



**SANTA FE SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his Supervisor.

**LOS ANGELES DIVISION**

- P. V. NASH, *Assistant Superintendent* . . . San Bernardino, Calif.
- E. J. MULLIGAN, *Trainmaster* . . . . . Needles, Calif.
- L. D. JONES, *Trainmaster* . . . . . Needles, Calif.
- E. D. MAAG, *Road Foreman of Engines* . . . . . Needles, Calif.
- G. R. DERKSEN, *Rules Examiner* . . . . . Barstow, Calif.
- M. J. WOOD, *Trainmaster* . . . . . Barstow, Calif.
- N. C. ORFALL, *Asst. Trainmaster* . . . . . Barstow, Calif.
- G. SEFCIK, *Asst. Trainmaster* . . . . . Barstow, Calif.
- M. E. CURTIS, *Asst. Trainmaster* . . . . . Barstow, Calif.
- V. V. ANDREAS, *Asst. Trainmaster* . . . . . Barstow, Calif.
- J. A. McRAE, *Asst. Trainmaster* . . . . . Barstow, Calif.
- H. C. HENRY *Road Foreman of Engines* . . . . . Barstow, Calif.
- T. G. CORBIN, *Safety Supervisor* . . . . . Barstow, Calif.
- G. C. DADO, *Trainmaster* . . . . . San Bernardino, Calif.
- J. L. SCHROEDER, *Trainmaster* . . . . . San Bernardino, Calif.
- K. W. JURE, *Asst. Trainmaster* . . . . . San Bernardino, Calif.
- J. P. HERNDON, *Road Foreman of Engines*

San Bernardino, Calif.

- W. N. LEAVERTON, *Asst. Trainmaster Agent* . . . . . Kaiser, Calif.
- R. L. STANLEY, *Safety Supervisor* . . . . . San Bernardino, Calif.
- R. D. HARPER, *Rules Examiner* . . . . . Fullerton, Calif.
- S. R. GRISWOLD, *Trainmaster* . . . . . Fullerton, Calif.
- J. R. FRAIZER, *Asst. Trainmaster* . . . . . Fullerton, Calif.
- S. F. CROOK, *Asst. Trainmaster* . . . . . San Diego, Calif.

**LOS ANGELES TERMINAL DIVISION**

- J. M. WATKINS, *Trainmaster* . . . . . Los Angeles, Calif.
- W. E. ADAMS, *Trainmaster* . . . . . Los Angeles, Calif.
- H. B. LAMPE, *Trainmaster* . . . . . Los Angeles, Calif.
- J. L. FIELDS, *Trainmaster* . . . . . Los Angeles, Calif.
- H. S. DUKE, *Asst. Trainmaster* . . . . . Los Angeles, Calif.
- W. H. WYSONG, *Asst. Trainmaster* . . . . . Los Angeles, Calif.
- J. S. BLACK, *Asst. Trainmaster* . . . . . Los Angeles, Calif.
- G. J. BUHLER, *Asst. Trainmaster Agent* . . . . . Long Beach, Calif.
- R. R. MARTIN, *Safety Supervisor* . . . . . Los Angeles, Calif.
- R. M. BLOOMER, *Road Foreman of Engines* . Los Angeles, Calif.

**COAST LINES**

- J. E. THORNTON, *Supervisor of Air Brakes and General Road Foreman of Engines* . . . Los Angeles, Calif.
- A. C. HENDERSON, *Road Foreman of Engines (AMTRAK)*  
Los Angeles, Calif.

**CHIEF TRAIN DISPATCHER'S OFFICE—SAN BERNARDINO**

D. F. HODGES, *Chief Dispatcher*

**ASST. CHIEF DISPATCHERS**

- G. A. WOLLERTON - E. M. BUTLER
- T. H. ESHELMAN - J. E. FREEMAN

**TRAIN DISPATCHERS**

- |              |                |                 |
|--------------|----------------|-----------------|
| L. A. WRIGHT | G. L. ADAMS    | T. A. HUGHES    |
| E. M. ELLIS  | J. M. BIERD    | R. N. BROWNING  |
| H. F. BROWN  | E. W. TERRY    | D. L. DAVIES    |
| D. R. MUNDAY | D. K. YOUNG    | G. W. BUXTON    |
| D. E. PRYOR  | J. M. TIDEMANN | J. L. REDDICK   |
|              |                | S. G. HUMPHREYS |
|              |                | D. C. HEDRICK   |

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



**COAST Santa Fe LINES**

**LOS ANGELES AND  
LOS ANGELES TERMINAL  
DIVISIONS**

**TIME TABLE No.**

**11**

**IN EFFECT**

**Sunday, Oct. 26, 1980**

**At 12:01 A.M.**

**Pacific Standard Time**

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

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

**Q. W. TORPIN      W. W. TOLIVER      R. T. DENNISON**  
*Asst. General Managers*  
LOS ANGELES, CALIF.

**D.G. McINNES      D. M. MILLER**  
*Superintendent      Superintendent*  
SAN BERNARDINO, CALIF.      LOS ANGELES, CALIF.

**W. BAXTER**  
*Terminal Superintendent*  
BARSTOW, CALIF.



## 2 NEEDLES, CADIZ AND RIPLEY DISTRICTS

## LOS ANGELES DIVISION

### MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS NEEDLES DISTRICT SOUTH TRACK M.P.H.

Location	Psg.	Frgh.
Barstow to Pisgah	90	60
Pisgah to Bagdad	79	60
Bagdad to M.P. 646.1	90	60
M.P. 646.1 to Goffs	79	60
Goffs to Needles	79	50

### SPEED RESTRICTIONS

Location	M.P.	Psg.	Frgh.
3 Curves	M.P. 747.0 to 745.0	50	50
5 Curves	M.P. 745.0 to 739.7	75	60
Curve	M.P. 711.6 to 710.6	80	60
4 Curves	M.P. 710.6 to 708.2	65	60
Curve	M.P. 708.2 to 707.8	60	60
Curve	M.P. 702.0 to 701.5	55	55
Curve	M.P. 701.5 to 700.4	65	60
6 Curves	M.P. 700.4 to 696.2	70	60
2 Curves	M.P. 696.2 to 694.9	55	55
4 Curves	M.P. 694.9 to 693.6	45	45
Curve	M.P. 693.6 to 692.8	65	60
2 Curves	M.P. 692.8 to 689.5	75	60
2 Curves	M.P. 689.5 to 688.4	55	55
3 Curves and Grade	M.P. 688.4 to 685.8	65	60
Curve and Grade	M.P. 685.8 to 683.4	70	45
2 Curves & Grade	M.P. 683.4 to 680.7X	45	45
2 Curves & Grade	M.P. 680.7X to 677.8	60	45
10 Curves & Grade	M.P. 677.8 to 671.4	65	45
Curve	M.P. 656.0 to 655.7	80	60
5 Curves	M.P. 646.1 to 642.4	70	60
Curve	M.P. 639.2 to 638.8	75	60
3 Curves	M.P. 631.0 to 628.7	75	60
6 Curves	M.P. 625.5 to 618.9	65	60
5 Curves	M.P. 618.9 to 612.2	70	60
4 Curves	M.P. 612.2 to 609.1	65	60
2 Curves	M.P. 609.1 to 608.3	60	50
6 Curves	M.P. 601.4 to 597.8	60	50
5 Curves	M.P. 597.8 to 590.2	70	50
Curve	M.P. 590.2 to 589.3	65	50
5 Curves	M.P. 589.3 to 587.2	45	45
14 Curves	M.P. 587.2 to 578.8	50	50
Curve	M.P. 578.8 to 578.1	45	45
"H" Street Crossing	M.P. 578.1	15	15

### NEEDLES DISTRICT NORTH TRACK

Needles to Goffs	79	60
Goffs to Bagdad	90	60
Bagdad to Pisgah	79	60
Pisgah to Barstow	90	60

### SPEED RESTRICTIONS

Location	M.P.
"H" Street Crossing	M.P. 578.1
Needles Freight Lead	M.P. 578.4 to 580.3
12 Curves	M.P. 578.1 to 584.2
6 Curves	M.P. 584.2 to 587.2
2 Curves	M.P. 587.2 to 588.0
3 Curves	M.P. 588.0 to 589.3
3 Curves	M.P. 589.3 to 593.3
Curve	M.P. 593.3 to 593.8
7 Curves	M.P. 593.8 to 599.1
4 Curves	M.P. 599.1 to 603.3
2 Curves	M.P. 608.3 to 609.1
Curve	M.P. 609.1 to 610.3
6 Curves	M.P. 610.3 to 614.6
2 Curves	M.P. 618.9 to 620.4
3 Curves	M.P. 623.2 to 625.5
2 Curves	M.P. 629.9 to 631.0
Curve	M.P. 638.8 to 639.2
5 Curves	M.P. 642.4 to 646.0
Curve	M.P. 655.7 to 656.0
Curve	M.P. 670.5 to 671.5
11 Curves	M.P. 671.5 to 678.1
3 Curves	M.P. 678.1 to 680.3
3 Curves	M.P. 680.3 to 682.7
2 Curves	M.P. 682.7 to 683.5
2 Curves	M.P. 683.5 to 686.2
2 Curves	M.P. 686.2 to 688.4
2 Curves	M.P. 688.4 to 689.5
2 Curves	M.P. 689.5 to 692.9
Curve	M.P. 692.9 to 693.7
4 Curves	M.P. 693.7 to 695.0
10 Curves	M.P. 695.0 to 702.0
4 Curves	M.P. 707.8 to 710.4
2 Curves	M.P. 710.4 to 711.6
5 Curves	M.P. 739.7 to 745.0
4 Curves	M.P. 745.0 to 747.0

### WESTWARD

### FIRST CLASS

35 3

Leave Daily Leave Daily

AM 1.05

1.15

1.23

1.30

1.36

1.47

1.54

2.05

2.15

2.24

2.30

2.38

2.52

3.14

3.30

PM 12.45

12.55

PM 4.05

Arrive Daily

(52.8)

Capacity of Sidings In Feet

Yard

5317

7329

5418

6716

7318

59.1

57.0

57.0

52.8

53.8

11.6

0.0

54.4

55.4

13.7

43.3

Yard

(56.2)

Rating Grade Descending Feet Per Mile

0.0

0.0

0.0

0.0

21.1

59.1

57.0

57.0

52.8

53.8

11.6

0.0

54.4

55.4

13.7

43.3

### TIME TABLE

NO. 11  
October 26, 1980

### STATIONS

NEEDLES	YL
No. 7.5—So. 7.4	
JAVA	
IBIS	
No. 5.4—So. 4.6	
BANNOCK	
HOMER	
GOFFS	
FENNER	
ESSEX	
DANBY	
CADIZ	
AMBOY	
BAGDAD	
SIBERIA	
No. 9.5—So. 7.7	
ASH HILL	
PISGAH	
NEWBERRY	
DAGGETT	
BARSTOW	

Mile Post

578.0

585.6

592.4

597.0

601.5

609.1

618.7

626.2

634.7

648.1

661.5

669.3

676.7

686.7

706.6

725.6

737.6

746.4

Rating Grade Descending Feet Per Mile

79.2

79.2

104.5

73.9

73.9

0.0

0.0

0.0

29.0

35.9

75.0

121.4

57.0

16.4

40.6

31.7

Capacity of Sidings In Feet

Yard

7254

5969

5841

9292

5406

5022

7113

6682

5963

12:19

Yard

(64.7)

### EASTWARD

### FIRST CLASS

4 36

Arrive Daily Arrive Daily

AM 2.55

2.34

2.17

2.00

1.53

1.41

1.31

1.25

1.09

12.52

12.37

12.28

PM 3.55

3.45

AM

PM

Leave Daily

Leave Daily

(52.8)

Average speed per hour

### Cadiz District MPH

Cadiz District ..... 49

### SPEED RESTRICTIONS

Bridge & Curve	M.P. 106.8 to 107.3	30
Track	M.P. 107.3 to 118.9	40
M.P.	154 to 158	30
Curve	M.P. 165.2 to 165.6	40
Curve	M.P. 183.0 to 183.2	40
Curve	M.P. 190.0 to 190.3	10

### Ripley District MPH

Rice to Blythe	40
Blythe to Ripley	20
Riverview Farms Spur	15

### SPEED RESTRICTIONS

2 Curves	M.P. 0.0 to M.P. 1.0	15
M.P.	1.0 to M.P. 6.0	30
3 Curves	M.P. 14.6 to 15.2	25
4 Curves	M.P. 15.6 to 16.4	20
4 Curves	M.P. 16.7 to 17.7	30
5 Curves	M.P. 34.6 to 36.4	30

### SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for interlocked switches and crossovers at following locations:

Station	Location	MPH
Needles	M.P. 578.4 crossover main track to freight lead	30
	M.P. 580.3 crossover main tracks	50
	West end freight lead	50
Daggett	Two main track crossovers	50
	Turnout to Union Pacific main track	30
Barstow	M.P. 743.6 two main track crossovers	50
	M.P. 743.6 auxiliary yard entry	50
	M.P. 745.7 EE Passenger Siding	20
	M.P. 745.8 Crossover	50
	M.P. 745.9 Yard Entry	50
	M.P. 746.8 WE Passenger Siding	20
	Crossover M.P. 746.8	50
	Departure Yard Lead M.P. 746.8	50
	Inspection Yard Lead M.P. 746.9	50
	Inspection Yard Lead M.P. 748.9	50
	North Departure Yard Lead M.P. 749.0	50
	South Departure Yard Lead M.P. 749.1	50
	2 Crossovers M.P. 749.2	50
Mojave District Jct. M.P. 749A.0	50	
Mojave District Receiving Yard Lead M.P. 749A.9	30	
First District Receiving Yard Lead M.P. 4.3	30	

(Continued on Page 3)



**BARSTOW YARD**

Maximum Speed Through Following Power Switches:

EE and WE Inspection Yard Tracks 1-2 and 1-3 (Interlocked) .....	50
Jct. of High and Low Leads on Yard Entry Track from Needles .....	30
Crossovers Between First and Mojave Dist. Yard Entry Tracks .....	30
EE and WE All Receiving Yard Tracks .....	30
EE Departure Yard Tracks D-1 through D-5 .....	30
WE All Departure Yard Tracks .....	30
EE Departure Yard Tracks D-6 through D-10 .....	15
Maximum Speed on Balloon Track .....	10

Spring Switches at West end North track sidings ..... 15 MPH  
 Java, Ibis, Bannock, Homer, Goffs, Fenner, Danby, Cadiz, Amboy, Siberia, Ash Hill, Pisgah, Newberry, Daggett

Spring Switches at East end South track sidings ..... 15 MPH  
 Newberry, Pisgah, Ash Hill, Bagdad, Amboy, Cadiz, Danby, Essex, Goffs

Trains must get clearance card before leaving Needles.  
 Santa Fe trains must get clearance card before leaving Barstow.  
 Rule 251 in effect between Needles and M.P. 737.3.  
 TCS in effect: On main tracks between M.P. 737.3 and Barstow.  
 Rule 6(B): Needles & Barstow C-R-Y, Cadiz & Ash Hill B-Y, other sidings B  
 Rule 93: Yard limits located at Needles.

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

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

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

**CADIZ DISTRICT**

WESTWARD	TIME TABLE						EASTWARD	
↓	Ruling Grade Descending—Feet Per Mile	NO. 11 October 26, 1980		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	↑
		STATIONS						
		<b>PARKER</b> YL	105.8		C-R-Y	Yard		
	29.6	14.2 VIDAL	120.0	31.7	B	880		
	21.1	20.4 RICE YL	140.4	30.6	B-Y	2471		
	25.3	3.6 FREDA YL	144.0	0.0		2100		
	30.6	7.0 SABLON	151.0	0.0		2846		
	31.7	18.2 FISHEL	169.2	29.6		4949		
	31.7	21.3 CADIZ YL	190.5	29.6	B-Y	Yard		
		(84.7)						

Trains must get clearance card before leaving Parker.

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

Rule 83(B): Train registers located in phone booth at Rice and Cadiz where trains will register as directed.

**RIPLEY DISTRICT**

WESTWARD	TIME TABLE						EASTWARD	
↓	Ruling Grade Descending—Feet Per Mile	NO. 11 October 26, 1980		Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	↑
		STATIONS						
		<b>RIPLEY</b> YL	49.4					
	42.8	7.4 BLYTHE YL	42.0	21.7	C-R-Y	Yard		
	10.6	25.5 STYX	18.5	83.4		526		
	83.4	18.5 RICE YL	0.0	65.0	B-Y	2471		
		(49.4)						

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

**TRACK SIDE WARNING DEVICES—SPECIAL RULE 7**

**Needles District**

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

**Cadiz District**

Bridge 186.6	Highwater	Rotating red light on poles located 4 poles west of M.P. 187 and 2 poles west of M.P. 186
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**Ripley District**

Bridge 10.3	Highwater	Rotating red light on poles located 4 poles west of M.P. 10 and 19 poles east of M.P. 10
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**STATIONS OR TRACKS NOT SHOWN IN SCHEDULE**

**Needles District**

Location	Mile Post	Capacity in Feet	Switch Connection
Saltus .....	658.4	2590	East and West
Klondike .....	682.0	345	West
Ludlow .....	693.2	2320	East
Ludlow .....	693.6	1329	West
Lavic .....	702.7	235	East
Hector .....	712.8	480	East and West
Airport Spur .....	732.6	9048	East
Gale .....	735.3	492	East
Nebo .....	741.6	3591	East and West

**Cadiz District**

Earp .....	107.3	1236	West
Grommet .....	131.6	300	East
Milligan .....	164.0		
Metropolitan Water Dist. ....	163.9	1711	East and West
Pacific Salt Co. ....	163.7	212	East and West
Standard Chemical Co. ....	162.6	988	East and West
Chubbuck .....	172.7		

**Ripley District**

Midland .....	17.8	308	West
Cox .....	20.4	933	East
Inca .....	22.6	1512	East and West
Mesaville .....	33.0	472	West
Riverview Farms Spur. ....	36.3	Lgh. 3.9 m.	West
Miller Farms .....	44.7	1450	East and West

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

**LENGTHS OF STEMS OF WYES**

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

# 4 FIRST DISTRICT

# LOS ANGELES DIVISION

## MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

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

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

WESTWARD		Ruling Grade Descending—Feet Per Mile	TIME TABLE		Mile Post	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	EASTWARD	
FIRST CLASS			NO. 11 October 26, 1980					FIRST CLASS	
35	3	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
PM 1.05	AM 4.15						PM 1.05	AM 4.15	BARSTOW
				LENWOOD	6.7		AM		
				HODGE	13.6				
				ORO GRANDE	31.5				
				VICTORVILLE	36.7				
				FROST	38.0				
				HESPERIA	45.1				
				LUGO	50.1				
				SUMMIT	55.9				
				No. 8.9—So. 6.9					
				CAJON	62.8				
				VERDEMONT	73.9				
				SAN BERNARDINO	81.3				
				South Track (81.3)					
				North Track (83.3)					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily		
(44.3)	(44.3)	Average speed per hour		(41.7)	(42.4)				

Santa Fe trains must get clearance card before leaving San Bernardino and Barstow.

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

Rule 301: Between M.P. 749.8 and San Bernardino controlled and block signals located on field side of track.

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

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

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

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

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

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

## SWITCHES—MAXIMUM AUTHORIZED SPEED

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

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH, except for interlocked switches and crossovers at following locations:

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

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

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

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

NOTE: Either Track Cajon to San Bernardino, when average tonnage does not exceed 95 tons per car and train tonnage does not exceed 4500 tons and speed controlled only with dynamic brakes 35 MPH, if air brakes used to control speed of train 30 MPH.

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

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

LOCATION	Psg.	MPH Freight
San Bernardino to Barstow	79	60
Adelanto Spur	15	15
<b>SPEED RESTRICTIONS</b>		
Curve M.P. 81.5 to 80.8		20
Curve M.P. 79.5 to 79.3		55
Curve M.P. 79.3 to 78.3		60
2 Curves M.P. 72.6 to 71.5		45
2 Curves M.P. 71.5 to 70.8		40
8 Curves M.P. 70.8 to 66.5		45
6 Curves M.P. 66.5 to 64.2		35
3 Curves M.P. 64.2 to 62.2		45
16 Curves M.P. 62.2 to 56.6 (South Track)		30
Curve M.P. 56.6 to 56.1 (South Track)		45
5 Curves M.P. 64.2X to 61.7X (North Track)		35
12 Curves M.P. 61.7X to 57.4X (North Track)		30
Curve M.P. 57.4X to 57.0X (North Track)		40
Curve M.P. 57.0X to 56.1 (North Track)		45
17 Curves M.P. 56.1 to 48.8		50
Curve M.P. 48.8 to 48.1		55
Curve M.P. 48.1 to 47.2		65
Curve M.P. 43.7 to 42.0		50
8 Curves { M.P. 42.0 to 39.1 (South Track) }		45
4 Curves { M.P. 39.1 to 37.4 (North Track) }		45
2 Curves { M.P. 39.3 to 39.1 (North Track) }		40
2 Curves { M.P. 39.1 to 37.4 (South Track) }		40
Victorville M.P. 37.4 to 36.6		30
3 Curves M.P. 36.6 to 34.3		50
2 Curves M.P. 34.3 to 33.8		35
2 Curves M.P. 33.8 to 31.8		55
Curve M.P. 31.8 to 30.6		75
Curve M.P. 20.4 to 19.7		75
Curve M.P. 17.2 to 16.7		75
2 Curves M.P. 11.9 to 10.3		75
2 Curves M.P. 4.6 to 747.0		60
2 Curves M.P. 747.0 to 746.4		50

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

REDLANDS DISTRICT	MPH
REDLANDS DISTRICT	20
<b>SPEED RESTRICTIONS</b>	
Crossings M.P. 0.0 to 0.7	5
Crossings M.P. 0.7 to 3.1	15
Redlands, St. Crossings M.P. 8.9 to 9.4	15
Mentone, St. Crossing and Track M.P. 12.0 to 19.7	10

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

**STATIONS OR TRACKS NOT SHOWN IN SCHEDULE**  
First District

Location	Mile Post	Capacity in Feet	Switch Connection
Helendale	21.1	1051	East and West (North Track)
Helendale	21.1	1050	East and West (South Track)
Adelanto Spur	34.4	5 Miles	West (North Track)
Thorn	41.1	2995	East and West (North Track)
Summit	54.4	3500	East (North Track)
	55.7	192	East and West (North Track)
	55.7	201	East and West (South Track)
Alray	59.7X	920	East (North Track)
Keenbrook	66.3	1580	East (North Track)
Devore	71.0	1600	East and West (South Track)
Ono	75.0	1960	East (North Track)
<b>REDLANDS DISTRICT</b>			
Nevada Street	6.7	750	East and West
Craf	11.4	188	East
<b>LUCERNE VALLEY DISTRICT</b>			
Pluess-Staufer, Inc.	23.5	884	East and West
Chas. Pfizer and Co. Inc.	26.2	1300	West

**REDLANDS DISTRICT**

WESTWARD	TIME TABLE					EASTWARD			
↓	Ruling Grade Descending—Feet Per Mile	NO. 11 October 26, 1980			Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	↑
		STATIONS							
	15.8	PATTON YL	19.7	84.5	708				
	79.2	HIGHLAND YL	18.7	73.9	1220				
	0.0	EAST HIGHLANDS YL	16.2	84.5					
	116.2	MENTONE YL	12.0	0.0	790				
	116.2	REDLANDS YL	8.8	79.2					
		S. P. Crossing SAN BERNARDINO YL	0.0			C-R-Y	Yard		
		(19.9)							

Rule 93: Yard limits Patton to San Bernardino, inclusive.  
Normal position of junction switches San Bernardino for First District.

**LUCERNE VALLEY DISTRICT**

WESTWARD	TIME TABLE					EASTWARD			
↓	Ruling Grade Descending—Feet Per Mile	NO. 11 October 26, 1980			Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	↑
		STATIONS							
	105.6	CUSHENBURY	29.2	0.0	B	2900			
	105.6	SPUR 5	26.1	0.0		700			
	75.0	BASS	15.6	0.0		760			
	75.0	SPUR 2	11.3	75.0		122			
	75.0	SPUR 1	7.0	0.0		114			
	75.0	HESPERIA YL	0.0	75.0	B				
		(29.0)							

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

**SWITCHES—MAXIMUM AUTHORIZED SPEED**  
REDLANDS AND LUCERNE VALLEY DISTRICTS

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

**TRACK SIDE WARNING DEVICES—SPECIAL RULE 7**  
First District

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

**RAILROAD CROSSINGS AT GRADE (REDLANDS DIST.)**

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



# 6 SECOND, OLIVE AND ELSINORE DISTRICTS

# LOS ANGELES DIVISION

WESTWARD		Ruling Grade Descending—Feet Per Mile	TIME TABLE				Mile Post	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	EASTWARD	
FIRST CLASS			NO. 11 October 26, 1980							FIRST CLASS	
35	3		STATIONS							36	4
Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	
PM 3.00	AM 6.10	0.0	SAN BERNARDINO YL	81.3		Yard			PM 1.30	PM 10.09	
3.07	6.17	38.7	3.6 RIALTO YL	84.9	64.9	1935	1.14	9.54			
3.13	6.23	37.7	6.0 KAISER YL	91.8	35.4	Yard	1.09	9.49			
3.19	6.29	32.0	1.0 ETIWANDA YL	93.7	14.3	2570					
3.23	6.33	19.3	4.0 CUCAMONGA YL	97.7	14.3	3154	1.04	9.44			
3.28	6.38	42.2	3.2 UPLAND YL	100.9	56.4	2363	1.01	9.41			
3.35	6.45	59.1	3.9 CLAREMONT YL	104.8	30.8	2732	12.57	9.37			
		63.4	1.0 POMONA	106.7	0.0	3079	12.55	9.35			
		63.4	3.5 SAN DIMAS	110.2	0.0	1919					
3.45	6.55	63.4	4.2 GLENORA	114.4	0.0	2820	12.45	9.22			
3.48	6.58	75.0	2.5 AZUSA	116.9	39.6		12.42	9.20			
3.51	7.01	81.3	1.3 IRWINDALE	118.2	0.0	1760	12.40	9.18			
3.55	7.05	60.7	2.0 BUTLER	120.2	26.4	2740					
		26.4	2.2 MONROVIA	122.4	75.0	652	12.36	9.14			
4.02	7.12	0.0	1.8 ARCADIA	124.2	75.2	1800	12.31	9.10			
4.20	7.30	114.6	3.1 CHAPMAN	127.3	78.1	1702	12.25	9.05			
4.26	7.36	88.7	4.4 PASADENA YL	131.7	0.0	1698	12.12	8.52			
		106.9	2.0 SOUTH PASADENA	133.7	0.0	735	PM				
		89.8	0.5 OLGA	134.2	31.7						
		37.0	1.5 WATER STREET YL	138.7	0.0		11.59	8.39			
		19.0	0.7 BROADWAY	139.4	0.0						
			0.6 MISSION TOWER	140.0	0.0						
			S.P. & U.P. Crossings								
4.55	8.05		0.8 LOS ANGELES			Yard	11.55	8.35			
			Union Station				AM	PM			
Arrive Daily	Arrive Daily		(59.5)				Leave Daily	Leave Daily			

Trains Originating Los Angeles Union Station must get clearance card before leaving Los Angeles Union Station.

Trains originating Hobart and First Street must get clearance card before leaving Mission Tower.

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

Regular trains must get clearance card before leaving San Bernardino.

Rule 97(A): Extras need not secure clearance card before leaving San Bernardino on Second District. Westward extras that are to operate west of Upland must secure clearance card before leaving Kaiser, or San Bernardino. Extra trains and engines must contact San Bernardino 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 between San Bernardino and Kaiser, notify San Bernardino Operator, or Kaiser Operator, as soon as main track has been cleared.

TCS in effect:

On main tracks between Broadway and Mission Tower.

On main tracks at San Bernardino, between interlocked switches 5th St. and M.P. 82.2

Rule 93: Yard limits located at: San Bernardino M.P. 82.2 to and including Upland, Claremont, Pasadena, and Water Street to Broadway.

Rule 6(B): San Bernardino, Azusa and Mission Tower C-R-Y; Kaiser C-R; Etiwanda B; Cucamonga Y.

(31.0) (31.0) Average speed per hour (37.6) (38.0)

WESTWARD		Ruling Grade Descending—Feet Per Mile	OLIVE DISTRICT				Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD	
TIME TABLE			NO. 11 October 26, 1980								EASTWARD	
STATIONS												
			ATWOOD	0.0	Y-B	Yard						
		42.2	2.4 OLIVE	2.4								
		42.2	S. P. Crossing		Y	3280						
			3.4 ORANGE	5.8								
			(5.8)									

TCS in effect on main track between Atwood and Orange.

WESTWARD		Ruling Grade Descending—Feet Per Mile	EL SINORE DISTRICT				Mile Post	Ruling Grade Descending—Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	EASTWARD	
TIME TABLE			NO. 11 October 26, 1980								EASTWARD	
STATIONS												
			ELSINORE YL	21.9			147.8		847			
		132.0	5.6 ALBERHILL YL	16.3			79.2		1013			
		89.8	7.8 ARCILLA YL	8.5			0.0		1498			
		68.6	8.5 PORPHYRY YL	0.0				Y	Yard			
			(21.9)									

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

# LOS ANGELES DIVISION

# SECOND, OLIVE AND ELSINORE DISTRICTS 7

## MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psgr.	MPH	Frt.
<b>Second District</b>			
San Bernardino to Los Angeles .....	65		60
Rialto, Cucamonga Foothill Spurs, Muscat, Metropolitan and Pasadena Industrial Spurs .....	15		15
<b>SPEED RESTRICTIONS</b>			
M.P. 81.5 to 82.2 .....	20		20
M.P. 82.2 to 85.2 .....	30		30
Fontana M.P. 88.5 to 88.9 .....	50		50
Upland Euclid Ave. Crossing M.P. 101.0 .....	40		40
Pomona M.P. 106.2 to 107.0 .....	40		40
La Verne M.P. 107.0 to 108.0 .....	45		45
6 Curves M.P. 111.8 to 116.9 .....	55		55
2 Curves M.P. 118.8 to 119.7 .....	55		50
2 Curves M.P. 122.2 to 124.8 .....	60		60
M.P. 124.8 to 131.0 .....	60		40
M.P. 131.0 to 131.8 .....	20		20
M.P. 131.8 to 135.5 .....	30		30
7 Curves M.P. 135.5 to 138.3 .....	25		25
4 Curves M.P. 138.3 to 140.0 .....	20		20
Curve M.P. 140.0 to 140.2 .....	15		15
<b>OLIVE DISTRICT</b> .....			MPH 40
<b>ELSINORE DISTRICT</b>			
Porphry to M.P. 22.1 .....			20
<b>SPEED RESTRICTIONS</b>			
Turnouts & 5 curves M.P. 0.0 to 0.8 .....			10
8 Curves & grade M.P. 16.0 to 17.9 .....			15

## SWITCHES—MAXIMUM AUTHORIZED SPEED

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

### Second District

San Bernardino	I	Crossover between main tracks east of Bridge 82.1.	30
Broadway	I	Two track junction switch .....	20

### Olive District

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

## RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
<b>Second District</b>		
Rialto Foothill Spur	S.P. Crossing	98-B, 98-C
Cucamonga Foothill Spur	S.P. Crossing	98-B, 98-C
Mission Tower	S.P. & U.P. Crossings	TCS

## STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
<b>Second District</b>			
Rialto Foothill Spur .....	85.8	2200	West
Fontana .....	88.8	700	East and West
Muscat Spur .....	90.4	4685	West
Gallo Spur .....	94.6	2200	East
Rochester .....	95.0	460	East
Cucamonga Foothill Spur .....	95.8	Lgh. 1.1 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
Pasadena Industrial Spur .....	127.5	Lgh. 2.1 m.	East
Lamanda Park .....		1772	East and West
Raymond .....	132.7	475	West
Highland Park .....	135.9	250	East
<b>Elsinore District</b>			
Mining Spur .....	3.2	3425	East and West
South Corona .....	5.0		
Weisel .....	6.2	1820	East

## LENGTHS OF STEMS OF WYES

Location	Feet
<b>Second District</b>	
San Bernardino .....	3rd Dist. Main Track
San Bernardino .....	Precooler Lead
Cucamonga .....	Foothill Spur
Azusa .....	147
Mission Tower .....	L.A.U.P.T.
<b>Olive District</b>	
Orange .....	Olive Dist. Main track

## TRACK SIDE WARNING DEVICES

### SPECIAL RULE 7

Location	Type	Signals Affected
<b>Second District</b>		
Bridge 92.8	Highwater	Signals 921 and 932
Bridge 93.6	Highwater	Signals 923 and 932
Bridge 97.1	Highwater	Signals 971 and 972
<b>Olive District</b>		
Bridge 1.6	Highwater	Westward Control Signal Atwood governing movement from Third District to Olive District and Signal 22 for eastward movement.

## RAILROAD CROSSING AT GRADE

Location	Tracks Governed	Type
<b>Olive District</b>		
Olive (1.7 mile west)	S.P. Crossing	TCS

WESTWARD							Ruling Grade Descending— Feet Per Mile	TIME TABLE NO. 11 October 26, 1980	Mile Post	Capacity of Sidings In Feet
FIRST CLASS										
83	81	79	77	75	73	71				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun. & Hol.				
							52.8	SAN BERNARDINO	0.0	Yard
							52.8	2.4 RANA	1.6	
							59.8	1.3 COLTON S. P. Crossing	2.9	Yard
							52.8	3.8 HIGHGROVE	6.7	Yard
							14.2	2.5 RIVERSIDE JCT.	9.2	
							52.8	0.6 RIVERSIDE	9.8	Yard
							52.8	2.4 CASA BLANCA	14.0	4905
							52.8	2.4 ARLINGTON	16.4	3095
							52.8	3.8 MAY	20.2	4692
							52.8	2.6 PORPHYRY	22.8	8059
							30.1	1.3 CORONA	24.1	8370
							52.8	5.1 PRADO DAM	29.2	4735
							52.8	7.2 ESPERANZA	36.4	6359
							42.2	4.2 ATWOOD	40.6	
							42.2	2.4 PLACENTIA	43.0	
<b>PM</b>	<b>PM</b>	<b>PM</b>	<b>PM</b>	<b>AM</b>	<b>AM</b>	<b>AM</b>	38.4	3.0 FULLERTON U. P. Crossing	165.0	
9.30	6.45	3.45	1.35	10.50	9.00	7.15	9.2	6.3 LA MIRADA	158.7	Yard
							17.8	4.7 SANTA FE SPRINGS	154.0	
							26.9	1.1 LOS NIETOS S. P. Crossing	152.9	
							0.0	0.8 D. T. JUNCTION S. P. Crossing	152.1	
							0.0	1.2 PICO RIVERA	150.9	Yard
							52.8	1.1 BANDINI	149.8	
							0.0	2.5 EASTERN AVE.	147.8	
							11.1	1.3 HOBART	146.0	Yard
							0.0	1.5 HOBART TOWER U. P. Crossing	144.5	
							0.0	1.3 REDONDO JCT. U. P. Crossing	143.2	
							0.0	2.1 FIRST STREET (70.7)	141.1	Yard
							10.6	1.1 MISSION TOWER S. P. & U. P. Crossings	140.0	
<b>10.10 PM</b>	<b>7.25 PM</b>	<b>4.25 PM</b>	<b>2.15 PM</b>	<b>11.30 AM</b>	<b>9.40 AM</b>	<b>7.55 AM</b>		0.8 LOS ANGELES Union Station		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun & Hol.				
(38.7)	(38.7)	(38.7)	(38.7)	(38.7)	(38.7)	(38.7)				

Average speed per hour

Trains originating Los Angeles Union Station must get clearance card before leaving Los Angeles Union Station.  
 Third District trains originating at First Street or Hobart must get clearance card before leaving Hobart.  
 Trains from Harbor District enroute Third District must get clearance card before leaving Hobart.  
 Santa Fe trains must get clearance card before leaving San Bernardino.

Rule 6(B): San Bernardino & Mission Tower C-R-Y; Riverside, Corona, Fullerton & Hobart C-R; Pico Rivera R; Redondo Jct R-T-Y; Highgrove B; Casa Blanca, Porphyry & Atwood Y.

At Los Angeles: Rules and regulations of Union Station must be observed within terminal limits.  
 TCS in effect on main tracks between San Bernardino and Mission Tower.

Trains or engines must secure authority from Towerman at Redondo Junction to occupy Industry Lead (Old Eastward Main Track) between MP 143.1 and MP 140.2. Towerman at Mission Tower must confer with Towerman at Redondo Junction before allowing train or engine to enter track at west end through interlocked switch.

Before entering or fouling this track through hand thrown switch, authority must be obtained from Towerman at Redondo Junction. Towerman at Redondo Junction must be advised when train or engine is clear of track.

All trains and engines using Industry Lead between MP 143.1 and MP 140.2 must move at restricted speed.

\* New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.



TIME TABLE		EASTWARD									
NO. 11 October 26, 1980		FIRST CLASS									
STATIONS	Mile Post	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings In Feet	72	74	76	78	80	82	84	86
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Daily	Arrive Daily	Arrive Sun. & *Holidays Only
SAN BERNARDINO	0.0		Yard								
2.4 RANA	1.6	64.4									
1.3 COLTON	2.9	0.0	Yard								
3.8 S. P. Crossing	6.7	34.8	Yard								
2.5 HIGHGROVE	9.2	7.4									
0.6 RIVERSIDE JCT.	9.8	0.0	Yard								
2.4 RIVERSIDE	14.0	63.4	Yard								
2.4 CASA BLANCA	16.4	21.1	4905								
3.6 ARLINGTON	20.2	0.0	3095								
2.6 MAY	22.8	0.0	4692								
1.3 PORPHYRY	24.1	0.0	8059								
5.1 CORONA	29.2	24.3	8370								
7.2 PRADO DAM	36.4	21.1	4735								
4.2 ESPERANZA	40.6	0.0	6359								
2.4 ATWOOD	43.0	13.2									
3.0 PLACENTIA		0.0		AM	AM	AM	PM	PM	PM	PM	PM
6.3 FULLERTON	165.0	26.9		s 7.33	s 9.03	s 11.03	s 2.18	s 5.18	s 6.18	s 9.18	s 10.33
4.7 U. P. Crossing	158.7	37.0	Yard								
1.1 LA MIRADA	154.0	23.2									
0.8 SANTA FE SPRINGS	162.9	17.4									
1.2 LOS NIETOS	152.1	4.2									
1.2 S. P. Crossing	150.9	22.7	Yard								
1.1 D. T. JUNCTION	149.8	22.7									
2.5 S. P. Crossing	147.3	19.0									
1.3 PICO RIVERA	146.0	43.8	Yard								
1.5 BANDINI	144.5	52.8									
1.3 HOBART	143.2	34.8									
2.1 HOBART TOWER	141.1	43.0	Yard								
1.1 U. P. Crossing	140.0										
0.8 REDONDO JCT.											
1.3 U. P. Crossing											
2.1 FIRST STREET (70.7)											
1.1 MISSION TOWER											
0.8 S. P. & U. P. Crossings											
LOS ANGELES Union Station				7.00 AM	8.30 AM	10.30 AM	1.45 PM	4.45 PM	5.45 PM	8.45 PM	10.00 PM
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Daily	Leave Daily	Leave Sun. & *Holidays Only
WEST (72.6) (71.6) EAST											

Average speed per hour

(46.9)

(46.9)

(46.9)

(46.9)

(46.9)

(46.9)

(46.9)

(46.9)

# 10 THIRD DISTRICT

# LOS ANGELES DIVISION

## MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

LOCATION	Psg.	MPH	Frt.
San Bernardino to Fullerton	60		60
Fullerton to La Mirada	79		60
La Mirada to Los Angeles	65		60
<b>SPEED RESTRICTIONS</b>			
			MPH
2 Curves M.P. 0.0X to 0.4X			15
2 Curves and Bridge M.P. 0.0 to 0.9 (Short Way)			15
4 Curves M.P. 0.9 to 1.6 (Short Way)			20
7 Curves and Colton M.P. 0.4X to 3.2			30
2 Curves M.P. 3.2 to 4.0			40
Curve M.P. 6.6 to 6.8			40
2 Curves M.P. 6.8 to 9.6			50
Two Track Junction switch M.P. 10.1			30
2 Curves M.P. 11.8 to 12.5			40
4 Curves M.P. 15.4 to 17.1			50
Corona M.P. 22.5 to 25.8			30
6 Curves M.P. 31.4 to 34.5			50
Curve M.P. 34.5 to 35.1			45
Two Track Junction switch M.P. 39.2			40
Placentia M.P. 42.7 to 43.6			50
2 Curves M.P. 45.2 to 45.7			50
Fullerton M.P. 165.2 to 164.7			50
Curve M.P. 163.8 to 163.5			75
Curve M.P. 161.1 to 160.8			65
Curve M.P. 151.7 to 151.4			60
Crossing and Curve M.P. 144.5 to 143.4			30
2 Curves M.P. 143.4 to 142.9			15
3 Curves M.P. 141.1 to 140.2			30
Curve M.P. 140.2 to 140.0			15

## SWITCHES—MAXIMUM AUTHORIZED SPEED

Station	Location	MPH
Trailing movements, spring point derails:		
	Rana, switching lead	10
Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for interlocked switches and crossovers at following locations:		
Rana	Junction switch and crossover	20
Colton	West end siding	30
Colton	Two crossovers	50
Riverside Junction	Union Pacific junction switch when not using crossover	30
Riverside	Two-track junction switch	30
Atwood	Two-track junction switch	40
	Olive District junction switch	40
Fullerton	Fourth District junction switch	40
	Two crossovers M.P. 45.5	50
La Mirada	Two crossovers	50
D. T. Jct.	Two crossovers	50
Bandini	Two crossovers	50
Eastern Ave.	Main track crossovers and lead switch	40
Hobart	Main track crossover	30
	Crossover north main track to setout track	30
M.P. 144.7	Two crossovers	30

## STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity in Feet	Switch Connection
Prenda Spur (Prenda)	14.3	300	East and West
La Sierra	18.5	440	West
Buena Park	160.5	725	East and West
Nutrilite Spur	160.8	425	East
Wilshire	156.8	2900	East and West
Mojave Spurs	155.8	1375	West
Stephens Spur	155.5	675	East and West
La Habra Valley Spur	154.6	Lgh. 1.2 m.	West

## RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Colton	S.P. Crossing	TCS
Fullerton	U.P. Crossing	TCS
Los Nietos	S.P. Crossing	TCS
D.T. Junction	S.P. Crossing	TCS
Hobart Tower	U.P. Crossing	TCS
Redondo Junction	U.P. Crossing	TCS
Mission Tower	S.P. and U.P. Crossings	TCS.

## TRACK SIDE WARNING DEVICES SPECIAL RULE 7

Location	Type	Locator and Signals Affected
Bridge 4.6	Highwater	Eastward Automatic Signals 52 and 54 Westward controlled signals east end Bridge.
Bridge 23.5	Highwater	Westward controlled signal at EE Porphyry Eastward controlled signal at WE Porphyry
Bridge 24.9	Highwater	Signal 241 westward movements on main track Controlled signal eastward movements at WE Corona Westward controlled signal governing movements into EE Corona siding.
M.P. 32 Westward	Hot Box	Rotating light at scanner, at M.P. 33.5 and at locator M.P. 35.1
M.P. 32 Eastward	Hot Box	Rotating light at scanner, at M.P. 30.7 and at locator M.P. 29.6

## LENGTHS OF STEMS OF WYES

San Bernardino	3rd Dist. Main Track
San Bernardino	Precooler Lead
Casa Blanca	300 feet
Porphyry	Elsinore Dist. Main Track
Atwood	600 feet
Redondo Junction	Harbor Dist. Main Track
Mission Tower	L.A.U.P.T.



No. 71, No. 73, No. 75, and extra trains originating must get clearance card before leaving San Diego or 22nd Street.

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

Rule 251 in effect between Old Town and San Diego.

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

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

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

Rule 6(B): 22nd Street, Oceanside, Santa Ana, & Fullerton C-R; National City, San Diego, Miramar, Escondido Jct., Fallbrook Jct., Irvine & Orange Y.

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

**MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS**

**Fourth District**

LOCATION	Psg.	Fr.	MPH
National City to Sorrento	79	60	60
Sorrento to Santa Ana	90	60	60
South Main Track, M.P. 179.1 to M.P. 176.7	40	40	40
Santa Ana to Fullerton	79	60	60

**SPEED RESTRICTIONS**

San Diego M.P. 273.0 to 267.3	20	20
San Diego M.P. 269.4 (Crosby Street)	10	10
San Diego M.P. 267.3 to 264.1	30	30
Curve M.P. 262.7 to 262.4	70	60
2 Curves M.P. 260.3 to 259.9	60	60
Curve M.P. 259.1 to 258.5	65	60
3 Curves M.P. 258.5 to 257.9	35	35
2 Curves M.P. 257.9 to 256.6	65	55
4 Curves M.P. 255.4 to 253.5	65	55
2 Curves M.P. 253.5 to 252.8	35	35
10 Curves & Grade M.P. 252.8 to 251.0	25	25
2 Curves & Grade M.P. 251.0 to 250.6	40	40
2 Curves M.P. 250.6 to 250.0	50	50
Curve M.P. 245.8 to 245.6	55	50
Curve M.P. 244.6 to 244.4	75	60
Curve M.P. 244.4 to 244.1	50	45
Curve M.P. 244.1 to 243.5	65	60
Crossing M.P. 241.8 (Lomas Santa Fe Dr.)	70	60
2 Curves M.P. 238.8 to 237.4	80	60
4 Crossings M.P. 226.8 to 225.9	30	30
Curve M.P. 225.9 to 225.5	50	45
3 Curves M.P. 224.7 to 223.8	75	60
4 Curves M.P. 209.0 to 206.3	75	60
City San Clemente M.P. 206.3 to 202.7	40	40
Crossing M.P. 201.0 (Beach Rd.)	75	60
Curve M.P. 200.3 to 199.9	45	40
Curve M.P. 199.9 to 198.6	60	60
3 Curves M.P. 198.6 to 197.9	35	35
2 Curves M.P. 197.9 to 197.0	60	60
Santa Ana 2 Curves M.P. 176.1 to 175.3	40	40
4 Crossings M.P. 175.3 to 173.8	60	60
6 Curves M.P. 173.8 to 172.2	40	40
Curve M.P. 172.2 to 172.0	35	35
6 Crossing M.P. 172.0 to 169.2	45	45
2 Crossings M.P. 169.2 to 168.0	60	60
2 Crossings M.P. 168.0 to 167.7	40	40
Curve M.P. 165.9 to 165.4	40	40

**Escondido District**

ESCONDIDO DISTRICT	30
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**SPEED RESTRICTIONS**

Hill St. & 17 Curves & track M.P. 0.3 to 7.1	15
9 Curves & track M.P. 9.0 to 14.8	20
6 Curves M.P. 17.9 to 19.5	25
M.P. 19.5 to 21.1	20

**Fallbrook District**

Fallbrook Jct. to M.P. 7.4	30
M.P. 7.4 to Fallbrook	25

**SPEED RESTRICTIONS**

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

**SWITCHES—MAXIMUM AUTHORIZED SPEED**

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except interlocked switches and crossovers at following locations:

Station	Location	MPH
Fullerton	Fourth Dist. junction switch -M.P. 165.4	40
	WE siding	30
Orange	EE siding (main track)	40
	EE two tracks—M.P. 179.1	40
Irvine	EE and WE of siding	40
Ponto	WE two main tracks—M.P. 252.9	30
Miramar	EE two main tracks—M.P. 257.9	40
Elvira	Two-track junction switch	30
Old Town		

**RAILROAD CROSSINGS AT GRADE**

**Fourth District**

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

**Fallbrook District**

De Luz	U.S.M.C. Crossing	98-B, 98-C
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**STATIONS OR TRACKS NOT SHOWN IN SCHEDULE**

**Fourth District**

Location	Mile Posts	Capacity in Feet	Switch Connection
Irvine Spur	178.7	Lgh. 5.3 m.	East
Browning		1080	East
Tustin	179.5	1800	East and West
Stuart	221.7	2543	East and West
Carlsbad	229.3	2500	West
San Diego G. & E. Co. Spur	231.3	1005	East
Solana Beach	241.9	436	East
Pacific Beach	260.3	634	East and West

**Escondido District**

Talica	3.7	1347	East and West
Buena	12.9	927	West

**Fallbrook District**

Ranch House	7.6		
Marine Base Spur	10.5	615	East and West

**LENGTHS OF STEMS OF WYES**

Location	Feet
Orange	Olive Dist. Main Track
Irvine	1000
Fallbrook Jct.	Fallbrook Dist. Main Track
Escondido Jct.	Escondido Dist. Main Track
Escondido	300
Miramar	3719
San Diego	Harasthy Street Marine Base Spur
National City	1219

**TRACK SIDE WARNING DEVICES—SPECIAL RULE 7**

**Fourth District**

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

**12 FOURTH, ESCONDIDO AND FALLBROOK DISTRICTS**

**LOS ANGELES DIVISION**

WESTWARD							Ruling Grade Descending— Feet Per Mile	TIME TABLE NO. 11 October 26, 1980	Mile Post	Capacity of Sidings In Feet
FIRST CLASS										
83	81	79	77	75	73	71				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun. & Holidays			
PM 7.25	PM 4.40	PM 1.40	AM 11.30	AM 8.45	AM 7.00	AM 5.15				
7.32	4.47	1.47	11.37	8.52	7.07	5.22				
s 8.03	s 5.10	s 2.10	s 11.59	s 9.17	s 7.30	s 5.45				
			PM 12.23	s 9.37	s 7.49	s 6.04				
	s 5.51	s 2.50								
s 8.51			s 12.52	s 10.09	s 8.18	s 6.33				
s 9.12	s 6.23	s 3.25	s 1.15	s 10.30	s 8.40	s 6.55				
s 9.30 PM	s 6.45 PM	s 3.45 PM	s 1.35 PM	s 10.50 AM	s 9.00 AM	s 7.15 AM				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun. & Holidays				
(49.1)	(49.1)	(49.1)	(49.1)	(49.1)	(51.1)	(51.1)				

Average speed per hour

**FALLBROOK DISTRICT**

Westward	TIME TABLE NO. 11 October 26, 1980	Mile Post	Ruling Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Eastward
↓	STATIONS					↑
	FALLBROOK JCT. YL	0.0		Y	2077	
	6.0 CHAPPO	5.9	78.9			
	2.4 JOPEGAN	8.4	81.1		2271	
	6.7 U.S.M.C. Crossing DE LUZ	15.1	132.0		357	
	1.8 FALLBROOK	16.5	105.6			
	(16.5)					

Rule 93: Yard limits at Fallbrook Jct.

**ESCONDIDO DISTRICT**

Westward	TIME TABLE NO. 11 October 26, 1980	Mile Post	Ruling Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	Eastward
↓	STATIONS					↑
	ESCONDIDO	21.1	95.0		1376	
	4.0 SAN MARCOS	16.2	116.2	Y	866	
	7.0 VISTA	9.2	116.2		1811	
	9.2 ESCONDIDO JCT. YL	0.0	116.2	Y		
	(21.1)					

Rule 93: Yard limits at Escondido Jct.



**LOS ANGELES DIVISION**

**FOURTH, ESCONDIDO AND FALLBROOK DISTRICTS 13**

TIME TABLE NO. 11 October 26, 1980		Mile Post	Ruling Grade Descending— Feet Per Mile	Capacity of Sidings in Feet	EASTWARD							
					FIRST CLASS							
					72	74	76	78	80	82	84	86
<b>STATIONS</b>					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sat. Sun. & *Hol.	Arrive Daily	Arrive Daily	Arrive Sun. & *Holidays Only
NATIONAL CITY YL		273.1	24.3	Yard								
3.8 22ND STREET YL		269.3	22.7									
ABS	SAN DIEGO YL	267.5	52.8	Yard	AM	AM	PM	PM	PM	PM	PM	AM
					9.45	11.15	1.15	4.30	7.30	8.30	11.30	12.45
	3.3 OLD TOWN YL	264.2	65.5		9.24	10.56	12.56	4.11	7.11	8.10	11.11	12.24
	6.3 ELVIRA	257.9	113.5									
	4.9 MIRAMAR	253.0	0.0									
	3.9 SORRENTO	249.1	56.0	4877								
	5.0 DEL MAR	244.0	52.8		9.03	10.35	12.35	3.50	6.50	7.49	10.50	12.03
	6.0 ENCINITAS	238.1	63.4									AM
	4.2 PONTO	233.8	69.7	5333								
	6.5 ESCONDIDO JCT.	227.2	7.4									
	1.0 OCEANSIDE	226.2	64.9	6096	8.43	10.15	12.07	3.28	6.28	7.28	10.28	11.41
	2.1 FALLBROOK JCT.	224.1	64.9	4569			PM					
	14.9 SAN ONOFRE	209.2	26.4	4927								
	4.4 SAN CLEMENTE	204.8	26.4			9.48	11.49					
	5.0 SERRA	199.8	60.5	4956								
	2.6 SAN JUAN CAPISTRANO	197.2	65.5		8.09			2.54	5.54	6.58	9.58	11.11
	4.6 GALIVAN	192.6	67.3	4972								
	4.5 EL TORO	188.1	0.0									
	5.2 VALENCIA	182.9	22.0	5982								
	4.4 IRVINE	178.5	38.5									
	2.9 SANTA ANA	175.5	60.48		7.50	9.20	11.20	2.35	5.35	6.38	9.38	10.51
	2.9 ORANGE	172.6	29.6	6250								
	4.8 S. P. Crossing	167.8	22.7	3044								
	2.8 ANAHEIM	165.0			7.33	9.03	11.03	2.18	5.18	6.18	9.18	10.33
	FULLERTON				AM	AM	AM	PM	PM	PM	PM	PM
	(107.8)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sat. Sun. & *Hol.	Leave Daily	Leave Daily	Leave Sun. & *Holidays Only
Average speed per hour					(46.5)	(46.5)	(46.5)	(46.5)	(46.5)	(46.5)	(46.5)	(46.5)

\* New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

HARBOR DISTRICT

WESTWARD	TIME TABLE					EASTWARD
Ruling Grade Descending—Feet Per Mile	NO. 11 October 26, 1980					Ruling Grade Descending—Feet Per Mile
	STATIONS					
	REDONDO JCT. YL	0.0				
61.4	1.5 MALABAR YL	1.5	19.1	R-Y		
37.0	1.0 S. P. Crossing NADEAU YL	2.5	22.7		Yard	
	1.0 S. P. Crossing					
24.7	1.0 WINGFOOT YL	3.5	0.0	B	Yard	
43.4	2.5 WILDASIN YL	6.0	10.6		Yard	
19.4	1.3 VAN NESS YL	7.3	19.4		Yard	
0.0	0.7 HYDE PARK YL	8.0	52.8		Yard	
52.8	1.0 INGLEWOOD YL	9.0	52.8		Yard	
79.2	3.7 LAIRPORT YL	13.6	79.2	B	4962	
9.5	1.2 S. P. Crossing EL SEGUNDO YL	14.8	52.8	Y		
52.6	1.8 LAWDALE YL	16.6	51.1		Yard	
52.3	3.5 ALCOA YL	20.1	58.4		Yard	
10.9	1.6 TORRANCE YL	21.7	26.4		Yard	
24.3	1.6 IRONSIDES YL	23.3	0.0		Yard	
79.2	3.3 WATSON YL	26.6	52.8	C-R-Y	Yard	
	1.4 WILMINGTON YL	28.0		B	Yard	
	2.0 PIER A YARD YL			C	Yard	
	1.1 WEST THENARD S. P. Crossing					
	2.5 LONG BEACH					
	(28.0)					

REDONDO DISTRICT

WESTWARD	TIME TABLE					EASTWARD
Ruling Grade Descending—Feet Per Mile	NO. 11 October 26, 1980					Ruling Grade Descending—Feet Per Mile
	STATIONS					
	REDONDO BEACH YL	20.2				
0.0	1.5 HERMOSA BEACH YL	18.7	42.2		Yard	
0.0	1.7 MANHATTAN BEACH YL	17.0	42.2		Yard	
52.8	2.2 EL SEGUNDO YL	14.8	49.6	Y	Yard	
	(5.4)					

Rule 93: Yard limits Redondo Beach to El Segundo, inclusive. Movement must be "Programmed" by operator, Redondo Jct.

RAILROAD CROSSINGS AT GRADE  
Harbor District

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

MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS

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

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

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

Through movements will be programmed to prevent conflict. Whenever the term "programmed" appears it requires that train and engine crews be provided necessary information to prevent conflict. Redondo Junction-Watson: Conductor or Engineman on through movements must contact Redondo Junction before leaving Watson or Redondo Junction to determine whether or not there are other conflicting through moves. "Program movement". Movement must be programmed by Operator, Redondo Junction.

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.

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

LENGTHS OF STEMS OF WYES

Location	Feet
Redondo Junction .....	Harbor Dist. Main Track
El Segundo .....	Redondo Dist. Main Track
Watson .....	3800
Normal position of junction switches El Segundo for Harbor District.	



**SAN JACINTO DISTRICT**

WESTWARD ↓	<b>TIME TABLE</b>					↑ EASTWARD
	NO. 11 October 26, 1980					
Ruling Grade Descending— Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings In Feet	
	HIGHGROVE YL S. P. Crossing	0.0			1018	
0.0	7.2		116.2			
52.8	BOX SPRINGS YL	7.2	31.4		1555	
17.6	MARCH FIELD	9.6	0.0	B		
47.5	ALESSANDRO	10.6	0.0		2046	
28.6	VAL VERDE	13.5	9.5	Y	1105	
63.4	PERRIS	18.3	21.6	B	Yard	
42.2	ETHANAC	22.7	49.3		1030	
0.0	WINCHESTER	28.9	52.8		1570	
63.4	HEMET YL	36.0	4.3	B	Yard	
	SAN JACINTO YL	38.3		Y	Yard	
	(38.3)					

Rule 93: Yard limits Highgrove to Box Springs, and Hemet to San Jacinto, inclusive.

Normal position of junction switches: Highgrove for Third District.

**MAXIMUM AUTHORIZED DISTRICT SPEED FOR TRAINS**

Location	MPH
San Jacinto District .....	40
<b>SPEED RESTRICTIONS</b>	
Highgrove to Box Springs .....	20
Curve M.P. 18 to 19.2 .....	15
M.P. 34.8 to 35.7 .....	15
M.P. 35.7 to San Jacinto .....	10

**SWITCHES—MAXIMUM AUTHORIZED SPEED**

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

**RAILROAD CROSSING AT GRADE**

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

**STATION OR TRACKS NOT SHOWN IN SCHEDULE**

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

**LENGTHS OF STEMS OF WYES**

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

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

2. Union Pacific trains using joint tracks between Riverside Jct. and Daggett, and Southern Pacific trains using Santa Fe main track M.P. 104.5 and M.P. 105.5, will be governed by AT&SF Time Table and Rules, Operating Department, and having complied with their company's time regulations may proceed over joint tracks.

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

Following is a list of such switches on Los Angeles and Los Angeles Terminal Divisions not electrically locked:

## NEEDLES DISTRICT:

M.P. 737.7 - South Track

## FIRST DISTRICT:

M.P. 59.3x - North Track

M.P. 66.3 - North Track

M.P. 75.0 - South Track

M.P. 76.7 - South Track

M.P. 79.9 - North Track

## THIRD DISTRICT:

M.P. 7.3 - North Track

M.P. 7.4 - North Track

M.P. 7.5 - South Track

M.P. 7.7 South Track

M.P. 8.6 - South Track

M.P. 8.9 - South Track

M.P. 8.91 - South Track

M.P. 16.7 - Arlington

M.P. 38.7 - Main Track

M.P. 39.3 - South Track

M.P. 39.8 - South Track

M.P. 43.8 - South Track

M.P. 44.1 - North Track

M.P. 44.4 - North Track

M.P. 151.2 - South Track, Reeves Co, CLIC 5694

M.P. 152.4 - South Track, Sunshine Biscuit, CLIC 5703

M.P. 152.9 - South Track, Los Nietos Team, CLIC 5710

M.P. 153.3 - South Track, Los Nietos Team, CLIC 5710

M.P. 153.2 - North Track, Fluid P.K. Pumps Armco, CLIC 5711

M.P. 153.2 - South Track, Pacific Clay, CLIC 5713

M.P. 154.1 - South Track, Pryor Giggey, CLIC 5742

M.P. 154.9 - South Track, Getty Oil, CLIC 5755

M.P. 155.1 - South Track, Powerine Oil, CLIC 5756

M.P. 155.9 - South Track, Kelly Pipe, CLIC 5765

M.P. 156.0 - South Track, Halliburton, CLIC 5777

M.P. 156.9 - South Track, Trend Mills Co. CLIC 5811

M.P. 157.4 - South Track, Coast Hide Lead, CLIC 5815

M.P. 157.7 - North Track, Plywood Products, CLIC 5870

M.P. 158.3 - North Track, Jessup Steel Spur, CLIC 6399

M.P. 158.6 - North Track, Team Track, CLIC 6199

M.P. 160.8 - South Track, Buena Park Team, CLIC 6800

M.P. 161.1 - South Track, H&L Spur, CLIC 7095

M.P. 161.6 - South Track

M.P. 162.2 - South Track

## FOURTH DISTRICT:

M.P. 168.9 - Anaheim

M.P. 169.2 - Anaheim

M.P. 171.4 - Orange

M.P. 221.4 - Stuart

M.P. 221.7 - Stuart

M.P. 234.2 - Ponto Siding

M.P. 237.9 - Encinitas

M.P. 238.3 - Encinitas

M.P. 241.8 - Solana Beach

M.P. 242.1 - Solana Beach

M.P. 243.3 - Del Mar

M.P. 248.2 - Sorrento Siding

M.P. 248.3 - Sorrento Siding

M.P. 258.6 - Main Track

M.P. 258.8 - Main Track

M.P. 260.2 - Pacific Beach

M.P. 260.4 - Pacific Beach

M.P. 263.2 - Main Track

## OLIVE DISTRICT:

M.P. 0.6 - Atwood

M.P. 0.8 - Atwood

M.P. 0.9 - Atwood

M.P. 1.3 - Main Track

M.P. 3.3 - Main Track

M.P. 3.5 - Main Track

M.P. 3.6 - Main Track

M.P. 4.1 - Main Track

M.P. 5.0 - Orange

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

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

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

7. Rule 105(A) Track side Warning Devices:

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

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

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also activate wayside indicators.

When actuated by a train, stop must be made at locator, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next 60 miles at approximately 30 mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps are lighted, be governed by the three preceding paragraphs. If no lamps are lighted, train may proceed at prescribed speed and be observed closely enroute.

*Continued on next page*

# LOS ANGELES DIVISION

# SPECIAL RULES 17

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

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

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

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

### SPEED REGULATIONS

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

(Caboose and cars loaded with empty trailers or empty containers, and flat cars containing generator sets are considered loads.)

(B) Freight trains averaging 90 tons or more per car or having more than 5000 tons, must not exceed 45 MPH.

9. Between Needles and Summit, freight trains may observe passenger train speed but not to exceed 70 MPH, except Needles District eastward M.P. 701.5 to M.P. 696.2 and from M.P. 686.2 to M.P. 671.4 and westward from M.P. 689.5 to M.P. 693.7, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

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

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

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

12. Trains or engines using other than main track must not exceed turnout speed for that track, unless maximum speed otherwise indicated.

### 13. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from leading unit MPH
AMTRAK 100-761, 764-799	90*	45
5940-5948		
** 1215-1245, 1453, 1460	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position.

EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

\*Engine without cars must not exceed 70 MPH.

\*\*When used as controlling unit must not exceed 20 MPH.

### THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION

DR. ERNEST E. PARKS, MEDICAL DIRECTOR-CHIEF EXECUTIVE OFFICER  
Los Angeles, Calif.

R. N. CROW, GENERAL WATCH INSPECTOR, Topeka, Kansas

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

### AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

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

*Handle freight carefully and keep our customers.*

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

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500 class units in consist:

#### First District

M.P. 79.2 to M.P. 79.5  
Between Verdemon and San Bernardino on both tracks.

#### Second District

M.P. 111.8 to M.P. 115.5  
M.P. 118.8 to M.P. 119.7  
M.P. 123.5 to M.P. 123.8  
M.P. 127.3 to M.P. 128.3  
Between San Dimas and Pasadena.

#### Third District

M.P. 152.6 to M.P. 154.2  
M.P. 160.8 to M.P. 161.1  
M.P. 165.3 to M.P. 165.4  
Between D. T. Junction and Fullerton.

#### Fourth District

M.P. 165.4 to M.P. 166.0  
Between Fullerton and Anaheim.  
M.P. 250.0 to M.P. 250.5  
M.P. 254.2 to M.P. 255.4  
M.P. 256.7 to M.P. 260.3  
M.P. 262.4 to M.P. 262.7  
Between Sorrento and Old Town.

#### Light Forward

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

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

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

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes, except Amtrak . . . . .	4	5
Amtrak . . . . .	2	2

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

District	Wrecking Derricks M.P.H.	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 Locomotive Crane AT-199720 and Jordan Spreaders M.P.H.	Pile Drivers AT-199452 AT-199453 AT-199456	Other Machines M.P.H.
Needles, Cadiz, First, Second, Third and Fourth Districts . . . . .	40	45		30
Olive District . . . . .	40	40		30
All other Districts . . . . .	15	15		15

Derrick AT 199787 locomotive crane AT-199720 and pile drivers must be handled in trains next to engine.

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

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



## 18 SPECIAL RULES

## LOS ANGELES DIVISION

When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort, or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is list showing the weight, tractive effort and horsepower rating of units by class:

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSEPOWER
0200	EMD	F7	249,000	41,300	1500
0281	EMD	F9	247,500	45,200	1750
0325	EMD	F7	244,000	35,200	1500
1215	EMD	SSB1200	246,000	36,000	1200
1300	ALCO	CRSD20	380,000	69,800	2050
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	SW7	262,500	41,300	1500
2000	EMD	GP7	249,000	41,300	1500
2050	EMD	GP7	249,000	41,300	1500
2248	EMD	<del>GP7</del> GP7M	249,000	45,200	1750
2500	EMD	<del>GP7</del> CF7	249,000	41,300	1500
2650	EMD	GP7	249,000	41,300	1500
3000	EMD	GP20	265,000	44,800	2000
3100	EMD	GP20	265,000	44,800	2000
3200	EMD	GP-30	262,900	50,064	2250
3300	EMD	GP35	266,000	43,850	2500
3500	EMD	GP38	262,500	46,720	2000
3600	EMD	GP39-2	264,400	55,400	2300
3617	EMD	GP39-2	264,400	55,400	2300
3669	EMD	GP39-2	264,000	55,400	2300
3683	EMD	GP39-2	264,000	55,400	2300
3800	EMD	GP40xGP-50	264,400	62,685	3500
4000	EMD	SD39	391,500	82,284	2300
4600	EMD	SD26	387,000	74,152	2625
5000	EMD	SD40	391,500	70,067	3000
5020	EMD	SD40-2	391,500	70,970	3000
5058	EMD	SD40-2	391,500	70,970	3000
5071	EMD	SD40-2	391,500	83,160	3000
5200	EMD	SD40-2	391,500	90,475	3000
5500	EMD	SD45	391,500	72,286	3600
5590	EMD	SD45	391,500	72,290	3600
5615	EMD	SD45	391,500	68,440	3600
5625	EMD	SD45-2	395,500	73,650	3600
5662	EMD	SD45-2	391,500	73,650	3600
5705	EMD	SD45-2	391,500	68,440	3600
5900	EMD	F45	395,000	68,000	3600
5940	EMD	FP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2250
6350	GE	B23-7	268,000	60,400	2250
6364	GE	B23-7	265,000	60,400	2250
7484	GE	B36-7	264,000	61,000	3600
7500	GE	U23C	395,000	85,800	2250
7900	GE	U28CG	395,500	80,000	2800
8000	GE	U30CG	412,000	90,600	3000
8010	GE	C30-7	398,800	90,600	3000
8020	GE	C30-7	392,500	90,600	3000
8500	GE	U33C	391,500	90,600	3300
8700	GE	U36C	391,500	90,600	3600
8736	GE	U36C	391,500	90,600	3600
8770	GE	U36C	391,500	90,600	3600

**HOW TO USE THIS CHART:**  
 To determine where a placarded car can be placed in a train follow these steps:  
 - Determine the type of placard that is applied to the car from Line 1.  
 - Determine the type of car to which the placard is applied from Line 2.  
 - Follow vertically down the chart and note which lines apply.  
 - The symbol "✓" indicates wording of the side that applies.  
 See footnotes for explanation.

**POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS**

1 PLACARD APPLIED ON CAR		2 TYPE OF CAR		POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS									
				EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE	OTHER THAN PLACARDED EXPLOSIVES-A, POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE		
3 RESTRICTIONS		ANY CARS (For use in switching trains as authorized)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓		✓							
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2ND FROM ENGINE, OCCUPIED CABOOSE	✓	✓		✓							
6	7	LOADED FLAT CAR. A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ <sup>1</sup>	✓	✓		✓ <sup>2</sup>						
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓		✓						
8		ENGINE	✓	✓	✓	✓	✓				✓		
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ <sup>3</sup>	✓ <sup>3</sup>	✓ <sup>3</sup>	✓	✓	✓ <sup>4</sup>	✓				
10		OCCUPIED CABOOSE	✓ <sup>3</sup>	✓ <sup>3</sup>	✓ <sup>3</sup>	✓	✓				✓		
11		OCCUPIED GUARD CAR	✓ <sup>3</sup>	✓ <sup>3</sup>	✓ <sup>3</sup>		✓						
12		UNDEVELOPED FILM				✓							
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓		✓						
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓								
15	18 CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓					
16		POISON GAS	✓			✓	✓	✓					
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓							
18		RADIOACTIVE	✓	✓	✓		✓	✓					

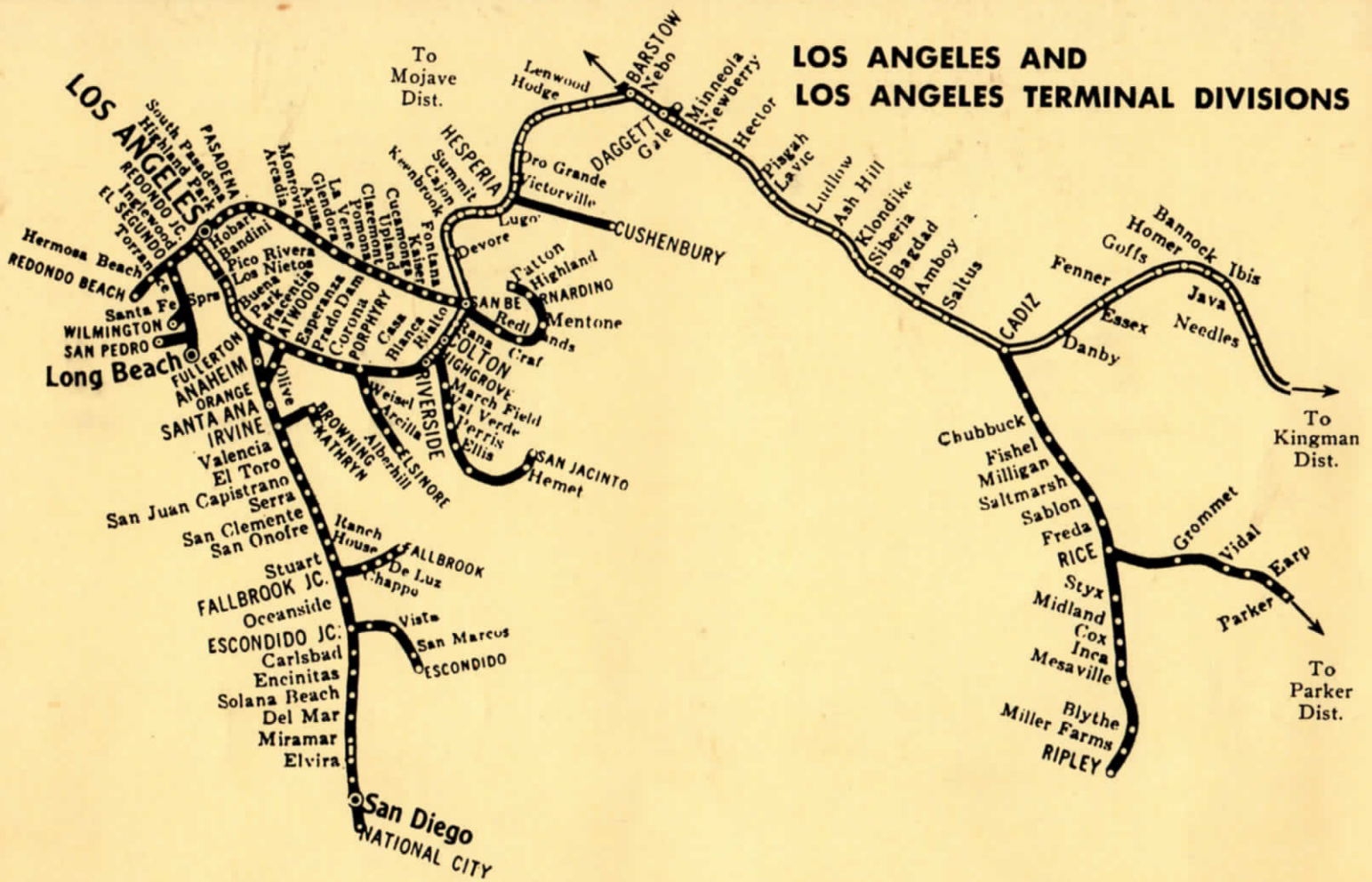
MUST NOT BE PLACED NEXT TO

**FOOTNOTES**

- 1- Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- 2- A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded trucks or trailers without securely closed doors.
- 3- A rail car placarded "EXPLOSIVES A" OR "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- 4- Applies only in mixed train service, see section 174.87.



# LOS ANGELES AND LOS ANGELES TERMINAL DIVISIONS



## FREIGHT TRAIN SCHEDULE (For Information Only)

### WESTWARD

Trains	Needles		Barstow		San Bernardino		Hobart	
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.
138	1:25P	6:00P						
168	9:35A	1:15P	2:00P	4:45P	5:00P	8:00P		
*178	8:35P	12:15A	1:00A	3:45A	4:00A	6:00A		
188	2:35P	6:15P	7:00P	9:45P	10:00P	11:59P		
189	11:45P	3:05P	4:05P					
199	4:10A	7:20A	8:20A					
288	12:50P	4:50P	6:10P	9:20P	9:30P	11:30P		
308	6:55P	10:55P	12:15A	3:25A	3:40A	6:10A		
309	11:55P	4:15A	5:30A					
328	5:20P	9:20P	10:00P	12:55A	1:10A	3:55A		
329	5:55A	10:15A	11:15A					
338	3:25A	7:25A	8:40A	11:50A	12:05P	2:35P		
348	4:25A	8:45A						
408	5:10A	9:40A						
508	6:15A	11:25A						
568	8:45A	2:30P						
588	6:10P	10:10P	11:30P	2:10A	2:20A	4:30A		
668	3:10P	6:50P	7:35P	10:05P	10:15P	11:59P		
678	11:45A	4:45P						
818			12:01A	3:30A	3:45A	6:00A		
838			9:00P	2:00A	3:00A	7:00A		
858			12:01A	3:30A	3:45A	7:00A		
898			12:01P	3:45P	4:15P	6:00P		

\*One Hour Later on Fri., Sat., Sun. & Mon.

## FREIGHT TRAIN SCHEDULE (For Information Only)

### EASTWARD

Trains	Hobart		San Bernardino		Barstow		Needles	
	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.	Lv.	Arr.
803					12:01A	3:40A		
804					4:00A	8:00A		
805					6:00P	9:55P		
808	12:01A	3:30A	4:00A	7:00A				
811	8:00P	10:40P	11:10P	2:05A	3:05A	7:10A		
823					12:01P	3:40P		
826					8:00A	12:01P		
828	12:01A	3:30A	4:00A	7:00A				
861	8:30P	10:30P	10:45P	1:15A	2:00A	6:00A		
863	10:00P	1:15A	1:45A	5:30A	6:45A	11:00A		
865					4:00P	7:55P		
868	12:01A	3:30A	4:00A	7:00A				
876					8:30A	11:55A		
881	4:00A	5:50A	6:05A	8:30A	9:10A	12:40P		
883	5:30A	7:25A	7:45A	10:15A	11:00A	2:30P		
885	1:30A	3:15A	3:30A	6:30A	7:15A	10:55A		
886	8:00A	9:55A	10:05A	12:25P	1:05P	4:50P		
901					8:15P	9:15P	1:05A	
913					8:15A	9:15A	1:00P	
963					8:15P	9:15P	1:15A	
973					11:45P	2:15A	7:45A	
975					9:25P	10:40P	2:45A	
981					11:40A	1:00P	4:50P	
991					3:45P	4:15P	7:15P	

708 Lv. Parker	5:30A	3254 Lv. Los Angeles	7:30P
Ar. Barstow	12:01P	Ar. San Diego	12:40A
807 Lv. Barstow	10:00A	3253 Lv. San Diego	12:40A
Ar. Parker	4:00P	Ar. Los Angeles	5:50A
5798 YK Coal		3251 Lv. San Bernardino	3:40P
5788 Coal Mtys		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
.. 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