



**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**

B. K. PERRY ..... Needles, Calif.  
 R. M. CHAMPION JR. .... Needles, Calif.  
 G. H. DOTSON ..... Barstow, Calif.  
 M. H. SWANSON ..... San Bernardino, Calif.  
 W. BAXTER ..... San Bernardino, Calif.  
 G. E. YOUNG ..... San Bernardino, Calif.  
 W. E. ADAMS ..... San Bernardino, Calif.  
 R. C. VAN AUDALL ..... Fullerton, Calif.  
 R. E. ROWLAND ..... Los Angeles, 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.

**ROAD FOREMEN OF ENGINES**

A. K. SMELLIE ..... Los Angeles, Calif.  
 W. W. GENTRY ..... Barstow, Calif.  
 D. KEMP ..... Needles, Calif.  
 T. W. ANDERSON ..... Phoenix, Ariz.

**CHIEF DISPATCHER**

J. E. BERRY ..... San Bernardino, Calif.

**ASST. CHIEF DISPATCHERS**

J. T. DAWE ..... San Bernardino, Calif.  
 E. L. MAYS ..... San Bernardino, Calif.  
 W. E. EBERT ..... San Bernardino, Calif.  
 E. M. BUTLER ..... San Bernardino, Calif.

**DISPATCHERS - SAN BERNARDINO**

W. S. LOIT	W. D. EAKIN
J. C. SELINGER	F. I. GASSWINT
L. W. PARSONS	W. R. HANSEN
E. O. CRUM	D. F. HODGES
A. C. KIDD	R. J. WY SOCKI
H. W. WITSKEN	L. B. QUALLS
I. L. CRAWFORD	T. H. ESHELMAN
C. W. BURTON	R. D. HARPER
F. O. PIERCE	G. A. WOLLERTON

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



**LOS ANGELES DIVISION**  
AND  
**LOS ANGELES TERMINAL**

**TIME TABLE No.**

**10**

IN EFFECT

**Sunday, October 27, 1963**

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. 10 October 27, 1963	↑		
			STATIONS			
Yard			<b>PARKER</b> YL		105.8	
28	31.7		8.3 CALZONA		114.1	29.6
17	30.6		5.9 VIDAL		120.0	0.0
45	30.6		11.6 GROMMET		181.6	0.0
49	6.9		8.8 <b>RICE</b> YL		140.4	21.1
48	0.0		3.6 FREDA YL		144.0	25.3
67	0.0		7.0 SABLON		161.0	30.6
120	0.0		4.8 SALTMARSH		155.8	31.7
97	29.6		13.4 FISHEL		169.2	5.8
76	29.6		21.3 CADIZ YL		190.6	31.7
			(84.7)			

Wye at Parker, Rice and Cadiz.

Offices of Communication at Parker and Cadiz; booth phones at all sidings, M.P. 173.6 and M.P. 179.6.

### 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. 10 October 27, 1963	↑		
			STATIONS			
Yard			<b>RIPLEY</b>		49.4	42.8
55	21.7		7.4 BLYTHE		42.0	10.6
30	83.4		21.6 COX		20.4	0.0
11	68.6		2.6 <b>MIDLAND</b>		17.8	0.0
49	68.6		1.3 STYX		16.6	83.4
	65.0		16.5 RICE		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.

Yard limits Ripley to Rice, inclusive.

### 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. 10 October 27, 1963	↑		
			STATIONS			
58			<b>CUSHENBURY</b>		29.2	105.6
2	0.0		3.1 SPUR 5		26.1	105.6
14	0.0		10.5 BASS		15.6	75.0
2	75.0		4.3 SPUR 2		11.3	75.0
2	0.0		4.3 SPUR 1		7.0	75.0
	116.2		7.0 HESPERIA		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.

Yard limits Cushenbury to Hesperia, inclusive.

### 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. 10 October 27, 1963	↑		
			STATIONS			
9			<b>DEL ROSA</b>		21.5	47.5
14	81.3		1.8 PATTON		19.7	0.0
25	89.6		1.0 HIGHLAND		18.7	70.6
47	83.2		2.5 <b>EAST HIGHLANDS</b>		16.2	0.0
17	88.5		4.1 MENTONE		12.0	116.2
31	0.0		3.2 <b>REDLANDS</b>		8.8	116.2
Yard	101.3		8.8 P. E. Crossing P. E. Crossing SAN BERNARDINO		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.

Yard limits Del Rosa to San Bernardino, inclusive.

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 10 October 27, 1963	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
26			HIGHGROVE S. P. Crossing 2.5		0.0	
12	116.2		LEMONA 4.5		2.7	0.0
31	116.2		BOX SPRINGS 2.3		7.2	0.0
	21.3		MARCH FIELD 1.1		9.6	17.6
45	21.3		ALESSANDRO 2.9		10.6	17.6
22	0.0		VAL VERDE 4.7		13.5	47.5
20	0.0		PERRIS 3.8		18.3	28.1
21	21.6		ETHANAO 2.4		22.7	63.4
11	49.3		MENIFEE 3.9		25.0	0.0
34	21.1		WINCHESTER 4.2		28.9	42.2
13	62.8		EGAN 2.9		33.1	0.0
16	44.3		HEMET 2.3		36.0	0.0
9	6.3		SAN JACINTO		38.3	63.4
			(37.5)			

No switch lights on San Jacinto District.  
Wye at March Field, Val Verde, Perris and San Jacinto.  
Office of Communication at March Field, Perris, Hemet and San Jacinto.  
Booth phones at Highgrove, Alessandro, Val Verde, Ethanac, Menifee and Winchester.  
Rule 947: Prescribed test must be made on freight trains at Box Springs, eastward.  
Yard limits Highgrove to San Jacinto, inclusive.

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 10 October 27, 1963	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
17			ELSINORE 5.6		21.9	
20	147.8		ALBERHILL 7.8		16.3	132.0
32	60.7		ARCIILLA 8.5		8.5	89.8
Yard	0.0		P. E. Crossing PORPHYRY		0.0	68.6
			(21.9)			

No switch lights on Elsinore District.  
Wye at Porphyry.  
Office of Communication at Elsinore; booth phone at Porphyry and Alberhill.  
Yard limits Elsinore to Porphyry, inclusive.

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending— Feet Per Mile	WESTWARD	TIME TABLE NO. 10 October 27, 1963	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 3.4		2.4	
62	42.2		ORANGE (5.8)		5.8	42.2

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. 10 October 27, 1963	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
48			FALLBROOK JOT. 0.0		0.0	62.7
12	68.0		OHAPPO 2.4		5.9	0.0
46	26.4		JOFEGAN 0.7		8.4	79.2
6	132.0		U.S.M.C. Crossing DE LUZ 1.8		15.1	0.0
28	105.6		FALLBROOK (16.9)		16.9	

No switch lights on Fallbrook District.  
Office of Communication at Fallbrook.  
Wye at Fallbrook Jct. and Fallbrook.  
Booth phone at Fallbrook Jct. and Jofegan.  
Yard limits Fallbrook Jct. to Fallbrook, inclusive.

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 10 October 27, 1963	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
25			ESCONDIDO 4.9		21.1	96.0
14	83.4		SAN MARCOS 7.0		16.2	116.2
10	116.2		VISTA 1.5		9.2	0.0
11	116.2		FALDA 8.4		7.8	116.2
	107.7		ESCONDIDO JCT. (21.8)		0.0	

No switch lights on Escondido District.  
Wye at Escondido and Escondido Jct.  
Office of Communication at Escondido and Vista; booth phone at Escondido Jct.  
Yard limits Escondido to Escondido Jct., inclusive.

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. 10					
	205	19	115	7	209	123	103	17	1	October 27, 1963					
	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		578.0			Yard
		PM 4.20		AM 11.10		AM 3.40		AM 1.10	AM 12.25	7.4					
		4.31		11.25		3.53		1.20	12.36	JAVA 8.8		586.6	74.4	0.0	107
		4.40		11.39		4.05		1.28	12.45	IBIS 4.5		592.4	73.9	0.0	148
		4.47		11.48		4.12		1.35	12.52	BANNOCK 4.6		597.0	73.9	0.0	107
		4.53		11.58		4.20		1.41	12.58	HOMER 7.8		601.5	73.9	0.0	135
		5.03		12.10		4.30		1.52	1.08	GOTTS 9.6		609.1	76.0	26.4	146
		5.10		12.17		4.38		1.59	1.15	FENNER 7.5		618.7	0.0	59.1	114
		5.15		12.23		4.44		2.04	1.20	ESSEX 8.5		626.2	0.0	57.0	
		5.21		12.29		4.51		2.10	1.26	DANBY 13.4		634.7	0.0	58.6	108
		5.31		12.39		5.02		2.20	1.36	CADIZ YL 13.4		648.1	0.0	53.0	146
		5.40		12.49		5.13		2.29	1.46	AMBOY 7.8		661.6	29.0	53.8	107
		5.47		12.57		5.20		2.35	1.52	BAGDAD 7.3		669.3	35.9	11.6	107
		5.55		1.07		5.29		2.43	2.00	SIBERIA 9.5		676.7	75.0	0.0	135
		6.08		1.23		5.42		2.57	2.13	ASH HILL 6.7		686.7	76.0	17.9	107
		6.14		1.30		5.49		3.03	2.19	LUDLOW 13.2		693.4	31.1	54.4	117
		6.27		1.45		6.03		3.19	2.34	PISGAH 6.2		706.6	57.0	49.1	132
		6.32		1.52		6.09		3.25	2.40	HECTOR 12.8		712.8	0.0	55.4	
		6.41		2.02		6.20		3.35	2.50	NEWBERRY 12.0		725.6	29.5	39.6	146
	PM 11.33	6.51	PM 6.33	2.11	AM 8.38	6.30	AM 6.13	3.45	3.00	DAGGETT 4.0		737.6	40.6	13.7	107
										NEBO 4.8		741.6	34.3	30.6	
	11.51 PM	7.05 PM	6.43 PM	2.30 PM	8.48 AM	7.00 AM	6.23 AM	4.00 AM	3.15 AM	BARSTOW		746.4	31.7	43.3	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(167.6)					
	(29.3)	(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.

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**

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	EASTWARD									
							FIRST CLASS									
							206	8	116	20	210	124	104	2	18	
							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	
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	Y	O	74.4	0.0	578.0	NEEDLES YL		AM 7.30		PM 6.10		PM 9.30		PM 11.30	AM 2.10	
107		B	73.9	0.0	585.6	7.4 JAVA		7.20		6.00		9.19		11.20	2.00	
		B	104.5	0.0	592.4	8.8 IBIS		7.13		5.53		9.12		11.13	1.53	
		B	73.9	0.0	597.0	9.7 BANNOCK		7.09		5.49		9.08		11.09	1.49	
		B	76.0	26.4	601.5	4.6 HOMER		7.04		5.45		9.03		11.05	1.45	
146		B	0.0	59.1	609.1	7.6 GOFFS		6.57		5.38		8.55		10.58	1.38	
107		B	0.0	57.0	618.7	9.6 FENNER		6.45		5.28		8.44		10.48	1.28	
107		B	0.0	58.6	626.2	7.5 ESSEX		6.35		5.20		8.35		10.40	1.20	
114		B	0.0	53.8	634.7	8.5 DANBY		6.25		5.12		8.26		10.32	1.12	
189	Y	O	29.0	53.8	648.1	13.4 CADIZ YL		6.10		5.01		8.14		10.21	1.02	
107		O	35.9	11.6	661.5	8 AMBOY		5.59		4.52		8.03		10.12	12.53	
100		B	75.0	0.0	669.3	7 BAGDAD		5.52		4.46		7.57		10.06	12.47	
107		B	121.4	17.9	676.7	3 SIBERIA		5.45		4.40		7.51		10.00	12.41	
146	Y	B	31.1	54.4	686.7	7 ASH HILL		5.36		4.31		7.42		9.51	12.32	
101		B	57.0	49.1	693.4	13.2 LUDLOW		5.29		4.25		7.36		9.45	12.26	
134		B	0.0	55.4	706.6	8 PISGAH		5.17		4.14		7.25		9.34	12.15	
		B	29.5	39.6	712.8	12.8 HECTOR		5.11		4.09		7.20		9.29	12.10	
107		B	40.6	18.7	725.6	12 NEWBERRY		5.02		4.00		7.11		9.20	12.01	
104		B	34.3	30.6	737.7	4 DAGGETT	AM- 2.45	4.53	AM- 11.40	3.52	PM- 5.50	7.03	PM- 7.36	9.12	AM- 11.52	
71		B	32.7	43.3	741.6	12 NEBO										
Yard	Y	O			746.4	4.8 BARSTOW	2.30 AM	4.45 AM	11.30 AM	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 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. 737.3.

Rule 261 (TCS) in effect on two main tracks between M.P. 737.3 and M.P. 743.7 and on three main tracks between M.P. 743.7 and M.P. 745.3 and are numbered north to south 1 - 2 and 3. Speed limit on main track 3 . . . 30 MPH. Speed limit on outbound lead Barstow 30 MPH.

At Ash Hill, crossover switches are equipped with electric locks, time release five minutes.

Trains must get clearance card before leaving Needles and Barstow, except, at Barstow trains may proceed on clear train order signal in lieu of clearance card.

**WESTWARD**

**FIRST CLASS**

	205	19	115	7	209	123	103	17
	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 7:15	PM 6:43	PM 3:00	AM 8:53	AM 7:45	AM 6:23	AM 4:10
	12:02	7:22	6:51	3:07	9:00	7:52	6:30	4:17
	12:09	7:29	6:55	3:12	9:05	7:59	6:35	4:22
	12:16	7:36	7:01	3:20	9:13	8:05	6:42	4:29
	12:21	7:40	7:05	3:24	9:18	8:10	6:48	4:33
	12:27	7:45	7:09	3:29	9:23	8:15	6:52	4:38
	12:35	7:52	7:15	3:37	9:33	8:25	6:58	4:45
	12:43	7:58	7:21	3:44	9:40	8:33	7:05	4:52
	12:50	8:03	7:26	3:49	9:45	8:41	7:10	4:57
	12:59	8:08	7:32	3:54	9:50	8:50	7:15	5:02
	1:13	8:17	7:45	4:07	10:04	9:03	7:30	5:13
	1:28	8:31	8:00	4:22	10:19	9:19	7:45	5:27
	1:34	8:37	8:06	4:28	10:25	9:26	7:51	5:33
	1:42	8:44	8:13	4:35	10:33	9:34	7:59	5:41
	1:49	8:50	8:20	4:41	10:40	9:41	8:07	5:48
	2:00 AM	9:05 PM	8:32 PM	5:00 PM	10:55 AM	9:55 AM	8:20 AM	6:00 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

**TIME TABLE**

**NO. 10**

**October 27, 1963**

	STATIONS	Mile Post	Routing Grade Ascending Feet Per Mile	Routing Grade Descending Feet Per Mile	Communications	Capacity of Sidings in 50 ft. Cars
A T S AUTOMATIC BLOCK SYSTEM	BARSTOW YL	0.0			O	Yard
	4.1 LENWOOD	5.8	37.0	20.4	B	92
	5.7 HODGE	11.8	39.1	35.9	B	120
	HELENDALE	21.1	37.0	37.0	B	98
	4.9 BRYMAN	26.1	37.0	0.0	B	144
	5.4 ORO GRANDE YL	31.6	38.0	23.2	O	Yard
	5.0 VICTORVILLE YL	36.7	37.0	37.0	O	100-146
	4.3 THORN	41.1	84.5	0.0	B	
	4.1 HESPERIA	46.1	83.4	0.0	B	144
	5.2 LUGO	50.3	81.3	0.0	B	140
	5.5 SUMMIT YL	55.9	84.5	0.0	O	122
	6.5		0.0	168.4		
	3.8 CAJON	62.3			B	93
	4.7 KEENBROOK	66.3	0.0	116.2	B	
	4.7 DEVORE	71.0	0.0	116.2	B	126
5.0 ONO	76.0	0.0	116.2	B	143	
5.4 SAN BERNARDINO YL	81.3	64.4	104.5	O	Yard	
	(80.8)					

(38.8) (44.1) (44.5) (40.5) (39.8) (37.3) (41.5) (44.1) .... Average speed per hour

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 21(d) Form 2501-A: Prescribed test must be made on passenger trains at Summit, westward.

Westward freight trains with less than 4 units of operative dynamic brake (with less than 3 units ATSF 800-900 and UP 400 class engines) 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 clearance card before leaving Barstow and San Bernardino; except, may proceed with current of traffic on clear train order signal in lieu of clearance card.

(Continued on Page 7)

**FIRST DISTRICT**

**LOS ANGELES DIVISION 7**

						EASTWARD								
						FIRST CLASS								
						206	8	116	20	210	124	104	18	
						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	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
						AM	AM	AM	PM	PM	PM	PM	PM	
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. 10 October 27, 1963								
Yard	Y	O			0.0	STATIONS								
104		B	37.0	20.4	5.8	BARSTOW YL	2:25 <sup>a</sup>	4:25 <sup>a</sup>	11:30 <sup>a</sup>	3:35 <sup>a</sup>	5:35 <sup>a</sup>	6:25 <sup>a</sup>	7:26 <sup>a</sup>	11:35 <sup>a</sup>
108		B	39.1	35.9	11.8	LENWOOD	2:16	4:12	11:19	3:24	5:26	6:11	7:16	11:25
148		B	37.0	37.0	21.1	HODGE	2:10	4:07	11:15	3:20	5:22	6:07	7:12	11:20
		B	37.0	0.0	26.1	HELENDALE	2:03	3:59	11:07	3:13	5:15	5:59	7:05	11:13
		B	38.0	23.2	26.1	BRYMAN	1:59	3:55	11:03	3:09	5:11	5:55	7:01	11:09
Yard	O	O	37.0	37.0	31.6	ORO GRANDE YL	1:53	3:51	10:59	3:05	5:07	5:51	6:57	11:05
98		O	37.0	37.0	36.7	VICTORVILLE YL	1:45 <sup>b</sup>	3:45 <sup>b</sup>	10:53	2:58 <sup>f</sup>	5:00 <sup>f</sup>	5:45 <sup>f</sup>	6:50 <sup>f</sup>	10:58
146		B	83.4	0.0	41.1	THORN	1:38	3:35	10:46	2:51	4:49	5:38	6:43	10:51
106		B	83.4	0.0	45.1	HESPERIA	1:34	3:31	10:43	2:47	4:45	5:34	6:39	10:47
		B	84.3	0.0	50.3	LUGO	1:29	3:26	10:39	2:42	4:40	5:29	6:34	10:42
126	Y	O	0.0	116.2	55.9	SUMMIT YL	1:20	3:18	10:31	2:33	4:32	5:20	6:25	10:33
118		B	0.0	116.2	59.7	ALRAY	1:10	3:06	10:22	2:23	4:21	5:10	6:14	10:23
70		B	0.0	116.2	62.3	CAJON	1:00	2:55	10:12	2:12	4:11	5:00	6:03	10:13
116		B	0.0	116.2	66.3	KEENBROOK	12:53	2:47	10:04	2:04	4:03	4:52	5:55	10:05
128		B	0.0	116.2	71.0	DEVORE	12:44	2:37	9:56	1:56	3:53	4:43	5:47	9:57
106		B	0.0	116.2	76.0	ONO	12:36	2:26	9:49	1:48	3:41	4:34	5:38	9:48
Yard	Y	O	26.4	104.5	81.3	SAN BERNARDINO YL	12:25 <sup>AM</sup>	2:15 <sup>AM</sup>	9:40 <sup>AM</sup>	1:38 <sup>PM</sup>	3:30 <sup>PM</sup>	4:23 <sup>PM</sup>	5:30 <sup>PM</sup>	9:37 <sup>PM</sup>
						(82.7)	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:

1(a). When controlling LOCOMOTIVE HAS PRESSURE MAINTAINING and OPERATIVE DYNAMIC BRAKE, train may proceed without retainers at speed indicated in table below.

**SUMMIT TO CAJON**

TOTAL TRAIN TONNAGE				Average Tons Per Operative* Brake Speed as Indicated below		
No. Units With Operative Dynamic Brake				75 tons or less	76 to 95 tons	96 to 115 tons
1	2	3	4 or more**			
700 or less	1250 or less	1500 or less	1750 or less	20 MPH	20 MPH	20 MPH
701-1250	1251-1750	1501-2000	1751-2500	20 MPH	20 MPH	15 MPH
1251-1750	1751-2500	2001-2750	2501-3500	20 MPH	15 MPH	15 MPH
			3501-4500	20 MPH	15 MPH	12 MPH
			4501 or more	15 MPH	15 MPH	12 MPH

\*Must not exceed 115 tons per Operative Brake.  
\*\*Including 3 or more units ATSF 800-900 and UP 400 Class.

(b). Speed may be increased 5 MPH, Cajon to San Bernardino.

(c). If train with operative dynamic brake and pressure maintaining, restricted to 15 MPH or less, as shown in table above, stops between Summit and Cajon for causes other than inoperative or impaired efficiency of dynamic brake, one retainer must be set in high pressure position for each seventy (70) tons in excess of 700 tons per locomotive unit before train brakes are released and recharged.

2. 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 stopped immediately. Before brakes are released, retainers must be set as follows:

- With train qualified by table for speed of 20 MPH— 50% in L.P.
- With train qualified by table for speed of 15 MPH— 50% in H.P.
- With train qualified by table for speed of 12 MPH—100% in H.P.

3(a). When controlling LOCOMOTIVE DOES NOT HAVE PRESSURE MAINTAINING but DOES HAVE OPERATIVE DYNAMIC BRAKE, maximum tonnage will be 500 tons per unit of operative dynamic brake but not to exceed 2500 tons, train may proceed without the use of retainers.

(b). Trains exceeding 500 tons per unit of operative dynamic brake or total train weight exceeding 2500 tons, one retainer must be set in high pressure position for each seventy (70) tons in excess of 500 tons per operative unit of dynamic brake or when total train weight exceeds 2500 tons.

4. When controlling LOCOMOTIVE DOES NOT HAVE OPERATIVE DYNAMIC BRAKE and is NOT EQUIPPED WITH PRESSURE MAINTAINING, use retainers on all cars. Loaded cars must have retainers set in high pressure position, empty cars in low pressure position before leaving Summit. Short cycle method of braking must be used and total train weight must not exceed 70 tons per operative brake.

5(a). When retainers are required, not less than 10 must be set before leaving Summit.

(b). When retainers are used on freight trains, speed must not exceed 20 MPH, Summit to San Bernardino.

6. If retainers are positioned before reaching Summit, or retainers are not required, and it is known by the conductor and engineer that the prescribed brake pipe pressure is indicated on the gauges, train may proceed without stopping; otherwise, Rule 947 will apply.

- 7. Helper locomotives at or near rear of train may use dynamic brake:  
Westward—Summit to San Bernardino.  
Eastward—Summit to Victorville.

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 10 October 27, 1963	EASTWARD			Mile Post	Ruling 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		PM 9.10	AM 6.05	STATIONS	AM 2.05	PM 1.35	PM 9.34				
128	Y	64.9	9.16	6.13	SAN BERNARDINO YL	2.05	1.35	9.34	81.8	0.0	O	
		32.4			3.6					15.4	O	
94		0.0	9.24		RIALTO	1.54	1.26	9.27	84.9			
Yard		14.3		6.19	3.8							
54		14.3			FONTANA YL			9.24	88.8	38.7	O	
50		56.4	9.34	6.25	3.0	KAISER YL	1.47	1.20	9.22	91.8	O	
47	Y	30.6	9.38	6.29	2.0	ETIWANDA				93.7	B	
56		0.0	9.43	6.33	3.9	OUOAMONGA	1.42	1.15	9.17	97.7	O	
64		0.0	9.50	6.40	3.2	UPLAND YL	1.38	1.12	9.14	100.9	O	
40		0.0			P. E. Crossing					42.2	O	
42		0.0			OLAREMONT	1.34	1.07	9.10	104.8	59.1	O	
59		0.0	10.00	6.52	P. E. Crossing					43.8	O	
41		89.6	10.04	6.57	POMONA	1.31	1.04	9.07	106.7	63.4	O	
50		0.0	10.06	7.00	1.9	LA VERNE	1.29	1.00	9.04	107.9	63.4	O
72		28.4			1.2	SAN DIMAS				63.4	O	
11		75.0			2.4	P. E. Crossing				63.4	B	
39		75.2			4.1	GLENORA	1.22	12.53	8.57	114.4	63.4	B
62		73.9	10.11	7.05	2.5	AZUSA	1.19	12.50	8.54	116.9	75.0	O
84		68.4	10.18	7.12	1.4	KINCAID	1.17	12.48	8.52	118.2	81.3	B
20		31.7			P. E. Crossing					60.7	O	
71		0.0			BUTLER					26.4	O	
		0.0			MONROVIA	1.13	12.44	8.48	122.4	0.0	B	
		0.0			ARODIA					0.0	B	
		0.0			SANTA ANITA					0.0	B	
		0.0			OHAFMAN	1.08	12.39	8.43	127.8	0.0	B	
		0.0			LAMANDA PARK					0.0	O	
		0.0	10.35	7.25	PASADENA YL	12.55	12.26	8.30	131.7	95.0	O	
		0.0	10.46	7.32	SOUTE PASADENA					114.8	B	
		0.0			OLGA	12.47	12.18	8.17	134.2	88.7	B	
		0.0			U. P. Crossing					91.9	B	
		0.0			HIGHLAND PARK					106.9	B	
		0.0			U. P. Crossing					89.8		
		0.0	11.01	7.46	WATER STREET YL					89.8		
		0.0	11.04	7.49	BROADWAY YL	12.34	12.05	8.04	139.4	37.0		
		0.0			MISSION TOWER YL	12.32	12.03	8.02	140.1	59.7		
Yard	Y	0.0	11.15	8.00	LOS ANGELES YL	12.30	12.01	8.00			O	
Yard		0.0	PM	AM	Union Station (59.5)	AM	PM	PM		31.7	B	
			Arrive Daily	Arrive Daily	FIRST STREET YL				141.1			
					(59.8)	Leave Daily	Leave Daily	Leave Daily				

(28.6) (31.0) ..... Average speed per hour..... (37.6) (38.0) (38.0)

Trains must get clearance card before leaving San Bernardino and Los Angeles.  
Trains originating First Street must get clearance card before leaving Mission Tower.

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.



HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 10 October 27, 1963	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		28.0		B
89			1.4 WATSON		26.6		B
Yard	79.2		3.3 IRONSIDES		23.3	52.8	
Yard	24.8		1.6 TORRANCE		21.7	0.0	O
Yard	10.9		1.6 ALGOA		20.1	26.4	B
Yard	52.3		3.5 LAWDALE		16.6	58.4	
Yard	62.6		1.8 EL SEGUNDO P. E. Crossing		14.8	51.1	O
	11.6		1.2 LAIRPORT		13.6	4.0	B
107			3.7 INGLEWOOD		9.9	13.7	O
79	26.4		1.9 HYDE PARK		8.0	52.8	
13	0.0		0.7 VAN NESS		7.3	57.6	
22	10.6		1.3 WILDASIN		6.0	0.0	
76	18.5		2.5 WINGFOOT P. E. Crossing		3.5	0.0	B
18	21.1		2.0 S. P. Crossing MALABAR		1.5	0.0	
Yard	52.8		1.5 REDONDO JOT.		0.0	0.0	
			(28.0)				

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.

Yard limits Wilmington to Redondo Jct., inclusive.

REDONDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 10 October 27, 1963	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↙		↗			
			STATIONS				
Yard			REDONDO BEACH 1.5		20.2	0.0	
7	42.2		HERMOSA BEACH 1.7		18.7	0.0	C
	42.2		2.2 MANHATTAN BEACH		17.0	52.8	
	47.5		EL SEGUNDO		14.8		C
			(5.4)				

No switch lights on Redondo District.  
Yard limits Redondo Beach to El Segundo, inclusive.



**THIRD DISTRICT**

**LOS ANGELES DIVISION 11**

Communications	Turn Tables and Wyes	Capacity of Sillings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	TIME TABLE NO. 10 October 27, 1963		EASTWARD										
						FIRST CLASS										
						70	72	116	74	210	76	124	78	104	80	206
						San Diego	San Diego	Las Vegas Holiday Special	San Diego	City of St. Louis	San Diego	The Grand Canyon	San Diego	City of Los Angeles	San Diego	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	3 TRKS.			AM 9.35		PM 3.25		PM 4.20		PM 5.25		AM 12.13
			52.8	1.5 RANA YL												
B		W-49 E-112	52.8	2.3 COLTON S. P. Crossing				9.27		3.17		4.12		5.17		AM 12.05
B		W-114	52.8	3.8 HIGHGROVE	TWO TRACKS			9.22		3.12		4.07		5.12		AM 11.58
O			52.8	2.6 S. P. Crossing RIVERSIDE JCT.				9.17 AM		3.07 PM		4.02		5.07 PM		11.53 PM
B		E-42	13.2	0.6 RIVERSIDE YL								4.00				
O	Y	99	52.8	4.2 CASA BLANCA												
O		62	52.8	2.4 ARLINGTON												
B		94	52.8	3.3 MAY												
B	Y	100	52.8	3.1 PORPHYRY												
O		167	27.3	1.3 COBONA								3.40				
B		94	52.8	5.0 PRADO DAM	TCS											
B		95	52.8	3.1 GYPSUM												
B		129	52.8	4.1 ESPERANZA												
B	Y	179	52.8	4.3 ATWOOD								3.21				
O		69	42.2	2.3 PLACENTIA												
O			42.2	3.0 FULLERTON YL U. P. Crossing		AM 2.29	AM 7.35		AM 10.55		PM 2.55	PM 3.15	PM 6.25		PM 9.51	
		W-74	38.4	4.5 BUENA PARK		2.19	7.27		10.48		2.48	3.03	6.18		9.42	
B		E-96	30.6	1.8 LA MIRADA	TWO TRACKS											
O		W-86	9.2	4.3 SANTA FE SPRINGS												
B			17.6	1.3 LOS NIETOS P. E. Crossing												
B			26.9	0.9 D. T. JUNCTION S. P. Crossing		2.11	7.18		10.39		2.40	2.54	6.10		9.34	
O		Yard	4.2	1.0 PICO RIVERA		2.09	7.16		10.37		2.37	2.52	6.07		9.32	
B			0.0	1.3 BANDINI												
O		Yard	52.8	4.3 HOBART YL U. P. Crossing		2.01	7.12		10.30		2.30	2.45	6.00		9.27	
	TY		0.0	2.3 REDONDO JCT. YL U. P. Crossing	TWO TRACKS											
B		Yard	0.0	2.1 FIRST STREET YL (89.7)												
	Y		0.0	0.9 MISSION TOWER YL		1.48	7.02		10.18		2.18	2.33	5.48		9.17	
O			31.7	0.8 LOS ANGELES YL Union Station		1.45 AM	7.00 AM		10.15 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)	(42.8)	(38.2)	(30.7)	(42.5)	(27.6)

(Continued from Page 10)

Trains originating First Street or Hobart must get clearance card before leaving Hobart.

Trains must get clearance card before leaving Los Angeles and San Bernardino; except at San Bernardino trains may proceed on clear train order signal in lieu of clearance card.

At San Bernardino: Train order signal West Yard Tower apply to trains moving via "B" yard, train order signal "A" Yard Office apply to trains moving via short route. Flashing red indication of train order signal "A" Yard Office, trains may proceed to West Yard Tower and be governed by indication of train order signal.

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.

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.

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.

\*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. 10 October 27, 1963	EASTWARD						Mile Post	Ruling Grade Ascending— Feet Per Mile
		FIRST CLASS							FIRST CLASS							
		81	79	77	75	73	71		70	72	74	76	78	80		
		San Diego	San Diego	San Diego	San Diego	San Diego	San Diego		San Diego	San Diego	San Diego	San Diego	San Diego	San Diego		
Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only			
Yard	31.1						NATIONAL CITY YL							273.1		
							3.8 22ND STREET YL							269.3	26.4	
Yard	10.5	PM	PM	PM	PM	AM	1.8 SAN DIEGO YL	AM	AM	PM	PM	PM	PM	267.5	0.0	
		9.00	7.00	4.30	12.30	8.00	3.8 OLD TOWN YL	5.00	9.55	1.15	5.10	8.40	11.55	264.2	31.0	
	52.8	9.07	7.07	4.37	12.37	8.07	2.1 MORENA	4.45	9.43	12.59	4.58	8.27	11.43	262.1	28.6	
91	35.1						2.1 ELVIRA							257.1	61.7	
	65.5						4.1 MIRAMAR	4.33	9.32	12.48	4.45	8.16	11.32	253.0	0.0	
	113.5	9.18	7.18	4.48	12.48	8.18	3.9 SORRENTO							249.1	116.2	
98	0.0						5.0 DEL MAR	4.20	9.20	12.37	4.34	8.04	11.20	244.0	58.1	
97	54.2	9.30	7.30	5.03	1.03	8.31	6.0 ENCINITAS	4.20		12.30	4.22	7.54		238.1	63.4	
92	52.8		7.37	5.09	1.09	8.37	4.2 PONTO	4.12						233.8	63.4	
116	63.4						4.5 CARLSBAD							229.3	64.4	
99	63.4						2.0 ESCONDIDO JCT.							227.2	59.7	
	69.7						1.0 OCEANSIDE	4.00	8.55	12.20	4.10	7.42	11.00	226.2	7.4	
76	15.8	9.50	7.50	5.27	1.27	8.55	2.1 FALLBROOK JCT.							224.1	83.5	
92	64.4						5.4 LAS FLORES							218.7	67.1	
86	70.8						4.5 AGRA	3.39	8.37	11.59	3.51	7.27	10.46	214.2	68.6	
97	67.6	10.05	8.00	5.37	1.37	9.05	5.4 SAN ONOFRE							208.8	69.0	
91	23.8						3.9 SAN CLEMENTE	3.31	8.29	11.50	3.42	7.18	10.37	204.8	58.1	
83	29.6	10.15	8.08	5.48	1.49	9.17	2.2 POCHE							202.7	6.3	
54	0.5						2.8 SERRA							199.8	28.5	
98	26.4						2.6 SAN JUAN CAPISTRANO	3.18	8.18	11.39	3.32	7.09	10.29	197.2	0.0	
87	60.5	10.24	8.17	5.57	1.57	9.25	4.6 GALIVAN							192.6	0.0	
98	65.5						4.6 EL TORO							188.1	73.9	
88	67.3						5.2 IRVINE							182.9	70.2	
119	0.0						4.4 VENTA							178.5	63.4	
93	12.0						2.0 SANTA ANA	2.54	8.00	11.20	3.14	6.45	10.10	176.5	0.0	
125	38.5	10.50	8.40	6.24	2.25	9.52	2.9 ORANGE	2.42	7.47	11.07				172.6	14.3	
	30.6			6.29		9.57	4.0 S. P. Crossing ANAHEIM	2.35	7.40	11.00	3.00	6.30	9.55	167.8	39.2	
60	29.6		8.52	6.35	2.35	10.04	2.7 FULLERTON YL	2.29	7.35	10.55	2.55	6.25	9.51	165.0	19.0	
	22.7	11.07 PM	9.00 PM	6.42 PM	2.42 PM	10.12 AM	(107.7)	AM	AM	AM	PM	PM	PM			
		Ar. Sun. & *Holidays Only	Ar. Sun. & *Holidays Only	Ar. Sun. & *Holidays Only	Ar. Sun. & *Holidays Only	Ar. Daily Ex. Sun. & *Holidays		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only			
		(48.2)	(51.0)	(46.4)	(46.4)	(46.4)	.....Average speed per hour.....	(40.5)	(43.7)	(43.7)	(45.3)	(45.3)	(49.4)			

Trains must get clearance card before leaving San Diego and Fullerton; except, may proceed from Fullerton on clear train order signal in lieu of clearance card and will display classification signals previously authorized.

Signal System Two in effect.

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 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.

\*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, Kaiser, Corona, Fullerton, Pico Rivera, First Street, Union Station, Redondo Junction, Hobart, El Segundo, Torrance, Wilmington, Santa Ana, Oceanside, San Diego, and 22nd Street.

5. . . . .

6. Rule 93: Yard limits are located at:

Needles	Kaiser to and including Fontana
Cadiz	Upland
Parker	Pasadena
Rice to Freda inclusive	Water Street to and including Hobart
Ripley District	Fullerton
Barstow First District only	Elsinore District
Oro Grande	Riverside
Victorville	San Jacinto District
Lucerne Valley District	Fallbrook District
Summit	Escondido District
San Bernardino to and including Colton	Old Town to and including National City
Redlands District	Harbor District
	Redondo District

7. Rule 97 is amended; extra trains must not be run without train orders, except where trains are operated under Rules 251 or 261. The Train Dispatcher may authorize extras by clearance card.

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

9. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station stops, must clear main track unless permission is received to occupy main track.

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	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.....	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 Ethanac.....	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 Hobart.....	90	60	1.5 to 2.0%.....	25	MPH
Hobart 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
3 or more.....	3249 or less	46 to 50 tons	65
		45 tons or less	70
4 or more.....	3250 or less	<b>Number of Cars</b>	
		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
		80 or more	65
4001 to 4250	65		
4251 to 4500	65		
4501 to 4750	65		

Except between Goffs and Bagdad and Ludlow and Barstow,

4 or more.....	3250 or less	50 to 54	65
		55 or more	70
		58 to 69	65
		60 or more	70
		60 to 64	65
		65 or more	70
		60 to 74	65
		75 or more	70
		75 to 79	65
		80 or more	70
4001 to 4250	65		
4251 to 4500	65		
4501 to 4750	65		
		90 or more	70
		90 to 99	65
		100 or more	70

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



Station	Type	Location	MPH
<b>THIRD DISTRICT (Continued)</b>			
Buena Park	S	WE siding	15
La Mirada	S	EE siding	15
Santa Fe Springs	S	WE siding	15
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
Elyra	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, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2301-2302, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
<b>Diesel-Electric and Gas-Electric Motor Cars:</b>			
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
<b>Diesel and Gas-Electric</b>				
11-87, 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	45	45	45	45
650-653	40	40	40	40
800-849, 900-979, 1100-1174	75	75	45	75
1200-1284, 1600-1615	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
<b>U. P. Diesels</b>				
900-978, 981-989, and 990 class	100	45	45	90
1000 class	35	35	25	45
1200, 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		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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
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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.	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
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing.	98-A, 98-B. 98-A, 98-B. 98-A, 98-B. Main track, when home signals in stop position, 98-B, 320(A). Siding, westward trains, be governed by signal 1003. House track, 98-A, 98-B.	
Claremont San Dimas Kincaid Raymond Spur Highland Park (0.6 Mi. East) Water Street (0.7 Mi. East) Mission Tower	P. E. Crossing. P. E. Crossing. P. E. Crossing. S. P. Crossing. U. P. Crossing. U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	When home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A). Gates (normal position across Santa Fe track), 98-B. When gate across Santa Fe track, 98-B. When gate across Santa Fe track, 98-B. Interlocking. When necessary make movement governed by Rule 321(A), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	Union Station 0 — Old main 00 — 0 Cudahy lead — 0 — Against current of traffic — 0000 S. P. Downey Ave. 000 —

**THIRD DISTRICT**

San Bernardino: Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. Crossing. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking. Interlocking.	To or from U. P. — 0 To or from P.E. 0 — From Santa Fe westward main to U. P. eastward main — 0 From U. P. westward main to Santa Fe eastward main — 0 From U. P. westward main to Santa Fe westward main — 0000
Riverside Junction	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 .....	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	U. P. Crossing.	See Redondo Junction, Third District.	
Nadeau	S. P. Crossing.	Automatic interlocking, 321(D), 10 MPH.	
Nadeau (0.3 Mi. East)	P. E. Crossing.	Interlocking.	
El Segundo (0.2 Mi. West)	P. E. Crossing.	98—10 MPH while head end is passing over crossing.	
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>LUCERNE DISTRICT</b>			
Sentinel Mining Company	23.5	14	East and West
Victorville Limerock Company	26.2	16	East and West
<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

Location	Mile Posts	Car Capacity	Switch Connection
<b>THIRD DISTRICT (Continued)</b>			
Standard Oil Spur	160.8	9	East
Wilshire	156.8	58	East and West
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	21	East
Tustin	181.5	25	East
Frances	183.1	36	East and West
Kathryn	183.9	24	East
Corno	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	El Segundo	Main Track
Blythe	504	Casa Blanca	Prenda Spur	Miramar	Camp Elliott Spur	Watson	3800
Summit	304	Porphyry	Elsinore Dist. Main Track	San Diego	Harasthy Street Marine Base Spur	Fallbrook	514
San Bernardino	3rd Dist. Main Track	Atwood	1395	National City	1219	Escondido	340
San Bernardino	Precooler Lead	Redondo Junction	Main Track	March Field	March Field Spur		

# 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. WM. ROBERT THOMAS, Local Surgeon  
 DR. A. P. VICENTE, Assistant Local Surgeon  
 DR. M. FINK, Consulting 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. YERNE 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. G. RICHARD WHELOCK, 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

### ELSINORE

DR. H. M. BREAU, 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 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
19	Flagstaff	Kansas City and beyond	Los Angeles
	Grants	South of Barstow	La Junta and East
20	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Albuquerque and beyond
	Victorville		Albuquerque and beyond
	Pomona		Williams Jct. and beyond
	Victorville	Albuquerque and beyond	San Bernardino and beyond
123	Kingman	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
124	Grants	La Junta and East	South of Barstow
	Laguna		Albuquerque and beyond
60	Pico Rivera		Williams Jct. and beyond
	Pico Rivera	Williams Jct. and beyond	
62	Escalon	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
	Pico Rivera		Oceanside and beyond
71, 73, 75, 77, 79, 81	Pico Rivera		Oceanside and beyond
	Pico Rivera	Los Angeles	
71	San Juan Capistrano	Los Angeles	
	Orange	Los Angeles	Oceanside and beyond
73	Orange, San Juan Capistrano and Encinitas		San Bernardino and beyond
	Orange	Los Angeles	
76, 80	Orange	Los Angeles	
	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
	Pico Rivera	Oceanside and beyond	
72, 74, 76, 78	Pico Rivera	Oceanside and beyond	
	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		Los Angeles
	Encinitas		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  
 BERNARD J. ROOT . . . . . 180 "J" St., San Bernardino  
 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  
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 GEORGE R. FINLEY, JR. . . . . 182 East Compton Blvd., Compton  
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 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	□	<b>SAFE COUPLING SPEED</b>
5 miles per hour	□■	Damage Begins
6 miles per hour	□■■■	2¼ times as damaging as 4 MPH
7 miles per hour	□■■■■	3 times as damaging as 4 MPH
8 miles per hour	□■■■■■	4 times as damaging as 4 MPH
9 miles per hour	□■■■■■■	5 times as damaging as 4 MPH
10 miles per hour	□■■■■■■■	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!**

