



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.)

ASSISTANT SUPERINTENDENT

G. H. DOTSON San Bernardino, Calif.

TRAINMASTERS

W. H. LAWSON Needles, Calif.
C. F. LILLEY Barstow, Calif.
G. E. YOUNG San Bernardino, Calif.
J. R. MERRITT San Bernardino, Calif.
J. L. SCHROEDER Fullerton, Calif.
J. M. WATKINS Los Angeles, Calif.
R. F. NORLING Los Angeles, Calif.
J. O. PHILLIPS Los Angeles, Calif.
W. E. ADAMS Los Angeles, Calif.
R. L. DIXON Los Angeles, Calif.

ASSISTANT TRAINMASTERS

D. J. McDOUGAL Barstow, Calif.
W. C. LYMAN, JR. Barstow, Calif.
P. J. DeWOLF San Bernardino, Calif.
D. G. McINNES San Bernardino, Calif.
N. C. ORFALL Fullerton, Calif.
R. D. HARPER Fullerton, Calif.
C. K. SEAMAN Los Angeles, Calif.
D. E. BEAUCHAMP Los Angeles, Calif.
P. V. NASH 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.
B. T. JOHNSTON 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 G. L. ADAMS
N. C. PECK K. W. JURE

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



COAST Santa Fe LINES

**LOS ANGELES AND
LOS ANGELES TERMINAL
DIVISIONS**

TIME TABLE No.

25

IN EFFECT

Sunday, October 28, 1973

At 12:01 A.M.

Pacific Standard Time

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

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

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

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

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

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

2 LOS ANGELES DIVISION

NEEDLES DISTRICT

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS Needles District Westward

Location	Psg. and Light	MPH	Frt.
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	
Curve M.P. 692.9 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	

Westward		TIME TABLE		Eastward	
First Class		NO. 25		First Class	
3		October 28, 1973		4	
Leave Daily	Rating Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	STATIONS	Capacity of Sidings In Feet	Arrive Daily
AM 2.05		Yard	NEEDLES YL	578.0	AM 1.55
2.15	0.0	5317	7.4		74.4
2.23	0.0	7329	JAVA	585.6	1.39
2.30	0.0	5418	6.8		73.9
2.36	0.0	6716	IBIS	592.4	1.32
2.47	26.4	7318	4.5		104.5
2.54	59.1	5454	BANNOCK	597.0	1.28
2.59	57.0	5383	4.6		73.9
3.05	58.6	7328	HOMER	601.6	1.24
3.15	53.0	5296	7.6		76.0
3.24	11.6	5407	GOFFS	609.1	1.17
3.30	0.0	6746	9.6	7254	0.0
3.38	17.9	5414	FENNER	618.7	1.08
3.52	54.4	6605	7.5		0.0
3.58	49.1	7352	8.5	5369	1.00
4.14	55.4		DANBY	634.7	0.0
4.30	13.7		13.4	5841	12.53
4.40	30.6		CADIZ	648.1	12.41
5.05 AM	48.3		13.4	5406	12.31
Arrive Daily			AMBOY	661.5	35.9
			7.8	5022	12.25
			BAGDAD	669.3	75.0
			7.3		121.4
			SIBERIA	676.7	12.18
			9.5		31.1
			ASH HILL	686.7	12.09
			6.7	7113	12.03
			LUDLOW	693.4	AM 11.51
			13.2	5054	57.0
			PISGAH	706.6	6682
			10.0	5363	0.0
			NEWBERRY	725.6	11.36
			12.0	737.6	40.6
			DAGGETT	741.6	34.3
			4.0	3591	11.27
			NEBO		32.7
			4.8		
			BARSTOW	746.4	Yard
					11.20 PM
			WEST (167.6) (185.0) EAST		Leave Daily

(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 85: Between Barstow and Daggett, exchanging train orders, signals and numbers is not required.

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 MP 746 and hand throw crossover west end passenger yard.

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 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.

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	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	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	WE westward siding	15
Ash Hill	S	WE westward siding	15
	S	EE eastward siding	15
Ludlow	S	EE eastward 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	500	East
Hector	712.8	800	West
Minneola	731.7	800	West
Airport Spur	732.6	9048	East
Gale	735.3	600	East
Cool Water	735.9	558	West

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. 648.1 Westward Track	Hot Box	Rotating white lights at scanner (M.P. 644.5) and Locator (M.P. 648.1)
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.

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

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

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

Westward		TIME TABLE						Eastward	
First Class		Ruling Grade Descending—Feet Per Mile	Capacity of Sidings in Feet	NO. 25		Mile Post	Capacity of Sidings in Feet	Ruling Grade Descending—Feet Per Mile	First Class
3				October 28, 1973					4
Leave Daily				STATIONS					Arrive Daily
AM 5.15		35.9	Yard	BARSTOW	0.0	Yard			PM 11.10
				13.6			37.0		
		33.8	Yard	HODGE	13.6		38.0		
				17.9					
		37.0	Yard	ORO GRANDE	31.5	Yard	37.0		
				5.2					
		0.0	Yard	VICTORVILLE	38.7	Yard	15.8		
				1.3					
		0.0		FROST	38.0		83.4		
				7.1					
		0.0	Yard	HESPERIA	45.1	Yard	81.3		
				5.0					
		0.0		LUGO	60.1		84.5		
				5.8					
		158.4		SUMMIT	65.9		0.0		
				6.9					
		116.2		CAJON	82.8		0.0		
				11.1					
		116.2		VERDEMONT	73.9		0.0		
				7.4					
7.05 AM			Yard	SAN BERNARDINO	81.3	Yard			9.12 PM
Arrive Daily				South Track (80.8)					Leave Daily
				North Track (82.7)					
(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 261 (TCS) in effect on Main Tracks between Barstow and San Bernardino.

The track to the right as viewed from a westward train is designated North Track and the track to the left is designated South Track.

Rule 6(A): Barstow and San Bernardino C-R-Y
Victorville C-R

Rule 85: Between Barstow and San Bernardino, exchanging train orders, signals and numbers is not required.

Rule 93(A) in effect at Barstow, between MP 746 and hand throw crossover west end passenger yard.

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

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

At Summit, westward passenger trains will make air brake test as prescribed Rule 41, Item D, Form 2501-A.

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.

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

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

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

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

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

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

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

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

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

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

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

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

9. When retainers are positioned before reaching Summit or retainers are not required and it is known by Conductor and Enginemen that prescribed brake pipe pressure is indicated on gauges, train may proceed without stopping; otherwise, Rule 942 will apply.

FIRST DISTRICT

LOS ANGELES DIVISION 5

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	First District Eastward	Pagr. and Light	MPH	Frt.
San Bernardino to Barstow		79		60
Adelanto Spur		15		15
M.P. 81.5 to 80.8		20		20
2 Curves M.P. 80.8 to 78.3		60		60
4 Curves M.P. 72.6 to 70.8		45		45
6 Curves M.P. 70.8 to 66.9		50		50
8 Curves M.P. 66.9 to 64.2		40		40
3 Curves M.P. 64.2 to 62.2		50		50
15 Curves (South Track) M.P. 62.1 to 57.1		30		30
2 Curves (South Track) M.P. 57.1 to 56.1		45		45
18 Curves (North Track) M.P. 64.3x to 57.4x		30		30
2 Curves (North Track) M.P. 57.4x to 56.1		45		45
8 Curves M.P. 56.1 to 51.8		55		55
8 Curves M.P. 51.8 to 49.4		45		45
Curve M.P. 49.4 to 48.8		50		50
Curve M.P. 48.8 to 48.1		65		60
Curve M.P. 43.7 to 42.0		55		55
3 Curves M.P. 42.0 to 39.9		50		50
4 Curves M.P. 39.9 to 37.4		45		45
Victorville M.P. 37.4 to 36.6		30		30
3 Curves M.P. 36.6 to 34.3		55		55
2 Curves M.P. 34.3 to 33.8		40		40
2 Curves M.P. 33.8 to 31.8		60		60
Curve M.P. 0.6 to 0.0		30		30

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

Trailing movements, spring point derails: MPH
 Adelanto Spur, one-fourth mile from main track 10
 Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH, except for power controlled switches and crossovers at following locations:

Station	Type	Location	MPH
Barstow	| Crossover	M.P. 2.0	30
Barstow	| WE siding	M.P. 2.0	30
Hodge	| Two crossovers		50
Frost	| Two crossovers		50
Lugo	| Two crossovers		50
Summit	| Two crossovers		50
Cajon	| Two crossovers		50
Verdemont	| Two crossovers		50

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Lenwood	4.8	390	East (South Track)
Helendale	21.1	1051	East and West (North Track)
Helendale	21.1	1050	East and West (South Track)
Adelanto Spur	34.4	5 Miles	West (North Track)
Thorn	41.1	2995	East and West (North Track)
Summit	54.4	3500	East (North Track)
Alray	59.7x	900	East (North Track)
Keenbrook	66.3	1580	East (North Track)
Devore	71.0	1700	East and West (South Track)
Ono	75.5	1200	East (North Track)
Ono	76.0	697	West (South 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. Siding South Track	Interlocking	To Mojave District — 0 Engine lead 00—0 Switch tail 0000 Tracks 1 to 17 incl. 0—00 Tracks 18 to 30 incl. —0—0

6 LOS ANGELES DIVISION

SECOND AND REDLANDS DISTRICTS

Capacity of Sidings In Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	Westward	TIME TABLE NO. 25 October 28, 1973	Eastward	Ruling Grade Ascending— Feet Per Mile
			First Class		First Class	
			3		4	
			Leave Daily	STATIONS	Arrive Daily	Mile Post
Yard	C-R-Y	64.9	AM 7.10	SAN BERNARDINO YL ^s	PM 9.09	81.3
2647		32.4	7.17	3.6		0.0
Yard	C-R	14.3	7.23	RIALTO YL	8.59	84.9
2570	B	14.3	7.29	6.8	KAISER YL	91.8
3154	C-Y	56.4	7.33	2.0	ETIWANDA YL	93.7
2363	C	30.6	7.38	3.0	CUCAMONGA YL	97.7
2732		0.0	7.45	3.2	UPLAND YL	100.9
3079	C	0.0	7.55	S. P. Crossing	CLAREMONT	104.8
1919		0.0	7.58	1.9	POMONA ^s	106.7
2820	B	0.0	8.01	3.6	SAN DIMAS	110.2
	C-Y	39.6	8.05	4.1	GLENDORA	114.4
3213		0.0	8.12	2.5	AZUSA	116.9
2561	B	26.4	8.30	1.4	KINCAID	118.2
852		75.0	8.38	2.0	BUTLER	120.2
2454		75.2	8.50	2.3	MONROVIA	122.4
1702	C	0.0	9.05	1.7	ARCADIA	124.2
1698		0.0		3.1	CHAPMAN	127.3
890		31.7		0.8	LAMANDA PARK	128.0
		0.0		3.6	PASADENA YL ^s	131.7
		0.0		2.0	SOUTH PASADENA	133.7
		0.0		0.5	OLGA	134.2
		0.0		4.7	U. P. Crossing	138.7
		0.0		0.7	WATER STREET YL	138.7
		0.0		0.0	BROADWAY	139.4
	C-Y	0.0		2.1 Mts.	MISSION TOWER	140.1
Yard		0.0		0.8	LOS ANGELES	140.1
Yard	B-R	0.0		1.1	Union Station (59.5)	141.1
			Arrive Daily	FIRST STREET		141.1
				(59.8)	Leave Daily	

(31.0) Average speed per hour. (36.1)

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

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, and on main track Broadway to Redondo Jct.

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 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
Fontana	88.8	700	East and 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.	East and West
La Verne	107.9	750	East
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	764	East and West
Raymond	132.7	475	West
Highland Park	135.9	250	East
Redlands District			
Nevada Street	6.7	750	East and West
Craf	11.4	188	East

SECOND AND REDLANDS DISTRICTS

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Second District	
	Psg. and Light	MPH
San Bernardino to Upland	90	60
Upland to Los Angeles	65	60
Rialto, Cucamonga, Foothill Spurs, Muscat and Metropolitan Spurs	15	15
San Bernardino and Rialto M.P. 82.6 to 85.2	30	30
Fontana M.P. 88.5 to 88.9	50	50
4 Curves M.P. 98.2 to 100.5	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.	20	20
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
M.P. 12.0 to M.P. 19.0	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 Rialto Foothill Spur Cucamonga Foothill Spur Upland Claremont Water Street (0.7 Mi. East) Mission Tower	S. P. Crossing. S. P. Crossing. S. P. Crossing. S. P. Crossing. S. P. Crossing. U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	98-A, 98-B 98-A, 98-B. 98-A, 98-B. Main track and siding, when home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A). 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—

REDLANDS 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. 25 October 28, 1973			
	708			STATIONS			
B	1220	89.5		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		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
Cucamonga	Foothill Spur
Azusa	.....147
Mission Tower	.....L.A.U.P.T.

No switch lights on Redlands District. Normal position of junction switches
 Yard limits Patton to San Bernardino, inclusive. San Bernardino for First District.

WESTWARD			Ruling Grade Ascending— Feet Per Mile	TIME TABLE			Mile Post	Communications Track Tables and Wyes	Capacity of Sidings In Feet	Ruling Grade Ascending— Feet Per Mile	EASTWARD			
FIRST CLASS				NO. 25							FIRST CLASS			
75	73	71		October 28, 1973							70	72	76	
Leave Daily	Leave Daily	Leave Daily	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily						
			25.0	SAN BERNARDINO YL			0.0	C-R-Y	Yard					
			0.0	2.2 RANA YL			1.6			52.8				
			21.1	1.3 COLTON YL			2.9	C	Yard	52.8				
			21.1	3.8 HIGHGROVE			6.7	B	Yard	52.8				
			0.0	2.6 S. P. Crossing RIVERSIDE JCT.			9.2	C-R						
			63.4	0.6 RIVERSIDE YL			9.8	C	Yard	13.2				
			21.1	4.2 CASA BLANCA			14.0	Y	4934	52.8				
			0.0	2.4 ARLINGTON			16.4		3095	52.8				
			0.0	3.3 MAY			20.2	B	4692	52.8				
			0.0	3.1 PORPHYRY			22.8	B-Y	8059	52.8				
			24.3	1.3 CORONA			24.1	C-R	8370	27.3				
			21.1	5.0 PRADO DAM			29.2	B	4735	52.8				
			0.0	7.2 ESPERANZA			36.4	B	6359	52.8				
			10.6	4.3 ATWOOD			40.6	B-Y		42.2				
			0.0	2.3 PLACENTIA			43.0			42.2				
PM	PM	AM	0.0	3.0 FULLERTON			165.0	C-R		42.2	AM	AM	PM	
6.30	3.00	9.00	12.7	8.3 U. P. Crossing LA MIRADA			158.7	B	Yard	33.4	9.05	11.05	8.30	
6.36	3.06	9.06	37.0	4.3 SANTA FE SPRINGS			154.4	C	4300	9.2				
			23.2	1.3 LOS NIETOS			153.1	B		17.6				
			17.1	0.9 S. P. Crossing D. T. JUNCTION			152.1	B		26.9				
			0.0	1.0 S. P. Crossing PICO RIVERA			151.2	R	Yard	4.2	8.49	10.49	8.14	
			22.7	1.3 BANDINI			149.8	B		0.0				
			19.0	4.3 HOBART			146.5	C-R	Yard	52.8				
			37.0	2.3 U. P. Crossing REDONDO JCT.			143.2	R-T-Y		0.0	8.42	10.42	8.07	
			37.0	2.1 U. P. Crossing FIRST STREET			141.1	B-R	Yard	0.0				
			59.7	0.9 MISSION TOWER			140.1	C-Y		0.0				
			71.8	0.8 LOS ANGELES						31.7				
7.05	3.35	9.35		Union Station							8.30	10.30	7.55	
PM	PM	AM		WEST (72.1) (71.4) EAST							AM	AM	PM	
Arrive Daily	Arrive Daily	Arrive Daily									Leave Daily	Leave Daily	Leave Daily	
(43.7)	(43.7)	(43.7) Average speed per hour									(43.7)	(43.7)	(43.7)

Trains originating Los Angeles Union Station must get clearance card before leaving Mission Tower. Trains originating 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 85: Between Mission Tower and D. T. Junction and between La Mirada and Fullerton, exchanging train orders, signals and numbers is not required.

Rule 251 in effect at following locations;

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

Rule 261 (TCS) in effect at following locations;

Main Tracks San Bernardino interlocked switches 5th Street to Bridge 4.6 (South 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.

THIRD DISTRICT

LOS ANGELES DIVISION 9

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

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

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		Junction of eastward main with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and crossover	15
Riverside Junction	I	Union Pacific junction switch when not using crossover	30
Riverside	I	Two-track junction switch	30
Atwood	I	Two-track junction switch	40
	I	Olive District junction switch	40
Fullerton	I	Fourth District 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		
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

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.

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS
THIRD DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
San Bernardino: Rana Colton Tower	See West Yard Tower, Second District 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 Inbound yard lead —0 Outbound yard lead —0
Riverside Junction	S. P. and U. P. Crossing, Junctions, and Crossover.	Interlocking	
Fullerton Los Nietos D. T. Junction	U. P. Crossing. S. P. Crossing. S. P. Crossing.	TCS When home signals in stop positions, 98-B, 320(B). Interlocking.	
Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	All tracks. U. P. Crossing.	Interlocking. Interlocking	
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 deraill 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—

FOURTH DISTRICT

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	Capacity in Feet	Switch Connection
Irvine Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	1080	East
Tustin	181.5		
Frances	183.1	1467	East and West
Kathryn	183.9	1000	East
Como	180.1	2034	East and West
Las Flores	218.7		
Stuart	221.7	2543	East and West
Carlsbad	229.3	2500	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 DISTRICT

LOS ANGELES DIVISION 11

Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 25 October 28, 1973	Mile Post	EASTWARD			Ruling Grade Ascending— Feet Per Mile
			FIRST CLASS					FIRST CLASS			
			75	73	71			70	72	76	
			Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	
	Yard	31.1				273.1				26.4	
C-R-T		10.6	PM	PM	AM	269.3	AM	PM	PM	0.0	
Y	Yard	52.8	4.30	1.00	7.00	267.5	11.05	1.05	10.30	31.0	
B		65.5	4.37	1.07	7.07	264.2	10.50	12.50	10.15	51.7	
B		113.5				267.9				0.0	
B-Y		0.0				263.0				118.2	
B	4877	54.2	5.00	1.30	7.30	249.1				58.1	
Y		52.8				244.0	10.29	12.29	9.54	63.4	
B		63.4				238.1				63.4	
B	5333	69.7				233.8				64.4	
B-Y		15.8				227.2				7.4	
C-R	6096	64.4	5.21	1.51	7.51	226.2	10.09	12.09	9.34	63.5	
B-Y	4569	70.8				224.1		PM		69.0	
B	4927	29.6				209.2				58.1	
B		26.4	5.42	2.12	8.12	204.8	9.49	11.49	9.14	28.5	
B	4956	60.5				199.8				0.0	
B		65.5				197.2				0.0	
B	4972	67.3				192.6				73.9	
B		0.0				188.1				70.2	
	5982	12.0				182.9				63.4	
B	4664	38.5				178.5				0.0	
O	6048	30.6	6.12	2.42	8.42	175.5	9.21	11.21	8.46	14.3	
Y	6250	29.6				172.6				39.2	
O	3044	22.7				167.8				19.0	
C-R			6.30 PM	3.00 PM	9.00 AM	165.0	9.05 AM	11.05 AM	8.30 PM		
			Arrive Daily	Arrive Daily	Arrive Daily	(107.7)	Leave Daily	Leave Daily	Leave Daily		
		(51.0)	(51.0)	(51.0)	..... Average speed per hour.....	(51.0)	(51.0)	(51.0)	(51.0)	

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

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 85: Between Fullerton and Old Town, exchanging train orders, signals and numbers is not required.

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	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.

12 LOS ANGELES DIVISION

FOURTH, OLIVE AND ELSINORE DISTRICTS

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Fourth District LOCATION	M.P.H. Psgr. and Light Frt.	LOCATION	M.P.H. Psgr. 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. 247.7 to 247.6	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
		EL SINORE 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
Orange	|	WE siding	30
	|	EE siding (main track)	40
Irvine	|	EE two tracks—M.P. 179.1	40
Ponto	|	EE and WE of siding	40
Miramar	|	WE two main tracks—M.P. 252.9	30
	|	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. 25	↑		
				October 28, 1973			
				STATIONS			
Y-B	Yard	42.2	TCS	ATWOOD	0.0	42.2	
B		42.2		OLIVE	2.4	42.2	
				S. P. Crossing	3.4	42.2	
Y-C	3280			ORANGE	5.8		
				(5.8)			

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

EL SINORE 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. 25	↑		
				October 28, 1973			
				STATIONS			
B	847			EL SINORE	21.9		
		147.8		ALBERHILL	16.8	132.0	
B	1013	50.7		ARCILLA	8.5	89.8	
		0.0		S. P. Crossing		88.8	
B-Y	Yard			PORPHYRY	0.0		
				(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 AND REDONDO DISTRICTS

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. 25 October 28, 1973	↓			
			STATIONS				
			LONG BEACH				
			2.5 S. P. Crossing West Thenard				
			1.1 Pier A Yard				C
Yard			WILMINGTON		28.0		B
Yard			WATSON		28.8		B-Y
Yard	70.2		3.3 IRONSIDES		23.3	62.8	
Yard	24.3		1.6 TORRANCE		21.7	0.0	C
Yard	10.9		ALCOA		20.1	26.4	B
Yard	52.3		3.0 LAWDALE		16.6	68.4	
Yard	62.6		EL SEGUNDO		14.8	51.1	Y
			1.2 S. P. Crossing				
5100	11.6		LAIRPORT		13.6	4.0	B
Yard	26.4		3.7 INGLEWOOD		9.9	13.7	
Yard	52.8		1.0 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		3.5	0.0	B
			2.0 S. P. Crossing				
Yard	21.1		1.5 MALABAR		1.5	0.0	
Yard	52.8		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. 25 October 28, 1973	↑			
			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	Psgr. and Light	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.

14 LOS ANGELES DIVISION

SAN JACINTO, ESCONDIDO, AND FALLBROOK DISTRICTS

SAN JACINTO 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 Ascending— Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
	1018	116.2		STATIONS			
		116.2		HIGHGROVE S. P. Crossing 2.5		0.0	0.0
	1555	21.3		LEMONA 4.5		2.7	0.0
C		21.3		BOX SPRINGS 2.3		7.2	17.6
	2046	21.3		MARCH FIELD 1.1		9.6	17.6
Y		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
		52.8		WINCHESTER 7.1		28.9	0.0
B	Yard			HEMET 2.3		36.0	63.4
C-Y	Yard	6.3		SAN JACINTO		38.3	
				(37.5)			

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	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
	1376	83.4		STATIONS			
C-Y		116.2		ESCONDIDO 4.0		21.1	95.0
	866	116.2		SAN MARCOS 7.0		16.2	116.2
B	1811	116.2		VISTA 9.9		9.2	116.2
B-Y				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	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓	NO. 25 October 28, 1973	↑		
	2077	66.0		STATIONS			
B-Y		26.4		FALLBROOK JCT. 6.0		0.0	62.7
	2271	132.0		CHAPPO 2.4		5.9	0.0
	357	105.6		JOPEGAN 6.7		8.4	79.2
				U.S.M.C. Crossing 1.8		15.1	0.0
C				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	MPH Psgr. and Light	Fr.
SAN JACINTO DISTRICT:		
Highgrove to Box Springs	20	20
Box Springs to 34.8	40	40
M.P. 34.8 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.
	Fallbrook District	
JOPEGAN	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
Fallbrook District			
Ranch House	7.6		
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.

CADIZ 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. 25			
				October 28, 1973			
				STATIONS			
C	Yard			PARKER YL		105.8	
		31.7		8.3			29.6
B		30.6		CALZONA		114.1	0.0
	880			5.9		120.0	21.1
		30.6		VIDAL			
				20.4			
B	2471			RICE YL		140.4	
		0.0		3.6			25.3
B	1967			FREDA YL		144.0	30.6
		0.0		7.0		151.0	31.7
B	2846			SABLON			
		29.6		18.2		169.2	31.7
B	4949			FISHEL			
		29.6		21.3		190.5	
B-Y	3500			CADIZ YL			
				(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) Freda to Rice inclusive.
Milligan Earp to Parker inclusive.

RIPLEY 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. 25			
				October 28, 1973			
				STATIONS			
		21.7		RIPLEY		49.4	42.8
				7.4			
C-R-Y	Yard	83.4		BLYTHER		42.0	10.6
				25.5		16.5	83.4
	526			STYX			
		65.0		16.5		0.0	
B-Y	2741			RICE			
				(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	Rating Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending—Feet Per Mile
			↓				
				NO. 25			
				October 28, 1973			
				STATIONS			
				CUSHENBURY		29.2	
	2900	0.0		3.1		105.6	
	700	0.0		SPUR 5		28.1	105.6
				10.5		15.6	75.0
	760	75.0		BASS			
				4.3		11.3	75.0
	122	0.0		SPUR 2		7.0	75.0
				4.3			
	114	116.2		SPUR 1		0.0	
				7.0			
B				HESPERIA			
				(29.2)			

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

Location	MPH	
	Psg. and Light	Frt.
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	534	West
Grommet	131.6	500	East
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
Chubuck	172.7	574	West
Ripley District			
Midland	17.8	308	West
Cox	20.4	1100	East
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.

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, San Diego (yard office and Division Foreman's office).

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

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

SPECIAL RULES

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	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.

12. MAXIMUM SPEED OF LOCOMOTIVES

Diesel Locomotives	Forward MPH	Light forward MPH	Backing or when not controlled from leading unit	Dead in train
300LABC Thru 321AB	90	90	45	90
5590-5614, 5920-5948				
5906-5907 and 5914	90	90	45	90
AMTRAK 500-539	90	90	45	90
5687-5704	79	79	45	79
101-114, 200-289, 325-349				
2000-2050, 2500-2899, 2900-2951				
3100-3174, 3200-3284, 3300-3460				
3500-3560, 4000-4019, 4500-4579				
4600-4679, 5000-5019, 5500-5589				
5615-5686, 5900-5919 Except 5906, 5907 and 5914				
6300-6348, 6600-6615, 7500-7519				
7900-7909, 8000-8005, 8500-8524				
8700-8735, 9800-9849, 9850-9854	70	70	45	70
541-563, 603-640, 653, 1500-1537				
2323-2399, 2416, 2418-2441, 2450	45	45	45	45

NOTE: Units 5687-5704 may operate at 90 MPH in Passenger Service.

Locomotive Type	Route	Forward MPH	Light forward MPH	Backing or when not controlled from leading unit	Dead in train
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	

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:			
All Classes	4	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

18 LOS ANGELES DIVISION

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

	NEEDLES			BARSTOW			SAN BERNARDINO			LOS ANGELES	
	Arrive	Leave		Arrive	Leave		Arrive	Leave		Arrive	
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	3	9:00P	3
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	2	11:00P	2
308	12:45P	12:45P	2	4:40P	5:10P	2	8:15P	8:15P	2	11:00P	2
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	3	7:00P	3
328	7:20A	7:20A	2	12:05P	12:35P	2	4:20P	4:40P	2	9:00P	2
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	2	9:00P	2
378	7:20A	7:20A	2	12:05P	12:35P	2	4:20P	4:40P	2	9:00P	2
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	3	6:00P	3
508	4:30A	4:30A	3	9:10A	9:55A	3	2:00P	2:30P	3	7:00P	3
668	2:35P	2:35P	1	6:10P	6:30P	1	9:30P	9:30P	1	11:59P	1
678	5:20P	5:25P	1	9:30P	10:00P	1	1:00A	1:30A	2	4:00A	2
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	2	6:00P	2
779	9:10P	9:10P	1	2:25A	2:55A	1					
908				6:30P	7:30P	1	11:30P	12:30A	2	5:00A	2
968				8:30A	9:15A	3	12:45P	1:00P	3	4:00P	3

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.

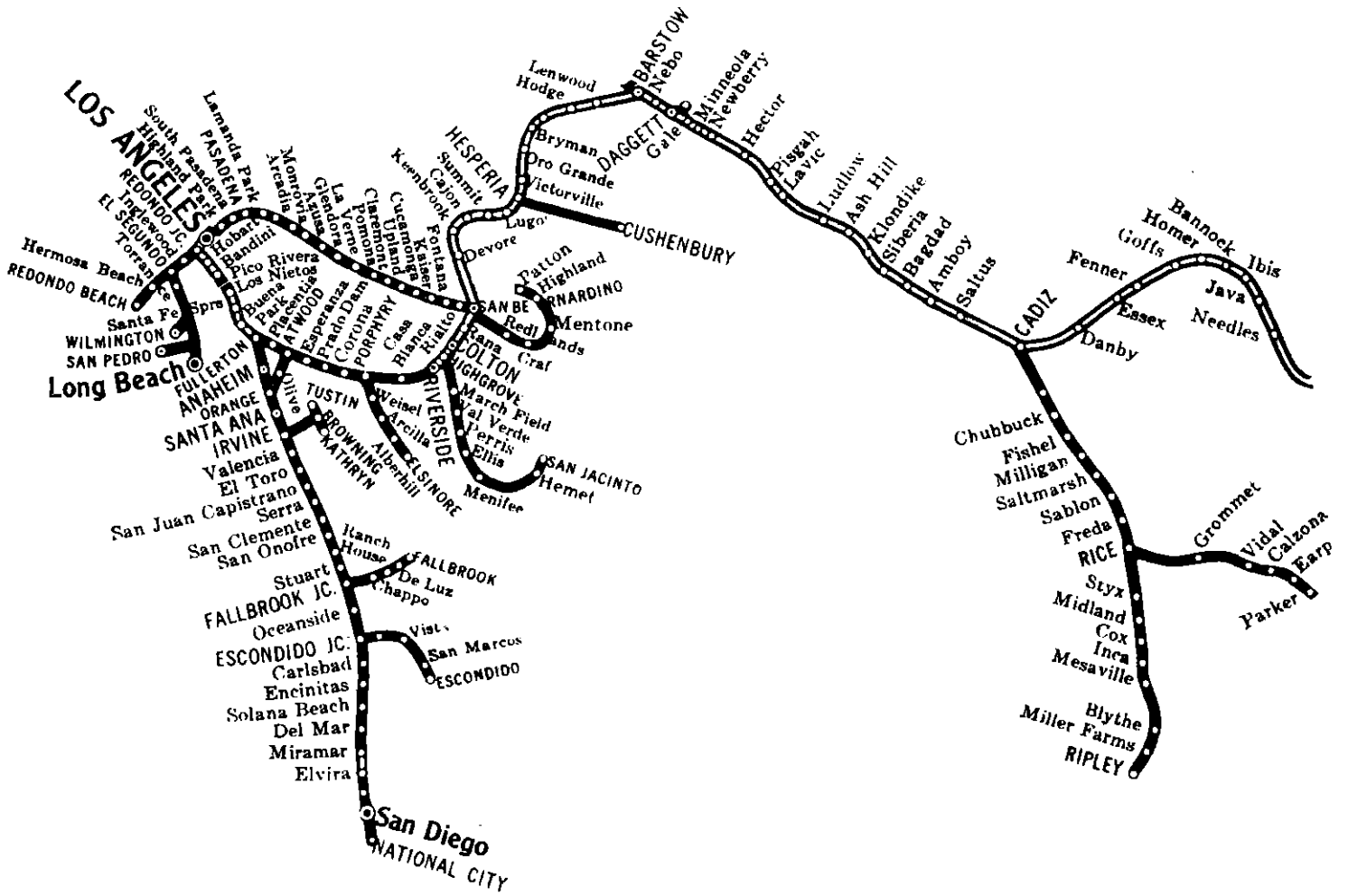
SYMBOL FREIGHT TRAIN SCHEDULE (For information only)
LOS ANGELES DIVISION
EASTWARD

	LOS ANGELES		SAN BERNARDINO			BARSTOW			NEEDLES	
	Leave		Arrive	Leave		Arrive	Leave		Arrive	
801	9:00A	1	11:45A	12:15P	1	4:15P	4:45P	1	8:00P	1
803	6:30A	1	8:15A	8:45A	1	11:45A	12:15P	1	3:35P	1
804	8:00P	0	10:00P	10:30P	0	1:30A	2:00A	1	6:00A	1
805	5:00A	1	7:30A	8:00A	1	11:00A	11:30A	1	3:05P	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	6:35A	1
816				11:00A	1	2:00P	2:30P	1	5:00P	1
843				10:30A	1	1:30P	2:00P	1	6:00P	1
863	9:00P	0	11:00P	11:30P	0	2:30A	3:00A	1	6:35A	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	4:05P	1
901						5:15P	5:45P	1	8:55P	1
905						8:45P	9:15P	1	1:50A	2
917						6:00A	6:45A	1	11:15P	1
943						4:30P	5:00P	1	9:05P	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. San Bernardino	4:00P
			Ar. Parker	3:30P		Ar. San Diego	9:00P
					3252	Lv. San Diego	9:00P
						Ar. San Bernardino	2:30A

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	
						Min.
..	36	..	58	1	40	36.0
..	37	..	59	1	42	35.3
..	38	1	..	1	44	34.6
..	39	1	02	1	46	34.0
..	40	1	04	1	48	33.3
..	41	1	06	1	50	32.7
..	42	1	08	1	52	32.1
..	43	1	10	1	54	31.6
..	44	1	12	1	56	31.0
..	45	1	14	1	58	30.5
..	46	1	16	2	..	30.0
..	47	1	18	2	05	28.8
..	48	1	20	2	10	27.7
..	49	1	22	2	15	26.7
..	50	1	24	2	30	24.0
..	51	1	26	2	45	21.8
..	52	1	28	3	..	20.0
..	53	1	30	3	30	17.1
..	54	1	32	4	..	15.0
..	55	1	34	5	..	12.0
..	56	1	36	6	..	10.0
..	57	1	38	12	..	5.0



**LOS ANGELES AND
LOS ANGELES TERMINAL DIVISIONS**