

**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. L. S. JACOBS, 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. EDWARD M. FITZGERALD, Assistant 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
DR. WILLIAM M. CLOVER, Assistant Local Surgeon..... 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. C. HORTON, Local Surgeon..... Parker
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. SHERMAN E. BAKER, 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..... San Juan 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.

J. T. GROUNDWATER,
D. G. RUEGG,
Trainmasters,
Needles, Calif.

R. E. ROWLAND,
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,
M. H. SWANSON,
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,
L. B. QUALLS,
Dispatchers, San Bernardino, Calif.

L. B. FREBERG,
G. H. DOTSON,
R. F. NORLING,
C. E. ROLLINS,
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,

L. B. QUALLS,
Dispatchers, San Bernardino, Calif.

The Atchison, Topeka and Santa Fe Railway Co.



COAST **Santa Fe** LINES

**LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL**

TIME TABLE No.

161

IN EFFECT

Sunday, June 2, 1957

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

CADIZ DISTRICT



Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 161 June 2, 1957			
		STATIONS				
Yard			PARKER YL		105.8	
28	31.7		8.3 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
120	0.0		4.8 SALTMARSH		155.8	31.7
97	31.7		13.4 FISHEL		169.2	5.3
76	31.7		21.3 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 and M.P. 179.6.

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

LUCERNE VALLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 161 June 2, 1957			
		STATIONS				
58	0.0		CUSHENBURY YL		29.2	105.6
2	0.0		3.1 SPUR 5		26.1	105.6
2	0.0		5.2 SPUR 4		20.7	75.0
15	75.0		5.1 BASS		15.6	75.0
2	0.0		4.3 SPUR 2		11.3	75.0
2	75.0		4.3 SPUR 1		7.0	75.0
			7.0 HESPERIA		0.0	
		(29.2)				

No switch lights on Lucerne Valley District.

Office of communication at Cushenbury; booth phone at Hesperia.

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS	NO. 161 June 2, 1957	SECOND CLASS		
		STATIONS				
Yard			RIPLEY YL		49.4	42.8
21.7			7.4			
83.4			BLYTHE YL		42.0	10.6
			19.4			
65	47.5		INCA		22.6	0.0
			2.2			
55	47.5		COX		20.4	0.0
			2.6			
30	68.6		MIDLAND YL		17.8	0.0
			1.3			
11	68.6		STYX		16.5	0.0
			16.5			
49	66.0		RICE YL		0.0	83.4
			3.00 AM			
			Leave Daily Ex. Monday		Leave Daily Ex. Monday	
		(49.4)				

(9.3) Average speed per hour (21.0)

No. 25 is superior to No. 26.



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. 161 June 2, 1957			
		STATIONS				
9	81.3		DEL ROSA		21.5	47.5
			1.8			
14	89.5		PATTON		19.7	0.0
			1.0			
26	83.2		HIGHLAND		18.7	70.5
			2.6			
47	88.5		EAST HIGHLANDS		16.2	0.0
			4.1			
17	0.0		MENTONE		12.0	0.0
			3.2			
31	101.3		REDLANDS		8.8	116.2
			9.0			
Yard			S. P. Crossing P. E. Crossing SAN BERNARDINO YL		0.0	116.2
		(21.6)				

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.

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 161 June 2, 1957	↑		
STATIONS						
26			HIGHGROVE S. P. Crossing 2.5		0.0	
12	116.2		LEMONA 4.5		2.7	0.0
31	21.3		BOX SPRINGS YL 2.3		7.2	17.6
	21.3		MARCH FIELD YL 1.1		9.6	17.6
46	0.0		ALESSANDRO YL 2.9		10.6	47.6
22	0.0		VAL VERDE YL 4.7		13.5	28.1
20	21.6		PERRIS YL 3.8		18.3	63.4
21	49.3		ETHANAC YL 2.4		22.7	0.0
11	21.1		MENIFEE YL 3.9		25.0	42.2
34	52.8		WINCHESTER 4.2		28.9	0.0
13	44.3		EGAN 2.9		33.1	0.0
15	6.3		HEMET YL 2.3		36.0	63.4
9			SAN JACINTO YL		38.3	
(37.5)						

No switch lights on San Jacinto District.
Wye at March Field, Val Verde, Perris and San Jacinto.
Office of Communication at March Field, Perris, Hemet and San Jacinto.
Booth phones at Alessandro, Val Verde, Ethanac, Meniffee 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. 161 June 2, 1957	↑		
STATIONS						
48			FALLBROOK JCT. YL 6.0		0.0	
12	66.0		CHAPPO YL 2.4		6.9	62.7
46	26.4		JOFEGAN YL 6.7		8.4	0.0
6	132.0		DE LUZ YL 1.8		15.1	79.2
28	105.6		FALLBROOK YL		16.9	0.0
(16.9)						

No switch lights on Fallbrook District.
Wye and Office of Communication at Fallbrook.
Booth phone at Fallbrook Jct. and Jofegan.

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 161 June 2, 1957	↑		
STATIONS						
17			ELSINORE YL 5.6		21.9	
20	147.8		ALBERHILL YL 7.8		16.3	132.0
32	60.7		ARCIILLA 8.5		8.5	69.8
Yard	0.0		P. E. Crossing PORPHYRY YL		0.0	68.6
(21.9)						

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

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 161 June 2, 1957	↑		
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			ORANGE		5.8	
(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. 161 June 2, 1957	↑		
STATIONS						
25			ESCONDIDO YL 4.9		21.1	
14	83.4		SAN MARCOS YL 3.3		16.2	113.2
11	70.3		BUENA YL 3.7		12.9	116.2
10	116.2		VISTA YL 1.4		9.2	116.2
11	116.2		FALDA YL 7.8		7.8	84.5
	87.6		ESCONDIDO JCT. YL		0.0	
(21.1)						

No switch lights on Escondido District.
Wye at Escondido.
Office of Communication at Escondido and Vista.

4 LOS ANGELES DIVISION

NEEDLES DISTRICT

WESTWARD												TIME TABLE NO. 161 June 2, 1957	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Capacity of Sidings in 50 ft. cars	
FIRST CLASS																	
1	115	19	107	3	7	209	123	103	17	21	205						
San Francisco Chief	Passenger	The Chief	Passenger	Mail Express	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief	El Capitan	Passenger						
Leave Daily	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 11:55 AM		PM 4:40		PM 12:30	AM 11:00		AM 4:00		AM 2:06	AM 12:46							
12.06		4.51		12.41	11.12		4.15		2.17	12.57							
12.15		5.00		12.50	11.22		4.29		2.26	1.06							
12.22		5.07		12.58	11.31		4.38		2.33	1.13							
12.28		5.13		1.05	11.37		4.48		2.39	1.19							
12.38		5.23		1.15	11.48		5.00		2.49	1.29							
12.45		5.30		1.23	11.55		5.08		2.56	1.36							
12.50		5.35		1.28	12.01		5.14		3.01	1.41							
12.56		5.41		1.34	12.07		5.22		3.07	1.47							
1.06		5.51		1.44	12.17		5.33		3.17	1.57							
1.16		6.00		1.54	12.27		5.46		3.26	2.06							
1.22		6.07		2.01	12.34		5.53		3.32	2.12							
1.30		6.15		2.10	12.43		6.03		3.40	2.20							
1.36		6.21		2.17	12.51		6.11		3.46	2.26							
1.43		6.28		2.23	12.58		6.18		3.53	2.32							
1.49		6.34		2.31	1.05		6.25		3.59	2.38							
2.04		6.49		2.46	1.20		6.41		4.14	2.53							
2.10		6.55		2.51	1.26		6.48		4.20	2.59							
2.20		7.05		3.00	1.37		7.01		4.31	3.10							
2.25		7.10		3.05	1.42		7.07		4.36	3.15							
2.32	PM 7.28	7.16	PM 6.58	3.10	1.46	AM 9.48	7.13	AM 5.43	4.41	3.20	AM 12.18						
2.36	7.35	7.20	7.01	3.14	1.50	9.51	7.18	5.46	4.45	3.24	12.21						
s 2.45 AM	7.40 PM	s 7.30 PM	7.08 PM	s 3.25 PM	s 2.05 PM	s 10.00 AM	s 7.30 AM	s 5.53 AM	s 4.52 AM	s 3.32 AM	s 12.30 AM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
(59.2)	(44.0)	(59.2)	(52.8)	(57.5)	(54.4)	(44.0)	(47.9)	(52.8)	(60.6)	(60.6)	(44.0) Average speed per hour					

STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Capacity of Sidings in 50 ft. cars
NEEDLES YL	578.0			Yard
7.4 JAVA	585.6	74.5	0.0	107
6.8 IBIS	592.4	73.9	0.0	146
4.5 BANNOCK	597.0	73.9	0.0	107
6 HOMER	601.6	73.9	0.0	135
7.6 GOFES	609.1	73.9	30.0	109
9.6 FENNER	618.7	0.0	52.8	114
7.5 ESSEX	626.2	0.0	52.8	
8.5 DANBY	634.7	0.0	52.8	108
13.4 CADIZ YL	648.1	0.0	52.8	146
10.3 SALTUS	658.4	26.4	52.8	
3.1 AMBOY	661.5	26.4	11.6	107
7.8 BAGDAD	669.3	35.9	11.6	107
7.3 SIBERIA	676.7	75.0	0.0	135
5.2 KLONDIKE	682.0	75.0	0.0	72
4.3 ASH HILL YL	686.7	75.0	0.0	107
6.7 LUDLOW	693.4	26.4	52.8	117
13.2 PISGAH	706.6	52.8	44.0	132
6.2 HEOTOR	712.8	0.0	52.8	73
12.8 NEWBERRY	725.6	26.4	39.6	146
8.0 MINNEOLA	731.7	26.4	0.0	107
6.0 DAGGETT	737.6	38.2	13.0	107
4.0 NEBO	741.6	31.7	31.7	68
4.8 BARSTOW YL	746.4	31.7	31.7	Yard
(167.6)				

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

					EASTWARD												
					FIRST CLASS												
					20	206	4	8	116	210	22	108	124	104	2	18	
					The Chief	Pas-senger	Mail Express	Fast Mail Express	Passenger	Pas-senger	El Capitan	Pas-senger	The Grand Canyon	Pas-senger	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	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	AM	AM	AM		PM		PM		PM	AM		
					NEEDLES YL	3.15		6.55	7.35		7.30		8.25		11.55	1.07	
107		B	74.5	0.0	7.4 JAVA	3.02		6.43	7.20		7.19		8.13		11.40	12.54	
		B	73.9	0.0	6.8 IBIS	2.55		6.36	7.09		7.11		8.06		11.33	12.46	
		B	104.5	0.0	3.7 BANNOCK	2.50		6.30	7.05		7.07		8.00		11.29	12.42	
		B	73.9	0.0	4.6 HOMER	2.45		6.24	6.59		7.03		7.54		11.24	12.38	
146		B	73.9	80.0	7.6 GOTTS	2.37		6.15	6.51		6.56		7.45		11.18	12.31	
107		B	0.0	52.8	9.6 FENNER	2.27		6.04	6.40		6.46		7.35		11.07	12.20	
107		B	0.0	52.8	7.5 ESSEX	2.20		5.54	6.30		6.38		7.26		10.58	12.12	
114		B	0.0	52.8	8.5 DANBY	2.12		5.45	6.22		6.30		7.17		10.50	12.04	
107	Y	C	0.0	52.8	13.4 CADIZ	2.01		5.30	6.06		6.19		7.02		10.39	11.52	
51		B	26.4	52.8	10.3 SALTUS												
107		C	11.6	26.4	3.1 AMBOY	1.52		5.16	5.52		6.10		6.48		10.30	11.43	
100		B	35.9	11.6	7.8 BAGDAD	1.46		5.09	5.45		6.04		6.41		10.24	11.37	
107		B	75.0	0.0	7.3 SIBERIA	1.40		5.01	5.37		5.58		6.33		10.18	11.30	
		B	121.4	0.0	7.7												
146	Y	B	26.4	52.8	8.7 ASH HILL	1.32		4.53	5.29		5.50		6.24		10.09	11.22	
101		C	52.8	44.0	13.2 LUDLOW	1.26		4.46	5.22		5.44		6.18		10.03	11.16	
134		B	0.0	52.8	6.2 PISGAH	1.14		4.34	5.08		5.32		6.06		9.51	11.04	
		B	26.4	39.6	12.8 HECTOR	1.09		4.29	5.02		5.27		6.01		9.46	10.59	
107		B	26.4	0.0	6.0 NEWBERRY	1.00		4.20	4.51		5.18		5.52		9.36	10.50	
		B	38.2	13.0	6.0 MINNEOLA	12.56	AM	4.15	4.46	AM	5.14	PM	5.47	PM	9.32	10.46	
104		O	31.7	31.7	4.0 DAGGETT	12.52	2.50	4.11	4.41	11.45	3.40	5.10	5.30	5.43	8.07	9.28	
71		B	31.7	31.7	4.8 NEBO	12.49	2.45	4.07	4.37	11.42	3.35	5.07	5.27	5.40	8.04	9.25	
Yard	FW TY	C			BARSTOW YL	12.45 AM	2.40 AM	4.00 AM	4.30 AM	11.35 AM	3.30 PM	5.03 PM	5.20 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	Leave Daily	Leave Daily	
Average speed per hour. . . .						(66.0)	(52.8)	(56.6)	(53.5)	(52.8)	(52.8)	(67.3)	(52.8)	(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

FIRST CLASS

115	19	107	3	7	209	123	103	17	21	205
Passenger	The Chief	Passenger	Mail Express	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief	El Capitan	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 7.40	PM 7.35	PM 7.08	PM 3.40	PM 2.25	AM 10.03	AM 7.45	AM 5.53	AM 4.57	AM 3.37	AM 12.40
7.47	7.42	7.15	3.48	2.33	10.09	7.52	5.59	5.03	3.43	12.49
7.52	7.47	7.20	3.53	2.38	10.14	7.59	6.04	5.08	3.48	12.57
8.00	7.55	7.28	4.01	2.46	10.22	8.05	6.11	5.15	3.56	1.06
8.04	7.59	7.32	4.05	2.50	10.26	8.10	6.16	5.19	4.00	1.11
8.08	8.03	7.36	4.10	2.55	10.31	8.15	6.20	5.24	4.05	1.17
8.15	8.10	7.43	4.18	3.03	10.39	8.25	6.28	5.31	4.12	1.25
8.23	8.18	7.51	4.25	3.10	10.46	8.33	6.35	5.38	4.19	1.33
8.28	8.23	7.56	4.30	3.15	10.51	8.41	6.40	5.43	4.25	1.40
8.33	8.28	8.01	4.35	3.20	10.56	8.50	6.45	5.48	4.31	1.49
8.45	8.40	8.13	4.48	3.33	11.09	9.03	6.58	6.00	4.43	2.03
9.00	8.55	8.28	5.03	3.48	11.24	9.19	7.13	6.15	4.58	2.18
9.06	9.01	8.34	5.09	3.54	11.30	9.26	7.19	6.21	5.04	2.24
9.14	9.09	8.42	5.17	4.02	11.38	9.34	7.27	6.29	5.12	2.32
9.20	9.15	8.48	5.24	4.09	11.45	9.41	7.34	6.36	5.19	2.39
9.33 PM	9.28 PM	9.03 PM	5.35 PM	4.20 PM	12.01 PM	9.55 AM	7.45 AM	6.47 AM	5.30 AM	2.50 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE		Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Capacity of Sidings in 50 ft. Cars
NO. 161 June 2, 1957						
STATIONS						
BARSTOW YL		0.0			O	Yard
6.1 LENWOOD		8.2	37.0	20.4	B	92
5.7 HODGE		11.8	37.0	23.0	B	120
9.2 HELENDALE		21.1	28.8	30.0	B	98
4.9 BRYMAN		26.1	37.0	0.0	B	144
5.4 ORO GRANDE YL		31.5	37.0	0.0	O	90
5.1 VICTORVILLE YL		36.7	39.6	17.2	C	100-146
4.3 THORN		41.1	84.5	0.0	B	
4.1 HESPERIA		45.1	83.4	0.0	B	99
5.2 LUGO		50.3	81.8	0.0	B	98
5.5 SUMMIT YL		55.9	84.5	0.0	O	122
6.5			0.0	158.4		
CAJON		62.4			B	95
3.7 KEENBROOK		66.3	0.0	116.2	B	
4.7 DEVORE		71.0	0.0	116.2	B	126
5.0 ONO		76.0	0.0	116.2	B	143
5.4 SAN BERNARDINO YL		81.3	64.4	116.2	O	Yard
(80.8)						

(42.9) (43.7) (42.2) (42.2) (42.2) (41.1) (37.3) (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

						EASTWARD												
						FIRST CLASS												
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE												
						NO. 161 June 2, 1957		206	4	8	116	210	22	124	108	104	18	20
						Passenger	Mail Express	Fast Mail Express	Passenger	Passenger	El Capitan	The Grand Canyon	Pas-senger	Pas-senger	Super Chief	The Chief		
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
						AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	AM	
Yard	FW TY	C			0.0	BARSTOW YL		s 2.35	s 3.40	s 4.15	s 11.35	s 3.27	s 4.58	s 5.25	s 5.20	s 7.57	s 10.30	s 12.40
104	B	B	37.0	20.4	6.2	AUTOMATIC TRAIN STOP		2.27	3.32	4.05	11.27	3.21	4.49	5.15	5.11	7.49	10.21	12.31
108	B	B	37.0	23.0	11.8	LENWOOD		2.22	3.27	3.59	11.23	3.17	4.45	5.10	5.07	7.44	10.17	12.26
148	B	B	39.0	30.0	21.1	HODGE		2.13	3.18	3.50	11.16	3.10	4.38	5.03	5.00	7.36	10.10	12.18
	B	B	37.0	0.0	26.1	HELEDALE		2.09	3.14	3.45	11.12	3.06	4.34	4.59	4.56	7.32	10.06	12.14
	O	O	37.0	0.0	31.5	BRYMAN		2.03	3.08	3.38	11.08	3.02	4.30	4.53	4.52	7.28	10.02	12.09
98	FY	C	39.6	17.2	36.7	ORO GRANDE YL		s 1.55	s 3.00	s 3.30	s 11.01	s 2.55	s 4.23	f 4.45	4.45	7.21	9.55	12.03
146	B	B	84.6	0.0	41.1	VICTORVILLE YL		1.48	2.50	3.22	10.53	2.48	4.16	4.33	4.38	7.14	9.48	11.56
106	B	B	84.5	0.0	45.1	THORN		1.44	2.46	3.17	10.49	2.44	4.12	4.29	4.34	7.10	9.44	11.52
	B	B	86.8	0.0	50.3	HESPERIA		1.39	2.41	3.12	10.44	2.39	4.07	4.24	4.29	7.05	9.39	11.47
126	Y	C	84.5	0.0	55.9	LUGO		1.31	2.33	3.03	10.35	2.31	3.58	4.15	4.20	6.56	9.30	11.38
118	B	B	0.0	116.2	59.7	SUMMIT YL		1.21	2.21	2.51	10.25	2.21	3.49	4.05	4.10	6.47	9.21	11.28
70	B	B	0.0	116.2	62.4	ALRAY		1.08	2.10	2.40	10.15	2.08	3.39	3.52	4.00	6.37	9.11	11.17
115	B	B	0.0	116.2	66.3	CAJON		12.59	2.02	2.32	10.08	1.59	3.32	3.42	3.54	6.31	9.05	11.08
128	B	B	0.0	116.2	71.0	KEENBROOK		12.50	1.52	2.23	9.59	1.50	3.24	3.33	3.48	6.25	8.56	10.59
106	B	B	0.0	116.2	76.0	DEVORE		12.41	1.41	2.11	9.51	1.41	3.17	3.24	3.40	6.18	8.48	10.51
Yard	FW TY	C	64.4	116.2	81.3	ONO		12.30	1.30	2.00	9.40	1.30	3.07	3.13	3.30	6.08	8.37	10.40
						SAN BERNARDINO YL		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM
						(82.8)	Leave Daily	Leave Daily	Leave Daily	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)	(43.2)	(41.4)	(44.8)	(37.6)	(42.2)	(45.6)	(44.0)	(41.4)		

(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 209 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;

M.P. 79.4—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.

8 LOS ANGELES DIVISION

SECOND DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	WESTWARD			TIME TABLE NO. 161 June 2, 1957	EASTWARD					Mile Post	Rolling Grade Ascending	Communications
			FIRST CLASS				FIRST CLASS							
			19	17	21		8	22	18	20	4			
Yard	FW TY		The Chief	Super Chief	El Capitan	STATIONS	Fast Mail Express	El Capitan	Super Chief	The Chief	Mail Express			
			Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
			PM 9.30	AM 6.50	AM 5.33	SAN BERNARDINO YL	AM 1.50	PM 3.04	PM 8.34	PM 10.37	AM 1.25	81.3		O
123	Y	68.4	9.37	6.56	5.39	RIALTO	1.42	2.56	8.26	10.27	1.08	84.9	0.0	O
94		32.4				FONTANA						88.8	15.4	B
105		0.0	9.43	7.02	5.45	KAISER	1.35	2.49	8.18	10.22	12.59	91.3	38.7	O
54		14.3				ETIWANDA						93.7	26.8	B
50		14.3	9.48	7.07	5.50	CUCAMONGA	1.29	2.44	8.12	10.17	12.53	97.7	32.0	O
47	Y	57.5	9.51	7.10	5.53	UPLAND P. E. Crossing	1.25	2.41	8.09	10.14	12.48	100.9	6.6	O
56		30.8	9.56	7.14	5.57	OLAREMONT P. E. Crossing	1.21	2.36	8.06	10.11	12.43	104.8	42.0	B
64		0.0	10.00	7.16	6.00	POMONA	1.19	2.34	8.04	10.08	12.40	106.7	59.1	O
40		0.0	10.04			LA VERNE	1.16	2.32	8.02	10.04	12.38	107.9	43.8	O
42		0.0	10.06			SAN DIMAS P. E. Crossing						110.2	63.4	B
59	Y	0.0	10.10	7.26	6.10	GLENORA	1.09	2.26	7.56	9.58	12.30	114.4	65.8	O
		0.0	10.13	7.29	6.13	AZUSA					12.27	116.9	65.4	O
41		0.0	10.15	7.31	6.15	KINCAID P. E. Crossing	1.03	2.21	7.51	9.53	12.25	118.2	51.9	B
50		0.0				BUTLER						120.2	92.3	B
72		0.0	10.19	7.35	6.20	MONROVIA	12.59	2.17	7.47	9.49	12.20	122.4	60.7	O
11		52.1				ARODIA						124.2	6.4	B
39		77.9				SANTA ANITA (S. Madre)						125.8	0.0	B
62		68.4	10.25	7.41	6.26	CHAPMAN	12.54	2.11	7.41	9.43	12.14	127.3	0.0	B
		68.4				LAMANDA PARK						128.0	0.0	C
34		79.9	10.40	7.55	6.40	PASADENA	12.40	1.58	7.28	9.30	12.01	131.7	95.3	O
		0.0				SOUTH PASADENA						133.7	114.0	B
34		0.0	10.48	8.05	6.50	OLGA	12.20	1.48	7.19	9.19	11.49	134.2	89.8	B
20		0.0				HIGHLAND PARK						135.9	96.4	B
71		0.0				WATER STREET						138.7	114.9	B
		0.0	11.02	8.19	7.04	BROADWAY	12.06	1.35	7.05	9.05	11.35	139.4	68.5	
	Y	0.0	11.05	8.22	7.07	MISSION TOWER	12.04	1.33	7.03	9.03	11.33	140.1	89.8	
Yard		0.0	11.15 PM	8.30 AM	7.15 AM	LOS ANGELES	12.01 AM	1.30 PM	7.00 PM	9.00 PM	11.30 PM		59.7	C
Yard		0.0				FIRST STREET						141.1	31.7	C
			Arrive Daily	Arrive Daily	Arrive Daily	(59.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

(34.1) (35.6) (34.9) Average speed per hour (32.7) (37.9) (37.9) (36.7) (31.0)

Signal System One in effect between San Bernardino and Los Angeles. Except, Signal System Two in effect eastward from Signal 1392 located west end of siding Water Street to Signal 832 located M.P. 83 plus 5000 feet, and westward from Signal 821 located M.P. 83 to Signal 1391 located west end of siding Water Street, all numbers inclusive.

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 Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 161 June 2, 1957	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		146	142			
			Freight	Freight		Freight	Freight			
Yard			Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
					LONG BEACH 2.5 S.P., U.P., P.E. Crossings West Thenard Tower					
			PM 6.10	AM 4.40	Pier A Yard 3.3	AM 12.15	PM 3.15			O
			6.25	4.55	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	12.01 AM	3.00			
Yard					WILMINGTON YL 1.4			28.0		B
90	Y	79.2	6.40	5.05	WATSON YL 3.3	11.44	2.43	26.6	52.8	B
80		24.3	6.48	5.13	IRONSIDES YL 1.6	11.34	2.33	23.3	0.0	
34		52.3	6.51	5.16	TORRANCE YL 1.6	11.28	2.27	21.7	48.4	O
91		52.3	6.54	5.19	ALCOA YL 2.3	11.22	2.21	20.1	48.4	B
16		0.0	6.59	5.24	MONACO 1.2	11.17	2.16	17.8	58.4	
88		52.6	7.02	5.27	LAWDALE YL 1.8	11.14	2.13	16.6	51.1	
	Y	11.6	7.06	5.31	EL SEGUNDO YL P. E. Crossing 1.2	11.10	2.09	14.8	4.0	O
107		30.8	7.10	5.35	LAIRPORT YL 3.7	11.06	2.05	13.6	4.0	B
79		52.8	7.18	5.43	INGLEWOOD YL 1.9	10.57	1.56	9.9	44.8	O
14		0.0	7.23	5.48	HYDE PARK YL 0.7	10.48	1.47	8.0	44.8	
22		10.5	7.27	5.52	VAN NESS YL 1.3	10.43	1.42	7.3	0.0	
75		18.5	7.36	6.01	WILDASIN YL 2.5	10.35	1.34	6.0	0.0	
18		0.1	7.54	6.19	WINGFOOT YL P. E. Crossing 2.0	10.20	1.19	3.5	0.0	B
Yard		52.8	8.05	6.30	S. P. Crossing MALABAR YL 1.5	10.08	1.07	1.5	0.0	
	FW TY		8.20 PM	6.45 AM	REDONDO JCT. YL 1.5	10.01 PM	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. 161 June 2, 1957	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			↓		↑			
Yard				STATIONS				
				REDONDO BEACH YL 1.5		20.2	0.0	
7		42.2		HERMOSA BEACH YL 1.7		18.7	0.0	B
22		42.2		MANHATTAN BEACH YL 2.2		17.0	62.8	
	Y	0.0		EL SEGUNDO YL (5.4)		14.8		O

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

FIRST CLASS

79	77	75	73	71
San Diegan	San Diegan	San Diegan	San Diegan	San Diegan
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 10.45	PM 8.00	PM 3.45	AM 10.15	AM 5.30
10.53	8.08	3.53	10.23	5.38
11.04	8.19	4.04	10.34	5.49
*11.15	* 8.31	* 4.14	*10.46	* 5.59
f11.21		4.20	f10.52	6.05
*11.35	* 9.05	* 4.33	*11.10	* 6.17
f11.53	* 9.25	4.51	*11.30	f 6.35
AM f12.01				6.42
*12.25	*10.05	* 5.21	*12.02	* 7.02
f12.30			f12.07	
f12.35				f 7.12
*12.40 AM	*10.20 PM	* 5.36 PM	*12.17 PM	* 7.20 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 161

June 2, 1957

STATIONS

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	FY	O
2.1 MORENA	262.1	40.2		B
5.0 ELVIRA	262.1	63.4		B
4.1 MIRAMAR	258.0	116.2	Y	O
3.9 SORRENTO	249.1	0.0		B
5.0 DEL MAR	244.0	54.8	Y	O
6.0 ENCINITAS	238.1	52.8		O
3.9 PONTO	234.2	61.9		B
4.9 CARLSBAD	229.3	52.8		O
2.1 ESCONDIDO JOT.	227.2	47.2	Y	B
1.0 OCEANSIDE	226.2	0.0	F	O
2.0 FALLBROOK JOT.	224.2	63.4	Y	B
5.5 LAS FLORES	218.7	65.4		B
4.8 AGRA	213.8	65.4		B
5.1 SAN ONOFRE	208.8	61.9		B
5.0 SAN OLEMENTE	203.7	0.0		B
1.0 POCHE	202.7	0.0		B
2.9 SERRA	199.8	13.9		B
2.8 SAN JUAN CAPISTRANO	197.2	60.5		O
4.6 GALLIVAN	192.6	67.6		B
4.5 EL TORO	188.1	66.0		B
5.2 IRVINE	182.9	0.0		B
4.4 VENTA	178.5	21.6		B
2.9 SANTA ANA	175.5	37.0	Y	O
2.8 ORANGE	172.7	32.1	Y	O
4.9 S. P. Crossing ANAHEIM	167.8	7.6		O
2.7 FULLERTON YL	165.0	6.1		O

A B S
AUTOMATIC TRAIN STOP

CENTRALIZED TRAFFIC CONTROL

Mile Post	Rating Grade Ascending	Fuel, Water, Tonn Tables and Wyes	Communications
273.1			
269.3	13.1	Y	O
267.5	28.7	T	
264.2	40.2	FY	O
262.1	40.2		B
262.1	63.4		B
258.0	116.2	Y	O
249.1	0.0		B
244.0	54.8	Y	O
238.1	52.8		O
234.2	61.9		B
229.3	52.8		O
227.2	47.2	Y	B
226.2	0.0	F	O
224.2	63.4	Y	B
218.7	65.4		B
213.8	65.4		B
208.8	61.9		B
203.7	0.0		B
202.7	0.0		B
199.8	13.9		B
197.2	60.5		O
192.6	67.6		B
188.1	66.0		B
182.9	0.0		B
178.5	21.6		B
175.5	37.0	Y	O
172.7	32.1	Y	O
167.8	7.6		O
165.0	6.1		O

(53.4) (43.8) (55.3) (50.3) (55.8)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.

(Continued on Page 13)

FOURTH DISTRICT

LOS ANGELES DIVISION

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending	TIME TABLE NO. 161 June 2, 1957		EASTWARD				
				FIRST CLASS				
				78	70	72	74	76
			San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	26.4	NATIONAL CITY YL						
	0.0	2ND STREET YL						
Yard	31.2	SAN DIEGO YL	s 3.00	s 9.15	s 11.45	s 7.15	s 10.00	
	31.2	OLD TOWN YL	2.45	9.02	11.30	7.00	9.50	
91	51.0	MORENA						
	0.0	MIRAMAR	2.33	8.51	11.18	6.48	9.38	
98	54.8	DEL MAR	s 2.20	s 8.38	s 11.05	s 6.35	s 9.25	
92	63.4	ENCINITAS	f 2.14			f 6.27	f 9.19	
116	63.4	PONTO						
69	50.8	CARLSBAD						
	52.8	ESCONDIDO JCT.						
76	0.0	OCEANSIDE	s 2.00	s 8.20	s 10.40	s 6.10	s 9.05	
92	45.4	FALLBROOK JCT.						
86	63.4	LAS FLORES						
97	63.4	AGRA						
91	68.9	SAN ONOFRE						
33	49.4	SAN CLEMENTE	s 1.30		f 10.18	f 5.48	f 8.43	
54	5.0	POOHE						
98	0.0	SERRA						
87	0.0	SAN JUAN CAPISTRANO			f 10.10	5.40		
98	0.0	GALIVAN						
88	54.0	EL TORO	1.05					
119	63.4	IRVINE	12.59					
93	63.4	VENTA						
125	0.0	SANTA ANA	s 12.50	s 7.30	s 9.50	s 5.20	s 8.15	
122	11.2	ORANGE	f 12.38		f 9.45	5.15	8.08	
60	48.1	S. P. Crossing ANAHEIM	f 12.31		f 9.40	5.10	8.03	
	21.1	FULLERTON YL	12.25 AM	7.15 AM	9.35 AM	5.05 PM	8.00 PM	
		(107.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (39.6) (51.1) (47.2) (47.2) (51.1)

(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-Miramar 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, 107, 108, 115 and 116, 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 S-89 (A) is amended:

At meeting point, the train holding main track must stop clear of the track to be used by the train to be met and, if practicable, be protected by lining the switch.

7. Rule 93: Yard limits are located at Needles, Cadiz, Parker, Rice, Midland, Blythe-Ripley, Ash Hill, Barstow, Oro Grande, Victorville, Cushenbury, Summit, San Bernardino-Colton, Kaiser, Upland, Pasadena, Water Street-Los Angeles-First Street-Bandini, Fullerton, Porphyry (Elsinore District), Weisel, Alberhill, Elsinore, Riverside, Box Springs-Perris-Menifee, Hemet-San Jacinto, National City-San Diego-Old Town, Escondido Jct.-Escondido, Fallbrook Jct.-Fallbrook, Redondo Jct.-Hyde Park, Inglewood-Lawndale-Redondo Beach, Alcoa-Ironside, and Watson-Wilmington.

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

8. Rule 104 (A) is amended:

When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

Rule 104 (D) is amended: Spring switches will be designated by the letter "S" painted on the switch stand.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

Except as provided in Rule 509 (A), if signal protecting facing point movement over a spring switch is in stop position, examine switch points to see that they are properly closed.

If necessary to spike a spring switch it must be protected and train dispatcher notified.

Sand must not be used or center blow-off cocks operated over spring switches.

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.

9. 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.

10. 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				
	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.
Summit to San Bdn.	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.

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.

11. 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.

12. 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."

13. 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.

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

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

SPEED REGULATIONS

16. 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.

SPECIAL RULES

LOS ANGELES DIVISION

15

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:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4 1/2	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2693	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	M.P.H. Frt.	LOCATION	M.P.H. Psgr. and Light	M.P.H. Frt.
Needles District, Westward:			NEEDLES DISTRICT—WESTWARD (Continued)		
Needles to Goffs	79	60	Curve M.P. 678.1 to 678.5	40	40
Goffs to Bagdad	100	60	Curve M.P. 678.5 to 679.9	60	40
Bagdad to Pisgah	79	60	Curve M.P. 679.9 to 680.3	40	40
Pisgah to Barstow	100	60	5 Curves M.P. 680.3 to 683.4	50	50
Needles District, Eastward:			2 Curves M.P. 683.4 to 686.2	65	60
Barstow to Pisgah	100	60	2 Curves M.P. 686.2 to 688.4	75	60
Pisgah to Bagdad	79	60	Curve M.P. 688.4 to 689.0	65	60
Bagdad to M.P. 642	100	60	4 Curves M.P. 689.0 to 693.6	75	60
M.P. 642 to Goffs	79	60	4 Curves M.P. 693.6 to 694.9	45	45
Goffs to Needles	79	40	10 Curves M.P. 694.9 to 702.0	65	60
Maximum speed, diesel-powered freight trains without dynamic brakes in use M.P. 683.4 to M.P. 677.8, is 20 miles per hour; and Goffs to Needles is 24 miles per hour.			6 Curves M.P. 702.0 to 709.6	75	60
Cadiz District	59	40	3 Curves M.P. 709.6 to 710.6	65	50
Ripley District	30	30	3 Curves M.P. 710.6 to 714.8	95	60
First District, Westward:			6 Curves M.P. 737.3 to 745.0	95	60
Barstow to Oro Grande	100	60	Curve M.P. 745.0 to 745.4	50	50
Oro Grande to San Bernardino	79	60	2 Curves M.P. 745.4 to 745.7	40	40
First District, Eastward:			NEEDLES DISTRICT—EASTWARD		
San Bernardino to Lugo	79	60	2 Curves M.P. 745.7 to 745.0	40	40
Lugo to Barstow	100	60	6 Curves M.P. 745.0 to 738.8	95	60
Second District:			3 Curves M.P. 714.8 to 710.6	95	60
San Bernardino to Santa Anita	100	55	7 Curves M.P. 710.6 to 706.0	65	50
Santa Anita to Los Angeles	79	55	2 Curves M.P. 706.0 to 702.0	75	60
Third District:			Curve M.P. 702.0 to 701.5	65	60
San Bernardino to Fullerton	79	55	7 Curves M.P. 701.5 to 696.1	75	60
Fullerton to Bandini	100	55	2 Curves M.P. 696.1 to 694.9	65	60
Bandini to Los Angeles	79	55	4 Curves M.P. 694.9 to 693.6	50	50
Fourth District:			4 Curves M.P. 693.6 to 688.9	75	60
National City to Sorrento	79	50	5 Curves M.P. 688.9 to 688.4	65	60
Sorrento to Santa Ana	90	50	2 Curves M.P. 688.4 to 686.2	75	60
South Main Track, M.P. 179.1 to M.P. 176.7	40	40	2 Curves and Grade M.P. 686.2 to 683.4	75	30
Santa Ana to Fullerton	79	50	2 Curves and Grade M.P. 683.4 to 680.8x	55	30
Lucerne Valley District:			2 Curves and Grade M.P. 680.8x to 677.8	70	30
Hesperia to M.P. 25.2	35	35	12 Curves and Grade M.P. 677.8 to 669.8	75	40
M.P. 25.2 to M.P. 29.2	20	20	5 Curves M.P. 669.8 to 641.7	85	60
Redlands District	30	30	9 Curves M.P. 641.7 to 625.5	75	60
San Jacinto District:			18 Curves M.P. 625.5 to 608.3	70	60
Highgrove to Box Springs	15	15	Curve and Grade M.P. 608.3 to 601.5	79	40
Box Springs to Perris	30	30	10 Curves and Grade M.P. 601.5 to 592.0	70	40
Perris to San Jacinto	25	25	5 Curves and Grade M.P. 592.0 to 587.9	60	40
Elsinore District	25	25	3 Curves and Grade M.P. 587.9 to 587.1	40	40
Olive District	30	25	14 Curves and Grade M.P. 587.1 to 578.6	60	40
Fallbrook District	20	20	Needles St. Crossing M.P. 578.1	15	15
Escondido District	20	20	CADIZ DISTRICT		
Harbor District	30	30	Curve M.P. 107.2 to 107.4	20	20
Redondo District	30	30	Track M.P. 107.4 to 111.0	45	40
Riverview Farms Spur	15	15	6 Curves M.P. 115.2 to 118.8	50	40
Adelanto Spur	15	15	Curve M.P. 165.2 to 165.5	45	40
Rialto, Cucamonga, and Upland Foot-hill Spurs, Muscat and Metropolitan Spurs	15	15	Curve M.P. 183.0 to 183.2	45	40
Prenda and La Habra	15	15	RIPLEY DISTRICT		
Valley Spurs	15	15	4 Curves M.P. 15.6 to 16.4	20	20
Venta and Miramar Army Spurs	15	15	FIRST DISTRICT—WESTWARD		
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.			Curve M.P. 10.3 to 11.0	85	60
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.			Curve M.P. 11.1 to 11.8	90	60
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.			Curve M.P. 16.6 to 17.1	85	60
NEEDLES DISTRICT—WESTWARD			Curve M.P. 19.7 to 20.3	85	60
Needles St. Crossing M.P. 578.1	15	15	2 Curves M.P. 21.1 to 21.4	90	60
15 Curves M.P. 578.6 to 587.0	55	50	Curve M.P. 30.8 to 31.1	85	60
3 Curves M.P. 587.0 to 587.9	40	40	2 Curves M.P. 31.8 to 33.3	60	50
3 Curves M.P. 587.9 to 589.3	55	55	Curve M.P. 33.8 to 34.0	40	30
3 Curves M.P. 589.3 to 593.3	65	60	4 Curves M.P. 34.1 to 36.6	55	40
Curve M.P. 593.3 to 593.8	45	45	Victorville M.P. 36.6 to 37.6	30	30
11 Curves M.P. 593.8 to 603.3	65	60	2 Curves M.P. 37.6 to 39.1	70	60
2 Curves M.P. 603.3 to 609.1	75	60	2 Curves M.P. 39.1 to 39.9	40	40
6 Curves M.P. 609.1 to 673.3	75	60	4 Curves M.P. 40.6 to 43.7	50	50
8 Curves M.P. 673.3 to 678.1	60	60	Curve M.P. 48.1 to 48.3	65	60
			Curve M.P. 48.8 to 49.1	50	50
			8 Curves M.P. 49.4 to 51.8	45	40
			4 Curves M.P. 52.0 to 53.7	55	50

LOCATION	M.P.H. Psgr. and Light	M.P.H. Frt.	LOCATION	M.P.H. Psgr. and Light	M.P.H. Frt.
FIRST DISTRICT WESTWARD (Continued)			FIRST DISTRICT EASTWARD		
3 Curves M.P. 53.7 to 55.0	45	40	San Bernardino Passenger Yard	10	10
4 Curves M.P. 55.0 to 55.7	30	30	San Bernardino M.P. 80.8 to 79.9	30	30
Summit & 3 Curves M.P. 55.7 to 56.7	20	20	San Bernardino M.P. 79.9 to 78.5	40	40
Grade M.P. 56.7 to 58.0	30	15	4 Curves M.P. 72.0 to 70.3	40	40
2 Curves M.P. 58.0 to 58.4	25	15	19 Curves M.P. 66.9 to 62.6	40	40
Grade M.P. 58.4 to 62.2	30	15	10 Curves M.P. 64.3x to 56.9	40	40
Grade M.P. 62.2 to 72.1	40	20	Summit & 3 Curves M.P. 56.4 to 55.7	20	20
Grade M.P. 72.1 to 78.5	50	20	3 Curves M.P. 55.7 to 55.0	30	30
San Bernardino M.P. 78.5 to 79.9	40	20	3 Curves M.P. 54.8 to 53.7	45	30
San Bernardino M.P. 79.9 to 80.8	30	20	4 Curves M.P. 53.6 to 52.0	55	30
San Bernardino Passenger Yard	10	10	2 Curves M.P. 51.8 to 51.3	45	30
FIRST DISTRICT EASTWARD			Curve M.P. 51.2 to 51.1	40	40
San Bernardino Passenger Yard	10	10	5 Curves M.P. 51.0 to 49.4	45	30
San Bernardino M.P. 80.8 to 79.9	30	30	Curve M.P. 49.1 to 48.8	50	40
San Bernardino M.P. 79.9 to 78.5	40	40	2 Curves M.P. 48.4 to 43.7	90	40
4 Curves M.P. 72.0 to 70.3	40	40	Curve M.P. 43.7 to 43.5	60	40
19 Curves M.P. 66.9 to 62.6	40	40	Grade M.P. 43.5 to 42.5	60	40
10 Curves M.P. 64.3x to 56.9	40	40	Curve M.P. 41.9 to 41.7	55	40
Summit & 3 Curves M.P. 56.4 to 55.7	20	20	3 Curves M.P. 41.1 to 39.5	60	40
3 Curves M.P. 55.7 to 55.0	30	30	Curve M.P. 39.2 to 38.9	50	40
3 Curves M.P. 54.8 to 53.7	45	30	Victorville M.P. 37.4 to 36.6	30	30
4 Curves M.P. 53.6 to 52.0	55	30	3 Curves M.P. 36.4 to 34.6	60	60
2 Curves M.P. 51.8 to 51.3	45	30	Curve M.P. 34.0 to 33.8	40	30
Curve M.P. 51.2 to 51.1	40	40	2 Curves M.P. 33.3 to 31.8	60	50
5 Curves M.P. 51.0 to 49.4	45	30	Curve M.P. 31.1 to 30.8	85	60
Curve M.P. 49.1 to 48.8	50	40	Curve M.P. 20.4 to 19.7	85	60
2 Curves M.P. 48.4 to 43.7	90	40	Curve M.P. 17.1 to 16.6	85	60
Curve M.P. 43.7 to 43.5	60	40	Curve M.P. 11.8 to 11.1	90	60
Grade M.P. 43.5 to 42.5	60	40	Curve M.P. 11.0 to 10.3	85	60
Curve M.P. 41.9 to 41.7	55	40	Curve M.P. 1.5 to 0.3	55	35
3 Curves M.P. 41.1 to 39.5	60	40	Curve M.P. 0.2 to 0.0	25	25
Curve M.P. 39.2 to 38.9	50	40	Summit to Lugo: Freight trains, thirty miles per hour.		
Victorville M.P. 37.4 to 36.6	30	30	Lugo to Hesperia: Freight trains, forty miles per hour.		
3 Curves M.P. 36.4 to 34.6	60	60	San Bernardino, between Fifth Street Tower and yard office just west of passenger station, speed limit ten miles per hour.		
Curve M.P. 34.0 to 33.8	40	30	SECOND DISTRICT		
2 Curves M.P. 33.3 to 31.8	60	50	San Bernardino and Rialto M.P. 82.6 to 85.2	30	30
Curve M.P. 31.1 to 30.8	85	60	Fontana M.P. 88.5 to 88.9	50	50
Curve M.P. 20.4 to 19.7	85	60	4 Curves M.P. 98.2 to 100.5	79	55
Curve M.P. 17.1 to 16.6	85	60	Upland P.E. Crossing M.P. 101.0	25	25
Curve M.P. 11.8 to 11.1	90	60	2 Curves M.P. 102.4 to 102.8	70	55
Curve M.P. 11.0 to 10.3	85	60	Pomona M.P. 106.2 to 107.0	40	40
Curve M.P. 1.5 to 0.3	55	35	La Verne M.P. 107.0 to 108.8	45	45
Curve M.P. 0.2 to 0.0	25	25	Curve M.P. 109.0 to 109.3	79	55
Summit to Lugo: Freight trains, thirty miles per hour.			Curve M.P. 110.6 to 111.4	70	55
Lugo to Hesperia: Freight trains, forty miles per hour.			Curve M.P. 111.8 to 112.8	55	50
San Bernardino, between Fifth Street Tower and yard office just west of passenger station, speed limit ten miles per hour.			3 Curves M.P. 113.9 to 116.6	65	55
SECOND DISTRICT			Westward		
San Bernardino and Rialto M.P. 82.6 to 85.2	30	30	3 Curves M.P. 116.6 to 113.9	65	55
Fontana M.P. 88.5 to 88.9	50	50	Eastward		
4 Curves M.P. 98.2 to 100.5	79	55	Azusa M.P. 116.6 to 117.5	40	40
Upland P.E. Crossing M.P. 101.0	25	25	2 Curves M.P. 117.9 to 119.0	65	55
2 Curves M.P. 102.4 to 102.8	70	55	Curve M.P. 119.5 to 119.7	55	55
Pomona M.P. 106.2 to 107.0	40	40	3 Curves M.P. 122.2 to 125.0	65	55
La Verne M.P. 107.0 to 108.8	45	45	First Ave. Crossing M.P. 124.1	40	40
Curve M.P. 109.0 to 109.3	79	55	Santa Anita Ave. Crossing M.P. 124.3	40	40
Curve M.P. 110.6 to 111.4	70	55	Pasadena M.P. 127.6 to 132.8	20	20
Curve M.P. 111.8 to 112.8	55	50	So. Pasadena M.P. 133.3 to 134.8	15	15
3 Curves M.P. 113.9 to 116.6	65	55	U.P. Crossing M.P. 135.5	8	8
Westward			7 Curves M.P. 135.5 to 138.3	25	25
3 Curves M.P. 116.6 to 113.9	65	55	U.P. Crossing M.P. 138.3	8	8
Eastward			4 Curves M.P. 138.3 to 140.0	20	20
Azusa M.P. 116.6 to 117.5	40	40	Curve M.P. 140.0 to 140.2	15	15
2 Curves M.P. 117.9 to 119.0	65	55	THIRD DISTRICT		
Curve M.P. 119.5 to 119.7	55	55	2 Curves and Bridge 0.9 M.P. 0.0 to 0.9	15	15
3 Curves M.P. 122.2 to 125.0	65	55	4 Curves and Colton M.P. 0.9 to 2.1	20	20
First Ave. Crossing M.P. 124.1	40	40	Westward		
Santa Anita Ave. Crossing M.P. 124.3	40	40	3 Curves and Colton M.P. 2.1 to 3.2	20	20
Pasadena M.P. 127.6 to 132.8	20	20	2 Curves M.P. 4.4 to 3.2 Eastward	30	30
So. Pasadena M.P. 133.3 to 134.8	15	15	2 Curves M.P. 3.5 to 4.5 Westward	40	40
U.P. Crossing M.P. 135.5	8	8	3 Curves M.P. 4.9 to 5.6 Westward	75	55
7 Curves M.P. 135.5 to 138.3	25	25	Curve M.P. 5.6 to 5.5 Eastward	75	55
U.P. Crossing M.P. 138.3	8	8	3 Curves M.P. 6.4 to 6.8 Westward	45	35
4 Curves M.P. 138.3 to 140.0					

MAXIMUM SPEED OF LOCOMOTIVES

	Forward		Light		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	80	45	90				
325-344	80	80	45	80				
100-289, 401-430	65	65	45	60				
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60				
450-451	30	30	30	20				
460-468	35	35	35	20				
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45				
650-653, 2300	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				
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-San Bernardino			20					
Diesels with dynamic brakes in use								
Ash Hill-Bagdad			40					
Goffs-Needles			40					
Summit-Cajon			24					
Cajon-San Bernardino			35					
Summit-Victoriaville			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

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point details:	MPH
Adelanto Spur, one-fourth mile from main track	10
Cushenbury, MP 29.1, on both main 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
		WE westward freight lead	30
Java		EE eastward siding; WE westward siding	30
Ibis		WE westward siding	30
Bannock		WE westward siding	30
Homer		WE westward siding	30
Goffs		EE eastward siding	30
		WE westward siding	15
Fenner		WE westward siding; EE eastward siding	30
Essex		EE eastward siding	30

Station	Type	Location	MPH
NEEDLES DISTRICT (Continued)			
Danby		EE eastward siding	30
		WE westward siding	15
Cadiz		EE eastward siding	15
		WE westward siding	30
Amboy		EE eastward siding; WE westward siding	30
Bagdad		EE eastward siding; WE westward siding	15
Siberia		EE eastward siding	15
		WE westward siding	30
Ash Hill		EE eastward siding	30
		WE westward siding	15
Ludlow		EE eastward siding; WE westward siding	30
Pisgah		EE eastward siding	30
		WE westward siding	30
Newberry		EE eastward siding	30
		WE westward siding	30
Daggett		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		WE westward siding	30
Lenwood		East switch westward siding	30
		West switch eastward siding	30
		EE eastward siding; WE westward siding	30
Hodge		EE eastward siding	30
		WE westward siding	30
Helendale		EE eastward siding	30
		WE westward siding	30
Bryman		WE siding	30
Oro Grande		EE eastward siding	15
		WE westward siding	30
Victorville		EE eastward siding; WE westward siding	15
		WE westward siding, west of station	30
Thorn		EE siding	30
Hesperia		EE eastward siding	30
		WE westward siding	30
Lugo		WE siding	15
Summit		EE eastward siding; WE westward siding	15
Alray		EE siding	30
Cajon		EE eastward siding; WE westward siding	15
Keenbrook		EE siding	15
Devore		EE eastward siding	15
		WE westward siding	30
Oro		EE eastward siding	15
		WE westward siding	30
SECOND DISTRICT			
San Bernardino	I	Crossover between main tracks east of Bridge 82.1	30
Kaiser		EE siding	15
Claremont		WE siding	15
Glendora		WE siding	15
Santa Anita		EE and WE siding	15
Chapman		EE and WE siding	15
Pasadena		EE and WE siding	15
Olga		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		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	EE Third District siding	30
	CTC	WE Third District siding	15
	CTC	West crossover east of station for Third Dist. eastward trains	30
		WE westward siding, west of depot	15
Buena Park		WE siding	15
La Mirada		EE siding	15
Santa Fe Springs		WE siding	15
D. T. Jct.	CTC	Two track junction switch, westward trains	40
Bandini	CTC	Two track junction switch, eastward trains	40
M.P. 147-148	I	Main track crossovers and lead switch	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye	10
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
Miramar	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

18. JUNCTION SWITCHES

Normal position of junction switches is as follows:

- Rice for Cadiz District
- Cadiz, from track No. 1 to Cadiz District
- Hesperia 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

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 Eastward U. P. trains, U. P. main track ———, 0 Against current of traffic ———0 Westward main track ——— Crossover to Track 30 ———0 Crossover to westward 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 Yard Lead 0000 Yard Lead against current of traffic ———0000
Daggett	All switches east of station except transfer tracks Nos. 1 and 2.	Interlocking	
Barstow East Tower	Main track and connecting crossovers. M.P. 743+3683 M.P. 745+1625	Interlocking	
Barstow West Tower	Main track and connecting crossover. Eastward and westward sidings.	Interlocking	
San Bernardino: Fifth St.	Main track, connecting crossover and yard lead.	Interlocking	
San Bernardino: Rialto Avenue South E Street	P. E. Crossing. S. P. Crossing.	98-A, 98-B. 98-A, 98-B.	

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

For westward trains:	Daggett M.P. 732+4459	San Bernardino M.P. 78+ 300	For eastward trains:	Barstow West Tower M.P. 7+0	East switch Lenwood (for trains in siding). M.P. 740+2529
				Daggett	M.P. 584+1100
				Needles	M.P. 584+1100

SECOND DISTRICT

San Bernardino: West Yard Tower	Second and third district main tracks at west end bridge 82.1. End of two tracks and freight yard at east end bridge 82.1. Junction third district, Mt. Vernon viaduct.	Interlocking	Second district ——— Third district ——— 0 A Yard to B Yard ——— 00 B Yard to second district ——— 0000 House lead to main line ——— Switch lead 0 ——— A Yard Lead 0000 Engine lead ——— 0 Second district to B Yard ——— 000 B Yard to A Yard ——— 00 From Union Pacific engine house: To Passenger Yard 000 ——— To Second District 000 ———0 To B Yard 000 ———00 To Rana 000 ———0 Union Station 0 ——— Old main 00 ———0 Cudahy lead ———0 Against current of traffic ———0000 S. P. Downey Ave. 000 ——— Calif. Corp. Spur 00 ———00
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing.	98-A, 98-B. 98-A, 98-B. 98-A, 98-B. Main track, when home signals in stop position, 98-B, 509(a). Siding, westward trains, be governed by signal 1003. House track, 98-A, 98-B.	
Claremont San Dimas Kincaid Arcadia Raymond Spur Highland Park (0.6 Mi. East) Water Street (0.7 Mi. East) Mission Tower	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. S. P. Crossing. U. P. Crossing. U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). Gates (normal position across Santa Fe track), 98-B. When gate across Santa Fe track, 98-B. When gate across Santa Fe track, 98-B. Interlocking. When necessary make movement governed by Rule 606(a), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	

THIRD DISTRICT

San Bernardino: Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. and U. P. Crossings. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking. Interlocking.	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
Riverside Junction May Fullerton	S. P. Crossing and U. P. Junction. P. E. Crossing. East switch westward siding, west of depot, west switch eastward siding, west of depot.	Interlocking	
Fullerton	Signals governing movement westward trains over spring switch west end westward siding, west of depot.	Interlocking.	
Fullerton Los Nietos D. T. Junction Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	U. P. Crossing. P. E. Crossing. S. P. Crossing. All tracks. U. P. Crossing.	Interlocking. When home signals in stop position, 98-B, 509(b). Interlocking. Interlocking. Interlocking.	Eastward yard lead ——— 0 Westward 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.	Interlocking	

SAN JACINTO, ELSINORE AND OLIVE DISTRICTS

Highgrove (1.5 Mi. West) Porphyry Olive (1.7 Mi. West)	S. P. Crossing. P. E. Crossing. S. P. Crossing.	Interlocking. 98-A, 98-B. Interlocking.
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FOURTH DISTRICT

Anaheim (2.0 Mi. East) Anaheim Sugar Factory Spur Santa Ana Wye track National City	S. P. Crossing. U. P. Crossing. S. P. Crossing. Navy Warehouse Crossing.	Interlocking. 98-A, 98-B. 98-A, 98-B. 98-A, 98-B.
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RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
HARBOR DISTRICT			
Redondo Junction (1.0 Mi. East)	U. P. Crossing. LATL Crossing, Pac. Blvd.	See Redondo Junction, Third District. 15 MPH.	
Nadeau Nadeau (0.3 Mi. East)	S. P. Crossing. P. E. Crossing.	Interlocking. 10 MPH.	
Wingfoot (0.5 Mi. East)	LATL Crossing, Avalon Blvd.	Interlocking. 15 MPH.	
El Segundo (0.2 Mi. West)	P. E. Crossing.	Interlocking. 20 MPH.	
West Thenard Tower: (0.1 Mi. West)	P. E. Crossing.	Interlocking.	
(0.7 Mi. East)	S. P. Crossing.		
(0.9 Mi. East)	P. E. Crossing.		
M.P. 28+4460	Two U. P. Tracks.	Santa Fe trains have preference unless flagged. Stop not required.	

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.

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Needles	505	San Bernardino	Precooler Lead	Orange	Main Track	Val Verde	Granite Spur
Cadiz	Cadiz District	Rialto	Foothill Spur	Santa Ana, S.P. Main Track	400	Perris	1678
Ash Hill	410	Upland	Foothill Spur	Fallbrook Jct.	Fallbrook Dist. Main Track	San Jacinto	640
Rice	Ripley District	Azusa	147	Escondido Jct.	Escondido Dist. Main Track	Elsinore	181
Blythe	504	Casa Blanca	Prenda Spur	Del Mar	690	El Segundo	Main Track
Victorville	113	Porphyry	Elsinore Dist. Main Track	Miramar	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		

Other Tracks not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT			
Lavic	702.7	25	East
Airport Spur	732.6	15	West
Gale	735.3	67	East & West
CADIZ DISTRICT			
Earp	107.3	32	West
Milligan	164.0	14	East & West
RIPLEY DISTRICT			
Mesaville	33.0	10	West
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West
Miller Farms	44.7	19	East
FIRST DISTRICT			
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track
Frost	38.8	8	Eastward track
Verdemont	73.5	5	West
SECOND DISTRICT			
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Pio Spur	94.6	46	West
Rochester	95.0	11	East
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	15	East and West
Wilton	129.1	19	East and West
Usado	132.3	18	East and West
Raymond	132.7	16	West
THIRD DISTRICT			
Pachappa	12.4	26	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West
Taylor St. Spur	18.5	9	West
Standard Oil Spur	160.8	9	East
Wilshire	156.0	58	East and West
Mojave Spurs	155.8	28	West
Stephens Spur	155.5	14	West
El Camino Spur	155.3	15	West
La Habra Vly Spur (East Whittier)	154.6	Lgh. 3.43 m.	West
REDLANDS DISTRICT			
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
Molino	17.9	12	West
West Highlands	20.4	11	East and West

Location	Mile Posts	Car Capacity	Switch Connection
FOURTH DISTRICT			
Venta Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	35	East
Tustin	181.5	25	East
Frances	183.1	36	East and West
Kathryn	183.9	24	East
Como	180.1	54	East and West
Don	216.2	10	West
Stuart	221.7	50	East and West
San Diego G. & E. Co. Spur	231.3	35	East
Farr	231.6	6	West
Cardiff	239.8	11	East and West
Solana Beach	241.9	9	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	13	East and West
Cudahy	263.4	43	East and West
FALLBROOK DISTRICT			
Ranch House	7.6	7	East and West
Marine Base Spur	10.5	13	East and West
ESCONDIDO DISTRICT			
Talica	3.7	8	East and West
HARBOR DISTRICT			
Nadeau	2.5	0	
Dudmore	19.1	17	East
Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Alcoa Spur	20.1	Lgh. 2.0 m.	West
SAN JACINTO DISTRICT			
Box Springs Quarry	6.1	42	East and West
Mayer Farms	15.9	18	East and West
Granite Spur	14.5	Lgh. 5000 ft.	Wye
Ellis	19.9	16	East
ELSINORE DISTRICT			
Mining Spur	3.2	71	East and West
Wesel	6.2	37	East
Jameson	9.2	5	East
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, Brownwood and beyond
	Kingman	Bakersfield and beyond	
	Edwards, Shafter, Wasco, Riverbank, Escalon, Pittsburg, Pinole		Belen and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman		Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
17	Pomona		Kansas City and beyond
18	Pomona	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	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	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
123	Laguna, Grants		Albuquerque and beyond
	Ludlow	Los Angeles	
	Rivera		Williams and beyond
124	Rivera, Ludlow	Williams and beyond	
	Grants	Albuquerque and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79	Rivera		Oceanside, Del Mar, or San Diego
71	Encinitas, San Juan Capistrano	Los Angeles	
75	Encinitas, San Clemente	Los Angeles	
70, 72, 74	Rivera	Oceanside, Del Mar, or San Diego	
74	Anaheim, San Juan Capistrano		Los Angeles
78	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
JOHN M. MILLER 435 E St., San Bernardino
FRED R. BAUMAN 138 E. Highland Ave., San Bernardino
R. REY MENDOZA 145 "I" 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
LOWELL C. WARD, SR. 4716 Napier St., San Diego
C. H. McCORMACK 833 Roosevelt, National City

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY
OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe—Danger—

4 miles per hour	<input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2 1/4 times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH

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

Handle freight carefully and keep our customers.

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



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.)

