

**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. BARRY O'SULLIVAN, 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. PITCHFORD, 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. MOSS, Assistant Local Surgeon..... National City
 DR. KENNETH DOLE, Local Surgeon..... Redlands
 DR. R. B. REID, Local Surgeon..... Perris
 DR. ROBERT M. OLLERTON, 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. HOWARD SWIRE, 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.

M. H. SWANSON, G. E. YOUNG, Trainmasters, Needles, Calif.	H. C. BAUGHN, A. B. COAKLEY, WM. BAXTER, Trainmasters, San Bernardino, Calif.	L. B. FREBORG, R. E. ROWLAND, W. E. BRACK, Trainmasters, G. H. DOTSON, Acting Trainmaster, Los Angeles, Calif.
R. H. ADAMS, Acting Trainmaster, Barstow, Calif.	W. S. LOIT, J. C. SELINGER, L. W. PARSONS, E. O. CRUM, A. C. KIDD, E. L. MAYS, H. W. WITSKEN, F. I. GASSWINT, Dispatchers, San Bernardino, Calif.	E. M. BUTLER, I. L. CRAWFORD, W. E. EBERT, C. W. BURTON, F. O. PIERCE, W. D. EAKIN, J. W. SNYDER,
W. B. CASH, Chief Dispatcher, San Bernardino, Calif.		
J. E. BERRY, J. T. DAWE, Assistant Chief Dispatchers, San Bernardino, Calif.		

The Atchison, Topeka and Santa Fe Railway Co.



LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

TIME TABLE No.

152

IN EFFECT

Sunday, April 24, 1955

At 12:01 A. M.
Pacific Standard Time

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

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

F. N. STUPPI,
Acting Asst. General Manager,
Los Angeles, Calif.

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

B. O. BERNARD,
Acting Superintendent,
Los Angeles, Calif.

2 LOS ANGELES DIVISION

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 152 April 24, 1955	↑		
STATIONS						
26			HIGHGROVE S. P. Crossing 2.5		0.0	
12	116.2		LEMONA 4.5		2.7	0.0
31	116.2		BOX SPRINGS YL 2.3		7.2	0.0
	21.3		MARCH FIELD YL 1.1		9.8	17.8
45	21.3		ALESSANDRO YL 2.9		10.8	17.8
22	0.0		VAL VERDE 4.7		13.5	47.5
20	0.0		PERRIS YL 3.0		18.3	28.1
21	21.6		ETHANAO 2.3		3.7	63.4
11	49.3		MENIFEE 3.0		6.0	0.0
34	21.1		WINCHESTER 4.4		9.9	42.2
13	52.8		EGAN 2.7		14.3	0.0
15	44.3		HEMET YL 2.3		17.0	0.0
9	6.3		SAN JACINTO YL		19.3	63.4
(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, Menifee and Winchester.

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 152 April 24, 1955	↑		
STATIONS						
48			FALLBROOK JCT. 6.0		0.0	
12	66.0		OHAPPO 2.4		5.9	62.7
46	26.4		JOFFEGAN 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 Joffegan.
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. 152 April 24, 1955	↑		
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 PORPHYRY YL (21.9)		0.0	68.6

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	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Ruling Grade Ascending
		↓	NO. 152 April 24, 1955	↑	
STATIONS					
Yard			ATWOOD 2.4	} 31.0	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. 152 April 24, 1955	↑		
STATIONS						
25			ESCONDIDO YL 4.0		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. 152		FIRST CLASS		
		117	April 24, 1955		118		
		Passenger			Passenger		
		Leave Daily	STATIONS		Arrive Daily		
Yard		PM 9.05	PARKER	YL	AM 2.15	105.8	
Spur	31.7		1.5				0.0
28	31.7	f 9.10	EARP		2.01	107.3	
17	31.7		6.8		1.52	114.1	31.7
45	31.7	f 9.30	CALZONA		1.43	120.0	0.0
49	10.6		5.9		1.27	131.6	0.0
43	0.0	f 9.44	VIDAL		1.15	140.4	21.1
57	0.0		11.6				31.7
83	0.0	e 9.58	GROMMET	YL	1.05	144.0	30.6
97	31.7		3.6		12.55	151.0	31.7
33	15.8	f 10.04	FREDA		12.49	155.8	6.3
34	31.7		7.0		12.32	169.2	14.8
76		f 10.13	SABLON		12.25	173.6	31.7
			4.8		12.16	179.6	31.7
		f 10.19	SALT MARSH		12.01	190.5	
			13.4		AM		
		f 10.35	FISHEL				
			4.4				
		f 10.40	CHUBBUCK				
			6.0				
		f 10.49	ARCHER				
			10.9				
		PM 11.20	CADIZ	YL	AM		
		Arrive Daily	(84.7)		Leave Daily		

(37.6)Average speed per hour..... (37.9)

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 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. 152		SECOND CLASS		
		25	April 24, 1955		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		16.5			16.5	65.0
30	0.0		1.3				68.6
55	0.0	e 4.20	MIDLAND	YL	s 12.01 AM	17.8	
	0.0		2.6		f 10.20	20.4	68.6
	0.0	4.30	COX			22.6	47.5
	0.0		2.2				
Spur 10	10.6		INGA			22.6	38.8
Yard	7.4		10.4				
Spur 19	42.8	5.00 AM	MESAVILLE			33.0	83.4
			9.0		9.30 PM	42.0	21.7
			2.7			44.7	15.8
			4.7			49.4	
			RIPLEY	YL			
		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 Midland and Blythe; booth phone at Rice.

Trains must get numbered clearance card before leaving Blythe.

TIME TABLE

NO. 162

April 24, 1955

STATIONS

NEEDLES		YL
7.4		
JAVA		
6.8		
IBIS		
4.5		
BANNOCK		
4.6		
HOMER		
7.6		
GOFFS		
9.6		
FENNER		
7.5		
ESSEX		
8.5		
DANBY		
7.1		
SIAM		
6.2		
CADIZ		YL
10.3		
SALTUS		
3.1		
AMBOY		
7.8		
BAGDAD		
7.3		
SIBERIA		
5.2		
KLONDIKE		
4.3		
ASH HILL		YL
6.7		
LUDLOW		
5.1		
ARGOS		
8.1		
PISGAH		
6.2		
HECTOR		
12.8		
NEWBERRY		
6.0		
MINNEOLA		
6.0		
DAGGETT		
4.0		
NEBO		
4.8		
BARSTOW		YL

AUTOMATIC BLOCK SYSTEM
A T S

A T S

TWO TRACKS

(167.6)

WESTWARD

FIRST CLASS

1	205	107	19	3	7	209
San Francisco Chief	Passenger	Passenger	The Chief	Passenger	Fast Mail Express	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 11:55			PM 4:00	PM 12:30	AM 11:00	
AM 12:06			4:11	12:41	11:12	
12:15			4:20	12:50	11:22	
12:22			4:27	12:58	11:31	
12:28			4:33	1:05	11:37	
12:38			4:43	1:15	11:48	
12:45			4:50	1:23	11:55	
12:50			4:55	1:28	PM 12:01	
12:56			5:01	1:34	12:07	
1:01			5:06	1:39	12:12	
1:06			5:11	1:44	12:17	
1:16			5:21	1:54	12:27	
1:22			5:27	2:01	12:34	
1:29			5:34	2:10	12:43	
1:36			5:41	2:17	12:51	
1:43			5:48	2:23	12:58	
1:49			5:54	2:31	1:05	
1:55			6:01	2:37	1:11	
2:04			6:09	2:46	1:20	
2:10			6:15	2:51	1:26	
2:20			6:25	3:00	1:37	
2:25			6:30	3:05	1:42	
2:32	PM 11:53	PM 6:50	6:36	3:10	1:46	AM 10:48
2:36	AM 11:56	6:53	6:40	3:14	1:51	10:51
2:45	AM 12:03	7:00	6:50	3:25	2:05	AM 10:58
AM	AM	PM	PM	PM	PM	AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

Average speed per hour.... (59.2) (52.8) (52.8) (59.2) (57.5) (54.4) (52.8)

Signal System Two in effect between Needles 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 Union Pacific trains entering Daggett may move on clear train order signal in lieu of clearance card and will retain and display classification signals previously authorized.

NEEDLES DISTRICT

LOS ANGELES DIVISION

5

WESTWARD				TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS										
123	103	17	21	NO. 152						
The Grand Canyon	Passenger	Super Chief	El Capitan	April 24, 1955						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
AM 2:50		AM 2:06	AM 12:46	NEEDLES YL	578.0			O	FW TY	Yard
3:03		2:17	12:57	7.4 JAVA	585.6	74.5	0.0	B		107
3:15		2:26	1:06	6.8 IBIS	592.4	73.9	0.0	B		135
3:22		2:33	1:13	4.5 BANNOCK	597.0	73.9	0.0	B		107
3:30		2:39	1:19	4.6 HOMER	601.5	73.9	0.0	B		130
3:40		2:49	1:29	7.6 GOFFS	609.1	73.9	30.0	B		107
3:48		2:56	1:36	9.6 FENNER	618.7	0.0	52.8	B		111
3:53		3:01	1:41	7.5 ESSEX	626.2	0.0	52.8	B		
3:59		3:07	1:47	8.5 DANBY	634.7	0.0	52.8	B		107
4:05		3:12	1:52	7.1 SIAM	641.8	0.0	52.8	B		
4:10		3:17	1:57	6.9 OADIZ YL	648.1	0.0	48.0	B		
				10.3 SALTUS	658.4	26.4	52.8	O	Y	135
				3.1 AMBOY	661.5	26.4	11.6	B		
4:23		3:26	2:06	7.8 BAGDAD	669.3	35.9	11.6	O		107
4:30		3:32	2:12	7.3 SIBERIA	676.7	75.0	0.0	B		107
4:39		3:39	2:19	5.2 KLONDIKE	682.0	75.0	0.0	B		130
4:47		3:46	2:26	4.3 ASH HILL YL	686.7	75.0	0.0	B	Y	72
4:54		3:53	2:32	6.7 LUDLOW	693.4	26.4	52.8	B		107
5:03		3:59	2:38	5.1 ARGOS	698.4	52.8	0.0	O		117
5:13		4:05	2:45	8.1 PISGAH	698.5	52.8	44.0	B		71
5:24		4:14	2:53	6.2 HECTOR	706.6	0.0	52.8	B		132
5:31		4:20	2:59	12.8 NEWBERRY	712.8	26.4	39.6	B		73
5:43		4:31	3:10	6.0 MINNEOLA	726.6	26.4	0.0	B		107
5:49		4:36	3:15	6.0 DAGGETT	731.7	38.2	13.0	B		107
5:56	AM 5:48	4:41	3:20	4.0 NEBO	737.6	31.7	31.7	C		107
6:01	5:51	4:45	3:24	4.8 BARSTOW YL	741.6	31.7	31.7	B		68
6:10 AM	5:58 AM	4:52 AM	3:32 AM		748.4			O	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(167.6)						

(50.3) (52.8) (60.6) (60.6) Average speed per hour

Signal System Two in effect between Needles 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 Union Pacific trains entering Daggett may move on clear train order signal in lieu of clearance card and will retain and display classification signals previously authorized.

6 LOS ANGELES DIVISION

NEEDLES DISTRICT

						TIME TABLE					EASTWARD				
						NO. 152					FIRST CLASS				
						April 24, 1955									
						STATIONS									
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Rolling Grade Descending	Rolling Grade Ascending	Mile Post						206	4	8	210	22
Yard	FW TY	O									Passenger	Passenger	Fast Mail Express	Passenger	El Capitan
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			74.5	0.0	578.0	NEEDLES YL						AM 6:55	AM 7:20		PM 7:30
107		B	73.9	0.0	585.8	7.4						6:43	7:05		7:19
		B	104.5	0.0	592.4	6.3						6:36	6:54		7:11
		B	73.9	0.0	597.0	3.7						6:30	6:50		7:07
		B	73.9	30.0	601.5	4.6						6:24	6:44		7:03
135		B	0.0	52.8	609.1	7.6						6:15	6:36		6:56
107		B	0.0	52.8	618.7	9.6						6:04	f 6:25		6:46
107		B	0.0	52.8	626.2	7.5						5:54	f 6:15		6:38
114		B	0.0	52.8	634.7	8.5						5:45	6:07		6:30
72		B	0.0	48.0	641.8	7.1						5:37	5:59		6:24
107	Y	O	26.4	52.8	648.1	6.3						5:30	f 5:51		6:19
51		B	11.6	26.4	658.4	10.3									
107		O	35.9	11.6	661.5	3.1									
100		B	75.0	0.0	669.3	7.8						5:16	f 5:37		6:10
107		B	121.4	0.0	678.7	7.3						5:09	5:30		6:04
185	Y	B	26.4	52.8	686.7	7.7						5:01	5:22		5:58
101		O	52.8	0.0	693.4	8						4:53	5:14		5:51
72		B	52.8	44.0	698.5	5.1						4:46	f 5:07		5:45
107		B	0.0	52.8	706.6	8.1						4:41	5:01		5:40
78		B	26.4	39.6	712.8	6.2						4:34	4:53		5:33
107		B	26.4	0.0	725.6	12.8						4:29	4:47		5:28
72		B	38.2	13.0	731.7	8.0						4:20	4:36		5:19
104		O	31.7	31.7	737.6	8.0						4:15	4:31		5:15
71		B	31.7	31.7	741.6	4.0					AM 2:40	4:11	4:26	PM 2:38	5:11
Yard	FW TY	O			746.4	4.8					2:37	4:07	4:22	2:33	5:08
						BARSTOW YL					2:30 AM	4:00 AM	4:15 AM	2:25 PM	5:03 PM
						(165.0)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
						Average speed per hour....					(52.8)	(56.6)	(53.5)	(40.6)	(67.3)

Signal System Two in effect between Barstow and Needles.

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

124	108	20	104	2	18
The Grand Canyon	Passenger	The Chief	Passenger	San Francisco Chief	Super Chief
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 8:00		PM 9:00		PM 11:55	AM 1:07
7:49		8:50		11:45	12:54
7:42		8:43		11:37	12:46
7:36		8:38		11:33	12:42
7:30		8:33		11:29	12:38
7:21		8:25		11:22	12:31
7:09		8:15		11:11	12:20
6:59		8:08		11:03	12:12
6:50		8:00		10:55	12:04
6:42		7:53		10:47	11:57
6:35		7:48		10:42	11:52
6:21		7:39		10:33	11:43
6:14		7:33		10:27	11:37
6:06		7:27		10:20	11:30
5:58		7:20		10:13	11:23
5:51		7:14		10:07	11:17
5:46		7:10		10:02	11:12
5:39		7:03		9:55	11:05
5:34		6:58		9:50	10:59
5:25		6:49		9:41	10:50
5:20		6:45		9:37	10:46
5:16	PM 5:30	6:41	PM 8:07	9:33	10:42
5:13	5:27	6:38	8:04	9:30	10:39
5:08	5:20	6:33	7:57	9:25	10:35
PM	PM	PM	PM	PM	PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

TIME TABLE

NO. 152

April 24, 1955

STATIONS

NEEDLES YL

- 7.4
- JAVA
- 8.8
- IBIS
- 8.7
- BANNOCK
- 4.6
- HOMER
- 7.6
- GOFFS
- 9.6
- FENNER
- 7.5
- ESSEX
- 8.5
- DANBY
- 7.1
- SIAM
- 8.3

CADIZ YL

- 10.3
- SALTUS
- 3.1
- AMBOY
- 7.8
- BAGDAD
- 7.3
- SIBERIA
- 7.7
- ASH HILL YL
- 6.7
- LUDLOW
- 5.1
- ARGOS
- 8.1
- PISGAH
- 6.2
- HECTOR
- 12.8
- NEWBERRY
- 6.0
- MINNEOLA
- 8.0
- DAGGETT
- 4.0
- NEBO
- 4.8

BARSTOW YL

- (165.0)

AUTOMATIC BLOCK SYSTEM
A T S

TWO TRAINS

(57.6) (52.8) (67.3) (52.8) (66.0) (65.1) Average speed per hour

Signal System Two in effect between Barstow and Needles.

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. 162 April 24, 1955		WESTWARD					
		FIRST CLASS					
		107	19	3	7	209	123
STATIONS		Passenger	The Chief	Passenger	Fast Mail Express	Passenger	The Grand Canyon
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
BARSTOW YL <small>6.1</small> LENWOOD <small>5.7</small> HODGE <small>9.2</small> HELEDALE <small>4.9</small> BRYMAN <small>5.4</small> OBO GRANDE <small>5.1</small> VICTORVILLE YL <small>3</small> THORN <small>4.1</small> HESPERIA <small>5.2</small> LUGO <small>5.5</small> SUMMIT YL <small>3.8</small> GISH <small>2.7</small> CAJON <small>3.7</small> KEENBROOK <small>4.1</small> DEVORE <small>5.0</small> ONO <small>3.5</small> HIGHLAND JOT, YL <small>1.9</small> SAN BERNARDINO YL		PM 7:00 7:06 7:11 7:18 7:22 7:27 7:34 7:41 7:46 7:51 8:03 8:12 8:18 8:24 8:32 8:39 8:44 8:50 PM	PM 6:55 7:01 7:06 7:13 7:17 7:22 7:29 7:36 7:41 7:46 7:46 7:58 8:07 8:13 8:19 8:27 8:34 8:39 8:45 PM	PM 3:40 3:48 3:53 4:01 4:05 4:10 4:18 4:25 4:30 4:35 4:48 4:57 5:03 5:09 5:17 5:24 5:29 5:35 PM	PM 2:25 2:33 2:38 2:46 2:50 2:55 3:03 3:10 3:15 3:20 3:33 3:42 3:48 3:54 4:02 4:09 4:14 4:20 PM	AM 11:03 11:11 11:16 11:24 11:29 11:34 11:42 11:49 11:54 11:59 12:12 PM 12:21 12:27 12:33 12:41 12:48 12:53 1:00 PM	AM 6:30 6:38 6:44 6:52 6:56 7:01 7:10 7:17 7:23 7:32 7:43 7:52 7:58 8:04 8:11 8:17 8:22 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)	(42.2)	(41.4)	(40.4)

Signal System One in effect between Barstow and San Bernardino, except:

Signal System Two in effect on eastward track between Signal 782 and Signal 572A.

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.

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;

(Continued on Page 9)

FIRST DISTRICT

LOS ANGELES DIVISION

9

WESTWARD				TIME TABLE NO. 152 April 24, 1955	STATIONS	Mile Post	Rolling Grade Ascending	Rolling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Stings in 50 ft. Cars
FIRST CLASS											
103	17	21	205								
Passenger	Super Chief	El Capitan	Passenger								
Leave Daily	Leave Daily	Leave Daily	Leave Daily								
AM 5-58	AM 4-57	AM 3-37	AM 12-10		BARSTOW YL	0.0			O	FW TY	Yard
6-04	5-03	3-43	12-19	A T S AUTOMATIC BLOCK SYSTEM	LENWOOD	6.2	37.0	20.4	B		92
6-09	5-08	3-48	12-27		HODGE	11.8	37.0	23.0	B		120
6-16	5-15	3-56	12-36		HELEDALE	21.1	28.8	30.0	B		98
6-21	5-19	4-00	12-41		BRYMAN	26.1	37.0	0.0	B		98
6-25	5-24	4-05	12-47		ORO GRANDE	31.5	37.0	0.0	O		90
6-33	5-31	4-12	12-55		VICTORVILLE YL	36.7	39.6	17.2	O	Y	100-100
6-40	5-38	4-19	1-03		THORN	41.1	84.5	0.0	B		
6-45	5-43	4-25	1-10		HESPERIA	46.1	83.4	0.0	B		99
6-50	5-48	4-31	1-19		LUGO	50.3	81.8	0.0	B		98
7-03	6-00	4-43	1-33		SUMMIT YL	55.9	84.5	0.0	O	Y	122
7-12	6-09	4-52	1-42		GISH	59.6	0.0	158.4	B		71
7-18	6-15	4-58	1-48		CAJON	62.4	0.0	158.4	O		95
7-24	6-21	5-04	1-54		KEENBROOK	66.3	0.0	116.2	B		
7-32	6-29	5-12	2-02		DEVORE	71.0	0.0	116.2	B		126
7-39	6-36	5-19	2-09		ONO	76.0	0.0	116.2	B		96
7-44	6-41	5-24	2-14		HIGHLAND JCT. YL	79.4	0.0	116.2			
7-50 AM	6-47 AM	5-30 AM	2-20 AM		SAN BERNARDINO YL	81.3	64.4	51.7	C	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)

Santa Fe 200, 300, 325 and 2650 class and Union Pacific 100, 1400 and 1600 class, four units...4,500 tons or less;

Santa Fe 200, 300, 325 and 2650 class and Union Pacific 100, 1400 and 1600 class, three units...3,375 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; Union Pacific 700 class, two 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;

San Bernardino—Two main track crossovers between passenger yard and 5th Street Tower, time release two 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	4	8	210	124	22	
						Passenger	Passenger	Fast Mail Express	Passenger	The Grand Canyon	El Capitan	
						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	Rating Grade Descending	Rating Grade Ascending	Mile Post	TIME TABLE NO. 152 April 24, 1955 STATIONS						
Yard	FW TY	O	37.0	20.4	0.0	BARSTOW YL	AM 2-20	AM 3-40	AM 4-00	PM 2-23	PM 4-45	PM 4-58
104		B	37.0	23.0	6.2	LENWOOD	2-12	3-32	3-50	2-10	4-36	4-49
106		B	37.0	23.0	11.8	HODGE	2-07	3-27	3-44	2-05	4-30	4-45
108		B	37.0	23.0	21.1	HELEDALE	1-58	3-18	3-35	1-58	4-20	4-38
		B	37.0	23.0	26.1	BRYMAN	1-54	3-14	3-30	1-54	4-15	4-34
		O	39.6	17.2	31.5	ORO GRANDE	1-48	3-08	3-23	1-49	4-08	4-30
98	Y	O	84.6	0.0	36.7	VICTORVILLE YL	1-40	3-00	3-15	1-42	4-00	4-23
105		B	84.6	0.0	41.1	THORN	1-33	2-50	3-07	1-36	3-51	4-16
106		B	86.8	0.0	45.1	HESPERIA	1-29	2-46	3-02	1-31	3-47	4-12
		B	84.5	0.0	50.3	LUGO	1-24	2-41	2-57	1-25	3-41	4-07
126	Y	O	0.0	116.2	55.9	SUMMIT YL	1-16	2-33	2-48	1-16	3-33	3-58
118		B	0.0	116.2	59.7	ALRAY	1-05	2-21	2-36	1-05	3-22	3-49
70		O	0.0	116.2	62.4	CAJON	12-55	2-10	2-25	12-55	3-10	3-39
115		B	0.0	116.2	66.3	KEENBROOK	12-48	2-02	2-17	12-48	3-02	3-32
128		B	0.0	116.2	71.0	DEVORE	12-39	1-52	2-08	12-39	2-51	3-24
108		B	0.0	116.2	76.0	ONO	12-30	1-41	1-56	12-30	2-40	3-17
			64.4	51.7	79.4	HIGHLAND JCT. YL	12-25	1-36	1-51	12-25	2-34	3-12
Yard	FW TY	O			81.3	SAN BERNARDINO YL	12-20 AM	1-30 AM	1-45 AM	12-20 PM	2-28 PM	3-07 PM
						(82.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
						Average speed per hour.....	(41.4)	(38.2)	(36.6)	(40.4)	(36.3)	(44.8)

Average speed per hour..... (41.4) (38.2) (36.6) (40.4) (36.3) (44.8)

FIRST DISTRICT

EASTWARD			
FIRST CLASS			
108	20	104	18
Passenger	The Chief	Passenger	Super Chief
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 5-20	PM 6-28	PM 7-57	PM 10-30
5-11	6-19	7-49	10-21
5-07	6-15	7-44	10-17
5-00	6-08	7-36	10-10
4-56	6-04	7-32	10-06
4-52	6-00	7-28	10-02
4-45	5-53	7-21	9-55
4-38	5-46	7-14	9-48
4-34	5-42	7-10	9-44
4-29	5-37	7-05	9-39
4-20	5-28	6-56	9-30
4-11	5-19	6-47	9-21
4-01	5-09	6-37	9-11
3-55	5-02	6-31	9-05
3-47	4-54	6-25	8-56
3-39	4-47	6-18	8-48
3-35	4-42	6-13	8-42
3-30 PM	4-37 PM	6-08 PM	8-37 PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily

TIME TABLE

NO. 152

April 24, 1955

STATIONS

BARSTOW YL	6.1
LENWOOD	5.7
HODGE	5.2
HELENDALE	4.9
BRYMAN	5.4
OBO GRANDE	5.1
VICTORVILLE YL	4.3
THORN	4.1
HESPERIA	5.2
LUGO	5.6
SUMMIT YL	3.8
ALBAY	4.7
CAJON	3.7
KEENBROOK	4.7
DEVORE	5.0
ONO	3.5
HIGHLAND JCT. YL	1.0
SAN BERNARDINO YL	

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP

TWO TRACKS

(82.8)

(45.2) (44.8) (45.6) (44.0) Average speed per hour

Signal System One in effect between Barstow and San Bernardino, except:

Signal System Two in effect on eastward track between Signal 782 and Signal 572A.

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;

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

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

REDLANDS DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rolling Grade Ascending	Communications
			↓	NO. 152	↑			
				April 24, 1955				
				STATIONS				
Yard	FW TY			SAN BERNARDINO YL		0.0		O
31		116.2		P. E. Crossing				
17		116.2		S. P. Crossing			101.3	B
47		0.0		REDLANDS		8.8		
26		70.5		MENTONE		12.0		B
14		0.0		EAST HIGHLANDS		16.2		B
Spur		47.5		HIGHLAND		18.7		
		25.8		PATTON		19.7		81.3
				DEL ROSA		21.5		
				P. E. Crossing				
				HIGHLAND JCT. YL		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, Tonn Tables and Ways
FIRST CLASS							
19	17	21					
The Chief	Super Chief	El Capitan	NO. 152				
			April 24, 1955				
Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM 8-48	AM 6-50	AM 5-33	SAN BERNARDINO YL	81.8		O	FW TY
8-54	6-56	5-39	3.6		63.4	O	Y
			RIALTO	84.9	32.4	B	
			3.8				
9-00	7-02	5-45	FONTANA	88.8	0.0	O	
			2.0				
9-05	7-07	5-50	KAISER YL	91.3	14.3	B	
			2.0				
9-08	7-10	5-53	ETIWANDA	93.7	14.3	O	
			3.9				
9-12	7-14	5-57	OUCAMONGA	97.7	57.5	O	
			3.2				
9-15	7-16	6-00	UPLAND YL	100.9	30.8	O	Y
			P. E. Crossing				
9-17	7-18	6-02	3.0				
			OLAREMONT	104.8	0.0	B	
			P. E. Crossing				
9-25	7-26	6-10	1.9				
			POMONA	106.7	0.0	O	
9-28	7-29	6-13	1.2				
			LA VERNE	107.9	0.0	O	
9-30	7-31	6-15	2.3				
			SAN DIMAS	110.2	0.0	B	
			P. E. Crossing				
9-35	7-35	6-20	4.1				
			GLENDORA	114.4	0.0	O	
9-37	7-37	6-22	2.5				
			AZUSA	116.9	0.0	O	Y
9-41	7-41	6-26	1.3				
			KINCAID	118.2	0.0	B	
			P. E. Crossing				
			2.0				
			BUTLER	120.2	0.0	B	
			2.3				
			MONROVIA	122.4	62.1	O	
			1.7				
			P. E. Crossing				
			ARCADIA	124.2	77.9	B	
			1.6				
			SANTA ANITA (S. Madre)	125.8	63.4	B	
			1.5				
			CHAPMAN	127.3	63.4	B	
			0.8				
			LAMANDA PARK	128.0	79.9	O	
			3.6				
9-55	7-55	6-40	PASADENA YL	131.7	0.0	O	
			2.1				
10-04	8-05	6-50	SOUTH PASADENA	133.7	0.0	B	
			0.6				
			OLGA	134.2	0.0	B	
			1.7				
			U. P. Crossing				
			HIGHLAND PARK	135.9	0.0	B	
			2.8				
			U. P. Crossing				
			WATER STREET YL	138.7	0.0		
			0.7				
10-19	8-19	7-04	BROADWAY YL	139.4	0.0		
			0.6				
10-22	8-22	7-07	MISSION TOWER YL	140.1	0.0		Y
PM	AM	AM	0.8				
10-30	8-30	7-15	LOS ANGELES YL		0.0	O	
PM	AM	AM	Union Station				
			(59.4)				
			FIRST STREET YL	141.1	0.0	O	
			1.1				
Arrive Daily	Arrive Daily	Arrive Daily	(59.7)				

(34.9) (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

13

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 152 April 24, 1955	EASTWARD				
			FIRST CLASS				
			22	20	18	4	8
			El Capitan	The Chief	Super Chief	Passenger	Fast Mail Express
Yard		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		SAN BERNARDINO YL	PM 3-04	PM 4-34	PM 8-34	AM 1-25	AM 1-35
123	0.0	RIALTO	2-56	4-26	8-26	1-08	1-27
94	15.4	FONTANA					
105	38.7	KAISER YL	2-48	4-18	8-18	12-59	1-20
54	26.8	ETIWANDA					
50	32.0	OUOCAMONGA	2-44	4-14	8-12	12-53	1-14
47	6.6	UPLAND YL	2-41	4-11	8-07	12-48	1-10
	42.0	P. E. Crossing					
58	59.1	OLAREMONT	2-36	4-06	8-03	12-43	1-06
64	43.8	P. E. Crossing					
40	63.4	POMONA	2-34	4-04	8-01	12-40	1-04
42	66.8	LA VERNE	2-31	4-02	7-59	12-38	1-02
59	65.4	SAN DIMAS					
	51.9	P. E. Crossing					
41	92.3	GLENDORA	2-23	3-53	7-53	12-30	12-55
50	60.7	AZUSA				12-27	
72	8.4	KINCAID	2-18	3-48	7-48	12-25	12-47
11	0.0	P. E. Crossing					
39	0.0	BUTLER					
62	0.0	MONROVIA	2-14	3-44	7-44	12-20	12-43
	95.3	P. E. Crossing					
34	114.0	ARCADIA	2-12	3-42	7-42	12-17	12-41
34	89.8	SANTA ANITA (S. Madre)					
20	96.4	OHAPMAN	2-09	3-39	7-39	12-12	12-37
71	114.9	LAMANDA PARK					
	63.5	PASADENA YL	1-58	3-28	7-28	12-01 AM	12-25
	89.8	SOUTH PASADENA					
	89.8	OLGA	1-45	3-15	7-15	11-47 AM	12-03 AM
	59.7	U. P. Crossing					
Yard	31.7	HIGHLAND PARK					
Yard		U. P. Crossing					
		WATER STREET YL					
		BROADWAY YL	1-34	3-04	7-04	11-34	11-50
		MISSION TOWER YL	1-33 PM	3-03 PM	7-03 PM	11-33 PM	11-49 PM
		LOS ANGELES YL	1-30 PM	3-00 PM	7-00 PM	11-30 PM	11-45 PM
		FIRST STREET YL					
		(59.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (37.9) (37.9) (37.9) (31.0) (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.

TIME TABLE NO. 152 April 24, 1955		WESTWARD							
		FIRST CLASS							
		107	79	3	7	77	75	83	209
STATIONS		Passenger	San Diegan	Passenger	Fast Mail Express	San Diegan	Passenger	Passenger	Passenger
Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
SAN BERNARDINO YL 2.2		PM 8:52		PM 5:40	PM 4:30				PM 1:05
BANA YL 1.3									
COLTON YL S. P. and U. P. Crossings 3.2		9:00		5:48	4:38				1:15
HIGHGROVE 2.6		9:05		5:54	4:44				1:20
S. P. Crossing RIVERSIDE JOT. U. P. Jct. 0.6		9:10 PM		5:57	4:47				1:25 PM
RIVERSIDE YL 4.2				6:00	4:50				
CASA BLANCA 2.4									
ARLINGTON 3.2									
MAY P. E. Crossing 3.1									
PORPHYRY 1.2									
CORONA 5.0				6:20	5:08				
PRADO DAM 3.1									
GYPSUM 4.1									
ESPERANZA 4.2									
ATWOOD 2.2				6:39	5:30				
PLACENTIA 3.0									
FULLERTON YL 2.5			PM 8:50	6:48	5:41	PM 4:50	PM 3:30	PM 2:48	
U. P. Crossing BASTA 2.0									
BUENA PARK 1.8			8:55	6:55	5:48	4:55	3:38	2:54	
LA MIRADA 4.3							f 3:40		
SANTA FE SPRINGS 1.2							3:45		
LOS NIETOS P. E. Crossing 1.0									
D. T. JUNCTION S. P. Crossing 1.0									
RIVERA 1.3			9:04			5:04	3:52		
BANDINI YL 4.3			9:06	7:06	5:59	5:06	3:55	3:06	
HOBART YL U. P. Crossing 2.3			9:09	7:11	6:03	5:10	4:00	3:10	
REDONDO JOT. YL U. P. Crossing 2.1									
FIRST STREET YL (70.5) 0.9			9:18	7:20	6:13	5:18	4:10	3:18	
MISSION TOWER YL 0.8			9:22 PM	7:23 PM	6:18 PM	5:20 PM	4:17 PM	3:20 PM	
LOS ANGELES YL Union Station			9:30 PM	7:30 PM	6:30 PM	5:30 PM	4:30 PM	3:30 PM	
(72.2)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....		(33.0)	(38.4)	(39.4)	(36.1)	(38.4)	(25.6)	(36.6)	(29.7)

Signal System One in effect between San Bernardino and Los Angeles, except:

Signal System Two in effect on Two Tracks between Hobart Interlocking and Redondo Jct. Interlocking.

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	123	71	103	81	205
San Diego	The Grand Canyon	San Diego	Passenger	Passenger	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	AM 8-35		AM 7-55		AM 2-30
	8-43		8-03		2-40
	8-49		8-08		2-45
	8-52		8-13 AM		2-50 AM
	8-59				
	9-22				
	9-43				
PM 1-35	9-55	AM 9-50		AM 7-47	
1-40	10-02	9-55		7-52	
1-50		10-04			
1-52	10-15	10-06		8-04	
1-55	10-20	10-09		8-08	
2-02	10-30	10-16		8-15	
2-04 PM	10-34 AM	10-19 AM		8-17 AM	
2-15 PM	10-45 AM	10-30 AM		8-30 AM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 152

April 24, 1955

STATIONS

STATIONS	Tracks	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
SAN BERNARDINO YL	3 TRKS.	0.0			O	FW TY	Yard
2.2 RANA YL		1.5	0.0	52.8			
1.3 COLTON YL		2.9	0.0	52.8	B		49
S. P. and U. P. Crossings 3.8 HIGHGROVE		6.7	23.1	52.8	B		114
2.6 S. P. Crossing RIVERSIDE JCT. U. P. Jct. 0.6 RIVERSIDE YL		9.2	0.0	17.2	O		
4.2 CASA BLANCA		14.0	48.6	52.8	B		
2.4 ARLINGTON		16.4	0.0	52.8	C	Y	99
3.3 MAY		19.7	0.0	52.8	O		62
P. E. Crossing 3.1 PORPHYRY		22.8	0.0	52.8	B	Y	94
1.3 CORONA		24.1	0.0	24.8	O		100
5.0 PRADO DAM		29.2	24.3	52.8	O		187
3.1 GYPSUM		32.2	26.9	52.8	B		94
4.1 ESPERANZA		36.4	21.1	52.8	B		95
4.3 ATWOOD		40.6	0.0	52.8	B		129
2.3 PLACENTIA		43.0	0.0	42.2	O	Y	179
3.0 FULLERTON YL		43.0	0.0	42.2	O		69
2.5 U. P. Crossing BASTA		162.5	0.0	33.4	O		94-74
2.0 BUENA PARK		160.5	12.7	19.2	B		81
1.8 LA MIRADA		158.7	82.1	25.9	O		74
4.3 SANTA FE SPRINGS		154.4	40.5	10.0	B		
1.3 LOS NIETOS		153.1	27.2	16.3	O		86
P. E. Crossing 1.0 D. T. JUNCTION		152.1	0.0	13.7	O		
S. P. Crossing 1.0 RIVERA		151.2	0.0	13.7	B		
1.3 BANDINI YL		149.8	21.1	37.5	C		95
4.3 HOBART YL		145.5	39.6	26.2	B		
U. P. Crossing 2.3 REDONDO JCT. YL		143.2	42.6	0.0	O		Yard
U. P. Crossing 2.1 FIRST STREET YL		141.1	40.1	0.0	O	FW TY	Yard
(70.5) 0.9 MISSION TOWER YL		140.1	69.7	0.0	O		
0.8 LOS ANGELES YL		71.8	71.8	31.7	O	Y	
Union Station							
(72.2)							

(38.4) (33.3) (38.4) (33.0) (35.7) (29.7) Average speed per hour

(Continued from Page 14)

Rule 261 in effect:
 San Bernardino-Bridge B-5 (on Three Tracks San Bernardino-Rana; Two Tracks Rana-Bridge B-5);
 Riverside-Fullerton;
 Siding Atwood;
 D.T. Junction-Bandini;
 Hobart Interlocking-Redondo Jct. Interlocking (on Two Tracks).

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.

Extra trains must get numbered clearance card before leaving First Street.

WESTWARD							TIME TABLE					
FIRST CLASS							NO. 152					
79	77	83	75	73	71	81	April 24, 1955					
San Diegan	San Diegan	Passenger	Passenger	San Diegan	San Diegan	Passenger	STATIONS					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Mile Post					
							Ruling Grade Ascending					
							Fuel, Water, Turn Tables and Wyes					
							Communications					
							NATIONAL CITY YL	273.1				
							3.8 22ND STREET YL	269.3	13.1		Y	O
							1.8 SAN DIEGO YL	267.5	28.7		T	
							3.3 OLD TOWN YL	264.2	40.2		Y	O
							2.1 MORENA	262.1	40.2			B
							5.0 ELVIRA	257.1	63.4			B
							4.1 LINDA VISTA	253.0	116.2		Y	O
							3.9 SORRENTO	249.1	0.0			B
							5.0 DEL MAR	244.0	54.8		Y	O
							2.1 SOLANA BEACH	241.9	52.8			B
							2.1 CARDIFF	239.8	52.8			B
							1.8 ENCINITAS	238.1	61.9			O
							3.9 PONTO	234.2	52.8			B
							4.9 CARLSBAD	229.3	47.2			O
							2.1 ESCONDIDO JOT.	227.2	0.0		Y	B
							1.0 OCEANSIDE	226.2	63.4			O
							2.0 FALLBROOK 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 POCHE	202.7	13.9			B
							2.9 SERRA	199.8	60.5			B
							2.6 SAN JUAN CAPISTRANO	197.2	67.6			O
							4.6 GALLVAN	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	O
							4.9 S. P. Crossing ANAHEIM	167.8	6.1			O
							2.7 FULLERTON YL	165.0				O
							(107.9)					
(55.8)	(55.8)	(56.8)	(30.8)	(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

19

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	TIME TABLE NO. 152 April 24, 1955		EASTWARD							
				FIRST CLASS							
				72	80	74	76	82	78	70	
				San Diego	Passenger	San Diego	San Diego	Passenger	San Diego	Passenger	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	26.4										
	0.0										
Yard	31.2			AM	AM	PM	PM	PM	PM	AM	
	31.2			10-15	11-30	2-00	5-45	6-45	10-30	3-45	
91	51.0			10-02	11-16	1-51	5-32	6-34	10-17	3-25	
	0.0										
98	116.2			9-50	11-02	1-40	5-20	6-20	10-05	f 3-00	
67	54.8			s 9-38	s 10-48	s 1-28	s 5-08	s 6-06	s 9-53	s 2-35	
Spur	63.4									f 2-25	
11	63.4									f 2-20	
92	0.0				f 10-40			f 5-58	f 9-46	f 2-15	
116	63.4										
69	50.8									f 2-00	
	52.8										
76	0.0			s 9-20	s 10-28	s 1-05	s 4-50	s 5-46	s 9-35	s 1-50	
92	45.4										
60	63.4										
86	49.3										
97	63.4										
91	68.9									f 1-17	
33	49.4				f 10-06		f 4-26	f 5-24	f 9-11	f 1-09	
54	5.0			8-55		12-40					
98	0.0									f 1-01	
87	0.0				f 10-00			f 5-18		f 12-55	
98	0.0										
88	54.0									f 12-40	
119	63.4									f 12-32	
93	63.4										
125	0.0			s 8-30	s 9-40	s 12-15	s 4-00	s 4-58	s 8-45	s 12-20	
122	11.2				f 9-37			f 4-54		s 12-10	
60	48.1				f 9-32			f 4-49		s 12-01	
	21.1			8-15	9-28	12-01	3-45	4-45	8-30	11-50	
				AM	AM	PM	PM	PM	PM	PM	
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (51.2) (50.3) (51.6) (51.2) (51.2) (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. 152 April 24, 1955	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		PM 6.40	AM 5.05	WATSON YL 3.3	AM 1.44	PM 2.43	26.6	52.8	B
80		79.2	6.48	5.13	IRONSIDES 1.6	1.34	2.33	28.3	0.0	O
34		24.3	6.51	5.16	TORRANOE YL 1.6	1.28	2.27	21.7	48.4	O
91		52.3	6.54	5.19	ALCOA YL 2.3	1.22	2.21	20.1	48.4	B
16		52.3	6.59	5.24	MONACO 1.2	1.17	2.16	17.8	58.4	
88		0.0	7.02	5.27	LAWDALE YL 1.8	1.14	2.13	16.6	51.1	O
	Y	52.6	7.06	5.31	EL SEGUNDO YL P. E. Crossing 1.2	1.10	2.09	14.8	4.0	O
107		11.6	7.10	5.35	LAIRPORT YL 3.7	1.06	2.05	13.6	4.0	B
79		30.8	7.18	5.43	INGLEWOOD YL 1.9	12.57	1.56	9.9	44.8	O
14		52.8	7.23	5.48	HYDE PARK YL 0.7	12.48	1.47	8.0	44.8	
22		0.0	7.27	5.52	VAN NESS YL 1.3	12.43	1.42	7.3	0.0	
75		10.5	7.36	6.01	WILDASIN YL 2.5	12.35	1.34	6.0	0.0	
18		18.5	7.54	6.19	WINGFOOT YL P. E. Crossing 2.0	12.20	1.19	3.6	0.0	B
Yard		52.8	8.05	6.30	S. P. Crossing MALABAR YL 1.5	12.08	1.07	1.5	0.0	
	FW TY		8.20 PM	6.45 AM	REDONDO JOT. YL	12.01 AM	1.00 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(31.0)	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. 152 April 24, 1955	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			↓		↑			
			STATIONS					
Yard		42.2		REDONDO BEACH YL 1.5		20.2	0.0	
7		42.2		HERMOSA BEACH YL 1.7		18.7	0.0	B
22		0.0		MANHATTAN BEACH YL 2.2		17.0	52.8	
	Y			EL SEGUNDO YL		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, 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 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, Highland Jct.-San Bernardino-Colton, Kaiser, Upland, Pasadena, Water Street-Los Angeles-First Street-Bandini, Redondo Jct.-Hyde Park, Riverside, Fullerton, Old Town-San Diego-National City, 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.

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	Number of Retainers to be Used				
Summit to San Bdno.	No dynamic brake in use.	One unit dynamic brake operative on trains of 500 tons or over.	Two units dynamic brake operative on trains of 1000 tons or over.	Three units dynamic brake operative on trains of 1500 tons or over.	Four units dynamic brake operative on trains of 2000 tons or over.
	Use all retainers with 50% in high pressure position on loaded cars.	Use all retainers in low pressure position.	One retainer per 50 tons.	One retainer per 60 tons.	One retainer per 70 tons.

When retainers are used as outlined above, the maximum tonnage per operative brake in freight trains, Summit to San Bernardino, is 70 tons.

On diesel-operated freight trains with dynamic brakes in use, retainers will be manipulated from engine toward rear 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 freight train, speed of such train must not exceed twenty miles per hour.

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.

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	4	5	5
460, 2400	4½	5	5
16, 37, 100, 200, 300, 325, 500, 501, 503, 625, 1500, 2201, 2207, 2260, 2303, 2322, 2394, 2403, 2418, 2611, 2650	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

Cajon to San Bernardino, retainers may be changed to low pressure position.

Retainers may be placed in proper position at any station Victorville to Summit. If retainers are positioned before reaching Summit, train may proceed without stopping if it is known by the conductor and engineman that the prescribed brake pipe pressure is indicated on the gauges, otherwise Rule 947 will apply.

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
100-206, 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	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	20	25.8
..	51	70.6	1	26	41.9	2	25	25.0
..	52	69.2	1	28	40.9	3	..	24.3
..	53	67.9	1	30	40.0	3	30	23.7
..	54	66.6	1	32	39.1	4	..	23.0
..	55	65.5	1	34	38.3	5	..	22.4
..	56	64.2	1	36	37.5	6	..	21.8
..	57	63.2	1	38	36.8	12	..	21.2

16. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point derails:	MPH
Adelanto Spur, one-fourth mile from main track	10
Rialto Foothill Spur, 300 ft. north P.E. Crossing	10
Cucamonga Foothill Spur, 300 ft. north P.E. Crossing	10
Upland Foothill Spur, 300 ft. north P.E. Crossing	10
Claremont, 300 ft. beyond switch point on precooler spur	10
Metropolitan Spur, 4068 ft. from main track	10
Rana, switching lead	10
Prenda Spur, one-fourth mile from main track	10

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

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

Station	Type	Location	MPH
NEEDLES DISTRICT			
Needles	I	MP 578, crossover main track to westward freight lead	30
	S	WE westward freight lead	30
Java	S	EE eastward siding; WE westward siding	30
Ibis	S	WE westward siding	30
Hannock	S	WE westward siding	30
Homer	S	WE westward siding	30
Goffs	S	EE eastward siding	30
	S	WE westward siding	15
Fenner	S	WE westward siding; EE eastward siding	30
Essex	S	EE eastward siding	30

Station	Type	Location	MPH
NEEDLES DISTRICT (Continued)			
Danby	S	EE eastward siding; WE westward siding	15
Cadiz	S	EE eastward siding; WE westward siding	15
Amboy	S	EE eastward siding	30
Bagdad	S	EE eastward siding; WE westward siding	15
Siberia	S	EE eastward siding	15
	S	WE westward siding	30
Ash Hill	S	EE eastward siding; WE westward siding	15
Ludlow	S	EE eastward siding; WE westward siding	30
Pisgah	S	EE eastward siding	30
	S	WE westward siding	15
Newberry	S	EE eastward siding	30
	S	WE westward siding	15
Daggett	S	WE westward siding	15
Barstow	I	MP 743½, heading in and out switches, eastward track, and crossover	30
	I	MP 745, main track and crossover switches to yard	30
FIRST DISTRICT			
Barstow	I	West switch eastward siding, MP 2.0	30
MP 2.7	S	WE westward siding	30
Lenwood	S	East switch westward siding	30
	S	West switch eastward siding	30
	S	EE eastward siding; WE westward siding	30
Hodge	S	EE eastward siding	30
	S	WE westward siding	15
Helendale	S	EE eastward siding; WE westward siding	15
Bryman	S	EE siding	15
Oro Grande	S	EE eastward siding; WE westward siding	15
Victorville	S	EE eastward siding; WE westward siding	15
	S	WE westward siding, west of station	30
Thorn	S	EE siding	15
Hesperia	S	EE eastward siding; WE westward siding	15
Lugo	S	EE siding	15
Summit	S	EE eastward siding; WE westward siding	15
Gish	S	EE siding	15
Alray	S	EE siding	30
Cajon	S	EE eastward siding; WE westward siding	15
Keenbrook	S	EE siding	15
Devore	S	EE eastward siding	15
	S	WE westward siding	30
Ono	S	EE eastward siding	15
	S	WE westward siding	30
SECOND DISTRICT			
San Bernardino	I	Crossover between main tracks east of Bridge A-83	30
Kaiser	S	EE siding	15
Glendora	S	WE siding	15
Santa Anita	S	EE and WE siding	15
Chapman	S	EE and WE siding	15
Pasadena	S	EE and WE siding	15
Olga	S	EE and WE siding	15
Broadway	I	Two track junction switch	30
THIRD DISTRICT			
Rana	I	Junction switch and crossover	30
Colton	I	WE eastward siding, near Bridge B-5	30
	I	Two track junction switches, east & west ends of Bridge B-5	30
Highgrove	I	Junction of eastward main with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and crossover	30
Riverside	CTC	Two track junction switch, westward trains	30
Atwood	CTC	West switch siding	30
Fullerton	CTC	East switch, Third District siding	30
	CTC	West crossover east of station for Third Dist. eastward trains	30
	S	WE westward siding, west of depot	15
Buena Park	S	WE siding	15
La Mirada	S	EE siding	15
Santa Fe Springs	S	WE siding	15
D. T. Jct.	CTC	Two track junction switch, eastward trains	40
Bandini	CTC	Two track junction switch, eastward trains	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye	10
FOURTH DISTRICT			
Fullerton	CTC	East crossover switch east of station for 4th Dist. westward trains	30
Orange	CTC	West switch siding	30
	CTC	EE main track—MP 173.0	40
Venta	CTC	EE two tracks—MP 179.1	40
Ponto	CTC	EE and WE siding	40
Linda Vista	CTC	WE two main tracks—MP 252.9	30
Elvira	CTC	EE two main tracks—MP 257.4	40
Old Town	CTC	Two track junction switch, eastward trains	30

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	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. 578+2000	Main track and connecting crossover.	Interlocking.	Eastward main track — Westward main track against current of traffic — 0 Westward freight lead — 0 — 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
Barlow East Tower	Main track and connecting crossover. M.P. 743+3683 M.P. 745+3713	Interlocking.	Westward main track — 0 Crossover to Track 30 — 0 Crossover to westbound freight lead — 0 — With current of traffic — Against current of traffic — 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.	East freight yard 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
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 derails. 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 To Second District 000 — 0 To B Yard 000 — 0 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. P. E. Crossing. 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.
Kincald Arcadia	P. E. Crossing. 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).	
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.	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. Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and deraill 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.	Union Station 0 — Old main 00 — 0 Cudahy lead — 0 Against current of traffic — 0000 S. P. Downey Ave. 000 Calif. Cor. Spur 00 — 00

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	Double Track Junction Switches at Bridge B-5.	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	S. P. Crossing and U. P. Junction.	Interlocking.	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).
Fullerton Basta Sunny Hills Spur Sunny Hills Spur Los Nietos D. T. Junction Hobart	Junction Third and Fourth Districts. U. P. Crossing. P. E. Crossing. U. P. Crossing. P. E. Crossing. S. P. Crossing. U. P. Crossing. Two Main Tracks.	Interlocking. CTC controlled. Interlocking. CTC controlled. Interlocking. CTC controlled. Interlocking. CTC controlled. Interlocking.	
Redondo Junction	U. P. Crossing. Two Main Tracks and Harbor Dist.	Interlocking.	Eastbound yard lead — 0 Westbound yard lead — 0 To Ice house 0 — 00 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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

FOURTH DISTRICT

Location	Tracks Governed	Rules
Anahelm 2.0 East Anahelm 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	U. P. Crossing.	See Redondo Junction, Third District.
Nadeau	L. A. T. L. Crossing, Pac. Blvd.	Fifteen miles per hour.
Wingfoot	S. P. Crossing.	Automatic Interlocking. No distant signals. Speed limit 10 miles per hour. Rule 606(c).
Wildasin	P. E. Crossing.	Interlocking.
Hyde Park	L. A. T. L. Crossing, Avalon Blvd.	Fifteen miles per hour.
El Segundo	L. A. T. L. Crossing, Broadway	Fifteen miles per hour.
West Thenard Tower	L. A. T. L. Crossing, Vermont	Fifteen miles per hour.
	L. A. T. L. Crossing.	Fifteen miles per hour.
	P. E. Crossing.	Interlocking. Twenty miles per hour between home signals.
	P. E. Crossing.	Interlocking. L. A. Municipal Terminal R. R.
	S. P. Crossing.	Interlocking.
	S. P. Crossing, Manuel Yd. lead.	Interlocking.
	P. E. Crossing.	Stop. Rule 98, A, B, C and D.
	2 U. P. Tracks.	Interlocking.
M.P. 28+4460		Santa Fe trains have preference unless flagged. Stop not required.

SAN JACINTO DISTRICT

Highgrove 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
					West Highlands	20.4	11	East and West	Freight only
CADIZ DISTRICT					FOURTH DISTRICT				
Milligan	164.0	14	East & West	Freight 117-118	Venta Spur	178.7	Lgh. 6.8 m.	East	Freight only
					Browning	180.8	35	East	Freight only
					Tustin	181.5	25	East	Freight only
					Frances	183.1	36	East and West	Freight only
					Kathryn	183.9	24	East	Freight only
					Como	180.1	54	East and West	Freight only
					Don	216.2	10	West	Freight only
					San Diego G. & E. Co. Spur	231.3	35	East	Freight only
					Farr	231.6	6	West	Freight only
					Linda Vista Navy Spur	253.0	Lgh. 5.5 m.	East and West	Freight only
					Pacific Beach	260.3	13	East and West	Freight only
					Cudahy	263.4	43	East and West	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
					Marine Base Spur	10.5	13	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					
Verdemont	73.5	5	West	Freight only					
SECOND DISTRICT					HARBOR DISTRICT				
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West	Freight only	Nadeau	2.5	0	East	Freight only
Muscat Spur	90.4	Lgh. 1.1 m.	West	Freight only	Dudmore	19.1	17	West	Freight only
Pio Spur	94.6	46	West	Freight only	Torrance Oil Spur	19.5	Lgh. 3.7 m.	East	Freight only
Rochester	95.0	11	East	Freight only	Alcoa Spur	20.1	Lgh. 2.0 m.	West	Freight only
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Freight only					
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Freight only					
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Freight only					
Duarte	121.0	15	East and West	Freight only					
Wilton	129.1	19	East and West	Siding					
Usado	132.3	18	East and West	Siding					
Raymond	132.7	16	West	Freight only					
THIRD DISTRICT					SAN JACINTO DISTRICT				
Pachappa	12.4	26	East and West	Freight only	Box Springs Quarry	6.1	42	East and West	Freight only
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	Freight only	Mayer Farms	15.9	18	East and West	Freight only
Taylor St. Spur	18.5	9	West	Freight only	Granite Spur	14.5	Lgh. 5000 ft.	Wye	Freight only
Sunny Hills	162.3	Lgh. 2.72 m.	West	Freight only	Ellis	0.9	16	East	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 (East Whittier)	154.6	Lgh. 3.43 m.	West	Freight only					
					ELSINORE DISTRICT				
					Mining Spur	3.2	71	East and West	Freight only
					Welsel	6.2	37	East	Freight only
					Jameson	9.2	5	East	Freight only
					Durant	18.1	27	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	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond
	Kingman	Bakersfield and beyond	
	Edwards, Shafter, Wasco, Hanford, Empire, Riverbank, Escalon, Pittsburg, Pinole		Beyond Belen
2	Pinole, Riverbank, Empire, Hanford, Edwards	Beyond Belen	
	Kingman		Bakersfield and beyond
3	Corona, Fullerton		Barstow and beyond
17	Pomona		Kansas City and beyond
18	Pomona	Kansas City and beyond	
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff		Kansas City and beyond, Denver to La Junta
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville, Pomona		Albuquerque and beyond
20	Pomona, Victorville	Albuquerque and beyond	
	Kingman	Kansas City and beyond, La Junta to Denver	San Bernardino and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond, Denver to La Junta	
21	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond des- tined south of Ash Fork
	Pomona		Albuquerque and beyond
22	Williams	Albuquerque and beyond	Barstow and beyond
124	Grants	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
71	Fullerton		Oceanside and beyond
71, 73, 77, 79	Rivera		Oceanside, Del Mar, or San Diego
72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego	

A. J. STROBEL, General Watch Inspector Topeka

R. W. WELLS, Asst. General Watch Inspector San Bernardino

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.)

