

**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. M. F. FINK, Local Surgeon.....	Barstow
DRS. 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. CHARLES GUNNOE, Assistant 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. C. GLENN CURTIS, Local Surgeon.....	Brea
DR. D. K. SHIELDS, Assistant 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. GERALD F. BANKS, Assistant Local Surgeon.....	San Diego
DR. HARRY W. DEPEW, 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. CHARLES W. HARRISON, JR., 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, Summit, San Bernardino, Corona, Los Angeles, Oceanside, San Diego, on all locomotives, cabooses, and with all regularly assigned extra gangs.

M. H. SWANSON,
J. T. GROUNDWATER,
Trainmasters,
Needles, Calif.

R. H. ADAMS,
Trainmaster,
Barstow, Calif.

J. E. BERRY,
Chief Dispatcher,
San Bernardino, Calif.

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

H. C. BAUGHN,
WM. BAXTER,
G. E. YOUNG,
Trainmasters,
San Bernardino, Calif.

F. E. ROSE,
Trainmaster,
Fullerton, Calif.

W. S. LOIT,
J. C. SELINGER,
L. W. PARSONS,
E. O. CRUM,
A. C. KIDD,
E. L. MAYS,
H. W. WITSKEN,
E. M. BUTLER,
I. L. CRAWFORD,
Dispatchers, San Bernardino, Calif.

L. B. FREBORG,
R. E. ROWLAND,
W. E. BRACK,
G. H. DOTSON,
Trainmasters,
Los Angeles, Calif.

C. W. BURTON,
F. O. PIERCE,
W. D. EAKIN,
J. W. SNYDER,
F. I. GASSWINT,
W. R. HANSEN,
D. F. HODGES,
L. A. WRIGHT,
R. J. WYSOCKI,

The Atchison, Topeka and Santa Fe Railway Co.



LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

TIME TABLE No.

156

IN EFFECT

Sunday, July 22, 1956

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,
Asst. General Manager,
Los Angeles, Calif.

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

B. O. BERNARD,
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. 156 July 22, 1956			
STATIONS						
26			HIGHGROVE S. P. Crossing 2.5		0.0	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		ETHANAC 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
18	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	
(37.6)						



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.
Booth phones at Alessandro, Val Verde, Ethanac, Menifee and Winchester.
Trains must get numbered clearance card before leaving San Jacinto.

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 156 July 22, 1956			
STATIONS						
48			FALLBROOK JCT. 6.0		0.0	62.7
12	66.0		OHAPPO 2.4		5.9	0.0
46	26.4		JOFEGAN YL 6.7		8.4	79.2
6	132.0		DE LUZ 1.8		16.1	0.0
28	105.6		FALLBROOK YL		16.9	
(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. 156 July 22, 1956			
STATIONS						
17			ELSINORE YL 5.6		21.9	132.0
20	147.8		ALBERHILL YL 7.8		16.3	89.8
32	50.7		ARCILLA 8.5		8.5	68.6
Yard	0.0		P. E. Crossing PORPHYRY YL		0.0	
(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	Ruling Grade Descending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 156 July 22, 1956			
STATIONS						
Yard	42.2		ATWOOD 2.4		0.0	42.2
21	42.2		OLIVE S. P. Crossing 3.4		2.4	42.2
62	42.2		ORANGE		5.8	42.2
(5.8)						



Atwood-Orange: Signal System One in effect.
Centralized Traffic Control in effect on main track between Atwood and Orange. Rule 105 applies in sidings with maximum speed limit 15 MPH.
Siding switches Orange are dual control; and siding switches Olive not power controlled but are equipped with electric switch locks.
Office of Communication at Atwood and Orange; phone booth at Olive.
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. 156 July 22, 1956			
STATIONS						
25	83.4		ESCONDIDO YL 4.0		21.1	95.0
14	70.3		SAN MARCOS 3.3		16.2	113.2
11	116.2		BUENA 3.7		12.9	116.2
10	116.2		VISTA YL 1.4		9.2	116.2
11	87.6		FALDA 7.5		7.8	84.6
ESCONDIDO JCT. (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
			NO. 156 July 22, 1956			
		STATIONS				
Yard			PARKER YL		105.8	
32	31.7		1.5 EARP		107.3	0.0
28	31.7		8.8 CALZONA		114.1	31.7
17	31.7		5.9 VIDAL		120.0	0.0
45	31.7		11.6 GROMMET		131.6	0.0
49	10.5		8.8 RICE YL		140.4	21.1
43	0.0		3.6 FREDA		144.0	31.7
57	0.0		7.0 SABLON		151.0	30.6
33	0.0		4.8 SALTMARSH		155.8	31.7
97	31.7		13.4 FISHEL		169.2	5.3
33	31.7		4.4 CHUBBUCK		173.6	14.8
34	15.8		6.0 AROHER		179.6	31.7
76	31.7		10.9 CADIZ YL		190.5	31.7
		(84.7)				

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. 156 July 22, 1956	SECOND CLASS			
		25	26				
		Mixed	Mixed				
		Leave Daily Ex. Monday	Arrive Daily Ex. Monday				
		STATIONS					
49	83.4	AM 3:00	RICE YL	AM 2:00	0.0		
11	0.0		10.5 STYX		16.5	65.0	
30	0.0	4:20	1.3 MIDLAND YL	12:01 AM	17.8	68.6	
55	0.0	4:30	2.6 COX	10:20	20.4	68.6	
	0.0		2.2 INCA		22.6	47.5	
Spur 10	0.0		10.4 MESAVILLE		33.0	38.8	
Yard	10.6	5:00 AM	9.0 BLYTHE YL	9:30 PM	42.0	83.4	
Spur 19	7.4		2.7 MILLER FARMS YL		44.7	21.7	
	42.8		4.7 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 Midland and Blythe; booth phone at Rice. Trains must get numbered clearance card before leaving Blythe.

REDLANDS DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending	
			NO. 156 July 22, 1956				
		STATIONS					
Yard			SAN BERNARDINO YL		0.0		
31	116.2		P. E. Crossing S. P. Crossing		8.8	101.3	
17	116.2		9.0 REDLANDS		8.8	0.0	
47	0.0		3.2 MENTONE		12.0	88.5	
26	70.5		4.1 EAST HIGHLANDS		16.2	88.2	
14	0.0		2.6 HIGHLAND		18.7	89.5	
Spur	47.5		1.0 PATTON		19.7	81.3	
	25.8		1.6 DEL ROSA P. E. Crossing		21.5	60.0	
			4.0 HIGHLAND JCT. YL		25.4		
		(25.6)					

No switch lights on Redlands District.

Fuel, water, turn table, and wye at San Bernardino.

Office of Communication at San Bernardino; booth phones at Redlands, East Highlands, and Highland.

Trains must get numbered clearance card before leaving San Bernardino.

WESTWARD

FIRST CLASS

1	205	19	3	7	209	123	103	17	21
San Francisco Chief	Passenger	The Chief	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief	El Capitan
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 11.55 AM 12.06		PM 4.10	PM 12.30	AM 11.00		AM 4.00		AM 2.06	AM 12.46
12.06		4.21	12.41	11.12		4.15		2.17	12.57
12.15		4.30	12.50	11.22		4.29		2.26	1.06
12.22		4.37	12.58	11.31		4.38		2.33	1.13
12.28		4.43	1.05	11.37		4.48		2.39	1.19
12.38		4.53	1.15	11.48		5.00		2.49	1.29
12.45		5.00	1.23	11.55		5.08		2.56	1.36
12.50		5.05	1.28	12.01		5.14		3.01	1.41
12.56		5.11	1.34	12.07		5.22		3.07	1.47
1.06		5.21	1.44	12.17		5.33		3.17	1.57
1.16		5.30	1.54	12.27		5.46		3.26	2.06
1.22		5.36	2.01	12.34		5.53		3.32	2.12
1.30		5.44	2.10	12.43		6.03		3.40	2.20
1.36		5.50	2.17	12.51		6.11		3.46	2.26
1.43		5.56	2.23	12.58		6.18		3.53	2.32
1.49		6.02	2.31	1.05		6.25		3.59	2.38
2.04		6.16	2.46	1.20		6.41		4.14	2.53
2.10		6.21	2.51	1.26		6.48		4.20	2.59
2.20		6.31	3.00	1.37		7.01		4.31	3.10
2.25	PM 6.36	6.36	3.05	1.42		7.07		4.36	3.15
2.32	AM 11.53	6.41	3.10	1.46	AM 10.48	7.13	AM 5.43	4.41	3.20
2.36	AM 11.56	6.45	3.14	1.51	AM 10.51	7.18	AM 5.46	4.45	3.24
s 2.45	s AM 12.03	s 6.53	s 3.25	s 2.05	s AM 11.00	s 7.30	s AM 5.53	s 4.52	s AM 3.32
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 156

July 22, 1956

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

13.4

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

13.2

PISGAH

6.2

HECTOR

12.8

NEWBERRY

6.0

MINNEOLA

6.0

DAGGETT

4.0

NEBO

4.8

BARSTOW YL

(167.6)

Mile Post

Ruling Grade
AscendingRuling Grade
DescendingCapacity of Sidings
in 50 Ft. Cars

578.0

74.5

585.6

73.9

592.4

73.9

597.0

73.9

601.5

73.9

609.1

0.0

618.7

0.0

626.2

0.0

634.7

0.0

648.1

26.4

658.4

26.4

661.5

35.9

669.3

75.0

676.7

75.0

682.0

75.0

686.7

26.4

693.4

52.8

706.6

0.0

712.8

26.4

725.6

26.4

731.7

38.2

737.6

31.7

741.6

31.7

746.4

Yard

(59.2)

(52.8)

(61.7)

(57.5)

(54.4)

(44.0)

(47.9)

(52.8)

(60.6)

(60.6)

...

Average speed per hour

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 M.P. 746 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

(Continued on Page 5)

NEEDLES DISTRICT

LOS ANGELES DIVISION

					EASTWARD									
					FIRST CLASS									
					20	206	4	8	210	22	124	104	2	18
					The Chief	Pas-senger	Pas-senger	Fast Mail Express	Pas-senger	EI Capitan	The Grand Canyon	Passenger	San Francisco Chief	Super Chief
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	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	STATIONS									
Yard	FW TY	O			NEEDLES YL	AM	AM	AM	AM	PM	PM	PM	PM	AM
			74.5	0.0	7.4	4.05	6.55	7.35		7.30	8.25		11.55	1.07
107		B	73.9	0.0	JAVA	3.55	6.43	7.20		7.19	8.13		11.45	12.54
		B			IBIS	3.48	6.36	7.09		7.11	8.06		11.37	12.46
		B	104.5	0.0	3.7									
		B	73.9	0.0	BANNOCK	3.43	6.30	7.05		7.07	8.00		11.33	12.42
		B			4.6									
146		B	73.9	30.0	HOMER	3.38	6.24	6.59		7.03	7.54		11.29	12.38
		B			7.6									
107		B	0.0	52.8	GOFFS	3.30	6.15	6.51		6.56	7.45		11.22	12.31
		B			9.6									
107		B	0.0	52.8	FENNER	3.20	6.04	6.40		6.46	7.35		11.11	12.20
		B			7.5									
107		B	0.0	52.8	ESSEX	3.13	5.54	6.30		6.38	7.26		11.03	12.12
		B			8.5									
114		B	0.0	52.8	DANBY	3.05	5.45	6.22		6.30	7.17		10.55	12.04
		O			13.4									AM
107	Y	O	26.4	52.8	CADIZ YL	2.54	5.30	6.06		6.19	7.02		10.42	11.52
		B			10.3									
51		B	11.6	26.4	SALTUS									
		O			3.1									
107		O	36.9	11.6	AMBOY	2.45	5.16	5.52		6.10	6.48		10.33	11.43
		B			7.8									
100		B	75.0	0.0	BAGDAD	2.39	5.09	5.45		6.04	6.41		10.27	11.37
		B			7.3									
107		B	121.4	0.0	SIBERIA	2.33	5.01	5.37		5.58	6.33		10.20	11.30
		B			7.7									
146	Y	B	26.4	52.8	ASH HILL YL	2.25	4.53	5.29		5.50	6.24		10.11	11.22
		O			6.7									
101		O	52.8	44.0	LUDLOW	2.19	4.46	5.22		5.44	6.18		10.04	11.16
		B			13.2									
134		B	0.0	52.8	PISGAH	2.07	4.34	5.08		5.32	6.06		9.52	11.04
		B			6.2									
73		B	26.4	39.6	HECTOR	2.02	4.29	5.02		5.27	6.01		9.46	10.59
		B			12.8									
107		B	26.4	0.0	NEWBERRY	1.53	4.20	4.51		5.18	5.52		9.36	10.50
		B			6.0									
		B	38.2	13.0	MINNEOLA	1.49	4.15	4.46		5.14	5.47		9.32	10.46
		O			6.0				PM			PM		
104		O	31.7	31.7	DAGGETT	1.45	2.40	4.11	4.41	2.38	5.10	5.43	8.07	9.28
		B			4.0									
71		B	31.7	31.7	NEBO	1.42	2.35	4.07	4.37	2.33	5.07	5.40	8.04	9.25
		O			4.8									
Yard	FW TY	O			BARSTOW YL	1.38 AM	2.30 AM	4.00 AM	4.30 AM	2.25 PM	5.03 PM	5.35 PM	7.57 PM	9.20 PM
					(165.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour.... (67.3) (52.8) (56.6) (53.5) (40.6) (67.3) (58.2) (52.8) (63.9) (65.1)

(Continued from Page 4)

Rule 251 in effect between Needles and Barstow.

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.

WESTWARD									TIME TABLE NO. 156 July 22, 1956	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Capacity of Sidings in 50 ft. Cars
FIRST CLASS														
19	3	7	209	123	103	17	21	205						
The Chief	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief	El Capitan	Passenger	STATIONS					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 6.58	PM 8.40	PM 2.25	AM 11.03	AM 7.40	AM 5.53	AM 4.57	AM 3.37	AM 12.10	BARSTOW YL					
7.04	3.48	2.33	11.09	7.46	5.59	5.03	3.43	12.19	6.1 LENWOOD					
7.09	3.53	2.38	11.14	7.51	6.04	5.08	3.48	12.27	5.7 HODGE					
7.16	4.01	2.46	11.22	7.58	6.11	5.15	3.56	12.36	9.2 HELEDALE					
7.20	4.05	2.50	11.26	8.03	6.16	5.19	4.00	12.41	4.9 BRYMAN					
7.24	4.10	2.55	11.31	8.08	6.20	5.24	4.05	12.47	5.4 ORO GRANDE YL					
7.31	4.18	3.03	11.39	8.18	6.28	5.31	4.12	12.55	5.1 VICTORVILLE YL					
7.38	4.25	3.10	11.46	8.25	6.35	5.38	4.19	1.03	4.3 THORN					
7.43	4.30	3.15	11.51	8.31	6.40	5.43	4.25	1.10	4.1 HESPERIA					
7.48	4.35	3.20	11.56	8.41	6.45	5.48	4.31	1.19	5.2 LUGO					
8.00	4.48	3.33	12.09	8.53	6.58	6.00	4.43	1.33	5.5 SUMMIT YL					
									6.5 CAJON					
8.15	5.03	3.48	12.24	9.09	7.13	6.15	4.58	1.48	3.7 KEENBROOK					
8.21	5.09	3.54	12.30	9.16	7.19	6.21	5.04	1.54	4 DEVORE					
8.29	5.17	4.02	12.38	9.24	7.27	6.29	5.12	2.02	5.0 ONO					
8.36	5.24	4.09	12.45	9.31	7.34	6.36	5.19	2.09	3.5 HIGHLAND JCT. YL					
8.41	5.29	4.14	12.51	9.36	7.39	6.41	5.24	2.14	1.9 SAN BERNARDINO YL					
s 8.47 PM	s 5.35 PM	s 4.20 PM	s 1.00 PM	s 9.45 AM	s 7.45 AM	s 6.47 AM	s 5.30 AM	s 2.20 AM	(80.8)					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
(44.9)	(42.2)	(42.2)	(41.0)	(38.8)	(43.3)	(44.1)	(42.9)	(37.3) 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 M.P. 746 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 X39.1, 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 200, 300, 325 and 2650 class and Union
 Pacific 100, 200, 1400 and 1600 class, four units....4,500 tons or less;

(Continued on Page 7)

FIRST DISTRICT

LOS ANGELES DIVISION

7

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. 156		FIRST CLASS								
						July 22, 1956		206	4	8	210	22	124	104	18	20
						STATIONS		Passenger	Pas- senger	Fast Mail Express	Passenger	EI Capitan	The Grand Canyon	Pas- senger	Super Chief	The Chief
Yard	FW TY	C			0.0	BARSTOW YL	AM 2:25	AM 3:40	AM 4:15	PM 2:23	PM 4:58	PM 5:25	PM 7:57	PM 10:30	AM 1:33	
104		B	37.0	20.4	6.2	LENWOOD	2:17	3:32	4:05	2:10	4:49	5:15	7:49	10:21	1:21	
106		B	37.0	23.0	11.8	HODGE	2:12	3:27	3:59	2:05	4:45	5:10	7:44	10:17	1:16	
148		B	39.0	30.0	21.1	HELENDALE	2:03	3:18	3:50	1:58	4:38	5:03	7:36	10:10	1:08	
		B	37.0	0.0	26.1	BRYMAN	1:59	3:14	3:45	1:54	4:34	4:59	7:32	10:06	1:04	
		C	37.0	0.0	31.5	ORO GRANDE YL	1:53	3:08	3:38	1:49	4:30	4:53	7:28	10:02	12:59	
98	FY	C	39.6	17.2	36.7	VICTORVILLE YL	s 1:45	s 3:00	s 3:30	f 1:42	f 4:23	f 4:45	7:21	9:55	12:54	
146		B	84.5	0.0	41.1	THORN	1:38	2:50	3:22	1:36	4:16	4:33	7:14	9:48	12:48	
106		B	84.5	0.0	45.1	HESPERIA	1:34	2:46	3:17	1:31	4:12	4:29	7:10	9:44	12:44	
		B	86.8	0.0	50.3	LUGO	1:29	2:41	3:12	1:25	4:07	4:24	7:05	9:39	12:39	
126	Y	C	84.5	0.0	55.9	SUMMIT YL	1:21	2:33	3:03	1:16	3:58	4:15	6:56	9:30	12:30	
118		B	0.0	116.2	59.7	ALRAY	1:11	2:21	2:51	1:05	3:49	4:05	6:47	9:21	12:21	
70		C	0.0	116.2	62.4	CAJON	12:58	2:10	2:40	12:55	3:39	3:52	6:37	9:11	12:11	
115		B	0.0	116.2	66.3	KEENBROOK	12:49	2:02	2:32	12:48	3:32	3:42	6:31	9:05	12:04	
128		B	0.0	116.2	71.0	DEVORE	12:40	1:52	2:23	12:39	3:24	3:33	6:25	8:56	11:57	
106		B	0.0	116.2	76.0	ONO	12:31	1:41	2:11	12:30	3:17	3:24	6:18	8:48	11:50	
			64.4	51.7	79.4	HIGHLAND JCT. YL	12:26	1:36	2:06	12:26	3:13	3:19	6:14	8:43	11:46	
Yard	FW TY	C			81.3	SAN BERNARDINO YL	12:20 AM	1:30 AM	2:00 AM	12:20 PM	3:07 PM	3:13 PM	6:08 PM	8:37 PM	11:40 PM	
						(82.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour (39.7) (38.2) (36.8) (40.4) (44.8) (37.6) (45.6) (44.0) (44.8)

(Continued from Page 6)

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

Santa Fe 100, 200, 300, 325 and 2650 class and Union Pacific 100, 200, 1400 and 1600 class, two units 2,000 tons or less;

Union Pacific 700 class, two units 3,375 tons or less.

Santa Fe 200 class, UP 100, 200, 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, 200, 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 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.

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.

Train movements on Cushenbury Spur must be authorized by train order.

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

8 LOS ANGELES DIVISION

SECOND DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD			TIME TABLE NO. 156 July 22, 1956	EASTWARD					Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS				FIRST CLASS							
			19	17	21		8	22	18	20	4			
Yard	FW TY		The Chief	Super Chief	El Capitan	Fast Mail Express	El Capitan	Super Chief	The Chief	Passenger				
			Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
			PM 8.50	AM 6.50	AM 5.33	AM 1.50	PM 3.04	PM 8.34	PM 11.37	AM 1.25	81.8			
123	Y	63.4	8.56	6.56	5.39	SAN BERNARDINO YL					84.9	0.0	C	
94		32.4				3.6 RIALTO					88.8	15.4	C	
105		0.0	9.01	7.02	5.45	3.8 FONTANA					88.8	38.7	B	
54		14.3				3.0 KAISER YL					91.3	26.8	C	
50		14.3	9.06	7.07	5.50	2.0 ETIWANDA					93.7	32.0	B	
47	Y	57.5	9.09	7.10	5.53	3.9 CUCAMONGA					97.7	6.6	C	
56		30.8	9.12	7.14	5.57	3.2 UPLAND YL					100.9	42.0	C	
64		0.0	9.14	7.16	6.00	1.9 CLAREMONT					104.8	59.1	B	
40		0.0	9.16	7.18	6.02	1.9 P. E. Crossing					106.7	43.8	C	
42		0.0				1.2 POMONA					107.9	63.4	C	
59		0.0	9.22	7.26	6.10	2.3 LA VERNE					110.2	65.8	B	
41	Y	0.0	9.25	7.29	6.13	4.1 SAN DIMAS					114.4	65.4	C	
50		0.0	9.27	7.31	6.15	2.5 GLENDORA					118.2	51.9	C	
72		0.0	9.31	7.35	6.20	1.3 AZUSA					120.2	92.3	B	
11		52.1	9.33	7.37	6.22	2.0 KINCAID					122.4	6.4	C	
39		77.9				2.0 P. E. Crossing					124.2	0.0	B	
62		63.4	9.37	7.41	6.26	2.3 BUTLER					125.8	0.0	B	
34		63.4				1.7 MONROVIA					127.3	0.0	B	
34		79.9	9.50	7.55	6.40	1.6 P. E. Crossing					128.0	95.3	C	
20		0.0	9.58	8.05	6.50	1.5 SANTA ANITA (S. Madre)					131.7	114.0	C	
71		0.0	10.10			0.8 CHAPMAN					133.7	89.8	B	
		0.0	10.12	8.19	7.04	3.6 LAMANDA PARK					134.2	96.4	B	
		0.0	10.15	8.22	7.07	2.1 PASADENA YL					135.9	114.9	B	
Yard		0.0	10.30 PM	8.30 AM	7.15 AM	0.5 SOUTH PASADENA					138.7	63.5		
Yard		0.0				0.5 OLGA					138.7	89.8	B	
		0.0				1.7 U. P. Crossing					139.4	59.7	C	
		0.0				2.8 HIGHLAND PARK					141.1	31.7	C	
		0.0				0.7 U. P. Crossing								
		0.0				0.7 WATER STREET YL								
		0.0				0.6 BROADWAY YL								
		0.0				0.8 MISSION TOWER YL								
		0.0				0.8 LOS ANGELES YL								
		0.0				1.1 Union Station (59.4)								
		0.0				1.1 FIRST STREET YL								
		0.0				(59.7)								
			Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
			(35.6)	(35.6)	(34.9)	(32.7)	(37.9)	(37.9)	(36.7)	(31.0)				

AUTOMATIC TRAIN STOP
AUTOMATIC BLOCK SYSTEM

2 TRKS.
2 TRKS.

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.

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.

HARBOR DISTRICT

Capacity of Stings In 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 156 July 22, 1956	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	4.55	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	2.00	3.00			
Yard					WILMINGTON YL 1.4			28.0		B
90	Y	79.2	6.40	5.05	WATSON YL 3.3	1.44	2.43	28.6	52.8	B
80		24.3	6.48	5.13	IRONSIDES YL 1.6	1.34	2.33	28.3	0.0	
34		52.3	6.51	5.16	TOBRANOE 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		0.0	6.59	5.24	MONACO 1.2	1.17	2.16	17.8	58.4	
83		52.6	7.02	5.27	LAWNDALE YL 1.8	1.14	2.13	16.6	51.1	
	Y	11.6	7.06	5.31	EL SEGUNDO YL P. E. Crossing 1.2	1.10	2.09	14.8	4.0	O
107		30.8	7.10	5.35	LAIRPORT YL 3.7	1.06	2.05	13.6	4.0	B
79		52.8	7.18	5.43	INGLEWOOD YL 1.0	12.57	1.56	9.9	44.8	O
14		0.0	7.23	5.48	HYDE PARK YL 0.7	12.48	1.47	8.0	44.8	
22		10.5	7.27	5.52	VAN NESS YL 1.3	12.43	1.42	7.3	0.0	
75		18.5	7.36	6.01	WILDASIN YL 2.5	12.35	1.34	6.0	0.0	
18		0.1	7.54	6.19	WINGFOOT YL 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 YL 1.5	12.08	1.07	1.5	0.0	
	FW TY		8.20 PM	6.45 AM	REDONDO JCT. YL 1.5	12.01 AM	1.00 PM	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 Stings In 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 156 July 22, 1956	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			↓		↑			
			STATIONS					
			Yard					
		42.2		REDONDO BEACH YL 1.5	20.2	0.0		
7		42.2		HEERMOSA 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 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.

WESTWARD												TIME TABLE		Mile Post	Ruling Grade Ascending
FIRST CLASS												NO. 158			
												July 22, 1956			
81	79	3	77	7	209	75	123	73	103	71	205	STATIONS			
San Diegan	San Diegan	Pas-senger	San Diegan	Fast Mail Express	Pas-senger	San Diegan	The Grand Canyon	San Diegan	Pas-senger	San Diegan	Pas-senger				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
		PM 5.40		PM 4.30	PM 1.05		AM 9.50		AM 7.50		AM 2.30	SAN BERNARDINO YL		0.0	
												2.2 RANA YL		1.5	0.0
		5.49		4.39	1.15		10.00		7.59		\$2.40	COLTON YL		2.9	0.0
		5.54		4.44	1.20		10.05		8.04		2.45	S. P. and U. P. Crossings		3.8	23.1
		5.57		4.47	1.25 PM		10.07		8.08 AM		2.50 AM	HIGHGROVE		6.7	29.1
		\$6.00		4.50			\$10.14					S. P. Crossing		9.2	
												RIVERSIDE JCT. U. P. Jct.		9.8	0.0
												RIVERSIDE YL		14.0	48.6
												CASA BLANCA		16.4	0.0
												ARLINGTON		19.7	0.0
												MAY P. E. Crossing		22.8	0.0
		6.20		5.08			\$10.37					PORPHYRY		24.1	0.0
												CORONA		29.2	24.3
												PRADO DAM		32.2	25.9
												GYPSUM		36.4	21.1
												ESPERANZA		40.6	0.0
		6.39		5.30			10.58					ATWOOD		43.0	0.0
												PLACENTIA		165.0	0.0
PM 11.47	PM 8.50	6.48	PM 5.55	5.41		PM 1.05	\$11.10	AM 10.50		AM 7.17		FULLERTON YL		166.0	12.7
11.52	8.55	6.55	6.00	5.48		1.10	11.16	10.55		7.22		BUENA PARK		160.6	32.1
												LA MIRADA		158.7	40.5
												SANTA FE SPRINGS		154.4	27.2
												LOS NIETOS P. E. Crossing		153.1	0.0
												D. T. JUNCTION S. P. Crossing		152.1	0.0
												RIVERA		151.2	21.1
AM 12.04	9.04	7.06	6.11	5.59		1.20	11.26	11.06		7.32		BANDINI YL		149.8	39.6
12.08	9.06	7.06	6.11	5.59		1.22	11.28	11.06		7.34		HOBART YL		145.5	42.5
	9.09	7.11	6.14	6.03		1.25	11.32	11.09		7.38		REDONDO JCT. U. P. Crossing		143.2	40.1
												FIRST STREET (70.5)		141.1	59.7
12.15	9.16	7.20	6.21	6.13		1.32	11.42	11.16		7.45		MISSION TOWER YL		140.1	71.8
12.17	9.19	7.23	6.23	6.18		1.34	11.46	11.19		7.47		LOS ANGELES YL			
12.30 AM	9.30 PM	7.30 PM	6.35 PM	6.30 PM		1.45 PM	11.55 AM	11.30 AM		8.00 AM		Union Station			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(72.2)			
(35.7)	(38.4)	(39.4)	(38.4)	(36.1)	(29.7)	(38.4)	(34.7)	(38.4)	(33.0)	(35.7)	(29.7)	Average speed per hour			

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, 75, 77 and 79 will back from Mission Tower to Union Station.

Rule 251 in effect between west end of Bridge 4.6 and Riverside; Fullerton and D.T. Junction; Bandini and Hobart Interlocking; Redondo Jct. Interlocking and Mission Tower.

Rule 261 in effect San Bernardino-Bridge 4.6 (on three tracks San Bernardino-Rana; two tracks Rana-Bridge 4.6); Hobart Interlocking-Redondo Jct. Interlocking (on two tracks).

(Continued on Page 11)

THIRD DISTRICT

LOS ANGELES DIVISION

Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 30 Ft. Cars	Rating Grade Ascending	TIME TABLE NO. 156 July 22, 1956		EASTWARD										
						FIRST CLASS										
						70	72	210	74	124	76	104	78	206	80	
						San Diegan	San Diegan	Passenger	San Diegan	The Grand Canyon	San Diegan	Passenger	San Diegan	Passenger	San Diegan	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
								PM 12.15		PM 3.10		PM 6.03		AM 12.12		
						STATIONS										
						SAN BERNARDINO YL 3 TRKS. TWO TRACKS										
						P. E. Crossing 1.5										
						RANA YL 1.3										
						COLTON YL 1.3										
						S. P. and U. P. Crossing 3.8										
						HIGHGROVE 2.6										
						S. P. Crossing 2.6										
						RIVERSIDE JCT. U. P. Jct. 0.6										
						RIVERSIDE YL 4.2										
						OASA BLANCA 2.4										
						ARLINGTON 3.3										
						MAY P. E. Crossing 3.1										
						PORPHYRY 1.3										
						CORONA 5.0										
						PRADO DAM 3.1										
						GYPSUM 4.1										
						ESPERANZA 4.3										
						ATWOOD 2.3										
						PLACENTIA 3.0										
						FULLERTON YL 4.5										
						U. P. Crossing 4.5										
						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 YL 4.3										
						HOBART YL 2.3										
						U. P. Crossing 2.3										
						REDONDO JOT. YL 2.1										
						U. P. Crossing 2.1										
						FIRST STREET YL 0.9										
						(69.8)										
						MISSION TOWER YL 0.8										
						LOS ANGELES YL 7.45 AM										
						Union Station 9.00 AM										
						12.30 PM										
						1.15 PM										
						4.30 PM										
						8.00 PM										
						11.15 PM										
						(71.5)										
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
						Average speed per hour....	(51.2)	(54.9)	(30.7)	(49.5)	(37.3)	(51.2)	(30.7)	(51.2)	(23.7)	(51.2)

(Continued from Page 10)

Centralized Traffic Control in effect on main track between Riverside and Fullerton; between D.T. Junction and Bandini, and on siding Atwood. Rule 105 applies in all sidings except Atwood. Speed limit 15 MPH through all sidings. All siding switches in CTC territory are dual control except at Rivera siding switches not power controlled but equipped with electric switch locks.

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 4.6. Maximum speed for trains 40 MPH.

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

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

FIRST CLASS

81	79	77	75	73	71
San Diego	San Diego	San Diego	San Diego	San Diego	San Diego
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 10.00	PM 8.30	PM 4.00	AM 11.15	AM 9.00	AM 5.30
10-08	6-38	4-08	11-23	9-08	5-38
10-19	6-49	4-19	11-34	9-19	5-49
10-29	7-03 f 7-09	4-29 4-35	11-44	9-29 f 9-35	5-59
10-47	7-37	4-47	PM 12-02	9-47	6-17
11-05	7-57 f 8-07	5-05	12-24	10-05	6-35
11-32	8-35 f 8-40 f 8-45	5-42	12-50	10-34 f 10-39	7-02
11-46 PM	8-50 PM	5-55 PM	1-03 PM	10-50 AM	7-17 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 156
July 22, 1956

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	FY	O
3.3 OLD TOWN	YL	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	C
3.9 SORRENTO		249.1	54.8		B
5.0 DEL MAR		244.0	62.8	Y	C
6.0 ENCINITAS		238.1	61.9		C
3.9 PONTO		234.2	52.8		B
4.8 CARLSBAD		229.3	47.2		O
2.1 ESCONDIDO JOT.		227.2	0.0	Y	B
1.0 OCEANSIDE		226.2	63.4	F	O
2.0 FALLBROOK JOT.		224.2	65.4	Y	B
5.5 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		C
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	O
4.9 S. P. Crossing ANAHEIM		167.8	6.1		C
2.7 FULLERTON	YL	165.0			O

(107.9)

(57.9) (43.8) (53.4) (56.8) (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. 267.7 trains will keep to left.

(Continued on Page 13)

FOURTH DISTRICT

LOS ANGELES DIVISION

13

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 156 July 22, 1956		EASTWARD						
				FIRST CLASS						
				70	72	74	76	78	80	
				San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan
				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	SAN DIEGO	YL	s 10.15	s 11.45	s 3.00	s 7.00	s 10.30	s 2.15	
	31.2	OLD TOWN	YL	10.02	11.31	2.52	6.47	10.18	2.00	
91	61.0	MORENA								
	0.0	ELVIRA								
	116.2	LINDA VISTA		9.51	11.18	2.41	6.36	10.07	1.45	
98	54.8	SORRENTO								
87	63.4	DEL MAR		s 9.38	s 11.03	s 2.20	s 6.23	s 9.54	s 1.30	
92	63.4	ENCINITAS			f 10.54		f 6.16	f 9.47	f 1.17	
118	50.8	PONTO								
69	52.8	CARLSBAD								
	0.0	ESCONDIDO JCT.								
76	45.4	OCEANSIDE		s 9.20	s 10.41	s 2.02	s 6.05	s 9.35	s 1.05	
92	63.4	FALLBROOK JCT.								
86	63.4	LAS FLORES								
97	68.9	AGUA								
91	49.4	SAN ONOFRE								
33	5.0	SAN CLEMENTE			f 10.16		f 5.41	f 9.11	s 12.30	
54	0.0	POCHE								
98	0.0	SERRA								
87	0.0	SAN JUAN CAPISTRANO			f 10.08					
98	64.0	GALIVAN								
88	63.4	EL TORO							12.16	
119	63.4	IRVINE							12.12	
93	0.0	VENTA								
125	11.2	SANTA ANA		s 8.30	s 9.48	s 1.17	s 5.15	s 8.45	s 12.04	
122	48.1	ORANGE			f 9.41				f 11.55	
60	21.1	S. P. Crossing ANAHEIM			f 9.35		5.04		f 11.50	
		FULLERTON	YL	8.15 AM	9.28 AM	1.03 PM	5.00 PM	8.30 PM	11.46 PM	
		(107.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (51.2) (44.8) (52.5) (51.2) (51.2) (41.2)

(Continued from Page 12)

Rule 251 in effect between Old Town and San Diego.

Centralized Traffic Control in effect on main track between Old Town and Fullerton including two main tracks between Elvira-Linda Vista and Venta-Santa Ana, and on sidings Ponto and Orange.

Speed limit through sidings: Ponto 40 MPH

Orange 30 MPH

All other sidings: Rule 105 applies with maximum speed limit 15 MPH.

All siding switches are dual control except at Carlsbad, San Clemente and Venta switches not power controlled but equipped with electric switch locks.

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

Trains must get numbered clearance card before leaving San Diego.

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, 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, Oro Grande, 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, Ironsides-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, La Habra Valley, Venta, Torrance Oil, and Alcoa.

7. Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked 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 Bdn.	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	4 1/2	5	5
16, 37, 100, 200, 281, 300, 325, 500, 501, 503, 541, 625, 700, 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	—

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				
Cajon to San Bernardino	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.

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 AUTHORIZED SPEED FOR TRAINS

LOCATION		Miles Per Hour Psg. Frt.	LOCATION		Miles Per Hour Psg. Frt.
Needles District, Westward:					
Needles to Goffs.....	79	60	NEEDLES DISTRICT—WESTWARD (Continued)		
Goffs to Bagdad.....	100	60	6 Curves M.P. 702.0 to 709.6.....	75	60
Bagdad to Pisgah.....	79	60	3 Curves M.P. 709.6 to 710.6.....	65	50
Pisgah to Barstow.....	100	60	3 Curves M.P. 710.6 to 714.8.....	95	60
6 Curves M.P. 737.3 to 745.0.....	95	60	2 Curves M.P. 745.0 to 745.4.....	50	50
2 Curves M.P. 745.4 to 745.7.....	40	40	2 Curves M.P. 745.4 to 745.7.....	40	40
Needles District, Eastward:					
Barstow to Pisgah.....	100	60	NEEDLES DISTRICT—EASTWARD		
Pisgah to Bagdad.....	79	60	2 Curves M.P. 745.7 to 745.0.....	40	40
Bagdad to Slam.....	100	60	6 Curves M.P. 745.0 to 738.8.....	95	60
Slam to Goffs.....	79	60	3 Curves M.P. 710.6 to 710.6.....	95	60
Goffs to Needles.....	79	40	7 Curves M.P. 710.6 to 702.0.....	65	50
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.					
Cadiz District					
Cadiz District.....	59	40	2 Curves M.P. 702.0 to 701.5.....	75	60
Ripley District.....	30	30	7 Curves M.P. 701.5 to 694.9.....	65	60
First District, Westward:					
Barstow to Oro Grande.....	100	60	2 Curves M.P. 696.1 to 694.9.....	50	50
Oro Grande to San Bernardino.....	79	60	4 Curves M.P. 694.9 to 693.6.....	75	60
First District, Eastward:					
San Bernardino to Lugo.....	79	60	4 Curves M.P. 693.6 to 688.9.....	65	60
Lugo to Barstow.....	100	60	Curve M.P. 688.9 to 688.4.....	65	60
Second District:					
San Bernardino to Santa Anita.....	100	55	2 Curves M.P. 688.4 to 686.2.....	75	60
Santa Anita to Los Angeles.....	79	55	2 Curves and Grade M.P. 686.2 to 683.4.....	75	30
Third District:					
San Bernardino to Fullerton.....	79	55	2 Curves and Grade M.P. 683.4 to 680.8x.....	55	30
Fullerton to Bandini.....	100	55	2 Curves and Grade M.P. 680.8x to 677.8.....	70	30
Bandini to Los Angeles.....	79	55	12 Curves and Grade M.P. 677.8 to 669.8.....	75	40
Fourth District:					
National City to Sorrento.....	79	50	5 Curves M.P. 646.1 to 641.7.....	85	60
Sorrento to Santa Ana.....	90	50	9 Curves M.P. 641.7 to 625.5.....	75	60
South Main Track, M.P. 179.1 to M.P. 176.7.....	40	40	18 Curves M.P. 625.5 to 608.3.....	70	60
Santa Ana to Fullerton.....	79	50	Curve and Grade M.P. 608.3 to 601.5.....	79	40
Redlands District.....	30	30	10 Curves and Grade M.P. 601.5 to 592.0.....	70	40
San Jacinto District:					
Highgrove to Box Springs.....	15	15	5 Curves and Grade M.P. 592.0 to 587.9.....	60	40
Box Springs to Perris.....	30	30	3 Curves and Grade M.P. 587.9 to 587.1.....	40	40
Perris to San Jacinto.....	25	25	14 Curves and Grade M.P. 587.1 to 578.6.....	60	40
Elsinore District.....	25	25	Needles St. Crossing M.P. 578.1.....	15	15
Olive District.....	30	25	CADIZ DISTRICT		
Fallbrook District.....	20	20	Curve M.P. 107.2 to 107.4.....	20	20
Escondido District.....	25	25	Track M.P. 107.4 to 111.0.....	45	40
Harbor District.....	30	30	6 Curves M.P. 115.2 to 118.8.....	50	40
Redondo District.....	15	15	Curve M.P. 165.2 to 165.5.....	45	40
Riverview Farms Spur.....	15	15	Curve M.P. 183.0 to 183.2.....	45	40
Adelanto Spur.....	15	15	RIPLEY DISTRICT		
Cushman Spur:			4 Curves M.P. 15.6 to 16.4.....	20	20
M.P. 0.0 to M.P. 25.2.....	35	35	FIRST DISTRICT—WESTWARD		
M.P. 25.2 to M.P. 28.3.....	20	20	Curve M.P. 10.3 to 11.0.....	85	60
M.P. 28.3 to M.P. 29.2.....	35	35	Curve M.P. 11.1 to 11.8.....	90	60
Rialto, Cucamonga, and Upland Foothill Spurs, Muscat and Metropolitan Spurs					
Rialto, Cucamonga, and Upland Foothill Spurs, Muscat and Metropolitan Spurs.....	15	15	Curve M.P. 16.6 to 17.1.....	85	60
Prenda and La Habra Valley Spurs					
Prenda and La Habra Valley Spurs.....	15	15	Curve M.P. 19.7 to 20.3.....	85	60
Yuma and Linda Vista Army Spurs					
Yuma and Linda Vista Army Spurs.....	15	15	2 Curves M.P. 21.1 to 21.9.....	90	60
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.					
In freight and mixed service on descending grades of over one per cent, the maximum is 30 miles per hour with locomotives without dynamic brake in use.					
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.					
NEEDLES DISTRICT—WESTWARD					
Needles St. Crossing M.P. 578.1.....	15	15	Curve M.P. 30.8 to 31.1.....	85	60
15 Curves M.P. 578.6 to 587.0.....	55	50	2 Curves M.P. 31.8 to 33.3.....	60	50
3 Curves M.P. 587.0 to 587.9.....	40	40	Curve M.P. 33.8 to 34.0.....	40	30
3 Curves M.P. 587.9 to 589.3.....	55	55	4 Curves M.P. 34.1 to 36.6.....	55	40
3 Curves M.P. 589.3 to 593.3.....	65	60	Victorville M.P. 36.6 to 37.6.....	30	30
Curve M.P. 593.3 to 593.8.....	45	45	2 Curves M.P. 37.6 to 39.1.....	70	60
11 Curves M.P. 593.8 to 603.3.....	65	60	2 Curves M.P. 39.1 to 39.7.....	40	40
2 Curves M.P. 603.3 to 609.1.....	75	60	4 Curves M.P. 40.6 to 43.9.....	50	50
6 Curves M.P. 609.6 to 673.3.....	60	60	Curve M.P. 48.1 to 48.3.....	65	60
8 Curves M.P. 673.3 to 678.1.....	40	40	Curve M.P. 48.8 to 49.1.....	50	50
Curve M.P. 678.1 to 678.5.....	40	40	8 Curves M.P. 49.4 to 51.8.....	45	40
Curve M.P. 678.5 to 679.9.....	40	40	4 Curves M.P. 52.0 to 53.7.....	55	50
Curve M.P. 679.9 to 680.3.....	40	40	3 Curves M.P. 53.7 to 55.0.....	30	30
5 Curves M.P. 680.3 to 683.4.....	65	60	4 Curves M.P. 55.0 to 55.7.....	20	20
2 Curves M.P. 683.4 to 686.2.....	75	60	Summit & 3 Curves M.P. 55.7 to 56.7.....	30	15
2 Curves M.P. 686.2 to 688.4.....	75	60	Grade M.P. 56.7 to 58.0.....	25	15
Curve M.P. 688.4 to 689.0.....	65	60	2 Curves M.P. 58.0 to 58.4.....	30	15
4 Curves M.P. 689.0 to 693.6.....	75	60	Grade M.P. 58.4 to 62.2.....	30	15
4 Curves M.P. 693.6 to 694.9.....	45	45	Grade M.P. 62.2 to 72.1.....	40	20
10 Curves M.P. 694.9 to 702.0.....	65	60	Grade M.P. 72.1 to 78.5.....	50	20

MAXIMUM SPEED OF LOCOMOTIVES

	Forward		Backing Or When Controlled From Rear Unit	Dead-In-Train
	Miles Per hour	Light Forward Miles Per hour		
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-289, 401-430	65	45	45	60
99, 600-611, 700-731, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-558, 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, 200, 700, 1360, 1400 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 to Victorville		30		
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-Victoria		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	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. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point details:	MPH
Adelanto Spur, one-fourth mile from main track	10
Cushenbury Spur, MP 29.1, on both main spur track and siding	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	“EE”—East End.
“S”—Spring Switch	“WE”—West End.
“CTC”—Dual Control	

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
Bannock	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	30
	S	WE westward siding	15
Cadiz	S	EE eastward siding	15
	S	WE westward siding	30
Arnboj	S	EE eastward siding; WE westward 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	30
	S	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	30
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	30
	S	WE westward siding	15
Bryman	S	WE siding	30
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	30
Hesperia	S	EE eastward siding; WE westward siding	15
Lugo	S	WE siding	15
Summit	S	EE eastward siding; WE westward 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 82.1	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 4.6	30
	I	Two track junction switches, east & west ends of Bridge 4.6	40
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, westward 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 of 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	Azuza	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
Barstow East Tower	Main track and connecting crossover. M.P. 743+3683 M.P. 745+3713	Interlocking.	Westward main track — Crossover to Track 30 — 0 Crossover to westbound freight lead — 0 — With current of traffic — Against current of traffic — 0 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
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.	Yard Lead 0000 Yard Lead against current of traffic — 0000
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.	
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 82.1. End of double track and freight yard, at east end of bridge 82.1. 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 — 00 To Rana 000 — 0
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland Claremont San Dimas Kincald Arcadia	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. P. E. Crossing. P. E. Crossing.	Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Twenty-five miles per hour. Interlocking. 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). 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.	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.
Raymond Spur Highland Park 0.6 MI. East Water Street 0.7 MI. East Los Angeles: Mission Tower	S. P. Crossing. U. P. Crossing. U. P. 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.	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. At Santa Ana River Bridge 4.6 communicate with towerman by telephone and be governed by his instructions.	Westward main track against current of traffic — 0000 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
Riverside Junction May Fullerton Fullerton	S. P. Crossing and U. P. Junction. P. E. Crossing. Junction Third and Fourth Districts. Switch east end westward siding west of depot, and switch west end eastward siding west of depot.	Interlocking. Interlocking. CTC controlled. Interlocking. CTC controlled. 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 Fullerton Los Nietos D. T. Junction Hobart	U. P. Crossing. P. E. Crossing. S. P. Crossing. U. P. Crossing. Two Main Tracks.	Interlocking. When these signals in stop position communicate with control station and be governed by instructions. Interlocking. CTC controlled. Interlocking. CTC controlled. Interlocking.	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
Redondo Junction	U. P. Crossing. Two Main Tracks and Harbor Dist.	Interlocking.	

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

FOURTH DISTRICT

Location	Tracks Governed	Rules
Anaheim 2.0 East Anaheim Sugar Fcty. Spur Santa Ana 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.
----------------	-----------------	-------------------------------

ELSINORE DISTRICT

Porphyry	P. E. Crossing.	Stop. Send flagman ahead.
----------	-----------------	---------------------------

HARBOR DISTRICT

Redondo Junction Nadeau Wingfoot El Segundo West Thenard Tower	1.0 MI. East 0.3 MI. East 0.5 MI. East 0.2 MI. West 0.1 MI. West	U. P. Crossing. L. A. T. L. Crossing, Pac. Blvd. S. P. Crossing. P. E. Crossing. L. A. T. L. Crossing, Avalon Blvd. P. E. Crossing. P. E. Crossing. S. P. Crossing. S. P. Crossing. 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. Interlocking. Twenty miles per hour between home signals. Interlocking. L. A. Municipal Terminal R. R. Interlocking. Interlocking. Interlocking. Santa Fe trains have preference unless flagged. Stop not required.
M.P. 28+4460	0.7 MI. East 0.9 MI. East	S. P. Crossing. P. E. Crossing.	

SAN JACINTO DISTRICT

Highgrove 1.5 MI. West	S. P. Crossing.	Automatic Interlocking. Rule 606(c).
------------------------	-----------------	--------------------------------------

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.

Other Tracks not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT				REDLANDS DISTRICT			
Lavic	702.7	25	East	Nevada Street	6.7	16	East and West
Airport Spur	732.6	15	West	Craf	11.4	10	East
Gale	735.3	67	East & West	Molino	17.9	12	East
CADIZ DISTRICT				West Highlands	20.4	11	East and West
Milligan	164.0	14	East & West	FOURTH DISTRICT			
RIPLEY DISTRICT				Venta Spur	178.7	Lgh. 6.8 m.	East
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West	Browning	180.8	35	East
FIRST DISTRICT				Tustin	181.5	25	East
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Frances	183.1	36	East and West
Frost	38.8	8	Eastward track	Kathryn	183.9	24	East
Cushenbury Spur	44.9	Lgh. 29.2 m.	Westward sliding	Como	180.1	54	East and West
Verdemon	73.5	5	West	Don	216.2	10	West
SECOND DISTRICT				Stuart	221.7	50	East and West
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West	San Diego G. & E. Co. Spur	231.3	35	East
Muscat Spur	90.4	Lgh. 1.1 m.	West	Farr	231.6	6	West
Pio Spur	94.6	46	West	Cardiff	239.8	11	East and West
Rochester	95.0	11	East	Solana Beach	241.9	9	East
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Linda Vista Navy Spur	253.0	Lgh. 5.5 m.	East and West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Pacific Beach	260.3	13	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Cudahy	263.4	43	East and West
Duarte	121.0	15	East and West	FALLBROOK DISTRICT			
Wilton	129.1	19	East and West	Ranch House	7.6	7	East and West
Usado	132.3	18	East and West	Marine Base Spur	10.5	13	East and West
Raymond	132.7	16	West	ESCONDIDO DISTRICT			
THIRD DISTRICT				Talca	3.7	8	East and West
Pachappa	12.4	26	East and West	HARBOR DISTRICT			
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	Nadeau	2.5	0	
Taylor St. Spur	18.5	9	West	Dudmore	19.1	17	East
Standard Oil Spur	160.8	9	East	Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Willshire	156.8	58	East and West	Alcoa Spur	20.1	Lgh. 2.0 m.	West
Mojave Spurs	155.8	28	West	SAN JACINTO DISTRICT			
Stephens Spur	155.5	14	West	Box Springs Quarry	6.1	42	East and West
El Camino Spur	155.3	15	West	Mayer Farms	15.9	18	East and West
La Habra V'y Spur (East Whittier)	154.6	Lgh. 3.43 m.	West	Granite Spur	14.5	Lgh. 5000 ft.	Wye
ELSINORE DISTRICT				Ellis	0.9	16	East
Mining Spur	3.2	71	East and West	ELSINORE DISTRICT			
Weisel	6.2	37	East	Mining Spur	3.2	71	East and West
Jameson	9.2	5	East	Weisel	6.2	37	East
Durant	18.1	27	West	Jameson	9.2	5	East
ELSINORE DISTRICT				Durant	18.1	27	West

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	
2	Edwards, Shafter, Wasco, Riverbank, Escalon, Pittsburg, Pinole		Belen and beyond
	Pinole, Riverbank, Edwards	Belen and beyond	
3	Kingman		Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
17	Corona, Fullerton		Barstow and beyond
18	Pomona	Kansas City and beyond	Kansas City and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff	Barstow and south	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	San Bernardino and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	La Junta to Denver; Kansas City and beyond	Barstow and beyond
21	Holbrook	North of La Junta	
	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond destined south of Ash Fork
22	Pomona		Albuquerque and beyond
123	Williams	Albuquerque and beyond	Barstow and beyond
	Laguna, Grants		Albuquerque and beyond
124	Ludlow	Los Angeles	
	Rivera		Williams and beyond
62	Rivera, Ludlow	Williams and beyond	
	Grants	Albuquerque and beyond	
63	Empire	Fresno and beyond	Stockton and beyond
	Corcoran, Wasco, Shafter		Fresno and beyond
71, 73, 75, 77, 79	Empire	Stockton and beyond	Fresno and beyond
	Rivera		Oceanside, Del Mar, or San Diego
71	San Juan Capistrano	Los Angeles	
77	Encinitas, San Clemente	Los Angeles	
70, 72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego	
76	Anaheim, San Juan Capistrano		Los Angeles
80	Irvine, El Toro		Los Angeles

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. HANE 435 E St., San Bernardino
 FRED R. BAUMAN 136 E. Highland Ave., San Bernardino
 A. J. MCKINNON 145 1/2 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
 MARK R. NOBLITT, SR. 6805 So. Western Ave., Los Angeles
 RALPH C. OAKLEY 211 East Queen St., Inglewood
 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
 LOWELL C. WARD, SR. 4116 Napier St., 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.)

