

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

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.
DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.
DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

DR. BARRY O'SULLIVAN, Local Surgeon.....Pasadena
DR. GLENN L. BARNUM, Assistant Local Surgeon.....Pasadena
DR. L. S. JACOBS, Local Surgeon.....Monrovia
DR. E. W. HAYES, JR., Assistant Local Surgeon.....Monrovia
DR. BRUCE VAN VRANKEN, Local Surgeon.....Azusa
DR. CARROLL W. WHITE, Local Surgeon.....La Verne
DR. J. B. CRAIG, Local Surgeon.....Upland
DR. W. S. CHERRY, Local Surgeon.....Rialto
DR. EDWARD M. FITZGERALD, Assistant Local Surgeon.....Rialto
DR. A. L. HAENZSEL, Division Surgeon.....San Bernardino
DR. F. C. WILLSON, Emergency Hospital.....San Bernardino
DR. O. J. JOHNSON, Local Surgeon.....Colton
DR. HORACE D. ORR, Local Surgeon.....Victorville
DR. R. W. SORENSEN, Assistant Local Surgeon.....Victorville
DR. M. F. FINK, Local Surgeon.....Barstow
DR. WILLIAM M. CLOVER, Assistant Local Surgeon.....Barstow
DR. T. G. HARWARD, District Surgeon.....Needles
DR. J. E. ANDES, Local Surgeon.....Needles
DR. H. C. MATTHEWS, Emergency Surgeon.....Needles
DR. E. J. GARRISON, Local Surgeon.....Blythe
DR. R. E. GARCIA, Assistant Local Surgeon.....Blythe
DR. GEORGE BROWNLEE, Assistant Local Surgeon.....Blythe
DR. T. C. HORTON, Local Surgeon.....Parker
DR. T. A. CARD, Local Surgeon.....Riverside
DR. HARRY C. REYNOLDS, Local Surgeon.....Arlington
DR. NORMAN H. MELLOR, Local Surgeon.....Corona
DR. CHARLES GUNNOE, Assistant Local Surgeon.....Corona
DR. E. H. BRUNEMEIER, Local Surgeon.....Placentia
DR. G. W. OLSON, Local Surgeon.....Fullerton
DR. WM. H. WICKETT, JR., Assistant Local Surgeon.....Fullerton
DR. SHERMAN E. BAKER, Assistant Local Surgeon.....Fullerton
DR. C. GLENN CURTIS, Local Surgeon.....Brea
DR. D. K. SHIELDS, Assistant Local Surgeon.....Brea
DR. ERWIN H. KERSTEN, Local Surgeon.....Anaheim
DR. VERNE W. CARLSON, Local Surgeon.....Orange
DR. ARNOLD G. H. BODE, Local Surgeon.....Santa Ana
DR. JAMES F. EDWARDS, Assistant Local Surgeon.....Santa Ana
DR. P. H. ESSLINGER, Local Surgeon.....San Juan Capistrano
DR. CLARENCE HARVEY, Local Surgeon.....Oceanside
DR. JOHN EGDAHL, Assistant Local Surgeon.....Oceanside
DR. FRANCIS D. HART, Local Surgeon.....Del Mar
DR. O. S. HARBAUGH, Local Surgeon.....San Diego
DR. GERALD F. BANKS, Assistant Local Surgeon.....San Diego
DR. HARRY W. DEPEW, Assistant Local Surgeon.....San Diego
DR. C. S. MARSDEN, JR., Assistant Local Surgeon.....San Diego
DR. GEO. A. MROSS, Local Surgeon.....National City
DR. ARTHUR C. ROBBINS, Local Surgeon.....Redlands
DR. R. B. REID, Local Surgeon.....Perris
DR. ROBERT M. OLLERTON, Local Surgeon.....Hemet
DR. E. R. POWELL, Local Surgeon.....Fallbrook
DR. E. R. HALEY, Local Surgeon.....Escondido
DR. J. W. BEEMAN, Local Surgeon.....Torrance
DR. E. G. KESSLING, Local Surgeon.....Wilmington
DR. JOHN C. COTTRELL, Local Surgeon.....Long Beach
DR. HOWARD SWIRE, Local Surgeon.....Inglewood
DR. M. T. WASLEY, Local Surgeon.....Whittier

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

J. T. GROUNDWATER , D. G. RUEGG, Trainmasters, Needles, Calif.	H. C. BAUGHN , M. H. SWANSON, G. E. YOUNG, R. L. BANION, Trainmasters, San Bernardino, Calif.	L. B. FREBORG , J. W. BARRIGER, G. H. DOTSON, R. F. NORLING, Trainmasters, Los Angeles, Calif.
C. E. ROLLINS , Trainmaster, Barstow, Calif.	F. E. ROSE , Trainmaster, Fullerton, Calif.	
J. E. BERRY , Chief Dispatcher, San Bernardino, Calif.	W. S. LOIT , J. C. SELINGER, L. W. PARSONS, E. O. CRUM, A. C. KIDD, E. L. MAYS, H. W. WITSKEN, E. M. BUTLER, I. L. CRAWFORD, L. B. QUALLS, Dispatchers, San Bernardino, Calif.	C. W. BURTON , F. O. PIERCE, W. D. EAKIN, J. W. SNYDER, F. I. GASSWINT, W. R. HANSEN, D. F. HODGES, L. A. WRIGHT, R. J. WYSOCKI,
J. T. DAWE , W. E. EBERT, Assistant Chief Dispatchers, San Bernardino, Calif.		

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



**LOS ANGELES DIVISION
 AND
 LOS ANGELES TERMINAL**

TIME TABLE No.

165

IN EFFECT

Sunday, July 27, 1958

At 12:01 A. M.
 Pacific Standard Time

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

R. D. SHELTON,
 General Manager,
 Los Angeles, Calif.



F. N. STUPPI,
 Asst. General Manager,
 Los Angeles, Calif.

A. K. JOHNSON,
 Superintendent,
 San Bernardino, Calif.

B. O. BERNARD,
 Superintendent,
 Los Angeles, Calif.

2 LOS ANGELES DIVISION

CADIZ DISTRICT



Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 160 April 28, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
						
			STATIONS			
Yard			PARKER YL		105.8	
32	31.7		1.5 EARP		107.3	0.0
28	31.7		6.8 CALZONA		114.1	31.7
17	31.7		5.9 VIDAL		120.0	0.0
45	31.7		11.6 GROMMET		131.6	0.0
49	10.5		8.8 RICE YL		140.4	21.1
43	0.0		3.6 FREDA		144.0	31.7
57	0.0		7.0 SABLON		151.0	30.6
120	0.0		4.8 SALTMARSH		155.8	31.7
97	31.7		13.4 FISHEL		169.2	5.3
76	31.7		21.3 CADIZ YL		190.5	31.7
			(84.7)			

Wye at Parker, Rice and Cadiz.

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

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

LUCERNE VALLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 160 April 28, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
						
			STATIONS			
58	0.0		CUSHENBURY YL		29.2	105.6
2	0.0		3.1 SPUR 5		26.1	105.6
2	0.0		5.4 SPUR 4		20.7	75.0
15	0.0		5.1 BASS		15.6	75.0
2	75.0		4.3 SPUR 2		11.3	75.0
2	0.0		4.3 SPUR 1		7.0	75.0
2	75.0		7.0 HESPERIA		0.0	75.0
			(29.2)			

No switch lights on Lucerne Valley District.

Office of communication at Cushenbury; booth phone at Hesperia.

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 160 April 28, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS 25 Mixed Leave Daily Ex. Monday		SECOND CLASS 26 Mixed Arrive Daily Ex. Monday		
			STATIONS			
49	83.4		AM 3:00	RICE YL	0.0	65.0
11	0.0		16.5 STYX		16.5	68.6
30	0.0		4:20	MIDLAND YL	17.8	68.6
55	0.0		4:30	2.6 COX	20.4	47.5
	10.6		2.2 INCA		22.6	83.4
Yard			AM 5:00	BLTYHE YL	42.0	21.7
	42.8		7.4 RIPLEY YL		49.4	
			Arrive Daily Ex. Monday	(49.4)	Leave Daily Ex. Sunday	
			(21.0)	...Average speed per hour...	(9.3)	



No switch lights on Ripley District.

Wye at Rice and Blythe.

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

Trains must get numbered clearance card before leaving Blythe.

REDLANDS DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 160 April 28, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
						
			STATIONS			
Yard				SAN BERNARDINO YL	0.0	101.8
31	116.2		P. E. Crossing			
17	116.2		S. P. Crossing		8.8	0.0
47	0.0		3.2 REDLANDS		12.0	88.5
25	70.5		4.1 MENTONE		16.2	83.2
14	0.0		2.5 EAST HIGHLANDS		18.7	89.6
9	47.5		1.0 HIGHLAND		19.7	81.3
			1.8 PATTON		21.5	
			1.8 DEL ROSA			
			(21.6)			



No switch lights on Redlands District.

Fuel, water, turn table, and wye at San Bernardino.

Office of Communication at San Bernardino; booth phones at Redlands, East Highlands, and Highland.



Trains must get numbered clearance card before leaving San Bernardino.

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 160 April 28, 1957			
STATIONS						
26	116.2		HIGHGROVE S. P. Crossing 2.5		0.0	0.0
12	116.2		LEMONA 4.5		2.7	0.0
31	21.3		BOX SPRINGS YL 2.3		7.2	17.6
	21.3		MARCH FIELD YL 1.1		9.6	17.6
45	0.0		ALESSANDRO YL 2.9		10.6	47.5
22	0.0		VAL VERDE YL 4.7		13.5	28.1
20	21.6		PERRIS YL 3.8		18.3	63.4
21	49.3		ETHANAC YL 2.4		22.7	0.0
11	21.1		MENIFEE YL 4.2		25.0	42.2
34	52.8		WINCHESTER 2.9		28.9	0.0
13	44.3		EGAN 2.3		33.1	0.0
15	6.3		HEMET YL 2.3		36.0	63.4
9			SAN JACINTO YL		38.3	
(37.5)						



No switch lights on San Jacinto District.
Wye at March Field, Val Verde, Perris and San Jacinto.
Office of Communication at March Field, Perris, Hemet and San Jacinto.
Booth phones at Alessandro, Val Verde, Ethanac, Menifee and Winchester.
Trains must get numbered clearance card before leaving San Jacinto.

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 160 April 28, 1957			
STATIONS						
17	147.8		ELSINORE YL 5.6		21.9	132.0
20	60.7		ALBERHILL YL 7.8		16.3	89.8
32	0.0		ARCILLA 8.5		8.5	68.6
Yard			P. E. Crossing PORPHYRY YL		0.0	
(21.9)						



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

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 160 April 28, 1957			
STATIONS						
Yard	42.2		ATWOOD 2.4		0.0	42.2
21	42.2		OLIVE S. P. Crossing 3.4		2.4	42.2
62			ORANGE		5.8	
(5.8)						



Atwood-Orange: Signal System One in effect.
Centralized Traffic Control in effect on main track between Atwood and Orange. Rule 105 applies in sidings with maximum speed limit 15 MPH. Siding switches Orange are dual control; and siding switches Olive not power controlled but are equipped with electric switch locks.
Office of Communication at Atwood and Orange; phone booth at Olive.
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. 160 April 28, 1957			
STATIONS						
48	66.0		FALLBROOK JCT. 6.0		0.0	62.7
12	26.4		CHAPPO 2.4		5.9	0.0
46	132.0		JOPEGAN YL 6.7		8.4	79.2
6	105.6		DE LUZ 1.8		15.1	0.0
28			FALLBROOK YL		16.9	
(16.9)						

No switch lights on Fallbrook District.
Wye and Office of Communication at Fallbrook.
Booth phone at Fallbrook Jct. and Jofegan.
Trains must get numbered clearance card before leaving Fallbrook.

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 160 April 28, 1957			
STATIONS						
25	83.4		ESCONDIDO YL 4.0		21.1	95.0
14	70.3		SAN MARCOS 3.3		16.2	113.2
11	116.2		BUENA 3.7		12.9	116.2
10	116.2		VISTA YL 1.4		9.2	116.2
11	87.6		FALDA 7.8		7.8	84.5
ESCONDIDO JCT. (21.1)						

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

4 LOS ANGELES DIVISION

NEEDLES DISTRICT

WESTWARD										TIME TABLE NO. 165 July 27, 1958	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Capacity of Sidings in 50 ft. Cars	
FIRST CLASS															STATIONS
19	107	115	7	209	123	103	17	1	205						
The Chief	Passenger	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief - El Capitan	San Francisco Chief	Passenger						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 4.40			AM 11.30		AM 4.00		AM 1.36	AM 12.55							
4.51			11.45		4.15		1.47	1.06							
5.00			11.59		4.29		1.56	1.15							
5.07			12.08		4.38		2.03	1.22							
5.13			12.18		4.48		2.09	1.28							
5.23			12.30		5.00		2.19	1.38							
5.30			12.37		5.08		2.26	1.45							
5.35			12.43		5.14		2.31	1.50							
5.41			12.49		5.22		2.37	1.56							
5.51			12.59		5.33		2.47	2.06							
6.00			1.09		5.46		2.56	2.16							
6.07			1.17		5.53		3.02	2.22							
6.15			1.27		6.03		3.10	2.30							
6.21			1.35		6.11		3.16	2.36							
6.28			1.43		6.18		3.23	2.43							
6.34			1.50		6.25		3.29	2.49							
6.49			2.05		6.41		3.44	3.04							
6.55			2.11		6.48		3.50	3.10							
7.05			2.22		7.01		4.01	3.20							
7.10			2.27		7.07		4.06	3.25							
7.16	PM 6.58	PM 6.43	2.31	AM 9.48	7.13	AM 5.43	4.11	3.32	AM 12.18						
7.19	7.01	6.46	2.34	9.51	7.16	5.46	4.14	3.35	12.21						
s 7.30 PM	7.08 PM	6.53 PM	s 2.50 PM	s 10.00 AM	s 7.30 AM	s 5.53 AM	s 4.22 AM	s 3.45 AM	s 12.30 AM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						

STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Capacity of Sidings in 50 ft. Cars
NEEDLES YL	578.0			Yard
7.4		74.5	0.0	
JAVA	585.6			107
6.8		73.9	0.0	
IBIS	592.4			146
4.5		73.9	0.0	
BANNOCK	597.0			107
HOMER	601.5	73.9	0.0	135
7.6		73.9	30.0	
GOFFS	609.1			109
9.6		0.0	52.8	
FENNER	618.7			114
7.5		0.0	52.8	
ESSEX	626.2			
8.5		0.0	52.8	
DANBY	634.7			108
13.4		0.0	52.8	
CADIZ	648.1			146
10.3		26.4	52.8	
SALTUS	658.4			
3.1		26.4	11.6	
AMBOY	661.5			107
7.8		35.9	11.6	
BAGDAD	669.3			107
7.3		75.0	0.0	
SIBERIA	676.7			135
5.2		75.0	0.0	
KLONDIKE	682.0			72
4.3		75.0	0.0	
ASH HILL	686.7			107
6.7		26.4	52.8	
LUDLow	693.4			117
13.2		52.8	44.0	
PISGAH	706.6			132
6.2		0.0	52.8	
HECTOR	712.8			73
12.8		26.4	39.6	
NEWBERRY	725.6			146
4.3		26.4	0.0	
MINNEOLA	731.7			107
6.0		38.2	13.0	
DAGGETT	737.6			107
4.0		31.7	31.7	
NEBO	741.6			68
4.8		31.7	31.7	
BARSTOW YL	746.4			Yard

(59.2)	(52.8)	(52.8)	(50.3)	(44.0)	(47.9)	(52.8)	(60.6)	(59.2)	(44.0)	... Average speed per hour
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Signal System Two in effect between Needles and Barstow.
 Between train signs located at east and west ends of passenger yard, Needles, 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 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 M.P. 746 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

(Continued on Page 5)

NEEDLES DISTRICT

LOS ANGELES DIVISION

					EASTWARD										
					FIRST CLASS										
					206	8	116	210	20	108	124	104	2	18	
					Pas- senger	Fast Mail Express	Passenger	Pas- senger	The Chief	Passenger	The Grand Canyon	Pas- senger	San Francisco Chief	Super Chief - El Capitan	
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Rating Grade Descending	Rating Grade Ascending	STATIONS										
	FW TY	O			NEEDLES YL										
		B	74.5	0.0	7.4										
107		B	73.9	0.0	JAVA 6.8										
		B	104.5	0.0	IBIS 3.7										
		B	73.9	0.0	BANNOCK 4.0										
		B	73.9	0.0	HOMER 7.0										
146		B	73.9	30.0	GOFFS 9.6										
107		B	0.0	52.8	FENNER 7.5										
107		B	0.0	52.8	ESSEX 8.5										
114		B	0.0	52.8	DANBY 13.4										
189	Y	O	26.4	52.8	CADIZ 10.3										
51		B	11.6	26.4	SALTUS 3.1										
107		O	35.9	11.6	AMBOY 7.8										
100		B	75.0	0.0	BAGDAD 7.3										
107		B	121.4	0.0	SIBERIA 7.7										
146	Y	B	26.4	52.8	ASH HILL 6.7										
101		O	52.8	44.0	LUDLOW 13.2										
134		B	0.0	52.8	PISGAH 6.2										
		B	26.4	39.6	HECTOR 12.8										
107		B	26.4	0.0	NEWBERRY 6.0										
		B	38.2	13.0	MINNEOLA 6.0										
104		C	31.7	31.7	DAGGETT 4.0										
71		B	31.7	31.7	NEBO 4.8										
Yard	FW TY	O			BARSTOW YL										
					(165.0)										
					Average speed per hour . . .	(35.2)	(56.6)	(52.8)	(52.8)	(66.0)	(52.8)	(58.2)	(52.8)	(63.9)	(65.1)

(Continued from Page 4)

Rule 251 in effect between Needles and Barstow.

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

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

Westward Union Pacific trains entering Daggett may move on clear train order signal in lieu of clearance card and will retain and display classification signals previously authorized.

6 LOS ANGELES DIVISION

FIRST DISTRICT

WESTWARD

FIRST CLASS

	19	107	115	7	209	123	103	17	205
	The Chief	Passenger	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief - El Capitan	Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	PM 7.35	PM 7.08	PM 6.53	PM 3.20	AM 10.03	AM 7.45	AM 5.53	AM 4.27	AM 12.40
	7.42	7.15	6.59	3.27	10.09	7.52	5.59	4.33	12.49
	7.47	7.20	7.03	3.32	10.14	7.59	6.04	4.38	12.57
	7.55	7.28	7.10	3.40	10.22	8.05	6.11	4.45	1.06
	7.59	7.32	7.14	3.44	10.26	8.10	6.16	4.49	1.11
	8.03	7.36	7.19	3.49	10.31	8.15	6.20	4.54	1.17
	8.10	7.43	7.26	3.57	10.39	8.25	6.28	5.01	1.25
	8.18	7.51	7.33	4.04	10.46	8.33	6.35	5.08	1.33
	8.23	7.56	7.38	4.09	10.51	8.41	6.40	5.13	1.40
	8.28	8.01	7.43	4.14	10.56	8.50	6.45	5.18	1.49
	8.40	8.13	7.55	4.27	11.09	9.03	6.58	5.30	2.03
	8.55	8.28	8.10	4.42	11.24	9.19	7.13	5.45	2.18
	9.01	8.34	8.16	4.48	11.30	9.26	7.19	5.51	2.24
	9.09	8.42	8.24	4.54	11.38	9.34	7.27	5.59	2.32
	9.16	8.48	8.31	5.01	11.45	9.41	7.34	6.06	2.39
	s 9.28 PM	s 9.03 PM	s 8.42 PM	s 5.20 PM	s 12.01 PM	s 9.55 AM	s 7.45 AM	s 6.17 AM	s 2.50 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 165

July 27, 1958

STATIONS

	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Capacity of Sidings in 50 ft. Cars
BARSTOW YL	0.0			C	Yard
6.1 LENWOOD	6.2	37.0	20.4	B	92
5.7 HODGE	11.8	37.0	23.0	B	120
9.2 HELENDALE	21.1	28.8	30.0	B	98
4.9 BRYMAN	26.1	37.0	0.0	B	144
5.4 ORO GRANDE	31.5	37.0	0.0	B	144
5.1 VICTORVILLE	36.7	39.6	17.2	C	Yard
4.3 THORN	41.1	86.7	0.0	C	100-146
4.1 HESPERIA	45.1	84.5	0.0	B	
5.2 LUGO	50.3	81.8	0.0	B	144
5.5 SUMMIT	55.9	84.5	0.0	B	140
6.5 CAJON	62.4	0.0	158.4	C	122
3.7 KEENBROOK	66.8	0.0	116.2	B	95
4.7 DEVORE	71.0	0.0	116.2	B	126
5.0 ONO	76.0	0.0	116.2	B	143
5.4 SAN BERNARDINO YL	81.8	64.4	116.2	C	Yard
(80.8)					

(42.9) (42.2) (44.5) (40.4) (41.1) (37.3) (43.3) (44.1) (37.3) Average speed per hour

Signal System One in effect between Barstow and San Bernardino, except: Signal System Two in effect on eastward track between Signal 782 and Signal 572A.

Rule 251 in effect between Barstow and San Bernardino.

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 M.P. 746 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 X39.1, between Thorn and Victorville.

Rule 509 (b): At Summit, westward trains finding Signal 561 on westward track in "Stop" position must wait five minutes before proceeding unless the signal changes to indicate "Proceed."

Westward freight trains must stop not less than ten minutes at each Cajon and Devore to cool wheels and inspect train, when train weight exceeds 1200 tons per operative dynamic brake unit of engine or total train weight exceeds 4800 tons.

(Continued on Page 7)

FIRST DISTRICT

LOS ANGELES DIVISION

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Ways	Communications	Rolling Grade Descending	Rolling Grade Ascending	Mile Post	TIME TABLE NO. 165 July 27, 1958		EASTWARD													
								FIRST CLASS													
								206	8	116	210	20	124	108	104	18					
								Passenger	Fast Mail Express	Passenger	Passenger	The Chief	The Grand Canyon	Passenger	Passenger	Super Chief - El Capitan					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily												
Yard	FW TY	O			0.0																
104		B	37.0	20.4	6.2	AUTOMATIC TRAIN STOP AUTOMATIC BLOCK SYSTEM TWO TRACKS	BARSTOW YL	AM 2.30	AM 3.40	AM 11.30	PM 3.20	PM 3.40	PM 5.25	PM 5.20	PM 8.01	PM 11.30					
106		B	37.0	23.0	6.2		LENWOOD	2.23	3.32	11.21	3.11	3.29	5.16	5.11	7.52	11.21					
148		B	39.0	30.0	11.8		HODGE	2.18	3.27	11.17	3.07	3.25	5.11	5.06	7.48	11.17					
		B	37.0	0.0	21.1		HELENDALE	2.11	3.18	11.10	2.59	3.18	5.04	4.59	7.41	11.10					
		B	37.0	0.0	26.1		BRYMAN	2.07	3.14	11.06	2.55	3.14	5.00	4.55	7.37	11.06					
Yard		O	39.6	17.2	31.5		ORO GRANDE YL	2.03	3.08	11.02	2.51	3.10	4.55	4.50	7.33	11.02					
98	FY	O	84.5	0.0	36.7		VICTORVILLE YL	s 1.55	s 3.00	10.55	s 2.43	3.03	¹⁰⁸ 4.44	¹²⁴ 4.44	7.26	10.55					
146		B	84.5	0.0	41.1		THORN	1.48	2.50	10.48	2.35	2.56	4.33	4.38	7.19	10.48					
106		B	86.8	0.0	46.1		HESPERIA	1.44	2.46	10.44	2.30	2.52	4.29	4.34	7.15	10.44					
		B	84.5	0.0	50.3		LUGO	1.39	2.41	10.39	2.25	2.47	4.24	4.29	7.10	10.39					
126	Y	O	0.0	116.2	55.9		SUMMIT YL	1.30	2.33	10.31	2.16	2.38	4.15	4.20	7.01	10.30					
118		B	0.0	116.2	59.7		ALRAY	1.20	2.21	10.20	2.06	2.28	4.05	4.10	6.52	10.22					
70		B	0.0	116.2	62.4		CAJON	1.10	2.10	10.10	1.53	2.17	3.52	4.00	6.42	10.12					
115		B	0.0	116.2	66.3		KEENBROOK	1.03	2.02	10.03	1.44	2.09	3.42	3.54	6.35	10.05					
128		B	0.0	116.2	71.0		DEVORE	12.54	1.52	9.58	1.35	2.01	3.33	3.48	6.27	9.57					
106		B	64.4	116.2	76.0		ONO	12.46	1.41	9.51	1.26	1.53	3.24	3.40	6.19	9.48					
Yard	FW TY	O			81.3	SAN BERNARDINO YL	12.35 AM	1.30 AM	9.40 AM	1.15 PM	1.43 PM	3.13 PM	3.30 PM	6.08 PM	9.37 PM						
(82.8)								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour . . .								(43.2)	(38.2)	(45.2)	(39.7)	(42.5)	(37.6)	(42.2)	(44.0)	(44.0)					

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

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

Summit—Switch from eastward siding to westward main track, opposite station, time release three minutes;

Cajon—East and west crossovers, time release five minutes;

Keenbrook—East and west crossovers, time release five minutes;

Devore—East and west crossovers, time release five minutes;

Ono—East and west crossovers, time release five minutes;

M.P. 79.6—Crossover, time release five minutes;

San Bernardino—Two main track crossovers between passenger yard and 5th Street Tower, time release two minutes.

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

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

8 LOS ANGELES DIVISION

SECOND DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	WESTWARD		TIME TABLE NO. 165 July 27, 1958	EASTWARD			Mile Post	Rolling Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS					
			19	17		20	18	8			
			The Chief	Super Chief - El Capitan		The Chief	Super Chief - El Capitan	Fast Mail Express			
Yard	FW TY		PM 9.34	AM 6.20		PM 1.40	PM 9.34	AM 1.20	81.3		O
123	Y	63.4	9.40	6.26	SAN BERNARDINO YL	s 1.40	s 9.34	s 1.20	84.9	0.0	O
94		32.4			3.6 RIALTO	1.32	9.27	1.08	88.8	15.4	O
Yard		0.0	9.46	6.32	3.8 FONTANA				91.3	38.7	B
		14.3			3.0 KAISER YL	1.27	9.22	12.59	93.7	26.8	O
50		14.3	9.51	6.37	2.0 ETIWANDA				97.7	32.0	B
47	Y	57.5	9.54	6.40	3.9 CUCAMONGA	1.22	9.17	12.53	100.9	6.6	O
56		30.8	9.58	6.44	3.2 UPLAND P. E. Crossing	1.19	9.14	12.48	104.8	42.0	O
64		0.0	10.01	6.46	3.0 OLAREMONT P. E. Crossing	1.14	9.10	12.43	106.7	59.1	B
40		0.0	10.03		1.9 POMONA	s 1.10	s 9.07	12.40	107.9	43.8	O
42		0.0			1.2 LA VERNE	1.06	9.04	12.38	110.2	63.4	O
59		0.0	10.10	6.56	2.3 SAN DIMAS P. E. Crossing				114.4	65.8	B
41	Y	0.0	10.13	6.59	4.1 GLENDDORA	12.59	8.57	12.30	116.9	65.4	C
50		0.0	10.15	7.01	2.5 AZUSA			12.27	118.2	51.9	O
72		0.0	10.19	7.05	1.3 KINCAID P. E. Crossing	12.53	8.52	12.25	120.2	92.3	B
11		52.1			2.0 BUTLER				122.4	60.7	B
39		77.9			2.3 MONROVIA	12.49	8.48	12.20	124.2	6.4	C
62		63.4	10.25	7.11	1.7 P. E. Crossing ARCADIA				125.8	0.0	B
34		63.4			1.6 SANTA ANITA (S. Madre)	12.44	8.43	12.14	127.3	0.0	B
34		79.9	s 10.39	s 7.25	0.8 CHAPMAN				128.0	95.3	C
34		0.0			3.6 LAMANDA PARK	s 12.31	s 8.30	s 12.01 AM	131.7	114.0	O
20		0.0	10.47	7.35	2.1 PASADENA YL				133.7	89.8	B
71		0.0			0.5 SOUTH PASADENA	12.21	8.20	11.50	134.2	96.4	B
		0.0			1.7 OLGA				135.9	114.9	B
		0.0	11.02	7.49	U. P. Crossing HIGHLAND PARK				138.7	63.5	
		0.0			2.8 U. P. Crossing WATER STREET YL				139.4	89.8	
	Y	0.0	11.05	7.52	0.7 BROADWAY YL	12.06	8.05	11.35	140.1	59.7	
Yard		0.0	11.15 PM	8.00 AM	0.6 MISSION TOWER YL	12.04	8.03	11.33	141.1	31.7	O
Yard		0.0			0.8 LOS ANGELES YL Union Station (59.4)	12.01 PM	8.00 PM	11.30 PM			O
			Arrive Daily	Arrive Daily	1.1 FIRST STREET YL						O
					(59.7)	Leave Daily	Leave Daily	Leave Daily			

(35.3) (35.6) Average speed per hour (36.0) (37.9) (31.0)

Signal System One in effect between San Bernardino and Los Angeles. Except, Signal System Two in effect eastward from Signal 1392 located west end of siding Water Street to Signal 832 located M.P. 83 plus 5000 feet, and westward from Signal 821 located M.P. 83 to Signal 1391 located west end of siding Water Street, all numbers inclusive.

Rule 251 in effect Mission Tower-First Street.
Rule 261 in effect Mission Tower-Broadway, two main tracks.
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.

When complying with the provisions of Rule S-89(A) at:
Olga—If signals governing eastward movements at east end of siding or westward movements at west end of siding are found in stop position, be governed by instructions posted in black and white striped box near switch stand protected by switch lock.

At San Bernardino, Second District eastward trains or engines must approach junction of Second and Third Districts near yard office prepared to stop, and "stop" unless proceed signal, given with green flag or light, is received. Such proceed signal merely indicates the route is properly lined.
Trains must get numbered clearance card before leaving San Bernardino and Los Angeles.
Extra trains must get numbered clearance card before leaving First Street.

HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 165 July 27, 1958	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		142	146			
			Freight	Freight		Freight	Freight			
Yard			Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
					LONG BEACH 2.5 S.P., U.P., P.E. Crossings West Thenard Tower					
			PM 5.40	AM 4.40	Pier A Yard 3.3	PM 3.15	AM 12.15			O
			5.55	4.55	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	3.00	12.01 AM			
Yard					WILMINGTON YL 1.4			28.0		B
89	Y	79.2	6.10	5.05	WATSON YL 3.3	2.43	11.44	26.6	52.8	B
80		24.3	6.18	5.13	IRONSIDES YL 1.6	2.33	11.32	23.3	0.0	
Yard		52.3	6.21	5.16	TORRANCE YL 1.6	2.27	11.26	21.7	48.4	O
Yard		0.0	6.24	5.19	ALCOA YL 3.5	2.21	11.20	20.1	58.4	B
83		52.6	6.32	5.27	LAWNDALE YL 1.8	2.13	11.10	18.6	51.1	
	Y	11.6	6.36	5.31	EL SEGUNDO YL P. E. Crossing 1.2	2.09	11.05	14.8	4.0	O
107		30.8	6.40	5.35	LAIRPORT YL 3.7	2.05	11.01	13.6	4.0	B
79		52.8	6.48	5.43	INGLEWOOD YL 1.9	1.56	10.51	9.9	44.8	O
13		0.0	6.53	5.48	HYDE PARK YL 0.7	1.47	10.43	8.0	44.8	
22		10.5	6.57	5.52	VAN NESS YL 1.3	1.42	10.38	7.3	0.0	
75		18.5	7.06	6.01	WILDASIN YL 2.5	1.34	10.31	6.0	0.0	
18		0.1	7.24	6.19	WINGFOOT YL P. E. Crossing 2.0	1.19	10.18	3.5	0.0	B
Yard		52.8	7.35	6.30	S. P. Crossing MALABAR YL 1.5	1.07	10.07	1.5	0.0	
	FW TY		7.50 PM	6.45 AM	REDONDO JCT. YL	1.00 PM	10.01 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)	(13.9)			

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. 165 July 27, 1958	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			WESTWARD			EASTWARD				
			WESTWARD			EASTWARD				
			WESTWARD			EASTWARD				
Yard					STATIONS					
7		42.2			REDONDO BEACH YL 1.5		20.2	0.0		
		42.2			HERMOSA BEACH YL 1.7		18.7	0.0	B	
		0.0			MANHATTAN BEACH YL 2.2		17.0	52.8		
Y					EL SEGUNDO YL		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.

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.

THIRD DISTRICT

LOS ANGELES DIVISION

				EASTWARD												
				FIRST CLASS												
Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE												
				NO. 165												
				July 27, 1958												
STATIONS				206	70	116	72	210	74	124	108	104	76	78	80	
				Passenger	San Diegan	Passenger	San Diegan	Passenger	San Diegan	The Grand Canyon	Passenger	Passenger	San Diegan	San Diegan	San Diegan	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & Holidays Only	Arrive Daily
O	FW TY	Yard	52.8	SAN BERNARDINO YL 3 TRKS. AM 12.23 s 9.37 s 1.10 s 3.10 s 3.28 s 6.03												
			52.8	P. E. Crossing 1.5 RANA YL												
B	W-49 E-112		52.8	COLTON YL 2 TRKS. s 12.15 s 9.27 s 1.02 s 2.55 s 3.20 s 5.55												
B	W-114		52.8	S. P. and U. P. Crossing 3.8 HIGHGROVE 2.6 s 12.08 s 9.22 s 12.57 s 2.50 s 3.15 s 5.50												
O			17.2	S. P. Crossing 0.6 RIVERSIDE JCT. U. P. Jct. 0.6 s 12.03 AM s 9.17 AM s 12.52 PM s 2.45 s 3.10 PM s 5.45 PM												
B	E-42		52.8	RIVERSIDE YL s 2.40												
O	Y	99	52.8	OASA BLANCA 2.4												
O		62	52.8	ARLINGTON 3.3												
B		94	52.8	MAY P. E. Crossing 3.1												
B	Y	100	24.8	PORPHYRY 1.3												
O		167	52.8	CORONA 5.0 s 2.12												
B		94	52.8	PRADO DAM 3.1												
B		95	52.8	GYPSUM 4.1												
B		129	52.8	ESPERANZA 4.3												
O	Y	179	42.2	ATWOOD 2.3 1.52												
O		69	42.2	PLACENTIA 3.0												
O	W94-74 E-74		33.4	FULLERTON YL -AM- s 7.15 -AM- s 10.00 -PM- s 1.35 s 1.45 -PM- s 5.20 -PM- s 8.00 -AM- s 12.25												
O	W-74		25.9	BUENA PARK 4.5 7.10 9.55 1.25 1.40 5.10 7.55 12.15												
B	E-96		10.0	LA MIRADA 4.3												
O	W-86		16.3	SANTA FE SPRINGS 1.3												
			13.7	LOS NIETOS P. E. Crossing 1.0												
B			13.7	D. T. JUNCTION S. P. Crossing 1.0 7.02 9.47 1.17 1.33 5.02 7.47 12.07												
O	Yard		37.5	RIVERA 1.3 7.00 9.45 1.15 1.31 s 5.00 7.45 12.05 AM												
B			26.2	BANDINI 4.3												
O	F Yard		0.0	HOBART U. P. Crossing 2.3 6.56 9.41 1.11 1.27 4.56 7.41 11.57												
	FW TY		0.0	REDONDO JCT. U. P. Crossing 2.1												
O	Yard		0.0	FIRST STREET (69.8) YL 0.9 6.49 9.34 1.04 1.20 4.49 7.34 11.49												
	Y		0.0	MISSION TOWER YL 0.8 6.47 9.32 1.02 1.18 4.47 7.32 11.47												
O			31.7	LOS ANGELES Union Station YL 6.45 AM 9.30 AM 1.00 PM 1.15 PM 4.45 PM 7.30 PM 11.45 PM												
				(71.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & Holidays Only	Leave Daily	
Average speed per hour....				(27.6)	(51.2)	(27.6)	(51.2)	(30.3)	(43.9)	(37.3)	(30.3)	(30.7)	(43.9)	(51.2)	(38.4)	

(Continued from Page 10)

Atwood. Rule 105 applies in all sidings except Atwood. Speed limit 15 MPH through all sidings. All siding switches in CTC territory are dual control.

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

Flasher type signal, yellow indication, governs eastward movements through turnout, east end of Bridge 4.6. Maximum speed for trains 40 MPH.

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

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

Extra trains originating at Hobart must get numbered clearance card before leaving Hobart.

Rule 97: Trains originating Rivera and entering territory where Rule 261 is in effect between Bandini and Hobart may proceed without clearance card after obtaining permission from control station and will display signals as prescribed by Rule 21.

Eastward trains from Union Pacific must get numbered clearance card before leaving Riverside Jct.

*New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day.

12 LOS ANGELES DIVISION

FOURTH DISTRICT

WESTWARD						TIME TABLE NO. 165 July 27, 1958	Mile Post	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications
FIRST CLASS										
81	79	77	75	73	71	STATIONS				
San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan					
Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays					
PM 7.00	PM 5.00	PM 3.00	PM 12.01	AM 8.45	AM 5.30	NATIONAL CITY YL	278.1			
7.08	5.08	3.08	12.09	8.53	5.38	3.8 22ND STREET YL	269.3	18.1	Y	O
						1.8 SAN DIEGO YL	267.5	28.7	T	
						3.3 OLD TOWN YL	264.2	40.2	FY	O
						2.1 MORENA	262.1	40.2		B
						5.0 EL VIRA	257.1	63.4		B
7.19	5.19	3.19	12.19	9.04	5.49	4.1 MIRAMAR	253.0	116.2	Y	O
						3.9 SORRENTO	249.1	0.0		B
s 7.30	s 5.30	s 3.29	s 12.30	s 9.16	s 5.59	5.0 DEL MAR	244.0	54.8	Y	O
		3.35	12.36	f 9.22	6.05	6.0 ENCINITAS	238.1	52.8		O
						3.0 PONTO	234.2	61.9		B
						4.9 CARLSBAD	229.3	52.8		B
						2.1 ESCONDIDO JCT.	227.2	47.2	Y	B
s 7.50	s 5.50	s 4.05	s 12.50	s 9.40	s 6.17	1.0 OCEANSIDE	226.2	0.0		O
						2.0 FALLBROOK JCT.	224.2	63.4	F	O
						5.5 LAS FLORES	218.7	65.4	Y	B
						4.8 AGRA	213.8	65.4		B
						4.4 SAN ONOFRE	209.4	6.1		B
	s 6.08	s 4.23	s 1.08	f 10.00	f 6.35	5.7 SAN CLEMENTE	203.7	0.0		B
						1.0 POCHE	202.7	0.0		B
						2.9 SERRA	199.8	13.9		B
					6.42	2.6 SAN JUAN CAPISTRANO	197.2	60.5		B
						4.6 GALIVAN	192.6	67.6		O
						4.5 EL TORO	188.1	66.0		B
						5.2 IRVINE	182.9	0.0		B
						4.4 VENTA	178.5	21.6		B
s 8.40	s 6.35	s 4.50	s 1.40	s 10.32	s 7.02	2.9 SANTA ANA	175.5	37.0	Y	O
				10.37		2.9 ORANGE	172.7	32.1		O
					f 7.12	4.9 S. P. Crossing ANAHEIM	167.8	7.6	Y	O
s 8.55 PM	s 6.50 PM	s 5.06 PM	s 1.55 PM	s 10.47 AM	s 7.20 AM	2.7 FULLERTON YL	165.0	6.1		O
Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & *Holidays	(107.9)				O

(53.4) (57.4) (48.7) (53.8) (50.3) (55.8)Average speed per hour

Signal System One in effect between San Diego and Fullerton.
Rule 251 in effect between Old Town and San Diego.

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 Columbia 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. 268.7 trains will keep to left.

(Continued on Page 13)

FOURTH DISTRICT

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending	TIME TABLE NO. 165 July 27, 1958	EASTWARD					
			FIRST CLASS					
			80	70	72	74	76	78
			San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only
Yard	26.4	NATIONAL CITY YL						
	0.0	2ND STREET YL						
Yard	31.2	SAN DIEGO YL	AM	AM	PM	PM	PM	PM
	31.2		s 3.00	s 9.30	s 12.15	s 3.45	s 7.30	s 10.00
91	51.0	OLD TOWN YL	2:45	9:13	11:59	3:30	7:15	9:47
	0.0	MORENA						
	116.2	MIRAMAR	2:33	9:02	11:48	3:18	7:03	9:35
98	54.8	SORRENTO						
67	63.4	DEL MAR	s 2:20	s 8:48	s 11:35	s 3:05	s 6:50	s 9:22
92	63.4	ENCINITAS	f 2:14			f 6:42		
116	50.8	PONTO						
69	52.8	CARLSBAD						
	0.0	ESCONDIDO JCT.						
76	45.4	OCEANSIDE	s 2:00	s 8:23	s 11:14	s 2:40	s 6:25	s 9:05
92	63.4	FALLBROOK JCT.						
86	63.4	LAS FLORES						
97	68.9	AGRA						
91	49.4	SAN ONOFRE						
33	5.0	SAN CLEMENTE	s 1:30	f 7:58	f 10:52	2:18	f 6:03	
54	0.0	POOHE						
98	0.0	SERRA						
87	0.0	SAN JUAN CAPISTRANO			f 10:43		5:55	
98	54.0	GALIVAN						
88	63.4	EL TORO	1:05					
119	63.4	IRVINE	12:59					
93	0.0	VENTA						
125	11.2	SANTA ANA	s 12:50	s 7:30	s 10:22	s 1:50	s 5:35	s 8:15
122	48.1	ORANGE	f 12:38		f 10:10			
60	21.1	S. P. Crossing ANAHEIM	f 12:31		f 10:05		5:25	
		FULLERTON YL	12:25 AM	7:15 AM	10:00 AM	1:35 PM	5:20 PM	8:00 PM
		(107.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only
		Average speed per hour.....	(39.6)	(45.5)	(45.5)	(47.2)	(47.2)	(51.2)

(Continued from Page 12)

Centralized Traffic Control in effect on main track between Old Town and Fullerton including two main tracks between Elvira-Miramar and Venta-Lyon Street, Santa Ana, and on sidings Ponto and Orange.

Speed limit through sidings: Ponto 40 MPH
Orange 30 MPH

All other sidings: Rule 105 applies with maximum speed limit 15 MPH.
All siding switches are dual control except at Carlsbad, San Clemente

and Venta switches not power controlled but equipped with electric switch locks.

Flasher type signal, yellow indication, governs westward movements through turnout, M.P. 179.1. Maximum speed for trains 40 MPH.

Trains must get numbered clearance card before leaving San Diego.

*New Year's Day, Washington's Birthday, Memorial Day,
Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day.

1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Needles, Parker, Blythe, Barstow (telegraph office and roundhouse), Victorville, San Bernardino (Santa Fe and U.P. roundhouses, Rialto Ave. and "A" yard offices), Los Angeles (Union Station, First St., Ninth St. and Hobart yard offices, roundhouse), Fullerton, Oceanside, San Diego, 22nd St., San Diego (yard office and Division Foreman's office).

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.

3(A). Rule 16 is amended as follows:

Sound	Indication
(e)	Canceled.
(l) —————	When standing — apply or release brakes.
(m) —————	When running — brakes sticking; look back for hand signals.

Note: Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

4. Rule 82 (B): Bulletin boards and books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Corona, Fullerton, First Street, Union Station, Redondo Junction, Inglewood, Torrance, Oceanside, San Diego, and 22nd Street.

5. Rules 83 and 83 (A): At Barstow, Trains 17, 18, 19, 20, 21, 22, 103, 104, 115 and 116, and eastward Union Pacific freight trains, and at San Bernardino, all first class trains may register by Form 903.

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

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

6. Rule S-89 (A) is amended:

At meeting point, the train holding main track must stop clear of the track to be used by the train to be met and, if practicable, be protected by lining the switch.

7. Rule 93: Yard limits are located at Needles, Cadiz, Parker, Rice, Midland, Blythe-Ripley, Ash Hill, Barstow, Oro Grande, Victorville, Cushenbury, Summit, San Bernardino-Colton, Kaiser, Upland, Pasadena, Water Street-Los Angeles-First Street-Bandini, Fullerton, Porphyry (Elsinore District), Weisel, Alberhill, Elsinore, Riverside, Box Springs-Perris-Menifee, Hemet-San Jacinto, National City-San Diego-Old Town, Vista, Escondido, Jofegan, Fallbrook, Redondo Jct.-Hyde Park, Inglewood-Lawndale-Redondo Beach, Alcoa-Ironside, and Watson-Wilmington.

Yard limits on following spurs: Rialto Foothill, Cucamonga Foothill, Upland Foothill, Metropolitan, Prenda, La Habra Valley, Venta, Torrance Oil, and Alcoa.

8. Rule 104 (A) is amended:

When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

Rule 104 (D) is amended: Spring switches will be designated by the letter "S" painted on the switch stand.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

Except as provided in Rule 509 (A), if signal protecting facing point movement over a spring switch is in stop position, examine switch points to see that they are properly closed.

If necessary to spike a spring switch it must be protected and train dispatcher notified.

Sand must not be used or center blow-off cocks operated over spring switches.

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

9. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station 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	Number of Retainers to be Used				
	No dynamic brake in use.	One unit dynamic brake operative on trains of 500 tons or over.	Two units dynamic brake operative on trains of 1000 tons or over.	Three units dynamic brake operative on trains of 1500 tons or over.	Four units dynamic brake operative on trains of 2000 tons or over.
Summit to San Bdn.	Use all retainers with 50% in high pressure position on loaded cars.	Use all retainers in low pressure position.	One retainer per 50 tons.	One retainer per 60 tons.	One retainer per 70 tons.

When retainers are used as outlined above, the maximum tonnage per operative brake in freight trains, Summit to San Bernardino, is 70 tons.

On diesel-operated freight trains with dynamic brakes in use, retainers will be manipulated from engine toward rear 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 freight train, speed of such train must not exceed twenty miles per hour.

Cajon to San Bernardino, retainers may be changed to low pressure position.

Retainers may be placed in proper position at any station Victorville to Summit. If retainers are positioned before reaching Summit, train may proceed without stopping if it is known by the conductor and engineman that the prescribed brake pipe pressure is indicated on the gauges, otherwise Rule 947 will apply.

11. 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. Los Angeles, Union Station, train sheds.

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

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

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

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

15. Rule 947: Prescribed test must be made on freight trains at: Summit, westward. Box Springs, eastward.

SPEED REGULATIONS

16. 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.

Trains handling 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

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4 1/2	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
Needles District, Westward:		NEEDLES DISTRICT—WESTWARD (Continued)	
Needles to Goffs	79 60	Curve M.P. 678.1 to 678.5	40 40
Goffs to Bagdad	100 60	Curve M.P. 678.5 to 679.9	60 60
Bagdad to Pisgah	79 60	Curve M.P. 679.9 to 680.3	40 40
Pisgah to Barstow	100 60	5 Curves M.P. 680.3 to 683.4	50 50
Needles District, Eastward:		2 Curves M.P. 683.4 to 686.2	65 60
Barstow to Pisgah	100 60	2 Curves M.P. 686.2 to 688.4	75 60
Pisgah to Bagdad	79 60	Curve M.P. 688.4 to 689.0	65 60
Bagdad to M.P. 642	100 60	4 Curves M.P. 689.0 to 693.6	75 60
M.P. 642 to Goffs	79 60	4 Curves M.P. 693.6 to 694.9	45 45
Goffs to Needles	79 40	10 Curves M.P. 694.9 to 702.0	65 60
Maximum speed, diesel-powered freight trains without dynamic brakes in use M.P. 683.4 to M.P. 677.8, is 20 miles per hour; and Goffs to Needles is 24 miles per hour.		6 Curves M.P. 702.0 to 709.6	75 60
Cadiz District		3 Curves M.P. 709.6 to 710.6	65 50
Cadiz District	59 40	3 Curves M.P. 710.6 to 714.8	95 60
Ripley District	30 30	6 Curves M.P. 737.3 to 745.0	95 60
First District, Westward:		Curve M.P. 745.0 to 745.4	50 50
Barstow to Oro Grande	100 60	2 Curves M.P. 745.4 to 745.7	40 40
Oro Grande to San Bernardino	79 60	NEEDLES DISTRICT—EASTWARD	
First District, Eastward:		2 Curves M.P. 745.7 to 745.0	40 40
San Bernardino to Lugo	79 60	6 Curves M.P. 745.0 to 738.8	95 60
Lugo to Barstow	100 60	3 Curves M.P. 714.8 to 710.6	95 60
Second District:		7 Curves M.P. 710.6 to 706.0	65 50
San Bernardino to Santa Anita	100 55	2 Curves M.P. 706.0 to 702.0	75 60
Santa Anita to Los Angeles	79 55	Curve M.P. 702.0 to 701.5	65 60
Third District:		7 Curves M.P. 701.5 to 696.1	75 60
San Bernardino to Fullerton	79 55	2 Curves M.P. 696.1 to 694.9	65 60
Fullerton to Bandini	100 55	4 Curves M.P. 694.9 to 693.6	50 50
Bandini to Los Angeles	79 55	4 Curves M.P. 693.6 to 688.9	75 60
Fourth District:		Curve M.P. 688.9 to 688.4	65 60
National City to Sorrento	79 50	2 Curves M.P. 688.4 to 686.2	75 60
Sorrento to Santa Ana	90 50	to 683.4	75 30
South Main Track, M.P. 179.1 to M.P. 176.7	40 40	2 Curves and Grade M.P. 683.4 to 680.8X	55 30
Santa Ana to Fullerton	79 50	2 Curves and Grade M.P. 680.8X to 677.8	70 30
Lucerne Valley District:		12 Curves and Grade M.P. 677.8 to 669.8	75 40
Hesperia to M.P. 25.2	35 35	5 Curves M.P. 646.1 to 641.7	85 60
M.P. 25.2 to M.P. 29.2	20 20	9 Curves M.P. 641.7 to 625.5	75 60
Redlands District		18 Curves M.P. 625.5 to 608.3	70 60
San Jacinto District		Curve and Grade M.P. 608.3 to 601.5	79 40
Highgrove to Box Springs	15 15	10 Curves and Grade M.P. 601.5 to 592.0	70 40
Box Springs to Perris	30 30	5 Curves and Grade M.P. 592.0 to 587.9	60 40
Perris to San Jacinto	25 25	3 Curves and Grade M.P. 587.9 to 587.1	40 40
Elsinore District		14 Curves and Grade M.P. 587.1 to 578.6	60 40
Olive District	30 25	Needles St. Crossing M.P. 578.1	15 15
Fallbrook District	20 20	CADIZ DISTRICT	
Escondido District	25 25	Curve M.P. 107.2 to 107.4	20 20
Harbor District	30 30	Track M.P. 107.4 to 111.0	45 40
Redondo District	15 15	6 Curves M.P. 115.2 to 118.8	50 40
Riverview Farms Spur	15 15	Curve M.P. 165.2 to 165.5	45 40
Adelanto Spur	15 15	Curve M.P. 183.0 to 183.2	45 40
Rialto, Cucamonga, and Upland Foot-Hill Spurs, Muscat and Metropolitan Spurs		RIPLEY DISTRICT	
Prenda and La Habra	15 15	4 Curves M.P. 15.6 to 16.4	20 20
Valley Spurs	15 15	FIRST DISTRICT—WESTWARD	
Venta and Miramar Army Spurs	15 15	Curve M.P. 10.3 to 11.0	85 60
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		Curve M.P. 11.1 to 11.8	90 60
In freight and mixed service on descending grades of over one per cent, the maximum is 30 miles per hour with locomotives without dynamic brake in use.		Curve M.P. 16.6 to 17.1	85 60
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.		Curve M.P. 19.7 to 20.3	85 60
NEEDLES DISTRICT—WESTWARD		2 Curves M.P. 21.1 to 21.4	90 60
Needles St. Crossing M.P. 578.1	15 15	Curve M.P. 30.8 to 31.1	85 60
15 Curves M.P. 578.6 to 587.0	55 50	2 Curves M.P. 31.8 to 33.3	60 50
3 Curves M.P. 587.0 to 587.9	40 40	Curve M.P. 33.8 to 34.0	40 30
3 Curves M.P. 587.9 to 589.3	55 55	4 Curves M.P. 34.1 to 36.6	55 40
3 Curves M.P. 589.3 to 593.3	65 60	Victorville M.P. 36.6 to 37.6	30 30
Curve M.P. 593.3 to 593.8	45 45	2 Curves M.P. 37.6 to 39.1	70 60
11 Curves M.P. 593.8 to 603.3	65 60	2 Curves M.P. 39.1 to 39.9	40 40
2 Curves M.P. 603.3 to 609.1	75 60	4 Curves M.P. 40.6 to 43.7	50 50
6 Curves M.P. 609.1 to 673.3	75 60	Curve M.P. 48.1 to 48.3	65 60
8 Curves M.P. 673.3 to 678.1	60 60	Curve M.P. 48.8 to 49.1	50 50
		8 Curves M.P. 49.4 to 51.8	45 40
		4 Curves M.P. 52.0 to 53.7	55 50

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
FIRST DISTRICT WESTWARD (Continued)		THIRD DISTRICT (Continued)	
3 Curves M.P. 53.7 to 55.0	45 40	4 Curves M.P. 30.1 to 27.8 Eastward	75 55
4 Curves M.P. 55.0 to 55.7	30 30	Curve M.P. 31.2 to 30.4 Eastward	65 55
Summit & 3 Curves M.P. 55.7 to 56.7	20 20	Curve M.P. 30.4 to 30.7 Westward	65 55
Grade M.P. 56.7 to 58.0	30 15	Slide Area & 2 Curves M.P. 31.3 to 31.8	20 20
2 Curves M.P. 58.0 to 58.4	35 15	2 Curves M.P. 32.2 to 32.8	60 55
Grade M.P. 58.4 to 62.2	40 20	2 Curves M.P. 33.6 to 34.2	40 40
Grade M.P. 62.2 to 72.1	50 20	Curve M.P. 34.5 to 35.1	50 50
19 Curves M.P. 72.1 to 78.5	40 40	3 Curves M.P. 35.2 to 37.1	70 55
San Bernardino M.P. 78.5 to 79.9	40 20	2 Curves M.P. 37.5 to 38.5	60 55
San Bernardino M.P. 79.9 to 80.8	30 20	3 Curves M.P. 39.4 to 41.6	75 55
San Bernardino Passenger Yard	10 10	Placentia M.P. 42.7 to 43.6	50 30
FIRST DISTRICT EASTWARD		2 Curves M.P. 45.2 to 45.7	55 55
San Bernardino Passenger Yard	10 10	Westward	55 55
San Bernardino M.P. 80.8 to 79.9	30 30	Fullerton M.P. 165.2 to 164.7	30 30
San Bernardino M.P. 79.9 to 78.5	40 40	Main track crossover M.P. 165.1 to 165.2 Eastward	30 30
4 Curves M.P. 72.0 to 70.3	40 40	Curve M.P. 163.9 to 163.5	95 55
2 Curves M.P. 66.9 to 62.6	40 30	Curve M.P. 161.1 to 160.8	80 55
19 Curves M.P. 64.3X to 56.9	40 30	Curve M.P. 156.6 to 155.9	60 55
Summit & 3 Curves M.P. 56.4 to 55.7	20 20	Curve M.P. 154.2 to 153.8 Westward	80 55
3 Curves M.P. 55.7 to 55.0	30 30	Curve M.P. 152.9 to 152.5 Westward	70 55
3 Curves M.P. 54.8 to 53.7	45 30	2 Curves M.P. 152.5 to 154.2	80 55
4 Curves M.P. 53.6 to 52.0	55 30	Eastward	80 55
2 Curves M.P. 51.8 to 51.3	45 30	2 Curves M.P. 151.7 to 150.1	85 55
Curve M.P. 51.2 to 51.1	40 30	Hobart M.P. 144.6 to 146.8 Eastward	75 55
5 Curves M.P. 51.0 to 49.4	45 30	Hobart M.P. 146.7 to 144.8 Westward	75 55
Curve M.P. 49.1 to 48.8	50 40	Crossing and Curve M.P. 144.5 to 143.4	30 30
2 Curves M.P. 48.4 to 43.7	60 40	2 Curves M.P. 143.4 to 142.9	15 15
Curve M.P. 43.7 to 43.5	60 40	3 Curves M.P. 141.1 to 140.2	35 35
Grade M.P. 43.5 to 42.5	90 40	Curve M.P. 140.2 to 140.0	15 15
Curve M.P. 41.9 to 41.7	55 40	FOURTH DISTRICT	
3 Curves M.P. 41.1 to 39.5	60 40	San Diego M.P. 273.0 to 267.3	20 20
Curve M.P. 39.2 to 38.9	50 40	San Diego M.P. 267.3 to 264.1	30 30
Victorville M.P. 37.4 to 36.6	30 30	3 Curves M.P. 262.7 to 261.2	75 50
3 Curves M.P. 36.4 to 34.6	60 60	Jellett St. Crossing M.P. 261.8	30 30
Curve M.P. 34.0 to 33.8	40 30	2 Curves M.P. 260.3 to 259.9	50 45
2 Curves M.P. 33.3 to 31.8	60 50	Curve M.P. 259.1 to 258.6	60 50
Curve M.P. 31.1 to 30.8	85 60	2 Curves M.P. 258.5 to 258.2	40 40
Curve M.P. 20.4 to 19.7	85 60	2 Curves M.P. 258.0 to 257.5	50 40
Curve M.P. 17.1 to 16.6	90 60	Westward	50 40
Curve M.P. 11.8 to 11.1	85 60	5 Curves M.P. 257.2 to 253.7	65 50
Curve M.P. 11.0 to 10.3	85 60	Westward	65 50
Curve M.P. 1.5 to 0.3	55 35	2 Curves M.P. 257.2 to 257.7	50 50
Curve M.P. 0.2 to 0.0	25 25	Eastward on Main	50 50
Summit to Lugo: Freight trains, thirty miles per hour.		4 Curves M.P. 255.5 to 253.7	65 35
Lugo to Hesperia: Freight trains, forty miles per hour.		10 Curves M.P. 252.8 to 251.0	25 20
San Bernardino, between Fifth Street Tower and yard office just west of passenger station, speed limit ten miles per hour.		2 Curves M.P. 250.9 to 250.6	40 30
SECOND DISTRICT		Westward	55 40
San Bernardino and Rialto M.P. 82.6 to 85.2	30 30	2 Curves M.P. 250.0 to 250.5	55 50
Fontana M.P. 88.5 to 88.9	50 50	Eastward	55 50
4 Curves M.P. 98.2 to 100.5	79 55	Curve M.P. 245.8 to 245.5 Westward	60 50
Upland P.E. Crossing M.P. 101.0	25 25	3 Curves M.P. 244.4 to 245.8	60 50
2 Curves M.P. 102.4 to 102.8	70 55	Eastward	60 50
Pomona M.P. 106.2 to 107.0	40 40	Curve M.P. 244.3 to 244.1	50 50
La Verne M.P. 107.0 to 108.8	45 45	Curve M.P. 243.8 to 243.5	70 50
Curve M.P. 109.0 to 109.3	79 55	Plaza St. Crossing M.P. 241.8	50 50
Curve M.P. 110.6 to 111.4	70 55	Curve M.P. 237.8 to 237.4	85 50
2 Curves M.P. 111.8 to 112.8	55 50	Oceanside M.P. 227 to 225.5	30 30
3 Curves M.P. 113.9 to 116.6	65 55	3 Curves M.P. 224.7 to 223.8	75 50
Westward	65 55	2 Curves M.P. 209.0 to 208.2	75 50
3 Curves M.P. 116.6 to 113.9	65 55	12 Curves M.P. 207.7 to 201.2	45 45
Eastward	65 55	Curve M.P. 200.3 to 199.9	80 50
Azusa M.P. 116.6 to 117.5	40 40	Curve M.P. 199.4 to 199.1	65 50
2 Curves M.P. 117.9 to 119.0	65 55	3 Curves M.P. 198.6 to 197.9	35 35
Curve M.P. 119.5 to 119.7	55 55	2 Curves M.P. 197.4 to 197.0	60 50
3 Curves M.P. 122.2 to 125.0	65 55	Curve M.P. 195.9 to 195.8	80 50
First Ave. Crossing M.P. 124.1	40 40	Santa Ana M.P. 176.1 to 175.3	40 40
Santa Anita Ave. Crossing M.P. 124.3	40 40	2 Curves M.P. 175.0 to 174.4	60 50
Pasadena M.P. 127.6 to 132.8	20 20	7 Curves M.P. 173.8 to 172.0	40 40
So. Pasadena M.P. 133.3 to 134.8	15 15	Curve M.P. 170.3 to 169.2	75 50
U.P. Crossing M.P. 135.5	8 8	Anahiem M.P. 168.1 to 167.7	40 40
7 Curves M.P. 135.5 to 138.3	25 25	Curve M.P. 166.9 to 166.6	75 50
U.P. Crossing M.P. 138.3	8 8	Curve M.P. 165.9 to 165.3	55 50
4 Curves M.P. 138.3 to 140.0	20 20	Main track Crossover M.P. 165.3 to 165.2 Westward	30 30
Curve M.P. 140.0 to 140.2	15 15	Fullerton M.P. 165.2 to 164.7	30 30
THIRD DISTRICT		REDLANDS DISTRICT	
2 Curves and Bridge 0.9 M.P. 0.0 to 0.9	15 15	San Bernardino, "G" St. Crossing	
4 Curves and Colton M.P. 0.9 to 2.1	20 20	M.P. 0.7	5 5
Westward	20 20	Crossings M.P. 0.7 to 3.1	15 15
3 Curves and Colton M.P. 2.1 to 3.2	20 20	Redlands, St. Crossing M.P. 8.9	15 15
2 Curves M.P. 4.4 to 3.2 Eastward	30 30	Molino, Boulder Ave. M.P. 17.9	10 10
2 Curves M.P. 3.5 to 4.5 Westward	40 40	SAN JACINTO DISTRICT	
3 Curves M.P. 4.9 to 5.6 Westward	75 55	Main track turnout M.P. 18.4	15 15
Curve M.P. 5.6 to 5.5 Eastward	75 55	HARBOR DISTRICT	
3 Curves M.P. 6.4 to 6.8 Westward	45 35	M.P. 0.0 to St. Crossing M.P. 1.6	12 12
3 Curves M.P. 6.8 to 6.4 Eastward	30 30	M.P. 1.6 to St. Crossing M.P. 8.3	15 15
Curve M.P. 8.3 to 8.5	75 55	St. Crossing M.P. 13.1	15 15
Curve M.P. 9.6 to 9.4 Eastward	30 30	M.P. 20.0 to 23.0 Torrance	15 15
4 Curves M.P. 9.6 to 10.0 Westward	60 55	St. Crossing M.P. 27.9	15 15
3 Curves M.P. 10.4 to 11.7	65 55	St. Crossing M.P. 28.9	15 15
2 Curves M.P. 11.9 to 12.5	40 40	ELSINORE DISTRICT	
Curve M.P. 14.7 to 14.9	75 55	13 Curves M.P. 1.7 to 4.0	15 15
3 Curves M.P. 15.5 to 16.7	55 55	2 Curves M.P. 16.1 to 16.4	15 15
Curve M.P. 16.9 to 17.1	65 55	Curve M.P. 17.7 to 17.9	15 15
P.E. Crossing M.P. 20.3	60		

16 LOS ANGELES DIVISION

SPECIAL RULES

MAXIMUM SPEED OF LOCOMOTIVES

	Forward		Light		Backing Or When Controlled From Rear Unit		Dead In Train	
	Miles Per hour	Miles Per hour	Miles Per hour	Miles Per hour	Miles Per hour	Miles Per hour	Miles Per hour	
Diesel and Gas-Electric								
11-90, 300-314	100		80		45		90	
325-344	80		80		45		80	
100-289, 401-430	65		65		45		60	
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	65	65	45	45	60	60
450-451	30		30		30		20	
460-468	35		35		35		20	
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45	45	45	45	45
650-653, 2300	40		40		40		30	
M115-M157, M175-M187	65		65		25		60	
M160-M162	70		65		25		70	
M190	80		65		25		75	
RDC 191-192 (Coupled)	80		80		70		70	
RDC 191-192 (Single Unit)	80		80		50		70	
U. P. Diesels								
900-978, 981-989, and 990 class	100		45		45		90	
1000 class	35		35		25		50	
100, 200, 700, 1360, 1400 and 1600 classes	65		45		45		60	
1800 class	65		35		35		60	
Diesels without dynamic brakes in use								
Ash Hill-Bagdad			24					
Goffs-Needles			24					
Summit to Victorville			30					
Summit-Cajon			15					
Cajon-San Bernardino			20					
Diesels with dynamic brakes in use								
Ash Hill-Bagdad			40					
Goffs-Needles			40					
Summit-Cajon			24					
Cajon-San Bernardino			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

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point details: MPH

Adelanto Spur, one-fourth mile from main track.....10

Cushenbury, MP 29.1, on both main track and siding.....10

Rialto Foothill Spur, 300 ft. north P.E. Crossing.....10

Cucamonga Foothill Spur, 300 ft. north P.E. Crossing.....10

Upland Foothill Spur, 300 ft. north P.E. Crossing.....10

Claremont, 300 ft. beyond switch point on precooler spur.....10

Metropolitan Spur, 4068 ft. from main track.....10

Rana, switching lead.....10

Prenda Spur, one-fourth mile from main track.....10

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

"I"—Interlocked Switch. "EE"—East End.

"S"—Spring Switch. "WE"—West End.

"CTC"—Dual Control.

Station	Type	Location	MPH
NEEDLES DISTRICT			
Needles	I	MP 578, crossover main track to westward freight lead.....	30
		WE westward freight lead.....	30
Java		EE eastward siding; WE westward siding.....	30
Ibis		WE westward siding.....	30
Bannock		WE westward siding.....	30
Homer		WE westward siding.....	30
Goffs		EE eastward siding.....	30
		WE westward siding.....	15
Fenner		WE westward siding; EE eastward siding.....	30
Essex	S	EE eastward siding.....	30

Station Type Location MPH

NEEDLES DISTRICT (Continued)			
Danby	S	EE eastward siding.....	30
		WE westward siding.....	15
Cadiz	S	EE eastward siding.....	15
		WE westward siding.....	30
Amboy	S	EE eastward siding; WE westward siding.....	30
Bagdad	S	EE eastward siding; WE westward siding.....	15
Siberia	S	EE eastward siding.....	15
		WE westward siding.....	30
Ash Hill	S	EE eastward siding.....	30
		WE westward siding.....	15
Ludlow	S	EE eastward siding; WE westward siding.....	30
Pisgah	S	EE eastward siding.....	30
		WE westward siding.....	30
Newberry	S	EE eastward siding.....	30
		WE westward siding.....	30
Daggett	S	WE westward siding.....	15
Barstow	I	MP 743½, heading in and out switches, eastward track, and crossover.....	30
	I	MP 745, main track and crossover switches to yard.....	30
FIRST DISTRICT			
Barstow	I	West switch eastward siding, MP 2.0.....	30
MP 2.7	S	WE westward siding.....	30
Lenwood	S	East switch westward siding.....	30
		West switch eastward siding.....	30
		EE eastward siding; WE westward siding.....	30
Hodge	S	EE eastward siding.....	30
		WE westward siding.....	15
Helendale	S	EE eastward siding.....	30
		WE westward siding.....	15
Bryman	S	WE siding.....	30
Oro Grande	S	EE eastward siding; WE westward siding.....	15
Victorville	S	EE eastward siding; WE westward siding.....	15
		WE westward siding, west of station.....	30
Thorn	S	WE siding.....	30
Hesperia	S	EE eastward siding.....	30
		WE westward siding.....	15
Lugo	S	WE siding.....	15
Summit	S	EE eastward siding; WE westward siding.....	15
Alray	S	EE siding.....	30
Cajon	S	EE eastward siding; WE westward siding.....	15
Keenbrook	S	EE siding.....	15
Devore	S	EE eastward siding.....	15
		WE westward siding.....	30
Oro	S	EE eastward siding.....	15
		WE westward siding.....	30
SECOND DISTRICT			
San Bernardino	I	Crossover between main tracks east of Bridge 82.1.....	30
Kaiser	S	EE siding.....	15
Claremont	S	WE siding.....	15
Glendora	S	WE siding.....	15
Santa Anita	S	EE and WE siding.....	15
Chapman	S	EE and WE siding.....	15
Pasadena	S	EE and WE siding.....	15
Olga	S	EE and WE siding.....	15
Broadway	I	Two track junction switch.....	30
THIRD DISTRICT			
Rana	I	Junction switch and crossover.....	30
Colton	I	WE eastward siding, near Bridge 4.6.....	30
	I	Two track junction switches, east & west ends of Bridge 4.6-4.0	30
Highgrove	I	Junction of eastward main with San Jacinto District.....	30
Riverside Junction	I	Union Pacific junction switch and crossover.....	30
Riverside	CTC	Two track junction switch, westward trains.....	30
Atwood	CTC	West switch siding.....	30
Fullerton	CTC	EE Third District siding.....	30
	CTC	WE Third District siding.....	15
	CTC	West crossover east of station for Third Dist. eastward trains.....	30
	S	WE westward siding, west of depot.....	15
Buena Park	S	WE siding.....	15
La Mirada	S	EE siding.....	15
Santa Fe Springs	S	WE siding.....	15
D. T. Jct.	CTC	Two track junction switch, westward trains.....	40
Bandini	CTC	Two track junction switch, eastward trains.....	40
M.P. 147-148	I	Main track crossovers and lead switch.....	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye.....	10
FOURTH DISTRICT			
Fullerton	CTC	East crossover switch east of station for 4th Dist. westward trains.....	30
Orange	CTC	West switch siding.....	30
	CTC	EE main track—MP 173.0.....	40
	CTC	EE two tracks—MP 179.1.....	40
Venta	CTC	EE and WE of siding.....	40
Ponto	CTC	WE two main tracks—MP 252.9.....	30
Miramar	CTC	EE two main tracks—MP 257.4.....	40
Elvira	CTC	EE two main tracks—MP 257.4.....	40
Old Town	CTC	Two track junction switch, eastward trains.....	30

18. JUNCTION SWITCHES

Normal position of junction switches is as follows:

- Rice for Cadiz District
- Cadiz, from track No. 1 to Cadiz District
- Hesperia 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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
NEEDLES, FIRST, AND REDLANDS DISTRICTS			
Needles: M.P. 578+2000	Main track and connecting crossover.	Interlocking	{ Eastward main track — Westward main track against current of traffic — 0 Westward freight lead — 0 —
Daggett	All switches east of station except transfer tracks Nos. 1 and 2.	Interlocking	{ Eastward U. P. trains, U. P. main track — 0 Against current of traffic — 0
Barstow East Tower	Main track and connecting crossovers. M.P. 743+3683 M.P. 745+1625	Interlocking	{ Westward main track — Crossover to Track 30 — 0 Crossover to westward freight lead — 0 With current of traffic — Against current of traffic — 0 East freight yard 0 —
Barstow West Tower	Main track and connecting crossover. Eastward and westward sidings.	Interlocking	{ To Mojave District — 0 Against current of traffic — 0 Engine lead 00 — 0 Switching tail 0000 Tracks 1 to 17 incl. 0 — 00 Tracks 18 to 30 incl. — 0 — 0
San Bernardino: Fifth St.	Main track, connecting crossover and yard lead.	Interlocking	{ Yard Lead 0000 Yard Lead against current of traffic — 0000
San Bernardino: Rialto Avenue South E Street	P. E. Crossing. S. P. Crossing.	98-A, 98-B. 98-A, 98-B.	

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

For westward trains: Daggett M.P. 732+4459 For eastward trains: Barstow West Tower M.P. 7+0
San Bernardino M.P. 78+ 300 East switch Lenwood (for trains in siding).
Daggett M.P. 740+2529
Needles M.P. 584+1100

SECOND DISTRICT

San Bernardino: West Yard Tower	Second and third district main tracks at west end bridge 82.1. End of two tracks and freight yard at east end bridge 82.1. Junction third district, Mt. Vernon viaduct.	Interlocking	{ Second district — Third district — 0 A Yard to B Yard — 00 B Yard to second district — 0000 House lead to main line — Switch lead 0 — A Yard Lead 0000 Engine lead — 0 Second district to B Yard — 000 B Yard to A Yard — 00 From Union Pacific engine house: To Passenger Yard 000 — To Second District 000 — 0 To B Yard 000 — 00 To Rana 000 — 0
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing.	98-A, 98-B. 98-A, 98-B. 98-A, 98-B. 98-A, 98-B.	
Claremont San Dimas Kincaid Arcadia Raymond Spur Highland Park (0.6 Mi. East) Water Street (0.7 Mi. East) Mission Tower	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. S. P. Crossing. U. P. Crossing. U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	Main track, when home signals in stop position, 98-B, 509(a). Siding, westward trains, be governed by signal 1003. House track, 98-A, 98-B. When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). Gates (normal position across Santa Fe track), 98-B. When gate across Santa Fe track, 98-B. When gate across Santa Fe track, 98-B. Interlocking. When necessary make movement governed by Rule 606(a), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	{ Union Station 0 — Old main 00 — 0 Cudahy lead — 0 Against current of traffic — 0000 S. P. Downey Ave. 000 — Calif. Corp. Spur 00 — 00

THIRD DISTRICT

San Bernardino: Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. and U. P. Crossings. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking. Interlocking.	{ 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
Riverside Junction May Fullerton	S. P. Crossing and U. P. Junction. P. E. Crossing. East switch westward siding, west of depot, west switch eastward siding, west of depot.	Interlocking	
Fullerton	Signals governing movement westward trains over spring switch west end westward siding, west of depot.	Interlocking.	
Fullerton Los Nietos D. T. Junction Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	U. P. Crossing. P. E. Crossing. S. P. Crossing. All tracks. U. P. Crossing.	Interlocking. When home signals in stop position, 98-B, 509(b). Interlocking. Interlocking.	{ Eastward yard lead — 0 Westward yard lead — 0 To ice house 0 — 0 0 Against current of traffic — 0000
Redondo Junction	U. P. Crossing.	Interlocking	{ Butte St. Transfer 00 — 0 To Harbor Dist. — 0 To 9th St. Yard — 0 — Levee Track 0 — 00 Against current of traffic — 0000

SAN JACINTO, ELSINORE AND OLIVE DISTRICTS

Highgrove (1.5 Mi. West) Porphyry Olive (1.7 Mi. West)	S. P. Crossing. P. E. Crossing. S. P. Crossing.	Interlocking. 98-A, 98-B. Interlocking.	
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FOURTH DISTRICT

Anaheim (2.0 Mi. East) Anaheim Sugar Factory Spur Santa Ana Wye track National City	S. P. Crossing. U. P. Crossing. S. P. Crossing. Navy Warehouse Crossing.	Interlocking. 98-A, 98-B. 98-A, 98-B. 98-A, 98-B.	
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RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
HARBOR DISTRICT			
Redondo Junction (1.0 Mi. East)	U. P. Crossing. LATL Crossing, Pac. Blvd.	See Redondo Junction, Third District. 15 MPH.	
Nadeau (0.3 Mi. East)	S. P. Crossing.	Interlocking. 10 MPH.	
Wingfoot (0.5 Mi. East)	P. E. Crossing.	Interlocking.	
El Segundo (0.2 Mi. West)	LATL Crossing, Avalon Blvd.	15 MPH.	
West Thenard Tower: (0.1 Mi. West)	P. E. Crossing.	Interlocking. 20 MPH.	
(0.7 Mi. East)	S. P. Crossing.	Interlocking.	
(0.9 Mi. East)	S. P. Crossing.		
	P. E. Crossing.		
M.P. 28+4460	Two U. P. Tracks.	Santa Fe trains have preference unless flagged. Stop not required.	

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.

LENGTH OF STEMS OF WYES

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

Other Tracks not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT			
Lavic	702.7	25	East
Airport Spur	732.6	15	West
Gale	735.3	67	East & West
CADIZ DISTRICT			
Milligan	164.0	14	East & West
RIPLEY DISTRICT			
Mesaville	33.0	10	East
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West
Miller Farms	44.7	19	West
FIRST DISTRICT			
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track
Frost	38.8	8	Eastward track
Verdemon	73.5	5	West
SECOND DISTRICT			
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Pio Spur	94.6	46	West
Rochester	95.0	11	East
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	15	East and West
Wilton	129.1	19	East and West
Usado	132.3	18	East and West
Raymond	132.7	16	West
THIRD DISTRICT			
Pachappa	12.4	26	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West
Taylor St. Spur	18.5	9	West
Standard Oil Spur	160.8	9	East
Willshire	156.8	58	East and West
Mojave Spurs	155.8	28	West
Stephens Spur	155.5	14	West
El Camino Spur	155.3	15	West
La Habra Vi'y Spur (East Whittier)	154.6	Lgh. 3.43 m.	West
REDLANDS DISTRICT			
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
Mollino	17.9	12	East
West Highlands	20.4	11	East and West

Location	Mile Posts	Car Capacity	Switch Connection
FOURTH DISTRICT			
Venta Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	35	East
Tustin	181.5	25	East
Frances	183.1	36	East and West
Kathryn	183.9	24	East
Como	180.1	54	East and West
Stuart	216.2	10	West
San Diego G. & E. Co. Spur	221.7	50	East and West
Farr	231.3	35	East
Cardiff	231.6	6	West
Solana Beach	239.8	11	East and West
Miramar Navy Spur	241.9	9	East
Pacific Beach	253.0	Lgh. 5.5 m.	East and West
Cudahy	260.3	13	East and West
	263.4	43	East and West
FALLBROOK DISTRICT			
Ranch House	7.6	7	East and West
Marine Base Spur	10.5	13	East and West
ESCONDIDO DISTRICT			
Talica	3.7	8	East and West
HARBOR DISTRICT			
Nadeau	2.5	0	
Dudmore	19.1	17	East
Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Alcoa Spur	20.1	Lgh. 2.0 m.	West
SAN JACINTO DISTRICT			
Box Springs Quarry	6.1	42	East and West
Mayer Farms	15.9	18	East and West
Granite Spur	14.5	Lgh. 5000 ft.	Wye
Ellis	19.9	16	East
ELSINORE DISTRICT			
Mining Spur	3.2	71	East and West
Weisel	6.2	37	East
Jameson	9.2	5	East
Durant	18.1	27	West

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

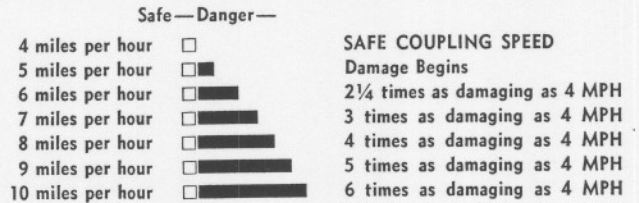
Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	
	Edwards, Shafter, Wasco, Riverbank, Escalon, Pittsburg, Pinole		Belen and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman		Bakersfield and beyond
17	Flagstaff	Clovis and beyond	North of Barstow
18	Pomona	Kansas City and beyond	Kansas City and beyond
19	Flagstaff	Kansas City and beyond	Los Angeles
	Barstow and south	Barstow and south	Kansas City and beyond; Denver to La Junta
20	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville, Pomona		Albuquerque and beyond
	Victorville	Albuquerque and beyond	
	Kingman	Kansas City and beyond	San Bernardino and beyond
21	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond destined south of Ash Fork
	Pomona		Albuquerque and beyond
22	Williams	Albuquerque and beyond	Barstow and beyond
123	Laguna, Grants		Albuquerque and beyond
	Ludlow	Los Angeles	
124	Rivera		Williams and beyond
	Rivera, Ludlow	Williams and beyond	
	Grants	Albuquerque and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
	Rivera		Oceanside, Del Mar, or San Diego
71, 73, 75, 77, 79	Encinitas, San Juan Capistrano	Los Angeles	
75	Encinitas, San Clemente	Los Angeles	
70, 72, 74	Rivera	Oceanside, Del Mar, or San Diego	
74	Anaheim, San Juan Capistrano		Los Angeles
78	Irvine, El Toro		Los Angeles

A. J. STROBEL, General Watch Inspector Topeka
R. W. WELLS, Asst. General Watch Inspector San Bernardino

LOCAL TIME INSPECTORS

TOM FINLEY Parker
ALFRED WILLIAMS 849 Front St., Needles
E. F. MANNERS 107 E. Main St., Barstow
HOMER E. OLIVER 412 Seventh St., Victorville
MILTON W. BLAIR Santa Fe Depot, San Bernardino
JOHN M. MILLER 435 E. St., San Bernardino
FRED R. BAUMAN 138 E. Highland Ave., San Bernardino
R. REY MENDOZA 145 "I" St., Colton
G. D. DAVIDSON CO. 445 S. Spring St., Los Angeles
SANTA FE JEWELERS 905 E. 1st St., Los Angeles
M. D. DOOLEY 6667 1/2 Whittier Blvd., Los Angeles
FRED H. DOWNS 4832 Whittier Blvd., Los Angeles
MARK R. NOBLITT, SR. 6805 So. Western Ave., Los Angeles
RALPH C. OAKLEY 211 East Queen St., Inglewood
H. W. OSTERMIER 6822 Pacific Blvd., Huntington Park
GEORGE R. FINLEY, JR. 182 East Compton Blvd., Compton
C. GORDON McCLURE 118 North Spadra Road, Fullerton
GERALD D. LAROCQUE 424 North Sycamore Street, Santa Ana
S. L. FINKEL 211 Hill St., Oceanside
LOWELL C. WARD, SR. 4116 Napier St., San Diego
C. H. McCORMACK 833 Roosevelt, National City

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY
OVERSPEED Couplings are DAMAGING — Here's what happens:



Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.
IT'S EVERYBODY'S JOB ON THE SANTA FE!



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.)

