



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

- R. R. KINGTON Needles, Calif.
- E. GILLMORE 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 AUDSALL Fullerton, Calif.
- R. E. ROWLAND 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.
- J. W. TIEHEN Los Angeles, Calif.

ASSISTANT TRAINMASTERS

- R. L. DIXON Barstow, Calif.
- H. L. ROGERS Barstow, Calif.
- F. B. HATFIELD San Bernardino, Calif.
- M. F. SMITH Los Angeles, Calif.
- C. K. SEAMAN Los Angeles, Calif.

ROAD FOREMEN OF ENGINES

- A. K. SMELLIE Los Angeles, Calif.
- W. W. GENTRY Barstow, Calif.
- D. KEMP Needles, Calif.
- J. H. LANE Phoenix, Ariz.

CHIEF DISPATCHER

- J. E. BERRY San Bernardino, Calif.

ASSISTANT 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 | W. R. HANSEN |
| E. O. CRUM | D. F. HODGES |
| A. C. KIDD | R. J. WYSOCKI |
| H. W. WITSKEN | R. D. HARPER |
| C. W. BURTON | G. A. WOLLERTON |
| F. O. PIERCE | J. D. PINSON |

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



COAST Santa Fe LINES

**LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL**

TIME TABLE No.

14

IN EFFECT

Sunday, October 31, 1965

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. 14 October 31, 1965	↑		
Yard			STATIONS			
			PARKER 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		131.8	0.0
	6.9		8.8 RICE YL		140.4	21.1
49	0.0		3.6 FREDA YL		144.0	25.3
48	0.0		7.0 SABLON		151.0	30.6
57	0.0		4.8 SALTMARSH		155.8	31.7
120	29.6		13.4 FISHEL		169.2	5.3
97	29.6		21.3 CADIZ YL		190.5	31.7
76						
			(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. 14 October 31, 1965	↑		
Yard			STATIONS			
	21.7		RIPLEY 7.4		49.4	42.8
55	83.4		BLYTHE 21.6		42.0	10.6
30	68.6		2.6 COX		20.4	0.0
11	68.6		MIDLAND 1.3		17.8	0.0
49	65.0		16.5 STYX		16.5	83.4
			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. 14 October 31, 1965	↑		
Yard			STATIONS			
58			CUSHENBURY 3.1		29.2	
2	0.0		10.5 SPUR 5		26.1	105.6
14	0.0		4.3 BASS		15.6	105.6
2	75.0		4.3 SPUR 2		11.3	75.0
2	0.0		4.3 SPUR 1		7.0	75.0
2	116.2		7.0 HESPERIA		0.0	75.0
			(29.2)			

No switch lights on Lucerne Valley District.

Office of Communication at Cushenbury; booth phone at Hesperia.

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. 14 October 31, 1965	↑		
Yard			STATIONS			
9			DEL ROSA 1.8		21.5	
14	81.3		1.0 PATTON		19.7	47.5
25	89.5		2.5 HIGHLAND		18.7	0.0
47	83.2		4.1 EAST HIGHLANDS		16.2	70.5
17	88.5		3.2 MENTONE		12.0	0.0
31	0.0		8.8 REDLANDS		8.8	116.2
Yard	101.3		S. P. Crossing S. P. Crossing SAN BERNARDINO		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.

Yard limits Del Rosa to San Bernardino, inclusive.

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. 14 October 31, 1965	↑		
			STATIONS			
26			HIGHGROVE S. P. Crossing 2.5		0.0	0.0
12	116.2		LEMONA 4.5		2.7	0.0
31	116.2		BOX SPRINGS 2.3		7.2	17.6
	21.3		MARCH FIELD 1.1		9.6	17.6
45	21.3		ALESSANDRO 2.9		10.6	47.5
22	0.0		VAL VERDE 4.7		13.5	28.1
20	0.0		PERRIS 3.8		18.3	63.4
21	21.6		ETHANAO 2.4		22.7	0.0
11	49.3		MENIFEE 3.9		25.0	42.2
34	21.1		WINCHESTER 4.2		28.9	0.0
13	52.8		EGAN 2.9		33.1	0.0
15	44.3		HEMET 2.3		36.0	63.4
9	6.3		SAN JACINTO		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.
 Yard limits Highgrove to San Jacinto, inclusive.

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. 14 October 31, 1965	↑		
			STATIONS			
Yard			ATWOOD 2.4		0.0	42.2
21			OLIVE S. P. Crossing 3.4		2.4	42.2
62	42.2		ORANGE		5.8	
			(5.8)			

Signal System Two in effect.
 Rule 261 (TCS) in effect on main track between Atwood and Orange.
 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	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 14 October 31, 1965	↑		
			STATIONS			
48			FALLBROOK JOT. 8.0		0.0	62.7
12	66.0		CHAPPO 2.4		5.9	0.0
46	26.4		JOFEGAN 6.7		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.

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. 14 October 31, 1965	↑		
			STATIONS			
17			ELSINORE 5.6		21.9	132.0
20	147.8		ALBERHILL 7.8		16.3	89.8
32	60.7		AROLLA 8.5		8.5	68.6
Yard	0.0		S. P. Crossing PORPHYRY		0.0	
			(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.

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. 14 October 31, 1965	↑		
			STATIONS			
26			ESCONDIDO 4.9		21.1	95.0
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 3.4		7.8	116.2
	107.7		ESCONDIDO JCT.		0.0	
			(21.8)			

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

4 LOS ANGELES DIVISION

NEEDLES DISTRICT

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. 14
205	115	19	7	103	23	17	1						October 31, 1965
UP Passenger	Las Vegas Holiday Special	The Chief	Fast Mail Express	City of Los Angeles	The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	STATIONS					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
		PM 4.30	AM 11.10		AM 3.40	AM 1.25	AM 1.10	NEEDLES YL	578.0			Yard	
		4.41	11.25		3.53	1.35	1.21	7.4 JAVA	686.6	74.4	0.0	107	
		4.50	11.39		4.05	1.43	1.30	6.8 IBIS	592.4	73.9	0.0	146	
		4.57	11.48		4.12	1.50	1.37	4.5 BANNOCK	597.0	73.9	0.0	107	
		5.03	11.58		4.20	1.56	1.43	4.6 HOMER	601.5	73.9	0.0	135	
		5.13	12.10		4.30	2.07	1.53	7.6 GOFFS	609.1	76.0	26.4	146	
		5.20	12.17		4.38	2.14	2.00	9.6 FENNER	618.7	0.0	59.1	114	
		5.25	12.23		4.44	2.19	2.05	7.5 ESSEX	626.2	0.0	57.0		
		5.31	12.29		4.51	2.25	2.11	8.5 DANBY	634.7	0.0	58.6	108	
		5.41	12.39		5.02	2.35	2.21	13.4 CADIZ YL	648.1	0.0	53.0	146	
		5.50	12.49		5.13	2.44	2.31	13.4 AMBOY	661.5	29.0	63.8	107	
		5.57	12.57		5.20	2.50	2.37	7.8 BAGDAD	669.3	35.9	11.6	107	
		6.05	1.07		5.29	2.58	2.45	7.3 SIBERIA	676.7	75.0	0.0	135	
		6.18	1.23		5.42	3.12	2.58	9.5 ASH HILL	686.7	76.0	17.9	107	
		6.24	1.30		5.49	3.18	3.04	8.7 LUDLOW	693.4	81.1	54.4	117	
		6.37	1.45		6.03	3.34	3.19	13.2 PISGAH	706.6	57.0	49.1	132	
		6.42	1.52		6.09	3.40	3.25	8.2 HECTOR	712.8	0.0	55.4		
		6.51	2.02		6.20	3.50	3.35	12.8 NEWBERRY	725.6	29.5	39.6	146	
PM 11.33	PM 7.33	7.01	2.11	AM 8.03	6.30	4.00	3.45	12.0 DAGGETT	737.6	40.6	13.7		
11.51 PM	7.43 PM	7.15 PM	2.30 PM	8.15 AM	7.00 AM	4.15 AM	4.05 AM	4.0 NEBO	741.6	34.3	30.6		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	BARSTOW	746.4	31.7	43.3	Yard	
(29.3)	(52.8)	(60.9)	(50.3)	(44.0)	(56.3)	(59.2)	(57.5)	(167.6)					

..... 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.

HOT BOX DETECTOR, westward track, MP 631.3, between Essex and Danby. Audible DOT and DASH alarm signal will be radio transmitted to engine and caboose, for approximately ten (10) seconds for each journal detected;

DOTS for a condition on right side of train,

DASHES for a condition on left side of train,

STEADY TONE for a condition on both sides of train.

Immediately after alarm is sounded, train must be stopped, inspection made and remedial action taken.

(Continued on Page 5)

NEEDLES DISTRICT

LOS ANGELES DIVISION 5

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 14 October 31, 1965		EASTWARD								
								FIRST CLASS								
								206	8	116	20	104	24	2	18	
UP Pas- senger	Fast Mail Express	Las Vegas Holiday Special	The Chief	City of Los Angeles	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard	Y	O			578.0	NEEDLES	YL		AM 7.40		PM 5.40		PM 9.15	PM 11.30	AM 2.10	
107		B	74.4	0.0	585.6	7.4			7.25		5.25		8.50	11.15	1.55	
		B	73.9	0.0	592.4	8.8			7.18		5.18		8.42	11.08	1.48	
		B	104.6	0.0	597.0	3.7			7.14		5.14		8.37	11.04	1.44	
		B	73.9	0.0	601.5	4.6			7.09		5.11		8.32	11.00	1.40	
146		B	78.0	26.4	609.1	7.6			7.02		5.04		8.24	10.53	1.34	
107		B	0.0	59.1	618.7	9.6			6.51		4.55		8.12	10.45	1.26	
107		B	0.0	57.0	626.2	7.5			6.42		4.48		8.00	10.38	1.19	
114		B	0.0	58.6	634.7	8.5			6.33		4.41		7.50	10.31	1.12	
189	Y	O	0.0	53.8	648.1	13.4			6.20		4.31		7.36	10.21	1.02	
107		O	29.0	53.8	661.5	13.4			6.09		4.22		7.23	10.12	12.53	
100		B	36.9	11.6	669.3	7.8			6.02		4.16		7.16	10.06	12.47	
107		B	75.0	0.0	676.7	7.3			5.55		4.10		7.09	10.00	12.41	
146	Y	B	121.4	17.9	686.7	7.7			5.46		4.01		6.59	9.51	12.32	
101		B	31.1	54.4	693.4	6.7			5.39		3.55		6.52	9.45	12.26	
134		B	57.0	49.1	706.6	13.2			5.27		3.44		6.40	9.34	12.15	
		B	0.0	55.4	712.8	6.2			5.21		3.39		6.35	9.29	12.10	
107		B	29.5	39.6	725.6	12.8			5.12	PM 12.40	3.30	PM 5.45	6.26	9.20	12.01	
		B	40.6	13.7	737.7	12.0			AM 2.45	5.03	3.22		6.18	9.12	AM 11.52	
71		B	34.3	30.6	741.6	4.0										
		B	32.7	43.3	746.4	4.8										
Yard	Y	O			746.4	BARSTOW			AM 2.30	4.55	PM 12.30	3.15	PM 5.35	6.10	9.05	AM 11.45
						(165.0)			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) (53.5) (68.2) (68.2)

(Continued from Page 4)

Helper locomotives at or near rear of train may use dynamic brake as follows:
Westward **Eastward**

Goffs to Cadiz Ash Hill to Bagdad
 Pisgah to Hector 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.

At Nebo siding switches equipped with electric switch locks be governed by instructions posted in phone box.

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

6 LOS ANGELES DIVISION

FIRST DISTRICT

WESTWARD							TIME TABLE NO. 14 October 31, 1965	STATIONS	Mile Post	Ruling Grade Ascending— Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Communications	Capacity of Sidings In 50 ft. Cars
FIRST CLASS													
205	115	19	7	103	23	17							
UP Passenger	Las Vegas Holiday Special	The Chief	Fast Mail Express	City of Los Angeles	The Grand Canyon	Super Chief - El Capitan							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 11:55 AM	PM 7:43	PM 7:25	PM 3:00	AM 8:20	AM 7:45	AM 4:25	BARSTOW YL	0.0			C	Yard	
12:02	7:51	7:32	3:08	8:28	7:52	4:32	LENWOOD	5.8	37.0	20.4	B	92	
12:09	7:55	7:39	3:13	8:34	7:59	4:37	HODGE	11.8	39.1	35.9	B	120	
12:16	8:01	7:46	3:21	8:41	8:05	4:44	HELENDALE	21.1	37.0	37.0	B	98	
12:21	8:05	7:50	3:26	8:47	8:10	4:48	BRYMAN	26.1	37.0	0.0	B	144	
12:27	8:09	7:55	3:31	8:53	8:15	4:53	ORO GRANDE YL	31.5	38.0	23.2	C	Yard	
12:35	8:15	8:02	3:39	9:00	8:25	5:00	VICTORVILLE YL	36.7	37.0	37.0	C	100-148	
12:43	8:21	8:08	3:47	9:07	8:33	5:07	THORN	41.1	84.5	0.0	B		
12:50	8:26	8:13	3:53	9:13	8:41	5:12	HESPERIA	45.1	83.4	0.0	B	144	
12:59	8:32	8:18	3:59	9:19	8:50	5:17	LUGO	50.3	81.3	0.0	B	140	
1:13	8:45	8:27	4:12	9:34	9:03	5:27	SUMMIT YL	55.9	84.5	0.0	C	122	
										158.4			
1:28	9:00	8:41	4:29	9:50	9:19	5:41	CAJON	62.3	0.0	116.2	B	93	
1:34	9:06	8:47	4:36	9:56	9:26	5:47	KEENBROOK	66.3	0.0	116.2	B		
1:42	9:13	8:54	4:44	10:04	9:34	5:54	DEVORE	71.0	0.0	116.2	B	126	
1:49	9:20	9:00	4:51	10:12	9:41	6:00	ONO	76.0	0.0	116.2	B	143	
2:00 AM	9:32 PM	9:15 PM	5:20 PM	10:25 AM	9:55 AM	6:10 AM	SAN BERNARDINO YL	81.3	64.4	104.5	C	Yard	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.8)						

(38.8) (44.5) (44.1) (34.7) (38.8) (37.3) (46.2) 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).

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 at Barstow west tower, and San Bernardino "A" yard office, may proceed with current of traffic on clear train order signal in lieu of clearance card.

(Continued on Page 7)

Capacity of Sidings in 50 Ft. Cars	Turn Tables and Wyes	Communications	Rating Grade Descending— Feet Per Mile	Rating Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 14 October 31, 1965		EASTWARD						
								FIRST CLASS						
								206	8	116	20	24	104	18
								UP Passenger	Fast Mail Express	Las Vegas Holiday Special	The Chief	The Grand Canyon	City of Los Angeles	Super Chief - El Capitan
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
Yard	Y	O	37.0	20.4	0.0	BARSTOW	YL	AM 2.25	AM 4.30	PM 12.30	PM 3.05	PM 5.20	PM 5.32	PM 11.35
104		B	39.1	35.9	5.8	LENWOOD		2.16	4.17	12.19	2.54	5.06	5.20	11.24
108		B	37.0	37.0	11.8	HODGE		2.10	4.12	12.15	2.50	5.02	5.16	11.20
148		B	37.0	0.0	21.1	HELENDALE		2.03	4.04	12.07	2.43	4.55	5.09	11.13
		B	38.0	23.2	28.1	BRYMAN		1.59	4.00	12.03 PM	2.39	4.51	5.05	11.09
Yard		C	37.0	37.0	31.5	ORO GRANDE	YL	1.53	3.56	11.59	2.35	4.47	5.01	11.05
98		C	83.4	0.0	36.7	VICTORVILLE	YL	1.45	3.50	11.53	2.28	4.41	4.55	10.58
146		B	83.4	0.0	41.1	THORN		1.38	3.40	11.47	2.21	4.34	4.45	10.51
106		B	84.3	0.0	45.1	HESPERIA		1.34	3.36	11.43	2.17	4.30	4.41	10.47
		B	84.5	0.0	50.3	LUGO		1.29	3.31	11.39	2.12	4.25	4.36	10.42
126	Y	O	0.0	116.2	55.9	SUMMIT	YL	1.20	3.23	11.31	2.03	4.16	4.27	10.33
118		B	0.0	116.2	59.7	ALRAY		1.10	3.11	11.22	1.53	4.06	4.17	10.23
70		B	0.0	116.2	62.3	CAJON		1.00	3.00	11.12	1.42	3.55	4.07	10.13
115		B	0.0	116.2	66.3	KEENBROOK		12.53	2.52	11.04	1.34	3.47	3.57	10.05
128		B	0.0	116.2	71.0	DEVORE		12.44	2.42	10.56	1.26	3.38	3.49	9.57
106		B	26.4	104.5	76.0	ONO		12.36	2.31	10.49	1.18	3.29	3.39	9.48
Yard	Y	C			81.3	SAN BERNARDINO	YL	12.25 AM	2.20 AM	10.40 AM	1.08 PM	3.18 PM	3.30 PM	9.37 PM
						(82.7)		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) (40.8) (40.8) (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						
1	2	3	4 or more**	75 tons or less	76 to 95 tons	96 to 115 tons
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	2501-4500	20 MPH	15 MPH	15 MPH
			4501 or more	15 MPH	15 MPH	15 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). Between Cajon and San Bernardino freight train speed is 35 MPH WHEN THE DYNAMIC BRAKE ALONE WILL CONTROL TRAIN SPEED. Should the use of air brakes become necessary, train will be reduced to that outlined in Rules 1 (a) and 1 (b).

(d). If train with operative dynamic brake and pressure maintaining, restricted to 15 MPH 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.

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	Rising Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 14 October 31, 1965	EASTWARD			Mile Post	Rising Grade Ascending— Feet Per Mile	Communications
			FIRST CLASS			FIRST CLASS					
			19	17		8	20	18			
			The Chief	Super Chief - El Capitan		Fast Mail Express	The Chief	Super Chief - El Capitan			
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS		Arrive Daily				
Yard	Y	64.9	PM 9.20	AM 6.13	SAN BERNARDINO YL	AM 2.05	PM 1.05	PM 9.34	81.3	0.0	C
128	Y	32.4	18 9.27	6.20	3.6 RIALTO	1.54	12.55	19 9.27	84.9	15.4	B
94		0.0			3.8 FONTANA YL				88.8	38.7	C
Yard		0.0	9.37	6.26	3.0 KAISER YL	1.47	12.49	9.22	91.8	37.7	O
54		14.3			2.0 ETIWANDA				93.7	32.0	B
50		14.3	9.44	6.32	3.9 CUCAMONGA	1.42	12.44	9.17	97.7	19.3	O
47	Y	56.4	9.48	6.37	3.2 UPLAND YL	1.38	12.41	9.14	100.9	42.2	C
56		30.6	9.53	6.41	3.9 CLAREMONT	1.34	12.37	9.10	104.8	59.1	O
64		0.0	10.00	6.47	1.9 POMONA	1.31	12.33	9.07	106.7	43.8	O
40		0.0			1.2 LA VERNE	1.29	12.29	9.04	107.9	63.4	C
42		0.0			2.4 SAN DIMAS				110.2	63.4	O
59		0.0	10.09	6.57	4.1 GLENORA	1.22	12.22	8.57	114.4	63.4	B
	Y	0.0	10.12	7.00	2.5 AZUSA	1.19	12.19	8.54	116.9	75.0	O
41		39.6	10.14	7.02	1.4 KINCAID	1.17	12.17	8.52	118.2	81.3	B
50		0.0			2.0 BUTLER				120.2	60.7	B
72		26.4	10.18	7.06	2.3 MONROVIA	1.14	12.14	8.49	122.4	26.4	C
11		75.0			1.7 ARCADIA				124.2	0.0	C
39		75.2			1.6 SANTA ANITA				125.8	0.0	B
62		73.9	10.24	7.12	1.5 CHAPMAN	1.08	12.08	8.43	127.3	0.0	B
		63.4			0.8 LAMANDA PARK				128.0	95.0	B
34		78.1	10.40	7.25	3.6 PASADENA YL	12.55	11.55	8.30	131.7	114.6	C
		0.0			2.0 SOUTH PASADENA				133.7	88.7	B
34		0.0	10.48	7.33	0.5 OLGA	12.47	11.48	8.17	134.2	91.9	B
20		0.0			1.8 U. P. Crossing HIGHLAND PARK				135.9	106.9	B
71		31.7			2.9 U. P. Crossing WATER STREET YL				138.7	89.8	
		0.0	11.01	7.46	0.7 BROADWAY YL	12.34	11.34	8.04	139.4	37.0	O
	Y	0.0	11.04	7.49	0.6 MISSION TOWER YL	12.32	11.32	8.02	140.1	59.7	O
Yard		0.0	11.15 PM	8.00 AM	0.8 LOS ANGELES YL Union Station (59.5)	12.30 AM	11.30 AM	8.00 PM		31.7	O
Yard		0.0			1.1 FIRST STREET YL				141.1		B
			Arrive Daily	Arrive Daily	(59.8)	Leave Daily	Leave Daily	Leave Daily			
			(31.0)	(33.4) Average speed per hour.	(37.6)	(37.6)	(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.

HARBOR DISTRICT

Capacity of Sidings In 50 Ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 14 October 31, 1965	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↓		↑			
			STATIONS				
			LONG BEACH				
			2.5 S. P. Crossing West Thenard Tower				
			1.1 Pier A Yard				O
Yard			2.0 WILMINGTON		28.0		B
			1.4 WATSON		26.6	52.8	B
89	79.2		3.3 IRONSIDES		23.3	0.0	
Yard	24.3		1.6 TORRANCE		21.7	26.4	O
Yard	10.9		1.6 ALCOA		20.1	58.4	B
Yard	52.3		3.5 LAWNDALE		16.6	51.1	
Yard	52.6		1.8 EL SEGUNDO S. P. Crossing		14.8	4.0	O
107	11.6		1.2 LAIRPORT		13.6	13.7	B
Yard	26.4		3.7 INGLEWOOD		9.9	52.8	O
79	52.8		1.9 HYDE PARK		8.0	57.6	
13	0.0		0.7 VAN NESS		7.3	0.0	
22	10.5		1.3 WILDASIN		6.0	0.0	
75	18.5		2.5 WINGFOOT S. P. 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 JCT.		0.0		
			(28.0)				

Wyes at Watson, El Segundo and Redondo Jct.

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

Light indicators are located between Malabar and Wingfoot:

For eastward movement at MP 1.7 with 1000 foot approach circuit.

For westward movement at MP 2.3 with 1000 foot approach circuit.

Indicators are lighted continuously displaying Red aspect, except when engines or cars foul approach circuit, indicator will display a Green aspect if limits are unoccupied.

If indicator does not change to a Green aspect when engines or cars foul approach circuit, Stop must be made and movement must be protected.

When clearing the main track within the above limits, main track switch must not be returned to normal until engine and cars are clear of main track. Main track must not again be fouled without providing proper protection and in addition main track switch must be opened and wait five minutes.

Yard limits Pier A to Redondo Jct., inclusive.

REDONDO DISTRICT

Capacity of Sidings In 50 Ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 14 October 31, 1965	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↓		↑			
			STATIONS				
Yard			REDONDO BEACH		20.2		
7	42.2		1.5 HERMOSA BEACH		18.7	0.0	O
	42.2		1.7 MANHATTAN BEACH		17.0	0.0	
	47.5		2.2 EL SEGUNDO		14.8	52.8	O
			(5.4)				

No switch lights on Redondo District.

Yard limits Redondo Beach to El Segundo, inclusive.

WESTWARD								TIME TABLE NO. 14 October 31, 1965	Mile Post	Ruling Grade Ascending Feet Per Mile	
FIRST CLASS											
115	7	77	75	103	23	73	205				
Las Vegas Holiday Special	Fast Mail Express	San Diegan	San Diegan	City of Los Angeles	The Grand Canyon	San Diegan	UP Pas- senger	STATIONS			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 9.33	PM 5.25			AM 10.30	AM 10.00		AM 2.10				
	9.42			10.39	10.10		2.20	SAN BERNARDINO YL	3 TRKS.	0.0	
	9.47			10.44	10.15		2.25	RANA YL	1.3	1.6	25.0
	9.50 PM			10.48 AM	10.17		2.30 AM	COLTON YL	1.3	2.9	0.0
								S. P. Crossing	8.8	2.9	21.1
								HIGHGROVE	2.6	6.7	21.1
								S. P. Crossing	0.6	9.2	
								RIVERSIDE JCT.	4.2	9.2	
								RIVERSIDE YL	4.2	9.8	0.0
								CASA BLANCA	2.4	14.0	63.4
								ARLINGTON	3.3	16.4	21.1
								MAY	3.1	20.2	0.0
								PORPHYRY	1.3	22.8	0.0
								CORONA	5.0	24.1	0.0
								PRADO DAM	7.2	29.2	24.3
								ESPERANZA	4.3	36.4	21.1
								ATWOOD	2.3	40.6	0.0
								PLACENTIA	3.0	48.0	10.6
								FULLERTON YL	4.5	165.0	0.0
								U. P. Crossing	1.8	160.5	12.7
								BUENA PARK	4.9	160.5	32.2
								LA MIRADA	4.9	158.7	37.0
								SANTA FE SPRINGS	1.3	154.4	23.2
								LOS NIETOS	0.9	153.1	17.1
								S. P. Crossing	1.0	152.1	0.0
								D. T. JUNCTION	1.0	152.1	
								S. P. Crossing	1.0	151.2	0.0
								PICO RIVERA	1.3	151.2	22.7
								BANDINI	4.3	149.8	19.0
								HOBART YL	2.3	145.5	37.0
								U. P. Crossing	2.1	143.2	37.0
								REDONDO JCT.	0.9	141.1	37.0
								U. P. Crossing	0.9	141.1	69.7
								FIRST STREET YL	0.9	141.1	
								(70.4)	0.9	140.1	71.8
								MISSION TOWER YL	0.8	140.1	
								LOS ANGELES YL	0.8	140.1	
								Union Station			
								(72.1)			

(34.9) (34.6) (35.6) (35.6) (33.0) (33.3) (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.
- Between Fullerton and D.T. Jct.
- Between Redondo Jct. Interlocking and Mission Tower.

Rule 261 (TCS) in effect at following locations:

- Main tracks San Bernardino to Bridge 4.6.
- Main Tracks Riverside Jct. to Third and Fourth District Jct. Fullerton.
- Main tracks D.T. Jct. to Redondo Jct.
- 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.

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

Trains from Harbor District en route Third District must get clearance card before leaving Hobart.

THIRD DISTRICT

Communications	Turn Tables and Wyes	Capacity of Sidings in 50 Ft. Cars	Ruling Grade Ascending—Feet Per Mile	TIME TABLE NO. 14 October 31, 1965		EASTWARD						
						FIRST CLASS						
						116	74	76	24	104	78	206
						Las Vegas Holiday Special	San Diegan	San Diegan	The Grand Canyon	City of Los Angeles	San Diegan	UP Passenger
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
O	Y	Yard	52.8	T C S	SAN BERNARDINO YL S. P. Crossing 1.5	3 TRKS. AM 10.35			PM 3.10	PM 3.25		AM 12.13
			52.8				RANA YL 1.3					
B		W-49 E-112	52.8	T C S	COLTON YL S. P. Crossing 3.8	10.27			2.57	3.15		12.05
B		W-114	52.8				HIGHGROVE 2.6	10.22			2.52	3.10
O			52.8	A B S	S. P. Crossing RIVERSIDE JCT. 0.6	10.17 AM			2.47	3.04 PM		11.53 PM
B		E-42	18.2				RIVERSIDE YL 4.2				s 2.45	
C	Y	99	52.8	T C S	CASA BLANCA 2.4							
C		62	52.8			ARLINGTON 3.3						
B		94	52.8	T C S	MAY 3.1							
B	Y	100	27.3			POPHYRY 1.3						
O		167	52.8	T C S	CORONA 5.0				s 2.25			
B		94	52.8			PRADO DAM 7.2						
B		129	52.8	T C S	ESPERANZA 4.3							
B	Y	179	42.2			ATWOOD 2.3				2.06		
O		69	42.2	T C S	PLACENTIA 3.0							
O			33.4			FULLERTON YL U. P. Crossing 4.5			AM 9.35	PM 12.40	s 2.00	PM 6.55
B		W-74	30.6	A B S	BUENA PARK 1.8							
B		E-96	9.2			LA MIRADA 4.3			9.28	12.33	1.48	
O		W-86	17.6	A B S	SANTA FE SPRINGS 1.3							
B			26.9			LOS NIETOS S. P. Crossing 0.9						
B			4.2	T C S	D. T. JUNCTION S. P. Crossing 1.0							
O		Yard	0.0			PICO RIVERA 1.3			9.18	12.22	1.37	
B			52.8	A B S	BANDINI 4.3							
O		Yard	0.0			HOBART YL U. P. Crossing 2.3			9.12	12.15	1.30	
	TY		0.0	T C S	REDONDO JCT. YL U. P. Crossing 2.1							
B		Yard	0.0			FIRST STREET YL (69.7) 0.9						
O	Y		31.7	A B S	MISSION TOWER YL 0.8							
O						LOS ANGELES YL Union Station				9.00 AM	12.01 PM	1.15 PM
					(71.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (30.7) (43.7) (39.2) (37.3) (26.3) (38.2) (27.6)

(Continued from Page 10)

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.

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

12 LOS ANGELES DIVISION

FOURTH DISTRICT

Communications	Capacity of Sidings In 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 14 October 31, 1965	EASTWARD			Mile Post	Rating Grade Ascending— Feet Per Mile	Turn Tables and Wyes
			FIRST CLASS				FIRST CLASS					
			77	75	73		74	76	78			
			San Diegan	San Diegan	San Diegan		San Diegan	San Diegan	San Diegan			
	Yard	31.1								273.1		Y
		10.5	PM	PM	AM					269.3	0.0	T
C	Yard	52.8	4.15	1.00	8.00		11.55	2.55	9.10	267.5		Y
B		35.1	4.22	1.08	8.07		11.42	2.43	8.57	264.2	31.0	
B	91	65.5								262.1	28.5	
B		113.5								257.9	51.7	
B		0.0								263.0	0.0	Y
B	98	54.2								249.1	116.2	
O	87	52.8	4.48	1.33	8.31		11.15	2.19	8.34	244.0	58.1	Y
O	92	63.4	4.54	1.39	8.37		11.05	2.06	8.24	238.1	63.4	
B	116	63.4								233.8	63.4	
B	69	69.7								229.3	64.4	
B		15.8								227.2	59.7	Y
C	76	64.4	5.12	1.57	8.55		10.55	1.55	8.12	226.2	7.4	
B	92	70.8								224.1	63.5	Y
B	86	67.6								218.7	67.1	
B	97	23.8								214.2	68.6	
B	91	29.6								208.8	69.0	
B	93	0.5	5.33	2.18	9.17		10.29	1.27	7.48	204.8	58.1	
B	54	26.4								202.7	5.3	
B	98	60.5								199.8	28.5	
O	87	65.6	5.42		9.27		10.18	1.17	7.39	197.2	0.0	
B	98	67.3								192.6	0.0	
B	88	0.0								188.1	73.9	
C	119	12.0								182.9	70.2	
B	93	38.5								178.5	63.4	
O	125	30.6	6.09	2.55	9.52		10.00	12.59	7.15	175.5	0.0	
O	122	29.6	6.14		9.57		9.47			172.6	14.3	Y
O	60	22.7	6.20	3.05	10.04		9.40	12.45	7.00	167.8	39.2	
			6.27 PM	3.12 PM	10.12 AM		9.35 AM	12.40 PM	6.55 PM	165.0	19.0	
			Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily			
			(46.4)	(46.4)	(46.4) Average speed per hour.....			(43.7)	(45.0)	(45.3)	

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 at following locations:

- Main tracks Old Town to Third and Fourth District Jct. Fullerton.
- 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 Irvine not power controlled but equipped with electric switch locks.

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 (yard office and roundhouse), Victorville, San Bernardino (roundhouse, Rialto Ave. and "A" yard offices), Mission Tower, Los Angeles (Union Station, First St., and Hobart yard offices, Redondo Jct.), Fullerton, Pico Rivera, Oceanside, San Diego (yard office and Division Foreman's office).

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

Union Pacific trains using joint tracks between Riverside Jct. and Daggett, and Southern Pacific 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 to Earp inclusive	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 95 is amended; trains leaving San Bernardino on First and Third Districts and trains leaving Barstow on First and Needles Districts, where Rules 251 or 261 are in effect, may proceed on clear train order signal in lieu of clearance card and will continue the display of classification signals previously authorized.

Any change in classification signals and numbers will be handled in the usual manner by numbered clearance card.

8. 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 or by clear train order signal at initial terminal.

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

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

11. Rule 761: Following is list of structures:
 Inca, overhead conveyor on industry track;
 Barstow, viaduct over passenger yard tracks and house tracks 1 to 4, inclusive;
 San Bernardino, Mt. Vernon Ave. viaduct over roundhouse leads;
 Colton, East end track E Griffin Wheel Co.;
 Ellis, M.S.W. Shed;
 First Street, viaduct over old passenger tracks; and
 Los Angeles, Union Station, train sheds.

12. Rule 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

13. Derricks, cranes, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks M.P.H.	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 M.P.H.	Other Machines Including Derrick AT-199775 M.P.H.
Needles, Cadiz, First, Second, Third and Fourth Districts	40	45	30
Any point on all other Districts	15	15	15

Pile drivers must be handled in train next to engine.

SPECIAL RULES

Table with 3 columns: LOCATION, M.P.H. Psgr. and Light, and Frt. It is divided into sections: THIRD DISTRICT, FOURTH DISTRICT (Cont'd), REDLANDS DISTRICT, SAN JACINTO DISTRICT, HARBOR DISTRICT, and ESCONDIDO DISTRICT.

Table with 4 columns: Station, Type, Location, and MPH. It details various districts: NEEDLES DISTRICT, FIRST DISTRICT, SECOND DISTRICT, and THIRD DISTRICT, listing specific station names and their corresponding MPH ratings.

14. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Table with 2 columns: Trailing movements, spring point details and MPH. It lists specific locations like Adelanto Spur, Cushenbury, and Rialto Foothill Spur with their respective maximum authorized speeds.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

- “I”—Interlocked Switch.
“S”—Spring Switch.
“E”—East End.
“WE”—West End.

Contd.

16 LOS ANGELES DIVISION

SPECIAL RULES

Station	Type	Location	MPH
THIRD DISTRICT (Continued)			
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
FOURTH DISTRICT			
Fullerton	I	Two-track junction switch	30
Orange	I	WE siding	30
	I	EE siding (main track)	40
Irvine	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. 257.9	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:			
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 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, 1300-1460, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-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				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344 (Except as listed below)	80	80	45	80
325 LAB, 326 LAB, 328A, 329 LAB, 330 LAB, 331 LAB, 332 L, 333 LAB, 334 LAB, 335 LAB, 337 LAB	90	90	45	90
100-289, 401-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2441, 2602-2606	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1460, 1600-1615	75	75	*45	75
RDC 191-192	85	85	50	85
M160	80	65	25	75
M190	80	65	25	75
U. P. Diesels				
900-978, 981-989, and 990 class	79	79	45	79
1000 class	35	35	35	35
100, 200, 300, 400, 700, 800, 1400 and 1600 classes	65	65	45	65
1800 class	50	50	45	35
S. P. Diesels				
4600 class	65	65	30	65
*Note: Forward speed applies when backing handling train controlled from leading unit.				
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			Passenger	
Summit-San Bernardino			Train	
			Speeds	

15. 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)
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—
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	S. P. Crossing. S. P. Crossing.	Stop and be governed by instructions in control box. 98-A, 98-B.	

At microphone locations shown below, all trains will sound signal for desired route:

For westward trains: San Bernardino M.P. 77.5

For eastward trains: Barstow West Tower M.P. 7.0

Needles

East switch Lenwood (for trains in siding).
M.P. 584.2

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS (Continued)

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
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	S. P. Crossing. S. P. Crossing. S. P. Crossing. S. P. 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	S. P. Crossing. S. P. Crossing. S. P. 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	S. P. 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 S. P. 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 Inbound yard lead —0 Outbound yard lead —0 To ice house 0—00 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 May Fullerton	S. P. and U. P. Crossing. Junctions, and Crossover. S. P. Junction. East and West switches storage track no. 1 west of depot. Main track crossover M.P. 163.2.	Interlocking	
Fullerton Los Nietos D. T. Junction Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	U. P. Crossing. S. P. Crossing. S. P. Crossing. All tracks. U. P. Crossing.	TCS 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. S. P. 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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HARBOR DISTRICT

Redondo Junction Nadeau Nadeau (0.3 Mi. East) El Segundo (0.2 Mi. West) West Thenard Tower: (0.1 Mi. West) (0.7 Mi. East)	U. P. Crossing. S. P. Crossing. S. P. Crossing. S. P. Crossing. S. P. Crossing. S. P. Crossing.	See Redondo Junction, Third District. Automatic interlocking, 321(D), 10 MPH. Interlocking. 98—10 MPH while head end is passing over crossing. Interlocking. Interlocking.
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Other Stations or Tracks not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT			
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

Location	Mile Posts	Car Capacity	Switch Connection
CADIZ DISTRICT			
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

Location	Mile Posts	Car Capacity	Switch Connection
RIPLEY DISTRICT			
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

Location	Mile Posts	Car Capacity	Switch Connection
FIRST DISTRICT			
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track
Frost	38.8	8	Eastward track

Location	Mile Posts	Car Capacity	Switch Connection
LUCERNE VALLEY DISTRICT			
La Habra Products Inc.	23.5	14	East and West
Chas. Pfizer & Co. Inc.	26.2	16	East and West

Location	Mile Posts	Car Capacity	Switch Connection
REDLANDS DISTRICT			
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
West Highlands	20.4	11	East and West

Location	Mile Posts	Car Capacity	Switch Connection
SECOND DISTRICT			
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

Location	Mile Posts	Car Capacity	Switch Connection
THIRD DISTRICT			
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
THIRD DISTRICT (Continued)			
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 Vly Spur (East Whittier)	154.6	Lgh. 3.4 m.	West

Location	Mile Posts	Car Capacity	Switch Connection
FOURTH DISTRICT			
Irvine 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
Como	180.1	54	East and West
Stuart	221.7	50	East and West
San Diego G. & E. Co. Spur	231.3	35	East
Farr	231.6	6	West
Cardiff	239.8	11	East and West
Solana Beach	241.9	9	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	13	East and West
Cudahy	263.4	43	East and West

Location	Mile Posts	Car Capacity	Switch Connection
FALLBROOK DISTRICT			
Ranch House	7.6	7	East and West
Marine Base Spur	10.5	13	East and West

Location	Mile Posts	Car Capacity	Switch Connection
ESCONDIDO DISTRICT			
Talica	3.7	8	East and West
Buena	12.9	11	East and West

Location	Mile Posts	Car Capacity	Switch Connection
HARBOR DISTRICT			
Madeau	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

Location	Mile Posts	Car Capacity	Switch Connection
SAN JACINTO DISTRICT			
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

Location	Mile Posts	Car Capacity	Switch Connection
ELSINORE DISTRICT			
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	National City	Fallbrook	514
San Bernardino	3rd Dist. Main Track	Atwood	600	National City	1219	Escondido	340
San Bernardino	Precooler Lead	Redondo Junction	Main Track	March Field	March Field Spur		

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. J. E. ANDES, Local Surgeon
 DR. D. L. RICHARDSON, Asst. Local Surgeon
 DR. T. G. HARWARD, Emergency Surgeon
 DR. H. C. MATTHEWS, Emergency Surgeon

BARSTOW

DR. ANTHONY SAMORAJSKI, 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. DAVID B. VAN EVERY, Assistant Local Surgeon

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 DR. E. W. HAYES, JR., Assistant Local Surgeon

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

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 DR. SHERMAN E. BAKER, Assistant Local Surgeon

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SAN JUAN CAPISTRANO

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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

NATIONAL CITY

DR. GEORGE A. MROSS, Local Surgeon

RIVERSIDE

DR. VAN W. KAYE, Local Surgeon
 DR. DONALD ABBOTT, Assistant Local Surgeon

CORONA

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

ELSINORE

DR. H. M. BREUER, Local Surgeon

INGLEWOOD

DR. HOWARD SWIRE, Local Surgeon

TORRANCE

DR. C. E. EASLEY, Local Surgeon

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DR. ARTHUR C. ROBBINS, Local Surgeon

PERRIS

DR. R. B. REID, Local Surgeon

HEMET

DR. DAVID MEENS, Local Surgeon

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
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Holbrook	Clovis and beyond	
7	Grants	Clovis and beyond	North of Barstow
	Boron	Edwards and beyond	Barstow and beyond
8	Edwards	Mojave and beyond	Boron and beyond
	Shafter	Wasco and beyond	Bakersfield and beyond
	Wasco	Corcoran and beyond	Shafter and beyond
	Corcoran	Hanford and beyond	Wasco and beyond
	Wasco, Shafter Corcoran		Fresno and beyond
17	Flagstaff	San Bernardino and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
18	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	San Bernardino and beyond
19	Grants	South of Barstow	La Junta and beyond
	Victorville		Albuquerque and beyond
20	Victorville	Albuquerque and beyond	
	Grants	La Junta and beyond	South of Barstow
23	Laguna		Albuquerque and beyond
	Pico Rivera		Williams Jct. and beyond
24	Pico Rivera	Williams Jct. and beyond	
	73, 75, 77 Pico Rivera		Oceanside and beyond
73	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Orange, San Juan Capistrano and Encinitas		San Bernardino and beyond
77	Orange	Los Angeles	
76	San Clemente		Los Angeles
75, 77	Encinitas	Los Angeles	
74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		Los Angeles
76	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 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
 SANTA FE JEWELERS 905 E. 1st St., 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
 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		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens:

Safe—Danger—

4 miles per hour	<input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2½ 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!

