



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, M and N, Book of Rules.)

TRAINMASTERS

- R. R. KINGTON Needles, Calif.
- E. GILLMORE Barstow, Calif.
- M. H. SWANSON San Bernardino, Calif.
- W. BAXTER San Bernardino, Calif.
- G. E. YOUNG San Bernardino, Calif.
- W. E. ADAMS San Bernardino, Calif.
- R. C. VAN AUSSDALL Fullerton, Calif.
- J. M. WATKINS Los Angeles, Calif.
- R. F. NORLING Los Angeles, Calif.
- J. O. PHILLIPS Los Angeles, Calif.
- C. F. LILLEY Los Angeles, Calif.
- J. W. TIEHEN Los Angeles, Calif.

ASSISTANT TRAINMASTERS

- R. L. DIXON Barstow, Calif.
- J. J. WHITE Barstow, Calif.
- F. B. HATFIELD San Bernardino, Calif.
- D. S. HYDER Fullerton, Calif.
- C. K. SEAMAN Los Angeles, Calif.
- W. F. BOWEN Los Angeles, Calif.
- J. A. BURTON Los Angeles, Calif.
- A. L. McDANIEL San Diego, Calif.

ROAD FOREMEN OF ENGINES

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

CHIEF DISPATCHER

- J. T. DAWE San Bernardino, Calif.

ASSISTANT CHIEF DISPATCHERS

- R. D. HARPER San Bernardino, Calif.
- E. L. MAYS San Bernardino, Calif.
- W. E. EBERT San Bernardino, Calif.
- E. M. BUTLER San Bernardino, Calif.

DISPATCHERS - SAN BERNARDINO

- | | |
|----------------|-----------------|
| W. S. LOIT | W. R. HANSEN |
| J. C. SELINGER | D. F. HODGES |
| E. O. CRUM | L. A. WRIGHT |
| A. C. KIDD | G. A. WOLLERTON |
| H. W. WITSKEN | J. D. PINSON |
| C. W. BURTON | T. H. ESHELMAN |
| F. O. PIERCE | E. M. ELLIS |
| W. D. EAKIN | N. C. PECK |

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



COAST Santa Fe LINES

**LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL**

TIME TABLE No.

16

IN EFFECT

Saturday, June 15, 1968

At 12:01 A.M.

Pacific Standard Time

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

**J. N. LANDRETH
General Manager
LOS ANGELES, CALIF.**

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

**E. R. ROBERTSON
Asst. General Manager
LOS ANGELES, CALIF.**

**A. K. JOHNSON
Superintendent
SAN BERNARDINO, CALIF.**

**H. D. FISH
Superintendent
LOS ANGELES, CALIF.**

Timetable 15 eff 24 Apr 66
17 eff 27 Oct 68

WESTWARD FIRST CLASS					TIME TABLE NO. 16 June 15, 1968	Mile Post	Ruling Grade Ascending— Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
205	23	1	103	17						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
	PM 9.05	PM 8.55		AM 2.05	NEEDLES YL	578.0			C-R-Y	Yard
	9.15	9.05		2.15	7.4 JAVA	585.6	74.4	0.0	B	107
	9.24	9.14		2.23	6.8 IBIS	592.4	73.9	0.0	B	146
	9.30	9.20		2.30	4.5 BANNOCK	597.0	73.9	0.0	B	107
	9.35	9.25		2.36	4.6 HOMER	601.5	73.9	0.0	B	135
	9.43	9.33		2.47	7.6 GOFFS	609.1	76.0	28.4	B	146
	9.50	9.40		2.54	9.6 FENNER	618.7	0.0	59.1	B	114
	9.55	9.45		2.59	7.5 ESSEX	626.2	0.0	57.0	B	
	10.01	9.51		3.05	8.5 DANBY	634.7	0.0	58.6	B	108
	10.11	10.01		3.15	13.4 CADIZ	648.1	0.0	53.0	B-Y	146
	10.20	10.10		3.24	13.4 AMBOY	661.5	29.0	53.8	C-R	107
	10.27	10.17		3.30	7.8 BAGDAD	669.3	35.9	11.6	B	107
	10.35	10.25		3.38	7.3 SIBERIA	676.7	75.0	0.0	B	135
	10.48	10.38		3.52	9.5 ASH HILL	686.7	76.0	17.9	B-Y	107
	10.54	10.44		3.58	6.7 LUDLOW	693.4	31.1	54.4	B	117
	11.07	10.57		4.14	13.2 PISGAH	706.6	57.0	49.1	B	132
	11.12	11.02		4.20	6.2 HECTOR	712.8	0.0	55.4	B	
	11.21	11.11		4.30	12.8 NEWBERRY	725.6	29.5	39.6	B	146
PM 11.33	11.31	11.21	AM 8.03	4.40	12.0 DAGGETT	737.6	40.6	13.7	B	
					4.0 NEBO	741.6	34.3	30.6	B	
s 11.51 PM	s 11.40 PM	s 11.35 PM	s 8.20 AM	s 5.00 AM	4.8 BARSTOW	746.4	31.7	43.3	C-R-Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(167.6)					

(29.3) (64.9) (62.8) (31.1) (57.5) Average speed per hour

TRACK SIDE WARNING DEVICES

Location	Type	Signals Effected
M.P. 633.4	Hot Box	Rotating white lights at scanner (M.P. 631.3) and Locator (M.P. 633.4)
M.P. 667	Hot Box	Rotating white lights at scanner (M.P. 665—M.P. 666) and Locator (M.P. 667)

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

Trains must get clearance card before leaving Needles.

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

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

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

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

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

Rule 93: Yard Limits Located At:
Needles.

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

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

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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

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

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

Goffs to Cadiz
 Pisgah to Hector

LENGTH OF STEMS OF WYES

Location	Feet
Needles	401
Cadiz	Cadiz District
Ash Hill	410

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT			
Saltus	658.4	51	East and West
Klondike	682.0	74	West
Lavic	702.7	25	East
Minneola	731.7	107	West
Airport Spur	732.6	15	West
Gale	735.3	67	East and West
Cool Water	735.9	16	West

MAXIMUM AUTHORIZED SPEED FOR TRAINS

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
4 Curves M.P. 693.7 to 694.9	50		50
10 Curves M.P. 694.9 to 702.0	65		60
2 Curves M.P. 707.8 to 709.6	70		70
3 Curves M.P. 709.6 to 710.6	60		60
Curve M.P. 745.0 to 745.4	50		50
2 Curves M.P. 745.4 to 745.7	40		40

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

1.0 to 1.5% 30 MPH
 1.5 to 2.0% 25 MPH
 2.0 and over 15 MPH

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

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 707.8	65		60
2 Curves M.P. 707.8 to 706.0	75		70
Curve M.P. 702.0 to 701.5	65		60
7 Curves M.P. 701.5 to 696.1	75		70
2 Curves M.P. 696.1 to 694.9	65		60
4 Curves M.P. 694.9 to 693.6	50		50
Curve M.P. 693.6 to 692.9	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

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

1.0 to 1.5%	30 MPH
1.5 to 2.0%	25 MPH
2.0 and over	15 MPH

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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Saltus	658.4	51	East and West
Klondike	682.0	74	West
Lavic	702.7	25	East
Minneola	731.7	107	West
Airport Spur	732.6	15	West
Gale	735.3	67	East and West
Cool Water	735.9	16	West

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

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

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

NEEDLES DISTRICT

EASTWARD

LOS ANGELES DIVISION 5

Capacity of Sidings in 50 ft. Cars	Communications Turn Tables and Wyes	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 16 June 15, 1968	EASTWARD				
						FIRST CLASS				
						2	24	206	104	18
Yard	C-R-Y			578.0	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
107	B	74.4	0.0	585.6	NEEDLES YL	AM 4.15	AM 5.00			AM 1.55
	B	73.9	0.0	592.4	7.4 JAVA	3.55	4.40			1.39
	B	104.5	0.0	597.0	6.8 IBIS	3.48	4.32			1.32
	B	73.9	0.0	601.5	3.7 BANNOCK	3.44	4.27			1.28
146	B	76.0	26.4	609.1	4.6 HOMER	3.40	4.22			1.24
107	B	0.0	59.1	618.7	7.6 GOFFS	3.33	4.14			1.17
107	B	0.0	57.0	626.2	9.6 FENNER	3.25	4.02			1.08
114	B	0.0	58.6	634.7	7.5 ESSEX	3.17	3.50			1.00
189	B-Y	29.0	53.8	648.1	8.5 DANBY	3.11	3.40			12.53
107	C-R	35.9	11.6	661.5	13.4 CADIZ	3.01	3.26			12.41
100	B	75.0	0.0	669.3	13.4 AMBOY	2.52	3.13			12.31
107	B	121.4	17.9	676.7	7.8 BAGDAD	2.46	3.06			12.25
146	B-Y	31.1	54.4	686.7	7.3 SIBERIA	2.40	2.59			12.18
101	B	57.0	49.1	693.4	7.7 ASH HILL	2.31	2.49			12.09
134	B	0.0	55.4	706.6	6.7 LUDLOW	2.25	2.42			12.03
	B	29.5	39.6	712.8	13.2 PISGAH	2.14	2.30			11.51
107	B	40.6	13.7	725.6	6.2 HECTOR	2.09	2.25			11.45
	B	34.3	30.6	737.7	12.8 NEWBERRY	2.00	2.16	AM 3.40	PM 6.40	11.36
71	B	32.7	43.3	741.6	12.0 DAGGETT	1.52	2.08			11.27
Yard	C-R-Y			746.4	4.0 NEBO					
					4.8 BARSTOW	1.45 AM	2.00 AM	3.25 AM	6.30 PM	11.20 PM
					(165.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....						(66.0)	(55.0)	(35.2)	(52.8)	(63.9)

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

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

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

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

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

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

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

LENGTH OF STEMS OF WYES

Location	Feet
Needles	401
Cadiz	Cadiz District
Ash Hill	410

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

Ash Hill to Bagdad
Goffs to Needles

Rule 93: Yard Limits Located At:
Needles.

TRACK SIDE WARNING DEVICES

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

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

6 LOS ANGELES DIVISION

WESTWARD

FIRST DISTRICT

WESTWARD				TIME TABLE NO. 16 June 15, 1968	Mile Post	Ruling Grade Ascending Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS									
205	103	17	23						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
PM 11.55	AM 8.25	AM 5.10	AM 1.00	BARSTOW YL	0.0			C-R-Y	Yard
AM 12.02	8.33	5.17	1.08	6.1 LENWOOD	5.8	37.0	20.4	B	92
12.09	8.39	5.22	1.14	5.7 HODGE	11.8	39.1	35.9	B	120
12.16	8.46	5.29	1.24	9.2 HELENDALE	21.1	37.0	37.0	B	98
12.21	8.52	5.33	1.29	4.9 BRYMAN	26.1	37.0	0.0	B	144
12.27	8.58	5.38	1.35	5.4 ORO GRANDE YL	31.5	38.0	23.2	C	Yard
s 12.35	f 9.05	5.45	f 1.45	5.0 VICTORVILLE YL	36.7	37.0	37.0	C-R	100-146
12.43	9.12	5.52	1.52	4.3 THORN	41.1	84.5	0.0	B	
12.50	9.18	5.58	1.58	4.7 HESPERIA	45.1	83.4	0.0	B	144
12.59	9.24	6.04	2.04	5.2 LUGO	50.3	81.3	0.0	B	140
1.13	9.39	6.15	2.19	5.5 SUMMIT YL	55.9	84.5	0.0	B-Y	122
				6.5		0.0	158.4		
1.28	9.55	6.29	2.36	CAJON	62.3			B	93
1.34	10.01	6.35	2.43	3.8 KEENBROOK	66.3	0.0	116.2	B	
1.42	10.09	6.42	2.51	4.7 DEVORE	71.0	0.0	116.2	B	126
1.49	10.13	6.48	2.59	5.0 ONO	76.0	0.0	116.2	B	143
s 2.00	s 10.30	s 7.00	s 3.20	5.4 SAN BERNARDINO YL	81.3	64.4	104.5	C-R-Y	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.8)					

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

Between Summit and Cajon and/or between Cajon and Devore, if total brake pipe reduction exceeds eighteen (18) pounds from a fully charged brake pipe to control speed of train, wheel cooling stops will be made Cajon and/or Devore. Each stop must be not less than ten minutes.

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

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH	Frts.
Barstow to Oro Grande	90	60
Oro Grande to San Bernardino	79	60
Curve M.P. 10.3 to 11.8	85	70
Curve M.P. 16.6 to 17.1	80	70
Curve M.P. 19.7 to 20.3	80	70
Curve M.P. 30.8 to 31.8	80	70
2 Curves M.P. 31.8 to 33.8	60	60
Curve M.P. 33.8 to 34.0	40	40
4 Curves M.P. 34.0 to 36.6	55	55
Victorville M.P. 36.6 to 37.4	30	30
2 Curves M.P. 37.4 to 39.1	65	60
2 Curves M.P. 39.1 to 39.9	40	40
4 Curves M.P. 39.9 to 43.7	50	50
Curve M.P. 48.1 to 48.8	65	60
Curve M.P. 48.8 to 49.4	50	50
8 Curves M.P. 49.4 to 51.8	45	45
4 Curves M.P. 51.8 to 53.7	55	55
3 Curves M.P. 53.7 to 55.0	35	35
4 Curves M.P. 55.0 to 55.7	30	30
Summit and 3 Curves M.P. 55.7 to 56.7	20	20
Grade M.P. 56.7 to 58.0	30	20
2 Curves M.P. 58.0 to 58.4	25	20
Grade M.P. 58.4 to 62.2	30	20
Grade M.P. 62.2 to 72.1	40	35
Grade M.P. 72.1 to 80.8	50	35
Adelanto Spur	15	15

In freight and mixed service with dynamic brake not in use maximum speed on descending grades as follows:
 1.0 to 1.5% 30 MPH
 1.5 to 2.0% 25 MPH
 2.0 and over 15 MPH

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

(38.8) (38.8) (44.1) (34.7) Average speed per hour

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

Rule 251 in effect:

Barstow to San Bernardino.

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

Rule 93: Yard Limits Located At:

Barstow (first district only)

Oro Grande, Victorville, Summit and San Bernardino.

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

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

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

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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

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

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

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

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

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

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

- Victorville—Switches between two main tracks, just east of station, time release five minutes;
- Summit—Switch from eastward siding to westward main track, opposite station, time release three minutes;
- Cajon—East and west crossovers, time release five minutes;
- Keenbrook—East and west crossovers, time release five minutes;
- Devore—East and west crossovers, time release five minutes;
- Ono—East and west crossovers, time release five minutes;
- M.P. 79.6—Crossover, time release five minutes;
- San Bernardino—Two main track crossovers between passenger yard and 5th Street, time release two minutes.

LENGTH OF STEMS OF WYES

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

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

The use of retainers on freight trains, Summit to San Bernardino, will be as follows:

1(a). When controlling LOCOMOTIVE HAS PRESSURE MAINTAINING and OPERATIVE DYNAMIC BRAKE, train may proceed without retainers at speed indicated in table below.

SUMMIT TO CAJON

TOTAL TRAIN TONNAGE				Average Tons Per Operative* Brake Speed as Indicated below		
No. Units With Operative Dynamic Brake				75 tons or less	76 to 95 tons	96 to 115 tons
1	2	3	4 or more**			
700 or less	1250 or less	1500 or less	1750 or less	20 MPH	20 MPH	20 MPH
701-1250	1251-1750	1501-2000	1751-2500	20 MPH	20 MPH	15 MPH
1251-1750	1751-2500	2001-2750	2501-4500	20 MPH	15 MPH	15 MPH
			4501 or more	15 MPH	15 MPH	15 MPH

*Must not exceed 115 tons per Operative Brake. Except, trains made up only of cars series AT 74899 to AT 74999, must not exceed 135 tons per Operative Brake.
 **Including 3 or more units ATSF 800-900, 1700-1800 and UP 400-3000 Class.

- (b). Speed may be increased 5 MPH, Cajon to San Bernardino.
- (c). Between Cajon and San Bernardino freight train speed is 35 MPH WHEN THE DYNAMIC BRAKE ALONE WILL CONTROL TRAIN SPEED. Should the use of air brakes become necessary, train will be reduced to that outlined in Rules 1 (a) and 1 (b).

(d). If train with operative dynamic brake and pressure maintaining, restricted to 15 MPH as shown in table above, stops between Summit and Cajon for causes other than inoperative or impaired efficiency of dynamic brake, one retainer must be set in high pressure position for each seventy (70) tons in excess of 700 tons per locomotive unit before train brakes are released and recharged.

2. If DYNAMIC BRAKE BECOMES INOPERATIVE, or ITS EFFICIENCY IMPAIRED, on one or more units, and tonnage being handled is in excess of that authorized for remaining units with operative dynamic brakes, train must be stopped immediately. Before brakes are released, retainers must be set as follows:

- With train qualified by table for speed of 20 MPH—50% in L.P.
- With train qualified by table for speed of 15 MPH—50% in H.P.

3(a). When controlling LOCOMOTIVE DOES NOT HAVE PRESSURE MAINTAINING but DOES HAVE OPERATIVE DYNAMIC BRAKE, maximum tonnage will be 500 tons per unit of operative dynamic brake but not to exceed 2500 tons, train may proceed without the use of retainers.

(b). Trains exceeding 500 tons per unit of operative dynamic brake or total train weight exceeding 2500 tons, one retainer must be set in high pressure position for each seventy (70) tons in excess of 500 tons per operative unit of dynamic brake or when total train weight exceeds 2500 tons.

4. When controlling LOCOMOTIVE DOES NOT HAVE OPERATIVE DYNAMIC BRAKE and is NOT EQUIPPED WITH PRESSURE MAINTAINING, use retainers on all cars. Loaded cars must have retainers set in high pressure position, empty cars in low pressure position before leaving Summit. Short cycle method of braking must be used and total train weight must not exceed 70 tons per operative brake.

5(a). When retainers are required, not less than 10 must be set before leaving Summit.

(b). When retainers are used on freight trains, speed must not exceed 20 MPH, Summit to San Bernardino.

6. If retainers are positioned before reaching Summit, or retainers are not required, and it is known by the conductor and engineman that the prescribed brake pipe pressure is indicated on the gauges, train may proceed without stopping; otherwise, Rule 942 will apply.

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

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.

Barstow	I	WE eastward siding, M.P. 2.0	30
Lenwood	S	EE eastward siding	30
Hodge	S	EE eastward siding	30
Helendale	S	EE eastward siding	30
Oro Grande	S	EE eastward siding	15
Victorville	S	EE eastward siding	15
Thorn	S	EE siding	30
Hesperia	S	EE eastward siding	30
Summit	S	EE eastward siding	15
Alray	S	EE siding	30
Cajon	S	EE eastward siding	15
Keenbrook	S	EE siding	15
Devore	S	EE eastward siding	15
Ono	S	EE eastward siding	15

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

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

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

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

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

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

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

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

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

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

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

Summit to Victorville.

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

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

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

For eastward trains: Barstow West Tower M.P. 7.0

East switch Lenwood (for trains in siding).

FIRST DISTRICT

EASTWARD

LOS ANGELES DIVISION 9

Capacity of Sidings in 50 ft. Cars	Communications Turn Tables and Wyes	Ruling Grade Descending—Feet Per Mile	Ruling Grade Ascending—Feet Per Mile	Mile Post	TIME TABLE NO. 16 June 15, 1968	EASTWARD			
						FIRST CLASS			
Yard	C-R-Y				STATIONS	206	104	18	24
				0.0	BARSTOW YL	AM 3.20	PM 6.25	PM 11.10	AM 1.35
104	B	37.0	20.4	5.8	LENWOOD	3.11	6.15	10.59	1.23
106	B	39.1	35.9	11.8	HODGE	3.05	6.11	10.55	1.17
148	B	37.0	37.0	21.1	HELENDALE	2.58	6.04	10.48	1.06
	B	37.0	0.0	26.1	BRYMAN	2.54	6.00	10.44	1.01
Yard	C	38.0	23.2	31.5	ORO GRANDE YL	2.48	5.56	10.40	12.56
98	C-R	37.0	37.0	36.7	VICTORVILLE YL	2.40	5.50	10.33	12.50
146	B	83.4	0.0	41.1	THORN	2.33	5.40	10.26	12.39
106	B	83.4	0.0	45.1	HESPERIA	2.29	5.36	10.22	12.34
	B	84.3	0.0	50.3	LUGO	2.24	5.31	10.17	12.28
126	B-Y	84.5	0.0	55.9	SUMMIT YL	2.15	5.22	10.08	12.19
118	B	0.0	116.2	59.7	ALRAY	2.05	5.12	9.58	12.06
70	B	0.0	116.2	62.3	CAJON	1.55	5.02	9.48	11.54 AM
115	B	0.0	116.2	66.3	KEENBROOK	1.48	4.52	9.40	11.45
128	B	0.0	116.2	71.0	DEVORE	1.39	4.44	9.32	11.34
106	B	0.0	116.2	76.0	ONO	1.31	4.34	9.23	11.22
Yard	C-R-Y	26.4	104.5	81.3	SAN BERNARDINO YL	1.20 AM	4.25 PM	9.12 PM	11.10 PM
					(82.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....						(41.5)	(41.5)	(42.2)	(34.3)

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

Rule 251 in effect:
Between San Bernardino and Barstow.

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

Rule 93: Yard Limits Located At:
San Bernardino, Summit, Victorville, Oro Grande and Barstow (first district only).

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Frost	38.8	8	Eastward track

LENGTH OF STEMS OF WYES

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

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

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

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

1.0 to 1.5%	30 MPH
1.5 to 2.0%	25 MPH
2.0 and over	15 MPH

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

10 LOS ANGELES DIVISION

SECOND DISTRICT

Capacity of Sidings In 50 ft. Cars	Communications Turn Tables and Wyes	Rating Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 16 June 15, 1968	EASTWARD		Mile Post	Rating Grade Ascending— Feet Per Mile
			FIRST CLASS			FIRST CLASS			
			17	23		18	24		
Yard	C-R-Y		AM 7.05	AM 3.30	SAN BERNARDINO YL	PM 9.09	PM 11.00	81.3	
47	Y	64.9	7.12	3.39	3.6				0.0
		32.4			RIALTO	8.59	10.45	84.9	15.4
		0.0			3.8				
Yard	C-R	0.0	7.18	3.47	FONTANA YL			88.8	38.7
54	B	14.3			3.0	8.54	10.39	91.8	37.7
50	C	14.3	7.24	3.55	KAISER YL				32.0
47	C-Y	56.4	7.28	4.01	2.0				19.3
56		30.6	7.33	4.08	ETIWANDA YL			93.7	42.2
64	C	0.0	s 7.40	s 4.20	3.9	8.46	10.29	100.9	59.1
40		0.0			CLAREMONT	8.42	10.24	104.8	43.8
42		0.0			S.P. Crossing				63.4
59	B	0.0	7.50	4.34	POMONA	s 8.39	s 10.20	106.7	63.4
	C-Y	39.6	7.53	4.38	1.9				63.4
41	B	0.0	7.56	4.42	LA VERNE	8.35	10.15	107.9	75.0
50	B	26.4			2.4				81.3
72	C	75.0	8.00	4.50	SAN DIMAS			110.2	60.7
11	C	75.2			S.P. Crossing				26.4
39	B	73.9			4.1	8.28	10.08	114.4	0.0
62	B	63.4	8.07	5.00	GLENDORA	8.25	10.05	116.9	0.0
34	C-R	78.1	s 8.25	s 5.20	2.5				95.0
	B	0.0			1.4				114.6
34		0.0	8.33	5.30	KINCAID	8.23	10.03	118.2	88.7
20	B	31.7			S.P. Crossing				91.9
71		0.0			BUTLER			120.2	106.9
		0.0	8.45	5.43	2.3				89.8
	C-Y	0.0			MONROVIA	8.20	10.00	122.4	37.0
Yard	C	0.0	9.00 AM	6.00 AM	ARCADIA			124.2	59.7
Yard	B-R	0.0			SANTA ANITA			125.8	
					1.6				
					CHAPMAN	8.14	9.54	127.3	
					0.8				
					LAMANDA PARK			128.0	
					3.6				
					PASADENA YL	s 8.00	s 9.40	131.7	
					2.0				
					SOUTH PASADENA			133.7	
					0.5				
					OLGA	7.47	9.20	134.2	
					1.6				
					U. P. Crossing				
					HIGHLAND PARK			135.9	
					2.9				
					U. P. Crossing				
					WATER STREET YL			138.7	
					0.7				
					BROADWAY YL	7.34	9.05	139.4	
					0.6				
					MISSION TOWER YL			140.1	
					0.8				
					LOS ANGELES YL	7.30 PM	9.00 PM		
					Union Station				
					(59.5)				
					FIRST STREET YL			141.1	
					1.1				
					(59.8)				
			Arrive Daily	Arrive Daily		Leave Daily	Leave Daily		

Trains must get clearance card before leaving San Bernardino and Los Angeles.

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

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

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

San Bernardino, interlocking signals when displaying a single yellow aspect will be "APPROACH-RESTRICTING" with the indication "PROCEED-PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."

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

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

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

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

LENGTH OF STEMS OF WYES

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

(31.0) (23.8) Average speed per hour. (36.1) (29.8)

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Gallo Spur	94.6	46	West
Rochester	95.0	11	East
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	15	East and West
Raymond	132.7	16	West

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH	
	Psg. and Light	Frnt.
San Bernardino to Upland	90	60
Upland to Los Angeles	65	60
San Bernardino and Rialto M.P. 82.6 to 85.2	30	30
Fontana M.P. 88.5 to 88.9	50	50
4 Curves M.P. 98.2 to 100.5	75	60
Upland S.P. Crossing M.P. 101.0	40	40
Pomona M.P. 106.2 to 107.0	40	40
La Verne M.P. 107.0 to 108.8	45	45
3 Curves M.P. 111.8 to 114.2	55	55
Curve M.P. 119.5 to 119.7	55	50
M.P. 127.6 to 129.6	30	30
M.P. 129.6 to 131.2	20	20
M.P. 131.2 to 135.5	30	30
U.P. Crossing and 7 Curves M.P. 135.5 to 138.3	25	25
U.P. Crossing and 4 Curves M.P. 138.3 to 140.0	20	20
Curve M.P. 140.0 to 140.2	15	15
Rialto, Cucamonga, and Upland Foothill Spurs, Muscat and Metropolitan Spurs	15	15

SWITCHES—MAXIMUM AUTHORIZED SPEED

	MPH
Trailing movements, spring point derails:	
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
Claremont	S	WE siding	15
Glendora	S	EE and WE siding	15
Pasadena	S	EE and WE siding	15
Broadway	I	Two track junction switch	30

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
San Bernardino: West Yard Tower	Second and Third District main tracks at west end bridge 82.1. End of two tracks and freight yard at east end bridge 82.1. Main track, connecting crossover and Junction Third District "A" yard office.	Interlocking	{ Second District — Third District —0 A Yard to B Yard —00 B Yard to Second District —0000 House lead to main line — Switch lead 0— A Yard lead 0000 Engine lead —0 Second District to B Yard —000 B Yard to A Yard —00
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland	S. P. Crossing. S. P. Crossing. S. P. Crossing. S. P. Crossing.	98-A, 98-B. 98-A, 98-B. 98-A, 98-B. Main track, when home signals in stop position, 98-B, 320(A). Siding, westward trains, be governed by signal 1003. House track, 98-A, 98-B.	
Claremont San Dimas Kincaid Highland Park (0.6 Mi. East) Water Street (0.7 Mi. East) Mission Tower	S. P. Crossing. S. P. Crossing. S. P. Crossing. U. P. Crossing. U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	When home signals in stop position, 98-B, 320(A). 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. 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 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 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—

WESTWARD FIRST CLASS					TIME TABLE NO. 16 June 15, 1968	STATIONS	Mile Post	Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending Feet Per Mile
77	75	103	73	205						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
		AM 10.30		AM 2.10	3 TRKS.	SAN BERNARDINO YL	0.0	C-R-Y	Yard	
						RANA YL	1.6			25.0
		10.39	s	2.20		COLTON YL	2.9	B	W-49 E-112	0.0
		10.44		2.25	TCS	HIGHGROVE	6.7	B	W-114	21.1
		10.48 AM		2.30 AM		S. P. Crossing RIVERSIDE JCT.	9.2	C-R		21.1
					TCS	RIVERSIDE YL	9.8	B	E-42	0.0
						CASA BLANCA	14.0	Y	99	63.4
					TCS	ARLINGTON	16.4	O	62	21.1
						MAY	20.2	B	94	0.0
					TCS	PORPHYRY	22.8	B-Y	100	0.0
						CORONA	24.1	C-R	167	24.3
					TCS	PRADO DAM	29.2	B	94	21.1
						ESPERANZA	36.4	B	129	0.0
					TCS	ATWOOD	40.6	B-Y		10.6
						PLACENTIA	43.0	O		0.0
PM 6.12	PM 1.42		AM 9.12		TCS	FULLERTON	165.0	C-R		12.7
6.20	1.49		9.19			LA MIRADA	158.7	B	E-96	37.0
					TCS	SANTA FE SPRINGS	154.4	O	W-86	23.2
						LOS NIETOS	153.1	B		17.1
					TCS	D. T. JUNCTION	152.1	B		0.0
6.30	2.00		9.30			PICO RIVERA	151.2	C-R	Yard	22.7
6.32	2.02		9.32		TCS	BANDINI	149.8	B		19.0
6.37	2.07		9.37			HOBART YL	145.5	C-R	Yard	37.0
					TCS	REDONDO JCT. YL	143.2	R-T-Y		37.0
						FIRST STREET YL	141.1	B-R	Yard	59.7
					TCS	MISSION TOWER YL	140.1	C-Y		71.8
6.55 PM	2.25 PM		9.55 AM			LOS ANGELES YL		O		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(72.1)				

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

At San Bernardino: Train order signal West Yard Tower apply to trains moving via "B" yard, train order signal "A" Yard Office apply to trains moving via short route. Flashing red indication of train order signal "A" Yard Office, trains may proceed to West Yard Tower and be governed by indication of train order signal.

Rule 251 in effect at following locations:
Between west end of Bridge 4.6 and Riverside Jct.
Between La Mirada and D.T. Jct.
Between Redondo Jct. Interlocking and Mission Tower.

Rule 261 (TCS) in effect at following locations:
Main tracks San Bernardino to Bridge 4.6.
Main Tracks Riverside Jct. to La Mirada M.P. 159.5.
Main Tracks D.T. Jct. to Redondo Jct.

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

San Bernardino to and including Rana, interlocking signals when displaying a single yellow aspect will be "APPROACH-RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."

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

Rule 85: Exchanging train orders, signals and numbers will not be required: Between San Bernardino and Bridge 4.6, Riverside Jct. and La Mirada, and D.T. Jct. and Redondo Jct.

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

Rule 95 is amended; trains leaving San Bernardino, where Rule 251 or 261 are in effect, 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.

(35.6) (35.6) (33.0) (35.6) (29.7) Average speed per hour

LENGTH OF STEMS OF WYES

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
San Bernardino to La Mirada		79	60
La Mirada to Los Angeles		65	60
2 Curves and Bridge 0.9 M.P. 0.0 to 0.9		15	15
4 Curves and Colton M.P. 0.9 to 2.1		20	20
3 Curves and Colton M.P. 2.1 to 3.2		20	20
2 Curves M.P. 3.5 to 4.5		40	40
3 Curves M.P. 4.9 to 5.6		75	60
3 Curves M.P. 6.4 to 6.8		45	45
Curve M.P. 9.4 to 9.6		60	60
4 Curves M.P. 9.6 to 10.0		30	30
3 Curves M.P. 10.4 to 11.7		65	60
2 Curves M.P. 11.9 to 12.5		50	50
Curve M.P. 14.7 to 14.9		75	60
3 Curves M.P. 15.5 to 16.7		55	55
Curve M.P. 16.9 to 17.1		65	60
Corona M.P. 22.5 to 25.8		30	30
Curve M.P. 30.4 to 30.7		65	60
3 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	30
2 Curves M.P. 45.2 to 45.7		50	50
Fullerton M.P. 165.2 to 164.7		30	30
Curve M.P. 161.1 to 160.8		75	60
Curve M.P. 156.6 to 155.9		60	60
Crossing and Curve M.P. 144.5 to 143.4		30	30
2 Curves M.P. 143.4 to 142.9		15	15
3 Curves M.P. 141.1 to 140.2		35	35
Curve M.P. 140.2 to 140.0		15	15
Prenda and La Habra Valley Spurs		15	15

SWITCHES—MAXIMUM AUTHORIZED SPEED

Trailing movements, spring point derails: MPH
 Rana, switching lead 10
 Prenda Spur, one-fourth mile from main track 10

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:
 "I"—Interlocked Switch. "EE"—East End.
 "S"—Spring Switch. "WE"—West End.

Station	Type	Location	MPH
Rana	I	Junction switch and crossover	30
Colton	I	WE eastward siding, near Bridge 4.6	30
	I	Two-track junction switches, east and west ends of Bridge 4.6	40
Highgrove		Junction of eastward main with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and crossover	30
Riverside	I	Two-track junction switch	30
Atwood	I	Two-track junction switch	40
	I	Olive District junction switch	40
Fullerton	I	Fourth District two track junction switch	50
	I	Two crossovers M.P. 45.5	50
La Mirada	I	Two crossovers	50
	I	Switch to industrial lead	15
Santa Fe Springs	S	WE siding	15
D. T. Jct.	I	Two-track junction switch	40
Bandini	I	Two-track junction switch	40
M.P. 147-148	I	Main track crossovers and lead switch	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye	10

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

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

San Bernardino:	See West Yard Tower, Second District		
Rana Colton Tower	All switches. S. P. Crossing. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking.	{ To or from U. P. —0 To or from S. P. 0— From Santa Fe westward main to U. P. eastward main —0 From U. P. westward main to Santa Fe eastward main —0 From U. P. westward main to Santa Fe westward main —0000
Riverside Junction	S. P. and U. P. Crossing. Junctions, and Crossover.	Interlocking	
May Fullerton Los Nietos D. T. Junction Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	S. P. Junction. U. P. Crossing. S. P. Crossing. S. P. Crossing.	TCS TCS When home signals in stop positions, 98-B, 320(B). Interlocking.	
	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 derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 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—

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	30
Riverside	I	Two-track junction switch	30
Atwood	I	Two-track junction switch	40
	I	Olive District junction switch	40
Fullerton	I	Fourth District two-track junction switch	50
	I	Two crossovers M.P. 45.5	50
La Mirada	I	Two crossovers	50
	I	Switch to industrial lead	15
Santa Fe Springs	S	WE siding	15
D. T. Jct.	I	Two-track junction switch	40
Bandini	I	Two-track junction switch	40
M.P. 147-148	I	Main track crossovers and lead switch	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye	10

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Fr.
San Bernardino to La Mirada	79	60	
La Mirada to Los Angeles	65	60	
2 Curves and Bridge 0.9 M.P. 0.0 to 0.9	15	15	
3 Curves and Colton M.P. 2.1 to 3.2	20	20	
2 Curves M.P. 4.4 to 3.2	30	30	
Curve M.P. 5.0 to 4.5	40	40	
Curve M.P. 5.6 to 5.5	75	60	
3 Curves M.P. 6.8 to 6.4	30	30	
Curve M.P. 8.5 to 8.3	75	60	
Curve M.P. 9.4 to 9.6	60	60	
3 Curves M.P. 10.4 to 11.7	65	60	
2 Curves M.P. 11.9 to 12.5	50	50	
Curve M.P. 14.7 to 14.9	75	60	
3 Curves M.P. 15.5 to 16.7	55	55	
Curve M.P. 16.9 to 17.1	65	60	
Corona M.P. 22.5 to 25.8	30	30	
Curve M.P. 31.2 to 30.4	65	60	
3 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	30	
2 Curves M.P. 45.2 to 45.7	50	50	
Fullerton M.P. 165.2 to 164.7	30	30	
Curve M.P. 161.1 to 160.8	75	60	
Curve M.P. 156.6 to 155.9	60	60	
Crossing and Curve M.P. 144.5 to 143.4	30	30	
2 Curves M.P. 143.4 to 142.9	15	15	
3 Curves M.P. 141.1 to 140.2	35	35	
Curve M.P. 140.2 to 140.0	15	15	
Prenda and La Habra Valley Spurs	15	15	

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
San Bernardino:	See West Yard Tower, Second District		
Rana Colton Tower	All switches. S. P. Crossing. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking.	{ To or from U. P. —0 To or from S. P. 0— From Santa Fe westward main to U.P. eastward main —0 From U. P. westward main to Santa Fe eastward main —0 From U. P. westward main to Santa Fe westward main —0000
Riverside Junction	S. P. and U. P. Crossing. Junctions, and Crossover.	Interlocking	
May Fullerton Los Nietos D. T. Junction Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	S. P. Junction. U. P. Crossing. S. P. Crossing. S. P. Crossing. All tracks. U. P. Crossing.	TCS. TCS. When home signals in stop positions, 98-B, 320(B). Interlocking. Interlocking	{ Inbound yard lead —0 Outbound yard lead —0
Redondo Junction	U. P. Crossing.	Interlocking	
Mission Tower	S. P. and U. P. Crossing. To and from LAUPT.	Interlocking. When necessary make movement governed by Rule 321(A), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	{ Butte St. Transfer 00—0 To Harbor Dist. —0 To 9th St. Yard —0 Levee Track 0—00 Against current of traffic —0000 Union Station 0— Old main 00—0 Cudahy lead —0— Against current of traffic —0000 S. P. Downey Ave. 000—

THIRD DISTRICT

EASTWARD

LOS ANGELES DIVISION 15

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cuts	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE		WESTWARD				
				NO. 16		FIRST CLASS				
				June 15, 1968		206	74	76	104	78
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
C-R-Y	Yard	52.8	0.0	SAN BERNARDINO YL	AM 1.08			PM 4.20		
		52.8	1.6	RANA YL						
B	W-49 E-112	52.8	2.9	COLTON YL	12.58			4.09		
B	W-114	52.8	6.7	HIGHGROVE	12.53			4.05		
C-R		52.8	9.2	RIVERSIDE JOT.	12.48 AM			3.59 PM		
B	E-42	52.8	9.8	RIVERSIDE YL						
Y	99	52.8	14.0	CASA BLANCA						
C	82	52.8	16.4	ARLINGTON						
B	94	52.8	20.2	MAY						
B-Y	100	27.3	22.8	PORPHYRY						
C-R	167	52.8	24.1	CORONA						
B	94	52.8	29.2	PRADO DAM						
B	129	52.8	36.4	ESPERANZA						
B-Y		42.2	40.6	ATWOOD						
C		42.2	43.0	PLACENTIA						
C-R		165.0	165.0	FULLERTON	AM 8.05	AM 11.40		PM 8.25		
B	E-96	33.4	158.7	LA MIRADA	7.56	11.31		8.16		
C	W-86	9.2	154.4	SANTA FE SPRINGS						
B		17.6	153.1	LOS NIETOS						
B		26.9	152.1	D. T. JUNCTION	7.50	11.25		8.10		
C-R	Yard	4.2	151.2	PICO RIVERA	7.48	11.22		8.07		
B		52.8	149.8	BANDINI						
C-R	Yard	0.0	145.5	HOBART YL	7.42	11.15		8.00		
R-T-Y		0.0	143.2	REDONDO JCT. YL						
B-R	Yard	0.0	141.1	FIRST STREET YL						
C-Y		0.0	140.1	MISSION TOWER YL						
C		31.7		LOS ANGELES YL	7.30 AM	11.00 AM		7.45 PM		
				(71.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (27.6) (43.7) (38.2) (26.3) (38.2)

Trains must get clearance card before leaving Los Angeles.

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.

Rule 251 in effect at following locations:
Between west end of Bridge 4.6 and Riverside Jct.
Between La Mirada and D.T. Jct.
Between Redondo Jct. Interlocking and Mission Tower.

Rule 261 (TCS) in effect at following locations:
Main Tracks San Bernardino to Bridge 4.6.
Riverside Jct. to La Mirada M.P. 159.5.
D.T. Jct. to Redondo Jct.

San Bernardino to and including Rana, interlocking signals when displaying a single yellow aspect will be "APPROACH-RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."

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

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

Rule 85: Exchanging train orders, signals and numbers will not be required: Between San Bernardino and Bridge 4.6, Riverside Jct. and La Mirada, and D.T. Jct. and Redondo Jct.

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

LENGTH OF STEMS OF WYES

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

16 LOS ANGELES DIVISION

FOURTH DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 16 June 15, 1968	EASTWARD			Ruling Grade Ascending Feet Per Mile	
			FIRST CLASS				FIRST CLASS				
			77	75	73		74	76	78		
			San Diegan	San Diegan	San Diegan		San Diegan	San Diegan	San Diegan		
			Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily		
Y	Yard	31.1				NATIONAL CITY YL	273.1			26.4	
T		10.5	PM	AM	AM	3.8 22ND STREET YL	269.3	AM	PM	PM	0.0
C-R-Y	Yard	52.8	4.00	11.30	7.00	1.8 SAN DIEGO YL	267.5	s 10.25	s 1.55	s 10.40	31.0
B		35.1	4.07	11.38	7.07	3.3 OLD TOWN YL	264.2	10.12	1.43	10.27	28.5
B	91	65.5				2.1 MORENA	262.1				51.7
B		113.5				4.2 ELVIRA	257.9				0.0
B-Y		0.0				4.9 MIRAMAR	253.0				116.2
B	98	54.2		PM		3.9 SORRENTO	249.1				58.1
C-Y	67	52.8	s 4.33	s 12.03	s 7.31	5.0 DEL MAR	244.0	s 9.45	s 1.19	s 10.04	63.4
O	92	63.4	4.39	12.09	f 7.37	6.0 ENCINITAS	238.1	9.35	1.06	f 9.54	63.4
B	116	63.4				4.2 PONTO	233.8				64.4
B	69	69.7				4.5 CARLSBAD	229.3				59.7
B-Y		15.8				2.0 ESCONDIDO JCT.	227.2				7.4
C-R	76	64.4	s 4.57	s 12.27	s 7.55	1.0 OCEANSIDE	226.2	s 9.25	s 12.55	s 9.42	63.5
B-Y	92	70.8				2.1 FALLBROOK JCT.	224.1				67.1
B	86	67.6				5.4 LAS FLORES	218.7				68.6
B	97	23.8				4.5 AGRA	214.2				69.0
B	91	29.6				5.4 SAN ONOFRE	208.8				58.1
B	33	0.5	s 5.18	s 12.48	f 8.17	3.9 SAN CLEMENTE	204.8	f 8.59	12.27	f 9.18	5.3
B	54	26.4				2.2 POCHE	202.7				28.5
B	98	60.5				2.8 SERRA	199.8				0.0
O	87	65.5	5.27		8.27	2.6 SAN JUAN CAPISTRANO	197.2	8.48	12.17	9.09	0.0
B	98	67.3				4.6 GALIVAN	192.6		PM		73.9
B	88	0.0				4.5 EL TORO	188.1				70.2
O	119	12.0				5.2 VALENCIA	182.9				63.4
B	93	38.5				4.4 IRVINE	178.5				0.0
O	125	30.6	s 5.54	s 1.25	s 8.52	2.9 SANTA ANA	175.5	s 8.30	s 11.59	s 8.45	14.3
C-Y	122	29.6	5.59		8.57	4.9 ORANGE	172.6	8.17			39.2
O	60	22.7	s 6.05	s 1.35	s 9.04	S. P. Crossing ANAHEIM	167.8	s 8.10	s 11.45	s 8.30	19.0
C-R			s 6.12 PM	s 1.42 PM	s 9.12 AM	2.7 FULLERTON	165.0	8.05 AM	11.40 AM	8.25 PM	
			Arrive Daily	Arrive Daily	Arrive Daily	(107.7)		Leave Daily	Leave Daily	Leave Daily	

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

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

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

Rule 251 in effect between Old Town and San Diego.

Rule 261 (TCS) in effect at following locations:

Main tracks Old Town to Fullerton.
On sidings Ponto and Orange.

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

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

(46.4) (46.4) (46.4) Average speed per hour (43.7) (45.3) (45.3)

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.
National City	Navy Warehouse Crossing.	98-A, 98-B.

LENGTH OF STEMS OF WYES

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Car Capacity	Switch Connection
Irvine Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	21	East
Tustin	181.5	25	East
Frances	183.1	36	East and West
Kathryn	183.9	24	East
Como	180.1	54	East and West
Stuart	221.7	50	East and West
San Diego G. & E. Co. Spur	231.3	35	East
Farr	231.6	6	West
Cardiff	239.8	11	East and West
Solana Beach	241.9	9	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	13	East and West
Cudahy	263.4	43	East and West

FOURTH AND OLIVE DISTRICTS

LOS ANGELES DIVISION 17

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light Frt.	LOCATION	M.P.H. Psgr. and Light Frt.
National City to Sorrento	79 60	2 Curves and Plaza St. Crossing	
Sorrento to Santa Ana	90 60	M.P. 244.3 to 241.8	50 50
South Main Track, M.P. 179.1 to M.P. 176.7	40 40	Curve M.P. 241.3 to 241.1	85 60
Santa Ana to Fullerton	79 60	2 Curves M.P. 239.2 to 238.5	85 60
San Diego M.P. 273.0 to 267.3	20 20	Curve M.P. 237.8 to 237.4	80 60
San Diego M.P. 267.3 to 264.1	30 30	Oceanside M.P. 227.0 to 225.5	30 30
3 Curves M.P. 262.7 to 261.2	70 60	3 Curves M.P. 224.7 to 223.8	70 60
2 Curves M.P. 260.3 to 259.9	50 50	2 Curves M.P. 209.0 to 208.2	70 60
Curve M.P. 259.1 to 258.6	60 60	12 Curves M.P. 207.7 to 201.2	75 60
3 Curves M.P. 258.5 to 257.9	40 40	Curve M.P. 200.3 to 199.9	45 45
6 Curves and Grade M.P. 257.8 to 253.7 Westward	65 60	Curve M.P. 199.4 to 199.1	65 60
6 Curves and Grade M.P. 253.7 to 257.8 Eastward	65 35	3 Curves M.P. 198.6 to 197.9	35 35
10 Curves M.P. 252.8 to 251.0	25 25	2 Curves M.P. 197.4 to 197.0	60 60
2 Curves M.P. 250.9 to 250.6	40 40	Curve M.P. 195.9 to 195.8	75 60
2 Curves M.P. 250.5 to 250.0	55 55	2 Curves M.P. 194.2 to 193.5	85 60
Curve M.P. 248.7 to 248.6	85 60	Santa Ana M.P. 176.1 to 175.3	40 40
Curve M.P. 245.8 to 245.5 Westward	60 60	2 Curves M.P. 175.0 to 174.4	60 60
Curve M.P. 244.6 to 244.4 Westward	75 60	7 Curves M.P. 173.8 to 172.0	40 40
3 Curves M.P. 244.4 to 245.8 Eastward	60 60	Curve M.P. 170.3 to 169.2	75 60
		Anaheim M.P. 168.1 to 167.7	40 40
		Curve M.P. 166.9 to 166.6	75 60
		Curve M.P. 165.9 to 165.3	50 50
		Fullerton M.P. 165.2 to 164.7	30 30
		Irvine and Miramar Army Spurs	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	I	Two-track junction switch	50
Orange	I	WE siding	30
	I	EE siding (main track)	40
Irvine	I	EE two tracks—M.P. 179.1	40
Ponto	I	EE and WE of siding	40
Miramar	I	WE two main tracks—M.P. 252.9	30
	I	Crossover—M.P. 253.7	30
Elvira	I	EE two main tracks—M.P. 257.9	40
Old Town	I	Two-track junction switch	30

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

OLIVE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	
				NO. 16 June 15, 1968				
Y-B	Yard					0.0		
B	21	42.2	TCS	ATWOOD		2.4	42.2	
				OLIVE		3.4		
Y-C	62	42.2		ORANGE		5.8	42.2	
				(5.8)				

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

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

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Location	Psgr. and Light	Frt.
Olive District	40	40

RAILROAD CROSSING AT GRADE

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

LENGTH OF STEMS OF WYES

Location	Feet
Atwood	600
Orange	Main track

HARBOR DISTRICT

Capacity of Sidings In 30 ft. Cars	Ruling Grade Ascending Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending Feet Per Mile	Communications Turn Tables and Wyes
		↓	NO. 16 June 15, 1968	↑			
			STATIONS				
			LONG BEACH 2.5 S. P. Crossing West Thenard Tower 1.1				
Yard			Pier A Yard 2.0				C
Yard			WILMINGTON 1.4		28.0		B
89			WATSON 3.3		26.6		B-Y
Yard	79.2		IRONSIDES 1.6		23.3	52.8	
Yard	24.3		TORRANCE 1.6		21.7	0.0	C
Yard	10.9		ALCOA 3.5		20.1	26.4	B
Yard	52.3		LAWDALE 1.8		16.6	58.4	
	52.6		EL SEGUNDO S. P. Crossing 1.2		14.8	51.1	C-R-Y
	11.6		LAIRPORT 3.7		13.6	4.0	B
107			INGLEWOOD 1.9		9.9	13.7	C
79	26.4		HYDE PARK 0.7		8.0	52.8	
13	52.8		VAN NESS 1.3		7.3	57.6	
22	0.0		WILDASIN 2.5		6.0	0.0	
75	10.5		WINGFOOT S. P. Crossing 2.0		3.5	0.0	B
18	18.5		S. P. Crossing MALABAR 1.5		1.5	0.0	
Yard	21.1		REDONDO JCT. 28.0		0.0	0.0	R-Y

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Car Capacity	Switch Connection
Nadeau	2.5	7	East and West
Dudmore	19.1	17	East
Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Alcoa Spur	20.1	Lgh. 2.0 m.	West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Redondo Junction	U. P. Crossing.	See Redondo Junction, Third District. 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 Tower: (0.1 Mi. West) (0.7 Mi. East)	S. P. Crossing.	Interlocking.
	S. P. Crossing.	Interlocking.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH
Harbor Dist.	30	30
M.P. 0.0 to St. Crossing M.P. 1.6	12	12
M.P. 1.6 to St. Crossing M.P. 8.3	15	15
St. Crossing M.P. 13.1	15	15
M.P. 20.0 to 23.0 Torrance	15	15
St. Crossing M.P. 27.9	15	15

Should home signals at S. P. Railway crossing, one mile east of West Thenard Tower, fail to clear, call Towerman for instructions.

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

Spring point derail located at 2414 feet east of MP 27, east end Watson Yard. Normal position set to derail for eastward movements.

Light indicators are located between Malabar and Wingfoot:

For eastward movement at MP 1.7 with 1000 foot approach circuit.

For westward movement at MP 2.3 with 1000 foot approach circuit.

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

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

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

Yard limits Pier A to Redondo Jct., inclusive.

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

LENGTH OF STEMS OF WYES

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

Normal position of junction switches
El Segundo for Harbor District.

REDONDO DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications Turn Tables and Wyes
		↓		↑			
			STATIONS				
Yard			REDONDO BEACH		20.2		
7	42.2		1.5 HERMOSA BEACH		18.7	0.0	0
	42.2		1.7 MANHATTAN BEACH		17.0	0.0	
	47.5		2.2 EL SEGUNDO		14.8	52.8	C-R-Y
			(5.4)				

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

SAN JACINTO DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
	26			HIGHGROVE S. P. Crossing		0.0	
	12	116.2		2.5 LEMONA		2.7	0.0
	31	116.2		4.5 BOX SPRINGS		7.2	0.0
C		21.3		2.3 MARCH FIELD		9.6	17.6
	45	21.3		1.1 ALESSANDRO		10.6	17.6
Y	22	0.0		2.9 VAL VERDE		13.5	47.5
C-R-Y	20	0.0		4.7 PERRIS		18.3	28.1
	21	21.6		3.8 ETHANAC		22.7	63.4
	11	49.3		2.4 MENIFEE		25.0	0.0
	34	21.1		3.9 WINCHESTER		28.9	42.2
	13	52.8		4.2 EGAN		33.1	0.0
C	15	44.3		2.9 HEMET		36.0	0.0
C-Y	9	6.3		2.3 SAN JACINTO		38.3	63.4
				(37.5)			

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

LENGTHS OF STEMS OF WYES

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Location	MPH	Psgr. and Light	Frts.
REDONDO DIST.	15		15
SAN JACINTO DISTRICT:			
Highgrove to Box Springs	20		20
Box Springs to Ethanac	40		40
Ethanac to M.P. 33.0	25		25
M.P. 33.0 to 35.7	15		15
M.P. 35.7 to San Jacinto	10		10
Main track turnout and curve M.P. 18 to 19.2	15		15

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

RAILROAD CROSSING AT GRADE AND INTERLOCKING

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

STATION OR TRACKS NOT SHOWN IN SCHEDULE

San Jacinto District

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

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

ELSINORE DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
B	17	147.8		ELSINORE 5.6		21.9	132.0
B	20		50.7		ALBERHILL 7.8		
	32	0.0		ARCILLA 8.5		8.5	68.6
B-Y	Yard			S. P. Crossing PORPHYRY		0.0	
				(21.9)			

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

ESCONDIDO DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
C-Y	25	83.4		ESCONDIDO 4.9		21.1	95.0
	14		116.2		SAN MARCOS 7.0		
C	10	116.2		VISTA 1.5		9.2	0.0
	11	107.7		FALDA 8.4		7.8	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 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
B-Y	48	66.0		FALLBROOK JCT. 6.0		0.0	62.7
	12		26.4		CHAPPO 2.4		
B	46	132.0		JOFEGAN 6.7		8.4	79.2
	6	105.6		U.S.M.C. Crossing DE LUZ 1.8		15.1	0.0
C-Y	28			FALLBROOK		16.9	
				(16.9)			

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

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

RAILROAD CROSSING AT GRADE

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



STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

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

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



LUCERNE VALLEY AND REDLANDS DISTRICTS

LUCERNE VALLEY DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 Ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
							
C	58	0.0		STATIONS			
	13	0.0		CUSHENBURY 3.1		29.2	105.6
	14	75.0		SPUR 5 10.5		28.1	105.6
	2	0.0		BASS 4.3		15.6	75.0
	2	0.0		SPUR 2 4.3		11.3	75.0
	2	116.2		SPUR 1 7.0		7.0	75.0
B				HESPERIA 7.0		0.0	
				(29.2)			

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

REDLANDS DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings In 50 Ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
							
	14			STATIONS			
B	25	89.5		PATTON 1.0		19.7	0.0
C	47	83.2		HIGHLAND 2.5		18.7	70.5
C	17	88.5		EAST HIGHLANDS 4.1		16.2	0.0
C	31	0.0		MENTONE 3.2		12.0	116.2
C-R-Y	Yard	101.3		REDLANDS 8.8		8.8	116.2
				S. P. Crossing SAN BERNARDINO		0.0	
				(20.0)			

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

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

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Lucerne Valley District

Location	Mile Post	Car Capacity	Switch Connection
La Habra Product Inc.	23.5	14	East and West
Chas. Pfizer and Co. Inc.	26.2	26	East and West

Redlands District

Location	Mile Post	Car Capacity	Switch Connection
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
West Highland	20.4	11	East and West

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

RAILROAD CROSSING AT GRADE

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

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

CADIZ DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
C	Yard	31.7		PARKER YL		105.8	
B	28	30.6		8.3 CALZONA		114.1	29.6
B	17	30.6		5.9 VIDAL		120.0	0.0
B	45	6.9		11.6 GROMMET		131.6	0.0
B	49	0.0		8.8 RICE YL		140.4	21.1
B	43	0.0		3.6 FREDA YL		144.0	25.3
B	57	0.0		7.0 SABLON		151.0	30.6
B	120	0.0		4.8 SALTMARSH		155.8	31.7
B	97	29.6		13.4 FISHEL		169.2	5.3
B-Y	76	29.6		21.3 CADIZ		190.5	31.7
				(84.7)			

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

Rule 93: Yard limits located at:
Milligan
Freda to Rice inclusive.
Earp to Parker inclusive.

RIPLEY DISTRICT

Communications Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 16 June 15, 1968	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
			↓		↑		
				STATIONS			
C-R-Y	Yard	21.7		RIPLEY		49.4	
				7.4			42.8
	55	83.4		BLYTHE		42.0	
B	30	68.6		21.6 COX		20.4	10.6
				2.6 MIDLAND		17.8	0.0
	11	68.6		1.3 STYX		16.5	0.0
B-Y	49	65.0		16.5 RICE		0.0	83.4
				(49.4)			

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Location	Psgr. and Light	MPH	Fr.
CADIZ DIST.	50		49
M.P. 154 to 158	30		30
Track M.P. 107.2 to 111.1	45		40
Curve M.P. 165.2 to 165.5	45		40
Curve M.P. 183.0 to 183.2	45		40
RIPLEY DISTRICT			
Rice to Blythe	40		40
Blythe to Ripley	20		20
Riverview Farms Spur	15		15
3 Curves M.P. 14.6 to 15.2	25		25
4 Curves M.P. 15.6 to 16.4	20		20
4 Curves M.P. 16.7 to 17.7	30		30
5 Curves M.P. 34.6 to 36.4	30		30

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

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

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

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), Victorville, San Bernardino (roundhouse, Rialto Ave. and "A" yard offices), Mission Tower, Los Angeles (Union Station, First St., and Hobart yard offices, Redondo Jct.), Fullerton, Pico Rivera, Oceanside, San Diego (yard office and Division Foreman's office).

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

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

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

4. Rule 80: Bulletin books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Kaiser, Corona, Fullerton, Pico Rivera, First Street, Union Station, Redondo Junction, Hobart, El Segundo, Torrance, Wilmington, 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. 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.

7. Rule 761: Following is a list of structures:

- Inca, overhead conveyor on industry track;
- 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.;
- Ellis, M.S.W. Shed;
- First Street, viaduct over old passenger tracks; and
- Los Angeles, Union Station, train sheds.

SPEED REGULATIONS

8. 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-199452 AT-199453 AT-199454 AT-199455 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.

Freight trains averaging 90 tons or more per car must not exceed 45 M.P.H.

9. 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:			
80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward	Light	Backing or When Not Controlled From Lead Unit	Dead in Train
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
325-344	90	90	45	90
350-359	90	90	*45	90
400-405, 1900-1939	90	90	45	90
1100-1174, 1800-1889	80	80	*45	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-190	80	65	25	75
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		
	San Bernardino	20		
Passenger Train Speeds	Ash Hill-Siberia			
	Summit-			
	San Bernardino			

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

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min. Sec.		Miles Per Hour	Time Per Mile Min. Sec.		Miles Per Hour	Time Per Mile Min. Sec.		Miles Per Hour
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

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

DR. LAWRENCE CHAFFIN, CHIEF SURGEON
Los Angeles, Calif.

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

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

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

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

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

**CONDITIONAL STOPS SHOWN WILL BE MADE
ONLY FOR REVENUE PASSENGERS**

The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Grants	North of Barstow	Clovis and beyond
	Edwards		Belen and beyond
2	Edwards	Belen and beyond	
	Holbrook	Clovis and beyond	
	Grants	Clovis and beyond	North of Barstow
17	Flagstaff	San Bernardino and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
18	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	San Bernardino and beyond
23	Laguna		Belen and beyond
73, 75, 77	Pico Rivera		Oceanside and beyond
73	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Orange, San Juan Capistrano and Encinitas		San Bernardino and beyond
77	Orange	Los Angeles	
76	San Clemente		Los Angeles
75, 77	Encinitas	Los Angeles	
74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		Los Angeles
76	Encinitas		Los Angeles

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.