

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

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.

DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.

DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

DR. GORDON GARNETT, Local Surgeon..... Los Angeles
 DR. J. S. HIBBEN, Local Surgeon..... Pasadena
 DR. GLENN L. BARNUM, Assistant Local Surgeon..... Pasadena
 DR. E. W. HAYES, Local Surgeon..... Monrovia
 DR. E. W. HAYES, JR., Assistant Local Surgeon..... Monrovia
 DR. BRUCE VAN VRANKEN, Local Surgeon..... Azusa
 DR. CARROLL W. WHITE, Local Surgeon..... La Verne
 DR. J. B. CRAIG, Local Surgeon..... Upland
 DR. W. S. CHERRY, Local Surgeon..... Rialto
 DR. A. L. HAENSZEL, Division Surgeon..... San Bernardino
 DR. F. C. WILLSON, Emergency Hospital..... San Bernardino
 DR. O. J. JOHNSON, Local Surgeon..... Colton
 DR. HORACE D. ORR, Local Surgeon..... Victorville
 DR. R. W. SORENSEN, Assistant Local Surgeon..... Victorville
 DR. THADDEUS JONES, Local Surgeon..... Barstow
 DR. S. C. A. AND R. J. MACDONALD, Assistant Local Surgeons..... Barstow
 DR. T. G. HARWARD, District Surgeon..... Needles
 DR. J. E. ANDES, Local Surgeon..... Needles
 DR. H. C. MATTHEWS, Emergency Surgeon..... Needles
 DR. E. J. GARRISON, Local Surgeon..... Blythe
 DR. R. E. GARCIA, Assistant Local Surgeon..... Blythe
 DR. T. A. CARD, Local Surgeon..... Riverside
 DR. CLYDE A. FITCHFORD, Assistant Local Surgeon..... Riverside
 DR. HARRY C. REYNOLDS, Local Surgeon..... Arlington
 DR. NORMAN H. MELLOR, Local Surgeon..... Corona
 DR. E. H. BRUNEMEIER, Local Surgeon..... Placentia
 DR. G. W. OLSON, Local Surgeon..... Fullerton
 DR. WM. H. WICKETT, JR., Assistant Local Surgeon..... Fullerton
 DR. HAROLD E. SMALL, Assistant Local Surgeon..... Fullerton
 DR. C. GLENN CURTIS, Local Surgeon..... Brea
 DR. ERWIN H. KERSTEN, Local Surgeon..... Anaheim
 DR. VERNE W. CARLSON, Local Surgeon..... Orange
 DR. FREDERICK H. SCHROEDER, Local Surgeon..... Santa Ana
 DR. ARNOLD G. H. BODE, Emergency Surgeon..... Santa Ana
 DR. P. H. ESSLINGER, Local Surgeon..... Capistrano
 DR. CLARENCE HARVEY, Local Surgeon..... Oceanside
 DR. JOHN EGDAHL, Assistant Local Surgeon..... Oceanside
 DR. FRANCIS D. HART, Local Surgeon..... Del Mar
 DR. O. S. HARBAUGH, Local Surgeon..... San Diego
 DR. HAROLD ENGELHORN, Assistant Local Surgeon..... San Diego
 DR. C. S. MARSDEN, JR., Assistant Local Surgeon..... San Diego
 DR. W. D. ROLPH, Local Surgeon..... National City
 DR. GEO. A. MROSS, Assistant Local Surgeon..... National City
 DR. KENNETH DOLE, Local Surgeon..... Redlands
 DR. R. B. REID, Local Surgeon..... Perris
 DR. GEORGE M. ERICKSON, Local Surgeon..... Hemet
 DR. HERMAN BAER, Local Surgeon..... Elsinore
 DR. E. R. POWELL, Local Surgeon..... Fallbrook
 DR. E. R. HALEY, Local Surgeon..... Escondido
 DR. J. W. BEEMAN, Local Surgeon..... Torrance
 DR. E. G. KESSLING, Local Surgeon..... Wilmington
 DR. JOHN C. COTTRELL, Local Surgeon..... Long Beach
 DR. E. H. ANTHONY, Local Surgeon..... Inglewood
 DR. M. T. WASLEY, Local Surgeon..... Whittier

First Aid Kits are located at Cadiz, Rice, Summit, San Bernardino, Corona, Los Angeles, Oceanside, San Diego, on all locomotives, cabooses, and with all regularly assigned extra gangs.

A. K. JOHNSON, Assistant Superintendent, San Bernardino, Calif.

M. H. SWANSON,
Trainmaster,
Needles, Calif.

B. O. BERNARD,
Trainmaster,
Barstow, Calif.

W. B. CASH,
Chief Dispatcher,
San Bernardino, Calif.

J. E. BERRY,
J. T. DAWE,
Assistant Chief Dispatchers,
San Bernardino, Calif.

A. B. COAKLEY,
H. C. BAUGHN,
WM. BAXTER,
Trainmasters,
San Bernardino, Calif.

W. S. LOIT,
J. C. SELINGER,
L. W. PARSONS,
G. C. ATWILL,
E. O. CRUM,
A. C. KIDD,
E. L. MAYS,

J. W. SNYDER,
Dispatchers, San Bernardino, Calif.

L. B. FREBERG,
R. H. ADAMS,
R. E. ROWLAND,
W. E. BRACK,
Trainmasters,
Los Angeles, Calif.

H. W. WITSKEN,
E. M. BUTLER,
I. L. CRAWFORD,
W. E. EBERT,
C. W. BURTON,
F. O. PIERCE,
W. D. EAKIN,

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



**LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL**

TIME TABLE No.

150

IN EFFECT

Sunday, November 7, 1954

**At 12:01 A. M.
Pacific Standard Time**

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

R. D. SHELTON,
Acting General Manager,
Los Angeles, Calif.

F. A. BAKER,
Asst. General Manager,
Los Angeles, Calif.

R. M. CHAMPION,
Superintendent,
San Bernardino, Calif.

O. R. HAMMIT,
Superintendent,
Los Angeles, Calif.

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 150 November 7, 1954			
			STATIONS			
26			HIGHGROVE S. P. Crossing 2.5		0.0	
12	116.2		LEMONA 4.5		2.7	0.0
31	21.3		BOX SPRINGS YL 2.3		7.2	17.6
	21.3		MARCH FIELD YL 1.1		9.6	17.6
45	0.0		ALESSANDRO YL 2.9		10.6	47.5
22	0.0		VAL VERDE 4.7		13.5	28.1
20	21.6		PERRIS YL 3.9		18.3	63.4
21	49.3		ETHANAO 2.3		3.7	0.0
11	21.1		MENIFEE 3.9		6.0	42.2
34	52.8		WINCHESTER 4.4		9.9	0.0
13	44.3		EGAN 2.7		14.3	0.0
15	6.3		HEMET YL 2.3		17.0	63.4
9			SAN JACINTO YL		19.3	
			(37.5)			

No switch lights on San Jacinto District.
Wye at March Field, Val Verde, Perris and San Jacinto.
Office of Communication at March Field, Perris, Hemet and San Jacinto.
Trains must get numbered clearance card before leaving San Jacinto.
Booth phones at Alessandro, Val Verde, Ethanac, Meniffee and Winchester.

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 150 November 7, 1954			
			STATIONS			
48			FALLBROOK JCT. 6.0		0.0	
12	66.0		CHAPPO 2.4		5.9	62.7
46	26.4		JOFEGAN YL 6.7		8.4	0.0
6	132.0		DE LUZ 1.8		15.1	79.2
28	105.6		FALLBROOK YL		16.9	0.0
			(16.9)			

No switch lights on Fallbrook District.
Wye and Office of Communication at Fallbrook.
Booth phone at Fallbrook Jct. and Jofegan.
Trains must get numbered clearance card before leaving Fallbrook.

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 150 November 7, 1954			
			STATIONS			
17			ELSINORE YL 5.6		21.9	
20	147.8		ALBERHILL YL 7.8		16.3	132.0
32	50.7		ARCILLA 8.5		8.5	89.8
Yard	0.0		P. E. Crossing POPHYRY YL		0.0	68.6
			(21.9)			

No switch lights on Elsinore District.
Wye at Elsinore.
Office of Communication at Elsinore; booth phone at Alberhill and Arcilla.
Trains must get numbered clearance card before leaving Elsinore.

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	WESTWARD	TIME TABLE	EASTWARD	Ruling Grade Ascending
		NO. 150 November 7, 1954		
		STATIONS		
Yard		ATWOOD 2.4		42.2
21		OLIVE S. P. Crossing 3.4		42.2
62		ORANGE		
		(5.8)		

Booth phone at Olive.
Rule 261 in effect Atwood-Orange.
Atwood-Orange: Signal System One in effect.
At Orange and Atwood, trains to and from Olive District are authorized to proceed on signal indication when operating under Rule 261.

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 150 November 7, 1954			
			STATIONS			
25			ESCONDIDO YL 4.9		21.1	
14	83.4		SAN MARCOS 3.3		16.2	95.0
11	70.3		BUENA 3.7		12.9	113.2
10	116.2		VISTA YL 1.4		9.2	116.2
11	116.2		FALDA 7.8		7.8	116.2
	87.6		ESCONDIDO JCT.		0.0	84.5
			(21.1)			

No switch lights on Escondido District.
Wye at Escondido.
Office of Communication at Escondido and Vista.
Trains must get numbered clearance card before leaving Escondido.

CADIZ DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending
		FIRST CLASS	NO. 150		FIRST CLASS		
		117	November 7, 1954		118		
		Passenger			Passenger		
		Leave Daily	STATIONS		Arrive Daily		
Yard		PM 8-35	PARKER YL	AM 12-50	105.8		
Spur	31.7	f 8-39	RARP	12-43	107.3	0.0	
28	31.7	f 8-50	CALZONA	12-34	114.1	31.7	
17	31.7	f 8-59	VIDAL	12-25	120.0	0.0	
45	31.7	f 9-13	GROMMET	12-10	131.6	0.0	
49	10.5	s 9-25	RICE YL	AM 11-58	140.4	21.1	
43	0.0	9-31	FREDA	11-52	144.0	31.7	
57	0.0	9-39	SABLON	11-42	151.0	30.6	
88	0.0	f 9-45	SALTMARSH	11-36	155.8	31.7	
97	31.7	10-00	FISHEL	11-20	169.2	5.3	
33	15.8	f 10-06	OHUBBUCK	f 11-14	173.6	14.8	
34	31.7	f 10-15	ARCEER	f 11-05	179.6	31.7	
76	31.7	10-40 PM	CADIZ YL	10-50 PM	190.5	31.7	
		Arrive Daily	(84.7)	Leave Daily			

(40.7)Average speed per hour..... (42.4)

At Cadiz, Nos. 117 and 118 have no time table superiority between east wye switch, Cadiz District, and station.

No. 117 is superior to No. 118.

Wye at Parker, Rice and Cadiz.

Offices of Communication at Parker, Rice, and Cadiz; booth phones at all sidings.

Trains must get numbered clearance card before leaving Parker and Cadiz.

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS	NO. 150		SECOND CLASS		
		25	November 7, 1954		26		
		Mixed			Mixed		
		Leave Daily Ex. Monday	STATIONS		Arrive Daily Ex. Monday		
49		AM 3-00	RICE YL	AM 2-00	0.0		
11	83.4		STYX		16.5	65.0	
30	0.0	s 4-20	MIDLAND YL	s 12-01 AM	17.8	68.6	
55	0.0	4-30	COX	f 10-20	20.4	68.6	
	0.0		INOA		22.6	47.5	
Spur 10	0.0		MESAVILLE		33.0	38.8	
Yard	10.6	5-00 AM	BLYTHE YL	9-30 PM	42.0	83.4	
Spur 19	7.4		MILLER FARMS YL		44.7	21.7	
	42.8		RIPLEY YL		49.4	15.8	
		Arrive Daily Ex. Monday	(49.4)	Leave Daily Ex. Sunday			

(21.0)Average speed per hour..... (9.3)

No switch lights on Ripley District.

Wye at Rice and Blythe.

Offices of Communication at Rice, Midland, and Blythe.

Trains must get numbered clearance card before leaving Blythe.

TIME TABLE		WESTWARD						
		FIRST CLASS						
		1	205	107	19	7	209	123
NO. 150		San Francisco Chief	Passenger	Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon
November 7, 1954		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
STATIONS		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
NEEDLES YL		PM 11:55			PM 4:00	AM 11:00		AM 4:20
7.4 JAVA		AM 12:06			4:11	11:12		4:32
8.8 IBIS		12:15			4:20	11:22		4:42
4.5 BANNOCK		12:22			4:27	11:31		4:51
4.6 HOMER		12:28			4:33	11:37		4:57
7.6 GOTTS		12:38			4:43	11:48		5:08
9.6 FENNER		12:45			4:50	11:55		5:15
7.5 ESSEX		12:50			4:55	PM 12:01		5:20
8.5 DANBY		12:56			5:01	12:07		5:26
7.1 SIAM		1:01			5:06	12:12		5:31
6.2 CADIZ YL		1:06			5:11	12:17		5:36
10.3 SALTUS								
3.1 AMBOY		1:16			5:20	12:27		5:45
7.8 BAGDAD		1:22			5:26	12:34		5:51
7.3 SIBERIA		1:30			5:33	12:43		6:00
5.2 KLONDIKE		1:37			5:40	12:51		6:07
4.3 ASH HILL YL		1:44			5:46	12:58		6:14
0.7 LUDLOW		1:49			5:51	1:05		6:21
5.1 ARGOS		1:55			5:58	1:11		6:27
8.1 PISGAH		2:04			6:06	1:20		6:36
6.2 HECTOR		2:10			6:11	1:26		6:41
12.8 NEWBERRY		2:20			6:20	1:37		6:51
6.0 MINNEOLA		2:25			6:24	1:42		6:55
6.0 DAGGETT		2:32	PM 11:53	PM 6:50	6:28	1:46	AM 10:48	6:59
4.0 NEBO		2:36	AM 11:56	6:53	6:31	1:51	10:51	7:02
4.8 BARSTOW YL		2:45 AM	12:03 AM	7:00 PM	6:40 PM	2:05 PM	10:58 AM	7:15 AM
(167.6)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.		(59.6)	(52.8)	(52.8)	(62.5)	(54.4)	(52.8)	(57.5)

Signal System Two in effect between M.P. 578 and M.P. 735; Signal System One in effect between M.P. 735 and Barstow.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

Between Needles and Barstow trains will run as prescribed by Rule 251.

Rule 509 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

At Ash Hill, crossover switches are equipped with electric locks, time release five minutes.

Trains must get numbered clearance card before leaving Needles and Barstow.

Westward trains from Union Pacific must get numbered clearance card before leaving Daggett.

NEEDLES DISTRICT

LOS ANGELES DIVISION

5

WESTWARD				TIME TABLE	NO. 150	November 7, 1954	STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Strings in 50 Ft. Cars
FIRST CLASS													
23	103	17	21										
The Grand Canyon	Passenger	Super Chief	El Capitan										
Leave Daily	Leave Daily	Leave Daily	Leave Daily										
AM 2:30		AM 2:06	AM 12:46	NEEDLES YL	578.0						O	FW TY	Yard
2:43		2:17	12:57	7.4 JAVA	585.6	74.5	0.0	B					107
2:55		2:26	1:06	8.8 IBIS	592.4	73.9	0.0	B					107
3:02		2:33	1:13	4.5 BANNOCK	597.0	73.9	0.0	B					107
3:10		2:39	1:19	6.6 HOMER	601.5	73.9	0.0	B					97
3:20		2:49	1:29	7.6 GOFFS	609.1	73.9	30.0	B					107
3:28		2:56	1:36	9.6 FENNER	618.7	0.0	52.8	B					111
3:33		3:01	1:41	7.5 ESSEX	626.2	0.0	52.8	B					
3:39		3:07	1:47	8.5 DANBY	634.7	0.0	52.8	B					107
3:45		3:12	1:52	4.1 SIAM	641.8	0.0	52.8	B					
3:50		3:17	1:57	8.3 CADIZ YL	648.1	0.0	48.0	O				Y	107
				10.3 SALTUS	658.4	26.4	52.8	B					
4:01		3:26	2:06	3.1 AMBOY	661.5	26.4	11.6	C					107
4:09		3:32	2:12	7.3 BAGDAD	669.3	35.9	11.6	B					107
4:19		3:39	2:19	5.2 SIBERIA	676.7	75.0	0.0	B					107
4:27		3:46	2:26	5.2 KLONDIKE	682.0	75.0	0.0	B					72
4:34		3:53	2:32	8.7 ASH HILL YL	688.7	75.0	0.0	B				Y	107
4:43		3:59	2:38	7.3 LUDLOW	693.4	26.4	52.8	O					117
4:53		4:05	2:45	5 ARGOS	698.5	52.8	0.0	B					71
5:04		4:14	2:53	8 PISGAH	706.6	62.8	44.0	B					132
5:12		4:19	2:58	2 HECTOR	712.8	0.0	52.8	B					73
5:25		4:28	3:07	12.3 NEWBERRY	726.6	26.4	39.6	B					107
5:31		4:32	3:11	6.6 MINNEOLA	731.7	26.4	0.0	B					107
5:39	AM 5:18	4:36	3:15	4.0 DAGGETT	737.6	38.2	13.0	O					107
5:45	5:21	4:39	3:18	4.0 NEBO	741.6	31.7	31.7	B					68
6:00 AM	5:28 AM	4:47 AM	3:27 AM	4.8 BARSTOW YL	746.4	31.7	31.7	O				FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(167.6)									

(47.9) (52.8) (62.5) (62.5) Average speed per hour

Signal System Two in effect between M.P. 578 and M.P. 735; Signal System One in effect between M.P. 735 and Barstow.

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Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

Between Needles and Barstow trains will run as prescribed by Rule 251.

Rule 509 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

At Ash Hill, crossover switches are equipped with electric locks, time release five minutes.

Trains must get numbered clearance card before leaving Needles and Barstow.

Westward trains from Union Pacific must get numbered clearance card before leaving Daggett.

						TIME TABLE					EASTWARD				
						NO. 150					FIRST CLASS				
						November 7, 1954									
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Rating Grade Descending	Rating Grade Ascending	Mile Post	STATIONS					206	8	210	124	22
Yard	FW TY	O									Passenger	Fast Mail Express	Passenger	The Grand Canyon	El Capitan
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
												AM		PM	PM
107		B	74.5	0.0	578.0	NEEDLES YL						7:10		6:55	7:30
		B	73.9	0.0	585.8	7.4 JAVA						6:56		6:43	7:19
		B	104.5	0.0	592.4	6.8 IBIS						6:45		6:35	7:11
107		B	73.9	0.0	597.0	3.7 BANNOCK						6:41		6:31	7:07
		B	73.9	30.0	601.5	4.6 HOMER						6:35		6:26	7:03
107		B	0.0	52.8	609.1	7.6 GOFFS						6:26		6:18	6:56
107		B	0.0	52.8	618.7	9.6 FENNER						6:12		6:08	6:46
107		B	0.0	52.8	626.2	7.5 ESSEX						6:02		5:59	6:38
114		B	0.0	52.8	634.7	8.5 DANBY						5:50		5:50	6:30
72		B	0.0	48.0	641.8	7.1 SIAM						5:42		5:42	6:24
107	Y	O			648.1	6.8 CADIZ						f 5:33		5:35	6:19
51		B	26.4	52.8	658.4	10.3 SALTUS									
107		O	11.6	26.4	661.5	3.1 AMBOY						5:18		5:24	6:10
100		B	35.9	11.6	669.3	7.8 BAGDAD						5:11		5:17	6:04
107		B	75.0	0.0	676.7	7.3 SIBERIA						5:03		5:09	5:58
107	Y	B	121.4	0.0	686.7	7.7 ASH HILL						4:55		5:01	5:51
101		O	26.4	52.8	693.4	6.7 LUDLOW						4:48		4:55	5:45
72		B	52.8	0.0	698.5	5.1 ARGOS						4:41		4:50	5:40
107		B	52.8	44.0	706.6	8.1 PISGAH						4:33		4:43	5:33
73		B	0.0	52.8	712.8	6.2 HECTOR						4:27		4:38	5:28
107		B	26.4	39.6	725.6	12.8 NEWBERRY						4:16		4:29	5:19
72		B	26.4	0.0	731.7	6.0 MINNEOLA						4:11		4:24	5:15
104		O	38.2	13.0	737.6	6.0 DAGGETT					AM	2:25	PM	2:38	4:20
71		B	31.7	31.7	741.6	4.0 NEBO					2:22	4:02	2:33	4:16	5:08
Yard	FW TY	O			746.4	4.8 BARSTOW					2:15 AM	3:55 AM	2:25 PM	4:10 PM	5:03 PM
						(165.0)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
						Average speed per hour....					(52.8)	(50.8)	(40.6)	(60.0)	(67.3)

Signal System Two in effect between M.P. 578 and M.P. 735; Signal System One in effect between M.P. 735 and Barstow.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between

Signal 7453 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

Between Needles and Barstow trains will run as prescribed by Rule 251.

Rule 509 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

At Ash Hill, crossover switches are equipped with electric locks, time release five minutes.

Trains must get numbered clearance card before leaving Needles and Barstow.

NEEDLES DISTRICT

LOS ANGELES DIVISION

7

EASTWARD

FIRST CLASS

108	24	20	104	2	18
Passenger	The Grand Canyon	The Chief	Passenger	San Francisco Chief	Super Chief
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	PM 9:00	PM 10:00		PM 11:55	AM 2:07
	8:49	9:50		11:45	1:56
	8:42	9:43		11:39	1:49
	8:36	9:38		11:35	1:45
	8:30	9:33		11:31	1:41
	8:21	9:25		11:24	1:34
	8:09	9:15		11:13	1:23
	7:59	9:08		11:05	1:15
	7:50	9:00		10:57	1:07
	7:42	8:53		10:49	12:59
	7:35	8:48		10:43	12:53
	7:21	8:39		10:33	12:43
	7:14	8:33		10:27	12:37
	7:06	8:27		10:20	12:30
	6:58	8:20		10:13	12:23
	6:51	8:14		10:07	12:17
	6:46	8:10		10:02	12:12
	6:39	8:03		9:55	12:05
	6:34	7:58		9:50	11:59
	6:25	7:49		9:41	11:50
	6:20	7:45		9:37	11:46
PM 5:30	6:16	7:41	PM 8:37	9:33	11:42
5:27	6:12	7:38	8:34	9:30	11:39
5:20 PM	6:05 PM	7:33 PM	8:27 PM	9:25 PM	11:35 PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

TIME TABLE

NO. 150

November 7, 1954

STATIONS

NEEDLES	YL
7.4	
JAVA	
8.8	
IBIS	
3.7	
BANNOCK	
4.6	
HOMER	
7.6	
GOFFS	
9.6	
FENNER	
7.5	
ESSEX	
8.5	
DANBY	
7.1	
SIAM	
8.3	
OADIZ	YL
10.3	
SALTUS	
3.1	
AMBOY	
7.8	
BAGDAD	
7.3	
SIBERIA	
7.7	
ASH HILL	YL
8.7	
LUDLOW	
5.1	
ARGOS	
8.1	
PISCAGAH	
8.2	
HECTOR	
12.8	
NEWBERRY	
6.0	
MINNEOLA	
8.0	
DAGGETT	
4.0	
NEBO	
4.8	
BARSTOW	YL

AUTOMATIC BLOCK SYSTEM

A T S

A T S

DOW TRACKS

(165.0)

(52.8) (56.6) (67.3) (52.8) (66.0) (65.1)Average speed per hour

Signal System Two in effect between M.P. 578 and M.P. 735; Signal System One in effect between M.P. 735 and Barstow.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between

Signal 7453 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

Between Needles and Barstow trains will run as prescribed by Rule 251.

Rule 509 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

At Ash Hill, crossover switches are equipped with electric locks, time release five minutes.

Trains must get numbered clearance card before leaving Needles and Barstow.

TIME TABLE NO. 150 November 7, 1954		WESTWARD					
		FIRST CLASS					
		107	19	7	209	123	23
STATIONS		Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon	The Grand Canyon
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
AUTOMATIC BLOCK SYSTEM A T S BARSTOW YL 6.1 LENWOOD 5.7 HODGE 9.2 HELENDALE 4.9 BRYMAN 5.1 ORO GRANDE 5.1 VICTORVILLE YL THORN HESPERIA LUGO SUMMIT YL GISH CAJON KEENBROOK DEVORE ONO HIGHLAND JOT. SAN BERNARDINO YL TWO TRACKS		PM 7:00	PM 6:50	PM 2:25	AM 11:03	AM 7:25	AM 6:20
		7:06	6:57	2:33	11:11	7:33	6:29
		7:11	7:02	2:38	11:16	7:38	6:37
		7:18	7:09	2:46	11:24	7:46	6:46
		7:22	7:13	2:50	11:29	7:50	6:51
		7:27	7:18	2:55	11:34	7:55	6:57
		7:34	7:25	3:03	11:42	8:03	7:05
		7:41	7:32	3:10	11:49	8:10	7:13
		7:46	7:37	3:15	11:54	8:15	7:20
		7:51	7:42	3:20	11:59	8:20	7:29
		8:03	7:54	3:33	12:12 PM	8:33	7:43
		8:12	8:03	3:42	12:21	8:42	7:52
		8:18	8:09	3:48	12:27	8:48	7:58
		8:24	8:15	3:54	12:33	8:54	8:04
		8:32	8:23	4:02	12:41	9:02	8:12
		8:39	8:30	4:09	12:48	9:09	8:19
		8:44	8:35	4:14	12:53	9:14	8:24
		8:50 PM	8:40 PM	4:20 PM	1:00 PM	9:20 AM	8:30 AM
(80.8)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....		(44.1)	(44.1)	(42.2)	(41.4)	(42.2)	(37.3)

Signal System One in effect between Barstow and San Bernardino, except on eastward track from Signal 782 to Signal 572A where Signal System Two is in effect.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines moving between these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower), and main track may be used not protecting against regular or extra trains and engines.

Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: Trains will keep to left between San Bernar-

dino and overhead bridge aA-40-X, between Thorn and Victorville.

Rule 251 in effect between Barstow and San Bernardino.

Rule 509 (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."

Westward freight trains must stop ten minutes at each Cajon and Devore to cool wheels and inspect train; except these stops may be omitted when trains are handled by diesel engines with dynamic brakes in use on all units as follows:

Santa Fe 100 class, four units.....4,000 tons or less;
 Santa Fe 100 class, three units.....3,000 tons or less;
 Santa Fe 100, 200, 300, 325 and 2650 class and
 Union Pacific 100 (100-204), 1400 and 1600
 class, two units2,000 tons or less;

(Continued on Page 9)

FIRST DISTRICT

LOS ANGELES DIVISION

9

WESTWARD				TIME TABLE NO. 150 November 7, 1954	Mile Post	Rolling Grade Ascending	Rolling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS										
103	17	21	205							
Passenger	Super Chief	El Capitan	Passenger							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
AM 5-28	AM 4-57	AM 3-37	AM 12-10	BARSTOW YL	0.0			O	FW TY	Yard
5-34	5-03	3-43	12-19	6.1 LENWOOD	6.2	37.0	20.4	B		92
5-39	5-08	3-48	12-27	5.7 HODGE	11.8	37.0	23.0	B		120
5-46	5-15	3-56	12-36	9.2 HELEDALE	21.1	28.8	30.0	B		98
5-51	5-19	4-00	12-41	4.9 BRYMAN	26.1	37.0	0.0	B		98
5-55	5-24	4-05	12-47	5.4 ORO GRANDE	31.5	37.0	0.0	O		90
6-03	5-31	4-12	12-55	6.1 VICTORVILLE YL	36.7	39.6	17.2	O	Y	100-100
6-10	5-38	4-19	1-03	4.3 THORN	41.1	84.5	0.0	B		
6-15	5-43	4-25	1-10	4.1 HESPERIA	45.1	83.4	0.0	B		99
6-20	5-48	4-31	1-19	5.2 LUGO	50.3	81.8	0.0	B		98
6-33	6-00	4-43	1-33	5.6 SUMMIT YL	56.9	84.5	0.0	O	Y	122
6-42	6-09	4-52	1-42	3.8 GISH	59.6	0.0	158.4	B		71
6-48	6-15	4-58	1-48	2.7 CAJON	62.4	0.0	158.4	O		95
6-54	6-21	5-04	1-54	3.7 KEENBROOK	66.3	0.0	116.2	B		
7-02	6-29	5-12	2-02	4.7 DEVORE	71.0	0.0	116.2	B		126
7-09	6-36	5-19	2-09	5.0 ONO	76.0	0.0	116.2	B		98
7-14	6-41	5-24	2-14	3.5 HIGHLAND JCT.	79.4	0.0	116.2			
7-20 AM	6-47 AM	5-30 AM	2-20 AM	1.9 SAN BERNARDINO YL	81.3	64.4	51.7	O	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.8)						

(43.3) (44.1) (42.9) (37.3) Average speed per hour

(Continued from Page 8)

Union Pacific 700 class, two units.....3,375 tons or less;
 Santa Fe 200, 300 and 325 class and Union Pacific 100, 1400 and 1600 class, four units...4,500 tons or less;
 Santa Fe 200, 300 and 325 class and Union Pacific 100, 1400 and 1600 class, three units...3,375 tons or less.
 Santa Fe 200 class, UP 100, 1400 and 1600 class engines, 4 units, dynamic brake in use on all units, with tonnage more than 4500 and less than 5000, and Santa Fe 200 class, UP 100, 1400 and 1600 class engines, 3 units, and UP 700 class, two units, dynamic brake in use on all units, with tonnage more than 3375 and less than 3750, after making cooling stop at Cajon, may eliminate Devore stop.

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;

Highland Junction—Crossover, time release five minutes.

At San Bernardino, westward trains or engines must approach junction of Second and Third Districts near yard office prepared to stop, and "stop" unless proceed signal, given with white flag or light, is received. Such proceed signal merely indicates the route is properly lined.

Trains must get numbered clearance card before leaving Barstow and San Bernardino.

						EASTWARD					
						FIRST CLASS					
						206	8	210	124	22	108
						Passenger	Fast Mail Express	Passenger	The Grand Canyon	El Capitan	Passenger
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Rolling Grade Descending	Rolling Grade Ascending	Mile Post	TIME TABLE NO. 150 November 7, 1954 STATIONS					
Yard	FW TY	O	37.0	20.4	0.0	BARSTOW YL 6.1 LENWOOD 5.7 HODGE 0.2 HELENDALE 4.0 BRYMAN 5.4 ORO GRANDE 5.1 VICTORVILLE YL 4.3 THORN 4.1 HESPERIA 5.2 LUGO 5.5 SUMMIT YL 3.8 ALRAY 4.7 CAJON 3.7 KEENBROOK 4.7 DEVORE 5.0 ONO 3.5 HIGHLAND JCT. 1.9 SAN BERNARDINO YL					
104		B	37.0	23.0	6.2	AUTOMATIC BLOCK SYSTEM AUTOMATIC TRAIN STOP TWO TRACKS					
106		B	39.0	30.0	11.8	AM 2:10	AM 3:45	PM 2:23	PM 4:00	PM 4:58	PM 5:20
108		B	37.0	0.0	21.1	2:02	3:35	2:10	3:52	4:49	5:11
		B	37.0	0.0	26.1	1:57	3:29	2:05	3:47	4:45	5:07
108		O	39.6	17.2	31.5	1:48	3:20	1:58	3:38	4:38	5:00
98	Y	O	84.5	0.0	36.7	1:44	3:15	1:54	3:34	4:34	4:56
105		B	84.5	0.0	41.1	1:38	3:08	1:49	3:28	4:30	4:52
106		B	86.8	0.0	45.1	AM 1:30	AM 3:00	f 1:42	3:20	4:23	4:45
		B	84.5	0.0	50.3	1:23	2:52	1:36	3:13	4:16	4:38
126	Y	O	0.0	116.2	55.9	1:19	2:47	1:31	3:09	4:12	4:34
118		B	0.0	116.2	59.7	1:14	2:42	1:25	3:04	4:07	4:29
70		O	0.0	116.2	62.4	1:06	2:33	1:16	2:56	3:58	4:20
115		B	0.0	116.2	66.3	12:55	2:21	1:04	2:45	3:49	4:11
128		B	0.0	116.2	71.0	12:44	2:10	12:54	2:34	3:39	4:01
106		B	0.0	116.2	76.0	12:36	2:02	12:48	2:26	3:32	3:55
			64.4	51.7	79.4	12:27	1:53	12:40	2:16	3:24	3:47
Yard	FW TY	O			81.3	12:16	1:41	12:30	2:05	3:17	3:39
						12:11	1:36	12:25	1:59	3:12	3:35
						AM 12:05	AM 1:30	PM 12:20	PM 1:53	PM 3:07	PM 3:30
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (39.7) (36.8) (40.4) (39.1) (44.8) (45.2)

FIRST DISTRICT

LOS ANGELES DIVISION

11

EASTWARD				TIME TABLE NO. 150 November 7, 1954	
FIRST CLASS					
24	20	104	18		
The Grand Canyon	The Chief	Passenger	Super Chief	STATIONS	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
PM 5:45	PM 7:28	PM 8:27	PM 11:30	AUTOMATIC BLOCK SYSTEM AUTOMATIC TRAIN STOP TWO TRACKS BARSTOW YL 6.1 LENWOOD 5.7 HODGE 9.2 HELENDALE 4.9 BRYMAN 5.4 ORO GRANDE 6.1 VICTORVILLE YL 4.3 THORN 4.1 HESPERIA 5.2 LUGO 5.5 SUMMIT YL 3.8 ALRAY 4.7 CAJON 3.7 KEENBROOK 4.7 DEVORE 5.0 ONO 3.5 HIGHLAND JOT. 1.9 SAN BERNARDINO YL	
5:37	7:19	8:19	11:21		
5:32	7:15	8:14	11:17		
5:23	7:08	8:06	11:10		
5:19	7:04	8:02	11:06		
5:13	7:00	7:58	11:02		
f 5:05	6:53	7:51	10:55		
4:58	6:46	7:44	10:48		
4:54	6:42	7:40	10:44		
4:49	6:37	7:35	10:39		
4:41	6:28	7:26	10:30		
4:29	6:19	7:17	10:21		
4:18	6:09	7:07	10:11		
4:10	6:02	7:01	10:05		
4:00	5:54	6:55	9:56		
3:49	5:47	6:48	9:48		
3:44	5:42	6:43	9:42		
3:38 PM	5:37 PM	6:38 PM	9:37 PM		
Leave Daily	Leave Daily	Leave Daily	Leave Daily		(82.8)

Signal System One in effect between San Bernardino and Barstow, except on eastward track from Signal 782 to Signal 572A where Signal System Two is in effect.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines moving between these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower), and main track may be used not protecting against regular or extra trains and engines.

Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: Trains will keep to left between San Bernardino and overhead bridge aA-40-X, between Thorn and Victorville.

Rule 251 in effect between Barstow and San Bernardino.

At Summit, helper engines off passenger trains, after moving to clear will remain standing until train helped has departed.

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;

Highland Junction—Crossover, time release five minutes.

Trains must get numbered clearance card before leaving Barstow and San Bernardino.

(39.1) (44.8) (45.6) (44.0) Average speed per hour

REDLANDS DISTRICT

Capacity of Sidings in 30 ft. Cars	Fuel, Water, Turn Tables and Wyes	Rating Grade Ascending	WESTWARD	TIME TABLE NO. 150 November 7, 1954	EASTWARD	Mile Post	Rating Grade Ascending	Communications
				STATIONS				
Yard	FW TY			SAN BERNARDINO YL P. E. Crossing S. P. Crossing 9.0		0.0		O
31		116.2		REDLANDS 3.2		8.8	101.3	B
17		0.0		MENTONE 4.1		12.0	0.0	
47		70.5		EAST HIGHLANDS 2.5		16.2	88.5	B
25		0.0		HIGHLAND 1.6		18.7	83.2	B
14		47.5		PATTON 1.8		19.7	89.5	
Spur		25.8		DEL ROSA P. E. Crossing 4.0		21.5	81.3	
				HIGHLAND JOT. 1.9		25.4	60.0	
				(25.6)				

No switch lights on Redlands District

Trains must get numbered clearance card before leaving San Bernardino.

WESTWARD				TIME TABLE	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
FIRST CLASS								
19	123	17	21	NO. 150				
The Chief	The Grand Canyon	Super Chief	El Capitan	November 7, 1954				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM 8-43	AM 9-23	AM 6-50	AM 5-33	SAN BERNARDINO YL	81.8		O	FW TY
8-47	9-27	6-56	5-39	3.6		63.4	O	Y
				RIALTO	84.9	32.4	B	
				FONTANA	88.8	0.0	O	
8-53	9-36	7-02	5-45	3.0		14.3	B	
				KAISER	91.3	14.3	O	
				ETIWANDA	93.7	57.5	O	
8-58	9-42	7-07	5-50	3.0				
				CUCA MONGA	97.7	30.8	B	
9-07 ¹⁸	9-46	7-10	5-53	3.2				
				UPLAND YL	100.9	0.0	O	Y
				P. E. Crossing				
9-12	9-51	7-14	5-57	3.0				
				OLAREMONT	104.8	0.0	O	
				P. E. Crossing				
9-14	9-54	7-16	6-00	1.9				
				POMONA	106.7	0.0	O	
9-16	9-56	7-18	6-02	1.2				
				LA VERNE	107.9	0.0	O	
				SAN DIMAS	110.2	0.0	B	
				P. E. Crossing				
9-21	10-04	7-26	6-10	4.1				
				GLENDORA	114.4	0.0	O	
9-24	10-08	7-29	6-13	2.5				
				AZUSA	116.9	0.0	O	Y
9-26	10-10	7-31	6-15	1.3				
				KINCAID	118.2	0.0	B	
				P. E. Crossing				
9-30	10-16	7-35	6-20	2.0				
				BUTLER	120.2	0.0	O	
9-33	10-19	7-37	6-22	2.3				
				MONROVIA	122.4	62.1	B	
				P. E. Crossing				
9-37	10-24	7-41	6-26	1.7				
				ARODIA	124.2	77.9	B	
				SANTA ANITA (S. Madre)	125.8	63.4	B	
				CHAPMAN	127.3	63.4	O	
				LAMANDA PARK	128.0	79.9	O	
9-55	10-40	7-55	6-40	3.6				
				PASADENA YL	131.7	0.0	B	
				SOUTH PASADENA	133.7	0.0	B	
10-04	10-48	8-05	6-50	2.1				
				OLGA	134.2	0.0	B	
				U. P. Crossing				
				HIGHLAND PARK	135.9	0.0	B	
				U. P. Crossing				
10-19	11-02	8-19	7-04	2.8				
				WATER STREET	138.7	0.0		
10-22	11-05	8-22	7-07	0.7				
PM	AM	AM	AM	BROADWAY	139.4	0.0		
				MISSION TOWER	140.1	0.0		Y
				LOS ANGELES YL				
10-30	11-15	8-30	7-15	0.8				
PM	AM	AM	AM	Union Station (59.4)				
				FIRST STREET	141.1	0.0	O	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(59.7)				

(33.3) (31.8) (35.6) (34.9)Average speed per hour

Signal System One in effect between San Bernardino and Los Angeles.

Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. Between these points main track may be used not protecting against regular and extra trains and engines.

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

When complying with the provisions of Rule S-89(A) at:

Olga—If signals governing eastward movements at east end of siding or westward movements at west end of siding are found in stop position, be governed by instructions posted in black and white striped box near switch stand protected by switch lock.

(Continued on Page 13)

SECOND DISTRICT

LOS ANGELES DIVISION

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 150 November 7, 1954	EASTWARD				
			FIRST CLASS				
			124	22	20	18	8
			The Grand Canyon	El Capitan	The Chief	Super Chief	Fast Mail Express
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		SAN BERNARDINO YL	PM 1:50	PM 3:04	PM 5:34	PM 9:34	AM 1:20
123	0.0	3.6 RIALTO	1:39	2:56	5:26	9:26	1:12
94	15.4	3.8 FONTANA					
106	38.7	3.0 KAISER	1:31	2:48	5:18	9:18	1:05
54	26.8	2.0 ETIWANDA					
60	32.0	3.9 OUCAMONGA	1:25	2:44	5:14	9:12	12:59
47	6.6	3.2 UPLAND YL	1:20	2:41	5:11	9:07 ¹⁰	12:55
56	42.0	P. E. Crossing 3.9 CLAREMONT	1:14	2:36	5:06	9:03	12:51
64	59.1	1.9 POMONA	1:11	2:34	5:04	9:01	12:49
40	43.8	1.2 LA VERNE	1:07	2:31	5:02	8:59	12:47
42	63.4	2.3 SAN DIMAS					
59	65.8	P. E. Crossing 4.1 GLENORA	12:58	2:23	4:53	8:53	12:38
	65.4	2.5 AZUSA	12:54				
41	51.9	1.3 KINCAID	12:52	2:18	4:48	8:48	12:32
50	92.3	P. E. Crossing 2.0 BUTLER					
72	60.7	2.3 MONROVIA	12:47	2:14	4:44	8:44	12:28
11	6.4	1.7 P. E. Crossing ARCADIA	12:45	2:12	4:42	8:42	12:26
39	0.0	1.6 SANTA ANITA (S. Madre)					
62	0.0	1.5 CHAPMAN	12:41	2:09	4:39	8:39	12:22
		0.8 LAMANDA PARK					
34	95.3	3.6 PASADENA YL	12:30	1:58	4:28	8:28	12:10
	114.0	2.1 SOUTH PASADENA					AM
34	89.8	0.5 OLGA	12:18	1:45	4:15	8:15	11:48
20	96.4	1.7 U. P. Crossing HIGHLAND PARK					
71	114.9	2.8 U. P. Crossing WATER STREET					
	63.5	0.7 BROADWAY	12:05	1:34	4:04	8:04	11:35
	89.8	0.6 MISSION TOWER	12:04 PM	1:33 PM	4:03 PM	8:03 PM	11:34 PM
Yard	59.7	0.8 LOS ANGELES YL	12:01 PM	1:30 PM	4:00 PM	8:00 PM	11:30 PM
Yard	31.7	1.1 FIRST STREET					
		(59.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

AUTOMATIC TRAIN STOP
AUTOMATIC BLOCK SYSTEM

Average speed per hour..... (32.7) (37.9) (37.9) (37.9) (32.4)

(Continued from Page 12)

At San Bernardino, Second District eastward trains or engines must approach junction of Second and Third Districts near yard office prepared to stop, and "stop" unless proceed signal, given with green flag or light, is received. Such proceed signal merely indicates the route is properly lined.

Rule 251 in effect Mission Tower-First Street.
Rule 261 in effect Mission Tower-Broadway two main tracks.
Trains must get numbered clearance card before leaving San Bernardino and Los Angeles.
Extra trains must get numbered clearance card before leaving First Street.

WESTWARD

TIME TABLE

NO. 150

November 7, 1954

STATIONS

SAN BERNARDINO YL

2.2

RANA

1.3

COLTON

S. P. and U. P. Crossings

3.8

HIGHGROVE

2.6

S. P. Crossing

RIVERSIDE JOT.

U. P. Jct.

0.6

RIVERSIDE YL

4.2

CASA BLANCA

2.4

ARLINGTON

3.3

MAY

P. E. Crossing

3.1

PORPHYBY

1.3

CORONA

5.0

PRADO DAM

3.1

GYPSUM

4.1

ESPERANZA

4.3

ATWOOD

2.3

PLACENTIA

3.0

FULLERTON YL

2.5

U. P. Crossing

BASTA

2.0

BUENA PARK

1.8

LA MIRADA

4.3

SANTA FE SPRINGS

1.3

LOS NIETOS

P. E. Crossing

1.0

D. T. JUNCTION

S. P. Crossing

1.0

RIVERA

1.3

BANDINI

4.3

HOBART

U. P. Crossing

2.3

REDONDO JOT.

U. P. Crossing

2.1

FIRST STREET

(70, 8)

0.9

MISSION TOWER

0.8

LOS ANGELES YL

Union Station

(72.2)

SECOND CLASS

FIRST CLASS

141

145

107

79

77

7

75

83

209

Freight

Freight

Passenger

San Diegan

San Diegan

Fast Mail Express

Passenger

Passenger

Passenger

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

PM
8-52PM
4-30PM
1-05

9-00

4-38

1-15

9-05

4-44

1-20

9-10
PM

4-47

1-25
PM

4-50

5-08

5-30

PM
9-50PM
5-50

5-41

PM
4-30PM
3-48

9-55

5-55

5-48

4-38

3-54

f 4-40

4-45

f 10-04

f 6-04

4-52

10-06

6-06

5-59

4-55

4-06

10-09

6-09

6-03

5-00

4-10

PM
8-20AM
6-45

8-30

6-55

10-18

6-18

6-13

5-10

4-18

PM

AM

10-22

6-23

6-18

5-17

4-20

10-30

6-35

6-30

5-30

4-30

PM

PM

PM

PM

PM

Arrive Daily

Arrive Daily

Arrive Daily

Arrive Daily

Arrive Daily

Arrive Daily

Arrive Daily

Arrive Daily

Arrive Daily

Arrive Daily

Average speed per hour.....

(12.6)

(12.6)

(33.0)

(38.4)

(34.1)

(36.1)

(25.6)

(36.6)

(29.7)

Signal System One in effect between San Bernardino and Los Angeles.

Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. Between these points main track may be used not protecting against regular and extra trains and engines.

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

Nos. 7, 71, 73 and 77 will back from Mission Tower to Union Station.

Rule 251 in effect between west end of Bridge B-5 and Riverside; Fullerton and D.T. Junction; Bandini and Mission Tower.

(Continued on Page 15)

THIRD DISTRICT

LOS ANGELES DIVISION 15

WESTWARD

FIRST CLASS

73	71	23	103	81	51	205
San Diegan	San Diegan	The Grand Canyon	Passenger	Passenger	Passenger	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		AM 8-35	AM 7-25		AM 7:00	AM 2:30
		8-43	7-33		7:10	2:40
		8-49	7-38		7:16	2:45
		8-52	7:43 AM		7:21	2:50 AM
		8-55			7:30	
					7:37	
					7:41	
		9-15			7:50	
					7:56	
					8:01	
		9-34			8:11	
PM 1:35	AM 10:50	9:43		AM 8:47	8:27	
1:40	10:55	9:50		8:52	8:33	
					8:37	
					8:43	
					8:46	
f 1:50	f 11:04				8:51	
1:52	11:06	10:01		9:04	8:53	
1:55	11:09	10:06		9:08	8:58	
					9:03	
2:02	11:16	10:16		9:15	9:07	
2:04 PM	11:19 AM	10:20 AM		9:17 AM	9:10 AM	
2:15 PM	11:30 AM	10:30 AM		9:30 AM	9:20 AM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 150

November 7, 1954

STATIONS

SAN BERNARDINO YL		0.0				
RANA		1.5	0.0	52.8		
COLTON		2.9	0.0	52.8		40
HIGHGROVE		6.7	23.1	52.8		114
RIVERSIDE JCT.		9.2	29.1	52.8		
RIVERSIDE YL		9.8	0.0	17.2		
CASA BLANCA		14.0	48.6	52.8		
ARLINGTON		16.4	0.0	52.8		62
MAY		19.7	0.0	52.8		94
PORPHYRY		22.8	0.0	52.8		100
COBONA		24.1	0.0	24.8		167
PRADO DAM		29.2	24.3	52.8		94
GYPSUM		32.2	25.9	52.8		95
ESPERANZA		36.4	21.1	52.8		129
ATWOOD		40.6	0.0	52.8		179
PLACENTIA		43.0	0.0	42.2		69
FULLERTON YL		165.0	0.0	42.2		94-74
BUENA PARK		160.5	12.7	19.2		31
LA MIRADA		158.7	32.1	25.9		74
SANTA FE SPRINGS		154.4	40.5	10.0		86
LOS NIETOS		153.1	27.2	16.3		
D. T. JUNCTION		152.1	0.0	13.7		
RIVERA		151.2	0.0	13.7		95
BANDINI		149.8	21.1	37.5		
HOBART		145.5	39.6	26.2		Yard
REDONDO JCT.		143.2	42.5	0.0		FW TY
FIRST STREET		141.1	40.1	0.0		Yard
MISSION TOWER		140.1	59.7	0.0		
LOS ANGELES YL			71.8	31.7		

Mile Post

Rolling Grade Ascending

Rolling Grade Descending

Communications

Fuel, Water, Turn Tables and Wyes

Capacity of Sidings in 50 ft. Cars

(38.4) (38.4) (37.7) (33.0) (35.7) (30.9) (29.7) Average speed per hour

(Continued from Page 14)

Rule 261 in effect:
 San Bernardino-Bridge B-5 (on 3 tracks San Bernardino-Rana; 2 tracks Rana-Bridge B-5);
 Riverside-Fullerton;
 Siding Atwood;
 D.T. Junction-Bandini.
 At San Bernardino, Third District eastward trains or engines

must approach junction of Second and Third Districts near yard office, prepared to stop, and "stop" unless proceed signal, given with yellow flag or light, is received. Such proceed signal merely indicates the route is properly lined.
 Trains must get numbered clearance card before leaving San Bernardino and Los Angeles.
 Second class and extra trains must get numbered clearance card before leaving First Street.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE						EASTWARD					
						NO. 150						FIRST CLASS					
						November 7, 1954						72	80	210	74	108	24
						STATIONS						San Diegoan	Passenger	Passenger	San Diegoan	Passenger	The Grand Canyon
						SAN BERNARDINO YL P. E. Crossing 1.5						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			0.0	52.8	0.0	RANA 1.2								PM 12-15		PM 3-28	PM 3-35
112		B	0.0	52.8	1.5	COLTON S. P. and U. P. Crossing 3.8								12-07		3-20	3-25
		B	28.1	52.8	2.9	HIGHGROVE 2.6								12-02 PM		3-15	3-20
		B	29.1	52.8	6.7	RIVERSIDE JCT. U. P. Jct. 0.6								11-57 AM		3-10 PM	3-15
42		O	0.0	17.2	9.2	RIVERSIDE YL 2.2											3-10
99	Y	B	48.6	52.8	9.8	OASA BLANCA 2.4											
62		B	0.0	52.8	14.0	ARLINGTON 3.8											
94		B	0.0	52.8	16.4	MAY P. E. Crossing 3.1											
100	Y	B	0.0	52.8	19.7	PORPHYRY 1.3											
167		O	0.0	24.8	22.8	CORONA 5.0											2-42
94		B	24.8	52.8	24.1	PRADO DAM 3.1											
95		B	25.9	52.8	29.2	GYPSUM 4.1											
129		B	21.1	52.8	32.2	ESPERANZA 4.3											
179	Y	B	0.0	52.8	36.4	ATWOOD 2.3											2-22
69		B	0.0	42.2	40.6	PLACENTIA 3.0											
74		O	0.0	42.2	48.0	FULLERTON YL 2.5						AM 8-40	AM 10-28		PM 1-00	2-15	
		B	0.0	38.4	165.0	U. P. Crossing BASTA 2.0											
		B	12.7	19.2	162.5	BUENA PARK 1.8						8-35	10-23		12-55		2-05
96		B	32.1	25.9	160.5	LA MIRADA 4.3											
		O	40.5	10.0	154.4	SANTA FE SPRINGS 1.3											
		B	27.2	16.3	153.1	LOS NIETOS P. E. Crossing 1.0											
		B	0.0	13.7	152.1	D. T. JUNCTION S. P. Crossing 1.0						8-28	10-16		12-48		1-58
95		B	0.0	13.7	151.2	RIVERA 1.3						8-26			12-46		
		B	21.1	37.5	149.8	BANDINI 4.3											
Yard		O	39.6	26.2	145.5	HOBART U. P. Crossing 2.3						8-21	10-10		12-41		1-51
	FW TY		42.5	0.0	143.2	REDONDO JCT. U. P. Crossing 2.1											
Yard		O	40.1	0.0	141.1	FIRST STREET (69.8)						8-14	10-04		12-34		1-45
	Y		59.7	0.0	140.1	MISSION TOWER 0.9						8-12	10-02		12-32		1-43
		O	71.8	31.7		LOS ANGELES YL Union Station						AM 8-10 AM	AM 10-00 AM		PM 12-30 PM	PM 1-40 PM	
						(71.5)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (51.2) (54.9) (30.3) (51.2) (30.3) (37.3)

Signal System One in effect between Los Angeles and San Bernardino.

Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. Between these points main track may be used not protecting against regular and extra trains and engines.

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

Rule 251 in effect between west end of Bridge B-5 and Riverside; Fullerton and D.T. Junction; Bandini and Mission Tower.

Rule 261 in effect:

San Bernardino-Bridge B-5 (on 3 tracks San Bernardino-Rana; 2 tracks Rana-Bridge B-5);

Riverside-Fullerton;

Siding Atwood;

D.T. Junction-Bandini.

(Continued on Page 17)

THIRD DISTRICT

LOS ANGELES DIVISION

17

EASTWARD

FIRST CLASS							SECOND CLASS	
76	82	104	54	78	206	70	142	146
San Diegoan	Passenger	Passenger	Passenger	San Diegoan	Passenger	Passenger	Freight	Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		s PM 6:33	PM 7:45		s 11:55 PM			
		6:25	s 7:34		s 11:45			
		6:20	s 7:25		11:40			
		6:15 PM	7:20		11:35 PM			
			s 7:15					
			f 6:56					
			f 6:51					
			f 6:47					
			s 6:40					
			f 6:33					
			f 6:29					
			f 6:18					
			s 6:15					
s PM 4:00	s PM 5:28		s 6:10	s PM 8:30		s PM 11:48		
3:55	5:23		f 6:03	8:25		11:43		
			f 6:00					
			f 5:56					
			f 5:53					
3:48	5:16		5:50	8:18		11:35		
f 3:46			f 5:49					
3:41	5:10		5:41	8:11		11:27		
			5:37				PM 1:00	AM 12:01
3:34	5:04		f 5:34	8:04		11:21	12:55 PM	11:55 PM
3:32	5:02		5:32	8:02		11:18		
PM 3:30	PM 5:00		PM 5:30	PM 8:00		PM 11:15		
PM	PM		PM	PM		PM		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

TIME TABLE

NO. 150

November 7, 1954

STATIONS

SAN BERNARDINO YL		3 TRKS
P. E. Crossing	1.5	
RANA	1.3	TWO TRACKS
COLTON	1.3	
S. P. and U. P. Crossing	3.8	TWO TRACKS
HIGH GROVE	2.6	
S. P. Crossing	0.6	CENTRALIZED TRAFFIC CONTROL
RIVERSIDE JCT.	0.6	
RIVERSIDE YL	4.2	CENTRALIZED TRAFFIC CONTROL
CASA BLANCA	2.4	
ARLINGTON	3.3	CENTRALIZED TRAFFIC CONTROL
MAY	3.1	
P. E. Crossing	3.1	CENTRALIZED TRAFFIC CONTROL
PORPHYBY	1.3	
CORONA	5.0	CENTRALIZED TRAFFIC CONTROL
PRADO DAM	3.1	
GYP SUM	4.1	CENTRALIZED TRAFFIC CONTROL
ESPERANZA	4.3	
ATWOOD	2.3	CENTRALIZED TRAFFIC CONTROL
PLACENTIA	3.0	
FULLERTON YL	2.6	CENTRALIZED TRAFFIC CONTROL
U. P. Crossing	2.0	
BASTA	1.8	TWO TRACKS
BUENA PARK	4.3	
LA MIRADA	1.3	TWO TRACKS
SANTA FE SPRINGS	1.0	
LOS NIETOS	1.0	TWO TRACKS
P. E. Crossing	1.0	
D. T. JUNCTION	1.0	TWO TRACKS
S. P. Crossing	1.0	
RIVERA	1.3	TWO TRACKS
BANDINI	4.3	
HOBART	2.3	TWO TRACKS
U. P. Crossing	2.1	
REDONDO JCT.	0.9	TWO TRACKS
U. P. Crossing	0.9	
FIRST STREET (69.9)	0.8	TWO TRACKS
MISSION TOWER	0.8	
LOS ANGELES YL	0.8	TWO TRACKS
Union Station	0.8	

(71.5)

(51.2) (54.9) (30.3) (31.8) (51.2) (27.6) (46.5) (25.2) (21.0)Average speed per hour

(Continued from Page 16)

At San Bernardino, Third District eastward trains or engines must approach junction of Second and Third Districts near yard office, prepared to stop, and "stop" unless proceed signal, given with yellow flag or light, is received. Such proceed signal merely indicates the route is properly lined.

Flasher type signal, yellow indication, governs eastward movements through turnout, east end of Bridge B-5. Maximum speed for trains 40 MPH.

Siding switches in CTC territory are dual controlled except at Rivera.

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

Second class and extra trains must get numbered clearance card before leaving First Street.

Eastward trains from Union Pacific must get numbered clearance card before leaving Riverside Jct.

WESTWARD							TIME TABLE	Mile Post	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications
FIRST CLASS											
79	77	83	75	73	71	81	NO. 150				
San Diego	San Diego	Passenger	Passenger	San Diego	San Diego	Passenger	November 7, 1954				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
							NATIONAL CITY YL	273.1	13.1	Y	O
							3.8 22ND STREET YL	269.3	28.7	T	
							1.8 SAN DIEGO YL	267.5	40.2	Y	O
							3.3 OLD TOWN	264.2	40.2		B
							2.1 MORENA	262.1	63.4		B
							5.0 ELVIRA	257.1	116.2		B
							4.1 LINDA VISTA	253.0	0.0	Y	B
							3.9 SORRENTO	249.1			B
							5.0 DEL MAR	244.0	54.8	Y	B
							2.1 SOLANA BEACH	241.9	52.8		B
							2.1 CARDIFF	239.8	52.8		B
							1.8 ENCINITAS	238.1	61.9		B
							3.9 PONTO	234.2	52.8		B
							4.9 CARLSBAD	229.3	47.2		B
							2.1 ESCONDIDO JOT.	227.2	0.0	Y	B
							1.0 OCEANSIDE	226.2	63.4		O
							2.0 FALBROOK JOT.	224.2	65.4	Y	B
							2.5 STUART	221.7	52.8		B
							3.0 LAS FLORES	218.7	65.4		B
							4.8 AGRA	213.8	6.1		B
							5.1 SAN ONOFRE	208.8	0.0		B
							5.0 SAN CLEMENTE	203.7	0.0		B
							1.0 POOHE	202.7	13.9		B
							2.9 SERRA	199.8	60.5		B
							2.6 SAN JUAN CAPISTRANO	197.2	67.6		B
							4.6 GALIVAN	192.6	66.0		B
							4.5 EL TORO	188.1	0.0		B
							5.2 IRVINE	182.9	21.6		B
							4.4 VENTA	178.5	37.0		B
							2.9 SANTA ANA	175.5	32.1	Y	O
							2.9 ORANGE	172.7	7.6	Y	B
							4.9 S. P. Crossing ANAHEIM	167.8	6.1		B
							2.7 FULLERTON YL	165.0			O
							(107.9)				

(55.8) (55.8) (56.8) (30.7) (55.8) (55.8) (57.4) Average speed per hour

Signal System One in effect between San Diego and Fullerton. Between crossover, yard office, located Ash Street, San Diego, and National City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Ash Street and "F" Street). Between these points main track may be used not protecting against regular and extra trains and engines.

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 in effect Fullerton to Old Town, including two main tracks between Elvira and Linda Vista and between Santa Ana and Venta and siding Orange.

Flasher type signal, yellow indication, governs westward movements through turnout, M.P. 179.1. Maximum speed for trains 40 MPH.

Siding switches in CTC territory are dual controlled except at Venta, San Clemente, Stuart, and Carlsbad.

Trains must get numbered clearance card before leaving San Diego.

FOURTH DISTRICT

LOS ANGELES DIVISION

Capacity of Sidings in 50 ft. Cars	Railroad Grade Ascending	TIME TABLE NO. 150 November 7, 1954		EASTWARD								
				FIRST CLASS								
				72	80	74	76	82	78	70		
				San Diegan	Passenger	San Diegan	San Diegan	Passenger	San Diegan	Passenger		
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	26.4	NATIONAL CITY YL										
	0.0	22ND STREET YL										
Yard	31.2	ABS	SAN DIEGO YL	AM	PM	PM	PM	PM	PM	PM	AM	
	31.2			10:40	12:30	3:00	6:00	7:30	10:30	3:45		
91	51.0	2 TRKS.	OLD TOWN	10:27	12:16	2:47	5:47	7:16	10:17	3:25		
	0.0		MORENA									
	116.2	2 M.T.	LINDA VISTA	10:15	12:02	2:35	5:35	7:02	10:05	3:00		
98	54.8		SORRENTO								2:48	
67	63.4	AUTOMATIC TRAIN STOP	DEL MAR	10:03	11:48	2:23	5:23	6:48	9:53	2:35		
Spur	63.4		SOLANA BEACH								2:25	
11	0.0	CENTRALIZED TRAFFIC CONTROL	CARDIFF							2:20		
92	63.4		ENCINITAS		11:40				6:40	9:46	2:15	
116	60.8	CENTRALIZED TRAFFIC CONTROL	PONTO									
69	52.8		CARLSBAD								2:00	
	0.0	CENTRALIZED TRAFFIC CONTROL	ESCONDIDO JCT.									
76	45.4		OCEANSIDE	9:45	11:28	2:05	5:05	6:28	9:35	1:50		
92	63.4	CENTRALIZED TRAFFIC CONTROL	FALLBROOK JCT.									
50	49.3		STUART									
86	63.4	CENTRALIZED TRAFFIC CONTROL	LAS FLORES									
97	68.9		AGEA									
91	49.4	CENTRALIZED TRAFFIC CONTROL	SAN ONOFRE								1:17	
33	5.0		SAN OLEMENTE		11:06		4:41	6:06	9:11	1:09		
54	0.0	CENTRALIZED TRAFFIC CONTROL	POOHE	9:20		1:40						
98	0.0		SEERRA								1:01	
87	0.0	CENTRALIZED TRAFFIC CONTROL	SAN JUAN CAPISTRANO		11:00			6:00		12:55		
98	54.0		GALIVAN								12:40	
88	63.4	CENTRALIZED TRAFFIC CONTROL	EL TORO							12:32		
119	63.4		IRVINE									
93	0.0	CENTRALIZED TRAFFIC CONTROL	VENTA									
125	11.2		SANTA ANA	8:55	10:40	1:15	4:15	5:40	8:45	12:20		
122	48.1	CENTRALIZED TRAFFIC CONTROL	ORANGE		10:37			5:37		12:10		
60	21.1		S. P. Crossing ANAHEIM		10:32			5:32		12:01		
			FULLERTON YL	8:40 AM	10:28 AM	1:00 PM	4:00 PM	5:28 PM	8:30 PM	11:50 PM		
			(107.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

Average speed per hour..... (51.2) (50.3) (51.2) (51.2) (50.3) (51.2) (26.1)

Signal System One in effect between Fullerton and San Diego. Between crossover, yard office, located Ash Street, San Diego, and National City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Ash Street and "F" Street). Between these points main track may be used not protecting against regular and extra trains and engines. 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 in effect Fullerton-Old Town, including two main tracks between Elvira and Linda Vista and between Santa Ana and Venta and siding Orange. Siding switches in CTC territory are dual controlled except at Venta, San Clemente, Stuart, and Carlsbad. Trains must get numbered clearance card before leaving San Diego.

HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 150 November 7, 1954	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		146	142			
			Freight	Freight		Freight	Freight			
		Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
					LONG BEACH 2.5 S.P., U.P., P.E. Crossings West Thenard Tower 1.1					
Yard			PM 6.10	AM 4.40	Pier A Yard 3.3	AM 2.15	PM 3.15			O
			6.25 PM	4.55 AM	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	2.00 AM	3.00 PM			
Yard					WILMINGTON YL 1.4			28.0		B
90	Y	79.2	PM 6.40	AM 5.05	WATSON YL 3.3	AM 1.44	PM 2.43	26.8		B
80		24.8	6.48	5.13	IRONSIDES 1.6	1.34	2.33	23.3	62.8	
34		52.8	6.51	5.16	TORRANOE YL 1.6	1.28	2.27	21.7	0.0	O
91		52.8	6.54	5.19	ALOOA YL 2.3	1.22	2.21	20.1	48.4	B
16		0.0	6.59	5.24	MONACO 1.2	1.17	2.16	17.8	48.4	
83		52.6	7.02	5.27	LAWDALE YL 1.8	1.14	2.13	16.8	58.4	
	Y	11.6	7.06	5.31	EL SEGUNDO YL P. E. Crossing 1.2	1.10	2.09	14.8	51.1	O
107		30.8	7.10	5.35	LAIRPORT YL 3.7	1.06	2.05	13.8	4.0	B
79		52.8	7.18	5.43	INGLEWOOD YL 1.9	12.57	1.56	9.9	44.8	O
14		0.0	7.23	5.48	HYDE PARK 0.7	12.48	1.47	8.0	44.8	
22		10.5	7.27	5.52	VAN NESS 1.3	12.43	1.42	7.3	0.0	
75		18.5	7.36	6.01	WILDASIN 2.5	12.35	1.34	6.0	0.0	
18		0.1	7.54	6.19	WINGFOOT P. E. Crossing 2.0	12.20	1.19	3.5	0.0	B
Yard		52.8	8.05	6.30	S. P. Crossing MALABAR 1.5	12.08	1.07	1.5	0.0	
	FW TY		8.20 PM	6.45 AM	REDONDO JCT. 1.5	12.01 AM	1.00 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(81.0)	Leave Daily	Leave Daily			

(14.3)

(14.9)

.. Average speed per hour..

(13.9)

(13.8)

Trains must get numbered clearance card before leaving First Street.

REDONDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 150 November 7, 1954	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
Yard				STATIONS				
7		42.2		REDONDO BEACH YL 1.5	20.2	0.0		
22		42.2		HERMOSA BEACH YL 1.7	18.7	0.0	B	
	Y	0.0		MANHATTAN BEACH YL 2.2	17.0	52.8		
				EL SEGUNDO YL 1.5	14.8		O	
				(5.4)				

No switch lights on Redondo District.

Train movements between Watson and Pier "A" yard will be made under yard limit rules, and over Harbor Belt line between McFarland Avenue and Pier "A" yard. Normal position of switches at connection McFarland Avenue lined for the Harbor Belt Line.

Should home signals at S. P. or P. E. Railway crossings, one mile east of West Thenard Tower, fail to clear, call Towerman for instructions. Telephone box, protected by switch lock, located at the P. E. Railway crossing.

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.

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 (telegraph office and roundhouse), Victorville, San Bernardino (Santa Fe and U.P. roundhouses, Rialto Ave. and "A" yard offices), Los Angeles (Union Station, First St., Ninth St. and Hobart yard offices, roundhouse), Fullerton, Oceanside, San Diego, 22nd St., San Diego (yard office and Division Foreman's office).

Rule 3: Crews of Union Pacific trains, having complied with that Company's time regulations, may proceed over joint track.

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

3.

3(A). Rule 16 is amended as follows:

Sound	Indication
(e)	Canceled.
(l) ———	When standing — apply or release brakes.
(m) ———	When running — brakes sticking; look back for hand signals.

Note: Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

4. Rule 82 (B): Bulletin boards and books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Corona, Fullerton, First Street, Union Station, Redondo Junction, Inglewood, Torrance, Santa Ana, Oceanside, San Diego, and 22nd Street.

5. Rules 83 and 83 (A): At Barstow, Trains 17, 18, 19, 20, 21, 22, 103, 104, 107, 108, and eastward Union Pacific freight trains, and at San Bernardino, all first class trains except 51 and 54 may register by Form 903.

Los Angeles, check of train register at Union Station or First Street will be accepted as applying to end of two main tracks at Broadway.

At First Street, only trains originating or terminating will register.

6. Rule 93: Yard limits are located at Needles, Cadiz, Parker, Rice, Midland, Blythe-Ripley, Ash Hill, Barstow, Victorville, Summit, San Bernardino, Upland, Pasadena, Los Angeles, Riverside, Fullerton, San Diego, Jofegan, Fallbrook, Vista, Escondido, Inglewood-Lawndale-Redondo Beach, Torrance-Alcoa, Watson-Wilmington, Box Springs-Alessandro, Hemet-San Jacinto, Perris-Ellis, Porphyry (Elsinore District), Weisel, Alberhill, and Elsinore.

Yard limits on following spurs: Rialto Foothill, Cucamonga Foothill, Upland Foothill, Metropolitan, Prenda, Sunny Hills, La Habra Valley, Venta, Torrance Oil, and Alcoa.

Yard limits are continuous between the following points:

At San Bernardino, between M.P. 79 plus 1662 ft. on First District, M.P. 82 plus 4325 ft. on Second District, M.P. 4 plus 264.5 ft. on Third District, and on Redlands District, at M.P. 24 plus 3330 ft. and at M.P. 4 plus 4503 ft.

At Los Angeles, between Bridge M.P. 138 plus 814 ft. on Second District, M.P. 148 plus 3429 feet on Third District, and M.P. 8 plus 1281 ft. on Harbor District.

At San Diego, between Cudahy Spur and end of track, National City.

7. Rule 104 (E) is amended: All sidings having hand-throw derrails will have derail locked and sealed off rail, except when engines or cars are left unattended on siding.

8. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station and water stops, must clear main track unless permission is received to occupy main track. Operators will show on clearance card the number of instruction messages (Form 934-Spl) delivered therewith.

9. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen with a minimum on freight trains as follows:

LOCATION	No Dynamic Brakes in Use	Dynamic Brakes in Use
Summit to M.P. 78	1 retainer per 50 tons*	1 retainer per 70 tons

*Summit to Cajon, on trains handled by locomotive with no dynamic brakes in use and tonnage exceeds an average of 50 tons per retainer, all retainers must be used, and a sufficient number must be placed in high pressure position on loaded cars to provide adequate brake pressure. Cajon to M.P. 78, retainers may be changed to low pressure position.

On diesel operated freight trains with dynamic brakes in use, retainers will be manipulated from engine toward rear end of train; on other

freight trains, retainers will be manipulated from caboose toward head end of train on required number of cars.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

The maximum tonnage per operative brake in freight trains Summit to San Bernardino is 70 tons.

10. Rule 761: Following is list of structures:

Inca, overhead conveyor of Utah Construction Company; Barstow, viaduct over passenger yard tracks and house tracks 1 to 4, inclusive;

San Bernardino, Mt. Vernon Ave. viaduct over roundhouse leads; Los Angeles, First Street, viaduct over old passenger tracks. Los Angeles, Union Station, train sheds.

11. Rule 831: California: Civil Code, Section 2188, provides:

"A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, on stopping the train."

12. Rule 862: Revenue passengers, and employes holding passes stamped "Good on Freight Trains", may be carried on freight trains, but only to and from stations where these trains are required to stop.

13. Rule 945: Prescribed test must be made on passenger trains at: Summit, westward.

14. Rule 947: Prescribed test must be made on freight trains at: Summit, westward. Box Springs, eastward.

SPEED REGULATIONS

15. Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

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

30 MPH

- Needles, lead and crossover switches, west of M.P. 574.
- Needles, main track and westward freight lead crossovers, west of M.P. 578.
- Barstow, heading in and out switches, eastward track, and crossover, west of M.P. 743.
- Barstow, interlocked main track and crossover switches to yard tracks, west of M.P. 745.
- Barstow, west switch eastward siding, M.P. 2.0.
- Lenwood, east switch westward siding.
- Lenwood, west switch eastward siding.
- San Bernardino, crossover between main tracks east of Bridge A-83.
- Rana Jct., switch and crossover.
- Colton, west end eastward siding, near Bridge B-5.
- Highgrove, junction of eastward main with San Jacinto District.
- Riverside Jct., Union Pacific jct. switch and crossover.
- Riverside, double track jct. switch—westward trains.
- Atwood, west switch siding.
- Fullerton, east switch siding, east of station on Third District.
- Fullerton, west crossover east of station for 3rd Dist. eastward trains.
- Fullerton, east crossover east of station for 4th Dist. westward trains.
- Broadway, two track jct. switch.
- Orange, west end main track M.P. 171.2.
- Linda Vista, west end two main tracks M.P. 252.9.
- Old Town, two track jct. switch, eastward trains.

40 MPH

- Colton, two track jct. switches, both ends of Bridge B-5.
- D. T. Junction, two track jct. switch, westward trains.
- Bandini, two track jct. switch, eastward trains.
- Orange, east end main track—M.P. 173.0.
- Venta, east end two main tracks—M.P. 179.1.
- Ponto, east and west ends of siding.
- Elvira, east end two main tracks—M.P. 257.4.

Trains handling derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on its own running gear, must not exceed thirty miles per hour at any point on Needles, Cadiz, First, Second, Third and Fourth Districts. Must not exceed fifteen miles per hour on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

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:

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines, Classes:			
450, 451	2	5	5
1, 11, 50, 80, 2099, 2100	3	5	5
51, 90, 650, 2300, 2301, 2310, 2600, 3000, 460, 2400	4	5	5
16, 37, 100, 200, 300, 325, 500, 501, 503, 625, 1500, 2201, 2207, 2260, 2303, 2322, 2394, 2403, 2418, 2611, 2650	4 1/2	5	5
Diesel-Electric and Gas-Electric Motor Cars	5	5	5
Passenger Cars:			
Roller Bearing	3	5	5
Friction Bearing	8	5	—
	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
Needles District, Westward:		NEEDLES DISTRICT—WESTWARD (Continued)	
Needles to Goffs	79 60	Curve M.P. 678.1 to 678.5	40 40
Goffs to Bagdad	100 60	Curve M.P. 678.5 to 679.9	60 60
Bagdad to Pisgah	79 60	Curve M.P. 679.9 to 680.3	40 40
Pisgah to Barstow	100 60	Curves M.P. 680.3 to 683.4	50 50
Needles District, Eastward:		Curves M.P. 683.4 to 686.2	65 60
Barstow to Pisgah	100 60	Curves M.P. 686.2 to 688.4	75 60
Pisgah to Bagdad	79 60	Curves M.P. 688.4 to 689.0	65 60
Bagdad to Siam	100 60	Curves M.P. 689.0 to 693.6	75 60
Siam to Goffs	79 60	Curves M.P. 693.6 to 694.9	45 45
Goffs to Needles	79 40	Curves M.P. 694.9 to 702.0	65 60
Maximum speed, diesel-powered freight trains without dynamic brakes in use M.P. 683.4 to M.P. 677.8, is 20 miles per hour; and Goffs to Needles is 24 miles per hour.		Curves M.P. 702.0 to 709.6	75 60
Cadiz District	59 40	Curves M.P. 709.6 to 710.6	65 50
Ripley District	30 30	Curves M.P. 710.6 to 714.8	95 60
First District, Westward:		Curves M.P. 714.8 to 714.8	95 60
Barstow to Oro Grande	100 60	Curves M.P. 737.3 to 745.0	95 60
Oro Grande to San Bernardino	79 60	Curve M.P. 745.0 to 745.4	50 50
First District, Eastward:		Curves M.P. 745.4 to 745.7	40 40
San Bernardino to Lugo	79 60	NEEDLES DISTRICT—EASTWARD	
Lugo to Barstow	100 60	Curves M.P. 745.7 to 745.0	40 40
Second District, West & East:		Curves M.P. 745.0 to 738.5	95 60
San Bernardino to Santa Anita	100 55	Curves M.P. 738.5 to 714.8	95 60
Santa Anita to Los Angeles	79 55	Curves M.P. 714.8 to 710.6	95 60
Third District, West & East:		Curves M.P. 710.6 to 706.0	65 50
San Bernardino to Fullerton	79 55	Curves M.P. 706.0 to 702.0	75 60
Fullerton to Hobart	100 55	Curves M.P. 702.0 to 701.5	65 60
Hobart to Los Angeles	79 55	Curves M.P. 701.5 to 696.1	75 60
Fourth District, West & East:		Curves M.P. 696.1 to 694.9	65 60
National City to Sorrento	79 50	Curves M.P. 694.9 to 693.6	50 50
Sorrento to Santa Ana	90 50	Curves M.P. 693.6 to 688.9	75 60
Santa Ana to Fullerton	79 50	Curves M.P. 688.9 to 688.4	65 60
Redlands District	30 30	Curves M.P. 688.4 to 686.2	75 60
San Jacinto District	30 30	Curves and Grade M.P. 686.2 to 683.4	75 30
Elsinore District	25 25	Curves and Grade M.P. 683.4 to 680.8x	55 30
Olive District	30 25	Curves and Grade M.P. 680.8x to 677.8	70 30
Fallbrook District	20 20	Curves and Grade M.P. 677.8 to 668.9	75 40
Escondido District	25 25	Curves M.P. 668.9 to 641.7	85 60
Harbor District	30 30	Curves M.P. 641.7 to 625.5	75 60
Redondo District	15 15	Curves M.P. 625.5 to 608.3	70 60
Riverview Farms Spur	15 15	Curves and Grade M.P. 608.3 to 601.5	79 40
Adelanto Spur	15 15	Curves and Grade M.P. 601.5 to 592.0	70 40
Rialto, Cucamonga, and Upland Foot-hill Spurs, Muscat and Metropolitan Spurs	15 15	Curves and Grade M.P. 592.0 to 587.9	60 40
Prenda, Sunny Hills and La Habra Valley Spurs	15 15	Curves and Grade M.P. 587.9 to 587.1	40 40
Venta and Linda Vista Army Spurs	15 15	Curves and Grade M.P. 587.1 to 578.6	60 40
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		Needles St. Crossing M.P. 578.1	15 15
In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour.		CADIZ DISTRICT	
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.		Curve M.P. 107.2 to 107.4	20 20
NEEDLES DISTRICT—WESTWARD		Track M.P. 107.4 to 111.0	45 40
Needles St. Crossing M.P. 578.1	15 15	Curve M.P. 115.2 to 118.8	50 40
Curves M.P. 578.6 to 587.0	55 50	Curve M.P. 165.2 to 165.5	45 40
Curves M.P. 587.0 to 587.9	40 40	Curve M.P. 183.0 to 183.2	45 40
Curves M.P. 587.9 to 589.3	55 55	RIPLEY DISTRICT	
Curves M.P. 589.3 to 593.3	65 60	Curves M.P. 15.6 to 16.4	20 20
Curve M.P. 593.3 to 593.8	45 45	FIRST DISTRICT—WESTWARD	
Curve M.P. 593.8 to 603.3	65 60	Curve M.P. 10.3 to 11.0	85 60
Curves M.P. 603.3 to 609.1	75 60	Curve M.P. 11.1 to 11.8	90 60
Curves M.P. 609.1 to 617.3	75 60	Curve M.P. 16.6 to 17.1	85 60
Curves M.P. 617.3 to 624.1	60 60	Curve M.P. 19.7 to 20.3	85 60
Curves M.P. 624.1 to 633.3	60 50	Curves M.P. 21.1 to 21.4	90 60
Curves M.P. 633.3 to 640.0	40 30	Curve M.P. 30.8 to 31.1	85 60
Curves M.P. 640.0 to 648.0	60 50	Curves M.P. 31.8 to 33.3	60 50
Curves M.P. 648.0 to 657.0	40 30	Curve M.P. 33.8 to 34.0	40 30
Curves M.P. 657.0 to 666.0	55 40	Curves M.P. 34.1 to 36.6	55 40
Curves M.P. 666.0 to 673.3	75 60	Victorville M.P. 36.6 to 37.6	30 30
Curves M.P. 673.3 to 678.1	60 60	Curve M.P. 37.6 to 39.1	70 60
		Curves M.P. 39.1 to 39.9	40 40
		Curves M.P. 40.6 to 43.7	50 50
		Curve M.P. 48.1 to 48.3	65 60
		Curve M.P. 48.8 to 49.1	50 50
		Curves M.P. 49.4 to 51.8	45 40
		Curves M.P. 52.0 to 53.7	55 50
		Curves M.P. 53.7 to 55.0	45 40
		Curve M.P. 55.0 to 55.7	30 30

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
FIRST DISTRICT—WESTWARD (Continued)		THIRD DISTRICT (Continued)	
Summit M.P. 55.7 to 56.7	20 20	Curve M.P. 25.0 to 25.6	75 55
Grade M.P. 56.7 to 58.0	30 15	Curves M.P. 27.8 to 29.3 Westward	75 55
Curves M.P. 58.0 to 58.4	25 15	Curves M.P. 30.1 to 27.8 Eastward	75 55
Grade M.P. 58.4 to 62.2	30 15	Curves M.P. 31.2 to 30.4 Eastward	65 55
Grade M.P. 62.2 to 72.1	40 20	Curve M.P. 30.4 to 30.7 Westward	65 55
Grade M.P. 72.1 to 78.5	50 20	Slide Area M.P. 31.3 to 31.8	20 20
San Bernardino M.P. 78.5 to 79.9	40 20	Curves M.P. 32.2 to 32.8	60 55
San Bernardino M.P. 79.9 to 80.8	30 20	Curves M.P. 33.6 to 34.2	40 40
San Bernardino Passenger Yard	10 10	Curve M.P. 34.5 to 35.1	50 50
FIRST DISTRICT EASTWARD		Curves M.P. 35.2 to 37.1	70 55
San Bernardino Passenger Yard	10 10	Curves M.P. 37.5 to 38.5	60 55
San Bernardino M.P. 80.8 to 79.9	30 30	Curves M.P. 39.4 to 41.6	75 55
San Bernardino M.P. 79.9 to 78.5	40 40	Placentia M.P. 42.7 to 43.6	50 30
Curves M.P. 72.0 to 70.3	40 40	Curve M.P. 45.2 to 45.7 Westward	55 55
Curves M.P. 66.9 to 62.6	40 40	Fullerton M.P. 165.2 to 164.7	30 30
Curves M.P. 64x.3 to 56.9	30 30	Main track crossover M.P. 165.1 to 165.2 Eastward	30 30
Summit M.P. 56.4 to 55.7	20 20	Curve M.P. 163.9 to 163.5	95 55
Curve M.P. 55.7 to 55.0	30 30	Curve M.P. 161.1 to 160.8	80 55
Curves M.P. 54.8 to 53.7	45 30	Curve M.P. 156.6 to 155.9	60 55
Curves M.P. 53.6 to 52.0	55 30	Curve M.P. 154.2 to 153.8 Westward	80 55
Curves M.P. 51.8 to 51.3	45 30	Curve M.P. 152.9 to 152.5 Westward	70 55
Curve M.P. 51.2 to 51.1	40 30	Curves M.P. 152.5 to 154.2 Eastward	80 55
Curves M.P. 51.0 to 49.4	45 30	Curves M.P. 152.2 to 152.1 Westward	40 40
Curve M.P. 49.1 to 48.8	50 40	Curves M.P. 151.7 to 150.1	85 55
Curve M.P. 48.3 to 48.1	65 40	Curves M.P. 149.9 to 150.0 Eastward	40 40
Curve M.P. 47.4 to 47.2	90 40	Hobart M.P. 144.6 to 146.8 Eastward	75 55
Curve M.P. 43.7 to 43.5	60 40	Hobart M.P. 146.7 to 144.8 Westward	75 55
Grade M.P. 43.5 to 42.5	90 40	Downey Road Vernon M.P. 144.5	30 30
Curve M.P. 41.9 to 41.7	55 40	Curves M.P. 143.4 to 142.9	15 15
Curves M.P. 41.1 to 39.5	60 40	Curves M.P. 141.1 to 140.4	35 35
Curve M.P. 39.2 to 38.9	50 40	FOURTH DISTRICT	
Victorville M.P. 37.4 to 36.6	30 30	San Diego M.P. 273.0 to 267.3	20 20
Curves M.P. 36.4 to 34.6	60 60	Crosby St. Crossing M.P. 269.4	10 10
Curve M.P. 34.0 to 33.8	40 30	San Diego M.P. 267.3 to 264.1	30 30
Curves M.P. 33.3 to 31.8	60 50	Curve M.P. 262.7 to 261.2	75 50
Curve M.P. 31.1 to 30.8	85 60	Curves M.P. 260.3 to 259.9	50 45
Curve M.P. 20.4 to 19.7	85 60	Curve M.P. 259.1 to 258.6	60 50
Curve M.P. 17.1 to 16.6	85 60	Curves M.P. 258.5 to 258.2	40 40
Curve M.P. 11.8 to 11.1	90 60	Curves M.P. 258.0 to 257.5 Westward	50 40
Curve M.P. 11.0 to 10.3	85 60	Curves M.P. 257.2 to 253.7 Westward	65 50
Curve M.P. 1.5 to 0.3	55 35	Curves M.P. 257.2 to 257.7 Eastward on Main	50 50
Curve M.P. 0.2 to 0.0	25 25	Curves M.P. 257.4 to 257.7 Eastward on Second Main	40 40
Summit to Lugo: Freight trains, thirty miles per hour.		Curves M.P. 255.5 to 253.7 Eastward	65 35
Lugo to Hesperia: Freight trains, forty miles per hour.		Curves M.P. 252.8 to 251.0	25 20
San Bernardino, between Fifth Street Tower and yard office just west of passenger station, speed limit ten miles per hour.		Curves M.P. 250.9 to 250.6	40 30
SECOND DISTRICT		Curves M.P. 250.5 to 250.0 Westward	55 40
San Bernardino and Rialto M.P. 82.6 to 85.2	30 30	Curves M.P. 250.5 to 250.0 Eastward	55 50
Fontana M.P. 88.5 to 88.9	50 50	Curve M.P. 245.8 to 245.5 Westward	60 50
Curves M.P. 98.2 to 100.5	79 55	Curves M.P. 244.4 to 245.8 Eastward	60 50
Upland P.E. Crossing M.P. 101.0	25 25	Curve M.P. 244.3 to 244.1	50 50
Curves M.P. 102.4 to 102.8	70 55	Curve M.P. 243.8 to 243.5	70 50
Pomona M.P. 106.2 to 107.0	40 40	Plaza St. Crossing M.P. 241.8	50 50
La Verne M.P. 107.0 to 108.8	45 45	Curve M.P. 237.8 to 237.4	85 50
Curve M.P. 109.0 to 109.3	79 55	Curve M.P. 225.7 to 225.5	55 50
Curve M.P. 110.6 to 111.4	70 55	Curves M.P. 224.7 to 223.8	75 50
Curves M.P. 111.8 to 112.8	55 50	Curves M.P. 209.0 to 208.2	75 50
Curves M.P. 113.9 to 116.6 Westward	65 55	Curves M.P. 207.7 to 201.2	80 50
Curves M.P. 116.6 to 113.9 Eastward	65 55	Curve M.P. 200.3 to 199.9	45 45
Azusa M.P. 116.6 to 117.5	40 40	Curves M.P. 199.4 to 199.1	65 50
Curves M.P. 117.9 to 119.0	65 55	Curves M.P. 198.6 to 197.9	35 35
Curve M.P. 119.5 to 119.7	55 55	Curves M.P. 197.4 to 197.0	60 50
Curves M.P. 122.2 to 125.0	65 55	Curve M.P. 195.9 to 195.8	80 50
Pasadena M.P. 127.6 to 132.8	20 20	Curves M.P. 179.0 to 179.1 Eastward on Second Main	40 40
Colorado St. Crossing M.P. 131.4	8 8	Curves M.P. 176.1 to 175.3	40 40
So. Pasadena M.P. 133.3 to 134.8	15 15	Curves M.P. 175.0 to 174.4	60 50
Los Angeles M.P. 135.5 to 139.1	25 25	Curves M.P. 173.8 to 172.0	40 40
U.P. Crossing M.P. 135.5	8 8	Curve M.P. 170.3 to 169.2	75 50
U.P. Crossing M.P. 138.3	8 8	Anaheim M.P. 168.1 to 167.7	40 40
Curves M.P. 139.2 to 139.6	20 20	Curve M.P. 166.9 to 166.6	75 50
THIRD DISTRICT		Main track Crossover M.P. 165.3 to 165.2 Westward	30 30
Curve and Bridge C-1 M.P. 0.0 to 0.5	15 15	Curves M.P. 165.9 to 165.3	55 50
Curves and Colton M.P. 0.5 to 2.1 Westward	20 20	Fullerton M.P. 165.2 to 164.7	30 30
Curves and Colton M.P. 2.1 to 3.2	20 20	REDLANDS DISTRICT	
Curves M.P. 3.2 to 4.4 Eastward	30 30	San Bernardino, "G" St. Crossing M.P. 0.7	5 5
Curves and turnout M.P. 3.5 to 4.5 Westward	40 40	Redlands, St. Crossing M.P. 8.9	15 15
Main track on turnout M.P. 4.5 to 4.4 Eastward	40 40	Molino, Boulder Ave. M.P. 17.9	10 10
Main track turnout M.P. 4.9 to 4.8 Eastward	40 40	Curves M.P. 24.7 to 24.8	15 15
Curves M.P. 4.9 to 5.6 Westward	75 55	SAN JACINTO DISTRICT	
Curve M.P. 5.6 to 5.5 Eastward	75 55	Hightrove to Box Springs	15 15
Curves M.P. 6.4 to 6.8 Westward	45 35	Perris to San Jacinto	25 25
Curves M.P. 6.8 to 6.4 Eastward	30 30	HARBOR DISTRICT	
Curve M.P. 8.3 to 8.5	75 55	M.P. 0.0 to St. Crossing M.P. 1.6	12 12
Curve M.P. 9.6 to 9.4 Eastward	60 55	M.P. 1.6 to St. Crossing M.P. 8.3	15 15
Curves M.P. 9.6 to 10.0 Westward	30 30	St. Crossing M.P. 13.1	15 15
Curves M.P. 10.4 to 11.7	65 55	M.P. 20.0 to 23.0 Torrance	15 15
Curve M.P. 11.9 to 12.5	40 40	St. Crossing M.P. 27.9	15 15
Curve M.P. 14.7 to 14.9	75 55	St. Crossing M.P. 28.9	15 15
Curves M.P. 15.5 to 16.7	55 55	ELSINORE DISTRICT	
Curve M.P. 16.9 to 17.1	65 55	Curves M.P. 1.7 to 4.0	15 15
P.E. Crossing M.P. 20.3	60 40	Curves M.P. 16.1 to 16.4	15 15
Curve M.P. 21.8 to 22.8	65 55	Curve M.P. 17.7 to 17.9	15 15
Corona M.P. 23.			

MAXIMUM SPEED OF LOCOMOTIVES

	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
	Miles Per hour	Miles Per hour	Miles Per hour	Miles Per hour
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70
*Note—65 MPH applies when backing handling train.				
U. P. Diesels				
900-978, 981-989, and 990 class	100	45	45	90
1000 class	35	35	25	50
100, 700, 1360, 1400, 1500 and 1600 classes	65	45	45	60
1800 class	65	35	35	60
Diesels without dynamic brakes in use				
Ash Hill-Bagdad		24		
Goffs-Needles		24		
Summit-Cajon		15		
Cajon-Highland Jct.		20		
Diesels with dynamic brakes in use				
Ash Hill-Bagdad		40		
Goffs-Needles		40		
Summit-Cajon		24		
Cajon-Highland Jct.		35		
Summit-Victorville		40		

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	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	29.8
..	48	75.0	1	20	45.0	2	10	29.7
..	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

16. SPRING SWITCHES

Speed Limit 10 Miles Per Hour:

Victorville	Stem of wye (normally lined for east leg of wye)
Summit	Stem of wye (normally lined for west leg of wye) West switch west leg of wye (normally lined for westward siding)
San Bernardino	Roundhouse lead switches 2, 3, 4 and 24 (normally lined for lead)
Redondo Jct.	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) East leg of wye

Speed Limit 15 Miles Per Hour:

Goffs	West end westward siding
Fenner	East end eastward siding
Danby	East end eastward siding; west end westward siding
Cadiz	East end eastward siding; west end westward siding
Bagdad	East end eastward siding; west end westward siding
Siberia	East end eastward siding; west end westward siding
Ash Hill	East end eastward siding; west end westward siding
Pisgah	West end westward siding

Speed Limit 15 Miles Per Hour: (Continued)

Newberry	West end westward siding
Daggett	West end westward siding
Hodge	West end westward siding
Helendale	East end eastward siding; west end westward siding
Bryman	West end siding
Oro Grande	East end eastward siding; west end westward siding
Victorville	East end eastward siding; west end westward siding
Thorn	East end siding
Hesperia	East end eastward siding; west end westward siding
Lugo	West end siding
Summit	East end eastward siding; west end westward siding
Gish	West end siding
Cajon	East end eastward siding; west end westward siding
Keenbrook	East end siding
Devore	East end eastward siding
Ono	East end eastward siding
Kaiser	East end siding
Glendora	West end siding
Santa Anita	East and west ends siding
Chapman	East and west ends siding
Pasadena	East and west ends siding
Olga	East and west ends siding
Buena Park	West end siding
La Mirada	East end siding
Santa Fe Springs	West end siding
Fullerton	West end westward siding, west of depot
San Diego	Stem of wye (normally lined for east leg of wye), and west leg of wye

Speed Limit 30 Miles Per Hour:

Needles	West end, westward freight lead
Java	East end eastward siding; west end westward siding
Ibis	West end westward siding
Bannock	East end eastward siding; west end westward siding
Goffs	East end eastward siding
Fenner	West end westward siding; east end eastward siding
Essex	East end eastward siding
Amboy	East end eastward siding
Ludlow	East end eastward siding; west end westward siding
Pisgah	East end eastward siding
Newberry	East end eastward siding
M.P. 2.7	West end westward siding
Lenwood	East end eastward siding; west end westward siding
Hodge	East end eastward siding
Victorville	West end westward siding, west of station
Alray	East end siding
Devore	West end westward siding
Ono	West end westward siding

SPRING POINT DERAIL SWITCHES

Trailing movements must not exceed ten miles per hour at following locations:

- Adelanto Spur, one-fourth mile from main track
- Rialto Foothill Spur, 300 ft. north of P.E. Crossing
- Cucamonga Foothill Spur, 300 ft. north P.E. Crossing
- Upland Foothill Spur, 300 ft. north P.E. Crossing
- Claremont, 300 ft. beyond switch point on precooler spur
- Metropolitan Spur, 4068 ft. from main track
- Rana, switching lead
- Prenda Spur, one-fourth mile from main track

17. JUNCTION SWITCHES

Normal position of junction switches is as follows:

- Rice for Cadiz District
- Cadiz, from track No. 1 to Cadiz District
- Highland Jct. for First District trains
- San Bernardino-Redlands District for First District trains
- Highgrove for Third District trains
- Porphyry for Third District siding
- Atwood—CTC Controlled
- Orange—CTC Controlled
- Fallbrook Jct. for Fourth District siding
- Escondido Jct.—CTC Controlled
- El Segundo for Harbor District trains
- Watson for Harbor District trains

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Needles	505	San Bernardino	Precooler Lead	Orange	Main Track	Val Verde	Granite Spur
Cadiz	Cadiz District	Rialto	Foothill Spur	Santa Ana, S.P. Main Track	400	Perris	1678
Ash Hill	410	Upland	Foothill Spur	Fallbrook Jct.	Fallbrook Dist. Main Track	San Jacinto	640
Rice	Ripley District	Azusa	147	Escondido Jct.	Escondido Dist. Main Track	Elsinore	181
Blythe	504	Casa Blanca	Prenda Spur	Del Mar	690	El Segundo	Main Track
Victorville	113	Porphyry	Elsinore Dist. Main Track	Linda Vista	Camp Elliott Spur	Watson, Former Main Track	3800
Summit	304	Atwood	1395	San Diego	Harasthy Street Marine Base Spur	Fallbrook	514
San Bernardino	3rd Dist. Main Track	Redondo Junction	Main Track	National City	1219	Escondido	340
				March Field	March Field Spur		

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
NEEDLES, FIRST, AND REDLANDS DISTRICTS			
Needles: M.P. 574+4380	Main track and connecting crossover.	Interlocking.	Westward main track — Track 20 — 0
M.P. 578+2000	Main track and connecting crossover.	Interlocking.	Eastward main track — Westward main track against current of traffic — 0 Westward freight lead — 0
Daggett	All switches east of station except transfer tracks No. 1 and No. 2.	Interlocking.	Eastward U. P. trains, U. P. main track — 0 Against current of traffic — 0
Barstow East Tower	Main track and connecting crossover. M.P. 743+3683 M.P. 745+3713	Interlocking.	Westward main track — Crossover to westbound freight lead — 0 With current of traffic — 0 Against current of traffic — 0 East freight yard 0 — 0 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
Barstow West Tower	Main track and connecting crossovers. Eastward and Westward Sidings.	Interlocking. Ten miles per hour. Microphone is located on post adjacent to Eastward track at M.P. 7. At Lenwood, for trains on eastward siding, microphone is located at east switch. All Eastward trains must sound route signal for route desired as they approach microphone. When signal displays stop indication at east or west end of Westward Siding or west end of Eastward Siding, communicate with towerman and secure authority before fouling main track.	
San Bernardino, Fifth St.	Main Tracks. Crossover and yard lead.	Interlocking. Westward trains sound route signal approaching microphone located M.P. 78 plus 300 feet.	Yard Lead 0000 Yard Lead against current of traffic — 0000
San Bernardino: Rialto Avenue South "E" Street North Mtn. View Avenue	P. E. Crossing. S. P. Crossing. P. E. Crossing.	Santa Fe trains stop and line details. Stop. Send flagman ahead. Fifteen miles per hour.	
At microphone locations shown below, all trains will sound signal for desired route: For westward trains: Needles—M.P. 570+900 Daggett—At Signal 7321 For eastward trains: Barstow—Ten poles east of M.P. 750 Daggett—Five poles east of Signal 7402			

SECOND DISTRICT

San Bernardino, West Yard Tower	Second and third district main tracks, at west end of bridge A-83. End of double track and freight yard, at east end of bridge A-83. Junction of third district eastward main track with second district westward main track at Mt. Vernon viaduct.	Interlocking. Superior route second district main track. Inferior route westward to Third district. Trains or engines leaving west end A Yard will give whistle signal indicating track on which approaching, then give whistle signal for route desired.	Second district — Third district — 0 Yard to precooler — 00 Precooler to second district — 0000 House lead to main line — — Switch lead 0 — Yard lead 0000 Engine lead — 0 Second district to precooler — — 000 Precooler to yard — — 00 Westward main track against current of traffic — 0000 Eastward main track against current of traffic, get phone authy. from Towerman From Union Pacific engine house: To Passenger Yard 000 — 0 To Second District 000 — 0 To B Yard 000 — 00 To Rana 000 — 0
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland Claremont San Dimas	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. West end siding and west end of house track. P. E. Crossing.	Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Twenty-five miles per hour. Interlocking.	Main track movements governed by indications of signals 1012 and 1003. When signal 1012 or 1003 are in stop position be governed by rule 98-B. Westward trains leaving siding governed by main track signal indication. Movements on house track governed by rule 98-A.
Kincaid	P.E. Crossing	Movements over crossing governed by indication of Signals 1103 and 1104. When either in stop position, be governed by Rules 98-B and 509(a). Signals 1181 and 1184 govern main track; Signals 1183 and 1186, siding. When either in stop position, be governed by Rules 98-B and 509(a).	Union Station 0 — Old main 00 — 0 Cudaly lead — 0 — Against current of traffic — 0000 S. P. Downey Ave. 000 — Calif. Cor. Spur 00 — 00
Arcadia	P. E. Crossing.	Signals 1241 and 1242 govern main track; Signals 1243 and 1244, siding. When either in stop position, be governed by Rules 98-B and 509(a). Gates, normal position across Santa Fe tracks. Eight Miles per hour. Gate, normal position across U. P. track. Eight Miles per hour. Gate, normal position across U. P. track. Fifteen miles per hour.	
Raymond Spur Highland Park 0.6 Mi. East Water Street 0.7 Mi. East Los Angeles: Main Street Mission Tower	S. P. Crossing. U. P. Crossing. U. P. Crossing. L. A. T. L. Crossing. S. P. and U. P. Crossing to and from Union Station.	Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is 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.	

THIRD DISTRICT

San Bernardino, Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. and U. P. Crossings.	Interlocking. Interlocking. Interlocking.	Westward main track against current of traffic — 0000
Riverside Junction	S. P. Crossing and U. P. Junction.	At Santa Ana River Bridge B-5 communicate with towerman by telephone and be governed by his instructions.	To or from U. 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 Fourth district — 0
May	P. E. Crossing.	Interlocking. CTC controlled.	Eastbound yard lead — — 0 Westbound yard lead — 0 To Ice house 0 — 0 0 Against current of traffic — 0000 Butte St. Transfer 00 — 0 To Harbor Dist. — 0 To 9th St. Yard — 0 — Levee Track 0 — 00 Against current of traffic — 0000
Fullerton Basta Sunny Hills Spur Sunny Hills Spur Los Nietos	Junction Third and Fourth Districts. U. P. Crossing. P. E. Crossing. U. P. Crossing. P. E. Crossing.	Interlocking. CTC controlled. Interlocking. CTC controlled. Stop. Rule 98, A, B, C and D. Eight miles per hour.	Eastward main track movements be governed by Signal 1522 (with current of traffic) and Rules 98(B) and 509(b); Signal 1521 (against current of traffic) and Rule 98(B). Westward main track movements be governed by Signal 1531 (with current of traffic) and Rules 98(B) and 509(b); Signal 1524 (against current of traffic) and Rule 98(B).
D. T. Junction Hobart	S. P. Crossing. U. P. Crossing.	Interlocking. CTC controlled. Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	
Redondo Junction	U. P. Crossing. Harbor district and two tracks Third district.	Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

FOURTH DISTRICT

Location	Tracks Governed	Rules
Anahelm 2.0 East Anaheim Sugar Fcty. Spur Santa Ana Wye M.P. 270.9 National City	S. P. Crossing. U. P. Crossing. S. P. Crossing. Navy Destroyer Base. Navy Warehouse Crossings.	Interlocking. CTC controlled. Stop. Rule 98, A, B, C and D. Stop. Rule 98, A, B, C and D. Interlocking. Rule 606(c). Eight miles per hour.

OLIVE DISTRICT

Olive 1.7 West	S. P. Crossing.	Interlocking. CTC controlled.
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ELSINORE DISTRICT

Porphyry	P. E. Crossing.	Stop. Send flagman ahead.
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HARBOR DISTRICT

Redondo Junction Nadeau Wingfoot Wildasin Hyde Park El Segundo West Thernard Tower M.P. 28+4460	1.0 Mi. East 0.3 Mi. East 0.5 Mi. East 1.2 Mi. West 0.4 Mi. West 0.5 Mi. East 0.2 Mi. West 0.1 Mi. West 0.7 Mi. East 0.9 Mi. East	U. P. Crossing. L. A. T. L. Crossing, Pac. Blvd. S. P. Crossing. P. E. Crossing. L. A. T. L. Crossing, Avalon Blvd. L. A. T. L. Crossing, Broadway L. A. T. L. Crossing, Vermont L. A. T. L. Crossing. P. E. Crossing. P. E. Crossing. S. P. Crossing. S. P. Crossing. S. P. Crossing, Manuel Yd. lead. P. E. Crossing. 2 U. P. Tracks.	See Redondo Junction, Third District. Fifteen miles per hour. Automatic Interlocking. No distant signals. Speed limit 10 miles per hour. Rule 606(c). Interlocking. Fifteen miles per hour. Fifteen miles per hour. Fifteen miles per hour. Fifteen miles per hour. Interlocking. Twenty miles per hour between home signals. Interlocking. L. A. Municipal Terminal R. R. Interlocking. Interlocking. Stop. Rule 98, A, B, C and D. Interlocking. Santa Fe trains have preference unless flagged. Stop not required.
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SAN JACINTO DISTRICT

Highbrook 1.5 Mi. West	S. P. Crossing.	Automatic Interlocking. Rule 606(c).
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When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

Sidings, Spurs and Flag Stops not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains	Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
NEEDLES DISTRICT					REDLANDS DISTRICT				
Lavic	702.7	25	East	Freight only	Nevada Street	6.7	16	East and West	Freight only
Airport Spur	732.6	15	West	Freight only	Craf	11.4	10	East	Freight only
Gale	735.3	67	East & West	Freight only	Molino	17.9	12	East	Freight only
CADIZ DISTRICT					FOURTH DISTRICT				
Milligan	164.0	4	East	Freight 117-118	Venta Spur	178.7	Lgh. 6.8 m.	East	Freight only
RIPLEY DISTRICT					FALLBROOK DISTRICT				
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West	Freight only	Ranch House	7.6	7	East and West	Freight only
FIRST DISTRICT					ESCONDIDO DISTRICT				
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Freight only	Talica	3.7	8	East and West	Freight only
Frost	38.8	8	Eastward track	Freight only	HARBOR DISTRICT				
Verdemont	73.5	5	West	Freight only	Nadeau	2.5	0		
SECOND DISTRICT					SAN JACINTO DISTRICT				
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West	Freight only	Box Springs Quarry	6.1	42	East and West	Freight only
Muscat Spur	90.4	Lgh. 1.1 m.	West	Freight only	Mayer Farms	15.9	18	East and West	Freight only
Pio Spur	94.6	46	West	Freight only	Granite Spur	14.5	Lgh. 5000 ft.	Wye	Freight only
Rochester	95.0	11	East	Freight only	Ellis	0.9	16	East	Freight only
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Freight only	ELSINORE DISTRICT				
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Freight only	Mining Spur	3.2	71	East and West	Freight only
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Freight only	Weisel	6.2	37	East	Freight only
Duarte	121.0	15	East and West	Freight only	Jameson	9.2	5	East	Freight only
Wilton	129.1	19	East and West	Siding	Durant	18.1	27	West	Freight only
Usado	132.3	18	East and West	Siding					
Raymond	132.7	16	West	Freight only					
THIRD DISTRICT									
Pachappa	12.4	26	East and West	Freight only					
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	Freight only					
Taylor St. Spur	18.5	9	West	Freight only					
Sunny Hills	162.3	Lgh. 2.72 m.	West	Freight only					
Standard Oil Spur	160.8	9	East	Freight only					
Wilshire	156.8	58	East and West	Freight only					
Mojave Spurs	155.8	28	West	Freight only					
Stephens Spur	155.5	14	West	Freight only					
El Camino Spur	155.3	15	West	Freight only					
La Habra Vly Spur	154.6	Lgh. 3.43 m.	West	Freight only					
East Whittier	157.6	26	West	Freight only					

**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	Williams	North of Barstow	
	Edwards, Shafter, Wasco, Hanford, Empire, Riverbank, Escalon, Pittsburg, Pinole		Beyond Belen
2	Pinole, Riverbank, Empire, Hanford, Edwards	Beyond Belen	
17	Pomona		Chicago
18	Pomona	Chicago	
19	Flagstaff	Los Angeles	Kansas City and beyond, Denver to La Junta
	Williams	Barstow and beyond	Albuquerque and beyond
20	Kingman		Newton and beyond
	Victorville, Pomona		Albuquerque and beyond
	Pomona, Victorville	Albuquerque and beyond	
	Kingman	Kansas City and beyond, La Junta to Denver	
21	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond, Denver to La Junta	
22	Ash Fork	Barstow and beyond	Albuquerque and beyond
	Pomona		Albuquerque and beyond, and for south of Ash Fork
	Pomona	Albuquerque and beyond	Albuquerque and beyond
24	Williams	Albuquerque and beyond	Barstow and beyond
	Grants	Belen and beyond	
123	Grants		Albuquerque and beyond
	Holbrook		Albuquerque and beyond
	Kingman		Albuquerque and beyond
	Victorville		Williams and beyond
	San Bernardino to Los Angeles		Barstow and beyond
124	Los Angeles to San Bernardino	Barstow and beyond	
	Victorville	Williams and beyond	
	Kingman	Albuquerque and beyond	
	Flagstaff	Albuquerque and beyond	
	Holbrook	Albuquerque and beyond	
62	Empire	Fresno and beyond	Stockton and beyond
	Corcoran, Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
	Pittsburg		Fresno and beyond
71	Fullerton		Oceanside and beyond

A. J. STROBEL, General Watch Inspector Topeka, Kansas

LOCAL TIME INSPECTORS

TOM FINLEY Parker
 ALFRED WILLIAMS 849 Front St., Needles
 E. F. MANNERS 107 E. Main St., Barstow
 HOMER E. OLIVER 412 Seventh St., Victorville
 MILTON W. BLAIR Santa Fe Depot, San Bernardino
 H. W. HANF 435 E St., San Bernardino
 FRED R. BAUMAN 136 E. Highland Ave., San Bernardino
 A. J. McKINNON 145 "J" St., Colton
 G. D. DAVIDSON CO. 445 S. Spring St., Los Angeles
 SANTA FE JEWELERS 905 E. 1st St., Los Angeles
 M. D. DOOLEY 6667 1/2 Whittier Blvd., Los Angeles
 FRED H. DOWNS 4832 Whittier Blvd., Los Angeles
 H. W. OSTERMIER 6822 Pacific Blvd., Huntington Park
 GEORGE R. FINLEY, JR. 182 East Compton Blvd., Compton
 C. GORDON McCLURE 118 North Spadra Road, Fullerton
 GERALD D. LAROCQUE 424 North Sycamore Street, Santa Ana
 S. L. FINKEL 211 Hill St., Oceanside
 ROLAND C. WILSON 521 B Street, San Diego
 C. H. McCORMACK 833 Roosevelt, National City



SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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

