



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.
 R. C. VAN AUSDALL Fullerton, Calif.
 J. W. BARRIGER Los Angeles, Calif.
 J. M. WATKINS Los Angeles, Calif.
 R. F. NORLING Los Angeles, Calif.
 J. O. PHILLIPS 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	F. O. PIERCE
J. C. SELINGER	W. D. EAKIN
L. W. PARSONS	F. I. GASSWINT
E. O. CRUM	W. R. HANSEN
A. C. KIDD	D. F. HODGES
E. L. MAYS	L. A. WRIGHT
H. W. WITSKEN	R. J. WYSOCKI
E. M. BUTLER	L. B. QUALLS
I. L. CRAWFORD	T. H. ESHELMAN
C. W. BURTON	R. D. HARPER

The
**Atchison, Topeka and Santa Fe
Railway Co.**



COAST Santa Fe LINES

**LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL**

TIME TABLE No.

8

IN EFFECT

Sunday, October 28, 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	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			NO. 8 October 28, 1962			
Yard			STATIONS			
			PARKER YL		105.8	
28	31.7		8.3 OALZONA		114.1	29.6
17	30.6		5.9 VIDAL		120.0	0.0
45	30.6		11.6 GROMMET		131.6	0.0
49	6.9		8.3 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.

RIPLEY 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. 8 October 28, 1962			
Yard			STATIONS			
			RIPLEY YL		49.4	
21.7			7.4		42.0	42.8
			BLYTHE YL			
55	83.4		21.6 COX		20.4	10.6
	68.6		2.6			0.0
30			MIDLAND YL		17.8	
	68.6		1.3			0.0
11			STYX		16.5	
	66.0		16.5			83.4
49			RICE YL		0.0	
			(49.4)			



No switch lights on Ripley District.

Wye at Rice and Blythe.

Offices of Communication at Blythe and Midland; booth phone at Rice.

Trains must get numbered clearance card before leaving Blythe.

LUCERNE VALLEY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			NO. 8 October 28, 1962			
Yard			STATIONS			
58	0.0		CUSHENBURY		29.2	105.6
2	0.0		3.1 SPUR 5		26.1	105.6
14	75.0		10.5 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)			



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.

REDLANDS 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. 8 October 28, 1962			
Yard			STATIONS			
9			DEL ROSA YL		21.5	
14	81.3		1.8 PATTON		19.7	47.5
26	89.5		1.0 HIGHLAND		18.7	0.0
47	83.2		2.5 EAST HIGHLANDS		16.2	70.5
17	88.5		4.1 MENTONE		12.0	0.0
31	0.0		3.2 REDLANDS		8.8	116.2
	101.3		8.8 P. E. Crossing P. E. Crossing SAN BERNARDINO YL		0.0	116.2
			(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	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 8 October 28, 1962	↑		
STATIONS						
26			HIGHGROVE S. P. Crossing YL		0.0	0.0
12	116.2		LEMONA		2.7	0.0
31	21.3		BOX SPRINGS YL		7.2	17.6
	21.3		MARCH FIELD YL		9.6	17.6
45	0.0		ALESSANDRO YL		10.6	47.6
22	0.0		VAL VERDE YL		13.5	28.1
20	21.6		PERRIS YL		18.3	63.4
21	49.3		ETHANAO YL		22.7	0.0
11	21.1		MENIFEE YL		25.0	42.2
34	52.8		WINCHESTER		28.9	0.0
13	44.3		EGAN		33.1	0.0
15	6.3		HEMET YL		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, Meniffee and Winchester.
 When office of communication open, trains must get numbered clearance card before leaving San Jacinto.
 Rule 947: Prescribed test must be made on freight trains at Box Springs, eastward.

ELSINORE 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. 8 October 28, 1962	↑		
STATIONS						
17			ELSINORE		21.9	132.0
20	147.8		ALBERHILL		16.3	89.8
32	50.7		ARCIILLA		8.5	68.6
Yard	0.0		P. E. Crossing PORPHYRY YL		0.0	
(21.9)						

No switch lights on Elsinore District.
 Wye at Elsinore 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	Rating Grade Descending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 8 October 28, 1962	↑		
STATIONS						
Yard	42.2	TCS	ATWOOD		0.0	42.2
21			OLIVE S. P. Crossing		2.4	42.2
62	42.2		ORANGE		5.8	42.2
(5.8)						

Signal System Two in effect.
 Rule 261 (TCS) in effect on main track between Atwood and Orange. Sid-
 ing 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	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 8 October 28, 1962	↑		
STATIONS						
48			FALLBROOK JOT. YL		0.0	
12	66.0		CHAPPO YL		5.9	62.7
46	26.4		JOFEGAN YL		8.4	0.0
6	132.0		U.S.M.C. Crossing DE LUZ YL		15.1	79.2
28	105.6		FALLBROOK YL		16.9	0.0
(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	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 8 October 28, 1962	↑		
STATIONS						
25			ESCONDIDO YL		21.1	
14	83.4		SAN MARCOS YL		16.2	95.0
10	116.2		VISTA YL		9.2	116.2
11	116.2		FALDA YL		7.8	0.0
	107.7		ESCONDIDO JOT. YL		0.0	116.2
(21.8)						

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

WESTWARD										TIME TABLE	Mile Post	Ruling Grade Ascending— Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Capacity of Sidings in 50 ft. Cars	
FIRST CLASS															NO. 8
205	19	115	7	209	123	103	17	1	October 28, 1962						
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	STATIONS						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	NEEDLES YL						
	PM 4.20		AM 11.10		AM 3.40		AM 1.10	AM 12.25	578.0						
	4.31		11.25		3.53		1.20	12.36	685.8						
	4.40		11.39		4.05		1.28	12.45	592.4						
	4.47		11.48		4.12		1.35	12.52	597.0						
	4.53		11.58		4.20		1.41	12.58	601.5						
	5.03		12.10		4.30		1.52	1.08	609.1						
	5.10		12.17		4.38		1.59	1.15	618.7						
	5.15		12.23		4.44		2.04	1.20	626.2						
	5.21		12.29		4.51		2.10	1.26	634.7						
	5.31		12.39		5.02		2.20	1.36	648.1						
	5.40		12.49		5.13		2.29	1.46	661.5						
	5.47		12.57		5.20		2.35	1.52	669.3						
	5.55		1.07		5.29		2.43	2.00	676.7						
	6.08		1.23		5.42		2.57	2.13	686.7						
	6.14		1.30		5.49		3.03	2.19	693.4						
	6.27		1.45		6.03		3.19	2.34	706.6						
	6.32		1.52		6.09		3.25	2.40	712.8						
	PM 6.41	PM 7.33	2.02	AM 6.20	6.20	AM 6.13	3.35	2.50	725.6						
	11.33	6.51	7.33	2.11	8.38	6.30	3.45	3.00	737.6						
	11.51	7.05	7.43	2.30	8.48	7.00	4.00	3.15	741.6						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	746.4						
									(167.6)						
(29.3)	(60.9)	(52.8)	(50.3)	(52.8)	(50.3)	(52.8)	(59.2)	(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.

(Continued on Page 5)

NEEDLES DISTRICT

LOS ANGELES DIVISION 5

						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	TIME TABLE NO. 8 October 28, 1962		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				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
					678.0	NEEDLES YL			AM 7.30		PM 6.10		PM 9.30		PM 11.30	AM 2.10
107		B	74.4	0.0	585.8	7.4 JAVA			7.20		5.59		9.19		11.19	1.59
		B	78.9	0.0	592.4	6.8 IBIS			7.13		5.53		9.12		11.13	1.53
		B	104.5	0.0	597.0	3.7 BANNOCK			7.09		5.49		9.08		11.09	1.49
		B	78.9	0.0	601.5	4.6 HOMER			7.04		5.45		9.03		11.05	1.45
146		B	76.0	26.4	609.1	7.6 GOFFS			6.57		5.38		8.55		10.58	1.38
107		B	0.0	59.1	618.7	9.6 FENNER			6.45		5.28		8.44		10.48	1.28
107		B	0.0	57.0	626.2	7.5 ESSEX			6.35		5.20		8.35		10.40	1.20
114		B	0.0	58.6	634.7	8.5 DANBY			6.25		5.12		8.26		10.32	1.12
189	Y	O	0.0	53.8	648.1	13.4 CADIZ	YL		6.10		5.01		8.14		10.21	1.02
107		O	29.0	53.8	661.5	13.4 AMBOY			5.59		4.52		8.03		10.12	12.53
100		B	36.9	11.6	669.3	7.8 BAGDAD			5.52		4.46		7.57		10.06	12.47
107		B	75.0	0.0	676.7	7.3 SIBERIA			5.45		4.40		7.51		10.00	12.41
146	Y	B	121.4	17.9	686.7	7.7 ASH HILL			5.36		4.31		7.42		9.51	12.32
101		B	31.1	54.4	693.4	8.7 LUDLOW			5.29		4.25		7.36		9.45	12.26
134		B	57.0	49.1	706.6	13.2 PISGAH			5.17		4.14		7.25		9.34	12.15
		B	0.0	56.4	712.8	6.2 HECTOR			5.11		4.09		7.20		9.29	12.10
107		B	29.5	39.6	725.6	12.8 NEWBERRY			5.02	PM 12.40	4.00	PM 5.50	7.11	PM 7.36	9.20	12.01
104		O	40.6	13.7	737.7	12.0 DAGGETT		AM 2.45	4.53		3.52		7.03		9.12	AM 11.52
71		B	34.3	30.6	741.6	4.0 NEBO										
Yard	TY	O	32.7	48.3	746.4	4.8 BARSTOW YL		AM 2.30	4.45 AM	12.30 PM	3.45 PM	5.40 PM	6.55 PM	7.26 PM	9.05 PM	11.45 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) (60.0) (52.8) (68.2) (52.8) (63.9) (52.8) (68.2) (68.2)

(Continued from Page 4)

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

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					
FIRST CLASS									NO. 8					
									October 28, 1962					
	205	115	19	7	209	123	103	17	STATIONS					
	UP Passenger	Las Vegas Holiday Special	The Chief	Fast Mail Express	City of St. Louis	The Grand Canyon	City of Los Angeles	Super Chief - El Capitan	Mile Post	Ruling Grade Ascending Feet Per Mile	Ruling Grade Descending Feet Per Mile	Communications	Capacity of Sidings In 50 ft. Cars	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
	PM 11:55	PM 7:43	PM 7:15	PM 3:00	AM 8:53	AM 7:45	AM 6:23	AM 4:10	A T S AUTOMATIC BLOCK SYSTEM	0.0		O	Yard	
	12:02	7:51	7:22	3:07	9:00	7:52	6:30	4:17		5.8	37.0	20.4	B	92
	12:09	7:55	7:29	3:12	9:05	7:59	6:35	4:22		6.0	39.1	35.9	B	120
	12:16	8:01	7:36	3:20	9:13	8:05	6:42	4:29		9.3	37.0	37.0	B	98
	12:21	8:05	7:40	3:24	9:18	8:10	6:48	4:33		4.8	37.0	0.0	B	144
	12:27	8:09	7:45	3:29	9:23	8:15	6:52	4:38		5.4	38.0	23.2	B	144
	12:35	8:16	7:52	3:37	9:33	8:25	6:58	4:45		5.1	37.0	37.0	O	Yard
	12:43	8:21	7:58	3:44	9:40	8:33	7:05	4:52		36.7	36.7	0.0	O	100-146
	12:50	8:26	8:03	3:49	9:45	8:41	7:10	4:57		4.3	84.5	0.0	B	
	12:59	8:32	8:08	3:54	9:50	8:50	7:15	5:02		4.1	83.4	0.0	B	144
	1:13	8:45	8:17	4:07	10:04	9:03	7:30	5:13		4.7	81.3	0.0	B	140
	1:28	9:00	8:31	4:22	10:19	9:19	7:45	5:27		4.9	84.5	0.0	B	140
	1:34	9:06	8:37	4:28	10:25	9:26	7:51	5:33		5.8	84.5	0.0	O	122
	1:42	9:13	8:43	4:35	10:33	9:34	7:59	5:41		6.4	0.0	158.4		
	1:49	9:20	8:49	4:41	10:40	9:41	8:07	5:48		6.4	0.0	158.4		
	2:00 AM	9:32 PM	9:05 PM	5:00 PM	10:55 AM	9:55 AM	8:20 AM	6:00 AM		6.4	0.0	158.4		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		81.3	64.4	104.5	O	Yard
	(38.8)	(44.5)	(44.1)	(40.5)	(39.8)	(37.3)	(41.5)	(44.1)	(80.9)					

Signal System Two in effect between Barstow and San Bernardino.

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."

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

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. 8		FIRST CLASS							
						October 28, 1962		206	8	116	20	210	124	104	18
Yard	TY	O			0.0	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
						BARSTOW	YL	AM	AM	PM	PM	PM	PM	PM	PM
104		B	37.0	20.4	5.8	LENWOOD		2.25	4.25	12.30	3.35	5.35	6.25	7.26	11.35
106		B	39.1	35.9	11.8	HODGE		2.16	4.17	12.19	3.24	5.26	6.11	7.16	11.25
148		B	37.0	37.0	21.1	HELENDALE		2.10	4.12	12.15	3.20	5.22	6.07	7.12	11.20
		B	37.0	0.0	26.1	BRYMAN		2.03	4.03	12.07	3.13	5.15	5.59	7.05	11.13
Yard		O	38.0	23.2	31.5	ORO GRANDE	YL	1.59	3.59	12.03	3.09	5.11	5.55	7.01	11.09
			37.0	37.0		VICTORVILLE	YL	1.53	3.53	11.59	3.05	5.07	5.51	6.57	11.05
98		O	83.4	0.0	36.7	THORN		1.45	3.45	11.53	2.58	5.00	5.45	6.50	10.58
146		B	83.4	0.0	41.1	HESPERIA		1.38	3.35	11.46	2.51	4.49	5.38	6.43	10.51
106		B	84.3	0.0	45.1	LUGO		1.34	3.31	11.43	2.47	4.45	5.34	6.39	10.47
		B	84.5	0.0	50.3	SUMMIT	YL	1.29	3.26	11.39	2.42	4.40	5.29	6.34	10.42
126	Y	O	0.0	116.2	55.9	ALRAY		1.20	3.18	11.31	2.33	4.32	5.20	6.25	10.33
118		B	0.0	116.2	59.7	OAJON		1.10	3.06	11.22	2.23	4.21	5.10	6.14	10.23
70		B	0.0	116.2	62.3	KEENBROOK		1.00	2.55	11.12	2.12	4.11	5.00	6.03	10.13
115		B	0.0	116.2	66.3	DEVORE		12.53	2.47	11.04	2.04	4.03	4.52	5.55	10.05
128		B	0.0	116.2	71.0	ONO		12.44	2.37	10.56	1.56	3.53	4.43	5.47	9.57
108		B	0.0	116.2	76.0	SAN BERNARDINO	YL	12.36	2.26	10.49	1.48	3.41	4.34	5.38	9.48
Yard	Y	O	26.4	104.5	81.8			12.25	2.15	10.40	1.38	3.30	4.23	5.30	9.37
						(82.9)		AM	AM	AM	PM	PM	PM	PM	PM
								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)	(42.2)

(Continued from Page 6)

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

- With no dynamic brake in service: Use retainers on all cars. On loaded cars, 50% will be placed in high pressure position.
- With less than four units of operative dynamic brake: Use one retainer for each 70 tons in excess of tonnage shown in table below.
- 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.
- 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.

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		2697-2893	1600-1643 1870-1877
		407-430	900 907	700-751 1100-1174	100-349 500-543
	ALL CLASSES	325-344	925 974	1200-1234 1600-1607 2110-2162	600-607 650-657
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.

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:

Westward

Summit to San Bernardino

Eastward

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.

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Rating Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 8 October 28, 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							
Yard	Y	64.9	PM 9.10	AM 6.05	SAN BERNARDINO YL	AM 2.05	PM 1.35	PM 9.34	81.8	0.0	O
128	Y	32.4	9.16	6.13	3.6 RIALTO	1.54	1.26	9.27	84.9	15.4	O
94		0.0	18 9.24		3.0 FONTANA YL			19 9.24	88.8	38.7	O
Yard		14.3	9.27	6.19	3.0 KAISER YL	1.47	1.20	9.22	91.8	37.7	O
54		14.3			2.0 ETIWANDA				98.7	32.0	B
50		56.4	9.34	6.25	3.9 OUCAMONGA	1.42	1.15	9.17	97.7	19.3	O
47	Y	30.6	9.38	6.29	3.2 UPLAND YL	1.38	1.12	9.14	100.9	42.2	O
56		0.0	9.43	6.33	3.9 CLAREMONT P. E. Crossing	1.34	1.09	9.10	104.8	59.1	O
64		0.0	9.50	6.40	1.9 POMONA	1.31	1.04	9.07	106.7	43.8	O
40		0.0			1.2 LA VERNE	1.29	1.00	9.04	107.9	63.4	O
42		0.0			2.4 SAN DIMAS P. E. Crossing				110.2	63.4	O
59		0.0	10.00	6.52	4.1 GLENORA	1.22	12.53	8.57	114.4	63.4	B
	Y	39.6	10.04	6.57	2.5 AZUSA	1.19	12.50	8.54	116.9	75.0	O
41		0.0	10.06	7.00	4 KINGAID P. E. Crossing	1.17	12.48	8.52	118.2	81.3	B
50		26.4			2.0 BUTLER				120.2	60.7	B
72		75.0	10.11	7.05	2.3 MONROVIA	1.13	12.44	8.48	122.4	26.4	O
11		75.2			7 ARADIA				124.2	0.0	O
89		73.9			1.0 SANTA ANITA				125.6	0.0	B
82		63.4	10.18	7.12	1.5 OHAPMAN	1.08	12.39	8.43	127.5	0.0	B
		78.1			0.8 LAMANDA PARK				128.0	95.0	O
84		0.0	10.35	7.25	3.6 PASADENA YL	12.55	12.26	8.30	131.7	114.6	O
		0.0			2.0 SOUTH PASADENA				133.7	88.7	B
84		0.0	10.46	7.32	0.5 OLGA	12.47	12.17	8.17	134.2	91.9	B
20		31.7			1.6 U. P. Crossing HIGHLAND PARK				135.9	106.9	B
71		0.0			2.9 U. P. Crossing WATER STREET YL				138.7	89.8	
		0.0	11.01	7.46	0.7 BROADWAY YL	12.34	12.05	8.04	139.4	37.0	
	Y	0.0	11.04	7.49	0.6 MISSION TOWER YL	12.32	12.03	8.02	140.1	59.7	
Yard		0.0	11.15 PM	8.00 AM	0.8 LOS ANGELES YL Union Station (59.5)	12.30 AM	12.01 PM	8.00 PM		81.7	O
Yard		0.0			1.1 FIRST STREET YL				141.1		O
			Arrive Daily	Arrive Daily	(59.8)	Leave Daily	Leave Daily	Leave Daily			

(28.6) (31.0) Average speed per hour (37.6) (38.0) (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. 8 October 28, 1962				
			STATIONS				
			LONG BEACH 2.5 S.P. Crossing West Thenard Tower				
Yard			Pier A Yard 2.0				C
Yard			WILMINGTON YL 1.4		28.0		B
89	79.2		WATSON YL 3.3		26.6	52.8	B
Yard	24.3		IRONSIDES YL 1.6		23.8	0.0	
Yard	10.9		TORRANOE YL 1.6		21.7	26.4	C
Yard	52.3		ALCOA YL 3.5		20.1	68.4	B
Yard	52.6		LAWDALE YL 1.8		16.6	61.1	
	11.6		EL SEGUNDO YL P. E. Crossing 1.2		14.8	4.0	C
107	26.4		LAIBPORT YL 3.7		13.6	13.7	B
79	52.8		INGLEWOOD YL 1.6		9.9	52.8	C
13	0.0		HYDE PARK YL 0.7		8.0	57.6	
22	10.5		VAN NESS YL 1.2		7.3	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	52.6		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	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			NO. 8 October 28, 1962				
			STATIONS				
Yard			REDONDO BEACH YL 1.5		20.2	0.0	
7	42.2		HERMOSA BEACH YL 1.7		18.7	0.0	C
	47.5		MANHATTAN BEACH YL 2.2		17.0	52.8	
			EL SEGUNDO YL		14.8		C
			(5.4)				

No switch lights on Redondo District.

WESTWARD												TIME TABLE		Mile Post	Rating Grade Ascending— Feet Per Mile
FIRST CLASS												NO. 8			
81	115	79	7	77	75	209	123	73	103	71	205	October 28, 1962			
San Diego	Las Vegas Holiday Special	San Diego	Fast Mail Express	San Diego	San Diego	City of St. Louis	The Grand Canyon	San Diego	City of Los Angeles	San Diego	UP Pas- senger				
Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	Leave Daily	STATIONS			
	PM 9.33		PM 5.15			AM 11.00	AM 10.00		AM 8.25		AM 2.10	SAN BERNARDINO YL		0.0	
												RANA YL		1.6	25.0
	9.42		5.28			11.09	10.10		8.34		2.20	COLTON S. P. Crossing YL		2.9	0.0
	9.47		5.35			11.14	10.15		8.39		2.25	HIGHGROVE		6.7	21.1
	9.50 PM		5.40			11.18 AM	10.17		8.43 AM		2.30 AM	S. P. Crossing RIVERSIDE JOT.		9.2	21.1
			5.43				10.25					RIVERSIDE YL		9.8	0.0
												CASA BLANCA		14.0	63.4
												ARLINGTON		16.4	21.1
												MAY		20.2	0.0
												PORPHYRY		22.8	0.0
			6.05			11.50						CORONA		24.1	0.0
												PRADO DAM		29.2	24.3
												GYPSUM		32.3	18.5
												ESPERANZA		36.4	21.1
			6.25				11.12					ATWOOD		40.6	0.0
												FLACENTIA		43.0	10.6
PM 11.10		PM 9.00	6.35	6.42	2.42	11.23	10.02		8.02		8.02	FULLERTON U. P. Crossing YL		165.0	0.0
11.15		9.05	6.40	6.47	2.47	11.29	10.07		8.07			BUENA PARK		160.5	12.7
												LA MIRADA		158.7	32.2
												SANTA FE SPRINGS		154.4	37.0
												LOS NIETOS P. E. Crossing		153.1	23.2
												D. T. JUNCTION S. P. Crossing		152.1	17.1
11.25		9.15		6.57	2.57	11.40	10.17		8.17			PICO RIVERA		151.2	0.0
11.27		9.17	6.52	6.59	2.59	11.43	10.19		8.19			BANDINI		149.8	22.7
11.32		9.22	6.58	7.04	3.04	11.47	10.24		8.24			HOBART U. P. Crossing YL		145.5	19.0
												REDONDO JOT. U. P. Crossing YL		143.2	37.0
												FIRST STREET (70.5) YL		141.1	37.0
11.40		9.30	7.10	7.12	3.12	12.01	10.32		8.32			MISSION TOWER YL		140.1	59.7
11.50 PM		9.40 PM	7.30 PM	7.25 PM	3.25 PM		12.10 PM	10.45 AM	8.45 AM			LOS ANGELES YL Union Station		140.1	71.8
Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & *Holidays	Arrive Daily	(72.1)			
(38.2)	(34.9)	(38.2)	(32.0)	(35.6)	(35.6)	(33.0)	(33.3)	(35.6)	(33.0)	(35.6)	(29.7) Average speed per hour			

Signal System Two in effect between San Bernardino and Mission Tower except: Interlocked signals San Bernardino to and including Rana and Riverside Jct. are Signal System One.

Rule 251 in effect at following locations:

Between west end of Bridge 4.6 and Riverside Jct. on two main tracks and Riverside Jct. M.P. 10 on westward track.

Between Fullerton and D.T. Jct.

Between Redondo Jct. Interlocking and Mission Tower.

Rule 261 (TCS) in effect on main tracks San Bernardino-Bridge 4.6; Riverside Jct.-M.P. 10 on eastward track only; M.P. 10-Third and Fourth District Jct. Fullerton; D.T. Jct.-Redondo Jct.; and on siding Atwood.

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 Fullerton: Westward trains from Fourth District may proceed with current of traffic on clear train order signal in lieu of clearance card and will display classification signals previously authorized.

THIRD DISTRICT

LOS ANGELES DIVISION

Communications	Turn Tables and Wyes	Capacity of Sidings in 50 Ft. Cars	Routing Grade Ascending—Feet Per Mile	TIME TABLE NO. 8 October 28, 1962		EASTWARD										
						FIRST CLASS										
						70	72	116	74	210	76	124	78	104	80	206
				STATIONS	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 P. E. Crossing			AM 10.35		PM 3.25		PM 4.20		PM 5.25		AM 12.13	
			52.8	RANA YL												
B		W-49 E-112	52.8	OOLTON YL S. P. Crossing			10.27		3.17		4.12		5.17		12.05	
B		W-114	52.8	HIGHGROVE			10.22		3.12		4.07		5.12		AM 11.58	
O			52.8	RIVERSIDE JOT. S. P. Crossing			10.17 AM		3.07 PM		4.02		5.07 PM		11.53 PM	
B		E-42	13.2	RIVERSIDE YL							4.00					
O	Y	99	52.8	OASA BLANCA												
O		62	52.8	ARLINGTON												
B		94	52.8	MAY												
B	Y	100	52.8	PORPHYRY												
O		167	27.3	COBONA							3.38					
B		94	52.8	PRADO DAM												
B		96	52.8	GYPSUM												
B		129	52.8	ESPERANZA												
B	Y	179	52.8	ATWOOD							3.17					
O		69	42.2	PLACENTIA												
O			42.2	FULLERTON YL U. P. Crossing	AM 2.29	AM 7.40		AM 11.00		PM 2.55	3.10	PM 6.25		PM 9.51		
O		W-74	38.4	BUENA PARK	2.19	7.32		10.53		2.48	2.59	6.18		9.42		
B		E-96	30.6	LA MIRADA												
O		W-86	9.2	SANTA FE SPRINGS												
B			17.6	LOS NIETOS P. E. Crossing												
B			26.9	D. T. JUNCTION S. P. Crossing	2.11	7.23		10.44		2.40	2.50	6.10		9.34		
O		Yard	4.2	PICO RIVERA	2.09	7.21		10.42		2.37	2.48	6.07		9.32		
B			0.0	BANDINI												
O		Yard	52.8	HOBART YL U. P. Crossing	2.01	7.17		10.35		2.30	2.43	6.00		9.27		
	TY		0.0	REDONDO JCT. YL U. P. Crossing												
O		Yard	0.0	FIRST STREET YL (69.8)												
	Y		0.0	MISSION TOWER YL	1.48	7.07		10.23		2.18	2.33	5.48		9.17		
O			31.7	LOS ANGELES YL Union Station	1.45 AM	7.05 AM		10.20 AM		2.15 PM	2.30 PM	5.45 PM		9.15 PM		
				(71.4)	Leave Daily	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)	(38.9)	(38.2)	(30.7)	(42.5)	(27.6)	

(Continued from Page 10)

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

No. 77 will back from Mission Tower to Union Station.

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 85: Exchanging train orders, signals and numbers will not be required: Between San Bernardino and Bridge 4.6, Riverside and Fullerton, and D.T. Jct. and Redondo Jct.

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 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.

12 LOS ANGELES DIVISION

FOURTH DISTRICT

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending Feet Per Mile	WESTWARD						TIME TABLE NO. 8 October 28, 1962	EASTWARD						Rating Grade Ascending Feet Per Mile	
		FIRST CLASS							FIRST CLASS							
		81	79	77	75	73	71		70	72	74	76	78	80		
Yard	31.1	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	Mile Post	
Yard	10.5	Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	NATIONAL CITY YL	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only	278.1	
91	52.8	9.00	7.00	4.30	12.30	7.50	6.05	22ND STREET YL	AM	AM	PM	PM	PM	PM	269.3	26.4
98	35.1	9.07	7.07	4.37	12.37	7.57	6.12	SAN DIEGO YL	5.00	10.00	1.15	5.10	8.40	11.55	267.6	0.0
98	65.5							OLD TOWN YL	4.45	9.48	1.05	4.58	8.27	11.43	264.2	31.0
98	113.5	9.18	7.18	4.48	12.48	8.08	6.23	MOBENA							262.1	28.6
98	0.0							ELVIRA							257.1	51.7
98	54.2	9.30	7.30	5.03	1.03	8.21	6.35	MIRAMAR	4.33	9.37	12.54	4.45	8.16	11.32	253.0	0.0
98	52.8		7.37	5.09	1.09	8.27	6.42	SORRENTO							249.1	116.2
98	63.4							DEL MAR	4.20	9.25	12.42	4.34	8.04	11.20	244.0	68.1
98	63.4							ENCINITAS	4.14		12.32		7.54		238.1	63.4
98	69.7							PONTO							233.8	63.4
98	15.8	9.55	7.50	5.27	1.27	8.45	6.55	CARLSBAD							229.3	64.4
98	64.4							ESCONDIDO JCT.							227.2	59.7
98	70.8							OCEANSIDE	4.00	9.00	12.22	4.10	7.42	11.00	226.2	7.4
98	67.6	10.10	8.00	5.37	1.37	8.55	7.05	FALLBROOK JCT.							224.1	63.5
98	23.8							LAS FLORES							218.7	67.1
98	29.6	10.20	8.09	5.48	1.49	9.08	7.14	AGRA	3.39	8.42	12.02 PM	3.51	7.27	10.46	213.8	68.6
98	0.5							SAN ONOFRE							208.8	69.0
98	26.4							SAN CLEMENTE	3.30	8.33	11.53	3.42	7.18	10.37	203.7	58.1
98	60.5	10.28	8.17	5.57	1.57	9.15	7.22	POCHE							202.7	5.3
98	67.3							SERRA							199.8	28.6
98	0.0							SAN JUAN CAPISTRANO	3.18	8.23	11.43	3.32	7.09	10.29	197.2	0.0
98	12.0							GALIVAN							192.6	73.9
98	38.5	10.53	8.40	6.24	2.25	9.42	7.42	EL TORO							188.1	70.2
98	30.6			6.29		9.47		IRVINE							182.9	63.4
98	29.6		8.52	6.35	2.35	9.54	7.55	VENTA							178.5	0.0
98	22.7	11.10 PM	9.00 PM	6.42 PM	2.42 PM	10.02 AM	8.02 AM	SANTA ANA	2.54	8.05	11.24	3.14	6.45	10.10	175.5	14.3
		Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & *Holidays	ORANGE	2.42	7.52	11.12				172.6	39.2
								B. P. Crossing ANAHEIM	2.35	7.45	11.05	3.00	6.30	9.55	167.8	19.0
								FULLERTON YL	2.29 AM	7.40 AM	11.00 AM	2.55 PM	6.25 PM	9.51 PM	165.0	
								(107.6)	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)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 85: Exchanging train orders, signals and numbers will not be required between Old Town and Third and Fourth District Jct. Fullerton.

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.

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

Between crossover, yard office, located at Ash Street, at San Diego, and National City, there is no priority 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	Riverside
including Ripley	Highgrove to and including Lily Cup
Barstow	(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	Escondido District
including Colton	Old Town to and including National City
Redlands District	Harbor District
Kaiser to and including Fontana	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.

10. 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.

11. 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.

SPEED REGULATIONS

12. 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	Frt.	LOCATION	MPH Psg. and Light	Frt.
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.....	30	30
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 Elhanac.....	40	40
Pisgah to Bagdad.....	79	60	Ethanac to San Jacinto.....	25	25
Bagdad to M.P. 642.....	90	60	Elsinore District.....	25	25
M.P. 642 to Goffs.....	79	60	Olive District.....	30	25
Goffs to Needles.....	79	45	Fallbrook District.....	20	20
Cadiz District.....	50	49	Escondido District.....	20	20
Ripley District:			Harbor District.....	30	30
Rice to Blythe.....	40	40	Redondo District.....	15	15
Blythe to Ripley.....	20	20	Riverview Farms Spur.....	15	15
First District, Westward:			Adelanto Spur.....	15	15
Barstow to Oro Grande.....	90	60	Rialto, Cucamonga, and Upland		
Oro Grande to San Bernardino.....	79	60	Foothill Spurs, Muscat and		
First District, Eastward:			Metropolitan Spurs.....	15	15
San Bernardino to Lugo.....	79	60	Prenda and La Habra		
Lugo to Barstow.....	90	60	Valley Spurs.....	15	15
Second District:			Venta and Miramar Army Spurs..	15	15
San Bernardino to Santa Anita.....	90	60	In freight and mixed service with dynamic		
Santa Anita to Los Angeles.....	79	60	brake not in use maximum speed on de-		
Third District:			scending grades as follows:		
San Bernardino to Fullerton.....	79	60	1.0 to 1.5%.....	30	MPH
Fullerton to Bandini.....	90	60	1.5 to 2.0%.....	25	MPH
Bandini to Los Angeles.....	79	60	2.0 and over.....	15	MPH
Fourth District:			Where street or highway crossings are shown,		
National City to Sorrento.....	79	60	speed limit applies only while head end of		
Sorrento to Santa Ana.....	90	60	train is passing.		
South Main Track, M.P. 179.1 to					
M.P. 176.7.....	40	40			
Santa Ana to Fullerton.....	79	60			

Between Needles and Victorville where present speed is shown 60 MPH for freight trains, be governed as follows when controlling locomotive has operative dynamic brake and train consist is as indicated below:

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	MPH
2 or more	1750 or less	46 to 50 tons	65
		45 tons or less	70
		46 to 50 tons	65
		45 tons or less	70
4 or more	3250 or less	Number of Cars	
		50 to 54	65
		55 or more	70
		58 to 69	65
		70 or more	70
		68 to 89	65
		90 or more	70
		73 to 109	65
110 or more	70		
4 or more	3251 to 3500	80 or more	65
		90 or more	65
		4001 to 4250	70
		4251 to 4500	65
4 or more	3501 to 3750	90 or more	65
		100 or more	65
		4501 to 4750	65
		100 or more	70

Except between Goffs and Bagdad and Ludlow and Barstow,

4 or more	3250 or less	50 to 54	65
		55 or more	70
		55 to 59	65
		60 or more	70
4 or more	3251 to 3500	60 to 64	65
		65 or more	70
		60 to 74	65
		75 or more	70
4 or more	3501 to 3750	75 to 79	65
		80 or more	70
		80 to 89	65
		90 or more	70
4 or more	3751 to 4000	90 to 99	65
		100 or more	70
		4001 to 4250	65
		4251 to 4500	65
4 or more	4501 to 4750	90 to 99	65
		100 or more	70

LOCATION	MPH Psg. and Light	Frt.	LOCATION	MPH Psg. and Light	Frt.
NEEDLES DISTRICT—WESTWARD			FIRST DISTRICT—WESTWARD (Cont'd)		
"H" St. Crossing M.P. 578.1.....	15	15	4 Curves M.P. 34.0 to 36.6.....	55	55
15 Curves M.P. 578.1 to 587.1.....	55	55	Victorville M.P. 36.6 to 37.4.....	30	30
3 Curves M.P. 587.1 to 587.8.....	40	40	2 Curves M.P. 37.4 to 39.1.....	65	60
3 Curves M.P. 587.8 to 589.3.....	55	55	2 Curves M.P. 39.1 to 39.9.....	40	40
3 Curves M.P. 589.3 to 593.3.....	65	60	4 Curves M.P. 39.9 to 43.7.....	50	50
Curve M.P. 593.3 to 593.8.....	45	45	Curve M.P. 48.1 to 48.8.....	65	60
11 Curves M.P. 593.8 to 603.3.....	65	60	Curve M.P. 48.8 to 49.4.....	50	50
2 Curves M.P. 608.3 to 609.1.....	70	70	8 Curves M.P. 49.4 to 51.8.....	45	45
4 Curves M.P. 669.6 to 672.1.....	75	70	4 Curves M.P. 51.8 to 53.7.....	55	55
10 Curves M.P. 672.1 to 678.1.....	65	60	3 Curves M.P. 53.7 to 55.0.....	35	35
Curve M.P. 678.1 to 678.5.....	40	40	4 Curves M.P. 55.0 to 55.7.....	30	30
Curve M.P. 678.5 to 679.9.....	60	60	Summit & 3 Curves M.P. 55.7 to		
Curve M.P. 679.9 to 680.3.....	40	40	56.7.....	20	20
3 Curves M.P. 680.3 to 682.7.....	60	60	Grade M.P. 56.7 to 58.0.....	30	15
2 Curves M.P. 682.7 to 683.4.....	50	50	2 Curves M.P. 58.0 to 58.4.....	25	15
2 Curves M.P. 683.4 to 686.2.....	65	60	Grade M.P. 58.4 to 62.2.....	30	15
2 Curves M.P. 686.2 to 688.4.....	75	70	Grade M.P. 62.2 to 72.1.....	40	20
Curve M.P. 688.4 to 688.9.....	65	60	Grade M.P. 72.1 to 80.8.....	50	20
Curve M.P. 688.9 to 689.5.....	70	70			
4 Curves M.P. 693.7 to 694.9.....	50	50	FIRST DISTRICT—EASTWARD		
10 Curves M.P. 694.9 to 702.0.....	65	60	Curve M.P. 80.8 to 78.6.....	55	55
2 Curves M.P. 707.8 to 709.6.....	70	70	Curve M.P. 78.6 to 78.3.....	65	60
3 Curves M.P. 709.6 to 710.6.....	60	60	2 Curves M.P. 73.2 to 72.0.....	50	50
Curve M.P. 745.0 to 745.4.....	50	50	4 Curves M.P. 72.0 to 70.3.....	40	40
2 Curves M.P. 745.4 to 745.7.....	40	40	5 Curves M.P. 70.3 to 66.9.....	55	55
NEEDLES DISTRICT—EASTWARD			10 Curves M.P. 66.9 to 64.3x.....	40	40
3 Curves M.P. 745.7 to 745.0.....	40	40	19 Curves M.P. 64.3x to 56.4.....	30	30
5 Curves M.P. 710.6 to 707.8.....	65	60	Summit & 3 Curves M.P. 56.4		
2 Curves M.P. 707.8 to 706.0.....	75	70	to 55.7.....	20	20
Curve M.P. 702.0 to 701.5.....	65	60	3 Curves M.P. 55.7 to 55.0.....	30	30
7 Curves M.P. 701.5 to 696.1.....	75	70	3 Curves M.P. 55.0 to 53.7.....	45	45
2 Curves M.P. 696.1 to 694.9.....	65	60	4 Curves M.P. 53.7 to 51.8.....	55	50
4 Curves M.P. 694.9 to 693.6.....	50	50	8 Curves M.P. 51.8 to 49.4.....	45	45
Curve M.P. 693.6 to 692.9.....	70	70	Curve M.P. 49.4 to 48.8.....	50	50
Curve M.P. 689.5 to 688.9.....	70	70	2 Curves M.P. 48.8 to 47.2.....	85	70
Curve M.P. 688.9 to 688.4.....	65	60	Curve M.P. 43.7 to 43.5.....	60	55
2 Curves M.P. 688.4 to 686.2.....	70	70	Curve M.P. 41.9 to 41.7.....	55	55
2 Curves and Grade M.P. 686.2			3 Curves M.P. 41.7 to 39.2.....	60	60
to 683.4.....	70	30	Curve M.P. 39.2 to 37.4.....	50	45
2 Curves and Grade M.P. 683.4			Victorville M.P. 37.4 to 36.6.....	30	30
to 680.8x.....	55	30	3 Curves M.P. 36.6 to 34.6.....	60	60
2 Curves and Grade M.P. 680.8x			2 Curves M.P. 34.6 to 33.8.....	40	40
to 677.8.....	65	30	2 Curves M.P. 33.8 to 31.8.....	60	60
5 Curves and Grade M.P. 677.8			Curve M.P. 31.8 to 30.8.....	80	70
to 674.5.....	75	45	Curve M.P. 20.3 to 19.7.....	80	70
5 Curves and Grade M.P. 674.5			Curve M.P. 17.1 to 16.6.....	80	70
to 671.4.....	70	45	Curve M.P. 11.8 to 10.3.....	85	70
6 Curves M.P. 646.1 to 640.9.....	80	70	Curve M.P. 0.2 to 0.0.....	25	25
2 Curves M.P. 640.9 to 638.8.....	75	70			
3 Curves M.P. 631.0 to 628.7.....	75	70	SECOND DISTRICT		
10 Curves M.P. 625.5 to 613.8.....	65	60	San Bernardino and Rialto M.P.		
6 Curves M.P. 613.8 to 609.1.....	75	70	82.6 to 85.2.....	30	30
2 Curves M.P. 609.1 to 608.4.....	65	60	Fontana M.P. 88.5 to 88.9.....	50	50
3 Curves M.P. 599.0 to 597.9.....	65	45	4 Curves M.P. 98.2 to 100.5.....	75	60
Curve M.P. 593.4x to 591.6.....	75	45	Upland P.E. Crossing M.P. 101.0.....	40	40
2 Curves M.P. 591.6 to 589.2.....	70	45	2 Curves M.P. 102.4 to 102.8.....	65	60
3 Curves M.P. 589.2 to 587.7.....	60	45	Pomona M.P. 106.2 to 107.0.....	40	40
3 Curves M.P. 587.7 to 587.1.....	40	40	La Verne M.P. 107.0 to 108.8.....	45	45
14 Curves M.P. 587.1 to 578.1.....	60	45	2 Curves M.P. 109.0 to 111.4.....	75	60
"H" St. Crossing M.P. 578.1.....	15	15	2 Curves M.P. 111.8 to 112.8.....	50	50
			Curve M.P. 112.8 to 114.2.....	65	60
CADIZ DISTRICT			Glendora M.P. 114.2 to 114.8.....	45	45
Track M.P. 107.2 to 111.1.....	45	40	2 Curves M.P. 114.8 to 116.6.....	65	60
Curve M.P. 165.2 to 165.5.....	45	40	Azusa M.P. 116.6 to 117.5.....	40	40
Curve M.P. 183.0 to 183.2.....	45	40	2 Curves M.P. 117.9 to 119.0.....	65	60
			Curve M.P. 119.5 to 119.7.....	55	55
RIPLEY DISTRICT			2 Curves M.P. 122.2 to 123.8.....	65	60
3 Curves M.P. 14.6 to 15.2.....	25	25	First Ave. Crossing M.P. 124.1.....	40	40
4 Curves M.P. 15.6 to 16.4.....	20	20	Santa Anita Ave. Crossing M.P.		
4 Curves M.P. 16.7 to 17.7.....	30	30	124.3.....	40	40
5 Curves M.P. 34.6 to 36.4.....	30	30	Curve M.P. 124.6 to 125.0.....	65	60
FIRST DISTRICT—WESTWARD			Pasadena M.P. 127.6 to 132.8.....	20	20
Curve M.P. 10.3 to 11.8.....	85	70	So. Pasadena M.P. 133.3 to 134.8.....	15	15
Curve M.P. 16.6 to 17.1.....	80	70	U.P. Crossing M.P. 135.5.....	20	20
Curve M.P. 19.7 to 20.3.....	80	70	7 Curves M.P. 135.5 to 138.3.....	25	25
Curve M.P. 30.8 to 31.8.....	80	70	U.P. Crossing and		
2 Curves M.P. 31.8 to 33.8.....	60	60	4 Curves M.P. 138.3 to 140.0.....	20	20
Curve M.P. 33.8 to 34.0.....	40	40	Curve M.P. 140.0 to 140.2.....	15	15

SPECIAL RULES

LOS ANGELES DIVISION 15

LOCATION			LOCATION			Station	Type	Location	MPH
THIRD DISTRICT			FOURTH DISTRICT (Continued)			NEEDLES DISTRICT			
MPH	Psg.	Frt.	MPH	Psg.	Frt.				
Psgr.	and		Psgr.	and					
Light	Light		Light	Light					
2	Curves	and Bridge 0.9 M.P. 0.0 to 0.9	15	15		Needles	I	M.P. 578.4 crossover main track to westward freight lead	30
4	Curves	and Colton M.P. 0.9 to 2.1	20	20		Java	S	WE westward freight lead	30
3	Curves	and Colton M.P. 2.1 to 3.2	20	20		Ibis	S	EE eastward siding; WE westward siding	30
2	Curves	M.P. 4.4 to 3.2 Eastward	30	30		Bannock	S	WE westward siding	30
2	Curves	M.P. 3.5 to 4.5 Westward	40	40		Homer	S	WE westward siding	30
3	Curves	M.P. 4.9 to 5.6 Westward	75	60		Goffs	S	EE eastward siding; WE westward siding	30
3	Curves	M.P. 5.6 to 5.5 Eastward	75	60		Fenner	S	WE westward siding; EE eastward siding	30
3	Curves	M.P. 6.4 to 6.8 Westward	45	45		Essex	S	EE eastward siding	30
3	Curves	M.P. 6.8 to 6.4 Eastward	30	30		Danby	S	EE eastward siding	30
3	Curves	M.P. 8.5 to 8.3 Eastward	75	60				WE westward siding	15
3	Curves	M.P. 9.4 to 9.6	60	60				EE eastward siding	15
4	Curves	M.P. 9.6 to 10.0	30	30				WE westward siding	15
3	Curves	M.P. 10.4 to 11.7	65	60				EE eastward siding; WE westward siding	30
2	Curves	M.P. 11.9 to 12.5	40	40				EE eastward siding; WE westward siding	15
3	Curves	M.P. 14.7 to 14.9	75	60				WE westward siding	30
3	Curves	M.P. 15.5 to 16.7	55	55				EE eastward siding; WE westward siding	30
3	Curves	M.P. 16.9 to 17.1	65	60				EE eastward siding; WE westward siding	30
3	Curves	M.P. 22.5 to 22.8	65	60				WE westward siding	15
3	Curves	M.P. 23.5 to 24.4	30	30				EE eastward siding	15
3	Curves	M.P. 30.4 to 30.7 Westward	65	60				WE westward siding	30
3	Curves	M.P. 31.2 to 30.4 Eastward	65	60				EE eastward siding; WE westward siding	30
3	Curves	M.P. 31.2 to 30.4 Eastward	65	60				WE westward siding	15
3	Curves	M.P. 31.2 to 30.4 Eastward	65	60				M.P. 743.5, heading in and out switches, eastward track, and crossover	30
3	Curves	M.P. 31.2 to 30.4 Eastward	65	60				M.P. 745, main track and crossover switches to yard	30
3	Curves	M.P. 31.2 to 30.4 Eastward	65	60					
2	Curves	M.P. 32.2 to 32.8	60	60					
3	Curves	M.P. 33.6 to 35.1	50	50					
3	Curves	M.P. 35.2 to 37.1	65	60					
2	Curves	M.P. 37.5 to 38.5	60	60					
3	Curves	M.P. 42.7 to 43.6	50	30					
2	Curves	M.P. 45.2 to 45.7	55	55					
3	Curves	M.P. 165.2 to 164.7	30	30					
3	Curves	M.P. 161.1 to 160.8	75	60					
3	Curves	M.P. 159.6 to 155.9	60	60					
3	Curves	M.P. 154.2 to 153.8	75	60					
3	Curves	M.P. 152.9 to 152.5	65	60					
2	Curves	M.P. 152.5 to 154.2	75	60					
2	Curves	M.P. 151.7 to 150.1	80	60					
2	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3	Curves	M.P. 140.2 to 140.0	15	15					
3	Curves	M.P. 143.4 to 142.9	15	15					
3	Curves	M.P. 141.1 to 140.2	35	35					
3									

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, 1600-1607, 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, 1100-1174, 1200-1234, 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	70	70	45	70
600-611	70	70	45	70
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	45	70
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, 1100-1174	75	75	45	75
1200-1234, 1600-1607	75	75	45	75
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, 300, 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		30		
Cajon-San Bernardino		35		

14. 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.	
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—
Barstow West Tower	Main track and connecting crossover. Eastward and westward sidings.	Interlocking	To Mojave District — 0 Against current of traffic —0 Engine lead 00—0 Switching tail 0000 Tracks 1 to 17 incl. 0—00 Tracks 18 to 30 incl. —0—0
San Bernardino: Fifth St.	Main track, connecting crossover and yard lead.	Interlocking	Yard lead 0000 Yard lead against current of traffic —0000
San Bernardino: Rialto Avenue South E Street	P. E. Crossing. P. E. Crossing.	Stop and be governed by instructions in control box. 98-A, 98-B.	

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 Union Station 0— Old main 00—0 Cudahy lead —0— Against current of traffic —0000 S. P. Downey Ave. 000—
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.	

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 Eastward yard lead — 0 Westward yard lead — 0 To ice house 0 — 0 0 Against current of traffic — 0000 Butte St. Transfer 00 — 0 To Harbor Dist. — 0 To 9th St. Yard — 0 — Levee Track 0 — 00 Against current of traffic — 0000
Riverside Junction	S. P. Crossing, U. P. and P. E. Junctions, and Crossover.	Interlocking	
May Fullerton	P. E. Junction. East and West switches storage track no. 1 west of depot. Main track crossover M.P. 163 2	TCS 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	
Redondo Junction	U. P. Crossing.	Interlocking	

SAN JACINTO, ELSINORE, OLIVE AND FALLBROOK DISTRICTS

Highgrove (1.5 Mi. West) Porphyry Olive (1.7 Mi. West) Jofegan (6.1 Mi. West)	S. P. Crossing. P. E. Crossing. S. P. Crossing. U. S. M. C. Crossing.	Automatic interlocking, 321(D). 98-A, 98-B. TCS 98-A, 98-B.
--	--	--

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.
---	--	-----------------------------------

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 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)			
Saitus	658.4	51	East and West	Standard Oil Spur	160.8	9	East
Klondike	682.0	74	East and West	Wilshire	156.8	58	East and West
Lavic	702.7	25	East	Mojave Spurs	155.8	28	West
Minneola	731.7	107	West	Stephens Spur	155.5	14	West
Airport Spur	732.6	15	West	El Camino Spur	155.3	15	West
Gale	735.3	67	East and West	La Habra V'l'y Spur (East Whittier)	154.6	Lgh. 3.4 m.	West
Coal Water	735.9	16	West	FOURTH DISTRICT			
CADIZ DISTRICT				Venta Spur	178.7	Lgh. 6.8 m.	East
Earp	107.3	32	West	Browning	180.8	35	East
Milligan	164.0			Tustin	181.5	25	East
Metropolitan Water Dist.	163.9	16	East and West	Frances	183.1	36	East and West
Pacific Salt Co.	163.7	4	East and West	Kathryn	183.9	24	East
Standard Chemical Co.	162.6	28	East and West	Como	180.1	54	East and West
Chubbuck	172.7	11	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	Sojana 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			
LUCERNE DISTRICT				Ranch House	7.6	7	East and West
Sentinel Mining Company	23.5	14	East and West	Marine Base Spur	10.5	13	East and West
Victorville Limerock Company	26.2	16	East and West	ESCONDIDO DISTRICT			
REDLANDS DISTRICT				Talica	3.7	8	East and West
Nevada Street	6.7	16	East and West	Buena	12.9	11	East and West
Craf	11.4	10	East	HARBOR DISTRICT			
West Highlands	20.4	11	East and West	Nadeau	2.5	7	East and West
SECOND DISTRICT				Monaco	17.8	13	East and West
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West	Dudmore	19.1	17	East
Muscat Spur	90.4	Lgh. 1.1 m.	West	Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Gallo Spur	94.6	46	West	Alcoa Spur	20.1	Lgh. 2.0 m.	West
Rochester	95.0	11	East	SAN JACINTO DISTRICT			
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Lily Cup	0.6	11	East and West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Box Springs Quarry	6.1	42	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Mayer Farms	15.9	18	East and West
Duarte	121.0	15	East and West	Granite Spur	14.5	Lgh. 0.9 m.	Wye
Raymond	132.7	16	West	Ellis	19.9	16	East
THIRD DISTRICT				ELSINORE DISTRICT			
Pachappa	12.4	26	East and West	Mining Spur	3.2	71	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	South Corona	5.0	0	None
La Sierra	18.5	9	West	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	Orange 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

**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. VERNE 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

RIVERSIDE

DR. VAN W. KAYE, 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. C. E. EASLEY, 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. 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. DAVID MEENS, Local Surgeon

FALLBROOK

DR. E. R. POWELL, Local Surgeon

ESCONDIDO

DR. E. R. HALEY, Local Surgeon

**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	Clovis 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
	Kingman	San Bernardino and beyond	Newton and beyond
	Pomona		Williams Jct. and beyond
18	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Grants	South of Barstow	La Junta and East
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Albuquerque and beyond
	Victorville		Albuquerque and beyond
20	Pomona		Williams Jct. and beyond
	Victorville	Albuquerque and beyond	
	Kingman	Albuquerque and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Grants	La Junta and East	South of Barstow
123	Laguna		Albuquerque and beyond
	Pico Rivera		Williams Jct. and beyond
124	Pico Rivera	Williams Jct. and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	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, San Juan Capistrano and Encinitas		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 2414 West Whittier Blvd., Montebello

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 Solana Beach
EMERY GRANT 1015 Front St., San Diego

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!

