

**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. KIEFFER, 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. HAENZSEL, 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. GEO. A. MROSS, Local Surgeon..... National City
 DR. ARTHUR C. ROBBINS, 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,

The Atchison, Topeka and Santa Fe Railway Co.



LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

TIME TABLE No.

162

IN EFFECT

Sunday, September 29, 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.


E. R. ROBERTSON,
Acting 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 NO. 162 September 29, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
						
			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		11.8 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
78	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 NO. 162 September 29, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
						
			STATIONS			
58	0.0		CUSHENBURY YL		29.2	
2	0.0		3.1 SPUR 5		28.1	105.6
2	0.0		5.4 SPUR 4		20.7	105.6
15	0.0		5.1 BASS		15.6	75.0
2	75.0		4.3 SPUR 2		11.3	75.0
2	0.0		4.3 SPUR 1		7.0	75.0
2	75.0		7.0 HESPERIA		0.0	75.0
			(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 NO. 162 September 29, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS 25 Mixed Leave Daily Ex. Sunday				
			STATIONS			
Yard	21.7		RIPLEY YL		49.4	42.8
55	83.4		7.4 BLYTHE YL		42.0	10.6
30	68.6		21.6 COX		20.4	0.0
11	68.6		2.0 MIDLAND YL		17.8	0.0
49	66.0		1.3 STYX		16.5	83.4
			16.5 RICE YL		0.0	
			2.00 AM Arrive Daily Ex. Monday		3.00 AM 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 Blythe and Midland; 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 NO. 162 September 29, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
						
			STATIONS			
9			DEL ROSA		21.5	
14	81.3		1.8 FATTON		19.7	47.5
25	89.5		1.0 HIGHLAND		18.7	0.0
47	83.2		2.5 EAST HIGHLANDS		16.2	70.5
17	88.5		4.1 MENTONE		12.0	0.0
31	0.0		3.2 REDLANDS		8.8	116.2
Yard	101.3		9.0 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. 162 September 29, 1957	↑			
		STATIONS					
26			HIGHGROVE S. P. Crossing 2.5		0.0	0.0	
12	116.2		LEMONA 4.5		2.7	0.0	
81	116.2		BOX SPRINGS YL 2.3		7.2	17.6	
	21.3		MAROH FIELD YL 1.1		9.6	17.6	
46	21.3		ALESSANDRO YL 2.9		10.6	47.5	
22	0.0		VAL VERDE YL 4.7		13.6	28.1	
20	21.6		PERRIS YL 3.8		18.3	63.4	
21	49.3		ETHANAO 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	
18	44.3		EGAN 2.9		33.1	0.0	
15			HEMET YL 2.3		36.0	63.4	
9	6.3		SAN JACINTO YL		38.3		
		(37.6)					

No switch lights on San Jacinto District.
Wye at March Field, Val Verde, Ferris and San Jacinto.
Office of Communication at March Field, Ferris, 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. 162 September 29, 1957	↑			
		STATIONS					
48			FALLBROOK JCT. YL 6.0		0.0	62.7	
12	66.0		CHAPPO YL 2.4		5.9	0.0	
46	26.4		JOFGAN YL 0.7		8.4	79.2	
6	132.0		DE LUZ YL 1.8		15.1	0.0	
28	106.6		FALLBROOK YL		18.9		
		(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. 162 September 29, 1957	↑			
		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. 162 September 29, 1957	↑			
		STATIONS					
Yard			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		
		(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. 162 September 29, 1957	↑			
		STATIONS					
25			ESCONDIDO YL 4.9		21.1	95.0	
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	
		ESCONDIDO JCT. YL			0.0		
		(21.1)					

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

WESTWARD

FIRST CLASS

WESTWARD											TIME TABLE			
FIRST CLASS											NO. 162			
											September 29, 1957			
1	115	19	3	7	209	123	103	17	21	205	STATIONS			
San Francisco Chief	Passenger	The Chief	Mail Express	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief	El Capitan	Passenger	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Capacity of Stings in 50 ft. Cars
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		578.0			Yard
12:15		5:00	12:50	11:22		4:29		2:26	1:06		585.6	74.5	0.0	107
12:22		5:07	12:58	11:31		4:38		2:33	1:13		592.4	73.9	0.0	146
12:28		5:13	1:05	11:37		4:48		2:39	1:19		597.0	73.9	0.0	107
12:38		5:23	1:15	11:48		5:00		2:49	1:29		601.5	73.9	30.0	135
12:45		5:30	1:23	11:55		5:08		2:56	1:36		609.1	0.0	52.8	109
12:50		5:35	1:28	PM 12:01		5:14		3:01	1:41		618.7	0.0	52.8	114
12:56		5:41	1:34	12:07		5:22		3:07	1:47		626.2	0.0	52.8	
1:06		5:51	1:44	12:17		5:33		3:17	1:57		634.7	0.0	52.8	108
											648.1	0.0	52.8	146
											658.4	26.4	52.8	
											661.5	26.4	11.6	107
											669.3	35.9	11.6	107
											676.7	75.0	0.0	135
											682.0	75.0	0.0	72
											686.7	75.0	0.0	107
											693.4	26.4	52.8	117
											706.6	52.8	44.0	132
											712.8	0.0	52.8	73
											725.6	26.4	39.6	146
											731.7	26.4	0.0	107
											737.6	38.2	13.0	107
											741.6	31.7	31.7	68
											746.4	31.7	31.7	Yard
											(167.6)			
(59.2)	(52.8)	(59.2)	(57.5)	(54.4)	(44.0)	(47.9)	(52.8)	(60.6)	(60.6)	(44.0)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.

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NEEDLES DISTRICT

LOS ANGELES DIVISION

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TIME TABLE NO. 162 September 29, 1957					EASTWARD												
					FIRST CLASS												
					20	206	4	8	116	210	22	124	104	2	18		
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	STATIONS												
Yard	FW TY	O			NEEDLES YL	The Chief Arrive Daily AM 3.15	Pas-senger Arrive Daily	Mail Express Arrive Daily AM 6.55	Fast Mail Express Arrive Daily AM 7.35	Passenger Arrive Daily	Pas-senger Arrive Daily	El Capitan Arrive Daily PM 7.30	The Grand Canyon Arrive Daily PM 8.25	Pas-senger Arrive Daily	San Francisco Chief Arrive Daily PM 11.55	Super Chief Arrive Daily AM 1.07	
		B	74.5	0.0													
107		B	73.9	0.0		3.02		6.43	7.20			7.19	8.13		11.40	12.54	
		B	104.5	0.0		2.55		6.36	7.09			7.11	8.06		11.33	12.46	
		B	73.9	0.0		2.50		6.30	7.05			7.07	8.00		11.29	12.42	
		B	73.9	30.0		2.45		6.24	6.59			7.03	7.54		11.24	12.38	
146		B	0.0	52.8		2.37		6.15	6.51			6.56	7.45		11.18	12.31	
107		B	0.0	52.8		2.27		6.04	6.40			6.46	7.35		11.07	12.20	
107		B	0.0	52.8		2.20		5.54	6.30			6.38	7.26		10.58	12.12	
114		B	0.0	52.8		2.12		5.45	6.22			6.30	7.17		10.50	12.04	
107	Y	C	26.4	52.8		2.01		5.30	6.06			6.19	7.02		10.39	11.52	
51		B	11.6	26.4													
107		C	35.9	11.6		1.52		5.16	5.52			6.10	6.48		10.30	11.43	
100		B	75.0	0.0		1.46		5.09	5.45			6.04	6.41		10.24	11.37	
107		B	121.4	0.0		1.40		5.01	5.37			5.58	6.33		10.18	11.30	
		B															
146	Y	B	26.4	52.8		1.32		4.53	5.29			5.50	6.24		10.09	11.22	
101		C	52.8	44.0		1.26		4.46	5.22			5.44	6.18		10.03	11.16	
134		B	0.0	52.8		1.14		4.34	5.08			5.32	6.06		9.51	11.04	
		B	26.4	39.6		1.09		4.29	5.02			5.27	6.01		9.46	10.59	
107		B	26.4	0.0		1.00		4.20	4.51			5.18	5.52		9.36	10.50	
		B	38.2	13.0		12.56		4.15	4.46			5.14	5.47		9.32	10.46	
104		C	31.7	31.7		12.52	AM 2.50	4.11	4.41	PM 12.40	PM 3.40	5.10	5.43	PM 8.11	9.28	10.42	
71		B	31.7	31.7		12.49	2.45	4.07	4.37	12.37	3.35	5.07	5.40	8.08	9.25	10.39	
Yard	FW TY	C				12.45 AM	2.35 AM	4.00 AM	4.30 AM	12.30 PM	3.30 PM	5.03 PM	5.35 PM	8.01 PM	9.20 PM	10.35 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)	(35.2)	(56.6)	(53.5)	(52.8)	(52.8)	(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

FIRST CLASS

TIME TABLE

NO. 162

September 29, 1957

115	19	3	7	209	123	103	17	21	205
Passenger	The Chief	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
PM 7.53	PM 7.35	PM 3.40	PM 2.25	AM 10.03	AM 7.45	AM 5.53	AM 4.57	AM 3.37	AM 12.40
7.59	7.42	3.48	2.33	10.09	7.52	5.59	5.03	3.43	12.49
8.03	7.47	3.53	2.38	10.14	7.59	6.04	5.08	3.48	12.57
8.10	7.55	4.01	2.46	10.22	8.05	6.11	5.15	3.56	1.06
8.14	7.59	4.05	2.50	10.26	8.10	6.16	5.19	4.00	1.11
8.19	8.03	4.10	2.55	10.31	8.15	6.20	5.24	4.05	1.17
8.26	8.10	4.18	3.03	10.39	8.25	6.28	5.31	4.12	1.25
8.33	8.18	4.25	3.10	10.46	8.33	6.35	5.38	4.19	1.33
8.38	8.23	4.30	3.15	10.51	8.41	6.40	5.43	4.25	1.40
8.43	8.28	4.35	3.20	10.56	8.50	6.45	5.48	4.31	1.49
8.55	8.40	4.48	3.33	11.09	9.03	6.58	6.00	4.43	2.03
9.10	8.55	5.03	3.48	11.24	9.19	7.13	6.15	4.58	2.18
9.16	9.01	5.09	3.54	11.30	9.26	7.19	6.21	5.04	2.24
9.24	9.09	5.17	4.02	11.38	9.34	7.27	6.29	5.12	2.32
9.31	9.15	5.24	4.09	11.45	9.41	7.34	6.36	5.19	2.39
9.42	9.26	5.35	4.20	12.01	9.55	7.45	6.47	5.30	2.50
PM	PM	PM	PM	PM	AM	AM	AM	AM	AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

STATIONS		Mile Post	Rolling Grade Ascending	Rolling Grade Descending	Communications	Capacity of Sidings in 50 ft. Cars
BARSTOW YL		0.0			C	Yard
6.1 LENWOOD		6.2	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	C	Yard
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		46.1	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	B	98
6.5			0.0	158.4	C	122
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	C	Yard
(80.8)						

(44.5) (43.7) (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

LOS ANGELES DIVISION 7

						EASTWARD									
						FIRST CLASS									
						206	4	8	116	210	22	124	104	18	20
TIME TABLE NO. 162 September 29, 1957						Passenger	Mail Express	Fast Mail Express	Passenger	Passenger	El Capitan	The Grand Canyon	Passenger	Super Chief	The Chief
STATIONS						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	FW TY	C			0.0	AM 2:30	AM 3:40	AM 4:15	PM 12:30	PM 3:27	PM 4:58	PM 5:25	PM 8:01	PM 10:30	AM 12:40
104		B	37.0	20.4	6.2	2.23	3.32	4.05	12.21	3.21	4.49	5.15	7.52	10.21	12.31
106		B	37.0	23.0	11.8	2.18	3.27	3.59	12.17	3.17	4.45	5.10	7.48	10.17	12.26
148		B	39.0	30.0	21.1	2.11	3.18	3.50	12.10	3.10	4.38	5.03	7.41	10.10	12.18
		B	37.0	0.0	26.1	2.07	3.14	3.45	12.06	3.06	4.34	4.59	7.37	10.06	12.14
Yard		C	37.0	0.0	31.5	2.03	3.08	3.38	12.02	3.02	4.30	4.53	7.33	10.02	12.09
98	FY	O	39.6	17.2	36.7	1.55	3.00	3.30	11.55	2.55	4.23	4.45	7.26	9.55	12.03
146		B	84.5	0.0	41.1	1.48	2.50	3.22	11.48	2.48	4.16	4.33	7.19	9.48	11.56
106		B	84.5	0.0	45.1	1.44	2.46	3.17	11.44	2.44	4.12	4.29	7.15	9.44	11.52
		B	86.8	0.0	50.3	1.39	2.41	3.12	11.39	2.39	4.07	4.24	7.10	9.39	11.47
126	Y	C	84.5	0.0	55.9	1.30	2.33	3.03	11.31	2.31	3.58	4.15	7.01	9.30	11.38
118		B	0.0	116.2	59.7	1.20	2.21	2.51	11.20	2.21	3.49	4.05	6.52	9.21	11.28
70		B	0.0	116.2	62.4	1.10	2.10	2.40	11.10	2.08	3.39	3.52	6.42	9.11	11.17
115		B	0.0	116.2	66.3	1.03	2.02	2.32	11.04	1.59	3.32	3.42	6.36	9.05	11.08
128		B	0.0	116.2	71.0	12.54	1.52	2.23	10.58	1.50	3.24	3.33	6.27	8.56	10.59
106		B	0.0	116.2	76.0	12.46	1.41	2.11	10.51	1.41	3.17	3.24	6.19	8.48	10.51
Yard	FW TY	C	64.4	116.2	81.3	12.35 AM	1.30 AM	2.00 AM	10.40 AM	1.30 PM	3.07 PM	3.13 PM	6.08 PM	8.37 PM	10.40 PM
(82.8)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour....						(43.2)	(38.2)	(36.8)	(45.2)	(41.4)	(44.8)	(37.6)	(44.0)	(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 units2,000 tons or less;

Union Pacific 700 class, two units3,375 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;

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 Siding in 50 ft. Cars	Fuel Water, Turn Tables and Ways	Rolling Grade Ascending	WESTWARD			TIME TABLE	EASTWARD					Mile Post	Rolling Grade Ascending	Communications
			FIRST CLASS				FIRST CLASS							
			19	17	21		8	22	18	20	4			
			The Chief	Super Chief	El Capitan		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							
Yard	FW TY		PM 9.30	AM 6.50	AM 5.39	AM 1.50	PM 3.04	PM 8.34	PM 10.37	AM 1.25				
128	Y	63.4	9.37	6.56	5.39						81.3	0.0	C	
94		32.4				RIALTO	1.42	2.56	8.26	10.27	1.08	84.9	15.4	C
Yard		0.0	9.43	7.02	5.45	FONTANA						88.8	38.7	B
		14.3				KAISER	1.35	2.49	8.18	10.22	12.59	91.8	26.8	C
50		14.3	9.48	7.07	5.50	ETIWANDA						93.7	32.0	B
47	Y	67.5	9.51	7.10	5.53	UCUCAMONGA	1.29	2.44	8.12	10.17	12.53	97.7	6.6	C
58		30.8	9.56	7.14	5.57	UPLAND	1.25	2.41	8.09	10.14	12.48	100.9	42.0	C
64		0.0	10.00	7.16	6.00	P. E. Crossing						104.8	59.1	B
		0.0				CLAREMONT	1.21	2.36	8.06	10.11	12.43	104.8	59.1	B
40		0.0	10.04 ²⁰			P. E. Crossing						106.7	43.8	C
42		0.0	10.06			POMONA	1.19	2.34	8.04	10.08	12.40	106.7	43.8	C
59		0.0	10.10	7.26	6.10	P. E. Crossing						107.9	63.4	C
	Y	0.0	10.13	7.29	6.13	LA VERNE	1.16	2.32	8.02	10.04 ¹⁹	12.38	107.9	63.4	C
41		0.0	10.15	7.31	6.15	SAN DIMAS						110.2	65.8	B
50		0.0				P. E. Crossing						110.2	65.8	B
72		62.1	10.19	7.35	6.20	GLENORA	1.09	2.26	7.56	9.58	12.30	114.4	65.4	C
11		77.9				AZUSA						114.4	65.4	C
39		63.4				BUHLER						116.9	51.9	C
62		63.4				MONROVIA	12.59	2.17	7.47	9.49	12.20	122.4	60.7	C
34		79.9	10.40 ^s	7.55 ^s	6.40 ^s	P. E. Crossing						124.2	64	B
		0.0				ARCADIA						124.2	64	B
34		0.0	10.48	8.05	6.50	SANTA ANITA (S. Madre)						126.8	0.0	B
20		0.0				P. E. Crossing						126.8	0.0	B
71		0.0				CHAPMAN	12.54	2.11	7.41	9.43	12.14	127.3	0.0	B
	Y	0.0	11.02	8.19	7.04	LAMANDA PARK						128.0	95.3	C
		0.0	11.05	8.22	7.07	PASADENA	12.40	1.58	7.28	9.30	12.01	131.7	114.0	C
Yard		0.0	11.15	8.30	7.15	SOUTH PASADENA						133.7	89.8	B
Yard		0.0				OLGA	12.20	1.48	7.19	9.19	11.49	134.2	96.4	B
		0.0				U.P. Crossing						135.9	114.9	B
		0.0				HIGHLAND PARK						138.7	89.8	B
		0.0				U.P. Crossing						138.7	89.8	B
		0.0				WATER STREET						139.4	89.8	B
	Y	0.0	11.02	8.19	7.04	BROADWAY	12.06	1.35	7.05	9.05	11.35	139.4	89.8	B
		0.0	11.05	8.22	7.07	P. E. Crossing						140.1	89.8	B
		0.0				MISSION TOWER	12.04	1.33	7.03	9.03	11.33	140.1	89.8	B
		0.0				P. E. Crossing						140.1	89.8	B
		0.0				LOS ANGELES	12.01	1.30	7.00	9.00	11.30	141.1	89.8	B
		0.0				Union Station (59.4)						141.1	89.8	B
		0.0				FIRST STREET						141.1	89.8	B
		0.0				(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. 162 September 29, 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 1.1						
			PM 6.10	AM 4.40	Pier A Yard 3.3	AM 12.15	PM 9.15			O
			8.25	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		B
80		24.3	6-48	5-13	IRONSIDES YL 1.6	11-34	2-33	23.3	62.8	
34		52.3	6-51	5-16	TORRANCE YL 1.6	11-28	2-27	21.7	0.0	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	48.4	
83		52.6	7-02	5-27	LAWDALE YL 1.8	11-14	2-13	16.6	68.4	
	Y	11.6	7-06	5-31	EL SEGUNDO YL P. E. Crossing 1.2	11-10	2-09	14.8	61.1	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	4.0	O
14		0.0	7-23	5-48	HYDE PARK YL 0.7	10-48	1-47	8.0	44.8	
22		10.6	7-27	5-52	VAN NESS YL 1.3	10-43	1-42	7.3	44.8	
75		18.6	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 1.6	10-08	1-07	1.5	0.0	
	FW TY		8-20 PM	6-45 AM	REDONDO JOT. YL	10-01 PM	1-00 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(S1.0)	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. 162 September 29, 1957	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			↓		↑			
			STATIONS					
Yard				REDONDO BEACH YL 1.5	20.2			
7		42.2		HERMOSA BEACH YL 1.7	18.7	0.0		B
22		42.2		MANHATTAN BEACH YL 2.2	17.0	0.0		
	Y	0.0		EL SEGUNDO YL	14.8	52.8		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. 162			
115	81	79	3	7	77	75	209	73	123	103	71	205	September 29, 1957			
Passenger	San Diegan	San Diegan	Mail Express	Fast Mail Express	San Diegan	San Diegan	Passenger	San Diegan	The Grand Canyon	Passenger	San Diegan	Passenger	STATIONS			
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 9.43			PM 5.40	PM 4.30			PM 12.05		AM 10.00	AM 7.50		AM 2.55				
													SAN BERNARDINO YL			
													2.2 RANA YL			
9.52			5.49	4.39			12.15		10.10	7.59		3.05	COLTON YL			
9.57			5.54	4.44			12.20		10.15	8.04		3.10	S. P. and U. P. Crossings			
10.00 PM			5.57	4.47			12.25 PM		10.17	8.08 AM		3.15 AM	HIGGINS GROVE			
			6.00	4.50					10.25				S. P. Crossing			
													RIVERSIDE JCT. U. P. Jct.			
													RIVERSIDE YL			
													CASA BLANCA			
													ARLINGTON			
													MAY P. E. Crossing			
													PORPHYRY			
			6.20	5.08					10.50				CORONA			
													PRADO DAM			
													GYPSUM			
													ESPERANZA			
			6.39	5.30					11.12				ATWOOD			
													PLACENTIA			
	PM 9.55	PM 7.55	6.48	5.41	PM 5.36	PM 2.55		PM 12.02	11.23		AM 8.50		FULLERTON U. P. Crossing			
	10.00	8.00	6.55	5.48	5.43	3.02		12.07	11.29		8.55		BUENA PARK			
													LA MIRADA			
													SANTA FE SPRINGS			
													LOS NIETOS P. E. Crossing			
													D. T. JUNCTION S. P. Crossing			
	10.10	8.10			5.50	3.11		12.17	11.40		9.05		RIVERA			
	10.12	8.12	7.06	5.59	5.53	3.14		12.20	11.43		9.07		BANDINI YL			
	10.15	8.15	7.11	6.03	5.58	3.18		12.25	11.47		9.12		HOBART U. P. Crossing			
													REDONDO JCT. U. P. Crossing			
	10.21	8.21	7.20	6.13	6.08	3.28		12.31	11.57 PM		9.18		FIRST STREET (70.5)			
	10.23	8.23	7.23	6.18	6.13	3.33		12.33	12.01		9.20		MISSION TOWER YL			
	10.30 PM	8.30 PM	7.30 PM	6.30 PM	6.25 PM	3.45 PM		12.45 PM	12.10 PM		9.30 AM		LOS ANGELES 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	Arrive Daily	(72.2)			

(34.9)

(43.9)

(43.9)

(39.4)

(36.1)

(31.3)

(30.7)

(29.7)

(35.7)

(33.3)

(33.0)

(38.4)

(29.7)

... Average speed per hour

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

Signal System Two in effect from Westward home signals at junction Third and Fourth Districts Fullerton to and including eastward home signal Redondo Junction Interlocking.

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

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

Nos. 7, 71, 73 and 75 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; 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); Bandini-Redondo Jct. Interlocking (on two tracks).

(Continued on Page 11)

THIRD DISTRICT

LOS ANGELES DIVISION

11

Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 162 September 29, 1957	EASTWARD										
					FIRST CLASS										
					206	70	116	72	210	124	74	104	76	78	80
				STATIONS	Passenger	San Diegan	Passenger	San Diegan	Passenger	The Grand Canyon	San Diegan	Passenger	San Diegan	San Diegan	San Diegan
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
					AM		AM		PM	PM		PM			
					12.23		10.37		1.25	3.10		6.03			
O	FW TY	Yard	52.8	SAN BERNARDINO YL P. E. Crossing 1.5											
			52.8	RANA YL 1.3											
B		W-49 E-112	52.8	COLTON YL S. P. and U. P. Crossing 3.8	12.15		10.27		1.17	2.55		5.55			
B		W-114	52.8	HIGHGROVE 2.6	12.08		10.22		1.12	2.50		5.50			
O			52.8	S. P. Crossing RIVERSIDE JCT. U. P. Jct. 0.6	12.03 AM		10.17 AM		1.07 PM	2.45		5.45 PM			
B		E-42	17.2	RIVERSIDE YL 4.2					2.40						
C	Y	99	52.8	OASA BLANCA 2.4											
O		62	52.8	ARLINGTON 3.3											
B		94	52.8	MAY P. E. Crossing 3.1											
B	Y	100	52.8	PORPHYRY 1.3											
C		167	52.8	CORONA 5.0					2.12						
B		94	52.8	PRADO DAM 3.1											
B		95	52.8	GYPSUM 4.1											
B		129	52.8	ESPERANZA 4.3											
O	Y	179	42.2	ATWOOD 2.3						1.52					
O		69	42.2	PLACENTIA 3.0											
C		W04-74 E-74	33.4	FULLERTON YL U. P. Crossing 4.5	AM 8.15		AM 11.00		PM 1.45	PM 2.35		PM 6.20	PM 8.30	AM 12.25	
O		W-74	25.9	BUENA PARK 1.8		8.10		10.55		1.40	2.25		6.10	8.25	12.15
B		E-96	10.0	LA MIRADA 4.3											
O		W-86	16.3	SANTA FE SPRINGS 1.3											
			13.7	LOS NIETOS P. E. Crossing 1.0											
B			13.7	D. T. JUNCTION S. P. Crossing 1.0		8.02		10.47		1.33	2.17		6.02	8.17	12.07
C		Yard	37.5	RIVERA 1.3		8.00		10.45		1.31	2.14		6.00	8.15	12.05 AM
B			26.2	BANDINI YL 4.3											
C	F	Yard	0.0	HOBART YL U. P. Crossing 2.3		7.56		10.41		1.26	2.11		5.56	8.11	11.57
	FW TY		0.0	REDONDO JCT. YL U. P. Crossing 2.1											
O		Yard	0.0	FIRST STREET YL (89.8) 0.9		7.49		10.34		1.20	2.04		5.49	8.04	11.49
	Y		0.0	MISSION TOWER YL 0.8		7.47		10.32		1.18	2.02		5.47	8.02	11.47
O			31.7	LOS ANGELES YL Union Station			7.45 AM		10.30 AM		1.15 PM	2.00 PM		5.45 PM	8.00 PM
				(71.5)	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....					(27.6)	(51.2)	(27.6)	(51.2)	(30.3)	(37.3)	(43.9)	(30.7)	(43.9)	(51.2)	(38.4)

(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						TIME TABLE	Mile Post	Rolling Grade Ascending	Fuel, Water, Turb Tables and Wyes	Communications
FIRST CLASS										
81	79	77	75	73	71	NO. 162				
San Diego	San Diego	San Diego	San Diego	San Diego	San Diego	September 29, 1957				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
						NATIONAL CITY YL	273.1	13.1	Y	O
						3.8 22ND STREET YL	269.3	28.7	T	
						1.8 SAN DIEGO YL	267.5	40.2	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 MIRAMAR	253.0	0.0	Y	C
						3.9 SORBENTO	249.1	54.8		B
						5.0 DEL MAR	244.0	52.8	Y	O
						6.0 ENCINITAS	238.1	61.9		O
						3.9 PONTO	234.2	52.8		B
						4.0 CARLSBAD	229.3	47.2		O
						2.3 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
						4.4 SAN ONOFRE	209.4	0.0		B
						5.7 SAN CLEMENTE	203.7	0.0		B
						2.9 POCETE	202.7	13.9		B
						2.6 SERRA	199.8	60.5		B
						4.6 SAN JUAN CAPISTRANO	197.2	67.6		C
						4.5 GALIVAN	192.6	66.0		B
						5.2 EL TORO	188.1	0.0		B
						4.4 IRVINE	182.9	21.8		B
						2.9 VENTA	178.5	37.0		B
						2.9 SANTA ANA	175.5	32.1	Y	O
						4.0 ORANGE	172.7	7.6	Y	O
						4.0 S. P. Crossing ANAHEIM	167.8	6.1		O
						2.7 FULLERTON YL	165.0			O
						(107.9)				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					

(53.4)

(53.4)

(48.7)

(53.4)

(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)

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 162 September 29, 1957		EASTWARD					
				FIRST CLASS					
				80	70	72	74	76	78
				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	28.4	NATIONAL CITY YL							
	0.0	22ND STREET YL							
Yard	31.2	SAN DIEGO YL	2 TRNS.	AM 3:00	AM 10:30	PM 1:15	PM 4:45	PM 8:30	PM 10:30
	31.2	OLD TOWN YL		2-45	10-13	1-00	4-30	8-15	10-17
91	61.0	MORENA							
	0.0	ELVIRA	2 TRNS.						
	116.2	MIRAMAR		2-33	10-02	12-48	4-18	8-03	10-05
98	54.8	SORRENTO							
67	63.4	DEL MAR		s 2:20	s 9:48	s 12:35	s 4:05	s 7:50	s 9:52
92	63.4	ENCINITAS		f 2:14				f 7:42	
116	50.8	PONTO							
69	52.8	CARLSBAD							
	0.0	ESCONDIDO JCT.							
76	45.4	OCEANSIDE		s 2:00	s 9:23	s 12:14 PM	s 3:40	s 7:25	s 9:35
92	63.4	FALLBROOK JCT.							
86	63.4	LAS FLORES							
97	68.9	AGEA							
91	49.4	SAN ONOFRE							
33	5.0	SAN CLEMENTE		s 1:30	f 8:58	f 11:52	3:18	f 7:03	
54	0.0	POOHE							
98	0.0	SERRA							
87	0.0	SAN JUAN CAPISTRANO				f 11:43		6:55	
98	54.0	GALIVAN							
88	63.4	EL TORO		1-05					
119	63.4	IRVINE		12-59					
93	0.0	VENTA	2 TRNS.						
125	11.2	SANTA ANA		s 12:50	s 8:30	s 11:22	s 2:50	s 6:35	s 8:45
122	48.1	ORANGE		f 12:38		f 11:10			
60	21.1	S. P. Crossing ANAHELM		f 12:31		f 11:05		6-25	
		FULLERTON YL		12-25 AM	8-15 AM	11-00 AM	2-35 PM	6-20 PM	8-30 PM
		(107.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (39.6) (45.5) (45.5) (47.2) (47.2) (51.2)

(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-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(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, 115, 116, 205 and 206, 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 Wilmington.

Yard limits on following spurs: Rialto Foothill, Cucamonga Foothill, Upland Foothill, Metropolitan, Prenda, 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-Sp1) 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.

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 —
Daggett	All switches east of station except transfer tracks Nos. 1 and 2.	Interlocking	{ Eastward U. P. trains, U. P. main track — 0 Against current of traffic — 0
Barstow East Tower	Main track and connecting crossovers. M.P. 743+3683 M.P. 745+1625	Interlocking	{ 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 — —
Barstow West Tower	Main track and connecting crossover. Eastward and westward sidings.	Interlocking	{ To Mojave District — — 0 Against current of traffic — 0 Engine lead 00 — 0 Switching tail 0000 Tracks 1 to 17 incl. 0 — 00 Tracks 18 to 30 incl. — 0 — 0
San Bernardino: Fifth St.	Main track, connecting crossover and yard lead.	Interlocking	{ Yard Lead 0000 Yard Lead against current of traffic — 0000
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 M.P. 584+1100
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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 — Thrd 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
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. 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.	{ 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
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.		

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 Interlocking. 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.	{ Eastward yard lead — 0 Westward yard lead — 0 To ice house 0 — 0 0 Against current of traffic — 0000
Redondo Junction	U. P. Crossing.	Interlocking	{ Butte St. Transfer 00 — 0 To Harbor Dist. — 0 To 9th St. Yard — 0 — 0 Levee Track 0 — 00 Against current of traffic — 0000

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 (0.3 Mi. East)	S. P. Crossing.	Interlocking. 10 MPH.	
Wingfoot (0.5 Mi. East)	P. E. Crossing.	Interlocking.	
El Segundo (0.2 Mi. West)	LATL Crossing, Avalon Blvd.	15 MPH.	
West Thenard Tower: (0.1 Mi. West)	P. E. Crossing.	Interlocking. 20 MPH.	
(0.7 Mi. East)	S. P. Crossing.	Interlocking.	
(0.9 Mi. East)	S. P. Crossing.		
M.P. 28+4460	P. E. Crossing. 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	Elsnore	181
Blythe	504	Casa Blanca	Prenda Spur	Del Mar	690	El Segundo	Main Track
Victorville	113	Porphyry	Elsnore 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	Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT				FOURTH DISTRICT			
Lavic	702.7	25	East	Venta Spur	178.7	Lgh. 6.8 m.	East
Airport Spur	732.6	15	West	Browning	180.8	35	East
Gale	735.3	67	East & West	Tustin	181.5	25	East
CADIZ DISTRICT				Frances	183.1	36	East and West
Earp	107.3	32	West	Kathryn	183.9	24	East
Milligan	164.0	14	East & West	Como	180.1	54	East and West
RIPLEY DISTRICT				Don	216.2	10	West
Inca	22.6	31	West	Stuart	221.7	50	East and West
Mesaville	33.0	10	West	San Diego G. & E. Co. Spur	231.3	35	East
Riverflow Farms Spur	36.3	Lgh. 3.9 m.	West	Farr	231.6	6	West
Miller Farms	44.7	19	East	Cardiff	239.8	11	East and West
FIRST DISTRICT				Sofana Beach	241.9	9	East
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Miramar Navy Spur	255.0	Lgh. 5.5 m.	East and West
Frost	38.8	8	Eastward track	Pacific Beach	260.3	13	East and West
Verdemont	73.5	5	West	Cudahy	263.4	43	East and West
SECOND DISTRICT				FALLBROOK DISTRICT			
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West	Ranch House	7.6	7	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West	Marine Base Spur	10.5	13	East and West
Etiwanda	93.7	54	East and West	ESCONDIDO DISTRICT			
Pio Spur	94.6	46	West	Talca	3.7	8	East and West
Rochester	95.0	11	East	HARBOR DISTRICT			
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Nadeau	2.5	0	
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Dudmore	19.1	17	East
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Duarte	121.0	15	East and West	Alcoa Spur	20.1	Lgh. 2.0 m.	West
Wilton	129.1	19	East and West	SAN JACINTO DISTRICT			
Usado	132.3	18	East and West	Box Springs Quarry	6.1	42	East and West
Raymond	132.7	16	West	Mayer Farms	15.9	18	East and West
THIRD DISTRICT				Granite Spur	14.5	Lgh. 5000 ft.	Wye
Pachappa	12.4	26	East and West	Ellis	19.9	16	East
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	ELSINORE DISTRICT			
Taylor St. Spur	18.5	9	West	Mining Spur	3.2	71	East and West
Standard Oil Spur	160.8	9	East	Welsel	6.2	37	East
Willshire	156.8	58	East and West	Jameson	9.2	5	East
Mojave Spurs	155.8	28	West	Durant	18.1	27	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				

**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	Albuquerque and beyond
	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	Albuquerque 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	
74	San Clemente		Los Angeles
75	Encinitas	Los Angeles	
70, 72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego	
76	Anaheim, San Juan Capistrano		Los Angeles
77	Encinitas, San Clemente	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
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. 4116 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:

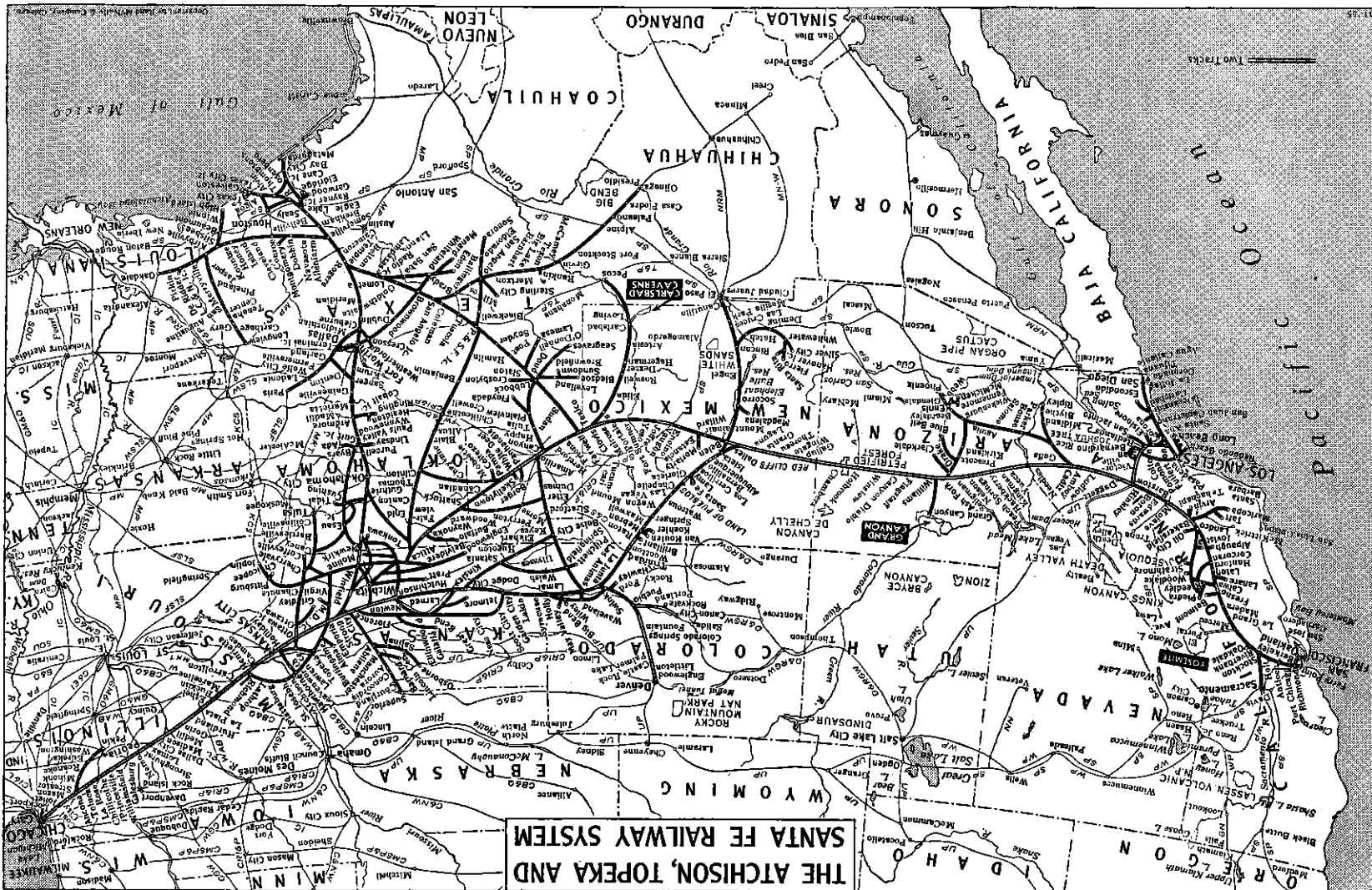
Safe — Danger —

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!



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.)



SANTA FE
SAFETY FIRST

