

**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. GLENN L. BARNUM, Local Surgeon.....	Pasadena
DR. L. E. WILSON, 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. MARVIN SNELL, Assistant Local Surgeon.....	La Verne
DR. J. B. CRAIG, Local Surgeon.....	Upland
DR. DONALD K. WAKE, Assistant 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. GEORGE BROWNLEE, Assistant Local Surgeon.....	Blythe
DR. T. C. HORTON, Local Surgeon.....	Parker
DR. T. A. CARD, Local Surgeon.....	Riverside
DR. JACK FERMAN, Assistant Local Surgeon.....	Riverside
DR. HARRY C. REYNOLDS, Local Surgeon.....	Arlington
DR. CHARLES GUNNOE, Local Surgeon.....	Corona
DR. RICHARD W. MANGAN, 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. D. K. SHIELDS, Local Surgeon.....	Brea
DR. W. S. NEWLIN, Assistant Local Surgeon.....	Brea
DR. ERWIN H. KERSTEN, Local Surgeon.....	Anaheim
DR. VERNE W. CARLSON, Local Surgeon.....	Orange
DR. ARNOLD G. H. BODE, Local Surgeon.....	Santa Ana
DR. JAMES F. EDWARDS, Assistant Local 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. GLENN A. WESTPHAL, 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. F. KESLING, Local Surgeon.....	Wilmington
DR. JOHN C. COTTRELL, Local Surgeon.....	Long Beach
DR. DONALD G. BUSSEY, Assistant 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 engines, cabooses, and with all regularly assigned extra gangs.

D. G. RUEGG,
Trainmaster,
Needles, Calif.

C. E. ROLLINS,
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,
G. E. YOUNG,
R. L. BANION,
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.

J. W. BARRIGER,
G. H. DOTSON,
J. T. GROUNDWATER,
R. F. NORLING,
Trainmasters,
Los Angeles, Calif.

R. J. ST. JOHN,
Assistant Trainmaster,
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.



LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

TIME TABLE No.

169

IN EFFECT

Sunday, September 27, 1959

At 12:01 A. M.
Pacific Standard Time

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

J. N. LANDRETH,
General Manager,
Los Angeles, Calif.

E. R. ROBERTSON,
J. H. BLAKE,
Asst. General Managers,
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. 169 September 27, 1959	↑		
STATIONS						
Yard			PARKER YL		105.8	
28	31.7		8.3 OALZONA		114.1	31.7
17	31.7		5.9 VIDAL		120.0	0.0
46	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		190.6	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.

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 169 September 27, 1959	↑		
STATIONS						
Yard			RIPLEY YL		49.4	42.8
65	21.7		7.4 BLYTHE YL		42.0	10.6
30	83.4		21.6 COX		20.4	0.0
11	68.6		2.6 MIDLAND YL		17.8	0.0
49	68.6		1.3 STYX		18.5	83.4
	65.0		16.5 RICE YL		0.0	
(49.4)						

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.

LUCERNE VALLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 169 September 27, 1959	↑		
STATIONS						
58	0.0		CUSHENBURY YL		29.2	105.8
2	0.0		3.1 SPUR 5		26.1	105.8
2	0.0		5.4 SPUR 4		20.7	75.0
14	75.0		5.1 BASS		15.6	75.0
2	0.0		4.3 SPUR 2		11.3	75.0
2	116.2		4.2 SPUR 1		7.0	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.

REDLANDS DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 169 September 27, 1959	↑		
STATIONS						
9	81.3		DEL ROSA YL		21.5	47.5
14	89.5		1.8 PATTON YL		19.7	0.0
25	89.5		1.0 HIGHLAND YL		18.7	70.5
47	88.5		2.5 EAST HIGHLANDS YL		16.2	0.0
17	0.0		4.1 MENTONE YL		12.0	116.2
31	101.3		3.2 REDLANDS YL		8.8	116.2
Yard			0.0 P. E. Crossing P. E. Crossing SAN BERNARDINO YL		0.0	
(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.

Train and engine movements will be made governed by Rule 93.

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. 169 September 27, 1959	↗		
STATIONS						
26	116.2		HIGHGROVE S. P. Crossing YL 2.5		0.0	0.0
12	116.2		LEMONA 4.5		2.7	0.0
81	21.3		BOX SPRINGS YL 2.3		7.2	17.6
	21.3		MARCH FIELD YL 1.1		9.6	17.6
45	0.0		ALESSANDRO YL 2.9		10.6	47.5
22	0.0		VAL VERDE YL 4.7		13.5	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	62.8		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, Menifee and Winchester.
Trains must get numbered clearance card before leaving San Jacinto.

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↙	NO. 169 September 27, 1959	↗		
STATIONS						
17			ELSINORE YL		21.9	
20	147.8		ALBERHILL YL 5.6		16.3	132.0
32	50.7		ARCILLA 7.8		8.5	89.8
Yard	0.0		P. E. Crossing FORPHYEY YL 8.5		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. 169 September 27, 1959	↗		
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	42.2

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.

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↙	NO. 169 September 27, 1959	↗		
STATIONS						
48	66.0		FALLBROOK JOT. YL 6.0		0.0	62.7
12	26.4		OHAPPO YL 2.4		5.9	0.0
46	132.0		JOEGAN YL 6.7		8.4	79.2
6	105.6		U.S.M.C. Crossing DE LUZ YL 1.8		15.1	0.0
28			FALLBROOK YL		16.9	
(16.9)						

No switch lights on Fallbrook District.
Wye and Office of Communication at Fallbrook.
Booth phone at Fallbrook Jct. and Joegan.
Train and engine movements will be made governed by Rule 93.
Trains must get numbered clearance card before leaving Oceanside.

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↙	NO. 169 September 27, 1959	↗		
STATIONS						
26	83.4		ESCONDIDO YL 4.9		21.1	95.0
14	70.3		SAN MARCOS YL 3.3		16.2	113.2
11	116.2		BUENA YL 3.7		12.9	116.2
10	116.2		VISTA YL 1.4		9.2	116.2
11	87.6		FALDA YL 7.8		7.8	84.6
(21.1)						

No switch lights on Escondido District.
Wye at Escondido.
Office of Communication at Escondido and Vista.
Train and engine movements will be made governed by Rule 93.
Trains must get numbered clearance card before leaving Oceanside.

WESTWARD

FIRST CLASS

TIME TABLE

NO. 189

September 27, 1959

	115	19	7	209	123	103	17	1	205
Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief - El Capitan	San Francisco Chief	Passenger	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	PM 4.40	AM 11.30		AM 4.00		AM 1.36	AM 12.55		
	4.51	11.45		4.15		1.47	1.06		
	5.00	11.59 PM		4.29		1.56	1.15		
	5.07	12.08		4.38		2.03	1.22		
	5.13	12.18		4.48		2.09	1.28		
	5.23	12.30		5.00		2.19	1.38		
	5.30	12.37		5.08		2.26	1.45		
	5.35	12.43		5.14		2.31	1.50		
	5.41	12.49		5.22		2.37	1.56		
	5.51	12.59		5.33		2.47	2.06		
	6.00	1.09		5.46		2.56	2.16		
	6.07	1.17		5.53		3.02	2.22		
	6.15	1.27		6.03		3.10	2.30		
	6.28	1.43		6.18		3.23	2.43		
	6.34	1.50		6.25		3.29	2.49		
	6.49	2.05		6.41		3.44	3.04		
	7.05	2.22	AM 9.43	7.01	AM 4.43	4.01	3.20	AM 12.23	
PM 7.48	7.16	2.31	9.46	7.13	4.46	4.11	3.32	12.26	
7.51	7.19	2.34	9.46	7.16	4.46	4.14	3.35	12.26	
7.58 PM	7.30 PM	2.50 PM	9.55 AM	7.30 AM	4.53 AM	4.22 AM	3.45 AM	12.35 AM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

STATIONS

STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Capacity of Stings 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
4.6 HOMER	601.5	73.9	0.0	135
7.6 GOFFS	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
13.4 AMBOY	661.5	26.4	52.8	107
7.8 BAGDAD	669.3	35.9	11.6	107
7.3 SIBERIA	676.7	75.0	11.6	135
9.5 ASH HILL	686.7	75.0	0.0	107
6.7 LUDLOW	693.4	75.0	0.0	117
13.2 PISGAH	706.6	26.4	52.8	132
19.0 NEWBERRY	725.6	52.8	44.0	146
12.0 DAGGETT	737.6	26.4	52.8	107
4.0 NEBO	741.6	38.2	13.0	68
4.8 BARSTOW YL	746.4	31.7	31.7	Yard

AUTOMATIC BLOCK SYSTEM A T S

TWO TRACKS

(187.0)

(52.8) (59.2) (50.3) (44.0) (47.9) (52.8) (60.6) (59.2) (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.

(Continued on Page 5)

NEEDLES DISTRICT

LOS ANGELES DIVISION

5

					EASTWARD										
					FIRST CLASS										
					206	8	116	210	20	124	104	2	18		
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 169 September 27, 1959										
Yard	FW TY	O			STATIONS										
					NEEDLES YL										
107		B	74.5	0.0	7.4										
		B	73.9	0.0	JAVA				6.02	8.13		11.40	1.54		
		B	104.5	0.0	6.8				5.54	8.06		11.33	1.46		
		B	73.9	0.0	3.7				5.50	8.00		11.29	1.42		
		B	73.9	0.0	BANNOCK				5.46	7.54		11.24	1.38		
146		B	73.9	30.0	4.0				5.39	7.45		11.18	1.31		
107		B	0.0	52.8	HOMER				5.29	7.35		11.07	1.20		
107		B	0.0	52.8	7.6				5.21	7.26		10.58	1.12		
114		B	0.0	52.8	GORFS				5.13	7.17		10.50	1.04		
189	Y	O	0.0	52.8	9.6				5.02	7.02		10.39	12.52		
107		O	26.4	52.8	FENNER				4.53	6.48		10.30	12.43		
100		B	35.9	11.6	7.5				4.47	6.41		10.24	12.37		
107		B	75.0	0.0	8.5				4.41	6.33		10.18	12.31		
146	Y	B	121.4	0.0	DANBY				4.32	6.24		10.09	12.22		
101		O	26.4	52.8	13.4				4.26	6.18		10.03	12.16		
134		B	52.8	44.0	OADIZ				4.14	6.06		9.51	12.04		
107		B	26.4	52.8	13.4				4.00	5.52		9.36	11.50		
104		O	38.2	13.0	AMBOY				3.52	5.43		9.28	11.42		
71		B	31.7	31.7	7.8				3.49	5.40	8.08	9.25	11.39		
Yard	FW TY	O	31.7	31.7	SIBERIA				3.45	5.35	8.01	9.20	11.35		
					7.7				3.20	5.20	8.01	9.20	11.35		
					ASH HILL				3.10	5.10	8.01	9.20	11.35		
					6.7				3.10	5.10	8.01	9.20	11.35		
					LUDLOW				3.10	5.10	8.01	9.20	11.35		
					13.2				3.10	5.10	8.01	9.20	11.35		
					PISGAH				3.10	5.10	8.01	9.20	11.35		
					19.0				3.10	5.10	8.01	9.20	11.35		
					NEWBERRY				3.10	5.10	8.01	9.20	11.35		
					12.0				3.10	5.10	8.01	9.20	11.35		
					DAGGETT				3.10	5.10	8.01	9.20	11.35		
					4.0				3.10	5.10	8.01	9.20	11.35		
					NEBO				3.10	5.10	8.01	9.20	11.35		
					4.8				3.10	5.10	8.01	9.20	11.35		
					BARSTOW YL				3.10	5.10	8.01	9.20	11.35		
					(165.0)				3.10	5.10	8.01	9.20	11.35		

Average speed per hour.... (35.2) (56.6) (52.8) (52.8) (66.0) (58.2) (52.8) (63.9) (65.1)

(Continued from Page 4)

Rule 251 in effect between Needles and M.P. 743.7.

Rule 261 in effect between M.P. 743.7 and M.P. 745.3.

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.

At Daggett, westward Union Pacific trains may proceed with current of traffic on clear train order signal in lieu of clearance card and will retain and display classification signals previously authorized.

6 LOS ANGELES DIVISION

FIRST DISTRICT

WESTWARD								TIME TABLE NO. 169 September 27, 1959	STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Capacity of Sidings in 50 ft. Cars
FIRST CLASS														
115	19	7	209	123	103	17	205							
Passenger	The Chief	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							
PM 7.58	PM 7.35	PM 3.20	AM 9.58	AM 7.45	AM 4.53	AM 4.27	AM 12.45							
8.04	7.42	3.27	10.05	7.52	5.00	4.33	12.52							
8.08	7.47	3.32	10.12	7.59	5.05	4.38	12.59							
8.15	7.55	3.40	10.20	8.05	5.13	4.45	1.06							
8.19	7.59	3.44	10.25	8.10	5.17	4.49	1.11							
8.24	8.03	3.49	10.30	8.15	5.22	4.54	1.17							
8.31	8.10	3.57	10.39	8.25	5.30	5.01	1.25							
8.38	8.18	4.04	10.46	8.33	5.38	5.08	1.33							
8.43	8.23	4.09	10.51	8.41	5.43	5.13	1.40							
8.48	8.28	4.14	10.56	8.50	5.48	5.18	1.49							
9.00	8.40	4.27	11.09	9.03	6.01	5.30	2.03							
9.15	8.55	4.42	11.24	9.19	6.16	5.45	2.18							
9.21	9.01	4.48	11.30	9.26	6.22	5.51	2.24							
9.29	9.09	4.54	11.38	9.34	6.30	5.59	2.32							
9.36	9.16	5.01	11.45	9.41	6.37	6.06	2.39							
s 9.47 PM	s 9.28 PM	s 5.20 PM	s 12.01 PM	s 9.55 AM	s 6.50 AM	s 6.17 AM	s 2.50 AM							
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
(44.5)	(42.9)	(40.4)	(39.4)	(37.3)	(41.4)	(44.1)	(38.8) Average speed per hour						

Signal System Two in effect between Barstow and San Bernardino, except interlocked signals Barstow and San Bernardino are Signal System One.

Rule 251 in effect between Barstow and San Bernardino.

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.

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, and 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 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 not less than ten minutes at each Cajon and Devore to cool wheels and inspect train, when train weight exceeds 1200 tons per operative dynamic brake unit of engine or total train weight exceeds 4800 tons.

(Continued on Page 7)

FIRST DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Rolling Grade Descending	Rolling Grade Ascending	Mile Post	TIME TABLE		EASTWARD							
						NO. 169		FIRST CLASS							
						September 27, 1959		206	8	116	210	20	124	104	18
						STATIONS		Passenger	Fast Mail Express	Passenger	Passenger	The Chief	The Grand Canyon	Passenger	Super Chief - El Capitan
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	FW TY	O			0.0	BARSTOW YL		AM 2.25	AM 3.40	PM 12.30	PM 3.05	PM 3.40	PM 5.25	PM 8.01	PM 11.30
104		B	37.0	20.4	6.2	LENWOOD		2.16	3.32	12.21	2.56	3.29	5.16	7.52	11.21
106		B	37.0	23.0	11.8	HODGE		2.10	3.27	12.17	2.52	3.25	5.11	7.48	11.17
148		B	39.0	30.0	21.1	HELENDALE		2.03	3.18	12.10	2.44	3.18	5.04	7.41	11.10
		B	37.0	0.0	26.1	BRYMAN		1.59	3.14	12.06	2.40	3.14	5.00	7.37	11.06
Yard		O	39.6	17.2	31.5	ORO GRANDE YL		1.53	3.08	12.02	2.36	3.10	4.55	7.33	11.02
98	FY	O			36.7	VICTORVILLE YL		AM 1.45	AM 3.00	PM 11.55	PM 2.28	PM 3.03	PM 4.44	PM 7.26	PM 10.55
146		B	84.5	0.0	41.1	THORN		1.38	2.50	11.48	2.20	2.56	4.33	7.19	10.48
106		B	84.5	0.0	45.1	HESPERIA		1.34	2.46	11.44	2.15	2.52	4.29	7.15	10.44
		B	86.8	0.0	50.3	LUGO		1.29	2.41	11.39	2.10	2.47	4.24	7.10	10.39
126	Y	O	84.5	0.0	55.9	SUMMIT YL		1.20	2.33	11.31	2.01	2.38	4.15	7.01	10.30
118		B	0.0	116.2	59.7	ALBAY		1.10	2.21	11.20	1.51	2.28	4.05	6.52	10.22
70		B	0.0	116.2	62.4	CAJON		1.00	2.10	11.10	1.38	2.17	3.52	6.42	10.12
116		B	0.0	116.2	66.3	KEENBROOK		12.53	2.02	11.03	1.29	2.09	3.42	6.35	10.05
128		B	0.0	116.2	71.0	DEVORE		12.44	1.52	10.58	1.20	2.01	3.33	6.27	9.57
106		B	0.0	116.2	76.0	ONO		12.36	1.41	10.51	1.11	1.53	3.24	6.19	9.48
Yard	FW TY	O	64.4	116.2	81.3	SAN BERNARDINO YL		12.25 AM	1.30 AM	10.40 AM	1.00 PM	1.43 PM	3.13 PM	6.08 PM	9.37 PM
						(82.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour....								(41.4)	(38.2)	(45.2)	(39.7)	(42.5)	(37.6)	(44.0)	(44.0)

(Continued from Page 6)

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. 79.6—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 Ways	Rolling Grade Ascending	WESTWARD		TIME TABLE NO. 169 September 27, 1959	EASTWARD			Mile Post	Rolling Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS					
			19	17		20	18	8			
			The Chief	Super Chief - El Capitan		The Chief	Super Chief - El Capitan	Fast Mail Express			
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily							
Yard	FW TY	PM 9.34	AM 6.20	STATIONS	PM 1.40	PM 9.34	AM 1.20				
				SAN BERNARDINO YL				81.3		O	
123	Y	9.40	6.26	3.6 RIALTO	1.31	9.27	1.08	84.9	0.0	O	
94				3.8 FONTANA				88.8	15.4	O	
Yard		9.46	6.32	3.0 KAISER YL	1.25	9.22	12.59	91.3	38.7	B	
				2.0 ETIWANDA				93.7	26.8	O	
50		9.51	6.37	3.9 OUCAMONGA	1.20	9.17	12.53	97.7	32.0	B	
47	Y	9.54	6.40	3.2 UPLAND YL	1.17	9.14	12.48	100.9	6.6	O	
				P. E. Crossing					42.0	O	
58		9.58	6.44	3.9 OLAREMONT	1.13	9.10	12.43	104.8	59.1	B	
				P. E. Crossing					43.8	O	
64		10.01	6.46	1.8 POMONA	1.09	9.07	12.40	106.7	63.4	B	
				1.2 LA VERNE	1.05	9.04	12.38	107.9	65.8	O	
40		10.03		2.3 SAN DIMAS				110.2	65.4	O	
				P. E. Crossing					51.9	O	
42				4.1 GLENORA	12.58	8.57	12.30	114.4	92.3	B	
59		10.10	6.56	2.5 AZUSA			12.27	116.9	60.7	O	
	Y	10.13	6.59	1.8 KINCAID	12.53	8.52	12.25	118.2	64.4	O	
41		10.15	7.01	P. E. Crossing					51.9	O	
50				2.0 BUTLER				120.2	92.3	B	
72		10.19	7.05	2.8 MONEOVIA	12.49	8.48	12.20	122.4	60.7	O	
				1.7 P. E. Crossing				124.2	6.4	O	
11				1.6 ARODIA				126.8	0.0	B	
39				1.5 SANTA ANITA (S. Madre)				127.3	0.0	B	
62		10.25	7.11	0.8 CHAPMAN	12.44	8.43	12.14	127.8	0.0	B	
				3.6 LAMANDA PARK				128.0	95.3	O	
34		10.39	7.25	2.1 PASADENA YL	12.31	8.30	12.01	181.7	114.0	O	
				0.5 SOUTH PASADENA			AM	183.7	89.8	B	
34		10.47	7.35	1.7 OLGA	12.21	8.20	11.50	184.2	96.4	B	
				U. P. Crossing				185.9	114.9	B	
20				HIGHLAND PARK				138.7	63.5		
				U. P. Crossing					89.8		
71				WATER STREET YL				139.4	59.7	O	
		11.02	7.49	0.7 BROADWAY YL	12.06	8.05	11.35	140.1	89.8		
	Y	11.05	7.52	0.6 MISSION TOWER YL	12.04	8.03	11.33	141.1	31.7	O	
Yard		11.15	8.00	0.8 LOS ANGELES YL	12.01	8.00	11.30			O	
Yard		PM	AM	Union Station (59.4)	PM	PM	PM			O	
				1.1 FIRST STREET YL				141.1		O	
		Arrive Daily	Arrive Daily	(59.7)	Leave Daily	Leave Daily	Leave Daily				

(35.3) (35.6) Average speed per hour..... (36.0) (37.9) (31.0)

Signal System Two in effect between San Bernardino and Los Angeles, except interlocked signals San Bernardino and Mission Tower are Signal System One.

Rule 251 in effect Mission Tower-First Street.

Rule 261 in effect Mission Tower-Broadway, two main tracks.

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, and main track may be used not protecting against regular and extra trains and engines.

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

Rule 605: At Union Station, Los Angeles, three interlocked signals in vertical alignment on Signal Bridge No. 1-A, governing eastward move-

ments on Track 2. Lower signal governs route to AT&SF Second District.

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

Oiga—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.

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 30 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 169 September 27, 1959	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		142	146			
			Freight	Freight		Freight	Freight			
		Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
					LONG BEACH 2.5					
					S.P., U.P., P.E. Crossings West Thenard Tower 1.1					
Yard			PM 5.40	AM 5.40	Pier A Yard 3.3	PM 3.15	AM 1.15			O
			5.55	5.55	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	3.00	1.01			
Yard					WILMINGTON YL 1.4			28.0		B
89	Y	79.2	6.10	6.05	WATSON YL 3.3	2.43	12.44	28.6		B
Yard		24.3	6.18	6.13	IRONSIDES YL 1.6	2.33	12.32	28.3	52.8	
Yard		52.3	6.21	6.16	TORRANCE YL 1.6	2.27	12.26	21.7	0.0	C
Yard		0.0	6.24	6.19	ALCOA YL 3.5	2.21	12.20	20.1	48.4	B
Yard		52.6	6.32	6.27	LAWDALE YL 1.8	2.13	12.10	16.6	68.4	
	Y	11.6	6.36	6.31	EL SEGUNDO YL P. E. Crossing 1.2	2.09	12.05	14.8	61.1	O
107		30.8	6.40	6.35	LAIRPORT YL 3.7	2.05	12.01	13.6	4.0	B
79		52.8	6.48	6.43	INGLEWOOD YL 1.9	1.56	AM 11.51	9.9	4.0	C
18		0.0	6.53	6.48	HYDE PARK YL 0.7	1.47	11.43	8.0	44.8	
22		10.6	6.57	6.52	VAN NESS YL 1.3	1.42	11.38	7.3	44.8	
75		18.6	7.06	7.01	WILDASIN YL 2.5	1.34	11.31	6.0	0.0	
18		0.1	7.24	7.19	WINGFOOT YL P. E. Crossing 2.0	1.19	11.18	3.5	0.0	B
Yard		52.8	7.35	7.30	S. P. Crossing MALABAR YL 1.6	1.07	11.07	1.5	0.0	
	FW TY		7.50 PM	7.45 AM	REDONDO JOT. YL	1.00 PM	11.00 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(81.0)	Leave Daily	Leave Daily			

(16.0) (16.0) .. Average speed per hour.. (15.5) (15.3)

Trains, and engines destined east of Hyde Park, must get numbered clearance card before leaving First Street, and will register at First Street, El Segundo, and Watson.

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.

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.

REDONDO DISTRICT

Capacity of Sidings in 30 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 169 September 27, 1959	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			↓		↑			
			STATIONS					
			Arrive Daily		Leave Daily			
Yard				REDONDO BEACH YL 1.5	20.2			
7		42.2		HERMOSA BEACH YL 1.7	18.7	0.0		C
		42.2		MANHATTAN BEACH YL 2.2	17.0	0.0		
	Y	0.0		EL SEGUNDO YL	14.8	52.8		C
				(5.4)				

No switch lights on Redondo District.

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	WESTWARD						TIME TABLE NO. 169 September 27, 1959	EASTWARD						Mile Post	Rolling Grade Ascending
		FIRST CLASS							FIRST CLASS							
		81	79	77	75	73	71		80	70	72	74	76	78		
		San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan		San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan		
		Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only		
Yard	18.1							NATIONAL CITY YL							278.1	
	28.7	PM	PM	PM	PM	AM	AM	22ND STREET YL							269.3	
Yard	40.2	9.30	7.00	4.00	1.00	8.30	6.30	SAN DIEGO YL	AM	AM	PM	PM	PM	PM	267.5	0.0
	40.2	9.37	7.07	4.07	1.07	8.37	6.37	OLD TOWN YL	3.00	10.30	1.15	5.15	8.30	11.00	264.2	81.2
91	63.4							MORENA							262.1	31.2
	118.2	9.48	7.18	4.18	1.18	8.48	6.48	ELVIRA							257.1	51.0
98	0.0							MIRAMAR	2.33	10.02	12.48	4.48	8.03	10.35	258.0	0.0
	54.8							SORRENTO							249.1	116.2
87	52.8	10.00	7.30	4.31	1.29	9.01	6.59	DEL MAR	2.20	9.48	12.35	4.35	7.50	10.22	244.0	54.8
92	61.9			4.37	1.35	9.07	7.05	ENCINITAS	2.14				7.42		238.1	63.4
116	52.8							PONTO							234.2	63.4
89	47.2							CARLSBAD							229.3	50.8
	0.0							ESCONDIDO JCT.							227.2	62.8
76	63.4	10.20	7.50	5.05	1.49	9.25	7.17	OCEANSIDE	2.00	9.23	12.14	4.10	7.25	10.05	226.2	0.0
92	65.4							FALLBROOK JCT.							224.2	45.4
86	65.4							LAS FLORES							218.7	63.4
97	6.1	10.30	8.00	5.15	1.59	9.35	7.27	AGRA	1.39	9.07	12.01	3.57	7.12	9.52	213.8	63.4
91	0.0							SAN ONOFRE			PM				209.4	68.9
33	0.0	10.38	8.08	5.23	2.07	9.45	7.35	SAN OLEMONTE	1.30	8.58	11.52	3.48	7.03	9.43	208.7	49.4
54	13.9							POCHE							202.7	5.0
98	60.6							SERRA							199.8	0.0
87	67.8	10.46	8.16	5.31	2.15	9.53	7.42	SAN JUAN CAPISTRANO	1.15	8.48	11.43	3.40	6.55	9.35	197.2	0.0
98	66.0							GALIVAN							192.6	0.0
88	0.0							EL TORO	1.05						188.1	54.0
119	21.6							IRVINE	12.59						182.9	63.4
93	37.0							VENTA							178.5	63.4
125	32.1	11.10	8.35	5.55	2.39	10.18	8.02	SANTA ANA	12.50	8.30	11.22	3.20	6.35	9.15	175.5	0.0
122	7.6			6.00		10.25		ORANGE	12.38		11.10				172.7	11.2
60	6.1			6.05		10.29	8.12	S. P. Crossing ANAHEIM	12.31		11.05		6.25		167.8	48.1
		11.25 PM	8.50 PM	6.11 PM	2.55 PM	10.35 AM	8.20 AM	FULLERTON YL	12.25 AM	8.15 AM	11.00 AM	3.05 PM	6.20 PM	9.00 PM	165.0	21.1
		Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & *Holidays	(107.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only		

(53.4) (57.4) (46.9) (52.9) (49.1) (55.8) Average speed per hour..... (39.6) (45.5) (45.5) (47.2) (47.2) (51.2)

Signal System One in effect between San Diego and Fullerton.

Rule 251 in effect between Old Town and San Diego.

Between crossover, yard office, located Ash Street, San Diego, and National City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour between Ash Street and Columbia 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.

Centralized Traffic Control in effect on main track between Old Town and Fullerton including two main tracks between Elvira-Miramar and Venta-Lyon Street, 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.

Fuel at San Diego and Oceanside; turntable at 22nd Street; wye at National City, San Diego, Miramar, Del Mar, Escondido Jct., Fallbrook Jct., Santa Ana, and Orange.

Office of Communication at National City, San Diego, Miramar, Del Mar, Encinitas, Carlsbad, Oceanside, San Juan Capistrano, Santa Ana, Orange, Anaheim, and Fullerton.

Booth phone at Old Town, Morena, Elvira, Sorrento, Ponto, Escondido Jct., Fallbrook Jct., Las Flores, Agra, San Onofre, San Clemente, Poche, Serra, Galivan, El Toro, Irvine, and Venta.

Trains must get numbered clearance card before leaving San Diego.

*New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day.

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), Mission Tower, Los Angeles (Union Station, First St., Ninth St. and Hobart yard offices, roundhouse), Fullerton, Rivera, Oceanside, San Diego, 22nd St., San Diego (yard office and Division Foreman's office).

Rule 3: Crews of Union Pacific and Pacific Electric trains, having complied with their Companies' time regulations, may proceed over joint tracks.

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

3. Rule 82 (B): Bulletin boards and books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Corona, Fullerton, Rivera, 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, 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 93: Yard limits are located at:

Needles	Water Street-Los Angeles-First Street-Hobart
Cadiz	La Habra Valley Spur
Parker	Fullerton
Rice	Porphyry (Elsinore District)
Midland	Weisel
Blythe-Ripley	Alberhill
Barstow	Elsinore
Oro Grande	Frenda Spur
Victorville	Riverside
Cushenbury	Highgrove-Lily Cup (San Jacinto District)
Summit	Box Springs-Perris-Menifee
San Bernardino-Colton	Hemet-San Jacinto
San Bernardino-Del Rosa	Venta Spur
Rialto Foothill Spur	Fallbrook Jct.-Fallbrook
Kaiser	Escondido Jct.-Escondido
Cucamonga Foothill Spur	Old Town-San Diego-National City
Upland, incl. Upland Foothill Spur	Redondo Jct.-Wilmington
Metropolitan Spur	El Segundo-Redondo Beach
Pasadena	

8. First paragraph of Rule 103 (B) is amended: When practicable instructions or information respecting the movement of trains or the condition of track or bridges must be in writing.

9. Rule 104 (A): 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 (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.

10. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station 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.

11. Rule 686 is amended: When the ATS device on an engine fails or is cut out enroute, within ATS territory, train may proceed according to signal indication, but not to exceed medium speed, to next office of communication where it will report to the train dispatcher.

If train order authority is received for further movement, train may proceed according to signal indication but not to exceed medium speed;

except, if absolute block is established in advance of the train, or manual block is established for the train, it may proceed in accordance with signal indication but not to exceed 79 miles per hour.

12. The maximum tonnage per operative brake in freight trains, Summit to San Bernardino, is 75 tons except it is 110 tons for Cars AT 64825-64999 when loaded and changeover lever is in load position.

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

No Dynamic Brake	Use all retainers with 50% in high pressure position on loaded cars.												
Units with Dynamic Brake Operative	Use one retainer for each 70 tons in excess of:												
No. Units Operative Dynamic Brakes	Non-Pressure Maintaining	Pressure Maintaining											
		Classes of Power											
	AT & UP	AT		UP		AT		UP		AT		UP	
	ALL CLASSES	105-199 407-430 325-344	900-907 925-974	200-268 2697-2893	1401-1496 1600-1643 1870-1877	269-289 700-751 2110-2162	100-349 500-543 600-607 650-657	600-609 800-823 900-944	775-784				
1	500	700	900	1500	1800	2500	3000	3700	4500	5000	6000	7000	
2	1000	1300	1800	2500	3000	3600	4200	4800	5400	6000	6600	7200	
3	1500	1800	2400	3000	3600	4200	4800	5400	6000	6600	7200	7800	
4	2000	2400	3000	3600	4200	4800	5400	6000	6600	7200	7800	8400	

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:

Westward	Eastward
Goffs to Cadiz	Summit to Victorville
Ash Hill to Ludlow	Lavic to Ludlow
Pisgah to Hector	Ash Hill to Bagdad
Summit to San Bernardino	Goffs to Needles.

For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitations without requiring use of retainers.

When retainers are not required under the 'pressure maintaining' columns, and average tonnage per operative brake exceeds 55 tons, retainers must be used as outlined under provisions of 'non-pressure maintaining' column.

When retainers are not required, and locomotive has pressure maintaining, speed restriction will be:

Fifty-five tons, or less, per operative brake	Summit to Cajon 20 MPH
	Cajon to San Bernardino 25 MPH
Fifty-six tons, or more, per operative brake	Summit to Cajon 15 MPH
	Cajon to San Bernardino 20 MPH

If retainers are positioned before reaching summit of grade, or retainers are not required, 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.

When retainers are used on a freight train, not less than 10 must be set and speed must not exceed 20 MPH, except 35 MPH on Lucerne Valley District from M.P. 25 to Hesperia.

If dynamic brake becomes inoperative, or its efficiency impaired, on one or more units, and tonnage being handled is in excess of that authorized for remaining units with operative dynamic brakes, train must be immediately stopped and retainers set as prescribed above.

Retainers may be placed in proper position at any point Victorville to Summit. Four position retainers must be positioned for slow direct release at Cushenbury.

Retainers may be changed to low pressure position Cajon to San Bernardino.

13. Rule 761: Following is list of structures: Inca, overhead conveyor on industry track; 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; and Los Angeles, Union Station, train sheds.

14. 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."

15. 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.

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

17. Rule 947: Except as provided in Special Rule 12, prescribed test must be made on freight trains at: Summit, westward; and Box Springs, eastward.

SPEED REGULATIONS

18. Trains handling Orton pile drivers AT 199452 and 199453 must not exceed forty-five MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed thirty MPH at any point on Needles, Cadiz, First, Second, Third and Fourth Districts. Must not exceed fifteen MPH on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in low (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 800-823, 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, 900-944, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	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	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
Needles District, Westward:			Escondido District	20	20
Needles to Goffs	79	60	Harbor District	30	30
Goffs to Bagdad	90	60	Redondo District	15	15
Bagdad to Pisgah	79	60	Riverview Farms Spur	15	15
Pisgah to Barstow	90	60	Adelanto Spur	15	15
Needles District, Eastward:			Rialto, Cucamonga, and Upland Foot-hill Spurs, Muscat and Metropolitan Spurs	15	15
Barstow to Pisgah	90	60	Prenida and La Habra	15	15
Pisgah to Bagdad	79	60	Valley Spurs	15	15
Bagdad to M.P. 642	90	60	Venta and Miramar Army Spurs	15	15
M.P. 642 to Goffs	79	60	In freight and mixed service on descending grades of over one per cent, the maximum is 30 miles per hour with dynamic brake not in use.		
Goffs to Needles	79	60	Where street or highway crossings are shown, speed limit applies only while head end of train is passing.		
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.			NEEDLES DISTRICT—WESTWARD		
Cadiz District	50	40	"H" St. Crossing M.P. 578.1	15	15
Ripley District	30	30	15 Curves M.P. 578.6 to 586.9	55	55
First District, Westward:			3 Curves M.P. 587.1 to 587.8	40	40
Barstow to Oro Grande	90	60	3 Curves M.P. 588.1 to 589.3	55	55
Oro Grande to San Bernardino	79	60	3 Curves M.P. 589.9 to 593.0	65	60
First District, Eastward:			Curve M.P. 593.3 to 593.8	45	45
San Bernardino to Lugo	79	60	11 Curves M.P. 594.7 to 603.3	65	60
Lugo to Barstow	90	60	2 Curves M.P. 608.3 to 609.1	70	60
Summit to Lugo: Freight trains, thirty-five miles per hour.			4 Curves M.P. 609.6 to 617.7	75	60
Lugo to M.P. 38: Freight trains, forty miles per hour.			10 Curves M.P. 672.1 to 677.5	65	60
Second District:			Curve M.P. 678.1 to 678.5	40	40
San Bernardino to Santa Anita	90	60	Curve M.P. 679.1 to 679.2	60	60
Santa Anita to Los Angeles	79	60	Curve M.P. 679.9 to 680.3	40	40
Third District:			3 Curves M.P. 680.9 to 681.8	60	60
San Bernardino to Fullerton	79	60	2 Curves M.P. 682.7 to 683.4	50	50
Fullerton to Bandini	90	60	2 Curves M.P. 685.2 to 686.2	65	60
Bandini to Los Angeles	79	60	2 Curves M.P. 686.8 to 688.1	75	60
Fourth District:			Curve M.P. 688.4 to 688.9	65	60
National City to Sorrento	79	60	Curve M.P. 689.2 to 689.5	70	60
Sorrento to Santa Ana	90	60	4 Curves M.P. 693.7 to 694.9	50	50
South Main Track, M.P. 179.1 to M.P. 176.7	40	40	10 Curves M.P. 695.4 to 702.0	65	60
Santa Ana to Fullerton	79	60	2 Curves M.P. 707.8 to 709.4	70	60
Lucerne Valley District:			3 Curves M.P. 709.6 to 710.6	60	60
Hesperia to M.P. 25.2	35	35	Curve M.P. 745.0 to 745.3	50	50
M.P. 25.2 to M.P. 29.2	20	20	2 Curves M.P. 745.4 to 745.7	40	40
Redlands District:			NEEDLES DISTRICT—EASTWARD		
San Jacinto District:			3 Curves M.P. 745.7 to 745.0	40	40
Highgrove to Box Springs	15	15	5 Curves M.P. 710.6 to 707.8	65	50
Box Springs to Perris	30	30	2 Curves M.P. 707.6 to 706.0	75	60
Perris to San Jacinto	25	25	Curve M.P. 702.0 to 701.5	65	60
Elsinore District	25	25	7 Curves M.P. 700.8 to 696.7	75	60
Olive District	30	25			
Fallbrook District	20	20			

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
NEEDLES DISTRICT—EASTWARD (Continued)			SECOND DISTRICT (Continued)		
2 Curves M.P. 696.1 to 695.4	65	60	2 Curves M.P. 102.4 to 102.8	65	60
4 Curves M.P. 694.9 to 693.6	50	50	Pomona M.P. 106.2 to 107.0	40	40
Curve M.P. 693.1 to 692.9	70	60	La Verne M.P. 107.0 to 108.8	45	45
Curve M.P. 689.5 to 689.2	70	60	2 Curves M.P. 109.0 to 111.4	75	60
Curve M.P. 688.9 to 688.4	65	60	2 Curves M.P. 111.8 to 112.8	50	50
2 Curves M.P. 688.1 to 686.8	75	60	Curve M.P. 112.8 to 114.2	65	60
2 Curves and Grade M.P. 686.2 to 683.4	70	30	Glendora M.P. 114.2 to 114.8	45	45
2 Curves and Grade M.P. 683.4 to 680.8x	55	30	2 Curves M.P. 114.8 to 116.6	65	60
2 Curves and Grade M.P. 680.8x to 677.8	65	30	Azusa M.P. 116.6 to 117.5	40	40
5 Curves and Grade M.P. 677.8 to 674.5	75	45	2 Curves M.P. 117.9 to 119.0	65	60
2 Curves and Grade M.P. 674.5 to 673.2	70	45	Curve M.P. 119.5 to 119.7	55	55
3 Curves and Grade M.P. 673.2 to 671.4	75	45	2 Curves M.P. 122.2 to 123.8	65	60
6 Curves M.P. 646.1 to 641.3	80	60	First Ave. Crossing M.P. 124.1	40	40
2 Curves M.P. 640.9 to 638.8	75	60	Santa Anita Ave. Crossing M.P. 124.3	40	40
3 Curves M.P. 631.0 to 628.7	75	60	Curve M.P. 124.6 to 125.0	65	60
10 Curves M.P. 625.5 to 613.8	65	60	Pasadena M.P. 127.6 to 132.8	20	20
6 Curves M.P. 613.4 to 609.2	75	60	So. Pasadena M.P. 133.3 to 134.8	15	15
2 Curves M.P. 609.1 to 608.4	65	60	U.P. Crossing M.P. 135.5	8	8
3 Curves M.P. 599.0 to 597.9	65	40	7 Curves M.P. 135.5 to 138.3	25	25
Curve M.P. 593.4x to 592.3	75	40	U.P. Crossing M.P. 138.3	8	8
2 Curves M.P. 591.6 to 589.9	70	40	4 Curves M.P. 138.3 to 140.0	20	20
3 Curves M.P. 589.2 to 588.2	60	40	Curve M.P. 140.0 to 140.2	15	15
3 Curves M.P. 587.7 to 587.1	40	40			
14 Curves M.P. 586.9 to 578.6	60	40	THIRD DISTRICT		
"H" St. Crossing M.P. 578.1	15	15	2 Curves and Bridge 0.9 M.P. 0.0 to 0.9	15	15
CADIZ DISTRICT			4 Curves and Cotton M.P. 0.9 to 2.1 Westward	20	20
Curve M.P. 107.2 to 107.4	20	20	3 Curves and Cotton M.P. 2.1 to 3.2	20	20
Track M.P. 107.4 to 111.0	45	40	2 Curves M.P. 4.4 to 3.2 Eastward	30	30
Curve M.P. 165.2 to 165.5	45	40	2 Curves M.P. 3.5 to 4.5 Westward	40	40
Curve M.P. 183.0 to 183.2	45	40	3 Curves M.P. 4.9 to 5.6 Westward	75	60
RIPLEY DISTRICT			Curve M.P. 5.6 to 5.5 Eastward	75	60
4 Curves M.P. 15.6 to 16.4	20	20	3 Curves M.P. 6.4 to 6.8 Westward	45	45
FIRST DISTRICT—WESTWARD			3 Curves M.P. 6.8 to 6.4 Eastward	30	30
Curve M.P. 10.3 to 11.0	80	60	Curve M.P. 8.5 to 8.5 Eastward	75	60
Curve M.P. 11.1 to 11.8	85	60	Curve M.P. 9.4 to 9.6	60	60
Curve M.P. 16.6 to 17.1	80	60	4 Curves M.P. 9.6 to 10.0 Westward	30	30
Curve M.P. 19.7 to 20.3	80	60	3 Curves M.P. 10.4 to 11.7	65	60
Curve M.P. 30.8 to 31.1	80	60	2 Curves M.P. 13.9 to 12.5	40	40
2 Curves M.P. 31.8 to 33.3	60	60	Curve M.P. 14.7 to 14.9	75	60
Curve M.P. 33.8 to 34.0	40	40	3 Curves M.P. 15.5 to 16.7	55	55
4 Curves M.P. 34.1 to 36.4	55	55	Curve M.P. 16.9 to 17.1	65	60
Victorville M.P. 36.6 to 37.4	30	30	Curve M.P. 22.5 to 22.8	65	60
2 Curves M.P. 38.2 to 38.8	65	60	Corona M.P. 23.5 to 24.4	30	30
Curve M.P. 39.1 to 39.9	40	40	Curve M.P. 30.4 to 30.7 Westward	65	60
4 Curves M.P. 40.6 to 43.7	50	50	Curve M.P. 31.2 to 30.4 Eastward	65	60
Curve M.P. 48.1 to 48.3	65	60	Slide Area and 2 Curves M.P. 31.3 to 31.8	20	20
Curve M.P. 48.8 to 49.1	50	50	2 Curves M.P. 32.2 to 32.8	60	60
8 Curves M.P. 49.4 to 51.8	45	45	2 Curves M.P. 33.6 to 34.2	40	40
4 Curves M.P. 52.0 to 53.7	55	55	Curve M.P. 34.5 to 35.1	50	50
3 Curves M.P. 53.7 to 55.0	45	45	3 Curves M.P. 35.2 to 37.1	65	60
4 Curves M.P. 55.0 to 55.7	30	30	2 Curves M.P. 37.5 to 38.5	60	60
Summit & 3 Curves M.P. 55.7 to 56.7	20	20	Placentia M.P. 42.7 to 43.6	50	30
Grade M.P. 56.7 to 58.0	30	15	2 Curves M.P. 45.2 to 45.7	55	55
2 Curves M.P. 58.0 to 58.4	25	15	Fullerton M.P. 165.2 to 164.7	30	30
Grade M.P. 58.4 to 62.2	30	15	Curve M.P. 161.1 to 160.8	75	60
Grade M.P. 62.2 to 72.1	40	20	Curve M.P. 156.6 to 155.9	60	60
Grade M.P. 72.1 to 80.8	50	20	Curve M.P. 154.2 to 153.8 Westward	75	60
San Bernardino Passenger Yard	10	10	Curve M.P. 152.9 to 152.5 Westward	65	60
FIRST DISTRICT—EASTWARD			2 Curves M.P. 152.5 to 154.2 Eastward	75	60
San Bernardino Passenger Yard	10	10	2 Curves M.P. 151.7 to 150.1	80	60
Curve M.P. 80.8 to 78.6	55	55	Crossing and Curve M.P. 144.5 to 143.4	30	30
Curve M.P. 78.6 to 78.3	65	60	2 Curves M.P. 143.4 to 142.9	15	15
2 Curves M.P. 73.2 to 72.0	50	50	3 Curves M.P. 141.1 to 140.2	35	35
4 Curves M.P. 72.0 to 70.3	40	40	Curve M.P. 140.2 to 140.0	15	15
5 Curves M.P. 69.1 to 67.1	55	55			
10 Curves M.P. 66.9 to 62.9	40	40	FOURTH DISTRICT		
19 Curves M.P. 64.3x to 56.9	30	30	San Diego M.P. 273.0 to 267.3	20	20
Summit & 3 Curves M.P. 56.4 to 55.7	20	20	San Diego M.P. 267.3 to 264.1	30	30
3 Curves M.P. 55.7 to 55.0	30	30	3 Curves M.P. 262.7 to 261.2	70	60
3 Curves M.P. 54.8 to 53.7	45	30	2 Curves M.P. 260.3 to 259.9	50	50
4 Curves M.P. 53.6 to 52.0	55	30	Curve M.P. 259.1 to 258.6	60	60
2 Curves M.P. 51.8 to 51.3	45	30	2 Curves M.P. 258.5 to 258.2	40	40
Curve M.P. 51.2 to 51.2	40	30	3 Curves M.P. 258.0 to 257.2	50	50
5 Curves M.P. 51.0 to 49.4	45	30	5 Curves M.P. 257.0 to 253.7 Westward	65	60
Curve M.P. 49.1 to 48.8	50	40	5 Curves M.P. 253.7 to 257.0 Eastward	65	35
Curve M.P. 49.7 to 47.2	85	40	10 Curves M.P. 252.8 to 251.0	25	25
Curve M.P. 41.9 to 41.7	60	40	2 Curves M.P. 250.9 to 250.6	40	40
3 Curves M.P. 41.1 to 39.5	55	40	2 Curves M.P. 250.5 to 250.0	55	55
Curve M.P. 39.2 to 38.9	60	40	Curve M.P. 248.7 to 248.6	85	60
Victorville M.P. 37.4 to 36.6	50	40	Curve M.P. 245.8 to 245.5 Westward	60	60
3 Curves M.P. 36.4 to 34.6	30	30	Curve M.P. 244.6 to 244.4 Westward	75	60
Curve M.P. 34.0 to 33.8	40	40	3 Curves M.P. 244.4 to 245.8 Eastward	60	60
2 Curves M.P. 33.3 to 31.8	60	60	Curve M.P. 244.3 to 244.1	50	50
Curve M.P. 31.1 to 30.8	80	60	Curve M.P. 243.8 to 243.5	65	60
Curve M.P. 20.3 to 19.7	80	60	Piazza St. Crossing M.P. 241.8	50	50
Curve M.P. 17.1 to 16.6	80	60	Curve M.P. 241.3 to 241.1	85	60
Curve M.P. 11.8 to 11.1	85	60	2 Curves M.P. 239.2 to 238.5	85	60
Curve M.P. 11.0 to 10.3	80	60	Curve M.P. 237.8 to 237.4	80	60
Curve M.P. 1.5 to 0.3	55	35	Oceanside M.P. 227.0 to 225.5	30	30
Curve M.P. 0.2 to 0.0	25	25	3 Curves M.P. 224.7 to 223.8	70	60
			2 Curves M.P. 209.0 to 208.2	70	

SPECIAL RULES

LOCATION	M.P.H. Psgr. and Light	Frt.	LOCATION	M.P.H. Psgr. and Light	Frt.
FOURTH DISTRICT (Continued)					
2 Curves M.P. 194.2 to 193.5	85	60	SAN JACINTO DISTRICT		
Santa Ana M.P. 176.1 to 174.3	40	40	Main track turnout M.P. 18.4	15	15
2 Curves M.P. 175.0 to 174.4	60	60	HARBOR DISTRICT		
7 Curves M.P. 173.8 to 172.0	40	40	M.P. 0.0 to St. Crossing M.P. 1.6	12	12
Curve M.P. 170.3 to 169.2	75	60	M.P. 1.6 to St. Crossing M.P. 8.3	15	15
Anaheim M.P. 168.1 to 167.7	40	40	St. Crossing M.P. 13.1	15	15
Curve M.P. 166.9 to 166.6	75	60	M.P. 20.0 to 23.0 Torrance	15	15
Curve M.P. 165.9 to 165.3	55	55	St. Crossing M.P. 27.9	15	15
Fullerton M.P. 165.2 to 164.7	30	30	St. Crossing M.P. 28.9	15	15
REDLANDS DISTRICT					
San Bernardino, NG St. Crossing			ELSINORE DISTRICT		
M.P. 0.7	5	5	13 Curves M.P. 1.7 to 4.0	15	15
Crossings M.P. 0.7 to 3.1	15	15	2 Curves M.P. 16.1 to 16.4	15	15
Redlands, St. Crossing M.P. 8.9	15	15	Curve M.P. 17.7 to 17.9	15	15
Mentone, St. Crossing M.P. 12.0	10	10	ESCONDIDO DISTRICT		
Molino, Boulder Ave. M.P. 17.9	10	10	Hill St., M.P. 0.3	10	10
			12 Curves and track M.P. 0.3 to 6.0	15	15

MAXIMUM SPEED OF ENGINES

	Forward	Light	Backing 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
800-823, 900-944	75	75	45	60
M115-M151, M176-M186	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
P. E.-S. P. Diesels				
4600 class	65	65	30	65
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-Siberia		40		
Summit-Cajon		24		
Cajon-San Bernardino		35		

19. SWITCHES—MAXIMUM AUTHORIZED SPEED.

	MPH
Trailing movements, spring point details:	
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
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 578.4 crossover main track to westward freight lead	30
	S	WE westward freight lead	30
	S	EE eastward siding; WE westward siding	30
Java	S	WE westward siding	30
Ibis	S	WE westward siding	30
Bannock	S	WE westward siding	30
Homer	S	EE eastward siding	30
Goffs	S	WE westward siding	15
Fenner	S	WE westward siding; EE eastward siding	30
Essex	S	EE eastward siding	30

Station	Type	Location	MPH
NEEDLES DISTRICT (Continued)			
Danby	S	EE eastward siding	30
	S	WE westward siding	15
Cadiz	S	EE eastward siding	15
	S	WE westward siding	30
Amboy	S	EE eastward siding; WE westward siding	30
Bagdad	S	EE eastward siding; WE westward siding	15
Siberia	S	EE eastward siding	15
	S	WE westward siding	30
Ash Hill	S	EE eastward siding	30
	S	WE westward siding	15
Ludlow	S	EE eastward siding; WE westward siding	30
Pisgah	S	EE eastward siding; WE westward siding	30
Newberry	S	EE eastward siding; WE westward siding	30
Daggett	I	WE westward siding	15
Barstow	I	MP 743.5, 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	WE eastward siding, MP 2.0	30
MP 2.7	S	WE westward siding	30
Lenwood	S	EE eastward siding; WE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Hodge	S	EE eastward siding; WE westward siding	30
Helendale	S	EE eastward siding; WE westward siding	30
Bryman	S	WE siding	30
Oro Grande	S	EE eastward siding	15
	S	WE westward siding	30
Victorville	S	EE eastward siding; WE westward siding	15
	S	WE westward siding, west of station	30
Thorn	S	EE siding	30
Hesperia	S	EE eastward siding; WE westward siding	30
Lugo	S	WE siding	30
Summit	S	EE eastward siding	15
	S	WE westward siding	30
Alray	S	EE siding	30
Cajon	S	EE eastward siding	15
	S	WE westward siding	30
Keenbrook	S	EE siding	15
Devore	S	EE eastward siding	15
	S	WE westward siding	30
Oro	S	EE eastward siding	15
	S	WE westward siding	30
SECOND DISTRICT			
San Bernardino	I	Crossover between main tracks east of Bridge 82.1	30
Kaiser	S	EE siding	15
Claremont	S	WE siding	15
Glendora	S	WE siding	15
Santa Anita	S	EE and WE siding	15
Chapman	S	EE and WE siding	15
Pasadena	S	EE and WE siding	15
Olga	S	EE and WE siding	15
Broadway	I	Two track junction switch	30
THIRD DISTRICT			
Rana	I	Junction switch and crossover	30
Colton	I	WE eastward siding, near Bridge 4.6	30
	I	Two track junction switches, east & west ends of Bridge 4.6	40
Highgrove	I	Junction of eastward main with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and crossover	30
Riverside	CTC	Two track junction switch	30
Atwood	CTC	West switch siding	30
Fullerton	CTC	EE Third District siding	30
	CTC	WE Third District siding	15
	CTC	Two-track junction switch	20
	CTC	WE westward siding, west of depot	15
Buena Park	S	WE siding	15
La Mirada	S	EE siding	15
Santa Fe Springs	S	WE siding	15
D. T. Jct.	CTC	Two track junction switch	40
Bandini	CTC	Two track junction switch	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	Two-track junction switch	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	30

20. JUNCTION SWITCHES

Normal position of junction switches is as follows:

Rice for Cadiz District
Cadiz, for Eastward siding
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. 578.4	Main track and connecting crossover.	Interlocking	Eastward main track — Westward main track against current of traffic — 0 Westward freight lead — 0 — 0
Daggett	All switches east of station except transfer tracks 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. 743.7 M.P. 745.3	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 — 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. P. E. Crossing.	Stop and be governed by Instructions in control box. 98-A, 98-B.	
At microphone locations shown below, all trains will sound signal for desired route:			
For westward trains: Daggett M.P. 732.8 San Bernardino M.P. 77.5		For eastward trains: Barstow West Tower M.P. 7.0 East switch Lenwood (for trains in siding). Daggett M.P. 740.5 Needles M.P. 584.2	
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 — 00 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 —
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.	Interlocking. When necessary make movement governed by Rule 606(a), examination each interlocked switch and derailed 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 To or from P. E. 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	S. P. Crossing, U. P. and P. E. Junctions, and Crossover.	Interlocking	
May Fullerton	P. E. Junction. East switch westward siding, west of depot, west switch eastward siding, west of depot.	CTC 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 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, OLIVE AND FALLBROOK DISTRICTS			
Highgrove (1.5 Mi. West) Porphyry Olive (1.7 Mi. West) Jofegan (6.1 Mi. West)	S. P. Crossing. P. E. Crossing. S. P. Crossing. U. S. M. C. Crossing.	Automatic interlocking, 606(c). 98-A, 98-B. CTC 98-A, 98-B.	
FOURTH DISTRICT			
Anahelm (2.0 Mi. East) Anahelm Sugar Factory Spur Santa Ana Wye track National City	S. P. Crossing. U. P. Crossing. S. P. Crossing. Navy Warehouse Crossing.	CTC 98-A, 98-B. 98-A, 98-B. 98-A, 98-B.	

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.	Automatic Interlocking, 606(c), 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. 28.8	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.	Falbrook 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
Victoryville	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 Stations or Tracks not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT				REDLANDS DISTRICT			
Saltus	658.4	51	East & West	Nevada Street	6.7	16	East and West
Klondike	682.0	38	West	Craf	11.4	10	East
Lavic	702.7	25	East	Molino	17.9	12	West
Hector	712.8	73	West	West Highlands	20.4	11	East and West
Minneola	731.7	107	West	FOURTH DISTRICT			
Airport Spur	732.6	15	West	Venta Spur	178.7	Lgh. 6.8 m.	East
Gale	735.3	67	East & West	Browning	180.8	35	East
Cool Water	735.9	0	None	Tustin	181.5	25	East
CADIZ DISTRICT				Francis	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				Stuart	221.7	50	East and West
Inca	22.6	31	West	San Diego G. & E. Co. Spur	231.3	35	East
Mesaville	33.0	10	West	Farr	231.6	6	West
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West	Cardiff	239.8	11	East and West
Miller Farms	44.7	19	East	Solana Beach	241.9	9	East
FIRST DISTRICT				Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Pacific Beach	260.3	13	East and West
Frost	38.8	8	Eastward track	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			
Plo Spur	94.6	46	West	Talica	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	7	East and West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Monaco	17.8	13	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Dudmore	19.1	17	East
Duarte	121.0	15	East and West	Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Wilton	129.1	19	East and West	Alcoa Spur	20.1	Lgh. 2.0 m.	West
Usado	132.3	18	East and West	SAN JACINTO DISTRICT			
Raymond	132.7	16	West	Lily Cup	0.6	11	East and West
THIRD DISTRICT				Box Springs Quarry	6.1	42	East and West
Pachappa	12.4	26	East and West	Mayer Farms	15.9	18	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	Granite Spur	14.5	Lgh. 0.9 m.	Wye
La Sierra	18.5	9	West	Ellis	19.9	16	East
Standard Oil Spur	160.8	9	East	ELSINORE DISTRICT			
Wilshire	156.8	58	East and West	Mining Spur	3.2	71	East and West
Mojave Spurs	158.8	28	West	South Corona	5.0	0	None
Stephens Spur	155.5	14	West	Weisel	6.2	37	East
El Camino Spur	155.3	15	West	Jameson	9.2	5	East
La Habra Vly Spur (East Whittier)	154.6	Lgh. 3.4 m.	West	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	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinoie, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
17	Flagstaff	Pasadena and Los Angeles	
	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond des- tined south of Ash Fork
	Pomona		Williams and beyond
18	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville		Albuquerque and beyond
	Pomona		Williams and beyond
20	Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	San Bernardino and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
123	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Laguna		Albuquerque and beyond
	Ludlow	Los Angeles	
	Rivera		Williams and beyond
124	Rivera, Ludlow	Williams 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, 81	Rivera		Oceanside, Del Mar, or San Diego
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
74	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
70, 72, 74	Rivera	Oceanside, Del Mar, or San Diego	
76	San Juan Capistrano		Los Angeles
80	Irvine, El Toro		Los Angeles

A. J. STROBEL, General Watch Inspector Topeka
R. W. WELLS, Asst. General Watch Inspector San Bernardino

LOCAL TIME INSPECTORS

TOM FINLEY Parker
ALFRED WILLIAMS 849 Front St., Needles
E. F. MANNERS 107 E. Main St., Barstow
DAVID D. JANTZ 15581 Seventh St., Victorville
MILTON W. BLAIR Santa Fe Depot, San Bernardino
RUSSELL H. OLSEN 317 "E" St., San Bernardino
FRED R. BAUMAN 138 E. Highland Ave., San Bernardino
JOHN M. MILLER Fleming Bldg., 516 W. 4th St., San Bernardino
J. A. McDONALD 176 N. 8th St., Colton
G. D. DAVIDSON CO. 445 S. Spring St., Los Angeles
SANTA FE JEWELERS 905 E. 1st St., Los Angeles
M. D. DOOLEY 6667½ Whittier Blvd., Los Angeles
BRUCE M. BARNES 4832 Whittier Blvd., Los Angeles
CLEO D. HEATH 130-134 S. San Fernando Blvd., Burbank
MARK R. NOBLITT, SR. 2903 West 79th St., Inglewood
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 106½ North Spadra Road, Fullerton
GERALD D. LAROCQUE 424 North Sycamore Street, Santa Ana
S. L. FINKEL 211 Hill St., Oceanside
LOWELL C. WARD, SR. 2020 Galveston St., San Diego
C. H. McCORMACK 833 Roosevelt, National City

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

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"/>	2¼ 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.)