



**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.  
W. BAXTER ..... San Bernardino, Calif.  
R. E. ROWLAND ..... San Bernardino, Calif.  
G. E. YOUNG ..... San Bernardino, Calif.  
J. O. PHILLIPS ..... Fullerton, Calif.  
J. W. BARRIGER ..... Los Angeles, Calif.  
J. T. GROUNDWATER ..... Los Angeles, Calif.  
R. F. NORLING ..... Los Angeles, Calif.  
R. C. VAN AUSDALL ..... Los Angeles, Calif.  
C. F. LILLEY ..... Los Angeles, Calif.

#### ASSISTANT TRAINMASTER

W. E. ADAMS ..... Los Angeles, Calif.

#### ROAD FOREMEN OF ENGINES

J. F. FRAME ..... Bakersfield, Calif.  
A. K. SMELLIE ..... Los Angeles, Calif.  
D. KEMP ..... Needles, Calif.  
R. O. SMITH ..... San Bernardino, 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.



COAST **Santa Fe** LINES

## LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

# TIME TABLE No.

# 7

IN EFFECT

## Sunday, April 29, 1962

At 12:01 A. M.  
Pacific Standard Time

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

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.

H. D. FISH  
Superintendent  
LOS ANGELES, CALIF.

## 2 LOS ANGELES DIVISION

### CADIZ DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 7 April 29, 1962	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
Yard			<b>STATIONS</b>			
28	31.7		<b>PARKER</b> YL		105.8	
17	30.6		8.3 <b>CALZONA</b>		114.1	29.6
45	80.6		5.9 <b>VIDAL</b>		120.0	0.0
49	6.9		11.6 <b>GROMMET</b>		131.6	21.1
43	0.0		8.8 <b>RICE</b> YL		140.4	
57	0.0		3.6 <b>FREDA</b>		144.0	25.3
120	29.6		7.0 <b>SABLON</b>		151.0	30.6
97	29.6		4.8 <b>SALTMARSH</b>		155.8	31.7
76			13.4 <b>FISHEL</b>		169.2	5.3
			21.3 <b>CADIZ</b> 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	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 7 April 29, 1962	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
58	0.0		<b>STATIONS</b>			
2	0.0		<b>USHENBURY</b>		29.2	105.6
2	0.0		3.1 <b>SPUR 5</b>		28.1	105.6
14	0.0		5.4 <b>SPUR 4</b>		20.7	75.0
2	75.0		5.1 <b>BASS</b>		15.6	75.0
2	0.0		4.3 <b>SPUR 2</b>		11.3	75.0
2	0.0		4.3 <b>SPUR 1</b>		7.0	75.0
	116.2		7.0 <b>HESPERIA</b>		0.0	75.0
			(29.2)			

Four position retainers must be positioned for slow direct release at Cushenbury.

Trains using retainers must not exceed 35 MPH on Lucerne Valley District.

No switch lights on Lucerne Valley District.

Office of Communication at Cushenbury; booth phone at Hesperia.

### RIPLEY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 7 April 29, 1962	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
Yard			<b>STATIONS</b>			
55	83.4		<b>RIPLEY</b> YL		49.4	42.8
30	68.6		7.4 <b>BLYTHE</b> YL		42.0	10.6
11	68.6		21.6 <b>COX</b>		20.4	0.0
49	65.0		2.6 <b>MIDLAND</b> YL		17.8	0.0
			1.3 <b>STYX</b>		16.5	83.4
			18.5 <b>RICE</b> 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	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 7 April 29, 1962	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
9	81.3		<b>STATIONS</b>			
14	89.5		<b>DEL ROSA</b> YL		21.5	47.5
25	83.2		1.8 <b>PATTON</b> YL		19.7	0.0
47	88.5		1.0 <b>HIGHLAND</b> YL		18.7	70.6
17	0.0		2.5 <b>EAST HIGHLANDS</b> YL		16.2	0.0
31	101.3		4.1 <b>MENTONE</b> YL		12.0	116.2
Yard			3.2 <b>REDLANDS</b> YL		8.8	116.2
			8.8 P. E. Crossing P. E. Crossing <b>SAN BERNARDINO</b> YL		0.0	
			(21.4)			

No switch lights on Redlands District.

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 NO. 7 April 29, 1962	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			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
31	21.3		BOX SPRINGS YL 2.3		7.2	17.6
	21.3		MARCH FIELD YL 1.1		9.6	17.6
45	0.0		ALESSANDRO YL 2.9		10.6	47.5
22	0.0		VAL VERDE YL 4.7		13.6	28.1
20	21.6		PERRIS YL 3.8		18.3	63.4
21	49.3		ETHANAC YL 2.4		22.7	0.0
11	21.1		MENIFEE YL 3.9		25.0	42.2
34	52.8		WINCHESTER 4.2		28.9	0.0
13	44.3		EGAN 2.9		33.1	0.0
15	6.3		HEMET YL 2.3		36.0	63.4
9			SAN JACINTO YL		38.3	
			(37.5)			

No switch lights on San Jacinto District.  
 Wye at March Field, Val Verde, Perris and San Jacinto.  
 Office of Communication at March Field, Perris, Hemet and San Jacinto.  
 Booth phones at 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 NO. 7 April 29, 1962	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
17	147.8		ELSINORE 5.6		21.9	132.0
20	50.7		ALBERHILL 7.8		16.3	89.8
32	0.0		ARCILLA 8.5		8.5	68.6
Yard			P. E. Crossing PORPHYRY YL		0.0	
			(21.9)			

No switch lights on Elsinore District.  
 Wye at Elsinore and Porphyry.  
 Office of Communication at Elsinore; booth phone at Porphyry and Alberhill.  
 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 NO. 7 April 29, 1962	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
Yard	42.2		ATWOOD 2.4		0.0	42.2
21			OLIVE S. P. Crossing		2.4	
62	42.2		ORANGE 3.4		5.8	42.2
			(5.8)			

Signal System Two in effect.  
 Rule 261 (TCS) in effect on main track between Atwood and Orange. Siding 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 NO. 7 April 29, 1962	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
48			FALLBROOK JOT. YL 6.0		0.0	
12	66.0		CHAPPO YL 2.4		6.9	62.7
46	26.4		JOFEGAN YL 6.7		8.4	0.0
	132.0		U.S.M.C. Crossing DE LUZ YL 1.8		15.1	79.2
6	106.6		FALLBROOK YL		16.9	0.0
28			(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 NO. 7 April 29, 1962	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			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	107.7		FALDA YL 8.4		7.8	116.2
			ESCONDIDO JOT. YL		0.0	
			(21.8)			

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

FIRST CLASS

205	19	115	7	209	123	103	17	1
UP Passenger	The Chief	Las Vegas Holiday Special	Fast Mail Express	City of St. Louis	The Grand Canyon	City of Los Angeles	Super Chief - El Capitan	San Francisco Chief
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	PM 4.05		AM 11.10		AM 3.55		AM 1.00	AM 12.05
	4.16		11.25		4.08		1.11	12.16
	4.25		11.39		4.20		1.20	12.25
	4.32		11.48		4.27		1.27	12.32
	4.38		11.58		4.35		1.33	12.38
	4.48		PM 12.10		4.45		1.44	12.48
	4.55		12.17		4.53		1.51	12.55
	5.00		12.23		4.59		1.56	1.00
	5.06		12.29		5.06		2.02	1.06
	5.16		12.39		5.17		2.12	1.16
	5.25		12.49		5.28		2.21	1.26
	5.32		12.57		5.35		2.27	1.32
	5.40		1.07		5.44		2.35	1.40
	5.53		1.23		5.57		2.49	1.53
	5.59		1.30		6.04		2.55	1.59
	6.14		1.45		6.18		3.11	2.14
	6.20		1.52		6.24		3.17	2.20
	6.30		2.02		6.35		3.28	2.30
PM 11.33	6.41	PM 6.33	2.11	AM 8.38	6.45	AM 6.13	3.38	2.42
PM 11.51	6.55	PM 6.43	2.30	AM 8.48	7.00	AM 6.23	3.52	2.55
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 7

April 29, 1962

STATIONS

NEEDLES YL	Mile Post	Ruling Grade Ascending—Feet Per Mile	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars
NEEDLES YL	578.0			Yard
7.4		74.4	0.0	
JAVA	585.6	78.9	0.0	107
6.8				
IBIS	592.4	78.9	0.0	146
4.6				
BANNOCK	597.0	78.9	0.0	107
4.6				
HOMER	601.5	78.9	0.0	185
7.6				
GOFFS	609.1	76.0	26.4	146
9.6				
FENNER	618.7	0.0	59.1	114
7.5				
ESSEX	626.2	0.0	57.0	
8.5				
DANBY	634.7	0.0	58.6	108
13.4				
CADIZ YL	648.1	0.0	53.0	146
13.4		29.0	53.8	
AMBOY	661.5	35.9	11.6	107
7.8				
BAGDAD	669.3	85.9	11.6	107
7.3				
SIBERIA	676.7	75.0	0.0	185
9.5				
ASH HILL	686.7	76.0	17.9	107
6.7		31.1	54.4	
LUDLOW	693.4	57.0	49.1	117
13.2				
PISGAH	706.6	0.0	55.4	132
6.2				
HECTOR	712.8	29.5	39.6	
12.8				
NEWBERRY	725.6	40.6	13.7	146
12.0				
DAGGETT	737.6	84.3	30.6	107
4.0				
NEBO	741.6	81.7	48.3	
4.8				
BARSTOW YL	746.4			Yard
(167.8)				

(29.3) (59.2) (52.8) (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.

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

**Westward**  
Goffs to Cadiz  
Pisgah to Hector

**Eastward**  
Ash Hill to Bagdad  
Goffs to Needles

(Continued on Page 5)

# NEEDLES DISTRICT

# LOS ANGELES DIVISION 5

TIME TABLE NO. 7 April 29, 1962						EASTWARD									
						FIRST CLASS									
						206	8	116	20	210	124	104	2	18	
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	STATIONS	UP Pas- senger	Fast Mail Express	Las Vegas Holiday Special	The Chief	City of St. Louis	The Grand Canyon	City of Los Angeles	San Francisco Chief	Super Chief - El Capitan
Yard	Y	O				<b>NEEDLES</b> YL	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		B	74.4	0.0	578.0	7.4				PM 6.15		PM 8.55		PM 11.30	AM 2.00
107		B	73.9	0.0	585.8	JAVA 6.8				6.02		8.43		11.19	1.49
		B	104.5	0.0	592.4	IBIS 3.7				5.54		8.36		11.13	1.43
		B	73.9	0.0	597.0	BANNOOK 4.6				5.50		8.32		11.09	1.39
		B	76.0	26.4	601.5	HOMER 7.6				5.46		8.27		11.05	1.35
146		B	0.0	59.1	609.1	GOFFS 9.6				5.39		8.19		10.58	1.28
107		B	0.0	57.0	618.7	FENNER 7.5				5.29		8.09		10.48	1.18
107		B	0.0	58.6	626.2	ESSEX 8.5				5.21		8.00		10.40	1.10
114		B	0.0	53.8	634.7	DANBY 13.4				5.13		7.51		10.32	1.02
189	Y	O	29.0	53.8	648.1	CADIZ 13.4				5.02		7.37		10.21	12.51
107		C	35.9	11.6	661.5	AMBOY 7.8				4.53		7.25		10.12	12.42
100		B	75.0	0.0	669.3	BAGDAD 7.3				4.47		7.18		10.06	12.36
107		B	121.4	17.9	676.7	SIBERIA 7.7				4.41		7.11		10.00	12.30
146	Y	B	31.1	54.4	686.7	ASH HILL 6.7				4.32		7.02		9.51	12.21
101		B	57.0	49.1	693.4	LUDLOW 13.2				4.26		6.56		9.45	12.15
134		B	0.0	55.4	706.6	PISGAH 6.2				4.14		6.45		9.34	12.04
		B	29.5	39.6	712.8	HECTOR 12.8				4.09		6.40		9.29	11.59
107		B	40.6	13.7	725.6	NEWBERRY 12.0				4.00		6.31		9.20	11.50
104		C	34.3	30.6	737.7	DAGGETT 4.0	AM 2.45	5.00	AM 11.40	3.52	PM 5.50	6.23	PM 7.36	9.12	11.42
71		B	32.7	43.3	741.6	NEBO 4.8									
Yard	TY	O			746.4	<b>BARSTOW</b> YL	2.30 AM	4.50 AM	11.30 AM	3.45 PM	5.40 PM	6.15 PM	7.26 PM	9.05 PM	11.35 PM
						(165.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour . . . . . (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 signal indicating "proceed" in lieu of clearance card and will display classification signals previously authorized.

WESTWARD								TIME TABLE		Mile Post	Ruling Grade Ascending Feet Per Mile	Ruling Grade Descending Feet Per Mile	Communications	Capacity of Sidings In 50 ft. Cars
FIRST CLASS								NO. 7						
205	19	115	7	209	123	103	17	April 29, 1962		STATIONS				
UP Passenger	The Chief	Las Vegas Holiday Special	Fast Mail Express	City of St. Louis	The Grand Canyon	City of Los Angeles	Super Chief - El Capitan							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 11:55	PM 7:00	PM 6:43	PM 3:00	AM 8:53	AM 7:45	AM 6:23	AM 3:57	BARSTOW YL		0.0			O	Yard
AM 12:02	7:07	6:51	3:07	9:00	7:52	6:30	4:04	LENWOOD		6.2	37.0	20.4	B	92
12:09	7:12	6:55	3:12	9:05	7:59	6:35	4:10	HODGE		11.8	39.1	35.9	B	120
12:16	7:20	7:01	3:20	9:13	8:05	6:42	4:17	HELENDALE		21.1	37.0	37.0	B	98
12:21	7:24	7:05	3:24	9:18	8:10	6:48	4:21	BRYMAN		26.1	37.0	0.0	B	144
12:27	7:29	7:09	3:29	9:23	8:15	6:52	4:26	ORO GRANDE YL		31.5	38.0	23.2	O	Yard
12:35	7:37	7:16	3:37	9:33	8:25	6:58	4:34	VICTORVILLE YL		36.7	37.0	37.0	O	100-146
12:43	7:44	7:21	3:44	9:40	8:33	7:05	4:41	THORN		41.1	37.0	0.0	B	
12:50	7:49	7:26	3:49	9:45	8:41	7:10	4:46	HESPERIA		45.1	37.0	0.0	B	144
12:59	7:54	7:32	3:54	9:50	8:50	7:15	4:51	LUGO		50.3	37.0	0.0	B	140
1:13	8:07	7:45	4:07	10:04	9:03	7:30	5:03	SUMMIT YL		55.9	37.0	158.4	O	122
1:28	8:22	8:00	4:22	10:19	9:19	7:45	5:18	CAJON		62.3	37.0	116.2	B	93
1:34	8:28	8:06	4:28	10:25	9:26	7:51	5:24	KEENBROOK		66.3	37.0	116.2	B	
1:42	8:35	8:13	4:35	10:33	9:34	7:59	5:32	DEVORE		71.0	37.0	116.2	B	126
1:49	8:41	8:20	4:41	10:40	9:41	8:07	5:39	ONO		76.0	64.4	104.5	B	148
2:00 AM	9:00 PM	8:32 PM	5:00 PM	10:55 AM	9:55 AM	8:20 AM	5:52 AM	SAN BERNARDINO YL		81.3			O	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.9)						
(38.8)	(40.5)	(44.5)	(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.

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."

Westward freight trains with less than 4 units of operative dynamic brake 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).

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

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.

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.

(Continued on Page 7)

# FIRST DISTRICT

# LOS ANGELES DIVISION 7

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		EASTWARD							
						NO. 7		FIRST CLASS							
						April 29, 1962		206	8	116	20	210	124	104	18
						STATIONS		UP Passenger	Fast Mail Express	Las Vegas Holiday Special	The Chief	City of St. Louis	The Grand Canyon	City of Los Angeles	Super Chief - El Capitan
Yard	TY	O			0.0			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
104		B	37.0	20.4	6.2	BARSTOW YL	AM 2.25	AM 4.30	AM 11.30	PM 3.40	PM 5.35	PM 5.45	PM 7.26	PM 11.30	
108		B	39.1	35.9	11.8	LENWOOD	2.16	4.22	11.19	3.29	5.26	5.30	7.16	11.21	
148		B	37.0	37.0	21.1	HODGE	2.10	4.17	11.15	3.25	5.22	5.26	7.12	11.17	
		B	37.0	0.0	26.1	HELENDALE	2.03	4.08	11.07	3.18	5.15	5.19	7.05	11.10	
Yard		C	38.0	23.2	31.5	BRYMAN	1.59	4.04	11.03	3.14	5.11	5.15	7.01	11.06	
			37.0	37.0	31.5	ORO GRANDE YL	1.53	3.58	10.59	3.10	5.07	5.11	6.57	11.02	
98		O	83.4	0.0	36.7	VICTORVILLE YL	1.45	3.50	10.53	3.03	5.00	5.05	6.50	10.55	
146		B	83.4	0.0	41.1	THORN	1.38	3.40	10.46	2.56	4.49	4.57	6.43	10.48	
106		B	84.3	0.0	45.1	HESPERIA	1.34	3.36	10.43	2.52	4.45	4.54	6.39	10.44	
		B	84.5	0.0	50.3	LUGO	1.29	3.31	10.39	2.47	4.40	4.50	6.34	10.39	
126	Y	O	84.5	0.0	55.9	SUMMIT YL	1.20	3.23	10.31	2.38	4.32	4.41	6.25	10.30	
118		B	0.0	118.2	59.7	ALRAY	1.10	3.11	10.22	2.28	4.21	4.31	6.14	10.22	
70		B	0.0	118.2	62.3	CAJON	1.00	3.00	10.12	2.17	4.11	4.20	6.03	10.12	
115		B	0.0	118.2	66.3	KENBROOK	12.53	2.52	10.04	2.09	4.03	4.12	5.55	10.05	
128		B	0.0	118.2	71.0	DEVORE	12.44	2.42	9.56	2.01	3.53	4.03	5.47	9.57	
106		B	0.0	118.2	76.0	ONO	12.36	2.31	9.49	1.53	3.41	3.54	5.38	9.48	
Yard	Y	O	26.4	104.5	81.3	SAN BERNARDINO YL	12.25 AM	2.20 AM	9.40 AM	1.43 PM	3.30 PM	3.43 PM	5.30 PM	9.37 PM	
						(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)	(45.2)	(42.5)	(39.8)	(40.8)	(42.9)	(44.0)	

(Continued from Page 6)

The use of retainers on freight trains, Summit to San Bernardino, will be as follows:

- (1) **With no dynamic brake in service:** Use retainers on all cars. On loaded cars, 50% will be placed in high pressure position.
- (2) **With less than four units of operative dynamic brake:** Use one retainer for each 70 tons in excess of tonnage shown in table below.
- (3) **With four or more units of operative dynamic brake:** Train may proceed without use of retainers. If train is stopped at any point, Summit to Cajon, before releasing automatic air brake, one retainer must be placed in low pressure position for each 50 tons in excess of tonnage shown in table below.
- (4) **When tonnage per operative brake in freight trains, Summit to San Bernardino, exceeds 75 tons per operative brake and total train weight exceeds 4500 tons:** Not less than 50% of cars must have retainers placed in low pressure position before leaving Summit.

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, before proceeding.

When retainers are used on a freight train, not less than 10 must be set and speed must not exceed 20 MPH.

Retainers may be placed in proper position at any point Victorville to Summit.

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:

- |                          |                       |
|--------------------------|-----------------------|
| <b>Westward</b>          | <b>Eastward</b>       |
| Summit to San Bernardino | Summit to Victorville |

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.

No. Units Operative Dynamic Brakes	NON-PRESSURE MAINTAINING		CLASSES OF POWER PRESSURE MAINTAINING			
	AT & UP		AT	UP	AT	UP
				200-289	1401-1496	
			105-199	1600-1643	600-609	
				1870-1877		
		900		100-349		
		907	700-751	500-543	800-849	400-499
		925	1100 Cls	600-607		
		974	2110-2162	650-657	900-979	775-784
1	500	700		1500		1800
2	1000	1300		2500		3000
3	1500	1800		3000		3700
4	2000	2400		3800		4100
5	2000	2400		4100		4500*
6	2000	2400		4500		4500*

\*AT&SF 600-800 Class Engines will not have more than 4-units of operating dynamic brake in service.

Capacity of Sidings in 50 Ft. Cars	Turn Tables and Wyes	Rating Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 7 April 29, 1962	EASTWARD			Mile Post	Rating 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	Mile Post	Rating Grade Ascending Feet Per Mile	Communications			
Yard	Y	64.9	PM 9.05	AM 5.55					AM 2.10	PM 1.40	PM 9.34
123	Y	32.4	9.13	6.03	1.59	1.31	9.27	84.9	15.4	O	
94		0.0	9.24 <sup>18</sup>				9.24 <sup>19</sup>	88.8	38.7	O	
Yard		14.3	9.27	6.09	1.52	1.25	9.22	91.8	37.7	O	
54		14.3						93.7	32.0	B	
60		56.4	9.34	6.15	1.47	1.20	9.17	97.7	19.3	O	
47	Y	30.6	9.38	6.19	1.43	1.17	9.14	100.9	42.2	O	
56		0.0	9.43	6.24	1.39	1.13	9.10	104.8	59.1	O	
64		0.0	9.50	6.31	1.36	1.09	9.07	106.7	43.8	O	
40		0.0			1.34	1.05	9.04	107.9	63.4	O	
42		0.0						110.2	63.4	O	
59		0.0	10.00	6.43	1.27	12.58	8.57	114.4	63.4	B	
	Y	0.0	10.04	6.48	1.24	12.55	8.54	116.9	75.0	O	
41		39.6	10.06	6.51	1.22	12.53	8.52	118.2	81.3	B	
50		0.0						120.2	60.7	B	
72		26.4	10.11	6.56	1.18	12.49	8.48	122.4	26.4	O	
11		75.0						124.2	0.0	O	
39		75.2						125.8	0.0	B	
62		78.9	10.18	7.03	1.13	12.44	8.43	127.3	0.0	B	
		68.4						128.0	0.0	O	
		78.1	10.35	7.20	1.00	12.31	8.30	131.7	95.0	O	
34		0.0						133.7	114.6	B	
		0.0	10.46	7.31	12.50	12.21	8.20	134.2	88.7	B	
34		0.0						135.9	91.9	B	
20		31.7						138.7	106.9		
71		0.0						139.4	89.8		
		0.0	11.01	7.46	12.35	12.06	8.05	139.4	37.0		
	Y	0.0	11.04	7.49	12.33	12.04	8.03	140.1	59.7		
Yard		0.0	11.15 PM	8.00 AM	12.30 AM	12.01 PM	8.00 PM		81.7	O	
Yard		0.0						141.1		O	
			Arrive Daily	Arrive Daily	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 NO. 7 April 29, 1962	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↕		↕			
			STATIONS				
			LONG BEACH 2.5 S.P. Crossing West Thenard Tower 1.1				
Yard			Pier A Yard 2.0				O
Yard			WILMINGTON YL 1.4		28.0		B
89	79.2		WATSON YL 3.3		26.6	52.8	B
Yard	24.8		IBONSIDES YL 1.6		23.3	0.0	
Yard	10.9		TORRANCE YL 1.6		21.7	26.4	O
Yard	52.8		ALOOA YL 3.5		20.1	58.4	B
Yard	52.6		LAWNSDALE YL 1.8		18.6	51.1	
	11.6		EL SEGUNDO YL P. E. Crossing 1.2		14.8	4.0	O
107	26.4		LAIRPORT YL 3.7		13.6	13.7	B
79	52.8		INGLEWOOD YL 1.0		9.9	52.8	O
13	0.0		HYDE PARK YL 0.7		8.0	57.6	
22	10.6		VAN NESS YL 1.3		7.2	0.0	
75	18.5		WILDASIN YL 2.5		6.0	0.0	
18	21.1		WINGFOOT YL P. E. Crossing 2.0		3.5	0.0	B
Yard	52.8		S. P. Crossing MALABAR YL 1.5		1.5	0.0	
			REDONDO JCT. YL		0.0		
			(28.6)				

At First Street: Harbor District crews originating, will register before leaving.

Wyes at Watson, El Segundo and Redondo Jct.

Train movements between Wilmington and Pier "A" yard will be made under yard limit rules.

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.

Spring point derail located 2414 feet east of MP 27, east end Watson Yard. Normal position set to derail for eastward movements.

REDONDO DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 7 April 29, 1962	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↕		↕			
			STATIONS				
Yard			REDONDO BEACH YL 1.5		20.2	0.0	
7	42.2		HERMOSA BEACH YL 1.7		18.7	0.0	C
	42.2		MANHATTAN BEACH YL 2.2		17.0	52.8	
	47.5		EL SEGUNDO YL		14.8		C
			(5.4)				

No switch lights on Redondo District.



# THIRD DISTRICT

# LOS ANGELES DIVISION

11

Communications	Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	TIME TABLE NO. 7 April 29, 1962		EASTWARD											
						FIRST CLASS											
						70	72	116	74	210	76	124	78	104	80	206	
						San Diegan	San Diegan	Las Vegas Holiday Special	San Diegan	City of St. Louis	San Diegan	The Grand Canyon	San Diegan	City of Los Angeles	San Diegan	UP 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	Y	Yard	52.8		SAN BERNARDINO YL			AM 9.35		PM 3.25		PM 3.40		PM 5.25		AM 12.13	
			52.8		P. E. Crossing												
			52.8		RANA YL												
B		W-49 E-112	52.8		OOLTON YL			9.27		3.17		3.27		5.17		12.05	
B		W-114	52.8		S. P. Crossing											AM 11.58	
			52.8		HIGHGROVE			9.22		3.12		3.22		5.12			
O			13.2		S. P. Crossing			9.17 AM		3.07 PM		3.17		5.07 PM		11.53 PM	
B		E-42	52.8		RIVERSIDE YL							3.15					
O	Y	99	52.8		OASA BLANCA												
O		62	52.8		ARLINGTON												
B		94	52.8		MAY												
B	Y	100	27.3		PORPHYRY												
O		167	52.8		CORONA							2.47					
B		94	52.8		PRADO DAM												
B		95	52.8		GYPNUM												
B		129	52.8		ESPERANZA												
B	Y	179	52.8		ATWOOD							2.27					
O		69	42.2		PLACENTIA												
O			42.2		FULLERTON YL		AM 1.29	AM 6.40		AM 10.00		PM 2.10	PM 2.20	PM 5.25		PM 8.51	
O		W-74	33.4		U. P. Crossing												
B		E-96	30.6		BUENA PARK		1.19	6.32		9.53		2.03	2.13	5.18		8.42	
O		W-86	9.2		LA MIRADA												
B			17.6		SANTA FE SPRINGS												
B			26.9		LOS NIETOS												
B			4.2		F. E. Crossing												
O		Yard	0.0		D. T. JUNCTION		1.11	6.23		9.44		1.55	2.04	5.10		8.34	
B			52.8		S. P. Crossing												
O		Yard	0.0		PICO RIVERA		1.09	6.21		9.42		1.52	2.02	5.07		8.32	
O		Yard	0.0		BANDINI												
O	TY		0.0		HOBART YL		1.01	6.17		9.35		1.45	1.58	5.00		8.27	
O		Yard	0.0		U. P. Crossing												
O		Yard	0.0		REDONDO JCT. YL												
O		Yard	0.0		U. P. Crossing												
O	Y		31.7		FIRST STREET YL												
					(69.8)												
					MISSION TOWER YL		12.48	6.07		9.23		1.33	1.48	4.48		8.17	
					0.8												
					LOS ANGELES YL		12.45 AM	6.05 AM		9.20 AM		1.30 PM	1.45 PM	4.45 PM		8.15 PM	
					Union Station												
					(71.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	
Average speed per hour.....							(34.8)	(43.7)	(30.7)	(38.2)	(30.7)	(38.2)	(37.3)	(38.2)	(30.7)	(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	Ruling Grade Ascending— Feet Per Mile	WESTWARD						TIME TABLE NO. 7 April 29, 1962	EASTWARD						Ruling Grade Ascending Feet Per Mile
		FIRST CLASS							FIRST CLASS						
		81	79	77	75	73	71		70	72	74	76	78	80	
		San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	STATIONS	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	
		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	Mile Post
Yard	31.1							NATIONAL CITY YL							273.1
	10.5							3.8 22ND STREET YL							269.3
Yard	52.8	PM 8.00	PM 6.00	PM 4.15	AM 11.50	AM 6.50	AM 5.05	1.8 SAN DIEGO YL	AM 4.00	AM 9.00	PM 12.15	PM 4.25	PM 7.40	PM 10.55	267.5
	35.1	8.07	6.07	4.22	11.57	6.57	5.12	3.3 OLD TOWN YL	3.45	8.48	12.05	4.13	7.27	10.43	264.2
91	65.5							2.1 MORENA			PM				262.1
	118.5	8.18	6.18	4.33	PM 12.08	7.08	5.23	5.0 EL VIRA							257.1
98	0.0							4.1 MIRAMAR	3.33	8.37	11.54	4.00	7.16	10.32	263.0
67	54.2	8.30	6.30	4.48	12.23	7.21	5.35	3.9 SORRENTO							249.1
92	52.8		6.37	4.54	12.29	7.27	5.42	5.0 DEL MAR	3.20	8.25	11.42	3.49	7.04	10.20	244.0
116	68.4							6.0 ENCINITAS	3.14				6.54		238.1
69	69.7							4.2 PONTO							233.8
76	15.8	8.55	6.50	5.12	12.47	7.45	5.55	4.5 CARLSBAD							229.3
92	64.4							2.0 ESCONDIDO JCT.	3.00	8.00	11.22	3.25	6.42	10.00	226.2
86	67.6							1.0 OCEANSIDE							224.1
97	23.8	9.10	7.00	5.22	12.57	7.55	6.05	2.1 FALLBROOK JCT.							218.7
91	29.6							5.4 LAS FLORES							217.8
33	0.6	9.20	7.09	5.33	1.09	8.08	6.14	4.8 AGRA	2.39	7.42	11.02	3.06	6.27	9.46	213.8
54	26.4							5.0 SAN ONOFRE							208.8
98	60.5							5.0 SAN CLEMENTE	2.30	7.33	10.53	2.57	6.18	9.37	203.7
87	65.5	9.28	7.17	5.42	1.17	8.15	6.22	1.1 POCHE							202.7
98	67.3							2.8 SERRA							199.8
88	0.0							2.6 SAN JUAN CAPISTRANO	2.18	7.23	10.43	2.47	6.09	9.29	197.2
119	12.0							4.8 GALIVAN							192.6
93	38.5							4.5 EL TORO							188.1
125	30.6	9.53	7.40	6.09	1.45	8.42	6.42	5.2 IRVINE	1.54	7.05	10.24	2.29	5.45	9.10	175.5
122	29.6							4.4 VENTA	1.42	6.52	10.12				172.6
60	22.7		7.52	6.20	1.55	8.54	6.55	2.9 SANTA ANA	1.35	6.45	10.05	2.15	5.30	8.55	167.8
		10.10 PM	8.00 PM	6.27 PM	2.02 PM	9.02 AM	7.02 AM	4.9 ORANGE	1.29 AM	6.40 AM	10.00 AM	2.10 PM	5.25 PM	8.51 PM	165.0
		Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & *Holidays	2.7 S. P. Crossing ANAHEIM	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only	
		(47.1)	(51.0)	(46.4)	(46.4)	(46.4)	(52.3)	FULLERTON YL							
		.....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 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, Poche, 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, complying 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. Within traffic control system limits, where maximum speed exceeds 20 MPH a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, or passing or being passed by another train or engine.

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.

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.

12. Rule 831: California: Civil Code, Section 2188, provides:

"A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, on stopping the train."

13. Rule 862: Revenue passengers, and employes holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

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

15. Rule 947: Except as provided in Special Rules, prescribed test must be made on freight trains at:

- Summit, westward; and
- Box Springs, eastward.

SPEED REGULATIONS

16. Trains handling pile drivers AT 199452, 199453, 199454 and 199455 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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psg. and Light	Fr.	LOCATION	MPH Psg. and Light	Fr.
Needles District, Westward:			Lucerne Valley District:		
Needles to Goffs.....	79	60	Hesperia to M.P. 25.2.....	35	35
Goffs to Bagdad.....	90	60	M.P. 25.2 to M.P. 29.2.....	20	20
Bagdad to Pisgah.....	79	60	Redlands District:		
Pisgah to Barstow.....	90	60	San Jacinto District:		
Needles District, Eastward:			Highgrove to Box Springs.....	20	20
Barstow to Pisgah.....	90	60	Box Springs to Ethanac.....	40	40
Pisgah to Bagdad.....	79	60	Ethanac to San Jacinto.....	25	25
Bagdad to M.P. 642.....	90	60	Elsinore District:		
M.P. 642 to Goffs.....	79	60	Olive District:		
Goffs to Needles.....	79	40	Fallbrook District:		
Maximum speed, freight trains without			Escondido District:		
dynamic brakes in use M.P. 683.4 to M.P.			Harbor District:		
677.8, is 20 miles per hour; and Goffs to			Redondo District:		
Needles is 24 miles per hour.			Riverview Farms Spur.....	15	15
Cadiz District.....	50	49	Adelanto Spur.....	15	15
Ripley District:			Rialto, Cucamonga, and Upland		
Rice to Blythe.....	40	40	Foothill Spurs, Muscat and		
Blythe to Ripley.....	20	20	Metropolitan Spurs.....	15	15
First District, Westward:			Prenda and La Habra		
Barstow to Oro Grande.....	90	60	Valley Spurs.....	15	15
Oro Grande to San Bernardino.....	79	60	Venta and Miramar Army Spurs.....	15	15
First District, Eastward:			In freight and mixed service on descending		
San Bernardino to Lugo.....	79	60	grades of over one per cent, the maximum		
Lugo to Barstow.....	90	60	is 30 miles per hour with dynamic brake		
Second District:			not in use.		
San Bernardino to Santa Anita.....	90	60	Where street or highway crossings are shown,		
Santa Anita to Los Angeles.....	79	60	speed limit applies only while head end of		
Third District:			train is passing.		
San Bernardino to Fullerton.....	79	60	NEEDLES DISTRICT—WESTWARD		
Fullerton to Bandini.....	90	60	"H" St. Crossing M.P. 578.1.....	15	15
Bandini to Los Angeles.....	79	60	15 Curves M.P. 578.6 to 586.9.....	55	55
Fourth District:			3 Curves M.P. 587.1 to 587.8.....	40	40
National City to Sorrento.....	79	60	3 Curves M.P. 588.1 to 589.3.....	55	55
Sorrento to Santa Ana.....	90	60	3 Curves M.P. 589.9 to 593.0.....	65	60
South Main Track, M.P. 179.1 to			Curve M.P. 593.3 to 593.8.....	45	45
M.P. 176.7.....	40	40	11 Curves M.P. 594.7 to 603.3.....	65	60
Santa Ana to Fullerton.....	79	60			

LOCATION	MPH Psg. and Light	Fr.	LOCATION	MPH Psg. and Light	Fr.
NEEDLES DIST.—WESTWARD (Cont'd)			FIRST DISTRICT—WESTWARD (Cont'd)		
2 Curves M.P. 608.3 to 609.1.....	70	60	2 Curves M.P. 38.2 to 38.8.....	65	60
4 Curves M.P. 669.6 to 671.7.....	75	60	2 Curves M.P. 39.1 to 39.9.....	40	40
10 Curves M.P. 672.1 to 677.5.....	65	60	4 Curves M.P. 40.6 to 43.7.....	50	50
Curve M.P. 678.1 to 678.5.....	40	40	Curve M.P. 48.1 to 48.3.....	65	60
Curve M.P. 679.1 to 679.2.....	60	60	Curve M.P. 48.8 to 49.1.....	50	50
Curve M.P. 679.9 to 680.3.....	40	40	8 Curves M.P. 49.4 to 51.8.....	45	45
3 Curves M.P. 680.9 to 681.8.....	60	60	4 Curves M.P. 52.0 to 53.7.....	55	55
2 Curves M.P. 682.7 to 683.4.....	50	50	3 Curves M.P. 53.7 to 55.0.....	35	35
2 Curves M.P. 685.2 to 686.2.....	65	60	4 Curves M.P. 55.0 to 55.7.....	30	30
2 Curves M.P. 686.8 to 688.1.....	75	60	Summit & 3 Curves M.P. 55.7 to		
Curve M.P. 688.4 to 688.9.....	65	60	56.7.....	20	20
Curve M.P. 689.2 to 689.5.....	70	60	Grade M.P. 56.7 to 58.0.....	30	15
4 Curves M.P. 693.7 to 694.9.....	50	50	2 Curves M.P. 58.0 to 58.4.....	25	15
10 Curves M.P. 695.4 to 702.0.....	65	60	Grade M.P. 58.4 to 62.2.....	30	15
2 Curves M.P. 707.8 to 709.4.....	70	60	Grade M.P. 62.2 to 72.1.....	40	20
3 Curves M.P. 709.6 to 710.6.....	60	60	Grade M.P. 72.1 to 80.8.....	50	20
Curve M.P. 745.0 to 745.3.....	50	50			
2 Curves M.P. 745.4 to 745.7.....	40	40	FIRST DISTRICT—EASTWARD		
			Curve M.P. 80.8 to 78.6.....	55	55
NEEDLES DISTRICT—EASTWARD			Curve M.P. 78.6 to 78.3.....	65	60
3 Curves M.P. 745.7 to 745.0.....	40	40	2 Curves M.P. 73.2 to 72.0.....	50	50
5 Curves M.P. 710.6 to 707.8.....	65	50	4 Curves M.P. 72.0 to 70.3.....	40	40
2 Curves M.P. 707.6 to 706.0.....	75	60	5 Curves M.P. 69.1 to 67.1.....	55	55
Curve M.P. 702.0 to 701.5.....	65	60	10 Curves M.P. 66.9 to 62.9.....	40	40
7 Curves M.P. 700.8 to 696.7.....	75	60	19 Curves M.P. 64.3x to 56.9.....	30	30
2 Curves M.P. 696.1 to 695.4.....	65	60	Summit & 3 Curves M.P. 56.4 to		
4 Curves M.P. 694.9 to 693.6.....	50	50	55.7.....	20	20
Curve M.P. 693.1 to 692.9.....	70	60	3 Curves M.P. 55.7 to 55.0.....	30	30
Curve M.P. 689.5 to 689.2.....	70	60	3 Curves M.P. 54.8 to 53.7.....	45	40
Curve M.P. 688.9 to 688.4.....	65	60	4 Curves M.P. 53.6 to 52.0.....	55	40
2 Curves M.P. 688.1 to 686.8.....	75	60	2 Curves M.P. 51.8 to 51.3.....	45	40
2 Curves and Grade M.P. 686.2 to			Curve M.P. 51.2 to 51.1.....	40	40
683.4.....	70	30	5 Curves M.P. 51.0 to 49.4.....	45	40
2 Curves and Grade M.P. 683.4 to			Curve M.P. 49.1 to 48.8.....	50	50
680.8x.....	55	30	2 Curves M.P. 48.4 to 47.2.....	85	55
2 Curves and Grade M.P. 680.8x to			Curve M.P. 43.7 to 43.5.....	60	55
677.8.....	65	30	Curve M.P. 41.9 to 41.7.....	55	55
5 Curves and Grade M.P. 677.8 to			3 Curves M.P. 41.1 to 39.5.....	60	55
674.5.....	75	45	Curve M.P. 39.2 to 38.9.....	50	40
2 Curves and Grade M.P. 674.5 to			Victorville M.P. 37.4 to 36.6.....	30	30
673.2.....	70	45	3 Curves M.P. 36.4 to 34.6.....	60	60
3 Curves and Grade M.P. 673.2 to			Curve M.P. 34.0 to 33.8.....	40	40
671.4.....	75	45	2 Curves M.P. 33.3 to 31.8.....	60	60
6 Curves M.P. 646.1 to 641.3.....	80	60	Curve M.P. 31.1 to 30.8.....	80	60
2 Curves M.P. 640.9 to 638.8.....	75	60	Curve M.P. 20.3 to 19.7.....	80	60
3 Curves M.P. 631.0 to 628.7.....	75	60	Curve M.P. 17.1 to 16.6.....	80	60
10 Curves M.P. 625.5 to 613.8.....	65	60	Curve M.P. 11.8 to 10.3.....	85	60
6 Curves M.P. 613.4 to 609.2.....	75	60	Curve M.P. 0.2 to 0.0.....	25	25
2 Curves M.P. 609.1 to 608.4.....	65	60			
3 Curves M.P. 599.0 to 597.9.....	65	40	SECOND DISTRICT		
Curve M.P. 593.4x to 592.3.....	75	40	San Bernardino and Rialto M.P.		
2 Curves M.P. 591.6 to 589.9.....	70	40	82.6 to 85.2.....	30	30
3 Curves M.P. 589.2 to 588.2.....	60	40	Fontana M.P. 88.5 to 88.9.....	50	50
3 Curves M.P. 587.7 to 587.1.....	40	40	4 Curves M.P. 98.2 to 100.5.....	75	60
14 Curves M.P. 586.9 to 578.6.....	60	40	Upland P.E. Crossing M.P. 101.0.....	40	40
"H" St. Crossing M.P. 578.1.....	15	15	2 Curves M.P. 102.4 to 102.8.....	65	60
			Pomona M.P. 106.2 to 107.0.....	40	40
CADIZ DISTRICT			La Verne M.P. 107.0 to 108.8.....	45	45
Track M.P. 107.2 to 111.1.....	45	40	2 Curves M.P. 109.0 to 111.4.....	75	60
Curve M.P. 165.2 to 165.5.....	45	40	2 Curves M.P. 111.8 to 112.8.....	50	50
Curve M.P. 183.0 to 183.2.....	45	40	Curve M.P. 112.8 to 114.2.....	65	60
			Glendora M.P. 114.2 to 114.8.....	45	45
RIPLEY DISTRICT			2 Curves M.P. 114.8 to 116.6.....	65	60
3 Curves M.P. 14.6 to 15.2.....	25	25	Azusa M.P. 116.6 to 117.5.....	40	40
4 Curves M.P. 15.6 to 16.4.....	20	20	2 Curves M.P. 117.9 to 119.0.....	65	60
4 Curves M.P. 16.7 to 17.7.....	30	30	Curve M.P. 119.5 to 119.7.....	55	55
5 Curves M.P. 34.6 to 36.4.....	30	30	2 Curves M.P. 122.2 to 123.8.....	65	60
			First Ave. Crossing M.P. 124.1.....	40	40
FIRST DISTRICT—WESTWARD			Santa Anita Ave. Crossing M.P.		
Curve M.P. 10.3 to 11.8.....	85	60	124.3.....	40	40
Curve M.P. 16.6 to 17.1.....	80	60	Curve M.P. 124.6 to 125.0.....	65	60
Curve M.P. 19.7 to 20.3.....	80	60	Pasadena M.P. 127.6 to 132.8.....	20	20
Curve M.P. 30.8 to 31.1.....	80	60	So. Pasadena M.P. 133.3 to 134.8.....	15	15
2 Curves M.P. 31.8 to 33.3.....	60	60	U.P. Crossing M.P. 135.5.....	8	8
Curve M.P. 33.8 to 34.0.....	40	40	7 Curves M.P. 135.5 to 138.3.....	25	25
4 Curves M.P. 34.1 to 36.4.....	55	55	U.P. Crossing M.P. 138.3.....	8	8
Victorville M.P. 36.6 to 37.4.....	30	30	4 Curves M.P. 138.3 to 140.0.....	20	20
			Curve M.P. 140.0 to 140.2.....	15	15

# SPECIAL RULES

# LOS ANGELES DIVISION 15

LOCATION	MPH Psgr. and Light	Frts.	LOCATION	MPH Psgr. and Light	Frts.
<b>THIRD DISTRICT</b>			<b>FOURTH DISTRICT (Continued)</b>		
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		
3 Curves M.P. 4.9 to 5.6 Westward	75	60	Westward	60	60
Curve M.P. 5.6 to 5.5 Eastward	75	60	Curve M.P. 244.6 to 244.4		
3 Curves M.P. 6.4 to 6.8 Westward	45	45	Westward	75	60
3 Curves M.P. 6.8 to 6.4 Eastward	30	30	3 Curves M.P. 244.4 to 245.8		
Curve M.P. 8.5 to 8.3 Eastward	75	60	Eastward	60	60
Curve M.P. 9.4 to 9.6	60	60	Curve M.P. 244.3 to 244.1	50	50
4 Curves M.P. 9.6 to 10.0			Curve M.P. 243.8 to 243.5	65	60
Westward	30	30	Plaza St. Crossing M.P. 241.8	50	50
3 Curves M.P. 10.4 to 11.7	65	60	Curve M.P. 241.3 to 241.1	85	60
2 Curves M.P. 11.9 to 12.5	40	40	2 Curves M.P. 239.2 to 238.5	85	60
Curve M.P. 14.7 to 14.9	75	60	Curve M.P. 237.8 to 237.4	80	60
3 Curves M.P. 15.5 to 16.7	55	55	Oceanside M.P. 227.0 to 225.5	30	30
Curve M.P. 16.9 to 17.1	65	60	3 Curves M.P. 224.7 to 223.8	70	60
Curve M.P. 22.5 to 22.8	65	60	2 Curves M.P. 209.0 to 208.2	70	60
Corona M.P. 23.5 to 24.4	30	30	12 Curves M.P. 207.7 to 201.2	75	60
Curve M.P. 30.4 to 30.7 Westward	65	60	Curve M.P. 200.3 to 199.9	45	45
Curve M.P. 31.2 to 30.4 Eastward	65	60	Curve M.P. 199.4 to 199.1	65	60
Slide Area and 2 Curves M.P. 31.3 to 31.8	30	30	3 Curves M.P. 198.6 to 197.9	35	35
2 Curves M.P. 32.2 to 32.8	60	60	2 Curves M.P. 197.4 to 197.0	60	60
2 Curves M.P. 33.6 to 34.2	40	40	Curve M.P. 195.9 to 195.8	75	60
Curve M.P. 34.5 to 35.1	50	50	2 Curves M.P. 194.2 to 193.5	85	60
3 Curves M.P. 35.2 to 37.1	65	60	Santa Ana M.P. 176.1 to 175.3	40	40
2 Curves M.P. 37.5 to 38.5	60	60	2 Curves M.P. 175.0 to 174.4	60	60
Placentia M.P. 42.7 to 43.6	50	30	7 Curves M.P. 173.8 to 172.0	40	40
2 Curves M.P. 45.2 to 45.7	55	55	Curve M.P. 170.3 to 169.2	75	60
Fullerton M.P. 165.2 to 164.7	30	30	Anaheim M.P. 168.1 to 167.7	40	40
Curve M.P. 161.1 to 160.8	75	60	Curve M.P. 166.9 to 166.6	75	60
Curve and Crossing			Curve M.P. 165.9 to 165.3	55	55
M.P. 159.6 to 155.9	60	60	Fullerton M.P. 165.2 to 164.7	30	30
Curve M.P. 154.2 to 153.8			<b>REDLANDS DISTRICT</b>		
Westward	75	60	San Bernardino, "G" St. Crossing		
Curve M.P. 152.9 to 152.5			M.P. 0.7	5	5
Westward	65	60	Crossing M.P. 0.7 to 3.1	15	15
2 Curves M.P. 152.5 to 154.2			Redlands, St. Crossing M.P. 8.9	15	15
Eastward	75	60	Mentone, St. Crossing M.P. 12.0	10	10
2 Curves M.P. 151.7 to 150.1	80	60	Molino Boulder Ave. M.P. 17.9	10	10
Crossing and Curve M.P. 144.5 to 143.4	30	30	<b>SAN JACINTO DISTRICT</b>		
2 Curves M.P. 143.4 to 142.9	15	15	Main track turnout and curve		
3 Curves M.P. 141.1 to 140.2	35	35	M.P. 18 to 19.2	15	15
Curve M.P. 140.2 to 140.0	15	15	<b>HARBOR DISTRICT</b>		
<b>FOURTH DISTRICT</b>			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	<b>ELSINORE DISTRICT</b>		
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			2 Curves M.P. 16.1 to 16.4	15	15
Westward	65	60	Curve M.P. 17.7 to 17.9	15	15
5 Curves M.P. 253.7 to 257.0			<b>ESCONDIDO DISTRICT</b>		
Eastward	65	35	Hill St., M.P. 0.3	10	10
			12 Curves and track		
			M.P. 0.3 to 6.0	15	15

Station	Type	Location	MPH
<b>NEEDLES DISTRICT</b>			
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
<b>FIRST DISTRICT</b>			
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
	S	WE westward siding	30
Keenbrook	S	EE siding	15
Devore	S	EE eastward siding	15
	S	WE westward siding	30
Ono	S	EE eastward siding	15
	S	WE westward siding	30
<b>SECOND DISTRICT</b>			
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
<b>THIRD DISTRICT</b>			
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	I	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
<b>THIRD DISTRICT (Continued)</b>			
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
<b>FOURTH DISTRICT</b>			
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)
<b>Diesel Engines:</b>			
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	4 1/2	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
<b>Diesel-Electric and Gas-Electric Motor Cars:</b>	3	5	5
<b>Passenger Cars:</b>			
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
<b>Diesel and Gas-Electric</b>				
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
<b>U. P. Diesels</b>				
900-978, 981-989, and 990 class	100	45	45	90
1000 class	35	35	25	45
100, 200, 300, 400, 700, 1360, 1400 and 1600 classes	65	45	45	45
1800 class	65	35	35	45
<b>P. E. - S. P. Diesels</b>				
4600 class	65	65	30	65
<b>Diesels without dynamic brakes in use</b>				
Ash Hill-Bagdad		24		
Goffs-Needles		24		
Summit to Victorville		30		
Summit-Cajon		15		
Cajon-San Bernardino		20		
<b>Diesels with dynamic brakes in use</b>				
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)
<b>NEEDLES, FIRST, AND REDLANDS DISTRICTS</b>			
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.	
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 — 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	
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.	



**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:	San Bernardino M.P. 77.5	For eastward trains:	Barstow West Tower M.P. 7.0 East switch Lenwood (for trains in siding). M.P. 584.2
		Needles	

**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. 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.	
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 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.	Interlocking. When home signals in stop positions, 98-B, 320(B). 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)
<b>HARBOR DISTRICT</b>			
Redondo Junction (1.0 Mi. East)	U. P. Crossing. MTA Crossing, Pac. Blvd.	See Redondo Junction, Third District. 15 MPH.	
Nadeau	S. P. Crossing.	Automatic interlocking, 321(D), 10 MPH.	
Nadeau (0.3 Mi. East)	P. E. Crossing.	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
<b>NEEDLES DISTRICT</b>			
Saltus	658.4	51	East and West
Klondike	682.0	74	East and West
Lavic	702.7	25	East
Minneola	731.7	107	West
Airport Spur	732.6	15	West
Gale	735.3	67	East and West
Cool Water	735.9	16	West
<b>CADIZ DISTRICT</b>			
Earp	107.3	32	West
Milligan	164.0		
Metropolitan Water Dist.	163.9	16	East and West
Pacific Salt Co.	163.7	4	East and West
Standard Chemical Co.	162.6	28	East and West
Chubbuck	172.7	11	West
<b>RIPLEY DISTRICT</b>			
Inca	22.6	31	West
Mesaville	33.0	10	West
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West
Miller Farms	44.7	19	East
<b>FIRST DISTRICT</b>			
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track
Frost	38.8	8	Eastward track
<b>REDLANDS DISTRICT</b>			
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
West Highlands	20.4	11	East and West
<b>SECOND DISTRICT</b>			
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Gallo Spur	94.6	46	West
Rochester	95.0	11	East
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	15	East and West
Raymond	132.7	16	West
<b>THIRD DISTRICT</b>			
Pachappa	12.4	26	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West
La Sierra	18.5	9	West
Standard Oil Spur	160.8	9	East
Wilshire	156.8	58	East and West

Location	Mile Posts	Car Capacity	Switch Connection
<b>THIRD DISTRICT (Continued)</b>			
Mojave Spurs	155.8	28	West
Stephens Spur	155.5	14	West
El Camino Spur	155.3	15	West
La Habra V'y Spur (East Whittier)	154.6	Lgh. 3.4 m.	West
<b>FOURTH DISTRICT</b>			
Venta Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	35	East
Tustin	181.5	25	East
Frances	183.1	36	East and West
Kathryn	183.9	24	East
Como	180.1	54	East and West
Stuart	221.7	50	East and West
San Diego G. & E. Co. Spur	231.3	35	East
Farr	231.6	6	West
Cardiff	239.8	11	East and West
Solana Beach	241.9	9	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	13	East and West
Cudahy	263.4	43	East and West
<b>FALLBROOK DISTRICT</b>			
Ranch House	7.6	7	East and West
Marine Base Spur	10.5	13	East and West
<b>ESCONDIDO DISTRICT</b>			
Talica	3.7	8	East and West
Buena	12.9	11	East and West
<b>HARBOR DISTRICT</b>			
Nadeau	2.5	7	East and West
Monaco	17.8	13	East and West
Dudmore	19.1	17	East
Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Alcoa Spur	20.1	Lgh. 2.0 m.	West
<b>SAN JACINTO DISTRICT</b>			
Lily Cup	0.6	11	East and West
Box Springs Quarry	6.1	42	East and West
Mayer Farms	15.9	18	East and West
Granite Spur	14.5	Lgh. 0.9 m.	Wye
Ellis	19.9	16	East
<b>ELSINORE DISTRICT</b>			
Mining Spur	3.2	71	East and West
South Corona	5.0	0	None
Weisel	6.2	37	East

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Needles	401	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 YRANKEN, 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

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

### ANAHEIM

DR. ERWIN H. KERSTEN, Local Surgeon

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 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

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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

### RIVERSIDE

DR. VAN W. KAYE, Local Surgeon  
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### CORONA

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 DR. RICHARD W. MANGAN, Assistant Local Surgeon

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DR. HOWARD SWIRE, Local Surgeon

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 DR. GEORGE BROWNLEE, Assistant Local Surgeon

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DR. ARTHUR C. ROBBINS, Local Surgeon

### PERRIS

DR. R. B. REID, Local Surgeon

### HEMET

DR. DAVID MEENS, 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	Ash Fork 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	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
	Grants	Clovis and beyond	North of Barstow
17	Flagstaff	Pasadena and Los Angeles	Kansas City and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
18	Pomona		Williams Jct. and beyond
	Kingman	Newton and beyond	San Bernardino and beyond
	Williams Jct.	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
	Grants	South of Barstow	La Junta and East
19	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Albuquerque and beyond
	Victorville		Albuquerque and beyond
	Pomona		Williams Jct. and beyond
20	Victorville	Albuquerque and beyond	
	Kingman	Albuquerque and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
123	Grants	La Junta and East	South of Barstow
	Laguna		Albuquerque and beyond
124	Pico Rivera		Williams Jct. and beyond
	Pico Rivera	Williams Jct. 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	Pico Rivera	Oceanside and beyond
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Anaheim, Orange and San Juan Capistrano		San Bernardino and beyond
	77	Orange	Los Angeles
76, 80	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
72, 74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		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  
 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 . . . . . 6667½ 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 . . . . . 106½ North Spadra Road, Fullerton  
 GERALD D. LAROCQUE . . . . . 413 North Broadway, Santa Ana  
 S. L. FINKEL . . . . . 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 01	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 00	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 00	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 00	15.0
.. 55	65.5	1 34	38.3	5 00	12.0
.. 56	64.2	1 36	37.5	6 00	10.0
.. 57	63.2	1 38	36.8	12 00	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"/>	<b>SAFE COUPLING SPEED</b>
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!**

