Psg. and Light	MPH	Frt.
San Bernardino to Lugo	79	60	60
Lugo to Barstow	90	60	60
Adelanto Spur	15	15	15
M.P. 81.5 to M.P. 80.8	20	20	20
Curve M.P. 80.8 to 78.6	55	55	55
Curve M.P. 78.6 to 78.3	65	60	60
2 Curves M.P. 73.2 to 72.0	50	50	50
4 Curves M.P. 72.0 to 70.3	40	40	40
5 Curves M.P. 70.3 to 66.9	55	55	55
10 Curves M.P. 66.9 to 64.3x	40	40	40
19 Curves M.P. 64.3x to 56.4	30	30	30
Summit and 3 Curves M.P. 56.4 to 55.7	20	20	20
3 Curves M.P. 55.7 to 55.0	30	30	30
3 Curves M.P. 55.0 to 53.7	45	45	45
4 Curves M.P. 53.7 to 51.8	55	50	50
8 Curves M.P. 51.8 to 49.4	45	45	45
Curve M.P. 49.4 to 48.8	50	50	50
2 Curves M.P. 48.8 to 43.7	85	55	55
Curve M.P. 43.7 to 41.9	60	55	55
Curve M.P. 41.9 to 41.7	55	55	55
3 Curves M.P. 41.7 to 39.2	60	60	60
Curve M.P. 39.2 to 37.4	50	45	45
Victoryville M.P. 37.4 to 36.6	30	30	30
3 Curves M.P. 36.6 to 34.6	60	60	60
2 Curves M.P. 34.6 to 33.8	40	40	40
2 Curves M.P. 33.8 to 31.8	60	60	60
Curve M.P. 31.8 to 30.8	80	70	70
Curve M.P. 20.3 to 19.7	80	70	70
Curve M.P. 17.1 to 16.6	80	70	70
Curve M.P. 11.8 to 10.3	85	70	70
Curve M.P. 0.2 to 0.0	25	25	25

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

Summit to Victoryville.

Summit to San Bernardino.

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

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

Summit—Switch from eastward siding to westward main track, opposite station sign, 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 two minutes;

SWITCHES—MAXIMUM AUTHORIZED SPEED

Trailing movements, spring point details: MPH
Adelanto Spur, one-fourth mile from main track 10

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for 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—EE eastward siding	30
Helendale	S	EE eastward siding	30
Bryman	S	WE siding	30
Oro Grande	S	EE eastward siding	15
	S	WE westward siding	30
Victoryville	S	WE westward siding—EE eastward siding	15
	S	WE westward siding, west of station	30
Thorn	S	EE siding	30
Hesperia	S	WE westward siding—EE eastward siding	30
Summit	S	WE westward siding	30
	S	EE eastward siding	15
Keenbrook	S	EE siding	15
Devore	S	EE eastward siding	15
	S	WE westward siding	30
Ono	S	WE westward siding	30
	S	EE eastward siding	15

LENGTH OF STEMS OF WYES

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

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

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

At microphone locations shown below, all trains will sound signal for desired route:

For eastward trains: Barstow West Tower M.P. 7.0
East switch Lenwood (for trains in siding).
For westward trains: San Bernardino M.P. 77.5

6 LOS ANGELES DIVISION

SECOND AND REDLANDS DISTRICTS

Capacity of Sidings In Feet	Communications Turntables and Wyes	Rating Grade Ascending— Feet Per Mile	Westward		TIME TABLE	Eastward		Mile Post	Rating Grade Ascending— Feet Per Mile
			First Class			First Class			
			3	4		3	4		
			Leave Daily		STATIONS		Arrive Daily		
Yard	C-R-Y	64.9	AM 7.10		SAN BERNARDINO YL		PM 9.09	81.3	0.0
2647		32.4	7.17		3.6 RIALTO		8.59	84.9	15.4
		0.0			3.8 FONTANA YL			88.8	38.7
Yard	C-R	14.3	7.23		3.0 KAISER YL		8.54	91.8	37.7
2570	B	14.3			2.0 ETIWANDA YL			93.7	32.0
3154	C	56.4	7.29		3.9 OUCAMONGA YL		8.49	97.7	19.3
2363	C-Y	30.6	7.33		3.2 UPLAND YL		8.46	100.9	42.2
2732		0.0	7.38		S. P. Crossing CLAREMONT		8.42	104.8	59.1
3079	C	0.0	7.45		S. P. Crossing POMONA		8.39	106.7	43.8
1997		0.0			1.2 LA VERNE		8.35	107.9	63.4
1919		0.0			2.4 SAN DIMAS			110.2	63.4
2820	B	0.0	7.55		4.1 GLENDORA		8.28	114.4	63.4
	C-Y	39.6	7.58		2.6 AZUSA		8.25	116.9	75.0
3213		0.0	8.01		1.4 KINCAID		8.23	118.2	81.3
2561	B	26.4			2.0 BUTLER			120.2	60.7
2329		75.0	8.05		2.3 MONROVIA		8.20	122.4	26.4
852		75.2			1.7 ARCADIA			124.2	0.0
2454		63.4	8.12		3.1 OHAPMAN		8.14	127.3	0.0
		78.1			0.8 LAMANDA PARK			128.0	95.0
1702	C-R	0.0	8.30		3.6 PASADENA YL		8.00	131.7	114.6
		0.0			2.0 SOUTH PASADENA			133.7	88.7
1698		0.0	8.38		0.5 OLGA		7.47	134.2	91.9
1050		31.7			1.6 HIGHLAND PARK			135.9	106.9
890		0.0			2.9 U. P. Crossing WATER STREET YL			138.7	89.8
		0.0	8.50		0.7 BROADWAY		7.34	139.4	37.0
	C-Y	0.0			0.6 MISSION TOWER			140.1	59.7
Yard		0.0	9.05 AM		0.8 LOS ANGELES Union Station (59.5)		7.30 PM		81.7
Yard	B-R	0.0			1.1 FIRST STREET			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.

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

Rule 261 (TCS) in effect:

On two main tracks between Mission Tower and Broadway.

On two main tracks at San Bernardino, between interlocked switches 5th Street and interlocked switches "A" Yard Office.

Rule 93: Yard limits located at:

San Bernardino, Fontana to and including Upland, Pasadena and Water Street to 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."

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Rialto Foothill Spur	85.8	4100	West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Gallo Spur	94.6	2200	West
Rochester	95.0	460	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	764	East and West
Raymond	132.7	475	West
Redlands District			
Nevada Street	6.7	750	East and West
Craf	11.4	188	East

SECOND AND REDLANDS DISTRICTS

LOS ANGELES DIVISION 7

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Second District

LOCATION	Psg. and Light	Frnt.	MPH
San Bernardino to Upland	90	60	
Upland to Los Angeles	65	60	
Rialto, Cucamonga, and Upland Foothill Spurs, Muscat and Metropolitan Spurs	15	15	
San Bernardino and Rialto M.P. 82.6 to 85.2	30	30	
Fontana M.P. 88.5 to 88.9	50	50	
4 Curves M.P. 98.2 to 100.5	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	
4 Curves M.P. 111.8 to 114.3	55	55	
2 Curves M.P. 118.8 to 119.7	55	50	
3 Curves M.P. 126.8 to 127.6	45	45	
M.P. 127.6 to 129.6	30	30	
M.P. 129.6 to 131.8 Curve and Crossings	20	20	
M.P. 131.8 to 135.5	30	30	
7 Curves M.P. 135.5 to 138.3	25	25	
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	
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	

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
South "E" Street	S. P. Crossing.	98-A, 98-B	Union Station 0— Old main 00—0 Cudahy lead —0— Against current of traffic —0000 S. P. Downey Ave. 000—
Rialto Foothill Spur	S. P. Crossing.	98-A, 98-B.	
Cucamonga Foothill Spur	S. P. Crossing.	98-A, 98-B.	
Upland Foothill Spur	S. P. Crossing.	98-A, 98-B.	
Upland	S. P. Crossing.	Main track and siding, when home signals in stop position, 98-B, 320(A).	
Claremont	S. P. Crossing.	When home signals in stop position, 98-B, 320(A).	
Water Street (0.7 Mi. East)	U. P. Crossing.	When gate across Santa Fe track, 98-B.	
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.	

REDLANDS DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Rating Grade Ascending— Feet Per Mile
			↓	NO. 23 September 11, 1972	↑	
	708			STATIONS		
B	1220	89.6		PATTON 1.0	19.7	0.0
	1230	83.2		HIGHLAND 2.5	18.7	70.5
C	790	88.5		EAST HIGHLANDS 4.1	16.2	0.0
B	1496	0.0		MENTONE 3.2	12.0	116.2
		101.3		REDLANDS 8.8	8.8	116.2
C-R-Y	Yard			S. P. Crossing SAN BERNARDINO	0.0	
				(19.9)		

LENGTH OF STEMS OF WYES

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

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

Normal position of junction switches
San Bernardino for First District.

8 LOS ANGELES DIVISION

THIRD DISTRICT

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.

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.

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

Rule 251 in effect at following locations;

Between west end of Bridge 4.6 and Riverside Jct. (Westward Track only).

Between La Mirada and D.T. Jct.

Rule 261 (TCS) in effect at following locations;

Main Tracks San Bernardino interlocked switches 5th Street 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.

Main Track Redondo Jct. Interlocking to Mission Tower.

Rule 93: Yard limits located at:

San Bernardino to and including Colton and at Riverside.

WESTWARD			Rating Grade Ascending— Feet Per Mile	TIME TABLE			Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Rating Grade Descending— Feet Per Mile	EASTWARD		
FIRST CLASS				NO. 23							FIRST CLASS		
75	77	73		September 11, 1972							76	78	74
Leave Daily	Leave Daily	Leave Daily	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily					
			25.0	SAN BERNARDINO YL } 3 TRKS.			0.0	C-R-Y	Yard	52.8			
			0.0	RANA YL } TCS			1.6			52.8			
			21.1	COLTON YL } TCS			2.9	O	Yard	52.8			
			21.1	HIGHGROVE } TWO TRACKS			6.7	B	Yard	52.8			
			0.0	RIVERSIDE JCT. } ABS			9.2	C-R					
			63.4	RIVERSIDE YL } TCS			9.8	C	Yard	13.2			
			21.1	CASA BLANCA } TCS			14.0	Y	4934	52.8			
			0.0	ARLINGTON } TCS			16.4		3095	52.8			
			0.0	MAY } TCS			20.2	B	4692	52.8			
			0.0	PORPHYRY } TCS			22.8	B-Y	8059	52.8			
			24.8	CORONA } TCS			24.1	C-R	8970	27.3			
			21.1	PRADO DAM } TCS			29.2	B	4735	52.8			
			0.0	ESPERANZA } TCS			36.4	B	6359	52.8			
			10.8	ATWOOD } TCS			40.6	B-Y		52.8			
			0.0	PLACENTIA } TCS			43.0			42.2			
PM	PM	AM	0.0	FULLERTON } TCS			165.0	C-R		42.2	AM	AM	PM
8.50	6.05	9.05	12.7	LA MIRADA } TCS			158.7	B	Yard	83.4	8.40	11.25	8.35
8.57	6.12	9.10	37.0	SANTA FE SPRINGS } TWO TRACKS			154.4	O	4300	9.2			
			23.2	LOS NIETOS } TCS			153.1	B		17.6			
			17.1	D. T. JUNCTION } TCS			152.1	B		26.9	8.20	11.05	8.15
			0.0	PICO RIVERA } TCS			151.2	R	Yard	4.2			
			22.7	BANDINI } TCS			149.8	B		0.0			
			19.0	HOBART } TCS			145.5	C-R	Yard	52.8	8.12	10.57	8.07
			37.0	REDONDO JCT. } TCS			143.2	R-T-Y		0.0			
			37.0	FIRST STREET } TCS			141.1	B-R	Yard	0.0			
			69.7	MISSION TOWER } TCS			140.1	C-Y		0.0	8.03	10.48	7.58
9.40	6.55	9.45	71.8	LOS ANGELES } TCS						31.7	8.00	10.45	7.55
PM	PM	AM		Union Station							AM	AM	PM
Arrive Daily	Arrive Daily	Arrive Daily		WEST (72.1) (71.4) EAST							Leave Daily	Leave Daily	Leave Daily

(35.6) (35.6) (38.3) Average speed per hour (38.3) (38.3) (38.3)

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."

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
San Bernardino to La Mirada	79	60	60
La Mirada to Los Angeles	65	60	60
Prenda and La Habra Valley Spurs	15	15	15
2 Curves M.P. 0.0X to M.P. 1.5X	15	15	15
2 Curves and Bridge M.P. 0.0 to M.P. 0.9	15	15	15
7 Curves and Colton M.P. 0.9 to M.P. 3.2	20	20	20
Westward track (North track)			
2 Curves and Bridge M.P. 3.5 to M.P. 4.6	40	40	40
3 Curves M.P. 4.9 to M.P. 5.6	75	60	60
3 Curves M.P. 6.4 to M.P. 6.8	45	45	45
Curve M.P. 9.4 to M.P. 9.6	60	60	60
4 Curves M.P. 9.6 to M.P. 10.0	30	30	30
Westward movements on South track M.P. 4.6 to M.P. 6.4	40	40	40
3 Curves M.P. 6.4 to M.P. 6.8	30	30	30
M.P. 6.8 to M.P. 10.0	40	40	40
South track (Eastward track)			
Curve M.P. 9.6 to M.P. 9.4	60	60	60
Curve M.P. 8.5 to M.P. 8.3	75	60	60
3 Curves M.P. 6.8 to M.P. 6.4	30	30	30
Curve M.P. 5.6 to M.P. 5.5	75	60	60
Curve and Bridge M.P. 5.0 to M.P. 4.5	40	40	40
2 Curves M.P. 4.4 to M.P. 3.2	30	30	30
3 Curves M.P. 10.4 to 11.7	65	60	60
2 Curves M.P. 11.9 to 12.5	50	50	50
Curve M.P. 14.7 to 14.9	75	60	60
3 Curves M.P. 15.5 to 16.7	55	55	55
Curve M.P. 16.9 to 17.1	65	60	60
Corona M.P. 22.5 to 25.8	30	30	30
Curve M.P. 30.4 to 30.7 (Westward movement)	65	60	60
Curve M.P. 31.2 to 30.4 (Eastward movement)	65	60	60
4 Curves M.P. 31.3 to 32.8	60	60	60
3 Curves M.P. 33.6 to 35.1	50	50	50
3 Curves M.P. 35.2 to 37.1	65	60	60
2 Curves M.P. 37.5 to 38.5	60	60	60
Placentia M.P. 42.7 to 43.6	50	50	50
2 Curves M.P. 45.2 to 45.7	50	50	50
Fullerton M.P. 165.2 to 164.7	30	30	30
Curve M.P. 161.1 to 160.8	75	60	60
Curve M.P. 156.6 to 155.9	60	60	60
Crossing and Curve M.P. 144.5 to 143.4	30	30	30
2 Curves M.P. 143.4 to 142.9	15	15	15
3 Curves M.P. 141.1 to 140.2	35	35	35
Curve M.P. 140.2 to 140.0	15	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 crossovers	50
Bandini	I	Two crossovers	50
Eastern Ave.	I	Main track crossovers and lead switch	40
M.P. 144.7	I	Two crossovers	30

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity in Feet	Switch Connection
Pachappa	12.4	664	East
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West
La Sierra	18.5	440	West
Buena Park	160.5	725	East and West
Standard Oil Spur	160.8	425	East
Wilshire	156.8	2900	East and West
Mojave Spurs	155.8	1375	West
Stephens Spur	155.5	675	East and West
La Habra Valley Spur	154.6	Lgh. 1.2 m.	West

RAILROAD CROSSINGS AT GRADE 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. All tracks. U. P. Crossing.	TCS TCS When home signals in stop positions, 98-B, 320(B). Interlocking. Interlocking	{ Inbound yard lead —0 Outbound yard lead —0
Redondo Junction	U. P. Crossing.	Interlocking	{ Butte St. Transfer 00—0 To Harbor Dist. —0 To 9th St. Yard —0— Levee Track 0—00
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.	{ Union Station 0— Old main 00—0 Cudahy lead —0— Against current of traffic —0000 S. P. Downey Ave. 000—

10 LOS ANGELES DIVISION

FOURTH DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 23 September 11, 1972	STATIONS	Mile Post	EASTWARD			Ruling Grade Ascending— Feet Per Mile
			FIRST CLASS						FIRST CLASS			
			75	77	73				76	78	74	
			Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	
Y	Yard	31.1				NATIONAL CITY YL	273.1					
T		10.5	PM	PM	AM	22ND STREET YL	269.3	AM	PM	PM	26.4	
C-R-Y	Yard	52.8	6.45	4.00	7.00	SAN DIEGO YL	267.5	10.55	1.40	10.50	0.0	
B		65.6	6.52	4.07	7.07	OLD TOWN YL	264.2	10.38	1.23	10.35	31.0	
B		113.6				ELVIRA	257.9				51.7	
B-Y		0.0				MIRAMAR	253.0				0.0	
B	4877	54.2	7.16	4.31	7.31	SORRENTO	249.1				119.2	
C-Y	3473	52.8				DEL MAR	244.0	10.15	1.00	10.10	58.1	
B		63.4				ENCINITAS	238.1				63.4	
B	5333	63.4				PONTO	233.8				63.4	
B	3449	69.7				CARLSBAD	229.3				64.4	
B-Y		15.8	7.39	4.54	7.54	ESCONDIDO JOT.	227.2				59.7	
C-R	6096	64.4				OCEANSIDE	226.2	9.53	12.38	9.48	7.4	
B-Y	4569	70.8				FALLBROOK JOT.	224.1				63.5	
B	4927	29.6				SAN ONOFRE	209.2				69.0	
B	1691	26.4	8.00	5.15	8.15	SAN CLEMENTE	204.8	9.26	12.11	9.21	58.1	
B	4956	60.6				SERRA	199.8		PM		28.5	
B		65.5				SAN JUAN CAPISTRANO	197.2				0.0	
B	4972	67.3				GALIVAN	192.6				0.0	
B		0.0				EL TORO	188.1				73.9	
B	5982	12.0				VALENCIA	182.9				70.2	
B	4664	38.5	8.33	5.48	8.48	IRVINE	178.5				63.4	
O	6048	30.6				SANTA ANA	175.5	8.58	11.43	8.53	0.0	
Y	6250	29.6				ORANGE	172.6				14.3	
O	3044	22.7	8.50	6.05	9.05	S. P. Crossing ANAHEIM	167.8				39.2	
C-R			PM	PM	AM	FULLERTON	165.0	8.40	11.25	8.35	19.0	
			Arrive Daily	Arrive Daily	Arrive Daily	(107.7)		Leave Daily	Leave Daily	Leave Daily		

(46.6) (46.6) (46.6) Average speed per hour (45.5) (45.5) (45.5)

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.

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

Rule 93(A) in effect: At San Diego passenger yard between crossover, Ash St. and Broadway.

TRACK SIDE WARNING DEVICES

Location
M.P. 197.9

Type
Highwater

Signals Affected

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity in Feet	Switch Connection
Irvine Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	1080	East
Tustin	181.5		East and West
Frances	183.1	1467	East
Kathryn	183.9	1000	East
Como	180.1	2034	East and West
Las Flores	218.7		
Stuart	221.7	2543	East and West
San Diego G. & E. Co. Spur	231.3	1005	East
Cardiff	239.8	468	West
Solana Beach	241.9	436	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	634	East and West

FOURTH, OLIVE AND ELSINORE DISTRICTS

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Fourth District LOCATION	M.P.H. Pgr. and Light Frt.	LOCATION	M.P.H. Pgr. and Light Frt.
National City to Sorrento	79 60	Curve M.P. 241.3 to 241.1	85 60
Sorrento to Santa Ana	90 60	2 Curves M.P. 239.2 to 238.5	85 60
South Main Track, M.P. 179.1 to M.P. 176.7	40 40	Curve M.P. 237.8 to 237.4	80 60
Santa Ana to Fullerton	79 60	Oceanside M.P. 227.0 to 225.5	30 30
Irvine and Miramar Spurs	15 15	3 Curves M.P. 224.7 to 223.8	70 60
San Diego M.P. 273.0 to 267.3	20 20	2 Curves M.P. 209.0 to 208.2	70 60
San Diego M.P. 267.3 to 264.1	30 30	12 Curves M.P. 207.7 to 201.2	75 60
3 Curves M.P. 262.7 to 261.2	70 60	Curve M.P. 200.3 to 199.9	45 45
2 Curves M.P. 260.3 to 259.9	50 50	Curve M.P. 199.4 to 199.1	65 60
Curve M.P. 259.1 to 258.6	60 60	3 Curves M.P. 198.6 to 197.9	35 35
3 Curves M.P. 258.5 to 257.9	40 40	2 Curves M.P. 197.4 to 197.0	60 60
6 Curves and Grade M.P. 257.8 to 253.7 Westward	65 60	Curve M.P. 195.9 to 195.8	75 60
6 Curves and Grade M.P. 253.7 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 Westward	60 60	Anaheim M.P. 168.1 to 167.7	40 40
Curve M.P. 244.6 to 244.4 Westward	75 60	Curve M.P. 166.9 to 166.6	75 60
3 Curves M.P. 244.4 to 245.8 Eastward	60 60	Curve M.P. 165.9 to 165.3	50 50
2 Curves and Plaza St. Crossing M.P. 244.3 to 241.8	50 50	Fullerton M.P. 165.2 to 164.7	30 30
		OLIVE DISTRICT	40 40
		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

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
Fullerton		Two-track junction switch	50
		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		Crossover—M.P. 253.7	30
Elvira		EE two main tracks—M.P. 257.9	40
Old Town		Two-track junction switch	30

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

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

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

OLIVE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Ruling Grade Descending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
			↓	NO. 23 September 11, 1972	↑		
Y-B	Yard	42.2	TCS	STATIONS	0.0	42.2	
B	1033			ATWOOD			2.4
Y-C	3280			OLIVE			2.4
				S. P. Crossing	5.8	42.2	
				ORANGE			
				(5.8)			

Rule 261 (TCS) in effect on main track between Atwood and Orange.

ELSINORE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending—Feet Per Mile
			↓	NO. 23 September 11, 1972	↑		
B	847	147.8		STATIONS	21.9	132.0	
B	1013			ELSINORE			5.6
	1498			ALBERHILL			7.8
				ARCILLA	8.5	89.8	
B-Y	Yard	0.0		S. P. Crossing	0.0	68.6	
				PORPHYRY			
				(21.9)			

No switch lights on Elsinore District. Normal position of junction switches:
 Yard limits Elsinore to Porphyry, inclusive. Porphyry for Third District siding.

RAILROAD CROSSING AT GRADE

Olive District

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

Elsinore District

Location	Track Governed	Rule
PORPHYRY	S. P. Crossing	98-A, 98-B.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Elsinore District

Location	Mile Post	Capacity in Feet	Switch Connection
Mining Spur	3.2	3425	East and West
South Corona	5.0		
Weisel	6.2	1820	East

LENGTH OF STEMS OF WYES

Location	Feet
Atwood	600
Orange	Main track

HARBOR DISTRICT

Capacity of Sidings In Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications Turn Tables and Wyes
		↑	NO. 23 September 11, 1972	↓			
			STATIONS				
			LONG BEACH				
			2.5 S. P. Crossing West Thenard				
			1.1 Pier A Yard				O
Yard			2.0 WILMINGTON		28.0		B
Yard			1.4 WATSON		26.6		B-Y
Yard	79.2		3.3 IRONSIDES		23.8	52.8	
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 LAWDALE		16.6	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
5100	26.4		3.7 INGLEWOOD		9.9	13.7	
Yard	52.8		1.9 HYDE PARK		8.0	52.8	
Yard	0.0		0.7 VAN NESS		7.3	57.6	
Yard	10.5		1.3 WILDASIN		6.0	0.0	
Yard	18.5		2.5 WINGFOOT S. P. Crossing		3.5	0.0	B
Yard	21.1		2.0 S. P. Crossing MALABAR		1.5	0.0	
Yard	52.8		1.5 REDONDO JCT.		0.0	0.0	R-Y
			(28.0)				

REDONDO DISTRICT

Capacity of Sidings In Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications Turn Tables and Wyes
		↓	NO. 23 September 11, 1972	↑			
			STATIONS				
Yard			REDONDO BEACH		20.2		
Yard	42.2		1.5 HERMOsa BEACH		18.7	0.0	
Yard	42.2		1.7 MANHATTAN BEACH		17.0	0.0	
Yard	47.5		2.2 EL SEGUNDO		14.8	52.8	Y
			(5.4)				

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Nadeau	2.5	325	East

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Redondo Junction	U. P. Crossing.	See Redondo Junction, Third District. Automatic interlocking, 321(D), 10 MPH.
Nadeau	S. P. Crossing.	
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 DISTRICT SPEED FOR TRAINS

LOCATION	MPH	Fr.
HARBOR DIST.	30	30
Torrance Oil Spur	15	15
Alcoa Spur	15	15
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. 25.9	10	10
St. Crossing M.P. 26.0	10	10
St. Crossing M.P. 26.1	10	10
St. Crossing M.P. 27.9	15	15
Between Watson and Pier A Yard	10	10

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

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.

Yard limits Pier A to Redondo Jct., inclusive.

No switch lights on Harbor District.

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.

SAN JACINTO DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓	NO. 23 September 11, 1972	↑		
	1018			STATIONS			
	512	116.2		HIGHGROVE S. P. Crossing 2.5		0.0	0.0
	1555	116.2		LEMONA 4.5		2.7	0.0
C		21.3		BOX SPRINGS 2.3		7.2	17.6
	2046	21.3		MAROH FIELD 1.1		9.6	17.6
Y	1105	0.0		ALESSANDRO 2.9		10.6	47.5
B-Y	Yard	0.0		VAL VERDE 4.7		13.5	28.1
	1030	21.6		PERRIS 3.8		18.3	63.4
	1570	49.3		ETHANAC 6.3		22.7	42.2
B	Yard	52.8		WINCHESTER 7.1		28.9	0.0
C-Y	Yard	6.3		HEMET 2.3		36.0	63.4
				SAN JACINTO		38.3	
				(37.6)			

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

ESCONDIDO DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓	NO. 23 September 11, 1972	↑		
	1376			STATIONS			
C-Y	866	83.4		ESCONDIDO 4.9		21.1	95.0
B	1811	116.2		SAN MARCOS 7.0		16.2	116.2
B-Y		116.2		VISTA 9.9		9.2	116.2
				ESCONDIDO JCT.		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 Feet	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓	NO. 23 September 11, 1972	↑		
	2077			STATIONS			
B-Y	693	66.0		FALLBROOK JCT. 6.0		0.0	62.7
	2271	26.4		CHAPPO 2.4		5.9	0.0
B		132.0		JOFEGAN 6.7		8.4	79.2
	957	105.6		U.S.M.C. Crossing DE LUZ 1.8		15.1	0.0
C-Y	1373			FALLBROOK		16.9	
				(16.9)			

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Location	Pgr. and Light	MPH	Frt.
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
ESCONDIDO DISTRICT			
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

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	San Jacinto District Tracks Governed	Rule
Highgrove 1.5 Mi. West	S. P. Crossing	Automatic interlocking Rule 321-D.
JOFEGAN	Fallbrook District U.S.M.C. Crossing	98-A, 98-B.

STATION OR TRACKS NOT SHOWN IN SCHEDULE

San Jacinto District			
Location	Mile Post	Capacity in Feet	Switch Connection
Lily Cup	0.6	545	East and West
Box Springs Quarry	6.1	2305	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
Menifee	25.0		
Egan	33.1	760	East and West
Escondido District			
Talica	3.7	1347	East and West
Buena	12.9	585	East and West
Fallbrook District			
Ranch House	7.6	385	East and West
Marine Base Spur	10.5	615	East and West

LENGTHS OF STEMS OF WYES

Location	Feet
March Field	March Field Spur
Val Verde	Granite Spur
Perris	1678
San Jacinto	640

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

14 LOS ANGELES DIVISION

CADIZ, RIPLEY, AND LUCERNE VALLEY DISTRICTS

CADIZ DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 23 September 11, 1972	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
C	Yard			PARKER YL		105.8	
B	1379	31.7		8.3			29.6
B	880	30.6		CALZONA		114.1	0.0
				5.9			
B	2222	30.6		VIDAL		120.0	0.0
				11.6			
B	2471	6.9		GROMMET		131.6	21.1
				8.8			
B	2307	0.0		RICE YL		140.4	
				3.6			25.3
B	2846	0.0		FREDA YL		144.0	30.6
				7.0			
B	2846	29.6		SABLON		151.0	31.7
				18.2			
B	4949	29.6		RISHEL		169.2	31.7
				21.3			
B-Y	3500			CADIZ YL		190.6	
				(84.7)			

Trains must get clearance card before leaving Parker.
Booth phones at M.P. 173.6 and M.P. 179.6.

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 Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 23 September 11, 1972	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
C-R-Y	Yard			RIPLEY		49.4	
		21.7		7.4			42.8
	2728	83.4		BLYTHE		42.0	10.6
				21.6			
	526	68.6		COX		20.4	0.0
				3.9			
B-Y	2741	65.0		STYX		16.5	83.4
				16.5			
				RICE		0.0	
				(49.4)			

No switch lights on Ripley District.
Yard limits Ripley to Rice, inclusive.

LUCERNE VALLEY DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 23 September 11, 1972	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
C	2900			CUSHENBURY		29.2	
	700	0.0		3.1			105.6
	760	0.0		SPUR 5		26.1	105.6
				10.6			
	122	75.0		BASS		15.6	75.0
				4.3			
	114	0.0		SPUR 2		11.3	75.0
				4.3			
B		116.2		SPUR 1		7.0	75.0
				7.0			
				HESPERIA		0.0	
				(29.2)			

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Cadiz District			
Location	Mile Post	Capacity in Feet	Switch Connection
Earp	107.3	1615	West
Saltmarsh	155.8		
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	574	West
Ripley District			
Midland	17.8	308	West
Inca	22.6		West
Mesaville	33.0		West
Riverview Farms Spur .	36.3	Lgh. 3.9 m.	West
Miller Farms	44.7		East
Lucerne Valley District			
La Habra Product Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	East and West

Normal position of junction switches

Rice for Cadiz District.

Cadiz for Needles District siding.

Hesperia for First 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 office), Los Angeles (Union Station, Redondo Jct. and Hobart yard offices), Torrance, 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, Union Station, Redondo Junction, Hobart, Torrance, 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.

9. Rule 93(A): Between designated points specified in Time Table, trains and engines must move at restricted speed and main tracks may be used in either direction not protecting against other trains or engines and are not required to clear first class trains or superior trains but must give way to them as soon as possible upon their approach.

SPEED REGULATIONS

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

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

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

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	M.P.H.	Wrecking Derricks	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.

12. MAXIMUM SPEED OF LOCOMOTIVES

Diesels	Forward MPH	Light forward MPH	Backing or when not controlled from leading unit	Dead in train
300LABC thru 314LABC, 315AB thru 321AB	90	90	45	90
5920-5948	79	79	45	79
16C-47A, 200-289, 325-344, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5661, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 9122-9148, 9800-9849	70	70	45	70
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45	45	45
Diesels without dynamic brakes in use				
Ash Hill-Bagdad		24		
Goffs-Needles		24		
Summit to Victorville		30		
Summit-Cajon		15		
Cajon-San Bernardino				
Diesels with dynamic brakes in use				
Ash Hill-Siberia		20		
Summit-San Bernardino		Passenger Train Speeds		

13. 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:			
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 9122-9148, 9800-9849	3	5	5
652-653	4	5	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5661, 5900-5939, 5940-5948	5	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

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

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.

SURGEONS OF THE SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. CHARLES J. MONAHAN, 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.

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

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

**SYMBOL FREIGHT TRAIN SCHEDULE (For information only)
LOS ANGELES DIVISION**

WESTWARD

	NEEDLES		BARSTOW		SAN BDNO		LOS ANGS	
	Arr.	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.	
109	11:15P	11:15P	2	4:30A	5:00A	3		
118	7:20A	7:20A	3	12:05P	12:35P	3	4:20P	4:40P
119	3:30A	3:30A	3	7:30A	8:00A	3		
129	3:30A	3:30A	3	7:30A	8:00A	3		
198	4:00P	4:00P	2	7:00P	7:05P	2	9:15P	9:15P
308	12:45P	12:45P	2	4:40P	5:10P	2	8:15P	8:15P
309	11:15P	11:15P	2	4:30A	5:00A	3		
318	2:15A	2:15A	3	8:05A	8:35A	3	12:40P	1:00P
328	7:20A	7:20A	2	12:05P	12:35P	2	4:20P	4:40P
329	3:30A	3:30A	2	7:30A	8:00A	2		
368	7:20A	7:20A	2	12:05P	12:35P	2	4:20P	4:40P
378	7:20A	7:20A	2	12:05P	12:35P	2	4:20P	4:40P
379	3:30A	3:30A	2	7:30A	8:00A	2		
408	4:55A	5:00A	3	10:00A	11:00A	3	2:05P	2:25P
508	4:30A	4:30A	3	9:10A	9:55A	3	2:00P	2:30P
668	2:35P	2:35P	1	6:10P	6:30P	1	9:30P	9:30P
678	5:20P	5:25P	1	9:30P	10:00P	1	1:00A	1:30A
679	9:10P	9:10P	1	2:25A	2:55A	2		
709	9:10P	9:10P	1	2:25A	2:55A	2		
718	4:00P	4:30P	1	11:00P		1		
728	12:15A	12:15A	2	5:45A	8:45A	2	12:45P	1:15P
779	9:10P	9:10P	1	2:25A	2:55A	1		
908				6:30P	7:30P	1	11:30P	12:30A
968				8:30A	9:15A	3	12:45P	1:00P

EASTWARD

	LOS ANGS		SAN BDNO		BARSTOW		NEEDLES	
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.
801	9:00A	1	11:45A	12:15P	1	4:15P	4:45P	1
803	6:30A	1	8:15A	8:45A	1	11:45A	12:15P	1
804	8:00P	0	10:00P	10:30P	0	1:30A	2:00A	1
805	5:00A	1	7:30A	8:00A	1	11:00A	11:30A	1
809	6:00P	0	9:00P	9:45P	0	2:00A	3:00A	1
813	9:00P	0	11:00P	11:30P	0	2:30A	3:00A	1
816				11:00A	1	2:00P	2:30P	1
843				10:30A	1	1:30P	2:00P	1
863	9:00P	0	11:00P	11:30P	0	2:30A	3:00A	1
869	4:00A	1	6:15A	7:00A	1	11:00A	11:45A	1
891	9:30A	1	11:05A	11:05A	1	1:05P	1:10P	1
901						5:15P	5:45P	1
905						8:45P	9:15P	1
917						6:00A	6:45A	1
943						4:30P	5:00P	1

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