

**SURGEONS OF THE SANTA FE COAST LINES
HOSPITAL ASSOCIATION**

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Cal.

DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Cal.

DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Cal.

DR. GORDON GARNETT, Local Surgeon	Los Angeles
DR. J. S. HIBBEN, Local Surgeon	Pasadena
DR. J. R. TEVIOTDALE, Assistant Local Surgeon	Pasadena
DR. E. W. HAYES, Local Surgeon	Monrovia
DR. E. W. HAYES, JR., Assistant Local Surgeon	Monrovia
DR. S. D. THOMASON, Local Surgeon	San Dimas
DR. CARROLL W. WHITE, Local Surgeon	La Verne
DR. J. B. CRAIG, Local Surgeon	Upland
DR. W. S. CHERRY, Local Surgeon	Rialto
DR. A. L. HAENZSEL, Division Surgeon	San Bernardino
DR. R. H. GWARTNEY, Emergency Hospital	San Bernardino
DR. O. J. JOHNSON, Local Surgeon	Colton
DR. P. W. LAWLER, Local Surgeon	Victorville
DR. HORACE D. ORR, Assistant Local Surgeon	Victorville
DR. D. M. PARKER, Local Surgeon	Barstow
DR. C. A. GRAYBILL, Assistant Local Surgeon	Barstow
DR. T. G. HARWARD, District Surgeon	Needles
DR. H. C. MATTHEWS, Emergency Surgeon	Needles
DR. INER RITCHIE, Local Surgeon	Blythe
DR. ROBERT L. CURRIE, Local Surgeon	Parker
DR. T. A. CARD, Local Surgeon	Riverside
DR. C. J. LORD, Assistant Local Surgeon	Riverside
DR. HARRY C. REYNOLDS, Local Surgeon	Arlington
DR. N. H. MELLOR, Local Surgeon	Corona
DR. E. H. BRUNEMEIER, Local Surgeon	Placentia
DR. G. W. OLSON, Local Surgeon	Fullerton
DR. F. H. GOBAR, Assistant Local Surgeon	Fullerton
DR. WM. H. WICKETT, JR., Assistant Local Surgeon	Fullerton
DR. C. GLENN CURTIS, Local Surgeon	Brea
DR. J. W. UTTER, Local Surgeon	Anaheim
DR. ERWIN H. KERSTEN, Assistant Local Surgeon	Anaheim
DR. THOMAS B. RHONE, Local Surgeon	Orange
DR. VERNE W. CARLSON, Assistant Local Surgeon	Orange
DR. E. A. MILLER, Local Surgeon	Santa Ana
DR. L. P. STRAYHORN, Assistant Local Surgeon	Santa Ana
DR. P. H. ESSLINGER, Local Surgeon	Capistrano
DR. H. D. HOSKINS, Local Surgeon	Oceanside
DR. J. B. DAVIS, Assistant Local Surgeon	Oceanside
DR. A. C. DICK, Local Surgeon	Del Mar
DR. S. H. SAVAGE, Local Surgeon	(Solana Beach) Del Mar
DR. O. S. HARBAUGH, Local Surgeon	San Diego
DR. HAROLD ENGELHORN, Assistant Local Surgeon	San Diego
DR. C. S. MARSDEN, JR., Assistant Local Surgeon	San Diego
DR. H. W. GEISTWEIT, JR., Ear, Nose and Throat Specialist	San Diego
DR. GEORGE L. KILGORE, Eye Specialist	San Diego
DR. W. D. ROLPH, Local Surgeon	National City
DR. GEO. A. MROSS, Assistant Local Surgeon	National City
DR. KENNETH DOLE, Local Surgeon	Redlands
DR. R. B. REID, Local Surgeon	Perris
DR. HERMAN BAER, Local Surgeon	Elsinore
DR. E. R. POWELL, Local Surgeon	Fallbrook
DR. MARTIN B. GRAYBILL, Local Surgeon	Escondido
DR. J. W. BEEMAN, Local Surgeon	Torrance
DR. T. B. SMITH, Local Surgeon	Wilmington
DR. JOHN C. COTTRELL, Local Surgeon	Long Beach
DR. E. H. ANTHONY, Local Surgeon	Inglewood
DR. W. C. BRUFF, Local Surgeon	Whittier

First Aid Kits are located at Cadiz, Rice, Summit, San Bernardino, Corona, Los Angeles, Oceanside, San Diego, on all locomotives, and with all regularly assigned extra gangs.

F. B. GRIM, Assistant Superintendent, San Bernardino, Cal.

A. B. COAKLEY,
H. C. BAUGHN,
Trainmasters,
San Bernardino, Cal.

L. B. FREBORG,
O. R. HAMMIT,
Trainmasters,
Los Angeles, Cal.

M. H. SWANSON,
Trainmaster,
Needles, Cal.

H. G. CRAWFORD,
Trainmaster,
Barstow, Cal.

W. B. CASH,
Chief Dispatcher,
San Bernardino, Cal.

C. E. MACHEN,
G. H. FERRYMAN,
W. S. LOIT,
I. W. PARSONS,
G. C. ATWILL,
F. E. JACKSON,
E. O. CRUM,
A. C. KIDD,
E. L. MAYS,
Dispatchers, San Bernardino, Cal.

J. E. BERRY,
J. C. SELINGER,
Assistant Chief Dispatchers,
San Bernardino, Cal.

J. T. DAWE,
H. W. WITSKEN,
E. M. BUTLER,
I. L. CRAWFORD,
E. H. COLEMAN,
W. E. EBERT,
C. W. BURTON,
F. O. PIERCE,
W. D. EAKIN,
Dispatchers, San Bernardino, Cal.

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



LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL

TIME TABLE No.
137

IN EFFECT

Sunday, April 2, 1950

At 12:01 A. M.
Pacific Standard Time

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

O. L. GRAY,
General Manager,
Los Angeles, Cal.

F. A. BAKER,
Asst. General Manager,
Los Angeles, Cal.

R. M. CHAMPION,
Superintendent,
San Bernardino, Cal.

J. P. DONOVAN,
Superintendent,
Los Angeles, Cal.

CADIZ DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		FIRST CLASS		FIRST CLASS		
		117		118		
		Passenger		Passenger		
		NO. 187	April 2, 1950			
		Leave Daily	STATIONS	Arrive Daily		
Yard		PM 8-50	PARKER YL	AM 3-00	105.8	
Spur	31.7	f 8-55	EARP	2-56	107.3	0.0
28	31.7	9-06	CALZONA	2-45	114.1	31.7
17	31.7	f 9-15	VIDAL	2-36	120.0	0.0
45	10.5	f 9-34	GROMMET	2-21	131.6	21.1
49	0.0	s 9-48	RICE YL	2-09	140.4	31.7
43	0.0	9-55	FREDA	2-03	144.0	30.8
57	0.0	10-06	SABLON	1-53	151.0	31.7
33	31.7	f 10-12	SALT MARSH	1-47	155.8	5.3
97	31.7	10-32	FISHEL	1-31	169.2	14.8
33	16.8	f 10-40	CHUBBUOK	f 1-25	173.6	31.7
34	31.7	f 10-50	ARCHER	f 1-16	179.6	31.7
78		11-20 PM	CADIZ YL	1-00 AM	190.5	
		Arrive Daily	(84.7)	Leave Daily		

(33.9) Average speed per hour (42.4)

At Cadiz, Nos. 117 and 118 have no time table superiority between east wye switch, Cadiz District, and station.

Rice, only first class trains will register.

No. 117 is superior to No. 118.

Fuel, water and wye at Parker and Cadiz; water at Vidal and Saltmarsh; water and wye at Rice.

Offices of Communication at Parker, Rice, and Cadiz; booth phones at all sidings.

Not more than two engines of any class may be coupled together over Colorado River bridge at Parker.

Trains must get numbered clearance card before leaving Parker and Cadiz.

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS		SECOND CLASS		
		25		26		
		Mixed		Mixed		
		NO. 187	April 2, 1950			
		Leave Daily Ex. Monday	STATIONS	Arrive Daily Ex. Monday		
49		AM 4-45	RICE YL	AM 2-00	0.0	
18	88.4		16.5 STYX		16.5	65.0
34	0.0	s 5-45	MIDLAND YL	12-01 AM	17.8	68.6
64	0.0	6-00	2.6 COX	f 10-20	20.4	68.6
	0.0		6-10		20.4	47.5
			INCA		22.6	
Spur 10	0.0		10.4 MESAVILLE		38.8	38.8
Yard	10.6		9.0		38.0	83.4
Spur 12	7.4		7-30 AM BLYTHE YL	9-30 PM	42.0	21.7
	42.8		2.7 MILLER FARMS YL		44.7	16.8
			4.7 RIPLEY YL		49.4	
		Arrive Daily Ex. Monday	(49.4)	Leave Daily Ex. Sunday		

(16.8) Average speed per hour (9.3)

No switch lights on Ripley District.

Water and wye at Rice and Blythe.

Offices of Communication at Rice, Midland, and Blythe.

Trains must get numbered clearance card before leaving Blythe.

No. 25 must get numbered clearance card before leaving Rice.

TIME TABLE		WESTWARD					
		FIRST CLASS					
		3	7	203	201	123	23
NO. 137		California Limited	Fast Mail Express	Passenger	Passenger	The Grand Canyon	The Grand Canyon
April 2, 1950		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
STATIONS							
AUTOMATIC BLOCK SYSTEM	NEEDLES YL	PM 10:15	AM 11:35			AM 2:40	AM 2:30
	JAVA	10:30	11:48			2:57	2:47
	IBIS	10:43	11:59			3:11	3:01
	BANNOCK	10:51	12:07			3:20	3:10
	HOMER	10:58	12:14			3:29	3:19
	GOFFS	11:10	12:25			3:42	3:32
	FENNER	11:18	12:32			3:51	3:41
	ESSEX	11:24	12:39			3:57	3:47
	DANBY	11:31	12:43			4:04	3:54
	SIAM	11:36	12:48			4:10	4:00
	CADIZ YL	* 11:55	12:52			4:16	4:06
	SALTUS						
	AMBOY	AM 12:10	1:03			4:28	4:18
	BAGDAD	12:21	1:10			4:35	4:25
	SIBERIA	12:33	1:19			4:44	4:34
	KLONDIKE	12:43	1:27			4:53	4:43
	ASH HILL YL	12:51	1:34			5:00	4:50
	LUDLOW YL	1:00	1:41			5:09	4:59
	ARGOS	1:10	1:47			5:16	5:06
	PISGAH	1:21	1:55			5:25	5:15
	HECTOR	1:27	2:00			5:31	5:21
	TROY	1:34	2:05			5:37	5:27
	NEWBERRY	1:40	2:10			5:43	5:33
	MINNEOLA	1:46	2:15	AM 11:10	AM 6:10	5:48	5:38
	DAGGETT	1:56	2:20	11:14	6:14	5:53	5:43
	NEBO	2:02	2:24	11:22	6:22	5:56	5:46
	BARSTOW YL	* 2:20 AM	* 2:40 PM	* 11:22 AM	* 6:22 AM	* 6:10 AM	* 6:00 AM
	(167.6)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....		(41.0)	(54.4)	(44.0)	(44.0)	(47.9)	(47.9)

Needles District—Signal System I in effect.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

Between Needles and Barstow trains will run as prescribed by Rule 251.

Two tracks extend through Needles passenger yard. Tracks are numbered one to three. Beginning at station, No. 1 is eastward main track, No. 3 is westward main track.

Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 509 (c): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

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

Trains must get numbered clearance card before leaving Needles and Barstow.

Westward trains from Union Pacific must get numbered clearance card before leaving Daggett.

NEEDLES DISTRICT

LOS ANGELES DIVISION

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WESTWARD					TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
103	17	19	21	237	NO. 187						
Passenger	Super Chief	The Chief	El Capitan	Passenger	April 2, 1950						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
	AM 2:05	AM 1:10	AM 12:56		NEEDLES YL	578.0			O	FW TY	Yard
	2:17	1:23	1:07		7.4 JAVA	585.6	74.5	0.0	B		107
	2:28	1:35	1:17		6.8 IBIS	592.4	73.9	0.0	B	W	107
	2:35	1:42	1:24		4.5 BANNOCK	597.0	73.9	0.0	B		107
	2:43	1:50	1:31		4.6 HOMER	601.5	73.9	0.0	B		97
	2:53	2:00	1:40		7.6 GOFFS	609.1	73.9	30.0	O	WY	107
	3:01	2:08	1:48		9.6 FENNER	618.7	0.0	52.8	B		111
	3:06	2:13	1:53		7.5 ESSEX	626.2	0.0	52.8	B		
	3:12	2:19	1:59		8.5 DANBY	634.7	0.0	52.8	B	W	107
	3:17	2:25	2:04		7.1 SIAM	641.8	0.0	52.8	B		
	3:22	2:32	2:09		4.3 CADIZ YL	648.1	0.0	48.0	O	FWY	107
					10.3 SALTUS	658.4	26.4	52.8	B		
	3:32	2:46	2:19		3.1 AMBOY	661.5	26.4	11.8	C		107
	3:37	2:52	2:24		7.8 BAGDAD	669.3	35.9	11.6	B		107
	3:45	3:00	2:32		7.3 SIBERIA	676.7	75.0	0.0	B		107
	3:52	3:07	2:39		5.2 KLONDIKE	682.0	75.0	0.0	B		72
	3:58	3:14	2:45		1.3 ASH HILL YL	686.7	75.0	0.0	B	Y	107
	4:04	3:21	2:51		4.7 LUDLOW YL	693.4	26.4	52.8	O	W	117
	4:11	3:28	2:58		5.1 ARGOS	698.5	52.8	0.0	B		71
	4:19	3:36	3:06		8.1 PISGAH	708.6	52.8	44.0	B		107
	4:24	3:41	3:11		6.2 HECTOR	712.8	0.0	52.8	B		78
	4:29	3:46	3:16		6.7 TROY	719.5	0.0	39.6	B		72
	4:33	3:50	3:20		4.1 NEWBERRY	725.6	26.4	0.0	B	W	107
	4:37	3:55	3:24		6.0 MINNEOLA	731.7	26.4	0.0	B		107
AM 5:18	4:41	4:00	3:28	AM 1:35	6.0 DAGGETT	737.6	38.2	13.0	O		107
5:21	4:44	4:04	3:31	1:40	4.0 NEBO	741.6	31.7	31.7	B		68
5:28 AM	4:55 AM	4:15 AM	3:40 AM	1:50 AM	4.8 BARSTOW YL	746.4	31.7	31.7	O	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(167.6)						

(52.8) (59.1) (54.4) (61.3) (35.2) Average speed per hour

Needles District—Signal System 1 in effect.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

Between Needles and Barstow trains will run as prescribed by Rule 251.

Two tracks extend through Needles passenger yard. Tracks are numbered one to three. Beginning at station, No. 1 is eastward main track, No. 3 is westward main track.

Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 509 (c): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

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

Trains must get numbered clearance card before leaving Needles and Barstow.

Westward trains from Union Pacific must get numbered clearance card before leaving Daggett.

6 LOS ANGELES DIVISION

NEEDLES DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE	EASTWARD			
							FIRST CLASS			
						NO. 137	238	8	204	202
						April 2, 1950	Passenger	Fast Mail Express	Passenger	Passenger
Yard	FW TY	C			578.0	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
						NEEDLES YL		AM 7:00		
107		B	74.5	0.0	585.6	7.4 JAVA		6:48		
	W	B	73.9	0.0	592.4	6.8 IBIS		6:39		
107		B	73.9	0.0	597.0	4.5 BANNOCK		6:33		
		B	73.9	0.0	601.5	4.6 HOMER		6:28		
107	WY	C	73.9	30.0	609.1	7.6 GOFFS		6:20		
107		B	0.0	52.8	618.7	9.6 FENNER		6:08		
107		B	0.0	52.8	626.2	7.5 ESSEX		5:59		
114	W	B	0.0	52.8	634.7	8.5 DANBY		5:48		
72		B	0.0	52.8	641.8	7.1 SIAM		5:40		
107	FWY	C		48.0	648.1	6.3 CADIZ	YL	5:31		
51		B	26.4	52.8	658.4	10.3 SALTUS				
107		C	11.6	26.4	661.5	3.1 AMBOY		5:16		
100		B	35.9	11.6	669.3	7.8 BAGDAD		5:10		
107		B	75.0	0.0	676.7	7.3 SIBERIA		5:02		
107	Y	B	121.4	0.0	686.7	7.7 ASH HILL	YL	4:54		
101	W	C	26.4	52.8	693.4	6.7 LUDLOW	YL	4:47		
72		B	52.8	0.0	698.5	5.1 ARGOS		4:41		
107		B	52.8	44.0	706.8	8.1 PISGAH		4:33		
73		B	0.0	52.8	712.8	6.2 HECTOR		4:27		
		B	0.0	39.6	719.5	6.7 TROY		4:21		
		B	26.4	0.0	725.6	5.1 NEWBERRY		4:16		
107	W	B	26.4	0.0	731.7	6.0 MINNEOLA		4:11		
		B	38.2	13.0	737.6	6.0 DAGGETT		AM 12:13	PM 3:20	PM 4:04
71		B	31.7	31.7	741.6	4.0 NEBO		12:09	4:02	3:16
Yard	FW TY	C	31.7	31.7	746.4	4.8 BARSTOW	YL	AM 12:01	AM 3:55	PM 3:08
						(165.8)		AM 3:52	PM 4:00	PM 4:04
							Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (44.0) (53.8) (44.0) (44.0)

Needles District—Signal System 1 in effect.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

Between Needles and Barstow trains will run as prescribed by Rule 251.

Two tracks extend through Needles passenger yard. Tracks are numbered one to three. Beginning at station, No. 1 is eastward main track, No. 3 is westward main track.

Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 509 (c): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

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

Trains must get numbered clearance card before leaving Needles and Barstow.

NEEDLES DISTRICT

EASTWARD							TIME TABLE	STATIONS
FIRST CLASS								
20	22	124	24	104	4	18	NO. 137	April 2, 1950
The Chief	El Capitan	The Grand Canyon	The Grand Canyon	Passenger	California Limited	Super Chief		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS	
PM 7:18	PM 7:30	PM 8:55	PM 9:15		AM 2:25	AM 2:05	NEEDLES YL	TWO TRACKS
7:06	7:21	8:44	9:04		2:12	1:55	JAVA	
6:58	7:13	8:37	8:57		2:04	1:48	IBIS	
6:52	7:08	8:31	8:51		1:59	1:43	BANNOCK	
6:47	7:03	8:25	8:45		1:54	1:38	HOMER	
6:39	6:55	8:17	8:37		1:46	1:30	GOFFS	
6:28	6:46	8:07	8:27		1:33	1:20	FENNER	
6:20	6:39	7:59	8:19		1:23	1:13	ESSEX	
6:11	6:32	7:52	8:12		1:12	1:05	DANBY	
6:04	6:26	7:46	8:06		1:03	12:59	SIAM	
					*12:55 ¹⁵	12:54	CADIZ YL	
							SALTUS	
5:46	6:12	7:31	7:51		12:16	12:44	AMBOY	
5:40	6:07	7:24	7:44		12:10	12:39	BAGDAD	
5:33	6:00	7:16	7:36		12:03	12:32	SIBERIA	
5:26	5:53	7:07	7:27		AM 11:55	12:25	ASH HILL YL	
5:20	5:48	7:00	7:20		11:49	12:19	LULOW YL	
5:15	5:43	6:54	7:14		11:43	12:14	ARGOS	
5:08	5:37	6:45	7:05		11:35	12:07	PISGAH	
5:03	5:32	6:39	6:59		11:30	12:02	HECTOR	
4:58	5:27	6:33	6:53		11:25	11:57	TROY	
4:54	5:23	6:27	6:47		11:20	11:53	NEWBERRY	
4:50	5:19	6:22	6:42		11:16	11:49	MINNEOLA	
4:46	5:15	6:17	6:37	PM 8:37	11:11	11:45	DAGGETT	
4:42	5:12	6:13	6:33	8:34	11:07	11:41	NEBO	
4:35 PM	5:05 PM	6:05 PM	6:25 PM	8:27 PM	11:00 PM	11:35 PM	BARSTOW YL	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	(165.8)	
(61.0)	(68.6)	(58.5)	(58.5)	(52.8)	(48.5)	(66.8) Average speed per hour	

Needles District—Signal System I in effect.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

Between Needles and Barstow trains will run as prescribed by Rule 251.

Two tracks extend through Needles passenger yard. Tracks are numbered one to three. Beginning at station, No. 1 is eastward main track, No. 3 is westward main track.

Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 509 (c): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

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

Trains must get numbered clearance card before leaving Needles and Barstow.

	TIME TABLE NO. 137 April 2, 1950	WESTWARD					
		FIRST CLASS					
		7	203	23	201	123	103
		Fast Mail Express	Passenger	The Grand Canyon	Passenger	The Grand Canyon	Passenger
	STATIONS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	BARSTOW YL 4.1	PM 2-55	AM 11-25	AM 6-30	AM 6-25	AM 6-20	AM 5-28
	LENWOOD 5.7	3-03	11-33	6-39	6-33	6-28	5-34
	HODGE 9.2	3-09	11-39	6-47	6-39	6-34	5-39
	HELENDALE 4.9	3-17	11-47	6-57	6-48	6-43	5-46
	BRYMAN 5.4	3-22	11-52	7-02	6-53	6-48	5-51
	ORO GRANDE 5.1	3-27	11-57	7-07	6-59	6-54	5-55
	VICTORVILLE YL 4.3	3-35	12-05	7-16	7-07	7-02	6-03
	THORN 4.1	3-43	12-13	7-23	7-14	7-09	6-10
	HESPERIA 5.2	3-49	12-19	7-29	7-20	7-15	6-15
	LUGO 5.5	3-55	12-25	7-37	7-27	7-22	6-20
	SUMMIT YL 3.8	4-08	12-38	7-52	7-39	7-34	6-33
	GISH 2.7	4-17	12-47	8-01	7-48	7-43	6-42
	CAJON 3.7	4-23	12-53	8-07	7-54	7-49	6-48
	KEENBROOK 4.7	4-29	12-59	8-13	8-00	7-55	6-54
	DEVORE 3.0	4-37	1-07	8-21	8-08	8-03	7-02
	ONO 3.5	4-44	1-14	8-29	8-18	8-13	7-09
	HIGHLAND JCT. 1.9	4-49	1-19	8-34	8-23	8-18	7-14
	SAN BERNARDINO YL	* 4-55 PM	* 1-25 PM	* 8-40 AM	* 8-30 AM	* 8-25 AM	* 7-20 AM
	(80.8)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....		(40.4)	(40.4)	(37.3)	(38.8)	(38.8)	(43.3)

First District: Signal System 1 in effect, except on eastward track from Signal 782 to Signal 572A where Signal System 2 is in effect.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines moving between these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower), and main track may be used not protecting against regular or extra trains and engines.

Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: Trains will keep to left between San Bernardino and overhead bridge aA-40-X, between Thorn and Victorville.

Rule 251 in effect between Barstow and San Bernardino.

Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Two tracks extend through San Bernardino passenger yard. Tracks are numbered one to six. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 509 (c): 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."

At Summit, helper engines off passenger trains, after moving to clear, will remain standing until train helped has departed.

Westward freight trains must stop ten minutes at both Cajon and Devore to cool wheels and inspect train, except these stops may be eliminated when trains handling 4000 tons or less with four unit diesel locomotives, and trains handling 3000 tons or less with three unit diesel locomotives, provided dynamic brakes in operation on all units.

At following stations, crossover switches are equipped with electric locks:

Victorville—Switches between two main tracks, just east of station, time release three 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;

Highland Junction—Crossover, time release five minutes.

Over Bridge A-35, westward between Oro Grande and Victorville, maximum speed 5000, 5001 and 5011 class engines single, 35 MPH, doublehead with any class, 15 MPH; maximum speed 2900, 3460, 3751, 3765, 3776 classes and 3800 class (20,000 gallon tender), single 55 MPH; doublehead with any class, 35 MPH; maximum speed Union Pacific engines 3930 to 4024, single or doublehead, 15 MPH.

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

FIRST DISTRICT

LOS ANGELES DIVISION

9

WESTWARD

FIRST CLASS

17	19	21	3	237
Super Chief	The Chief	El Capitan	California Limited	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
AM 5-05	AM 4-30	AM 3-50	AM 2-45	AM 2-00
5-12	4-38	3-57	2-53	2-08
5-17	4-44	4-02	2-59	2-14
5-25	4-52	4-10	3-07	2-24
5-30	4-57	4-15	3-12	2-30
5-35	5-02	4-20	3-17	2-36
5-42	5-10	4-27	3-25	2-44
5-49	5-18	4-34	3-33	2-52
5-55	5-24	4-40	3-39	3-01
6-01	5-30	4-46	3-45	3-11
6-13	5-43	4-58	3-58	3-23
6-22	5-52	5-07	4-07	3-32
6-28	5-58	5-13	4-13	3-38
6-34	6-04	5-19	4-19	3-44
6-42	6-12	5-27	4-27	3-52
6-49	6-19	5-34	4-34	3-59
6-54	6-24	5-39	4-39	4-03
7-00 AM	6-30 AM	5-45 AM	4-45 AM	4-10 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 137
April 2, 1950

STATIONS

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

BARSTOW YL	0.0				
6.1 LENWOOD	6.2	37.0	20.4	O	FW TY
5.7 HODGE	11.8	37.0	23.0	O	
9.2 HELENDALE	21.1	28.8	30.0	B	120
4.9 BRYMAN	26.1	37.0	0.0	B	W 98
5.1 ORO GRANDE	31.5	37.0	0.0	B	98
5.1 VICTORVILLE YL	36.7	39.6	17.2	C	90
4.3 THORN	38.7	84.5	0.0	O	WY 100-100
4.1 HESPERIA	41.1	84.5	0.0	B	
5.2 LUGO	45.1	88.4	0.0	B	99
5.5 SUMMIT YL	50.3	81.8	0.0	B	98
3.5 GISH	55.9	84.5	0.0	O	Y 122
2.7 CAJON	59.6	0.0	158.4	B	71
3.7 KEENBROOK	62.4	0.0	158.4	O	W 95
4.7 DEVORE	66.8	0.0	116.2	B	
5.0 ONO	71.0	0.0	116.2	B	126
3.5 HIGHLAND JOT.	76.0	0.0	116.2	B	96
1.0 SAN BERNARDINO YL	79.4	0.0	116.2		
	81.8	64.4	51.7	O	FW TY

(80.8)

(42.4) (40.4) (42.4) (40.4) (37.3) Average speed per hour

10 LOS ANGELES DIVISION

FIRST DISTRICT

						EASTWARD												
						FIRST CLASS												
						8	204	202	20	22	124	24						
						Fast Mail Express	Passenger	Passenger	The Chief	El Capitan	The Grand Canyon	The Grand Canyon						
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
						AM	PM	PM	PM	PM	PM	PM						
Capacity of Sidings in 50 ft. Cars	FW TY	Communications	Ruling Grade Descending	Ruling Grade Ascending	Millie Post	TIME TABLE NO. 187 April 2, 1950						AM	PM	PM	PM	PM	PM	
Yard						STATIONS BARSTOW YL 6.1 LENWOOD 5.7 HODGE 5.2 HELEDALE 4.9 BRYMAN 5.4 ORO GRANDE 5.1 VICTORVILLE YL 4.3 THORN 4.1 HESPERIA 3.2 LUGO 3.5 SUMMIT YL 3.8 ALRAY 4.7 CAJON 3.7 KEENBROOK 4.7 DEVORE 5.0 ONO 3.5 HIGHLAND JOT. 1.9 SAN BERNARDINO YL						AM	PM	PM	PM	PM	PM	
104		C	37.0	20.4	6.2	AUTOMATIC BLOCK SYSTEM TWO TRACKS						3:45	3:08	3:50	4:28	5:00	5:55	6:05
106		B	37.0	23.0	11.8							3:35	2:55	3:40	4:18	4:51	5:40	5:50
108	W	B	39.0	30.0	21.1							3:29	2:50	3:35	4:12	4:47	5:34	5:44
108		B	37.0	0.0	26.1							3:20	2:43	3:28	4:02	4:40	5:24	5:34
108		C	37.0	0.0	31.5							3:15	2:39	3:24	3:57	4:36	5:19	5:29
88	WY	C	39.6	17.2	36.7							3:08	2:34	3:19	3:52	4:32	5:11	5:21
105		B	84.5	0.0	41.1							3:00	2:27	3:12	3:44	4:25	5:03	5:13
106		B	84.5	0.0	45.1							2:52	2:21	3:05	3:36	4:18	4:55	5:05
128	Y	C	86.8	0.0	50.3							2:47	2:16	3:01	3:31	4:14	4:49	4:59
118		B	84.6	0.0	55.9							2:42	2:10	2:55	3:24	4:09	4:42	4:52
70	W	C	0.0	116.2	59.7							2:33	2:01	2:46	3:15	4:00	4:34	4:44
115	W	B	0.0	116.2	62.4							2:21	1:49	2:36	3:05	3:51	4:24	4:34
128		B	0.0	116.2	68.3							2:10	1:39	2:26	2:56	3:41	4:14	4:24
106		B	0.0	116.2	71.0							2:02	1:33	2:19	2:50	3:35	4:03	4:13
Yard	FW TY	C	64.4	51.7	79.4							1:53	1:25	2:11	2:41	3:27	3:52	4:02
					78.0							1:41	1:15	2:01	2:29	3:19	3:40	3:50
					81.3							1:36	1:10	1:56	2:24	3:15	3:36	3:46
					(82.8)							1:30 AM	1:05 PM	1:50 PM	2:18 PM	3:10 PM	3:30 PM	3:40 PM
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
Average speed per hour						(36.8)	(40.4)	(41.4)	(38.2)	(45.2)	(34.3)	(34.3)						

FIRST DISTRICT

EASTWARD				TIME TABLE NO. 137 April 2, 1950
FIRST CLASS				
104	4	18	238	
Passenger	California Limited	Super Chief	Passenger	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
PM 8:27	PM 10:35	PM 11:30	PM 11:55	
8:19	10:23	11:21	11:46	
8:14	10:18	11:17	11:41	
8:06	10:09	11:10	11:32	
8:02	10:04	11:06	11:27	
7:58	9:57	11:02	11:22	
7:51	9:49	10:55	11:15	
7:44	9:40	10:48	11:07	
7:40	9:35	10:44	11:02	
7:35	9:29	10:39	10:56	
7:26	9:20	10:30	10:46	
7:17	9:09	10:21	10:37	
7:07	8:58	10:11	10:27	
7:01	8:50	10:05	10:19	
6:55	8:42	9:57	10:11	
6:48	8:30	9:49	10:01	
6:43	8:25	9:45	9:56	
6:38 PM	8:20 PM	9:40 PM	9:50 PM	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	

STATIONS	
AUTOMATIC BLOCK SYSTEM	BARSTOW YL 6.1
	LENWOOD 5.7
	HODGE 5.2
	HELENDALE 4.9
	BRYMAN 5.4
	ORO GRANDE 5.1
	VICTORVILLE YL 4.3
	THORN 4.3
	HESPERIA 3.2
	LUGO 5.5
	SUMMIT YL 3.3
	ALRAY 4.7
	CAJON 3.7
	KEENBROOK 4.7
	DEVORE 5.0
ONO 3.5	
HIGHLAND JOT. 1.9	
SAN BERNARDINO YL	

TWO TRACKS

First District: Signal System 1 in effect, except on eastward track from Signal 782 to Signal 572A where Signal System 2 is in effect.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines moving between these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower), and main track may be used not protecting against regular or extra trains and engines.

Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: Trains will keep to left between San Bernardino and overhead bridge aA-40-X, between Thorn and Victorville.

Rule 251 in effect between Barstow and San Bernardino. Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Two tracks extend through San Bernardino passenger yard. Tracks are numbered one to six. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

At Summit, helper engines off passenger trains, after moving to clear will remain standing until train helped has departed.

At following stations, crossover switches are equipped with electric locks:

Victorville—Switches between two main tracks, just east of station, time release three 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;

Highland Junction—Crossover, time release five minutes.

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

(45.6) (36.8) (45.2) (39.7) Average speed per hour

REDLANDS DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyse	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 137 April 2, 1950	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			STATIONS					
Yard	FW TY	56.8		SAN BERNARDINO YL P. E. Crossing S. P. Crossing 4.7		0.0		O
9		116.2		VICTORIA 4.3		4.6	101.3	
31		116.2		REDLANDS 3.2		8.8	0.0	B
17	W	0.0		MENTONE 4.1		12.0	88.5	
47		70.5		EAST HIGHLANDS 2.5		16.2	83.2	B
25		0.0		HIGHLAND 1.0		18.7	80.5	B
14		47.5		PATTON 1.5		19.7	81.3	
13		25.8		DEL ROSA P. E. Crossing 4.0		21.5	60.0	
				HIGHLAND JOT. 1.9		25.4		
(25.6)								

No switch lights on Redlands District
Trains must get numbered clearance card before leaving San Bernardino.

WESTWARD				
FIRST CLASS				
17	19	45	21	3
Super Chief	The Chief	Passenger	El Capitan	California Limited
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
AM 7:03	AM 6:35	AM 6:00	AM 5:48	AM 4:50
7:09	6:42	6:08	5:54	4:59
7:13	6:47	6:14	5:58	5:04
7:15	6:50	6:17	6:00	5:09
7:17	6:52	6:20	6:02	5:12
7:20	6:55	6:25	6:05	5:17
7:23	7:00	6:30	6:08	5:23
7:28	7:04	6:35	6:13	5:28
7:30	7:06	6:39	6:15	5:30
7:32	7:08	6:42	6:17	5:33
7:35	7:12	6:46	6:20	5:37
7:40	7:17	6:52	6:25	5:42
7:43	7:20	6:57	6:28	5:45
7:45	7:22	6:59	6:30	5:48
7:47	7:25	7:02	6:32	5:51
7:50	7:27	7:06	6:35	5:55
7:52	7:31	7:10	6:37	5:59
7:55	7:34	7:13	6:40	6:03
7:57	7:36	7:15	6:42	6:07
7:59	7:38	7:16	6:44	6:10
8:12	7:55	7:35	6:57	6:28
	8:01	7:41		6:32
8:20	8:04	7:44	7:05	6:35
8:24	8:10	7:49	7:09	6:42
8:31	8:17	7:55	7:16	6:47
8:34	8:19	7:59	7:19	6:49
8:36 AM	8:21 AM	8:02 AM	7:21 AM	6:51 AM
8:45 AM	8:30 AM	8:15 AM	7:30 AM	7:00 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE				
NO. 137				
April 2, 1950				
STATIONS				
	Mile Post	Rolling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
SAN BERNARDINO YL	81.3		O	FW TY
3.6 RIALTO	84.9	68.4	O	Y
3.5 FONTANA	88.8	32.4	B	
3.5 KAISER	91.3	0.0	O	
2.0 ETIWANDA	93.7	14.3	B	
3.9 CUOCAMONGA	97.7	14.3	O	W
3.2 UPLAND YL	100.9	57.6	O	Y
P. E. Crossing				
3.9 CLAREMONT	104.8	30.8	O	
P. E. Crossing				
1.9 POMONA	106.7	0.0	O	
1.2 LA VERNE	107.9	0.0	O	
2.3 SAN DIMAS	110.2	0.0	B	
P. E. Crossing				
4.1 GLENORA	114.4	0.0	O	W
2.5 AZUSA	116.9	0.0	O	Y
1.3 KINCAID	118.2	0.0	B	
2.0 BUTLER	120.2	0.0	B	
2.3 MONROVIA	122.4	0.0	O	
1.7 S. P. Crossing				
ARCADIA	124.2		B	
P. E. Crossing				
1.6 SANTA ANITA (S. Madre)	125.8	77.9	B	
1.5 CHAPMAN	127.3	68.4	B	
0.8 LAMANDA PARK	128.0	63.4	O	W
P. E. Crossing				
3.6 PASADENA YL	131.7	79.9	O	
2.1 SOUTH PASADENA	133.7	0.0	B	
0.5 OLGA	134.2	0.0	B	
1.7 U. P. Crossing				
HIGHLAND PARK	135.9	0.0	B	
2.8 U. P. Crossing				
WATER STREET	138.7	0.0		
0.7 BROADWAY	139.4	0.0		
0.6 MISSION TOWER	140.1	0.0		Y
0.8 LOS ANGELES YL		0.0	O	
Union Station (59 4)				
1.1 FIRST STREET	141.1	0.0	O	
(59.7)				

(34.9) (31.1) (26.4) (34.9) (27.4) Average speed per hour

Second District: Signal System I in effect.
 Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. 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.
 No. 45 will back from Mission Tower to Union Station.
 When complying with the provisions of Rule S-89(A) at:
 Etiwanda—Eastward train holding main track, arriving first, stop west of signal 942 until signal 932 assumes stop position;

Claremont—Westward train holding main track, arriving first, stop east of preliminary board 400 feet east of M. P. 105 until eastward train has passed next opposing signal;
 Pomona—Westward train holding main track, arriving first, stop east of preliminary board located 600 feet west of signal 1062 until signal 1063 assumes stop position;
 San Dimas—Westward train holding main track, arriving first, stop east of signal 1091 until eastward train has passed next opposing signal;
 Kincaid—Westward train holding main track arriving first stop east of signal 1171 until eastward train has passed next opposing signal;

(Continued on Page 13)

SECOND DISTRICT

LOS ANGELES DIVISION

Capacity of Sidings in 50 ft. Cars	Railing Grade Ascending	TIME TABLE NO. 137 April 2, 1950	EASTWARD					
			FIRST CLASS					
			42	20	22	4	18	8
			Passenger	The Chief	El Capitan	California Limited	Super Chief	Fast Mail Express
Yard	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	SAN BERNARDINO YL	PM 12:50	PM 2:15	PM 3:07	PM 8:15	PM 9:37	AM 1:20	
123	3.6 RIALTO	12:40	2:07	2:59	8:07	9:29	1:12	
94	3.8 FONTANA	12:31	2:03	2:54	8:02	9:24	1:08	
106	5.0 KAISER	12:23	2:00	2:51	7:58	9:21	1:05	
54	2.0 ETIWANDA	12:19	1:58	2:49	7:55	9:19	1:03	
50	3.9 CUCAMONGA	12:11	1:54	2:46	7:50	9:16	12:59	
47	3.9 UPLAND YL	12:06	1:50	2:43	7:47	9:13	12:55	
58	P. E. Crossing OLAREMONT	11:55	1:44	2:38	7:42	9:08	12:51	
64	1.9 POMONA	11:50	1:42	2:36	7:39	9:06	12:49	
40	1.2 LA VERNE	11:44	1:39	2:34	7:36	9:04	12:47	
42	3.5 SAN DIMAS	11:38	1:36	2:30	7:33	9:00	12:44	
59	P. E. Crossing GLENORA	11:30	1:30	2:25	7:27	8:55	12:38	
51.9	2.5 AZUSA	11:22	1:26	2:23	7:23	8:53	12:34	
41	1.3 KINCAID	11:18	1:24	2:21	7:21	8:51	12:32	
50	2.0 BUTLER	11:15	1:22	2:18	7:19	8:48	12:30	
72	2.3 MONROVIA	11:11	1:20	2:16	7:16	8:46	12:28	
11	1.7 S. P. Crossing ARCADIA	11:06	1:17	2:14	7:14	8:44	12:26	
89	1.6 SANTA ANITA (S. Madre)	11:01	1:15	2:12	7:12	8:42	12:24	
62	1.5 CHAPMAN	10:58	1:13	2:10	7:10	8:40	12:22	
26	0.5 LAMANDA PARK	10:56	1:12	2:09	7:09	8:39	12:21	
34	P. E. Crossing PASADENA YL	10:45	1:00	2:00	7:00	8:30	12:10	
114.0	2.1 SOUTH PASADENA	10:30	12:50		6:50		11:50	
84	0.5 OLGA	10:27	12:48	1:47	6:48	8:17	11:48	
20	1.7 U. P. Crossing HIGHLAND PARK	10:23	12:45	1:44	6:44	8:14	11:45	
71	2.8 U. P. Crossing WATER STREET	10:16	12:37	1:38	6:37	8:08	11:37	
88.5	0.7 BROADWAY	10:14	12:35	1:36	6:35	8:06	11:35	
89.8	0.6 MISSION TOWER	10:13	12:34	1:34	6:34	8:04	11:34	
59.7	0.8 LOS ANGELES YL	10:10	12:30	1:30	6:30	8:00	11:30	
Yard	Union Station (59.4)	AM	PM	PM	PM	PM	PM	
Yard	1.1 FIRST STREET							
	(59.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....		(32.3)	(33.9)	(36.7)	(33.9)	(36.7)	(32.4)	

(Continued from Page 12)

Lamanda Park—Eastward train holding main track, arriving first, stop west of signal 1283 until westward train enters siding. Westward train holding main track stop east of signal 1271 until eastward train enters siding;

Usado—Westward train holding main track, arriving first, stop east of signal 1313 until eastward train enters siding;

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.

Train movements on Rialto, Cucamonga and Upland Foothill spurs and Metropolitan spur must be authorized by train order.

Not more than two engines of the 3129 class, or heavier, may

be coupled together over Bridge A-140 Los Angeles River and over Bridge C-136 Garvanza Viaduct, and Union Pacific engines 3930 to 4024 must not be operated over these bridges.

At San Bernardino, Second District eastward trains and/or engines must approach junction of Second and Third Districts near yard office prepared to stop, and "stop" unless proceed signal is received, given with green flag or light. Such proceed signal merely indicates the route is properly lined.

Rule 251 in effect Mission Tower-First Street.

Rule 261 in effect Mission Tower-Broadway two main tracks. Trains must get numbered clearance card before leaving San Bernardino and Los Angeles.

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

TIME TABLE NO. 197 April 2, 1950		WESTWARD								
		SECOND CLASS			FIRST CLASS					
		141	505	145	79	7	77	75	203	73
STATIONS		Freight	Mixed	Freight	San Diegoan	Fast Mail Express	San Diegoan	Passenger	Passenger	San Diegoan
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
AUTO. BLK. SYS.	SAN BERNARDINO YL		AM 9.05			PM 5.05			PM 1.30	
	2.2		9.13			5.10			1.35	
	RANA									
	1.3									
	COLTON		f 9.16			5.13			1.40	
	8. P. and U. P. Crossings									
	3.8		a 9.23			5.19			1.45	
	HIGHGROVE									
	2.6									
	8. P. Crossing									
RIVERSIDE JOT.					5.22			1.50 PM		
U. P. Jct.										
0.6										
RIVERSIDE YL					5.25					
3 TRKS. TWO TRACKS										
CASA BLANCA					5.30					
2.4										
ARLINGTON					5.33					
3.3										
MAY					5.37					
P. E. Crossing										
3.1					5.40					
PORPHYRY					5.43					
1.3					5.48					
CORONA					5.53					
5.0					5.58					
PRADO DAM					6.02					
3.1					6.06					
GYPNUM					PM 9.17	6.11	PM 5.32	PM 5.08	PM 1.47	
4.1										
ESPERANZA										
4.5										
ATWOOD										
3.0										
PLACENTIA										
3.0										
FULLERTON YL										
2.5										
U. P. Crossing										
BASTA								5.12		
2.0										
BUENA PARK					9.22	6.18	5.37	5.14	1.52	
1.3					9.24	6.20	5.39	5.16	1.54	
LA MIRADA					9.28	6.24	5.43	5.21	1.58	
4.3										
SANTA FE SPRINGS										
1.3										
LOS NIETOS								5.23		
P. E. Crossing										
1.0										
D. T. JUNCTION					9.31	6.27	5.45	5.24	2.01	
1.0					9.32	6.29	5.47	5.26	2.02	
RIVERA					9.34	6.31	5.49	5.28	2.03	
1.3					9.39	6.35	5.53	5.33	2.07	
BANDINI										
4.3										
HOBART										
U. P. Crossing										
2.2										
REDONDO JOT.		PM 7.20	AM 3.45		9.45	6.42	5.58	5.41	2.14	
U. P. Crossing										
2.1										
FIRST STREET (70.5)		7.30	3.55		9.49	6.46	6.01	5.46	2.18	
0.9										
MISSION TOWER					9.52 PM	6.50 PM	6.03 PM	5.50 PM	2.20 PM	
0.8					10.00 PM	7.00 PM	8.15 PM	8.00 PM	2.30 PM	
LOS ANGELES YL										
Union Station										
(72.2)		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Average speed per hour		(12.0)	(24.3)	(12.0)	(35.7)	(37.7)	(35.7)	(29.5)	(29.4)	(35.7)

Third District: Signal System 1 in effect.

Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. 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.

Nos. 71, 73 and 77 will back from Mission Tower to Union Station.

Rule 251 in effect between west end of Bridge B-5 and Riverside; Fullerton and D.T. Junction; Bandini and Mission Tower.

Rule 261 in effect:
San Bernardino-Bridge B-5 (on 3 tracks San Bernardino-Rana; 2 tracks Rana-Bridge B-5);
Riverside-Fullerton;
Siding Atwood;
D.T. Junction-Bandini.

(Continued on Page 15)

THIRD DISTRICT

LOS ANGELES DIVISION

15

WESTWARD							TIME TABLE						
FIRST CLASS							NO. 137						
							April 2, 1950						
71	23	201	123	103	51	237	STATIONS						
San Diego	The Grand Canyon	Passenger	The Grand Canyon	Passenger	Passenger	Passenger							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Mile Post	Riding Grade Ascending	Riding Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	
	AM 8-45	AM 8-35	AM 8-30	AM 7-25	AM 7-10	AM 4-20	SAN BERNARDINO YL	0.0			O	FW TY	Yard
	8-50	8-40	8-35	7-30	7-15	4-25	2.2 RANA	1.5	0.0	52.8			
	8-53	8-43	8-38	7-33	7-20	4-30	1.3 COLTON	2.0			B		40
	8-59	8-48	8-43	7-39	7-26	4-35	3.8 S. P. and U. P. Crossings	6.7	28.1	52.8	O	W	114
	9-02	8-55 AM	8-47	7-43 AM	7-31	4-40 AM	3.0 HIGHGROVE	9.2	29.1	52.8			
	9-05		8-50		7-35		0.6 S. P. Crossing		0.0	17.2			
	9-10		8-56		7-42		0.2 RIVERSIDE YL	9.8	48.6	52.8			
	9-13		8-59		7-46		4.2 OASA BLANCA	14.0	0.0	52.8	B	Y	99
	9-17		9-03		7-50		2.4 ARLINGTON	16.4	0.0	52.8	B		62
	9-20		9-07		7-53		MAY	19.7			B		94
	9-23		9-14		7-58		3.1 P. E. Crossing	22.8	0.0	52.8	B	Y	100
	9-28		9-19		8-05		1.3 PORPHYRY	24.1	24.3	52.8	O	FW	167
	9-33		9-23		8-10		5.0 CORONA	29.2	25.9	52.8	B		94
	9-38		9-27		8-15		3.1 PRADO DAM	32.2	21.1	52.8	B		95
	9-42		9-31		8-20		0.1 GYPSUM	36.4	0.0	52.8	B		120
	9-46		9-36		8-25		4.8 ESPERANZA	40.6	0.0	42.2	B	YW	170
AM 10-00	9-51		9-41		8-37		2.5 ATWOOD	48.0	0.0	42.2	B		69
	9-55		9-45		8-40		3.0 PLACENTIA	165.0	0.0	33.4	O	W	94-74
10-06	9-58		9-48		8-43		2.5 FULLERTON YL	162.5	12.7	19.2	B		31
10-08	10-00		9-50		8-47		2.0 U. P. Crossing	160.5	32.1	25.9	B		74
10-12	10-04		9-54		8-53		1.8 BASTA	158.7	40.5	10.0	O		86
	10-06		9-56		8-56		4.3 BUENA PARK	154.4	27.2	16.3			
10-14	10-07		9-57		8-58		1.5 LA MIRADA	163.1	0.0	18.7			
10-16	10-09		9-59		9-00		4.3 SANTA FE SPRINGS	162.1	0.0	18.7			
10-17	10-11		10-01		9-04		1.5 LOS METOS	161.2	21.1	37.6	O		95
10-21	10-15		10-05		9-09		1.0 P. E. Crossing	149.8	39.6	26.2	B		
10-28	10-22		10-12		9-15		1.0 D. T. JUNCTION	145.5	42.5	0.0	O		Yard
10-32	10-26		10-16		9-19		1.3 RIVERA	143.2	40.1	0.0			
10-35 AM	10-30 AM		10-20 AM		9-22 AM		4.3 BANDINI	141.1	59.7	0.0	O		Yard
10-45 AM	10-40 AM		10-30 AM		9-30 AM		2.3 HOBART	140.1	71.8	31.7			
							2.3 U. P. Crossing						
							2.1 REDONDO JCT.						
							0.9 U. P. Crossing						
							2.1 FIRST STREET						
							0.9 (70.5)						
							0.8 MISSION TOWER						
							0.8 LOS ANGELES YL				O		
							Union Station						
							(72.2)						
(34.1)	(37.7)	(29.4)	(36.1)	(32.7)	(30.9)	(29.4)	Average speed per hour						

(Continued from Page 14)

At San Bernardino, Third District eastward trains and/or engines must approach junction of Second and Third Districts near yard office, prepared to stop, and "stop" unless proceed signal is received, given with yellow flag or light. Such proceed signal merely indicates the route is properly lined.

Train movements on Prenda, Sunny Hills, and La Habra Valley Spurs must be authorized by train order.

Over Bridge A-144 between Redondo Jct. and Hobart (westward only) maximum speed 5000, 5001 and 5011 class engines, single only, 20 MPH; maximum speed 2900, 3460, 3751, 3765,

3776 classes and 3800 class (20,000 gallon tender), single or doublehead, 20 MPH.

Union Pacific engines 3930 to 4024 are restricted to maximum speed of 10 MPH over Bridge A-144; and over Bridge C-1 between San Bernardino and Rana, short route, to 20 MPH.

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

Second class and extra trains must get numbered clearance card before leaving First Street.

At Fullerton, clearance card will not be required when train order signal in clear position.

Capacity of Sidings in 30 Ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE NO. 137 April 2, 1950	EASTWARD			
							FIRST CLASS			
Yard	FW TY	O					70	72	204	74
						STATIONS	Passenger	San Diego	Passenger	San Diego
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			0.0	52.8	0.0	SAN BERNARDINO YL			PM	
			0.0	52.8	1.5	P. E. Crossing			1:00	
						1.5				
112		B	23.1	52.8	2.9	RANA			12:55	
						1.3				
	W	O	29.1	52.8	6.7	COLTON			12:52	
						3.5				
		O			9.2	HIGHGROVE			12:47	
						2.5				
			0.0	17.2		RIVERSIDE JOT.			12:42	
						0.6			PM	
42			48.6	52.8	9.8	RIVERSIDE YL				
						4.2				
99	Y	B	0.0	52.8	14.0	CASA BLANCA				
						4.2				
62		B	0.0	52.8	16.4	ARLINGTON				
						3.3				
94		B	0.0	52.8	19.7	MAY				
						3.1				
100	Y	B	0.0	52.8	22.8	PORPHYRY				
						1.3				
167	FW	O	24.8	52.8	24.1	CORONA				
						5.0				
94		B	25.9	52.8	29.2	PRADO DAM				
						4.1				
95		B	21.1	52.8	32.2	GYPSUM				
						4.1				
129		B	0.0	52.8	36.4	ESPERANZA				
						4.3				
179	YW	B	0.0	52.8	40.6	ATWOOD				
						2.3				
69		B	0.0	42.2	43.0	PLACENTIA				
						3.0				
74	W	O	0.0	42.2	165.0	FULLERTON YL	AM	AM		PM
						3.0	1:07	8:27		12:13
		B			162.5	BASTA		1:03		
						2.0				
		B	12.7	19.2	160.5	BUENA PARK		1:01	8:22	12:08
						1.8				
96		B	32.1	25.9	158.7	LA MIRADA		12:59	8:20	12:06
						4.3				
		O	40.6	10.0	154.4	SANTA FE SPRINGS		12:54	8:17	12:03
						1.3				
			27.2	16.3	153.1	LOS NIETOS		12:52		
						1.0				
			0.0	13.7	152.1	D. T. JUNCTION		12:51	8:15	12:01
						1.0				PM
95		O	0.0	13.7	151.2	RIVERA		12:50	8:14	11:59
						1.3				
		B	21.1	37.6	149.8	BANDINI		12:48	8:13	11:58
						4.3				
Yard		O	39.6	26.2	145.5	HOBART		12:44	8:10	11:55
						2.3				
	FW TY		42.5	0.0	143.2	REDONDO JOT.		12:39	8:07	11:52
						2.1				
Yard		O	40.1	0.0	141.1	FIRST STREET (69.8)		12:36	8:04	11:49
						0.9				
	Y		59.7	0.0	140.1	MISSION TOWER		12:33	8:02	11:47
						0.8				AM
		O	71.8	31.7		LOS ANGELES YL	AM	AM		AM
						Union Station	12:30	8:00		11:45
							AM	AM		AM
						(71.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour (41.5) (56.9) (30.3) (54.9)

Third District: Signal System 1 in effect.
 Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. 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 251 in effect between west end of Bridge B-5 and Riverside; Fullerton and D.T. Junction; Bandini and Mission Tower.

Rule 261 in effect:
 San Bernardino-Bridge B-5 (on 3 tracks San Bernardino-Rana; 2 tracks Rana-Bridge B-5);
 Riverside-Fullerton;
 Siding Atwood;
 D.T. Junction-Bandini.
 At San Bernardino, Third District eastward trains and/or engines must approach junction of Second and Third Districts
 (Continued on Page 17)

EASTWARD

FIRST CLASS								SECOND CLASS			TIME TABLE NO. 137 April 2, 1950
202	124	24	76	104	54	78	238	142	506	146	
Passenger	The Grand Canyon	The Grand Canyon	San Diegoan	Passenger	Passenger	San Diegoan	Passenger	Freight	Mixed	Freight	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	
PM 1.45	PM 3.25	PM 3.35		PM 6.33	PM 7.50		PM 9.40		PM 4.30		
1.40	3.17	3.27		6.28	7.43		9.35		4.18		
1.37	3.12	3.22		6.25	7.40		9.30		4.15		
1.32	3.04	3.14		6.20	7.30		9.22		4.05 PM		
1.27 PM	2.58	3.08		6.15 PM	7.24		9.17 PM				
	2.55	3.05			7.22						
	2.48	2.58			7.11						
	2.45	2.55			7.06						
	2.42	2.52			7.02						
	2.39	2.49			6.54						
	2.37	2.47			6.52						
	2.30	2.40			6.43						
	2.26	2.36			6.38						
	2.22	2.32			6.30						
	2.17	2.27			6.24						
	2.14	2.24			6.18	PM 7.57					
	2.10	2.20	PM 3.57		6.13						
					6.08						
	2.01	2.11	3.52		6.05	7.52					
	1.59	2.09	3.50		6.02	7.50					
	1.55	2.05	3.47		5.58	7.47					
	1.53	2.03			5.55						
	1.52	2.02	3.45		5.52	7.45					
	1.50	2.00	3.44		5.51	7.44					
	1.48	1.58	3.43		5.48	7.43					
	1.44	1.54	3.40		5.44	7.40					
	1.40	1.50	3.37		5.39	7.37		PM 2.00		PM 10.40	
	1.35	1.45	3.34		5.36	7.34		1.55 PM		10.35 PM	
	1.33 PM	1.43 PM	3.32 PM		5.33 PM	7.32 PM					
	1.30 PM	1.40 PM	3.30 PM		5.30 PM	7.30 PM					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	

STATIONS

3 TRKS. TWO TRACKS	SAN BERNARDINO YL	P. E. Crossing	1.5
	RANA		1.2
	COLTON	S. P. and U. P. Crossing	3.0
	HIGHGROVE		2.6
	RIVERSIDE JCT.	S. P. Crossing	4.1
	RIVERSIDE YL	U. P. Jct.	0.6
	OASA BLANCA		4.2
	ARLINGTON		2.4
	MAY		3.3
	PORPHYRY	P. E. Crossing	3.1
CTC	CORONA		1.3
	PRADO DAM		5.0
	GYPSUM		3.1
	ESPERANZA		4.1
	ATWOOD		4.2
	PLACENTIA		2.3
	FULLERTON YL		3.0
	BASTA	U. P. Crossing	2.5
	BUENA PARK		1.8
	LA MIRADA		4.3
TWO TRACKS	SANTA FE SPRINGS		4.3
	LOS NIETOS		1.3
	D. T. JUNCTION	P. E. Crossing	1.0
	RIVERA		1.0
	BANDINI		1.3
	HOBART		4.3
	REDONDO JCT.	U. P. Crossing	2.3
	FIRST STREET		2.1
	MISSION TOWER		0.0
	LOS ANGELES YL	Union Station	0.8

(30.3) (37.3) (37.3) (56.9) (30.3) (30.6) (56.9) (23.7) (24.0) (15.8) (24.0) Average speed per hour

(Continued from Page 16)

near yard office, prepared to stop, and "stop" unless proceed signal is received, given with yellow flag or light. Such proceed signal merely indicates the route is properly lined.
 Train movements on Prenda, Sunny Hills, and La Habra Valley Spurs must be authorized by train order.
 Over Bridge A-144 between Redondo Jct. and Hobart (westward only) maximum speed 5000, 5001 and 5011 class engines, single only, 20 MPH; maximum speed 2900, 3460, 3751, 3765, 3776 classes and 3800 class (20,000 gallon tender), single or doublehead, 20 MPH.
 Union Pacific engines 3930 to 4024 are restricted to maximum speed of 10 MPH over Bridge A-144; and over Bridge C-1 between San Bernardino and Rana, short route, to 20 MPH.

Flasher type signal, yellow indication, governs eastward movements through turnout, east end of Bridge B-5. Maximum speed for trains: Passenger, 40 MPH; freight, 30 MPH.
 Siding switches in CTC territory are dual controlled except at Rivera.
 Trains must get numbered clearance card before leaving San Bernardino and Los Angeles.
 Second class and extra trains must get numbered clearance card before leaving First Street.
 Eastward trains from Union Pacific must get numbered clearance card before leaving Riverside Jct.
 At Fullerton, clearance card will not be required when train order signal in clear position.

WESTWARD						TIME TABLE	Mile Post	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications
FIRST CLASS										
79	77	363	75	73	71	NO. 137				
San Diego	San Diego	Passenger	Passenger	San Diego	San Diego	April 2, 1950				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
		PM 3-11	PM 1-45	AM 11-45	AM 8-00					
		PM 3-15	PM 1-52	PM 11-52	AM 8-07					
			PM 2-02 ⁷⁴	PM 12-01	AM 8-15					
			f 2-12 ⁷⁴	f 12-06	f 8-19					
			f 2-19							
f 7-47	f 4-00		f 2-28	f 12-17	f 8-30					
			f 2-31							
			f 2-35							
7-54	4-05		f 2-40	12-23	8-36					
			2-46							
			f 2-54							
			2-57							
8-10	4-19		3-05	12-38	8-50					
			3-12							
			3-15							
8-16	4-25		3-19	12-44	8-56					
			3-25							
			f 3-30							
			f 3-38							
	4-38 ⁷⁶		3-41							
			f 3-46	12-59 ⁷⁴	9-13 ⁷⁶					
8-36 ⁷⁸	4-49		f 3-51	1-03	9-18					
			4-01							
8-47	5-00		f 4-10	1-14	9-29					
			4-18 ⁸¹							
			4-26							
8-57	5-18		4-40	1-32	9-45					
			4-50	1-37	9-50					
9-06	5-23		4-56	1-42	9-55					
9-12	5-28		5-06	1-47	10-00					
9-17	5-32		PM	PM	AM					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					

(50.3) (50.3) (6.0) (30.5) (50.3) (51.1) Average speed per hour

Fourth District: Signal System 1 in effect.
 Between crossover, yard office, located Ash Street, San Diego, and National City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Ash Street and "F" Street). Between these points main track may be used not protecting against regular and extra trains and engines.
 Rule D-151: Between Old Town and crossover at west end of 22nd Street freight yard M P 268³/₄, trains will keep to left.
 Rule 251 in effect between Old Town and San Diego.
 Rule 261 in effect Fullerton to Old Town, including two main tracks between Elvira and Linda Vista and between Santa Ana and Venta and siding Orange.
 Through San Diego passenger yard:
 No. 1 is eastward main track.
 No. 5 is westward main track.

SD&AE westward trains will operate against current of traffic, governed by automatic signal indication, between Market Street Junction and Passenger Station, San Diego.
 Train movements on Venta Spur must be authorized by train order.
 Flasher type signal, yellow indication, governs westward movements through turnout, M.P. 179.1. Maximum speed for trains: Passenger, 40 MPH; freight 30 MPH.
 Siding switches in CTC territory are dual controlled except at Venta, San Clemente, Stuart, and Carlsbad.
 Trains must get numbered clearance card before leaving San Diego.
 At Fullerton, clearance card will not be required when train order signal in clear position.

FOURTH DISTRICT

LOS ANGELES DIVISION

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 187 April 2, 1950		EASTWARD						
				FIRST CLASS						
				70	362	72	74	76	78	
			Passenger	Passenger	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	20.4		NATIONAL CITY							
	0.0		MARKET ST. JOT.							
Yard	31.2	A. B. S.	AM	10.17	AM	PM	PM	PM	PM	
	31.2		5.15	10.15	10.45	2.30	6.15	10.15		
	31.2		SAN DIEGO YL							
	51.0		OLD TOWN							
	0.0		MORENA							
	118.2		ELVIRA							
	64.8		LINDA VISTA							
	67		SORRENTO							
8	63.4		DEL MAR							
	63.4		SOLANA BEACH							
11	0.0		CARDIFF							
92	63.4		ENCINITAS							
118	50.8		PONTO							
69	52.8		CARLSBAD							
	0.0		ESCONDIDO JOT.							
76	45.4		OCEANSIDE							
92	63.4		FALLBROOK JOT.							
50	49.3		STUART							
86	63.4		LAS FLORES							
97	68.9		AGRA							
91	49.4		SAN ONOFRE							
33	5.0		SAN CLEMENTE							
54	0.0		POCHE							
98	0.0		SERRA							
87	0.0		SAN JUAN CAPISTRANO							
98	54.0		GALIVAN							
88	63.4		EL TORO							
119	63.4		IRVINE							
98	0.0		VENTA							
125	11.2		SANTA ANA YL							
	48.1		ORANGE							
80	21.1		S. P. Crossing ANAHEIM							
			FULLERTON YL							
			(107.9)							
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....			(25.0)	(12.0)	(44.5)	(44.8)	(44.5)	(44.5)	(44.5)	(44.5)

Fourth District: Signal System I in effect.
 Between crossover, yard office, located Ash Street, San Diego, and National City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Ash Street and "F" Street). Between these points main track may be used not protecting against regular and extra trains and engines.
 Rule D-151: Between Old Town and crossover at west end of 22nd Street freight yard M P 268¾, trains will keep to left.
 Rule 251 in effect between Old Town and San Diego.
 Rule 261 in effect Fullerton-Old Town, including two main tracks between Elvira and Linda Vista and between Santa Ana and Venta and siding Orange.

Through San Diego passenger yard:
 No. 1 is eastward main track.
 No. 5 is westward main track.
 SD&AE westward trains will operate against current of traffic, governed by automatic signal indication, between Market Street Junction and Passenger Station, San Diego.
 Train movements on Venta Spur must be authorized by train order.
 Siding switches in CTC territory are dual controlled except at Venta, San Clemente, Stuart, and Carlsbad.
 Trains must get numbered clearance card before leaving San Diego.
 At Fullerton, clearance card will not be required when train order signal in clear position.

20 LOS ANGELES DIVISION

SAN JACINTO DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS	NO. 137	SECOND CLASS		
		505	April 2, 1950	506		
		Mixed		Mixed		
Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday			
26		AM 9.25	HIGHGROVE E.P. Crossing 2.5	PM 4.00	0.0	
12	116.2	9.35	LEMONA 4.5	3.45	2.7	0.0
31	116.2	f 9.53	BOX SPRINGS 2.5	f 3.25	7.2	0.0
	21.3	f 10.01	MARCH FIELD YL 1.1	f 3.16	9.8	17.6
66	21.3	f 10.05	ALESSANDRO YL 2.9	f 3.12	10.8	17.6
22	0.0	f 10.12	VAL VERDE 4.7	f 3.05	13.5	47.5
20	0.0	* 10.22	PERRIS YL 3.9	* 2.55	18.3	28.1
21	21.6	f 10.30	ETHANAO 2.3	f 2.43	3.7	63.4
11	49.3	f 10.36	MENFEE 2.9	f 2.35	6.0	0.0
34	21.1	f 10.46	WINCHESTER 4.4	f 2.23	9.9	42.2
18	52.8	f 10.59	EGAN 2.7	f 2.10	14.3	0.0
15	44.3	* 11.10 11.30	HEMET YL 2.3	* 2.00 * 12.15	17.0	0.0
13	6.3	11.40 AM	SAN JACINTO YL 2.3	12.01 PM	10.3	63.4
Arrive Daily Ex. Sunday		(37.5)		Leave Daily Ex. Sunday		

(19.6) ... Average speed per hour ... (16.8)

No. 505 is superior to No. 506.
No switch lights on San Jacinto District.
Wye at March Field, Val Verde, Perris and San Jacinto; water at Perris.
Office of Communication at March Field, Perris, Hemet and San Jacinto.
Trains must get numbered clearance card before leaving San Bernardino and San Jacinto.

ELSINORE DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS	NO. 137	SECOND CLASS		
		509	April 2, 1950	508		
		Mixed		Mixed		
Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday			
17		AM 11.30	ELSINORE YL 5.6	AM 10.50	21.9	
20	147.8	* 12.10	ALBERHILL YL 7.8	* 10.25	16.3	132.0
62	50.7	f 12.40	ARCILLA 8.5	f 10.05	8.5	89.8
Yard	0.0	1.30 PM	P. E. Crossing PORPHYRY YL 8.5	9.40 AM	0.0	68.6
Arrive Daily Ex. Sunday		(21.9)		Leave Daily Ex. Sunday		

(11.0) ... Average speed per hour ... (18.8)

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

OLIVE DISTRICT

Capacity of Sidings In 50 ft. Cars	WESTWARD	TIME TABLE	EASTWARD	Ruling Grade Ascending
	NO. 137			
	April 2, 1950			
	STATIONS			
Yard	ATWOOD 4			42.2
21	OLIVE S. P. Crossing 3.4			42.2
62	ORANGE			
(5.8)				

Booth phone at Olive.
Rule 261 in effect Atwood-Orange.
Atwood-Orange; Signal System 1 in effect.
At Orange and Atwood, trains to and from Olive District are authorized to proceed on signal indication when operating under Rule 261.

FALLBROOK DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		NO. 137				
		April 2, 1950				
		STATIONS				
48		FALLBROOK JOT. 3.4			0.0	
12	21.3	YSIDORA 2.6			3.4	62.7
12	66.0	CHAPPO 2.4			5.9	10.6
74	26.4	JOFEGAN 6.7			8.4	0.0
132.0		DE LUZ 1.8			15.1	79.2
6	105.6	FALLBROOK YL			16.9	0.0
28						
(16.9)						

... Average speed per hour ...

No switch lights on Fallbrook District.
Water, wye, and Office of Communication at Fallbrook.
Water at Jofegan.
Trains must get numbered clearance card before leaving Oceanside and Fallbrook.

ESCONDIDO DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		NO. 137				
		April 2, 1950				
		STATIONS				
26		ESCONDIDO YL 4.9			21.1	
14	83.4	SAN MARCOS 3.3			16.2	95.0
11	70.3	BUENA 3.7			12.9	113.2
11	116.2	VISTA YL 1.4			9.2	116.2
10	116.2	FALDA 7.8			7.8	116.2
11	87.6	ESCONDIDO JOT.			0.0	84.5
(21.1)						

... Average speed per hour ...

No switch lights on Escondido District.
Water and wye at Escondido.
Office of Communication at Escondido and Vista.
Trains must get numbered clearance card before leaving Oceanside and Escondido.

HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 137 April 2, 1950	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		142	146			
			Freight	Freight		Freight	Freight			
		Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
				LONG BEACH 2.5						
				S.P., U.P., P.E. Crossings West Thenard Tower -1.1						
Yard			PM 5.10	AM 1.40	Pier A Yard 3.3	PM 4.15	AM 1.00			O
			5.25 PM	1.55 AM	P.E., S.P., U.P. Crossings West Thenard Tower -1.1	4.00 PM	12.45 AM			
Yard	W				WILMINGTON YL 1.4			28.0		B
90	Y	79.2	PM 5.40	AM 2.05	WATSON YL 3.3	PM 3.55	AM 12.40	28.6	62.8	B
80		24.3	5.48	2.13	IRONSIDES 1.6	3.43	12.28	23.3	0.0	
34	W	52.3	5.51	2.16	TORRANCE YL 1.6	3.39	12.25	21.7	48.4	O
91		52.3	5.54	2.19	ALCOA 2.3	3.33	12.19	20.1	48.4	B
16		0.0	5.59	2.24	MONACO 1.2	3.27	12.12	17.8	68.4	
83		62.6	6.02	2.27	LAWDALE 1.8	3.24	12.09	16.6	61.1	
24	Y	11.6	6.06	2.31	EL SEGUNDO YL P. E. Crossing -1.2	3.21	12.06	14.8	4.0	O
107	W	30.8	6.10	2.35	LAIRPORT 3.7	3.17	12.02	13.6	4.0	B
79		52.8	6.18	2.43	INGLEWOOD YL 1.9	3.10	AM 11.55	9.9	44.8	O
14		0.0	6.20	2.46	HYDE PARK 0.7	2.56	11.37	8.0	44.8	
22		10.5	6.27	2.52	VAN NESS 1.3	2.54	11.34	7.3	0.0	
75		18.6	6.36	3.01	WILDASIN 2.6	2.44	11.16	6.0	0.0	
18		0.1	6.54	3.19	WINGFOOT P. E. Crossing -2.0	2.26	11.01	3.5	0.0	B
Yard		62.8	7.05	3.30	S. P. Crossing MALABAR -1.6	2.12	10.50	1.5	0.0	
	FW TY		7.20 PM	3.45 AM	REDONDO JCT. 1.6	2.00 PM	10.40 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(31.0)	Leave Daily	Leave Daily			
			(14.3)	(14.9)	... Average speed per hour ...	(13.8)	(13.3)			

Trains must get numbered clearance card before leaving First Street.

REDONDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 137 April 2, 1950	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		142	146			
			Freight	Freight		Freight	Freight			
		Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
Yard		42.2			REDONDO BEACH YL -1.5			20.2	0.0	
7		42.2			HERMOSA BEACH -1.7			18.7	0.0	B
22		0.0			MANHATTAN BEACH -2.3			17.0	52.8	
22	Y				EL SEGUNDO YL -1.6			14.8		O
					(5.4)					

No switch lights on Redondo District.

Train movements between Watson and Pier "A" yard will be made under yard limit rules, and over Harbor Belt line between McFarland Avenue and Pier "A" yard. Normal position of switches at connection McFarland Avenue lined for the Harbor Belt Line.

Should home signals at S. P. or P. E. Railway crossings, one mile east of West Thenard Tower, fail to clear, call Towerman for instructions. Telephone box, protected by switch lock, located at the P. E. Railway crossing.

900-1600, 3160, 3800, 3900 and 4000 Class Engines must turn on Watson wye and back into Pier "A" yard.

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.

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 (telegraph office, Santa Fe and U.P. roundhouses, Mill St. yard office), Los Angeles (Union Station, First St., Ninth St. and Hobart yard offices, roundhouse), San Diego (station and 22nd St. yard office), and National City roundhouse.

Rule 3: Crews of Union Pacific trains, having complied with that Company's time regulations, may proceed over joint track.

U.P. trains using joint tracks between Riverside Jct. and Daggett, will be governed by A.T.&S.F. time table and Rules, Operating Department.

3.

4. Rule 17, first sentence, is amended: The headlight will be displayed to the front of every train by night, and in addition, to the front of every diesel, or gas-electric powered train by day.

5. Rule 82 (B): Bulletin boards and books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Upland, Corona, Fullerton, First Street, Union Station, Redondo Junction, Pier "A" Yard, Santa Ana, Oceanside, San Diego, and National City.

6. Rules 83 and 83 (A): At Barstow, Trains 17, 18, 21, 22, 103, 104, 201, 202, and eastward Union Pacific freight trains, and at San Bernardino, Trains 17, 18, 19, 20, 21, 22, 23, 24, 103, 104, 123, 124, 201 and 202 may register by Form 903.

Los Angeles, check of train register at Union Station or First Street will be accepted as applying to end of two tracks at Broadway.

At First Street, only trains originating or terminating will register.

7. Rule 93: Yard limits are located at Needles, Cadiz, Parker, Rice, Midland, Blythe-Ripley, Ash Hill, Ludlow, Barstow, Victorville, Summit, San Bernardino, Upland, Pasadena, Los Angeles, Riverside, Fullerton, Santa Ana, San Diego, Fallbrook, Vista, Escondido, Inglewood, El Segundo, Torrance, Watson-Wilmington, Redondo Beach, March Field-Alessandro, Hemet-San Jacinto, Perris-Ellis, Porphyry (Elsinore District), Weisel, Alberhill, and Elsinore.

Yard limits are continuous between the following points:

At San Bernardino, between M.P. 78 plus 2792 ft. on First District, M.P. 82 plus 4325 ft. on Second District, M.P. 4 plus 2900 ft. on Third District, and on Redlands District, at M.P. 24 plus 3330 ft. and at M.P. 4 plus 4503 ft. near Victoria.

At Los Angeles, between Bridge M.P. 138 plus 814 ft. on Second District, M.P. 148 plus 3429 feet east on Third District, and M.P. 8 plus 1281 ft. on Harbor District.

At San Diego, between Cudahy Spur and end of track, National City.

8. Rule 104 (E): In addition to the provisions thereof, at certain sidings on heavy descending grades, hand throw derails will be normally locked and sealed 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 and water stops, must clear main track unless permission is received to occupy main track. Operators will show on clearance card the number of instruction messages (Form 934-Spl) delivered therewith.

10. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen with a minimum on freight trains as follows:

LOCATION	No Dynamic Brakes in Use	Dynamic Brakes in Use
Summit to M.P. 78	1 retainer per 40 tons	1 retainer per 70 tons

On diesel operated freight trains with dynamic brakes, retainers will be manipulated from engine toward rear end of train; on other freight trains, retainers will be manipulated from caboose toward head end of train on required number of cars.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

The maximum tonnage per operative brake in freight trains Summit to San Bernardino is 70 tons.

11. Rule 509 (a) is amended: On single track, wait five minutes, then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

Rules 511 and 660 are amended: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

12. Rule 761: Following is list of structures:
Inca, overhead conveyor of Utah Construction Company;
Barstow, viaduct over passenger yard tracks and house tracks 1 to 4, inclusive;

San Bernardino, Mt. Vernon Ave. viaduct over roundhouse leads;
Los Angeles, First Street, viaduct over old passenger tracks.

13. Rule 831: California: Civil Code, Section 2188, provides:
"A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:
"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, on stopping the train."

14. 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.

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

16. Rule 947: Prescribed test must be made on freight trains at:
Summit, westward and eastward.
Box Springs, eastward.
Linda Vista, westward and eastward.

SPEED REGULATIONS

17. Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

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

Passenger—30 MPH; Freight—20 MPH

- Needles, lead and crossover switches, west of M.P. 574.
- Needles, main track and westward freight lead crossovers, west of M.P. 578.
- Barstow, heading in and out switches, eastward track, and crossover, west of M.P. 743.
- Barstow, interlocked main track and crossover switches to yard tracks, west of M.P. 745.
- Barstow, west switch eastward siding, M.P. 2.0.
- Lenwood, east switch westward siding.
- Lenwood, west switch eastward siding.
- San Bernardino, crossover between main tracks east of Bridge A-83.
- Rana Jct., switch and crossover.
- Colton, west end eastward siding, near Bridge B-5.
- Highgrove, junction of eastward main with San Jacinto District.
- Riverside Jct., Union Pacific jct. switch and crossover.
- Riverside, double track jct. switch—westward trains.
- Atwood, west switch siding.
- Fullerton, east switch siding, east of station on Third District.
- Fullerton, west crossover east of station for 3rd Dist. eastward trains.
- Fullerton, east crossover east of station for 4th Dist. westward trains.
- Broadway, two track jct. switch.
- Orange, west end main track M.P. 171.2.
- Linda Vista, west end two main tracks M.P. 252.9.
- Old Town, two track jct. switch, eastward trains.

Passenger—40 MPH; Freight—30 MPH

- Colton, two track jct. switches, both ends of Bridge B-5.
- D. T. Junction, two track jct. switch, westward trains.
- Bandini, two track jct. switch, eastward trains.
- Orange, east end main track—M.P. 173.0.
- Venta, east end two main tracks—M.P. 179.1.
- Ponto, east and west ends of siding.
- Elvira, east end two main tracks—M.P. 257.4.

Trains handling wrecking outfits, derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on its own running gear, must not exceed thirty miles per hour at any point on Needles, Cadiz, First, Second, Third and Fourth Districts. Must not exceed fifteen miles per hour on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

SPECIAL RULES

LOS ANGELES DIVISION

Trains handling dead engines with all rods up and connected must not exceed twenty miles per hour.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

Table with 3 columns: 20 MPH, 25 MPH, 35 MPH. Rows include All Freight and Switch Locomotives and Passenger Locomotives with Mountain Type and All Locomotives Except Mountain Type.

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:

Table with 4 columns: Types of Equipment, Maximum depth above top of rail (inches), Maximum speed in tow (MPH), Maximum speed under own power (MPH). Rows include Diesel Engines, Diesel-Electric and Gas-Electric Motor Cars, Steam Engines, Passenger Cars.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Large table with 4 columns: LOCATION, Miles Per Hour Psgr. Frt., LOCATION, Miles Per Hour Psgr. Frt. Includes sections for Needles District, Cadiz District, Ripley District, First District, Second District, Third District, Fourth District, and various spurs.

Large table with 4 columns: LOCATION, Miles Per Hour Psgr. Frt., LOCATION, Miles Per Hour Psgr. Frt. Includes sections for Needles District Eastward, Cadiz District, Ripley District, First District Westward, First District Eastward, Second District, and various spurs.

LOCATION	Miles Per Hour Pgr. Frt.	LOCATION	Miles Per Hour Pgr. Frt.
FOURTH DISTRICT (Continued)			
Curve M.P. 199.3 to 199.1	65 50	REDLANDS DISTRICT	
Curves M.P. 198.6 to 197.9	35 25	Redlands, St. Crossing M.P. 8.9	15 15
Curve M.P. 197.4 to 197.0	60 40	SAN JACINTO DISTRICT	
Curve M.P. 195.9 to 195.8	80 50	Highgrove to Box Springs	15 15
Curves M.P. 179.0 to 179.1 Eastward on Second Main	40 30	Perris to San Jacinto	20 20
Curves M.P. 175.3 to 176.1	40 30	HARBOR DISTRICT	
Curves M.P. 175.0 to 174.4	60 45	M.P. 0.0 to St. Crossing M.P. 1.6	12 12
Curves M.P. 173.8 to 172.0	40 30	M.P. 1.6 to St. Crossing M.P. 8.3	15 15
Curve M.P. 170.3 to 169.2	75 50	St. Crossing M.P. 13.1	15 15
Anaheim M.P. 168.1 to 167.7	40 40	M.P. 20.0 to 23.0 Tarrance	15 15
Curve M.P. 166.9 to 166.6	75 50	St. Crossing M.P. 27.9	15 15
Main track Crossover M.P. 165.3 to 165.2 Westward	30 30	St. Crossing M.P. 28.9	15 15
Curve M.P. 165.9 to 165.3	55 30	ELSINORE DISTRICT	
Fullerton M.P. 165.2 to 164.7	30 30	Curves M.P. 16.1 to 16.4	15 15
		Curve M.P. 17.7 to 17.9	15 15

MAXIMUM SPEED OF LOCOMOTIVES

	Light Forward		Backing Or When Controlled From Rear Unit	Dead-In-Train
	Miles Per hour	Miles Per hour		
Diesel and Gas-Electric				
1-90, 300-305	100	45	45	90
306-312	85	45	45	80
168	95	45	45	90
M105-M189	60	60	25	60
M190	75	60	25	75
100-167, 169-241, 400-408, 2611	65	45	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-502, 525-533, 2200-2299, 2303-2304, 2310-2391, 2395-2399, 2403-2417, 2600-2606, 2150-2153, 2300-2302, 2400-2402	45	45	45	45
	40	40	40	30
Steam				
6-wheel and 8-wheel switch	20	20	20	
9440, 9442	30	30	25	
643, 664-684, 735, 761-768, 777, 781, 793, 795, 798-802, 804-820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027	35	35	25	
885-899, 3100-3158	45	35	25	
3800-3940	50	40	25	
2507-2525	55	40	25	
1001-1215, 1799-1886, 3160-3287, 4000-4115, 4197, 5000-5035	60	40	25	
3700-3750	70	40	25	
1272-1388, 1483-1554, 3409				
3443-3445, 3449, 3507-3534, 3751-3775	90	40	25	
1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	
U. P. Diesels				
900-978, 981-989, and 990 class	100	45	45	90
1000 class	60	60	25	60
1360, 1400 and 1500 classes	65	45	45	60
2900-2929, 3751-3785				
UP 800, 3800, 3900				
Classes				
Summit-Cajon	15			
Cajon-Highland Jct.	20			
Summit-Victorville	24			
Steam engines without retainers and diesels without dynamic brakes in service				
Ash Hill-Bagdad	24			
Goffs-Needles	24			
Summit-Cajon	15			
Cajon-Highland Jct.	20			
Steam engines with retainers				
Summit-Cajon	20			
Cajon-Highland Jct.	30			
Summit-Victorville	35			
Diesels with dynamic brakes in use				
Ash Hill-Bagdad	40			
Goffs-Needles	40			
Summit-Cajon	24			
Cajon-Highland Jct.	35			
Summit-Victorville	40			

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.		
..	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

18. SPRING SWITCHES

Speed Limit 10 Miles Per Hour:

Victorville	Stem of wye (normally lined for east leg of wye)
Summit	Stem of wye (normally lined for west leg of wye)
	West switch west leg of wye (normally lined for westward siding)
San Bernardino	Roundhouse lead switches 2, 3, 4 and 24 (normally lined for lead)
Redondo Jct.	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)
	East leg of wye

Speed Limit 15 Miles Per Hour:

Goffs	West end westward siding
Fenner	East end eastward siding
Danby	East end eastward siding; west end westward siding
Cadiz	East end eastward siding; west end westward siding
Bagdad	East end eastward siding; west end westward siding
Siberia	East end eastward siding; west end westward siding
Ash Hill	East end eastward siding; west end westward siding
Pisgah	West end westward siding
Newberry	West end westward siding
Daggett	West end westward siding
Hodge	West end westward siding
Helendale	East end eastward siding; west end westward siding
Bryman	West end siding
Oro Grande	East end eastward siding; west end westward siding
Victorville	East end eastward siding; west end westward siding
Thorn	East end siding
Hesperia	East end eastward siding; west end westward siding
Lugo	West end siding
Summit	East end eastward siding; west end westward siding
Gish	West end siding
Cajon	East end eastward siding; west end westward siding
Keenbrook	East end siding
Devore	East end eastward siding
Ono	East end eastward siding
Kaiser	East end siding
Glendora	West end siding
Santa Anita	East and west ends siding
Chapman	East and west ends siding
Passadena	East and west ends siding
Olga	East and west ends siding
Buena Park	West end siding
La Mirada	East end siding
Santa Fe Springs	West end siding
Fullerton	West end westward siding, west of depot
San Diego	Stem of wye (normally lined for west leg of wye), and west leg of wye

Speed Limit 25 Miles Per Hour:

Needles	West end, westward freight lead
Java	East end eastward siding; west end westward siding
Ibis	West end westward siding
Goffs	East end eastward siding
Ludlow	East end eastward siding; west end westward siding
Pisgah	East end eastward siding
Newberry	East end eastward siding
M.P. 2 + 3600'	West end westward siding
Lenwood	East end eastward siding; west end westward siding
Hodge	East end eastward siding
Victorville	West end westward siding, west of station
Alray	East end siding
Devore	West end westward siding
Ono	West end westward siding

SPRING POINT DERAIL SWITCHES

Trailing movements must not exceed ten miles per hour at following locations:

- Adelanto Spur, one-fourth mile from main track
- Ono, west end of Government Siding
- Rialto Foothill Spur, 300 ft. north of P.E. Crossing
- Cucamonga Foothill Spur, 300 ft. north P.E. Crossing
- Upland Foothill Spur, 300 ft. north P.E. Crossing
- Ciaramont, 300 ft. beyond switch point on precooler spur
- Rana, switching lead
- Prenda Spur, one-fourth mile from main track

19. JUNCTION SWITCHES

Normal position of junction switches is as follows:

- Rice for Cadiz District
- Cadiz, from track No. 1 to Cadiz District
- Highland Jct. for First District trains
- San Bernardino-Redlands District for First District trains
- Highgrove for Third District trains
- Porphyry for Third District siding
- Atwood—CTC Controlled
- Orange—CTC Controlled
- Fallbrook Jct. for Fourth District siding
- Escondido Jct.—CTC Controlled
- El Segundo for Harbor District trains
- Watson for Harbor District trains

SPECIAL RULES

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Needles	505	San Bernardino	3rd Dist. Main Track	Orange	Main Track	Val Verde	Granite Spur
Goffs	3470	San Bernardino	Precooler Lead	Santa Ana, S.P. Main Track	400	Perris	1678
Cadiz	Cadiz District	Rialto	Foothill Spur	Fallbrook Jct.	Fallbrook Dist. Main Track	San Jacinto	640
Ash Hill	410	Upland	Foothill Spur	Escondido Jct.	Escondido Dist. Main Track	Elsinore	181
Rice	Ripley District	Azusa	147	Del Mar	690	El Segundo	Main Track
Blythe	504	Casa Blanca	Prenda Spur	Linda Vista	Camp Elliott Spur	Watson, Former Main Track	3800
Victorville	113	Porphyry	Elsinore Dist. Main Track	San Diego	Harasthy Street Marine Base Spur	Fallbrook	514
Summit	304	Atwood	1395	National City	1219	Escondido	340
		Redondo Junction	Main Track	March Field	March Field Spur		

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
NEEDLES, FIRST, AND REDLANDS DISTRICTS			
Needles M.P. 575+1000 Daggett	Main track and connecting crossover.	Interlocking. Semi-automatic.	Westward main track — Track 20 —0—0—
Barstow East Tower	All switches east of station except transfer tracks No. 1 and No. 2. Main track and connecting crossover. M.P. 743+3683 M.P. 745+3713	Interlocking. Semi-automatic.	Eastward U. P. trains, U. P. main track — — 0 Against current of traffic — — 0 Westward main track — Crossover to Track 30 — — 0 Crossover to westbound freight lead — 0— With current of traffic — Against current of traffic — 0 East freight yard 0— — 0 To Third District — — 0 Against current of traffic — 0 Engine lead 00—0 Switching tail 0000 Tracks 1 to 17 incl. 0—00 Tracks 18 to 30 incl. —0—0
Barstow West Tower	Main track and connecting crossovers. Eastward and Westward Sidings.	Interlocking. Semi-automatic. Ten miles per hour. Microphone is located on post adjacent to Eastward track at M.P. 7. At Lenwood, for trains on eastward siding, microphone is located at east switch. All Eastward trains must sound route signal for route desired as they approach microphone. When signal displays stop indication at east or west end of Westward Siding or west end of Eastward Siding, communicate with towerman and secure authority before fouling main track.	Yard Lead 0000 Yard Lead against current of traffic —0000
San Bernardino, Fifth St.	Main Tracks. Crossover and yard lead.	Interlocking. When necessary to make movement as provided by Rule 606(a), examination, of each interlocked switch and derail is not required. Westward trains sound route signal approaching microphone located M.P. 78 plus 300 feet.	
San Bernardino: Rialto Avenue South "E" Street North Mtn. View Avenue	P. E. Crossing. S. P. Crossing. P. E. Crossing.	Santa Fe trains stop and line derails. Stop. Send flagman ahead. Fifteen miles per hour.	
At microphone locations shown below, all trains will sound signal for desired route: For westward trains: Needles—M.P. 570+900 For eastward trains: Barstow—Ten poles east of M.P. 750 Daggett—At Signal 7341, east of Gale Daggett—Five poles east of Signal 7402			

SECOND DISTRICT

San Bernardino, West Yard Tower	Second and third district main tracks, at west end of bridge A-83. End of double track and freight yard, at east end of bridge A-83. Junction of third district eastward main track with second district westward main track at Mt. Vernon viaduct.	Interlocking. Superior route second district main track. Inferior route westward to Third district. Trains or engines leaving west end A Yard will give whistle signal indicating track on which approaching, then give whistle signal for route desired. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	Second district — Third district — 0 Yard to precooler — — 00 Precooler to second district — — 0000 House lead to main line — — Switch lead 0 — — Yard lead 0000 Engine lead — — 0 Second district to precooler — — 000 Precooler to yard — — 00 Westward main track against current of traffic — — 0000 Eastward main track against current of traffic, get phone authy. from Towerman from Union Pacific engine house: To Passenger Yard 000—0 To Second District 000—0 To B Yard 000—00 To Rana 000—0
Rialto Spur Cucamonga Spur Upland Spur Upland Claremont San Dimas Arcadia Arcadia Lamanda Park Pasadena, Colorado Street Raymond Spur Highland Park 0.6 Mi. East Water Street 0.7 Mi. East Los Angeles: Main Street Mission Tower	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing and west end industry track. S. P. Crossing. P. E. Crossing. P. E. Crossing and west end of siding. P. E. Crossing. U. P. Crossing. U. P. Crossing. L. A. T. L. Crossing. S. P. and U. P. Crossing to and from Union Station.	Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Twenty-five miles per hour. Interlocking. Interlocking. Interlocking. Interlocking. Eight miles per hour. Gates, normal position across Santa Fe tracks. Eight Miles per hour. Gate, normal position across U. P. track. Eight Miles per hour. Gate, normal position across U. P. track. Fifteen miles per hour. Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	

THIRD DISTRICT

San Bernardino, Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. and U. P. Crossings. Double Track Junction Switches at Bridge B-5.	Interlocking. Interlocking. Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required. At Santa Ana River Bridge B-5 communicate with towerman by telephone and be governed by his instructions.	Westward main track against current of traffic —0000 To or from U. 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 Fourth district — — 0
Riverside Junction	S. P. Crossing and U. P. Junction.	Interlocking.	Eastbound yard lead — — 0 Westbound yard lead — — 0 To ice house 0 — — 0 Against current of traffic —0000 Butte St. Transfer 00 — — 0 To Harbor Dist. — — 0 To 9th St. Yard — — 0 Level Track 0 — — 00 Against current of traffic —0000
May Fullerton	P. E. Crossing. Junction Third and Fourth Districts.	Interlocking. CTC controlled. Interlocking. CTC controlled.	
Basta Sunny Hills Spur Sunny Hills Spur Los Nietos Hobart	U. P. Crossing. P. E. Crossing. U. P. Crossing. P. E. Crossing and west end siding. U. P. Crossing.	Interlocking. CTC controlled. Stop. Rule 98, A, B, C and D. Eight miles per hour. Interlocking. Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	
Redondo Junction	U. P. Crossing. Harbor district and two tracks Third district.	Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

FOURTH DISTRICT

Location	Tracks Governed	Rules
Anaheim 2.0 East Anaheim Sugar Fcty. Spur Santa Ana M.P. 271.1 National City	S. P. Crossing. U. P. Crossing. Wye S. P. Crossing. Navy Destroyer Base. Navy Warehouse Crossing.	Interlocking. Stop. Rule 98, A, B, C and D. Stop. Rule 98, A, B, C and D. Interlocking. Rule 606(c). Eight miles per hour.

OLIVE DISTRICT

Olive 1.7 West	S. P. Crossing.	Interlocking. CTC controlled.
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ELSINORE DISTRICT

Porphyry	P. E. Crossing.	Stop. Send flagman ahead.
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HARBOR DISTRICT

Redondo Junction	1.0 Mi. East	U. P. Crossing. L. A. T. L. Crossing, Pac. Blvd.	See Redondo Junction, Third District. Fifteen miles per hour.
Nadeau	0.3 Mi. East	S. P. Crossing. P. E. Crossing.	Automatic Interlocking. No distant signals. Speed limit 10 miles per hours. Rule 606(c). Interlocking.
Wingfoot	0.5 Mi. East 1.2 Mi. West	L. A. T. L. Crossing, Avalon Blvd. L. A. T. L. Crossing, Broadway	Fifteen miles per hour. Fifteen miles per hour.
Wildasin	0.4 Mi. West	L. A. T. L. Crossing, Vermont	Fifteen miles per hour.
Hyde Park	0.5 Mi. East	L. A. T. L. Crossing.	Fifteen miles per hour.
El Segundo	0.2 Mi. West	P. E. Crossing.	Interlocking.
West Thenard Tower	0.1 Mi. West	P. E. Crossing.	Interlocking. L. A. Municipal Terminal R. R.
	0.7 Mi. East	S. P. Crossing.	Interlocking.
	0.9 Mi. East	S. P. Crossing, Manuel Yd. lead. P. E. Crossing. 2 U. P. Tracks.	Stop. Rule 98, A, B, C and D. Interlocking. Santa Fe trains have preference unless flagged. Stop not required.
M.P. 28+4460			

SAN JACINTO DISTRICT

Highgrove 1.5 Mi. West	S. P. Crossing.	Automatic Interlocking. No distant signals. Speed limit 20 miles per hour. Rule 606(c).
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When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

Sidings, Spurs and Flag Stops not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
NEEDLES DISTRICT				
Lavic	702.7	10	East	Freight only
Airport Spur	732.6	15	West	Freight only
Gale	735.3	67	East & West	Freight only
CADIZ DISTRICT				
Milligan	164.0	4	East	Freight 117-118
RIPLEY DISTRICT				
Spur	10.5	9	West	Freight only
FIRST DISTRICT				
Adelante Spur	34.4	Lgh. 5.0 m.	Westward track	Freight only
Frost	38.8	8	Eastward track	Freight only
Verdmont	73.5	5	West	Freight only
Zeolite Spur	76.7	13	Westward track	Freight only
Western Stove Co. Spur	77.1	Lgh. 0.9 m.	East	Freight only
SECOND DISTRICT				
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	West	Freight only
Muscat Spur	90.4	Lgh. 1.1 m.	West	Freight only
Rochester	95.0	11	East	42
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Freight only
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Freight only
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Freight only
Forbes	111.6	25	East and West	Freight only
Duarte	121.0	15	East	42
Wilton	129.1	19	East and West	Siding
Usado	132.3	18	East and West	Siding
Raymond	132.7	16	West	Freight only
THIRD DISTRICT				
Pachappa	12.4	26	East and West	Freight only
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	Freight only
Taylor St. Spur	18.5	19	West	Freight only
Sunny Hills	162.3	Lgh. 2.72 m.	West	Freight only
Standard Oil Spur	160.8	9	East	Freight only
Wilshire	156.8	58	East and West	Freight only
Stephens Spur	155.5	14	West	Freight only
El Camino Spur	155.3	15	West	Freight only
La Habra Vly Spur	154.6	Lgh. 3.43 m.	West	Freight only
East Whittier	157.6	26	West	Freight only
Haddock Engrs.—				
Pacific Pipe Line Spur	149.7	40	East	Freight only

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
REDLANDS DISTRICT				
Nevada Street	6.7	16	East and West	Freight only
Craf	11.4	10	East	Freight only
Mentone	12.8	19	East and West	Freight only
Molino	17.9	12	East	Freight only
West Highlands	20.4	11	East and West	Freight only
FOURTH DISTRICT				
Venta Spur	178.7	Lgh. 6.8 m.	East	Freight only
Browning	180.8	35	East	Freight only
Tustin	181.5	25	East	Freight only
Frances	183.1	36	East and West	Freight only
Kathryn	183.9	24	East	Freight only
Como	180.1	54	East and West	Freight only
Don	216.2	10	East and West	Freight only
Farr	231.6	6	West	Freight only
Linda Vista Army Spur	253.0	Lgh. 5.5 m.	East and West	Freight only
Pacific Beach	260.3	13	East and West	Freight only
Cudahy	263.4	43	East and West	Freight only
FALLBROOK DISTRICT				
Ranch House	7.6	7	East and West	Freight only
Marine Base Spur	10.5	13	East and West	Freight only
ESCONDIDO DISTRICT				
Talica	3.7	8	East and West	Freight only
HARBOR DISTRICT				
Nadeau	2.5	0		
Lawn	8.8	2	East	Freight only
Dudmore	19.1	17	East	Freight only
Torrance Oil Spur	19.5	Lgh. 2.0 m.	West	Freight only
Alcoa Spur	20.1	Lgh. 2.0 m.	West	Freight only
SAN JACINTO DISTRICT				
Box Springs Quarry	6.1	42	East and West	Freight only
Mayer Farms	15.9	18	East and West	505-506
Granite Spur	14.5	Lgh. 5000 ft.	Wye	505-506
Ellis	0.9	16	East	505-506
ELSINORE DISTRICT				
Mining Spur	3.2	71	East and West	508-509
Welsel	6.2	37	East	508-509
Jameson	9.2	5	East	508-509
Durant	18.1	27	East	508-509

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
3	Albuquerque to Barstow		Albuquerque and beyond
	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	
	San Bernardino to Los Angeles		Barstow and beyond
4	Los Angeles to San Bernardino	Barstow and beyond	
	Oakley Knightsen	Beyond Bakersfield	Richmond and beyond
	Madera	Beyond Bakersfield	Stockton and beyond
	Bakersfield to Seligman	Albuquerque and beyond	Bakersfield and beyond San Bernardino and beyond
	Williams to Albuquerque	Albuquerque and beyond	Seligman and beyond
19	Flagstaff	Los Angeles, Oakland or San Francisco	Newton and beyond
	Kingman		Newton and beyond
	San Bernardino to Los Angeles		Albuquerque and beyond
20	Monrovia Pomona Claremont Upland	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Flagstaff	Kansas City and beyond	
21	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond, and for south of Ash Fork
22	Ash Fork	Albuquerque and beyond from Prescott and south	
23	Williams	Albuquerque and beyond	Barstow and beyond
	Holbrook		Clovis and beyond
	Flagstaff		Belen and beyond
	Kingman		Clovis and beyond
	Muroc	Beyond Bakersfield	Beyond Seligman
	Laton, Madera, Planada, Winton, Ballico, Holt, Knightsen, Oakley		Bakersfield and beyond
	Victorville	Los Angeles	Williams, also Belen and beyond
24	Victorville		Los Angeles
	Muroc	Beyond Albuquerque and Belen	Beyond Bakersfield
	Kingman	Clovis and beyond	
	Flagstaff	Belen and beyond	Barstow and beyond
	Holbrook	Clovis and beyond	Barstow and beyond
123	Holbrook	Prescott and beyond Barstow and beyond	La Junta and beyond
	Flagstaff	Prescott and beyond Barstow and beyond	La Junta and beyond
	Kingman		La Junta and beyond
	Victorville		La Junta and beyond
124	Victorville	Williams and beyond	
	Kingman	La Junta and beyond	
	Flagstaff	La Junta and beyond	
60	Empire	Fresno and beyond	Stockton and beyond
	Pittsburg	Beyond Bakersfield	
61	Empire	Stockton and beyond	Fresno and beyond
	Pittsburg		Beyond Bakersfield
62	Pittsburg	Fresno and beyond	
72	Corcoran Shafter Wasco		Stockton and beyond
	Fullerton		East of Barstow West of Bakersfield
73	Fullerton		Fourth District points, des- tined Williams, also Belen and beyond
103	San Bernardino		To discharge passengers

A. J. STROBEL, General Watch Inspector Topeka, Kansas
LOCAL WATCH INSPECTORS

- ALFRED WILLIAMS 849 Front St., Needles
- C. L. SHUE Blythe
- E. F. MANNERS 107 E. Main St., Barstow
- HOMER E. OLIVER 307 Seventh St., Victorville
- MILTON W. BLAIR Santa Fe Depot, San Bernardino
- H. W. HANF 435 E St., San Bernardino
- G. D. DAVIDSON CO. 445 S. Spring St., Los Angeles
- M. D. DOOLEY 905 E. 1st St., Los Angeles
- JAS. PODMORE 6822 Pacific Blvd., Huntington Park
- TAYLOR JACOBSEN 118 North Spadra Road, Fullerton
- GERALD D. LAROCQUE 424 North Sycamore Street, Santa Ana
- S. L. FINKEL 211 Hill St., Oceanside
- ROLAND C. WILSON 523 B Street, San Diego
- C. H. McCORMACK 23 W. 8th St., National City



SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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

