



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

(See General Rules E, F, M and N, Book of Rules.)

TRAINMASTERS

J. C. DAVIS Needles, Calif.
B. K. PERRY Needles, Calif.
G. H. DOTSON Barstow, Calif.
M. H. SWANSON San Bernardino, Calif.
R. E. ROWLAND San Bernardino, Calif.
G. E. YOUNG San Bernardino, Calif.
R. C. VAN AUSSDALL San Bernardino, Calif.
J. W. BARRIGER Los Angeles, Calif.
J. T. GROUNDWATER Los Angeles, Calif.
F. E. ROSE Los Angeles, Calif.
R. F. NORLING Los Angeles, Calif.
R. J. ST. JOHN Los Angeles, Calif.
C. F. LILLIE (Asst.) Los Angeles, Calif.
J. O. PHILLIPS Fullerton, Calif.

ROAD FOREMEN OF ENGINES

J. G. HYNES Barstow, Calif.
J. F. FRAME San Bernardino, Calif.
A. K. SMELLIE Los Angeles, Calif.
D. KEMP Needles, Calif.
T. W. ANDERSON Phoenix, Ariz.

CHIEF DISPATCHER

J. E. BERRY San Bernardino, Calif.

ASST. CHIEF DISPATCHERS

J. T. DAWE San Bernardino, Calif.
W. E. EBERT San Bernardino, Calif.

DISPATCHERS - SAN BERNARDINO

W. S. LOIT	C. W. BURTON
J. C. SELINGER	F. O. PIERCE
L. W. PARSONS	W. D. EAKIN
E. O. CRUM	F. I. GASSWINT
A. C. KIDD	W. R. HANSEN
E. L. MAYS	D. F. HODGES
H. W. WITSKEN	L. A. WRIGHT
E. M. BUTLER	R. J. WYSOCKI
I. L. CRAWFORD	L. B. QUALLS

T. H. ESHELMAN

The Atchison, Topeka and Santa Fe Railway Co.



LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

TIME TABLE No.

6

IN EFFECT

Sunday, September 24, 1961

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.

R. H. ADAMS
Asst. General Manager
LOS ANGELES, CALIF.

E. R. ROBERTSON
Asst. General Manager
LOS ANGELES, CALIF.

A. K. JOHNSON
Superintendent
SAN BERNARDINO, CALIF.

C. E. ROLLINS
Superintendent
LOS ANGELES, CALIF.

2 LOS ANGELES DIVISION

CADIZ DISTRICT

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 6 September 24, 1961	↑		
			STATIONS			
Yard			PARKER YL		105.8	
28	31.7		8.2 OALZONA		114.1	29.6
17	30.6		5.0 VIDAL		120.0	0.0
45	30.6		11.6 GROMMET		131.6	0.0
49	6.9		8.8 RICE YL		140.4	21.1
43	0.0		3.6 FREDA		144.0	25.3
57	0.0		7.0 SABLON		151.0	30.6
120	0.0		4.8 SALTMARSH		155.8	31.7
97	29.6		13.4 FISHEL		169.2	5.3
76	29.6		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, M.P. 173.6 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	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 6 September 24, 1961	↑		
			STATIONS			
58	0.0		CUSHENBURY		29.2	105.6
2	0.0		3.1 SPUR 5		26.1	105.6
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		4.3 SPUR 1		7.0	75.0
			7.0 HESPERIA		0.0	
			(29.2)			

No switch lights on Lucerne Valley District.

Office of Communication at Cushenbury; booth phone at Hesperia.

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 6 September 24, 1961	↑		
			STATIONS			
Yard	21.7		RIPLEY YL		49.4	42.8
55	83.4		7.4 BLYTHE YL		42.0	10.6
30	68.6		31.6 COX		20.4	0.0
11	68.6		2.6 MIDLAND YL		17.8	0.0
49	65.0		1.3 STYX		16.5	83.4
			19.5 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.

REDLANDS DISTRICT

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 6 September 24, 1961	↑		
			STATIONS			
9	81.3		DEL ROSA YL		21.5	47.5
14	89.5		1.8 PATTON YL		19.7	0.0
25	83.2		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			8.8 P. E. Crossing P. E. Crossing SAN BERNARDINO YL		0.0	
			(21.4)			

No switch lights on Redlands District.

Turn table and wye at San Bernardino.

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

Trains and Engines destined beyond switching limits must get numbered clearance card before leaving San Bernardino.

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 6 September 24, 1961	↑		
			STATIONS			
26			HIGHGROVE S. P. Crossing 2.5 YL		0.0	
12	116.2		LEMONA 4.5		2.7	0.0
31	116.2		BOX SPRINGS YL 2.3		7.2	0.0
	21.3		MARCH FIELD YL 1.1		9.8	17.6
45	21.3		ALESSANDRO YL 2.9		10.8	17.8
22	0.0		VAL VERDE YL 4.7		13.5	47.5
20	0.0		PERRIS YL 3.8		18.3	28.1
21	21.6		ETHANAO YL 2.4		22.7	63.4
11	49.3		MENIFEE YL 3.0		25.0	0.0
34	21.1		WINCHESTER 4.2		28.9	42.2
18	52.8		EGAN 2.9		33.1	0.0
15	44.8		HEMET YL 2.3		36.0	0.0
9	6.3		SAN JACINTO YL		38.3	63.4
			(37.5)			

No switch lights on San Jacinto District.
Wye at March Field, Val Verde, Perris and San Jacinto.
Office of Communication at March Field, Perris, Hemet and San Jacinto.
Booth phones at Highgrove, Alessandro, Val Verde, Ethanac, Menifee and Winchester.
When office of communication open, trains must get numbered clearance card before leaving San Jacinto.

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 6 September 24, 1961	↑		
			STATIONS			
17			ELSINORE 5.6		21.9	
20	147.8		ALBERHILL 7.3		16.3	132.0
32	50.7		ARCILLA 8.5		8.5	69.8
Yard	0.0		P. E. Crossing PORPHYRY YL		0.0	68.6
			(21.9)			

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

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 6 September 24, 1961	↑		
			STATIONS			
Yard	42.2		ATWOOD 2.4		0.0	42.2
21			OLIVE S. P. Crossing 3.4		2.4	42.2
62	42.2		ORANGE (5.8)		5.8	

Signal System Two in effect.
Rule 261 (TCS) in effect on main track between Atwood and Orange. Sidings switches Olive not power controlled but are equipped with electric switch locks.
Office of Communication at Orange; phone booth at Olive and Atwood.
Wye at Atwood and Orange.
At Orange and Atwood, trains to and from Olive District are authorized to proceed on signal indication.

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 6 September 24, 1961	↑		
			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		JOFEGAN YL 6.7		8.4	79.2
6	132.0		U.S.M.C. Crossing DE LUZ YL 1.8		15.1	0.0
28	105.6		FALLBROOK YL (16.9)		16.9	

No switch lights on Fallbrook District.
Office of Communication at Fallbrook.
Wye at Fallbrook Jct. and Fallbrook.
Booth phone at Fallbrook Jct. and Jofegan.
Trains and Engines must get numbered clearance card before leaving Oceanside.

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 6 September 24, 1961	↑		
			STATIONS			
25			ESCONDIDO YL 4.9		21.1	95.0
14	83.4		SAN MARCOS YL 7.0		16.2	116.2
10	116.2		VISTA YL 1.5		9.2	0.0
11	116.2		FALDA YL 3.4		7.8	116.2
	107.7		ESCONDIDO JCT. YL (21.8)		0.0	

No switch lights on Escondido District.
Wye at Escondido and Escondido Jct.
Office of Communication at Escondido and Vista; booth phone at Escondido Jct.
Trains and Engines must get numbered clearance card before leaving Oceanside.

WESTWARD										TIME TABLE				
FIRST CLASS														
205	115	19	7	209	123	103	17	1		September 24, 1961				
Passenger	Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief - El Capitan	San Francisco Chief		STATIONS				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		NEEDLES YL	578.0			Yard
		PM 4.05	AM 11.10		AM 3.55		AM 1.00	AM 12.05		JAVA	585.6	74.4	0.0	107
		4.16	11.25		4.08		1.11	12.16		IBIS	592.4	73.9	0.0	146
		4.25	11.39		4.20		1.20	12.25		BANNOCK	597.0	73.9	0.0	107
		4.32	11.48		4.27		1.27	12.32		HOMER	601.5	73.9	0.0	185
		4.38	11.58		4.35		1.33	12.38		GOFFS	609.1	76.0	26.4	146
		4.48	12.10		4.45		1.44	12.48		FENNER	618.7	0.0	59.1	114
		4.55	12.17		4.53		1.51	12.55		ESSEX	626.2	0.0	57.0	
		5.00	12.23		4.59		1.56	1.00		DANBY	634.7	0.0	58.6	108
		5.06	12.29		5.06		2.02	1.06		OADIZ YL	648.1	0.0	53.0	146
		5.16	12.39		5.17		2.12	1.16		AMBOY	661.5	29.0	53.8	107
		5.25	12.49		5.28		2.21	1.26		BAGDAD	669.3	35.9	11.6	107
		5.32	12.57		5.35		2.27	1.32		SIBERIA	676.7	75.0	0.0	185
		5.40	1.07		5.44		2.35	1.40		ASH HILL	686.7	78.0	17.9	107
		5.53	1.23		5.57		2.49	1.53		LUDLOW	693.4	31.1	64.4	117
		5.59	1.30		6.04		2.55	1.59		PISGAH	706.6	57.0	49.1	182
		6.14	1.45		6.18		3.11	2.14		HECTOR	712.8	0.0	55.4	
		6.20	1.52		6.24		3.17	2.20		NEWBERRY	725.6	29.5	39.6	146
PM 11.33	PM 8.08	6.41	2.11	AM 8.28	6.45	AM 6.13	3.38	2.42		DAGGETT	737.6	40.6	13.7	107
										NEBO	741.6	34.8	30.6	
11.51 PM	8.18 PM	6.55 PM	2.30 PM	8.38 AM	7.00 AM	6.23 AM	3.52 AM	2.55 AM		BARSTOW YL	746.4	31.7	43.3	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(167.6)				
(29.3)	(52.8)	(59.2)	(50.3)	(52.8)	(54.4)	(52.8)	(58.5)	(59.2) Average speed per hour					

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

Between train signs located at east and west ends of passenger yard at Needles there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

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NEEDLES DISTRICT

LOS ANGELES DIVISION 5

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade— Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 6 September 24, 1961	EASTWARD								
							FIRST CLASS								
							206	8	116	20	210	124	104	2	18
							Pas- senger	Fast Mail Express	Passenger	The Chief	Pas- senger	The Grand Canyon	Passenger	San Francisco Chief	Super Chief - El Capitan
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	Y	O			578.0	NEEDLES YL		AM 7.40		PM 6.15		PM 8.25		PM 11.30	AM 2.00
107		B	74.4	0.0	585.6	7.4		7.30		6.02		8.13		11.19	1.49
		B	73.9	0.0	592.4	JAVA 6.8		7.23		5.54		8.06		11.13	1.43
		B	104.5	0.0	597.0	IBIS 3.7		7.19		5.50		8.02		11.09	1.39
		B	73.9	0.0	601.5	BANNOCK 4.8		7.14		5.46		7.57		11.05	1.35
146		B	78.0	26.4	609.1	HOMER 7.6		7.07		5.39		7.49		10.58	1.28
107		B	0.0	59.1	618.7	GOFFS 9.6		6.55		5.29		7.39		10.48	1.18
107		B	0.0	57.0	626.2	FENNER 7.5		6.45		5.21		7.30		10.40	1.10
114		B	0.0	58.8	634.7	ESSEX 8.5		6.35		5.13		7.21		10.32	1.02
189	Y	O	0.0	63.8	648.1	DANBY 13.4		6.20		5.02		7.07		10.21	12.51
107		O	29.0	53.8	661.5	CADIZ 13.4		6.06		4.53		6.55		10.12	12.42
100		B	36.9	11.6	669.3	AMBOY 7.8		5.59		4.47		6.48		10.06	12.36
107		B	75.0	0.0	676.7	BAGDAD 7.3		5.52		4.41		6.41		10.00	12.30
146	Y	B	121.4	17.9	686.7	SIBERIA 7.7		5.43		4.32		6.32		9.51	12.21
101		B	31.1	54.4	693.4	ASH HILL 6.7		5.36		4.26		6.26		9.45	12.15
134		B	57.0	49.1	706.6	LUDLOW 13.2		5.24		4.14		6.15		9.34	12.04
		B	0.0	55.4	712.8	PISGAH 6.2		5.18		4.09		6.10		9.29	11.59
107		B	29.5	39.6	725.6	HECTOR 12.8		5.09		4.00		6.01		9.20	11.50
104		O	40.6	18.7	737.7	NEWBERRY 12.0		AM 2.45		PM 12.45		PM 5.50		PM 7.36	9.12
71		B	34.3	30.6	741.6	DAGGETT 4.0		5.00		3.52		5.53			11.42
Yard	TY	O	32.7	43.3	746.4	NEBO 4.8									
						BARSTOW YL		2.30 AM		4.50 AM		12.35 PM		3.45 PM	5.40 PM
						(165.0)		5.45 PM		7.26 PM		9.05 PM		11.35 PM	
								Leave Daily		Leave Daily		Leave Daily		Leave Daily	Leave Daily
Average speed per hour.....							(35.2)	(58.2)	(52.8)	(66.0)	(52.8)	(61.9)	(52.8)	(68.2)	(68.2)

(Continued from Page 4)

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

Rule 261 in effect on main tracks 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 display classification signals previously authorized.

WESTWARD								TIME TABLE NO. 6 September 24, 1961	STATIONS	Mile Post	Ruling Grade Ascending Feet Per Mile	Ruling Grade Descending Feet Per Mile	Communications	Capacity of Sidings in 50 ft. Cars
FIRST CLASS														
205	115	19	7	209	123	103	17							
Passenger	Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief - El Capitan							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 11:55	PM 8:18	PM 7:00	PM 3:00	AM 8:43	AM 7:45	AM 6:23	AM 3:57	AT&T AUTOMATIC BLOCK SYSTEM TWO TRACKS	BARSTOW YL	0.0			O	Yard
AM 12:02	8:26	7:07	3:07	8:50	7:52	6:30	4:04		LENWOOD	6.2	37.0	20.4	B	92
12:09	8:31	7:12	3:12	8:55	7:59	6:35	4:10		HODGE	11.8	39.1	35.9	B	120
12:16	8:39	7:20	3:20	9:03	8:05	6:42	4:17		HELENDALE	21.1	37.0	37.0	B	98
12:21	8:43	7:24	3:24	9:08	8:10	6:48	4:21		BRYMAN	26.1	37.0	0.0	B	144
12:27	8:48	7:29	3:29	9:13	8:15	6:52	4:26		ORO GRANDE YL	31.5	38.0	23.2	C	Yard
										37.0	37.0	37.0		
12:35	8:56	7:37	3:37	9:23	8:25	6:58	4:34		VICTORVILLE YL	36.7	37.0	0.0	O	100-146
12:43	9:04	7:44	3:44	9:30	8:33	7:05	4:41		THORN	41.1	84.5	0.0	B	
12:50	9:10	7:49	3:49	9:35	8:41	7:10	4:46		HESPERIA	45.1	83.4	0.0	B	144
12:59	9:16	7:54	3:54	9:40	8:50	7:15	4:51		LUGO	50.3	81.3	0.0	B	140
1:13	9:30	8:07	4:07	9:54	9:03	7:30	5:03		SUMMIT YL	55.9	84.5	0.0	O	122
										0.0	158.4			
1:28	9:46	8:22	4:22	10:09	9:19	7:45	5:18		CAJON	62.4	0.0	116.2	B	93
1:34	9:53	8:28	4:28	10:15	9:26	7:51	5:24		KEENBROOK	66.3	0.0	116.2	B	
1:42	10:01	8:35	4:35	10:23	9:34	7:59	5:32		DEVORE	71.0	0.0	116.2	B	126
1:49	10:08	8:41	4:41	10:30	9:41	8:07	5:39		ONO	76.0	0.0	116.2	B	143
2:00 AM	10:18 PM	9:00 PM	5:00 PM	10:45 AM	9:55 AM	8:20 AM	5:52 AM		SAN BERNARDINO YL	81.3	64.4	104.5	O	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(80.9)					
(38.8)	(40.5)	(40.5)	(40.5)	(39.8)	(37.3)	(41.5)	(42.2)	 Average speed per hour					

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

Rule 251 in effect between Barstow and San Bernardino.

Rule D-151: Trains will keep to left between San Bernardino and overhead bridge X39.1, between Thorn and Victorville.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Between interlocked switches 5th Street and interlocked switches "A" yard office at San Bernardino there is no superiority of trains. Trains and engines

within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 320 (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."

Engines equipped with operative dynamic brake, handling caboose cars only, between Summit and San Bernardino may observe passenger train speed.

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 1275 tons per operative dynamic brake unit of engine (1700 tons for ATSF 800, 900 and UP 400 class engines) or total train weight exceeds 5100 tons.

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FIRST DISTRICT

						EASTWARD								
						FIRST CLASS								
						206	8	116	20	124	210	104	18	
						Passenger	Fast Mail Express	Passenger	The Chief	The Grand Canyon	Passenger	Passenger	Super Chief - El Capitan	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
						AM	AM	PM	PM	PM	PM	PM	PM	
Capacity of Sidings in 30 Ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending—Feet Per Mile	Ruling Grade Ascending—Feet Per Mile	Mile Post	TIME TABLE NO. 6 September 24, 1961								
Yard	TY	O	37.0	20.4	0.0	STATIONS								
104		B	39.1	35.9	6.2	BARSTOW YL	2.25	4.30	12.35	3.40	5.15	5.35	7.26	11.30
106		B	37.0	37.0	11.8	LENWOOD	2.16	4.22	12.24	3.29	5.08	5.26	7.16	11.21
148		B	37.0	0.0	21.1	HODGE	2.10	4.17	12.20	3.25	5.04	5.22	7.12	11.17
Yard		O	38.0	28.2	26.1	HELENDALE	2.03	4.08	12.13	3.18	4.56	5.15	7.05	11.10
98		O	37.0	37.0	31.5	BRYMAN	1.59	4.04	12.09	3.14	4.52	5.11	7.01	11.06
146		B	83.4	0.0	36.7	ORO GRANDE YL	1.53	3.58	12.05	3.10	4.47	5.07	6.57	11.02
106		B	83.4	0.0	41.1	VICTORVILLE YL	1.45	3.50	11.58	3.03	4.39	5.00	6.50	10.55
126	Y	O	84.3	0.0	45.1	THORN	1.38	3.40	11.51	2.56	4.30	4.49	6.43	10.48
118		B	84.5	0.0	50.3	HESPERIA	1.34	3.36	11.47	2.52	4.27	4.45	6.39	10.44
70		B	0.0	116.2	55.9	LUGO	1.29	3.31	11.42	2.47	4.22	4.40	6.34	10.39
115		B	0.0	116.2	59.7	SUMMIT YL	1.20	3.23	11.33	2.38	4.13	4.32	6.25	10.30
128		B	0.0	116.2	62.4	ALRAY	1.10	3.11	11.23	2.28	4.03	4.21	6.14	10.22
106		B	0.0	116.2	66.3	CAJON	1.00	3.00	11.12	2.17	3.51	4.11	6.03	10.12
Yard	TY	O	26.4	104.5	71.0	KEENBROOK	12.53	2.52	11.04	2.09	3.42	4.03	5.55	10.05
					76.0	DEVORE	12.44	2.42	10.56	2.01	3.33	3.53	5.47	9.57
					81.3	ONO	12.36	2.31	10.47	1.53	3.24	3.41	5.38	9.48
						SAN BERNARDINO YL	12.25	2.20	10.38	1.43	3.13	3.30	5.30	9.37
						(82.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....						(41.5)	(38.3)	(42.5)	(42.5)	(40.8)	(39.8)	(42.9)	(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, time release two minutes.
 Trains must get numbered clearance card before leaving Barstow and San Bernardino.

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Railing Grade Ascending Feet Per Mile	WESTWARD		TIME TABLE NO. 6 September 24, 1961	EASTWARD			Mile Post	Railing Grade Ascending Feet Per Mile	Communications
			FIRST CLASS			FIRST CLASS					
			19	17		8	20	18			
			The Chief	Super Chief - El Capitan		Fast Mail Express	The Chief	Super Chief - El Capitan			
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily							
					STATIONS						
Yard	TY	64.9	PM 9.05	AM 5.55	SAN BERNARDINO YL	AM 2.10	PM 1.40	PM 9.34	81.8		O
128	Y	82.4	9.13	6.03	3.8 RIALTO	1.59	1.31	9.27	84.9	15.4	O
94			9.24 ¹⁸		3.0 FONTANA YL			9.24 ¹⁹	88.8	38.7	O
Yard		0.0	9.27	6.09	2.0 KAISER YL	1.52	1.25	9.22	91.8	37.7	O
54		14.3			2.0 ETIWANDA				93.7	32.0	B
50		14.3	9.34	6.15	3.2 OUCAMONGA	1.47	1.20	9.17	97.7	19.3	O
47	Y	56.4	9.38	6.19	3.2 UPLAND YL	1.43	1.17	9.14	100.9	42.2	O
58		30.6	9.43	6.24	P. E. Crossing 3.6 CLAREMONT	1.39	1.13	9.10	104.8	59.1	O
64		0.0	9.50	6.31	P. E. Crossing 1.8 POMONA	1.36	1.09	9.07	106.7	43.8	O
40		0.0			1.2 LA VERNE	1.34	1.05	9.04	107.9		O
42		0.0			2.4 SAN DIMAS				110.2	63.4	O
59		0.0	10.00	6.43	P. E. Crossing 4.1 GLENORA	1.27	12.58	8.57	114.4	63.4	B
	Y	39.6	10.04	6.48	2.5 AZUSA	1.24	12.55	8.54	116.9	75.0	O
41		0.0	10.06	6.51	1.4 KINO AID	1.22	12.53	8.52	118.2	81.3	B
50		0.0			P. E. Crossing 2.0 BUTLER				120.2	60.7	B
72		26.4	10.11	6.56	2.3 MONBOVIA	1.18	12.49	8.48	122.4	26.4	O
11		75.0			1.7 ARCADIA				124.2	0.0	O
89		75.2			1.6 SANTA ANITA (S. Madre)				126.8	0.0	B
62		73.9	10.18	7.03	1.5 CHAPEMAN	1.13	12.44	8.43	127.3	0.0	B
		63.4			0.8 LAMANDA PARK				128.0	0.0	O
84		78.1	10.35	7.20	3.6 PASADENA YL	1.00	12.31	8.30	131.7	114.6	B
		0.0			2.0 SOUTH PASADENA				133.7	88.7	B
84		0.0	10.46	7.31	0.5 OLGA	12.50	12.21	8.20	134.2	91.9	B
20		0.0			1.6 U. P. Crossing HIGHLAND PARK				135.9	106.9	B
71		31.7			2.9 U. P. Crossing WATER STREET YL				138.7	89.8	
		0.0	11.01	7.46	0.7 BROADWAY YL	12.35	12.06	8.05	139.4	37.0	
	Y	0.0	11.04	7.49	0.6 MISSION TOWER YL	12.33	12.04	8.03	140.1	59.7	
Yard		0.0	11.15 PM	8.00 AM	0.8 LOS ANGELES YL	12.30 AM	12.01 PM	8.00 PM			O
Yard		0.0			Union Station (59.5)					31.7	O
			Arrive Daily	Arrive Daily	FIRST STREET YL				141.1		O
					(59.8)	Leave Daily	Leave Daily	Leave Daily			

(27.5) (28.6)Average speed per hour..... (35.7) (36.1) (38.0)

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

Rule 251 in effect Mission Tower-First Street.

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

Between interlocked switches 5th Street and interlocked switches "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; 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.

Rule 312: At Union Station, Los Angeles, three interlocked signals in vertical alignment on Signal Bridge No. 1-A, governing eastward movements on Track 2. Lower signal governs route to AT&SF Second District.

When complying with the provisions of Rule S-89(C) 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.

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	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↓	NO. 6 September 24, 1961	↑			
			STATIONS				
			LONG BEACH				
			2.5 S.P. Crossing West Thenard Tower				
Yard			1.1 Pier A Yard				O
			3.3 S.P. Crossing West Thenard Tower				
			1.1				
Yard			WILMINGTON YL		28.0		B
			1.4				
89			WATSON YL		26.6		B
Yard	79.2		3.3 IRONSIDES YL		28.8	52.8	
			1.6 TORRANCE YL		21.7	0.0	O
Yard	24.3		1.0 ALCOA YL		20.1	26.4	B
			3.5 LAWDALE YL		16.6	58.4	
Yard	10.9		1.8 EL SEGUNDO YL		14.8	51.1	O
			1.2 P. E. Crossing			4.0	
Yard	52.3		LAIRPORT YL		13.6		B
			3.7			13.7	
107			INGLEWOOD YL		9.9		O
			26.4			52.8	
79			HYDE PARK YL		8.0		
			0.0			57.6	
18			VAN NESS YL		7.3		
			0.7			0.0	
22			WILDASIN YL		6.0		
			1.3			0.0	
75			WINGFOOT YL		3.5		B
			2.5 P. E. Crossing			0.0	
Yard	21.1		2.0 S. P. Crossing MALABAR YL		1.5	0.0	
			52.8 1.5		0.0		
			REDONDO JCT. YL		0.0		
			(81.0)				

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

Wyes at Watson, El Segundo and Redondo Jct.

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. Railway crossing, one mile east of West Thenard Tower, fail to clear, call Towerman for instructions.

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 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↓	NO. 6 September 24, 1961	↑			
			STATIONS				
Yard			REDONDO BEACH YL		20.2		
			1.5			0.0	
7	42.2		HERMOSA BEACH YL		18.7		C
			1.7			0.0	
			MANHATTAN BEACH YL		17.0		
			2.2			52.8	
	47.5		EL SEGUNDO YL		14.8		C
			(5.4)				

No switch lights on Redondo District.

THIRD DISTRICT

Communications	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending—Feet Per Mile	TIME TABLE NO. 6 September 24, 1961		EASTWARD										
						FIRST CLASS										
						70	72	116	74	124	210	76	104	78	80	206
						San Diegan	San Diegan	Passenger	San Diegan	The Grand Canyon	Passenger	San Diegan	Passenger	San Diegan	San Diegan	Passenger
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & Holidays Only	Arrive Daily
O	TY	Yard	52.8					AM 10.35		PM 3.10	PM 3.25		PM 5.25			AM 12.13
			52.8													
B		W-49 E-112	52.8					10.27		2.55	3.17		5.17			12.05
B		W-114	52.8					10.22		2.50	3.12		5.12			AM 11.58
O			52.8					10.17 AM		2.45	3.07 PM		5.07 PM			11.53 PM
B		E-42	13.2							2.40						
O	Y	99	52.8													
O		62	52.8													
B		94	52.8													
B	Y	100	27.3													
O		167	52.8							2.12						
B		94	52.8													
B		95	52.8													
B		129	52.8													
B	Y	179	52.8													
O		69	42.2													
O			42.2					AM 2.29	AM 7.40	AM 11.00	1.45	PM 3.10	PM 6.25	PM 9.06		
O		W-74	38.4					2.19	7.32	10.53	1.40	3.03	6.18	8.57		
B		E-98	30.6													
O		W-86	9.2													
B			17.6													
B			26.9													
B			4.2					2.11	7.23	10.44	1.32	2.55	6.10	8.49		
O		Yard	0.0					2.09	7.21	10.42	1.31	2.52	6.07	8.47		
B			0.0													
O		Yard	52.8					2.01	7.17	10.35	1.27	2.45	6.00	8.42		
O	TY		0.0													
O		Yard	0.0					1.53	7.09	10.28	1.20	2.38	5.53	8.34		
	Y		0.0					1.48	7.07	10.23	1.18	2.33	5.48	8.32		
O			81.7					1.45 AM	7.05 AM	10.20 AM	1.15 PM	2.30 PM	5.45 PM	8.30 PM		
								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & Holidays Only	Leave Daily
								(71.4)								

Average speed per hour..... (34.8) (43.7) (30.7) (38.2) (37.3) (30.7) (38.2) (30.7) (38.2) (42.5) (27.6)

(Continued from Page 10)

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

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

Extra trains originating at Hobart must get numbered clearance card before leaving Hobart.

Rule 97: Pacific Electric trains originating Riverside Jct. may proceed without clearance card after obtaining permission from control station and will display signals as prescribed by Rule 21.

At Riverside Jct.: Eastward Union Pacific trains may proceed with current of traffic on clear train order signal in lieu of clearance card and display classification signals previously authorized.

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

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD						TIME TABLE NO. 6 September 24, 1961	EASTWARD						Miles Post	Rating Grade Ascending— Feet Per Mile
		FIRST CLASS							FIRST CLASS							
		81	79	77	75	73	71		70	72	74	76	78	80		
		San Diego	San Diego	San Diego	San Diego	San Diego	San Diego	STATIONS	San Diego	San Diego	San Diego	San Diego	San Diego	San Diego		
		Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only		
Yard	31.1							NATIONAL CITY YL							273.1	
	10.5	PM	PM	PM	PM	AM	AM	22ND STREET YL							269.3	26.4
Yard	62.8	9.00	7.00	4.30	12.50	7.50	6.05	SAN DIEGO YL	5.00	10.00	1.15	5.25	8.40	11.10	267.5	0.0
	35.1	9.07	7.07	4.37	12.57	7.57	6.12	OLD TOWN YL	4.45	9.48	1.05	5.15	8.30	10.58	264.2	31.0
91	65.5							MORENA							262.1	28.5
	113.5	9.18	7.18	4.48	1.08	8.08	6.23	ELVIRA							257.1	51.7
98	0.0							MIRAMAR	4.33	9.37	12.54	5.04	8.19	10.47	253.0	0.0
87	54.2	9.30	7.31	5.03	1.23	8.21	6.34	SORRENTO							249.1	116.2
92	52.8			5.09	1.29	8.27	6.40	DEL MAR	4.20	9.25	12.42	4.52	8.07	10.35	244.0	58.1
116	63.4							ENCINITAS	4.14				8.00		238.1	63.4
89	63.4							PONTO							233.8	63.4
76	15.8	10.00	7.57	5.27	1.47	8.45	6.55	CARLSBAD							229.3	64.4
92	64.4							ESCONDIDO JCT.							227.2	59.7
86	70.8							OCEANSIDE	4.00	9.00	12.21	4.31	7.46	10.15	226.2	7.4
97	67.6	10.10	8.07	5.37	1.57	8.55	7.05	FALLBROOK JCT.							224.1	63.5
91	23.8							LAS FLORES							218.7	67.1
33	29.6	10.20	8.17	5.49	2.09	9.08	7.13	AGRA	3.39	8.42	12.04 PM	4.14	7.29	10.01	213.8	68.6
54	0.5							SAN ONOFRE							208.8	69.0
98	26.4							SAN CLEMENTE	3.30	8.33	11.55	4.05	7.20	9.52	203.7	58.1
87	60.5	10.28	8.25	5.57	2.17	9.15	7.21	POCHE							202.7	5.3
98	65.5							SERRA							199.8	28.5
88	67.3							SAN JUAN CAPISTRANO	3.18	8.23	11.44	3.54	7.09	9.44	197.2	0.0
119	0.0							GALIVAN							192.6	73.9
93	38.5							EL TORO	3.08						188.1	70.2
125	30.6	10.53	8.50	6.24	2.45	9.42	7.42	IRVINE	3.02						182.9	63.4
122	29.6			6.29				VENTA							178.5	0.0
80	22.7		9.10	6.35	2.55	9.54	7.53	SANTA ANA	2.54	8.05	11.25	3.35	6.50	9.25	175.5	14.3
		11.10 PM	9.15 PM	6.42 PM	3.02 PM	10.02 AM	8.02 AM	ORANGE	2.42		11.12				172.6	39.2
		Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & *Holidays	S. P. Crossing ANAHEIM	2.35	7.45	11.05	3.15	6.30	9.10	167.8	19.0
								FULLERTON YL	2.29 AM	7.40 AM	11.00 AM	3.10 PM	6.25 PM	9.06 PM	165.0	
								(107.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only		
		(47.1)	(45.3)	(46.4)	(46.4)	(46.4)	(52.3)Average speed per hour.....	(40.5)	(43.7)	(45.3)	(45.3)	(45.3)	(49.4)		

Signal System Two in effect.

At Fullerton: Eastward trains from Third District may proceed on clear train order signal in lieu of clearance card and will display classification signals previously authorized.

Rule 251 in effect between Old Town and San Diego.

Rule 261 (TCS) in effect on main tracks between Old Town and Third and Fourth District Jct. Fullerton and on sidings Ponto and Orange.

Speed limit through sidings: Ponto 40 MPH
Orange 30 MPH

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.

Between crossover, yard office, located at Ash Street, at San Diego, and National City, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Siding switches Carlsbad, San Clemente and Venta not power controlled but equipped with electric switch locks.

Turntable at 22nd Street; wye at National City, San Diego, Miramar, Del Mar, Escondido Jct., Fallbrook Jct., and Orange.

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

Booth phone at Old Town, Morena, Elvira, Miramar, Sorrento, Ponto, Carlsbad, Escondido Jct., Fallbrook Jct., Las Flores, Agra, San Onofre, San Clemente, Pache, Serra, Galivan, El Toro, 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., and Hobart yard offices, roundhouse), Fullerton, Pico Rivera, Oceanside, San Diego (yard office and Division Foreman's office), and 22nd Street.

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.

4. Rule 82 (B): Bulletin books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Corona, Fullerton, Pico 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 | Upland |
| Cadiz | Pasadena |
| Parker | Water Street to and including Hobart |
| Rice | Fullerton |
| Midland | Porphyry (Elsinore District) |
| Blythe to and including Ripley | Riverside |
| Barstow | Highgrove to and including Lily Cup (San Jacinto District) |
| Oro Grande | Box Springs to and including Menifee |
| Victorville | Hemet to and including San Jacinto |
| Summit | Fallbrook District |
| San Bernardino to and including Colton | Escondido District |
| Redlands District | Old Town to and including National City |
| Kaiser to and including Fontana | Harbor District |
| | Redondo District |

7. Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

8. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station stops, must clear main track unless permission is received to occupy main track. Operators will show on clearance card the number of instruction messages (Form 934-Spl) delivered therewith.

9. Rule 321 (C) is amended as follows:
At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes and then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

10. 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:

With no dynamic brake in service, use retainers on all cars, with 50 per cent in high pressure position on loaded cars.

When dynamic brake is operative, and in service, use one retainer for each 70 tons in excess of tonnage shown in table below:

No. Units Operative Dynamic Brakes	Non-Pressure Maintaining AT & UP	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 1100-1124 2110-2162	100-349 500-543 600-607 650-657	600-609 800-849 900-979	400-499 775-784
1	500	700	900	1500	1800				
2	1000	1300	1800	2500	3000				
3	1500	1800	2500	3600					
4	2000	2400	3400						

When a multiple unit engine is composed of units of different classes of power, the tonnage shown for the lowest rated class will govern.

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.

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.

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.

If retainers are positioned before reaching Summit, 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 not required, and engine is equipped for Pressure Maintaining, maximum speed must not exceed:

- Fifty-five tons, or less, per operative brake
- Summit to Cajon 20 MPH
- Cajon to San Bernardino . . . 25 MPH
- More than fifty-five tons, per operative brake
- Summit to Cajon 15 MPH
- Cajon to San Bernardino . . . 20 MPH

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 | Pisgah 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.

11. 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;
 - Colton, East end track E Griffin Wheel Co.;
 - Ellis, M.S.W. Shed;
 - First Street, viaduct over old passenger tracks; and
 - Los Angeles, Union Station, train sheds.

SPECIAL RULES

LOS ANGELES DIVISION 15

LOCATION	MPH Psg. and Light	Frt.	LOCATION	MPH Psg. and Light	Frt.
THIRD DISTRICT			FOURTH DISTRICT (Continued)		
2 Curves and Bridge 0.9 M.P. 0.0 to 0.9	15	15	10 Curves M.P. 252.8 to 251.0	25	25
4 Curves and Colton M.P. 0.9 to 2.1 Westward	20	20	2 Curves M.P. 250.9 to 250.6	40	40
3 Curves and Colton M.P. 2.1 to 3.2	20	20	2 Curves M.P. 250.5 to 250.0	55	55
2 Curves M.P. 4.4 to 3.2 Eastward	30	30	Curve M.P. 248.7 to 248.6	85	60
2 Curves M.P. 3.5 to 4.5 Westward	40	40	Curve M.P. 245.8 to 245.5 Westward	60	60
3 Curves M.P. 4.9 to 5.6 Westward	75	60	Curve M.P. 244.6 to 244.4 Westward	75	60
Curve M.P. 5.6 to 5.5 Eastward	75	60	3 Curves M.P. 244.4 to 245.8 Eastward	60	60
3 Curves M.P. 6.4 to 6.8 Westward	45	45	Curve M.P. 244.3 to 244.1	50	50
3 Curves M.P. 6.8 to 6.4 Eastward	30	30	Curve M.P. 243.8 to 243.5	65	60
Curve M.P. 8.5 to 8.3 Eastward	75	60	Plaza St. Crossing M.P. 241.8	50	50
Curve M.P. 9.4 to 9.6	60	60	Curve M.P. 241.3 to 241.1	85	60
4 Curves M.P. 9.6 to 10.0 Westward	30	30	2 Curves M.P. 239.2 to 238.5	85	60
3 Curves M.P. 10.4 to 11.7	65	60	Curve M.P. 237.8 to 237.4	80	60
2 Curves M.P. 11.9 to 12.5	40	40	Oceanside M.P. 227.0 to 225.5	30	30
Curve M.P. 14.7 to 14.9	75	60	3 Curves M.P. 224.7 to 223.8	70	60
3 Curves M.P. 15.5 to 16.7	55	55	2 Curves M.P. 209.0 to 208.2	70	60
Curve M.P. 16.9 to 17.1	65	60	12 Curves M.P. 207.7 to 201.2	75	60
Curve M.P. 22.5 to 22.8	65	60	Curve M.P. 200.3 to 199.9	45	45
Corona M.P. 23.5 to 24.4	30	30	Curve M.P. 199.4 to 199.1	65	60
Curve M.P. 30.4 to 30.7 Westward	65	60	3 Curves M.P. 198.6 to 197.9	35	35
Curve M.P. 31.2 to 30.4 Eastward	65	60	2 Curves M.P. 197.4 to 197.0	60	60
Slide Area and 2 Curves M.P. 31.3 to 31.8	20	20	Curve M.P. 195.9 to 195.8	75	60
2 Curves M.P. 32.2 to 32.8	60	60	2 Curves M.P. 194.2 to 193.5	85	60
2 Curves M.P. 33.6 to 34.2	40	40	Santa Ana M.P. 176.1 to 175.3	40	40
Curve M.P. 34.5 to 35.1	50	50	2 Curves M.P. 175.0 to 174.4	60	60
3 Curves M.P. 35.2 to 37.1	65	60	7 Curves M.P. 173.8 to 172.0	40	40
2 Curves M.P. 37.5 to 38.5	60	60	Curve M.P. 170.3 to 169.2	75	60
Placentia M.P. 42.7 to 43.6	50	30	Anaheim M.P. 168.1 to 167.7	40	40
2 Curves M.P. 45.2 to 45.7	55	55	Curve M.P. 166.9 to 166.6	75	60
Fullerton M.P. 165.2 to 164.7	30	30	Curve M.P. 165.9 to 165.3	55	55
Curve M.P. 161.1 to 160.8	75	60	Fullerton M.P. 165.2 to 164.7	30	30
Curve and Crossing M.P. 159.6 to 155.9	60	60	REDLANDS DISTRICT		
Curve M.P. 154.2 to 153.8 Westward	75	60	San Bernardino, "G" St. Crossing M.P. 0.7	5	5
Curve M.P. 152.9 to 152.5 Westward	65	60	Crossing M.P. 0.7 to 3.1	15	15
2 Curves M.P. 152.5 to 154.2 Eastward	75	60	Redlands, St. Crossing M.P. 8.9	15	15
2 Curves M.P. 151.7 to 150.1	80	60	Mentone, St. Crossing M.P. 12.0	10	10
Crossing and Curve M.P. 144.5 to 143.4	30	30	Molino Boulder Ave. M.P. 17.9	10	10
2 Curves M.P. 143.4 to 142.9	15	15	SAN JACINTO DISTRICT		
3 Curves M.P. 141.1 to 140.2	35	35	Main track turnout and curve M.P. 18 to 19.2	15	15
Curve M.P. 140.2 to 140.0	15	15	HARBOR DISTRICT		
FOURTH DISTRICT			M.P. 0.0 to St. Crossing M.P. 1.6	12	12
San Diego M.P. 273.0 to 267.3	20	20	M.P. 1.6 to St. Crossing M.P. 8.3	15	15
San Diego M.P. 267.3 to 264.1	30	30	St. Crossing M.P. 13.1	15	15
3 Curves M.P. 262.7 to 261.2	70	60	M.P. 20.0 to 23.0 Torrance	15	15
2 Curves M.P. 260.3 to 259.9	50	50	St. Crossing M.P. 27.9	15	15
Curve M.P. 259.1 to 258.6	60	60	St. Crossing M.P. 28.9	15	15
2 Curves M.P. 258.5 to 258.2	40	40	ELSINORE DISTRICT		
3 Curves M.P. 258.0 to 257.2	50	50	13 Curves M.P. 1.7 to 4.0	15	15
5 Curves M.P. 257.0 to 253.7 Westward	65	60	2 Curves M.P. 16.1 to 16.4	15	15
5 Curves M.P. 253.7 to 257.0 Eastward	65	35	Curve M.P. 17.7 to 17.9	15	15

Station	Type	Location	MPH
NEEDLES DISTRICT			
Needles	I	M.P. 578.4 crossover main track to westward freight lead	30
	S	WE westward freight lead	30
Java	S	EE eastward siding; WE westward siding	30
Ibis	S	WE westward siding	30
Bannock	S	WE westward siding	30
Homer	S	WE westward siding	30
Goffs	S	EE eastward siding; WE westward siding	30
Fenner	S	WE westward siding; EE eastward siding	30
Essex	S	EE eastward siding	30
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	S	WE westward siding	15
Barstow	I	M.P. 743.5, heading in and out switches, eastward track, and crossover	30
	I	M.P. 745, main track and crossover switches to yard	30
FIRST DISTRICT			
Barstow	I	WE eastward siding, M.P. 2.0	30
M.P. 2.7	S	WE westward siding	30
Lenwood	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
Keenbrook	S	WE westward siding	30
Devore	S	EE siding	15
	S	WE westward siding	30
Ono	S	EE eastward siding	15
	S	WE westward siding	30
SECOND DISTRICT			
San Bernardino	I	Crossover between main tracks east of Bridge 82.1	30
Fontana	S	WE siding	15
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 and 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	I	Two-track junction switch	30
Atwood	I	West switch siding	30
Fullerton	I	EE Third District siding	30
	I	WE Third District siding	15
	I	Two-track junction switch	20
	I	WE Storage track No. 1, west of depot	15
	I	Main track crossover M.P. 163.2	15
Buena Park	S	WE siding	15
La Mirada	S	EE siding	15
Santa Fe Springs	S	WE siding	15

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point details:	MPH
Adelanto Spur, one-fourth mile from main track	10
Cushenbury, M.P. 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.

Station	Type	Location	MPH
THIRD DISTRICT (Continued)			
D. T. Jct.	I	Two-track junction switch	40
Bandini	I	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	I	Two-track junction switch	30
Orange	I	WE siding	30
	I	EE siding (main track)	40
Venta	I	EE two tracks—M.P. 179.1	40
Ponto	I	EE and WE of siding	40
Miramar	I	WE two main tracks—M.P. 252.9	30
Elvira	I	EE two main tracks—M.P. 257.4	40
Old Town	I	Two-track junction switch	30

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars:	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward	Light	Backing or When Controlled From Rear Unit	Dead in Train
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
600-611	65	65	45	60
99, 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, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75
U. P. Diesels				
900-978, 981-989, and 990 class	100	45	45	90
1000 class	35	35	25	45
100, 200, 400, 700, 1360, 1400 and 1600 classes	65	45	45	45
1800 class	65	35	35	45
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		

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Rice for Cadiz District
Cadiz for Eastward siding
Hesperia for First District siding

San Bernardino-Redlands District for First District
Highgrove for Third District
Porphyry for Third District siding

Fallbrook Jct. for Fourth District siding
El Segundo for Harbor District
Watson for Harbor District

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
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—
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 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 East Tower	Main track and connecting crossovers. M.P. 743.7 M.P. 745.3	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
Barstow West Tower	Main track and connecting crossover. Eastward and westward sidings.	Interlocking	Yard lead 0000 Yard lead against current of traffic —0000
San Bernardino: Fifth St.	Main track, connecting crossover and yard lead.	Interlocking	
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.	

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS (Continued)

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
At microphone locations shown below, all trains will sound signal for desired route:			
For westward trains:	Daggett San Bernardino	M.P. 732.8 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. Main track, connecting crossover and Junction Third District "A" yard office.	Interlocking	Second District — Third District — 0 A Yard to B Yard — 00 B Yard to Second District — 0000 House lead to main line — Switch lead 0 — A Yard lead 0000 Engine lead — 0 Second District to B Yard — 000 B Yard to A Yard — 00 From Union Pacific engine house: To Passenger Yard 000 — To Second District 000 — 0 To B Yard 000 — 00 To Rana 000 — 0
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, 320(A). Siding, westward trains, be governed by signal 1003. House track, 98-A, 98-B.	
Claremont San Dimas Kincaid 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. S. P. Crossing. U. P. Crossing. U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	When home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A). Gates (normal position across Santa Fe track), 98-B. When gate across Santa Fe track, 98-B. When gate across Santa Fe track, 98-B. Interlocking. When necessary make movement governed by Rule 321(A), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	Union Station 0 — Old main 00 — 0 Cudahy lead — 0 — Against current of traffic — 0000 S. P. Downey Ave. 000 —

THIRD DISTRICT

San Bernardino: Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. Crossing. 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 May Fullerton	S. P. Crossing, U. P. and P. E. Junctions, and Crossover. P. E. Junction. East and West switches storage track no. 1 west of depot. Main track crossover M.P. 163.2	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.	TCS Interlocking. 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 — Levee Track 0 — 00 Against current of traffic — 0000

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, 321(D). 98-A, 98-B. TCS 98-A, 98-B.	
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FOURTH DISTRICT

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

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
HARBOR DISTRICT			
Redondo Junction (1.0 Mi. East)	U. P. Crossing. MTA Crossing, Pac. Blvd.	See Redondo Junction, Third District. 15 MPH.	
Nadeau (0.3 Mi. East)	S. P. Crossing. P. E. Crossing.	Automatic interlocking, 321(D), 10 MPH. Interlocking.	
Wingfoot (0.5 Mi. East)	MTA Crossing, Avalon Blvd.	15 MPH.	
El Segundo (0.2 Mi. West)	P. E. Crossing.	Interlocking, 20 MPH.	
West Thenard Tower: (0.1 Mi. West)	S. P. Crossing.	Interlocking.	
(0.7 Mi. East)	S. P. Crossing.	Interlocking.	
M.P. 28.8	Two U. P. Tracks.	Santa Fe trains have preference unless flagged. Stop not required.	

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				THIRD DISTRICT (Continued)			
Saltus	658.4	51	East and West	Stephens Spur	155.5	14	West
Klondike	682.0	74	East and West	El Camino Spur	155.3	15	West
Lavic	702.7	25	East	La Habra V'y Spur (East Whittier)	154.6	Lgh. 3.4 m.	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 and West	Browning	180.8	35	East
Cool Water	735.9	16	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 and West	Como	180.1	54	East and West
Chubbuck	172.6	13	East and West	Stuart	221.7	50	East and West
RIPLEY DISTRICT				San Diego G. & E. Co. Spur	231.3	35	East
Inca	22.6	31	West	Farr	231.6	6	West
Mesaville	33.0	10	West	Cardiff	239.8	11	East and West
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West	Solana Beach	241.9	9	East
Miller Farms	44.7	19	East	Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
FIRST DISTRICT				Pacific Beach	260.3	13	East and West
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Cudahy	263.4	43	East and West
Frost	38.8	8	Eastward track	FALLBROOK DISTRICT			
REDLANDS DISTRICT				Ranch House	7.6	7	East and West
Nevada Street	6.7	16	East and West	Marine Base Spur	10.5	13	East and West
Craf	11.4	10	East	ESCONDIDO DISTRICT			
West Highlands	20.4	11	East and West	Talica	3.7	8	East and West
SECOND DISTRICT				Buena	12.9	11	East and West
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West	HARBOR DISTRICT			
Muscat Spur	90.4	Lgh. 1.1 m.	West	Nadeau	2.5	7	East and West
Gallo Spur	94.6	46	West	Monaco	17.8	13	East and West
Rochester	95.0	11	East	Dudmore	19.1	17	East
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Alcoa Spur	20.1	Lgh. 2.0 m.	West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	SAN JACINTO DISTRICT			
Duarte	121.0	15	East and West	Lily Cup	0.6	11	East and West
Wilton	129.1	19	East and West	Box Springs Quarry	6.1	42	East and West
Usado	132.3	18	East and West	Mayer Farms	15.9	18	East and West
Raymond	132.7	16	West	Granite Spur	14.5	Lgh. 0.9 m.	Wye
THIRD DISTRICT				Ellis	19.9	16	East
Pachappa	12.4	26	East and West	ELSINORE DISTRICT			
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	Mining Spur	3.2	71	East and West
La Sierra	18.5	9	West	South Corona	5.0	0	None
Standard Oil Spur	160.8	9	East	Weisel	6.2	37	East
Wilshire	156.8	58	East and West	Jameson	9.2	5	East
Mojave Spurs	155.8	28	West	LENGTH OF STEMS OF WYES			

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Needles	350	Rialto	Foothill Spur	Orange	Main Track	Val Verde	Granite Spur
Cadiz	Cadiz District	Upland	Foothill Spur	Fallbrook Jct.	Fallbrook Dist. Main Track	Perris	1678
Ash Hill	410	Azusa	147	Escondido Jct.	Escondido Dist. Main Track	San Jacinto	640
Rice	Ripley District	Mission Tower	L.A.U.P.T	Del Mar	690	Elsinore	181
Blythe	504	Casa Blanca	Prenda Spur	Miramar	Camp Elliott Spur	El Segundo	Main Track
Summit	304	Porphyry	Elsinore Dist. Main Track	San Diego	Harasthy Street Marine Base Spur	Watson	3800
San Bernardino	3rd Dist. Main Track	Atwood	1395	National City	1219	Fallbrook	514
San Bernardino	Precooler Lead	Redondo Junction	Main Track	March Field	March Field Spur	Escondido	340

SPECIAL RULES

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.

NEEDLES

DR. T. G. HARWARD, District Surgeon
 DR. J. E. ANDES, Local Surgeon
 DR. H. C. MATTHEWS, Emergency Surgeon

BARSTOW

DR. M. F. FINK, Local Surgeon
 DR. A. P. VICENTE, Assistant Local Surgeon

VICTORVILLE

DR. HORACE D. ORR, Local Surgeon
 DR. R. W. SORSENSEN, Assistant Local Surgeon

SAN BERNARDINO

DR. SAMUEL B. HUGHES, Emergency Hospital
 DR. J. C. CARMACK, Division Surgeon

RIALTO

DR. W. S. CHERRY, Local Surgeon
 DR. EDWARD M. FITZGERALD, Assistant Local Surgeon

UPLAND

DR. J. B. CRAIG, Local Surgeon
 DR. DONALD K. WAKE, Assistant Local Surgeon

LA VERNE

DR. CARROLL W. WHITE, Local Surgeon
 DR. MARVIN SNELL, Assistant Local Surgeon

AZUSA

DR. BRUCE VAN VRANKEN, Local Surgeon

MONROVIA

DR. L. S. JACOBS, Local Surgeon
 DR. E. W. HAYES, JR., Assistant Local Surgeon

PASADENA

DR. GLENN L. BARNUM, Local Surgeon
 DR. L. E. WILSON, Assistant Local Surgeon

WHITTIER

DR. M. T. WASLEY, Local Surgeon

FULLERTON

DR. G. W. OLSON, Local Surgeon
 DR. MAURICE F. MULVILLE, Assistant Local Surgeon
 DR. SHERMAN E. BAKER, Assistant Local Surgeon

ANAHEIM

DR. ERWIN H. KERSTEN, Local Surgeon

ORANGE

DR. VERNIE W. CARLSON, Local Surgeon

SANTA ANA

DR. ARNOLD G. H. BODE, Local Surgeon
 DR. JAMES F. EDWARDS, Assistant Local Surgeon

SAN JUAN CAPISTRANO

DR. P. H. ESSLINGER, Local Surgeon

OCEANSIDE

DR. CLARENCE HARVEY, Local Surgeon
 DR. JOHN EGDAHL, Assistant Local Surgeon

DEL MAR

DR. FRANCIS D. HART, Local Surgeon

SAN DIEGO

DR. O. S. HARBAUGH, Local Surgeon
 DR. GERALD F. BANKS, Assistant Local Surgeon
 DR. HARRY V. DEPEW, Assistant Local Surgeon
 DR. C. S. MARSDEN, JR., Assistant Local Surgeon

NATIONAL CITY

DR. GEORGE A. MROSS, Local Surgeon

COLTON

DR. O. J. JOHNSON, Local Surgeon

RIVERSIDE

DR. JACK FERMAN, Local Surgeon
 DR. DONALD ABBOTT, Assistant Local Surgeon

CORONA

DR. CHARLES GUNNOE, Local Surgeon
 DR. RICHARD W. MANGAN, Assistant Local Surgeon

INGLEWOOD

DR. HOWARD SWIRE, Local Surgeon

TORRANCE

DR. J. W. BEEMAN, Local Surgeon

WILMINGTON

DR. E. F. KESLING, Local Surgeon

LONG BEACH

DR. JOHN C. COTTRELL, Local Surgeon
 DR. DONALD G. BUSSEY, Assistant Local Surgeon

BLYTHE

DR. E. J. GARRISON, Local Surgeon
 DR. R. E. GARCIA, Assistant Local Surgeon
 DR. GEORGE BROWNLEE, Assistant Local Surgeon

REDLANDS

DR. ARTHUR C. ROBBINS, Local Surgeon

PERRIS

DR. R. B. REID, Local Surgeon

HEMET

DR. ROBERT M. OLLERTON, Local Surgeon

ELSINORE

DR. GLENN A. WESTPHAL, Local Surgeon

FALLBROOK

DR. E. R. POWELL, Local Surgeon

ESCONDIDO

DR. E. R. HALEY, Local Surgeon

LOS ANGELES DIVISION 19

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	Grants	North of Barstow	Clovis and beyond
	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	Clovis and beyond
	Edwards		Bellevue and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
17	Grants	Clovis and beyond	North of Barstow
	Flagstaff	Pasadena and Los Angeles	Kansas City and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
18	Pomona		Williams Jct. and beyond
	Williams Jct.	Albuquerque and beyond	Barstow and beyond
19	Flagstaff	Kansas City and beyond	Los Angeles
	Grants	South of Barstow	La Junta and East
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
20	Victorville		Albuquerque and beyond
	Pomona		Williams Jct. and beyond
	Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	San Bernardino and beyond
123	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Grants	La Junta and East	South of Barstow
	Laguna		Albuquerque and beyond
	Pico Rivera		Williams Jct. and beyond
	Escalon	Williams Jct. and beyond	
60	Empire	Fresno and beyond	Stockton and beyond
	Empire	Fresno and beyond	Stockton and beyond
62	Wasco, Shafter		Fresno and beyond
	Empire	Stockton and beyond	Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Pico Rivera		Oceanside, Del Mar, or San Diego
	Pico Rivera	Los Angeles	
71	San Juan Capistrano	Los Angeles	
	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
	San Clemente		Los Angeles
76, 80	Encinitas	Los Angeles	
	Encinitas	Los Angeles	
71, 75, 77	Pico Rivera	Oceanside, Del Mar, or San Diego	
	Pico Rivera	Oceanside, Del Mar, or San Diego	
72, 74, 76	Pico Rivera	Oceanside, Del Mar, or San Diego	
	Pico Rivera	Oceanside, Del Mar, or San Diego	
76, 78	San Juan Capistrano		Los Angeles
	San Juan Capistrano		Los Angeles
70	Irvine, El Toro		Los Angeles
	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
 BILL C. HOLMES 219 East Main St., Barstow
 DAVID D. JANTZ 15581 Seventh St., Victorville
 MILTON W. BLAIR 2161 Elmwood Road, San Bernardino
 RUSSELL H. OLSEN 317 "E" St., San Bernardino
 FRED R. BAUMAN 138 E. Highland Ave., 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 6667 1/2 Whittier Blvd., Los Angeles

BRUCE M. BARNES 4832 Whittier Blvd., Los Angeles
 CLEO D. HEATH 134 S. San Fernando Blvd., Burbank
 MARK R. NOBLITT, SR. 2903 West 79th St., Inglewood
 THOMAS G. WILKES 1503 Cabrillo Ave., Torrance
 H. W. OSTERMIER 6822 Pacific Blvd., Huntington Park
 GEORGE R. FINLEY, JR. 182 East Compton Blvd., Compton
 C. GORDON McCLURE 106 1/2 North Spadra Road, Fullerton
 GERALD D. LAROCQUE 413 North Broadway, Santa Ana
 S. L. FINKE 211 Hill St., Oceanside
 ARTHUR P. GAY 1337 No. Highway, Del Mar
 EMERY GRANT 1015 Front St., San Diego
 C. H. McCORMACK 833 Roosevelt, National City

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 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!

