

**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. T. G. HARWARD, District Surgeon	Needles
DR. J. E. ANDES, Local Surgeon	Needles
DR. H. C. MATTHEWS, Emergency Surgeon	Needles
DR. M. F. FINK, Local Surgeon	Barstow
DR. WILLIAM M. CLOVER, Assistant Local Surgeon	Barstow
DR. HORACE D. ORR, Local Surgeon	Victorville
DR. R. W. SORENSEN, Assistant Local Surgeon	Victorville
DR. J. C. CARMACK, Division Surgeon	San Bernardino
DR. EDWARD A. MILLER, Emergency Hospital	San Bernardino
DR. W. S. CHERRY, Local Surgeon	Rialto
DR. EDWARD M. FITZGERALD, Assistant Local Surgeon	Rialto
DR. J. B. CRAIG, Local Surgeon	Upland
DR. DONALD K. WAKE, Assistant Local Surgeon	Upland
DR. CARROLL W. WHITE, Local Surgeon	La Verne
DR. MARVIN SNELL, Assistant Local Surgeon	La Verne
DR. BRUCE VAN VRANKEN, Local Surgeon	Azusa
DR. L. S. JACOBS, Local Surgeon	Monrovia
DR. E. W. HAYES, JR., Assistant Local Surgeon	Monrovia
DR. GLENN L. BARNUM, Local Surgeon	Pasadena
DR. L. E. WILSON, Assistant Local Surgeon	Pasadena
DR. M. T. WASLEY, Local Surgeon	Whittier
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. D. K. SHIELDS, 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 V. DEPEW, Assistant Local Surgeon	San Diego
DR. C. S. MARSDEN, JR., Assistant Local Surgeon	San Diego
DR. GEORGE A. MROSS, Local Surgeon	National City
DR. O. J. JOHNSON, Local Surgeon	Colton
DR. T. A. CARD, Local Surgeon	Riverside
DR. JACK FERMAN, Assistant Local Surgeon	Riverside
DR. CHARLES GUNNOE, Local Surgeon	Corona
DR. RICHARD W. MANGAM, Assistant Local Surgeon	Corona
DR. E. H. BRUNEMEIER, Local Surgeon	Placentia
DR. HOWARD SWIRE, Local Surgeon	Inglewood
DR. J. W. BEEMAN, Local Surgeon	Torrance
DR. E. F. KESLING, Local Surgeon	Wilmington
DR. JOHN C. COTTRELL, Local Surgeon	Long Beach
DR. DONALD G. BUSSEY, Assistant Local Surgeon	Long Beach
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. ARTHUR C. ROBBINS, Local Surgeon	Redlands
DR. R. B. REID, Local Surgeon	Perris
DR. ROBERT M. OLLERTON, Local Surgeon	Hemet
DR. GLENN A. WESTPHAL, Local Surgeon	Elsinore
DR. E. R. POWELL, Local Surgeon	Fallbrook
DR. E. R. HALEY, Local Surgeon	Escondido

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

D. G. RUEGG, J. C. DAVIS, Trainmasters, Needles, Calif.	H. C. BAUGHN, M. H. SWANSON, R. E. ROWLAND, G. E. YOUNG, Trainmasters, San Bernardino, Calif.	J. W. BARRIGER, G. H. DOTSON, J. T. GROUNDWATER, R. F. NORLING, Trainmasters, Los Angeles, Calif.
C. E. ROLLINS, Trainmaster, Barstow, Calif.	F. E. ROSE, Trainmaster, Fullerton, Calif.	R. J. ST. JOHN, Assistant Trainmaster, Los Angeles, Calif.
J. E. BERRY, Chief Dispatcher, San Bernardino, Calif.	Road Foremen of Engines	
J. T. DAWE, W. E. EBERT, Assistant Chief Dispatchers, San Bernardino, Calif.	A. F. MURDOCK, Los Angeles, Calif. W. D. BLACK, Bakersfield, Calif. J. F. FRAME, San Bernardino, Calif. A. K. SMELLIE, Needles, Calif. D. KEMP, Phoenix, Ariz.	
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, 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, L. B. QUALLS
Dispatchers, San Bernardino, Calif.		

The Atchison, Topeka and Santa Fe Railway Co.



COAST Santa Fe LINES

**LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL**

TIME TABLE No.

3

IN EFFECT

Sunday, May 29, 1960

At 12:01 A. M.
Pacific Standard Time

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

J. N. LANDRETH,
General Manager,
Los Angeles, Calif.

E. R. ROBERTSON,
R. H. ADAMS,
Asst. General Managers,
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— Feet Per Mile	WESTWARD	TIME TABLE NO. 5 April 30, 1961	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↙		↗		
Yard			STATIONS			
28	31.7		PARKER YL		105.8	29.6
17	30.6		8.3 CALZONA		114.1	0.0
45	30.6		5.9 VIDAL		120.0	0.0
49	6.9		11.6 GROMMET		131.6	21.1
43	0.0		8.3 RICE YL		140.4	25.3
57	0.0		3.6 FREDA		144.0	30.6
120	0.0		7.0 SABLON		151.0	31.7
97	29.6		4.8 SALTMARSH		155.8	5.3
76	29.6		18.4 FISHEL		169.2	31.7
			21.3 CADIZ YL		180.5	
			(84.7)			

Wye at Parker, Rice and Cadiz.

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

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

LUCERNE VALLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 5 April 30, 1961	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↙		↗		
58	0.0		STATIONS			
2	0.0		CUSHENBURY		29.2	105.6
2	0.0		3.1 SPUR 5		26.1	105.6
14	0.0		5.4 SPUR 4		20.7	75.0
2	75.0		5.1 BASS		15.6	75.0
2	0.0		4.3 SPUR 2		11.3	75.0
2	116.2		4.3 SPUR 1		7.0	75.0
			7.0 HESPERIA		0.0	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— Feet Per Mile	WESTWARD	TIME TABLE NO. 5 April 30, 1961	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↙		↗		
Yard			STATIONS			
55	21.7		RIPLEY YL		49.4	42.8
30	83.4		7.4 BLYTHE YL		42.0	10.6
11	68.6		21.6 COX		20.4	0.0
49	68.6		2.6 MIDLAND YL		17.8	0.0
	65.0		1.3 STYX		16.5	83.4
			16.5 RICE YL		0.0	
			(49.4)			

No switch lights on Ripley District.

Wye at Rice and Blythe.

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

Trains must get numbered clearance card before leaving Blythe.

REDLANDS DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 5 April 30, 1961	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↙		↗		
9	81.3		STATIONS			
14	80.5		DEL ROSA YL		21.5	47.5
25	83.2		1.8 PATTON YL		19.7	0.0
47	88.5		1.0 HIGHLAND YL		18.7	70.5
17	0.0		2.5 EAST HIGHLANDS YL		16.2	0.0
31	101.3		4.1 MENTONE YL		12.0	116.2
Yard			3.2 REDLANDS YL		8.8	116.2
			8.8 P. E. Crossing P. E. Crossing SAN BERNARDINO YL		0.0	
			(21.4)			

No switch lights on Redlands District.

Turn table and wye at San Bernardino.

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

Trains and Engines destined beyond switching limits must get numbered clearance card before leaving San Bernardino.

SAN JACINTO DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			NO. 5 April 30, 1961			
			STATIONS			
26			HIGHGROVE S. P. Crossing YL 2.5		0.0	
12	116.2		LEMONA		2.7	0.0
81	116.2		BOX SPRINGS YL 2.3		7.2	0.0
	21.3		MARCH FIELD YL 1.1		9.8	17.6
45	21.3		ALESSANDRO YL 2.9		10.6	17.6
22	0.0		VAL VERDE YL 4.7		13.5	47.5
20	0.0		PERRIS YL 3.8		18.3	28.1
21	21.6		ETHANAC YL 3.8		22.7	63.4
11	49.3		MENIFEE YL 3.9		25.0	0.0
84	21.1		WINCHESTER 4.2		28.9	42.2
18	52.8		EGAN 2.9		33.1	0.0
	44.3		HEMET YL 2.3		36.0	0.0
15	6.3		SAN JACINTO YL		38.3	63.4
9			(37.5)			

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

ELSINORE DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			NO. 5 April 30, 1961			
			STATIONS			
17			ELSINORE		21.9	
20	147.8		ALBERHILL 5.6		16.3	132.0
32	50.7		ARCILLA 7.8		8.5	89.8
Yard	0.0		P. E. Crossing PORPHYRY YL 8.5		0.0	68.6
			(21.9)			

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

OLIVE DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			NO. 5 April 30, 1961			
			STATIONS			
Yard	42.2		ATWOOD 2.4		0.0	42.2
21			OLIVE S. P. Crossing 3.4		2.4	42.2
62	42.2		ORANGE (5.8)		5.8	

Atwood-Orange: Signal System One in effect.
 Rule 261 (TCS) in effect on main track between Atwood and Orange. Siding switches Olive not power controlled but are equipped with electric switch locks.
 Office of Communication at Orange; phone booth at Olive and Atwood.
 Wye at Atwood and Orange.
 At Orange and Atwood, trains to and from Olive District are authorized to proceed on signal indication when operating under Rule 261.

FALLBROOK DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			NO. 5 April 30, 1961			
			STATIONS			
48			FALLBROOK JCT. YL 6.0		0.0	62.7
12	66.0		CHAPPO YL 2.4		5.9	0.0
46	26.4		JOFEGAN YL 6.7		8.4	79.2
6	132.0		U.S.M.C. Crossing DE LUZ 1.8		15.1	0.0
28	105.6		FALLBROOK YL		16.9	
			(16.9)			

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

ESCONDIDO DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			NO. 5 April 30, 1961			
			STATIONS			
25			ESCONDIDO YL 4.9		21.1	95.0
14	83.4		SAN MARCOS YL 7.0		16.2	116.2
10	116.2		VISTA YL 1.5		9.2	0.0
11	116.2		FALDA YL 8.4		7.8	116.2
	107.7		ESCONDIDO JCT. YL		0.0	
			(21.8)			

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

4 LOS ANGELES DIVISION

NEEDLES DISTRICT

WESTWARD

FIRST CLASS

	19	115	7	209	123	107	103	17	1	205
	The Chief	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	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 1.06	AM 12.55	
4.51			11.45		4.15			1.17	1.06	
5.00			11.59		4.29			1.26	1.15	
5.07			12.08		4.38			1.33	1.22	
5.13			12.18		4.48			1.39	1.28	
5.23			12.30		5.00			1.49	1.38	
5.30			12.37		5.08			1.56	1.45	
5.35			12.43		5.14			2.01	1.50	
5.41			12.49		5.22			2.07	1.56	
5.51			12.59		5.33			2.17	2.06	
6.00			1.09		5.46			2.26	2.16	
6.07			1.17		5.53			2.32	2.22	
6.15			1.27		6.03			2.40	2.30	
6.28			1.43		6.18			2.53	2.43	
6.34			1.50		6.25			2.59	2.49	
6.49			2.05		6.41			3.14	3.04	
6.55			2.12		6.48			3.20	3.10	
7.05			2.22		7.01			3.31	3.20	
7.16	PM 6.48		2.31	AM 9.43	7.13	AM 4.58	AM 4.43	3.41	3.32	AM 12.23
7.19	6.51		2.34	9.46	7.16	5.01	4.46	3.44	3.35	12.26
^s 7.30 PM	^s 6.58 PM	^s 2.50 PM	^s 9.55 AM	^s 7.30 AM	^s 5.08 AM	^s 4.53 AM	^s 3.52 AM	^s 3.45 AM	^s 3.45 AM	^s 12.35 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 3

May 29, 1960

STATIONS

STATIONS	Mile Post	Routing Grade Ascending—Feet Per Mile	Routing Grade Descending—Feet Per Mile	Capacity of Sidings In 50 ft. Cars
NEEDLES YL	578.0			Yard
7.4				
JAVA	585.6	74.4	0.0	107
6.8				
IBIS	592.4	73.9	0.0	146
4.5				
BANNOCK	597.0	73.9	0.0	107
HOMER	601.5	73.9	0.0	135
7.6				
GOFFS	609.1	76.0	26.4	146
9.6				
FENNER	618.7	0.0	59.1	114
7.5				
ESSEX	626.2	0.0	57.0	
8.5				
DANBY	634.7	0.0	58.6	108
13.4				
CADIZ	648.1	0.0	53.0	146
13.4				
AMBOY	661.5	29.0	53.8	107
7.8				
BAGDAD	669.3	35.9	11.6	107
7.3				
SIBERIA	676.7	75.0	0.0	107
9.5				
ASH HILL	686.7	76.0	17.9	107
13.2				
LUDLOW	693.4	31.1	54.4	117
13.2				
PISGAH	706.6	57.0	49.1	132
6.2				
HECTOR	712.8	0.0	55.4	
12.8				
NEWBERRY	725.6	29.5	39.6	146
12.0				
DAGGETT	737.6	40.6	13.7	107
4.0				
NEBO	741.6	34.3	30.6	
4.8				
BARSTOW YL	746.4	31.7	43.3	Yard
(167.6)				

(59.2) (52.8) (50.3) (44.0) (47.9) (52.8) (52.8) (60.6) (59.2) (44.0) ... Average speed per hour

Signal System Two in effect between Needles and Barstow, except interlocked signals Barstow are Signal System One.

Between train signs located at east and west ends of passenger yard at Needles there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

(Continued on Page 5)

NEEDLES DISTRICT

LOS ANGELES DIVISION 5

					EASTWARD													
					FIRST CLASS													
Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 3 May 29, 1960		206	8	116	210	20	124	104	108	2	18	
						STATIONS		Pas- senger	Fast Mail Express	Passenger	Pas- senger	The Chief	The Grand Canyon	Pas- senger	Passenger	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	Arrive Daily	Arrive Daily	
Yard	T	O			578.0	NEEDLES YL		AM 6.55				PM 6.15	PM 8.25			PM 11.55	AM 2.07	
107		B	74.4	0.0	585.6	7.4 JAVA		6.42				6.02	8.12			11.40	1.54	
		B	73.9	0.0	592.4	6.8 IBIS		6.34				5.54	8.04			11.33	1.46	
		B	104.5	0.0	597.0	3.7 BANNOK		6.30				5.50	8.00			11.29	1.42	
		B	73.9	0.0	601.5	4.0 HOMER		6.24				5.46	7.54			11.24	1.38	
148		B	76.0	26.4	609.1	7.6 GOFFS		6.15				5.39	7.45			11.18	1.31	
107		B	0.0	59.1	618.7	9.6 FENNER		6.04				5.29	7.35			11.07	1.20	
107		B	0.0	57.0	626.2	7.5 ESSEX		5.54				5.21	7.26			10.58	1.12	
114		B	0.0	58.6	634.7	8.5 DANBY		5.45				5.13	7.17			10.50	1.04	
189	Y	O	0.0	53.8	648.1	13.4 CADIZ		5.30				5.02	7.02			10.39	12.52	
107		O	29.0	53.8	661.5	7.8 AMBOY		5.16				4.53	6.48			10.30	12.43	
100		B	35.9	11.6	669.3	7.3 BAGDAD		5.09				4.47	6.41			10.24	12.37	
107		B	75.0	0.0	676.7	7.7 SIBERIA		5.02				4.41	6.33			10.18	12.31	
148	Y	B	121.4	17.9	686.7	6.7 ASH HILL		4.53				4.32	6.24			10.09	12.22	
101		B	31.1	54.4	693.4	13.2 LUDLOW		4.46				4.26	6.18			10.03	12.16	
184		B	57.0	49.1	706.6	13.4 PISGAH		4.34				4.14	6.06			9.51	12.04	
		B	0.0	55.4	712.8	6.2 HECTOR		4.29				4.09	6.01			9.45	11.59	
107		B	29.5	39.6	725.6	12.8 NEWBERRY		4.20				4.00	5.52			9.36	11.50	
104		O	40.6	13.7	737.7	12.0 DAGGETT		AM 2.45	4.11	AM 11.40	PM 3.20	3.52	5.43	PM 8.11	PM 8.26	9.28	11.42	
71		B	34.3	30.6	741.6	4.0 NEBO		2.40	4.07	11.37	3.15	3.49	5.40	8.08	8.23	9.25	11.39	
Yard	TY	O	32.7	43.3	746.4	4.8 BARSTOW YL		2.30 AM	4.00 AM	11.30 AM	3.10 PM	3.45 PM	5.35 PM	8.01 PM	8.16 PM	9.20 PM	11.35 PM	
(165.0)							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. . . .							(35.2)	(56.6)	(52.8)	(52.8)	(66.0)	(58.2)	(52.8)	(52.8)	(63.9)	(65.1)		

(Continued from Page 4)

Rule 251 in effect between Needles and M.P. 743.7.

Rule 261 in effect on main tracks between M.P. 743.7 and M.P. 745.3.

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

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

At Daggett, westward Union Pacific trains may proceed with current of traffic on clear train order signal in lieu of clearance card and will display classification signals previously authorized.

6 LOS ANGELES DIVISION

FIRST DISTRICT

WESTWARD										TIME TABLE				
FIRST CLASS										NO. 3				
										May 29, 1960				
19	115	7	209	123	107	103	17	205	STATIONS					
The Chief	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Passenger	Super Chief - El Capitan	Passenger	Mile Post	Ruling Grade Ascending—Feet Per Mile	Ruling Grade Descending—Feet Per Mile	Communications	Capacity of Strings in 50 ft. Cars	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 7.35	PM 6.58	PM 3.20	AM 9.58	AM 7.45	AM 5.08	AM 4.53	AM 3.57	AM 12.45						
7.42	7.04	3.27	10.05	7.52	5.15	5.00	4.04	12.52	6.2	37.0	20.4	B	92	
7.47	7.08	3.32	10.12	7.59	5.20	5.05	4.10	12.59	11.8	39.1	35.9	B	120	
7.55	7.15	3.40	10.20	8.05	5.28	5.13	4.17	1.06	21.1	37.0	37.0	B	98	
7.59	7.19	3.44	10.25	8.10	5.32	5.17	4.21	1.11	26.1	37.0	0.0	B	144	
8.03	7.24	3.49	10.30	8.15	5.37	5.22	4.26	1.17	31.5	38.0	23.2	C	Yard	
8.10	7.31	3.57	10.39	8.25	5.45	5.30	4.34	1.25	36.7	37.0	37.0	C	Yard	
8.18	7.38	4.04	10.46	8.33	5.53	5.38	4.41	1.33	41.1	84.5	0.0	B	100-146	
8.23	7.43	4.09	10.51	8.41	5.58	5.43	4.46	1.40	45.1	83.4	0.0	B		
8.28	7.48	4.14	10.56	8.50	6.03	5.48	4.51	1.49	49.1	81.3	0.0	B	144	
8.40	8.00	4.27	11.09	9.03	6.16	6.01	5.03	2.03	50.3	84.5	0.0	B	140	
									55.9	0.0	158.4	C	122	
8.55	8.15	4.42	11.24	9.19	6.31	6.16	5.18	2.18	62.4	0.0	116.2	B	95	
9.01	8.21	4.48	11.30	9.26	6.37	6.22	5.24	2.24	66.3	0.0	116.2	B		
9.09	8.29	4.54	11.38	9.34	6.45	6.30	5.32	2.32	71.0	0.0	116.2	B	126	
9.16	8.36	5.01	11.45	9.41	6.52	6.37	5.39	2.39	76.0	0.0	116.2	B	143	
9.28	8.47	5.20	12.01	9.55	7.05	6.50	5.52	2.50	81.3	64.4	104.5	C	Yard	
PM	PM	PM	PM	AM	AM	AM	AM	AM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
(43.0)	(44.5)	(40.5)	(39.5)	(37.3)	(41.5)	(41.5)	(42.2)	(38.8) Average speed per hour					

Signal System Two in effect between Barstow and San Bernardino, except interlocked signals Barstow and San Bernardino are Signal System One.

Rule 251 in effect between Barstow and San Bernardino.

Rule D-151: Trains will keep to left between San Bernardino and overhead bridge X39.1, between Thorn and Victorville.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Between 5th Street tower and "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at

restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 320 (B): At Summit, westward trains finding Signal 561 on westward track in "Stop" position must wait five minutes before proceeding unless the signal changes to indicate "Proceed."

Engines equipped with operative dynamic brake, handling caboose cars only, between Summit and San Bernardino may observe passenger train speed.

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 1275 tons per operative dynamic brake unit of engine (1700 tons for ATSF 800 and 900 class engines) or total train weight exceeds 5100 tons.

(Continued on Page 7)

FIRST DISTRICT

						TIME TABLE									
						NO. 3									
						May 29, 1960									
						EASTWARD									
						FIRST CLASS									
						206	8	116	210	20	124	104	108	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	
Capacity of Sidings in 50 Ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending—Feet Per Mile	Ruling Grade Ascending—Feet Per Mile	Mile Post	STATIONS									
Yard	TY	O			0.0	BARSTOW YL	2.25 AM	3.40 AM	11.30 AM	3.05 PM	3.40 PM	5.25 PM	8.01 PM	8.16 PM	11.30 PM
104		B	37.0	20.4	6.2	LENWOOD	2.16	3.32	11.21	2.56	3.29	5.16	7.52	8.07	11.21
106		B	39.1	35.9	11.8	HODGE	2.10	3.27	11.17	2.52	3.25	5.11	7.48	8.03	11.17
148		B	37.0	37.0	21.1	HELENDALE	2.03	3.18	11.10	2.44	3.18	5.04	7.41	7.56	11.10
		B	37.0	0.0	26.1	BRYMAN	1.59	3.14	11.06	2.40	3.14	5.00	7.37	7.52	11.06
Yard		O	38.0	23.2	31.5	ORO GRANDE YL	1.53	3.08	11.02	2.36	3.10	4.55	7.33	7.48	11.02
		O	37.0	37.0	36.7	VICTORVILLE YL	1.45	3.00	10.55	2.28	3.03	4.44	7.26	7.41	10.55
98	Y	O	83.4	0.0	41.1	THORN	1.38	2.50	10.48	2.20	2.56	4.33	7.19	7.34	10.48
146		B	83.4	0.0	45.1	HESPERIA	1.34	2.46	10.44	2.15	2.52	4.29	7.15	7.30	10.44
106		B	84.3	0.0	50.3	LUGO	1.29	2.41	10.39	2.10	2.47	4.24	7.10	7.25	10.39
		B	84.5	0.0	55.9	SUMMIT YL	1.20	2.33	10.31	2.01	2.38	4.15	7.01	7.16	10.30
126	Y	O	0.0	116.2	59.7	ALMAY	1.10	2.21	10.20	1.51	2.28	4.05	6.52	7.07	10.22
118		B	0.0	116.2	62.4	CAJON	1.00	2.10	10.10	1.38	2.17	3.52	6.42	6.57	10.12
70		B	0.0	116.2	66.8	KEENBROOK	12.53	2.02	10.03	1.29	2.09	3.42	6.35	6.50	10.05
115		B	0.0	116.2	71.0	DEVORE	12.44	1.52	9.58	1.20	2.01	3.33	6.27	6.42	9.57
128		B	0.0	116.2	76.0	ONO	12.36	1.41	9.51	1.11	1.53	3.24	6.19	6.34	9.48
106		B	0.0	116.2	81.3	SAN BERNARDINO YL	12.25 AM	1.30 AM	9.40 AM	1.00 PM	1.43 PM	3.13 PM	6.08 PM	6.23 PM	9.37 PM
Yard	TY	O	26.4	104.5	(82.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour . . .							(41.5)	(38.3)	(45.2)	(40.0)	(42.5)	(37.7)	(44.0)	(44.0)	(44.0)

(Continued from Page 6)

- 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	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 3 May 29, 1960	EASTWARD			Mile Post	Ruling Grade Ascending— Feet Per Mile	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				
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily								
Yard	TY			STATIONS								
				SAN BERNARDINO YL	PM 9.34	AM 5.55	PM 1.40	PM 9.34	AM 1.20	81.8		O
123	Y	64.9		3.6	9.40	6.03	1.31	9.27	1.08	84.9	0.0	O
94		32.4		3.8							15.4	O
		0.0		FONTANA						88.8	38.7	O
Yard		14.3		3.0	9.46	6.09	1.25	9.22	12.59	91.8	37.7	O
		14.3		2.0						93.7	32.0	B
50		56.4		ETIWANDA	9.51	6.15	1.20	9.17	12.53	97.7	19.3	O
		30.6		3.9							42.2	O
47	Y	0.0		OUCA MONGA	9.54	6.19	1.17	9.14	12.48	100.9	59.1	O
		0.0		3.9							43.8	O
56		0.0		UPLAND P. E. Crossing	9.58	6.24	1.13	9.10	12.43	104.8	63.4	O
64		0.0		3.9	10.01	6.31	1.09	9.07	12.40	106.7	63.4	B
40		0.0		1.9	10.03		1.05	9.04	12.38	107.9	75.0	O
42		0.0		1.2						110.2	81.3	B
59	Y	0.0		2.4	10.10	6.43	12.58	8.57	12.30	114.4	60.7	O
		39.6		4.1	10.13	6.48			12.27	116.9	26.4	O
41		0.0		2.5	10.15	6.51			12.25	118.2	0.0	B
50		26.4		1.4			12.53	8.52	12.25	118.2	0.0	B
72		75.0		1.9						120.2	0.0	O
11		75.2		2.0	10.19	6.56	12.49	8.48	12.20	122.4	26.4	O
39		73.9		2.3						124.2	0.0	B
62		63.4		1.7						124.2	0.0	B
34		78.1		1.6	10.25	7.03	12.44	8.43	12.14	127.3	0.0	O
		0.0		1.5						128.0	95.0	O
34		0.0		0.8	10.39	7.20	12.31	8.30	12.01	131.7	114.6	B
		0.0		3.6					AM	133.7	88.7	B
34		0.0		2.0	10.47	7.31	12.21	8.20	11.50	134.2	91.9	B
20		0.0		0.5						135.9	106.9	B
71		31.7		1.6						138.7	89.8	
		0.0		0.7						138.7	37.0	
		0.0		0.6	11.02	7.46	12.06	8.05	11.35	139.4	59.7	
Yard	Y	0.0		0.8	11.05	7.49	12.04	8.03	11.33	140.1		
Yard		0.0		0.8	11.15	8.00	12.01	8.00	11.30			O
		0.0		1.1	PM	AM	PM	PM	PM	141.1	31.7	O
					Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily			

(35.5) (28.7) Average speed per hour..... (36.2) (38.2) (32.6)

Signal System Two in effect between San Bernardino and Los Angeles, except interlocked signals San Bernardino and Mission Tower are Signal System One.

Rule 251 in effect Mission Tower-First Street.

Rule 261 (TCS) in effect Mission Tower-Broadway, two main tracks.

Between 5th Street tower and "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

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

Rule 312: At Union Station, Los Angeles, three interlocked signals in vertical alignment on Signal Bridge No. 1-A, governing eastward movements on Track 2. Lower signal governs route to AT&SF Second District.

When complying with the provisions of Rule S-89(C) at:

Olga—If signals governing eastward movements at east end of siding or westward movements at west end of siding are found in stop position, be governed by instructions posted in black and white striped box near switch stand protected by switch lock.

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	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 3 May 29, 1960	EASTWARD		Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		142	146			
			Freight	Freight		Freight	Freight			
Yard				STATIONS	Arrive Daily	Arrive Daily				
				LONG BEACH						
				2.5 S.P., U.P., P.E. Crossings West Thenard Tower						
				1.1 Pier A Yard	PM	AM				C
				3.3 P.E., S.P., U.P. Crossings West Thenard Tower						
				1.1 WILMINGTON YL				28.0		B
				1.4 WATSON YL						
89	Y	79.2	5-10	3.3	1-43	12-44	26.6			B
Yard		24.8	5-18	1.6	1-33	12-32	28.8	52.8	0.0	
Yard		10.9	5-21	1.6	1-27	12-26	21.7			C
Yard		52.3	5-24	1.6	1-21	12-20	20.1	26.4		B
Yard		52.6	5-32	3.5	1-13	12-10	16.6	58.4		
	Y	11.6	5-36	1.8	1-09	12-05	14.8	51.1		C
				1.2 EL SEGUNDO YL P. E. Crossing					4.0	
107			5-40	1.2	1-05	12-01	18.6			B
79		26.4	5-48	3.7		AM		13.7		
13		52.8	5-53	1.0	12-56	11-51	9.9	52.8		C
22		0.0	5-57	1.0	12-47	11-43	8.0	57.6		
75		10.6	5-57	0.7	12-42	11-38	7.3	0.0		
18		18.6	6-06	1.3	12-34	11-31	6.0	0.0		
			6-24	2.5	12-19	11-18	3.5	0.0		B
		21.1		2.0 WINGFOOT YL P. E. Crossing						
Yard		52.8	6-35	2.0	12-07	11-07	1.5	0.0		
	TY		6-50 PM	1.5 S. P. Crossing MALABAR YL	12-01 PM	11-00 PM	0.0	0.0		
			7-45 AM	1.5 REDONDO JCT. YL						
			Arrive Daily	(31.0)	Leave Daily	Leave Daily				
			(16.0)	(16.0)	(13.8)	(15.3)				

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.

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.

Trains, and engines destined east of Hyde Park, must get numbered clearance card before leaving First Street, and will register at First Street, El Segundo, and Watson.

REDONDO DISTRICT

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 May 29, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			↓		↑			
			STATIONS					
			Yard					
				REDONDO BEACH YL		20.2		
		42.2		1.5			0.0	
7		42.2		HERMOSA BEACH YL		18.7		C
				1.7			0.0	
		47.5		MANHATTAN BEACH YL		17.0		
	Y			2.2			52.8	
				EL SEGUNDO YL		14.8		C
				(5.4)				

No switch lights on Redondo District.

10 LOS ANGELES DIVISION

THIRD DISTRICT

WESTWARD													TIME TABLE				
FIRST CLASS													NO. 3				
May 29, 1960													Mile Post	Ruling Grade Ascending Feet Per Mile			
79	115	81	7	77	75	209	123	73	107	103	71	205			STATIONS		
San Diegan	Passenger	San Diegan	Fast Mail Express	San Diegan	San Diegan	Passenger	The Grand Canyon	San Diegan	Pas-senger	Pas-senger	San Diegan	Pas-senger					
Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	Leave Daily					
	PM 8.48		PM 5.40			PM 12.05	AM 10.00		AM 7.10	AM 6.55		AM 2.55	SAN BERNARDINO YL			0.0	
													RANA YL			1.6	25.0
	8.57		5.49			12.15	10.10		7.19	7.04		3.05	COLTON YL			2.9	0.0
	9.02		5.54			12.20	10.15		7.24	7.09		3.10	S. P. and U. P. Crossings				
	9.05 PM		5.57			12.25 PM	10.17		7.28 AM	7.13 AM		3.15 AM	HIGHGROVE			6.7	21.1
			6.00				10.25						S. P. Crossing				
													RIVERSIDE JCT. U. P. Jct.			9.2	0.0
													RIVERSIDE YL			9.8	63.4
													CASA BLANCA			14.0	21.1
													ARLINGTON			16.4	0.0
													MAY			19.7	0.0
			6.18				10.50						PORPHYRY			22.8	0.0
													CORONA			24.1	24.3
													PRADO DAM			29.2	18.5
													GYPSUM			32.3	21.1
													ESPERANZA			36.4	0.0
			6.36				11.12						ATWOOD			40.6	10.6
													PLACENTIA			43.0	0.0
PM 10.15		PM 8.05	6.45	PM 5.35	PM 1.55		11.23		AM 9.35			AM 7.05	FULLERTON U. P. Crossing			165.0	12.7
10.20		8.10	6.50	5.40	2.02		11.29		9.40			7.10	BUENA PARK			160.5	32.2
													LA MIRADA			158.7	37.0
													SANTA FE SPRINGS			154.4	23.2
													LOS NIETOS P. E. Crossing			153.1	17.1
													D. T. JUNCTION S. P. Crossing			152.1	0.0
10.29		8.20		5.50	2.11		11.40		9.50			7.20	RIVERA			151.2	22.7
10.31		8.22	7.02	5.52	2.14		11.43		9.52			7.22	BANDINI			149.8	19.0
10.34		8.27	7.07	5.57	2.18		11.47		9.57			7.27	HOBART U. P. Crossing			145.5	37.0
													REDONDO JCT. U. P. Crossing			143.2	37.0
10.40		8.33	7.14	6.03	2.28		11.57		10.03			7.33	FIRST STREET (70.5)			141.1	59.7
10.42		8.35	7.16	6.05	2.33		12.01		10.05			7.35	MISSION TOWER			140.1	71.8
10.50 PM		8.45 PM	7.30 PM	6.15 PM	2.45 PM		12.10 PM		10.15 AM			7.45 AM	LOS ANGELES Union Station				
Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & *Holidays	Arrive Daily	(72.1)				

(44.0) (34.3) (38.5) (39.3) (38.5) (30.8) (29.7) (33.3) (38.5) (33.0) (33.0) (38.5) (29.7) ... Average speed per hour

Signal System One in effect between San Bernardino and Los Angeles except:

Signal System Two in effect from Westward home signals at junction Third and Fourth Districts Fullerton to and including eastward home signal Redondo Junction Interlocking.

Rule 251 in effect between west end of Bridge 4.6 and Riverside Jct. on two main tracks, and Riverside Jct.-M.P. 10 on westward track; Fullerton and D.T. Junction; Redondo Jct. Interlocking and Mission Tower.

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

Between 5th Street tower and "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

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

Nos. 71, 73, 75, 77, and 79 will back from Mission Tower to Union Station.

At San Bernardino, Third District eastward trains or engines must approach

(Continued on Page 11)

THIRD DISTRICT

LOS ANGELES DIVISION 11

				EASTWARD															
				FIRST CLASS															
Communications	Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	TIME TABLE		80	70	116	72	210	124	74	104	108	76	78	206		
				NO. 3		San Diegan	San Diegan	Passenger	San Diegan	Passenger	The Grand Canyon	San Diegan	Passenger	Passenger	San Diegan	San Diegan	San Diegan	San Diegan	Ar. Sun. & Holidays Only
				May 29, 1960		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
				STATIONS															
O	TY	Yard	52.8	TCS	3 TRKS.	SAN BERNARDINO YL													
			52.8			P. E. Crossing 1.5				AM 9.37		PM 12.55	PM 3.10		PM 6.03	PM 6.18			
			52.8			RANA YL 1.3													
B		W-49 E-112	52.8	ABS	TWO TRACKS	COLTON YL													
			52.8			S. P. and U. P. Crossing 3.8			9.27		12.47	2.55		5.55	6.10				12.05
B		W-114	52.8			HIGHGROVE YL 2.6			9.22		12.42	2.50		5.50	6.05				11.58
O			52.8	TCS	TWO TRACKS	RIVERSIDE JCT. YL													
			13.2			S. P. Crossing 0.6				9.17 AM		12.37 PM	2.45	5.45 PM	6.00 PM				11.53 PM
B		E-42	52.8			RIVERSIDE YL 2.2						2.40							
O	Y	99	52.8	TCS	TWO TRACKS	CASA BLANCA YL													
			52.8			2.4													
O		62	52.8			ARLINGTON YL 3.3													
B		94	52.8	TCS	TWO TRACKS	MAY YL 3.1													
			52.8			PORPHYRY YL 1.3													
B	Y	100	27.3			CORONA YL 5.0						2.12							
O		167	52.8	TCS	TWO TRACKS	PRADO DAM YL 3.1													
			52.8			GYPSUM YL 4.1													
B		94	52.8			ESPERANZA YL 4.3													
B	Y	179	52.8	TCS	TWO TRACKS	ATWOOD YL 2.3						1.52							
			42.2			PLACENTIA YL 3.0													
O		69	42.2			FULLERTON YL 4.5		AM 1.25	AM 7.15	AM 10.00		PM 1.45	PM 2.05				PM 5.20	PM 8.00	
O		W94-74 E-74	38.4	ABS	TWO TRACKS	BUENA PARK YL 1.8													
			30.6			LA MIRADA YL 4.2		1.15	7.10	9.55		1.40	1.55			5.10	7.55		
B		E-96	9.2			SANTA FE SPRINGS YL 1.3													
O		W-86	17.6	TCS	TWO TRACKS	LOS NIETOS YL													
			26.9			P. E. Crossing 0.9													
B			4.2			D. T. JUNCTION YL		1.07	7.02	9.47		1.33	1.47			5.02	7.47		
O		Yard	0.0	TCS	TWO TRACKS	RIVERA YL													
			52.8			BANDINI YL 4.3		1.05	7.00	9.45		1.31	1.45			5.00	7.45		
B			0.0			HOBART YL		12.57	6.56	9.41		1.27	1.41			4.56	7.41		
O	F	Yard	0.0	ABS	TWO TRACKS	REDONDO JCT. YL													
			0.0			U. P. Crossing 2.3													
O	TY	Yard	0.0			FIRST STREET YL		12.49	6.49	9.34		1.20	1.34			4.49	7.34		
			0.0	(69.8) YL															
O	Y	Yard	0.0	TCS	TWO TRACKS	MISSION TOWER YL		12.47	6.47	9.32		1.18	1.32		4.47	7.32			
			31.7			0.9													
O						LOS ANGELES YL		12.45 AM	6.45 AM	9.30 AM		1.15 PM	1.30 PM			4.45 PM	7.30 PM		
				Union Station		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & Holidays Only	Leave Daily		
				(71.4)															
				Average speed per hour. . . .		(38.5)	(51.4)	(27.6)	(51.4)	(30.7)	(37.3)	(44.1)	(30.7)	(30.7)	(44.1)	(51.4)	(27.6)		

(Continued from Page 10)

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 indications, 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: Pacific Electric trains originating Riverside Jct. may proceed without clearance card after obtaining permission from control station and will display signals as prescribed by Rule 21.

At Riverside Jct., eastward Union Pacific trains may proceed with current of traffic on clear train order signal in lieu of clearance card and display classification signals previously authorized.

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

12 LOS ANGELES DIVISION

FOURTH DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD						TIME TABLE NO. 3 May 29, 1960	EASTWARD						Mile Post	Ruling Grade Ascending— Feet Per Mile		
		FIRST CLASS							FIRST CLASS									
		79	81	77	75	73	71		80	70	72	74	76	78				
Yard	31.1																	
	10.5	PM	PM	PM	AM	AM	AM											
Yard	52.8	8.00	6.00	3.30	11.59	7.30	5.15											
	35.1	8.07	6.07	3.37	12.07	7.37	5.22											
91	65.5																	
	113.5	8.18	6.18	3.48	12.18	7.48	5.33											
98	0.0																	
87	54.2	8.30	6.30	4.01	12.29	8.01	5.44											
92	52.8			4.07	12.35	8.07	5.50											
116	63.4																	
69	63.4																	
	69.7																	
76	15.8	9.00	6.54	4.25	12.49	8.25	6.02											
92	64.4																	
86	70.8																	
97	67.6	9.10	7.04	4.35	12.59	8.35	6.12											
91	23.8																	
33	29.6	9.20	7.14	4.45	1.07	8.45	6.20											
54	0.5																	
98	26.4																	
87	60.5	9.28	7.22	4.53	1.15	8.53	6.27											
98	65.5																	
88	67.3																	
119	0.0																	
93	12.0																	
125	38.5	9.53	7.47	5.18	1.39	9.18	6.47											
122	30.6			5.23		9.23												
60	29.6			5.28		9.28	6.57											
	22.7	10.15 PM	8.05 PM	5.35 PM	1.55 PM	9.35 AM	7.05 AM											
		Ar. Daily	Ar. Sun. & *Holidays Only	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sun. & *Holidays											
		(45.3)	(49.0)	(49.0)	(52.8)	(49.0)	(55.6)Average speed per hour.....	(39.5)	(45.3)	(45.3)	(47.1)	(47.1)	(51.0)				

Signal System One in effect between San Diego and Fullerton.
 Rule 251 in effect between Old Town and San Diego.
 Rule 261 (TCS) in effect on main tracks between Old Town and Fullerton and on sidings Ponto and Orange.
 Speed limit through sidings: Ponto 40 MPH
 Orange 30 MPH
 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.
 Between crossover, yard office, located at Ash Street, at San Diego, and National City, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.
 Siding switches Carlsbad, San Clemente and Venta not power controlled but equipped with electric switch locks.

Flasher type signal, yellow indication, governs westward movements through turnout, M.P. 179.1. Maximum speed for trains 40 MPH.
 Turntable at 22nd Street; wye at National City, San Diego, Miramar, Del Mar, Escondido Jct., Fallbrook Jct., and Orange.
 Office of Communication at National City, San Diego, Del Mar, Encinitas, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Orange, Anaheim, and Fullerton.
 Booth phone at Old Town, Morena, Elvira, Miramar, Sorrento, Ponto, Carlsbad, Escondido Jct., Fallbrook Jct., Las Flores, Agra, San Onofre, San Clemente, Poche, Serra, Galivan, El Toro, and Venta.
 Trains must get numbered clearance card before leaving San Diego.

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

SPECIAL RULES

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

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

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

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

3.
4. Rule 82 (B): Bulletin books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Corona, Fullerton, Rivera, First Street, Union Station, Redondo Junction, Inglewood, Torrance, Oceanside, San Diego, and 22nd Street.

5. Rules 83 and 83 (A): At Barstow, Trains 17, 18, 19, 20, 103, 104, 115, 116, 205 and 206, and eastward Union Pacific freight trains, and at San Bernardino, all first class trains may register by Form 903.

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

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

6. Rule 93: Yard limits are located at:
 Needles Upland
 Cadiz Pasadena
 Parker Water Street to and including Hobart
 Rice Fullerton
 Midland Porphyry (Elsinore District)
 Blythe to and Riverside
 including Ripley Highgrove to and including Lily Cup
 Barstow (San Jacinto District)
 Oro Grande Box Springs to and including Menifee
 Victorville Hemet to and including San Jacinto
 Summit Fallbrook District
 San Bernardino to and Escondido District
 including Colton Old Town to and including National City
 Redlands District Harbor District
 Kaiser Redondo District

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

8. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station stops, must clear main track unless permission is received to occupy main track. Operators will show on clearance card the number of instruction messages (Form 934-Spl) delivered therewith.

9. Rule 321 (C) is amended as follows:
 At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes and then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

LOS ANGELES DIVISION 13

10. The maximum tonnage per operative brake in freight trains, Summit to San Bernardino, is 75 tons except it is 110 tons for Cars AT 64825-64999 when loaded and changeover lever is in load position.

The use of retainers on trains descending grades will be left to the judgment of conductors and engineers, with a minimum on freight trains, Summit to San Bernardino, as follows:

With no dynamic brake in service, use retainers on all cars, with 50 per cent in high pressure position on loaded cars.

When dynamic brake is operative, and in service, use one retainer for each 70 tons in excess of tonnage shown in table below:

No. Units Operative Dynamic Brakes	Non-Pressure Maintaining AT & UP	Pressure Maintaining Classes of Power							
		AT		UP		AT		UP	
		ALL CLASSES	105-199 407-430 325-344	900-907 925-974	200-268 2697-2893	1401-1496 1600-1643 1870-1877	269-289 700-751 1100-1124 2110-2162	100-349 500-543 600-607 650-657	600-609 800-849 900-979
1	500	700	900	1500	1800				
2	1000	1300	1800	2500	3000				
3	1500	1800	2500	3600					
4	2000	2400	3400						

When a multiple unit engine is composed of units of different classes of power, the tonnage shown for the lowest rated class will govern.

If dynamic brake becomes inoperative, or its efficiency impaired, on one or more units, and tonnage being handled is in excess of that authorized for remaining units with operative dynamic brakes, train must be immediately stopped and retainers set as prescribed above.

When retainers are used on a freight train, not less than 10 must be set and speed must not exceed 20 MPH, except 35 MPH on Lucerne Valley District from M.P. 25 to Hesperia.

Retainers may be placed in proper position at any point Victorville to Summit. Four position retainers must be positioned for slow direct release at Cushenbury.

Retainers may be changed to low pressure position Cajon to San Bernardino.

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

When retainers are not required, and engine is equipped for Pressure Maintaining, maximum speed must not exceed:

- Fifty-five tons, or less, per operative brake
 Summit to Cajon 20 MPH
 Cajon to San Bernardino . . . 25 MPH
- More than fifty-five tons, per operative brake
 Summit to Cajon 15 MPH
 Cajon to San Bernardino . . . 20 MPH

Helper locomotives at or near rear of train may use dynamic brake on descending grades as follows:

- | <u>Westward</u> | <u>Eastward</u> |
|--------------------------|-----------------------|
| Goffs to Cadiz | Summit to Victorville |
| Ash Hill to Ludlow | Pisgah to Ludlow |
| Pisgah to Hector | Ash Hill to Bagdad |
| Summit to San Bernardino | Goffs to Needles. |

For each helper unit at or near rear of train, 400 tons per operative dynamic brake, but not to exceed a total of 1600 tons, may be added to the foregoing limitations without requiring use of retainers.

11. Rule 761: Following is list of structures:
 Inca, overhead conveyor on industry track;
 Barstow, viaduct over passenger yard tracks and house tracks 1 to 4, inclusive;

- San Bernardino, Mt. Vernon Ave. viaduct over roundhouse leads;
- Colton, East end track E Griffin Wheel Co.;
- Ellis, M.S.W. Shed;
- First Street, viaduct over old passenger tracks; and
- Los Angeles, Union Station, train sheds.

14 LOS ANGELES DIVISION

SPECIAL RULES

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: Except as provided in Special Rule 10, prescribed test must be made on freight trains at:
Summit, westward; and
Box Springs, eastward.

SPEED REGULATIONS

16. Trains handling pile drivers AT 199452 and 199453 must not exceed forty-five MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed thirty MPH at any point on Needles, Cadiz, First, Second, Third and Fourth Districts. Must not exceed fifteen MPH on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4 1/2	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	Fr.	LOCATION	MPH Psgr. and Light	Fr.
Needles District, Westward:			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.		
Needles to Goffs	79	60	Cadiz District	50	49
Goffs to Bagdad	90	60	Ripley District:		
Bagdad to Pigsah	79	60	Rice to Blythe	40	40
Pigsah to Barstow	90	60	Blythe to Ripley	20	20
Needles District, Eastward:			First District, Westward:		
Barstow to Pigsah	90	60	Barstow to Oro Grande	90	60
Pigsah to Bagdad	79	60	Oro Grande to San Bernardino	79	60
Bagdad to M.P. 642	90	60			
M.P. 642 to Goffs	79	60			
Goffs to Needles	79	40			

LOCATION	MPH Psgr. and Light	Fr.	LOCATION	MPH Psgr. and Light	Fr.
First District, Eastward:			NEEDLES DIST.—EASTWARD (Cont'd)		
San Bernardino to Lugo	79	60	4 Curves M.P. 694.9 to 693.6	50	50
Lugo to Barstow	90	60	Curve M.P. 693.1 to 692.9	70	60
Second District:			Curve M.P. 689.5 to 689.2	70	60
San Bernardino to Santa Anita	90	60	Curve M.P. 688.9 to 688.4	65	60
Santa Anita to Los Angeles	79	60	2 Curves M.P. 688.1 to 686.8	75	60
Third District:			2 Curves and Grade M.P. 686.2 to 683.4	70	30
San Bernardino to Fullerton	79	60	2 Curves and Grade M.P. 683.4 to 680.8x	55	30
Fullerton to Bandini	90	60	2 Curves and Grade M.P. 680.8x to 677.8	65	30
Bandini to Los Angeles	79	60	5 Curves and Grade M.P. 677.8 to 674.5	75	45
Fourth District:			2 Curves and Grade M.P. 674.5 to 673.2	70	45
National City to Sorrento	79	60	3 Curves and Grade M.P. 673.2 to 671.4	75	45
Sorrento to Santa Ana	90	60	6 Curves M.P. 646.1 to 641.3	80	60
South Main Track, M.P. 179.1 to M.P. 176.7	40	40	2 Curves M.P. 640.9 to 638.8	75	60
Santa Ana to Fullerton	79	60	3 Curves M.P. 631.0 to 628.7	75	60
Lucerne Valley District:			10 Curves M.P. 625.5 to 613.8	65	60
Hesperia to M.P. 25.2	35	35	6 Curves M.P. 613.4 to 609.2	75	60
M.P. 25.2 to M.P. 29.2	20	20	2 Curves M.P. 609.1 to 608.4	65	60
Redlands District	30	30	3 Curves M.P. 599.0 to 597.9	65	40
San Jacinto District:			Curve M.P. 593.4x to 592.3	75	40
Highgrove to Box Springs	20	20	2 Curves M.P. 591.6 to 589.9	70	40
Box Springs to Ethanac	40	40	3 Curves M.P. 589.2 to 588.2	60	40
Ethanac to San Jacinto	25	25	3 Curves M.P. 587.7 to 587.1	40	40
Elsinore District	25	25	14 Curves M.P. 586.9 to 578.6	60	40
Olive District	30	25	"H" St. Crossing M.P. 578.1	15	15
Fallbrook District	20	20	CADIZ DISTRICT		
Escondido District	20	20	Track M.P. 107.2 to 111.1	45	40
Harbor District	30	30	Curve M.P. 165.2 to 165.5	45	40
Redondo District	15	15	Curve M.P. 183.0 to 182.2	45	40
Riverview Farms Spur	15	15	RIPLEY DISTRICT		
Adelanto Spur	15	15	3 Curves M.P. 14.6 to 15.2	25	25
Rialto, Cucamonga, and Upland			4 Curves M.P. 15.6 to 16.4	20	20
Foothill Spurs, Muscat and Metropolitan Spurs	15	15	4 Curves M.P. 16.7 to 17.7	30	30
Prenda and La Habra			5 Curves M.P. 34.6 to 36.4	30	30
Valley Spurs	15	15	FIRST DISTRICT—WESTWARD		
Venta and Miramar Army Spurs	15	15	Curve M.P. 10.3 to 11.8	85	60
In freight and mixed service on descending grades of over one per cent, the maximum is 30 miles per hour with dynamic brake not in use.			Curve M.P. 16.6 to 17.1	80	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	80	60
NEEDLES DISTRICT—WESTWARD			Curve M.P. 30.8 to 31.1	80	60
"H" St. Crossing M.P. 578.1	15	15	2 Curves M.P. 31.8 to 33.3	60	60
15 Curves M.P. 578.6 to 586.9	55	55	Curve M.P. 33.8 to 34.0	40	40
3 Curves M.P. 587.1 to 587.8	40	40	4 Curves M.P. 34.1 to 36.4	55	55
3 Curves M.P. 588.1 to 589.3	55	55	Victorville M.P. 36.6 to 37.4	30	30
3 Curves M.P. 589.9 to 593.0	65	60	2 Curves M.P. 38.2 to 38.8	65	60
Curve M.P. 593.3 to 593.8	45	45	2 Curves M.P. 39.1 to 39.9	40	40
11 Curves M.P. 594.7 to 603.3	65	60	4 Curves M.P. 40.6 to 43.7	50	50
2 Curves M.P. 608.3 to 609.1	70	60	Curve M.P. 48.1 to 48.3	65	60
4 Curves M.P. 669.6 to 671.7	75	60	Curve M.P. 48.8 to 49.1	50	50
10 Curves M.P. 672.1 to 677.5	65	60	8 Curves M.P. 49.4 to 51.8	45	45
Curve M.P. 678.1 to 678.5	40	40	4 Curves M.P. 52.0 to 53.7	55	55
Curve M.P. 679.1 to 679.2	60	60	3 Curves M.P. 53.7 to 55.0	35	35
Curve M.P. 679.9 to 680.3	40	40	4 Curves M.P. 55.0 to 55.7	30	30
3 Curves M.P. 680.9 to 681.8	60	60	Summit & 3 Curves M.P. 55.7 to 56.7	20	20
2 Curves M.P. 682.7 to 683.4	50	50	Grade M.P. 56.7 to 58.0	30	15
2 Curves M.P. 685.2 to 686.2	65	60	2 Curves M.P. 58.0 to 58.4	25	15
2 Curves M.P. 686.8 to 688.1	75	60	Grade M.P. 58.4 to 62.2	30	15
Curve M.P. 688.4 to 688.9	65	60	Grade M.P. 62.2 to 72.1	40	20
Curve M.P. 689.2 to 689.5	70	60	Grade M.P. 72.1 to 80.8	50	20
4 Curves M.P. 693.7 to 694.9	50	50	FIRST DISTRICT—EASTWARD		
10 Curves M.P. 695.4 to 702.0	65	60	Curve M.P. 80.8 to 78.6	55	55
2 Curves M.P. 707.8 to 709.4	70	60	Curve M.P. 78.6 to 78.3	65	60
3 Curves M.P. 709.6 to 710.6	60	60	2 Curves M.P. 73.2 to 72.0	50	50
Curve M.P. 745.0 to 745.3	50	50	4 Curves M.P. 72.0 to 70.3	40	40
2 Curves M.P. 745.4 to 745.7	40	40	5 Curves M.P. 69.1 to 67.1	55	55
NEEDLES DISTRICT—EASTWARD			10 Curves M.P. 66.9 to 62.9	40	40
3 Curves M.P. 745.7 to 745.0	40	40	19 Curves M.P. 64.3x to 56.9	30	30
5 Curves M.P. 710.6 to 707.8	65	50	Summit & 3 Curves M.P. 56.4 to 55.7	20	20
2 Curves M.P. 707.6 to 706.0	75	60	3 Curves M.P. 55.7 to 55.0	30	30
Curve M.P. 702.0 to 701.5	65	60	3 Curves M.P. 54.8 to 53.7	45	30
7 Curves M.P. 700.8 to 696.7	75	60			
2 Curves M.P. 696.1 to 695.4	65	60			

SPECIAL RULES

LOS ANGELES DIVISION 15

LOCATION	MPH Psg. and Light	Fr.	LOCATION	MPH Psg. and Light	Fr.
FIRST DISTRICT-EASTWARD (Continued)					
4 Curves M.P. 53.6 to 52.0	55	30	2 Curves M.P. 32.2 to 32.8	60	60
2 Curves M.P. 51.8 to 51.3	45	30	2 Curves M.P. 33.6 to 34.2	40	40
Curve M.P. 51.2 to 51.1	40	30	Curve M.P. 34.5 to 35.1	50	50
5 Curves M.P. 51.0 to 49.4	45	30	3 Curves M.P. 35.2 to 37.1	65	60
Curve M.P. 49.1 to 48.8	50	40	2 Curves M.P. 37.5 to 38.5	60	60
2 Curves M.P. 48.4 to 47.2	85	40	Placentia M.P. 42.7 to 43.6	50	30
Curve M.P. 43.7 to 43.5	60	40	2 Curves M.P. 45.2 to 45.7	55	55
Curve M.P. 41.9 to 41.7	55	40	Fullerton M.P. 165.2 to 164.7	30	30
3 Curves M.P. 41.1 to 39.5	60	40	Curve M.P. 161.1 to 160.8	75	60
Curve M.P. 39.2 to 38.9	50	40	Curve and Crossing		
Victorville M.P. 37.4 to 36.6	30	30	M.P. 159.6 to 155.9	60	60
3 Curves M.P. 36.4 to 34.6	60	60	Curve M.P. 154.2 to 153.8		
Curve M.P. 34.0 to 33.8	40	40	Westward	75	60
2 Curves M.P. 33.3 to 31.8	60	60	Curve M.P. 152.9 to 152.5		
Curve M.P. 31.1 to 30.8	80	60	Westward	65	60
Curve M.P. 20.3 to 19.7	80	60	2 Curves M.P. 152.5 to 154.2		
Curve M.P. 17.1 to 16.6	80	60	Eastward	75	60
Curve M.P. 11.8 to 10.3	85	60	2 Curves M.P. 151.7 to 150.1	80	60
Curve M.P. 0.2 to 0.0	25	25	Crossing and Curve M.P. 144.5 to 143.4	30	30
SECOND DISTRICT					
San Bernardino and Rialto M.P. 82.6 to 85.2	30	30	2 Curves M.P. 143.4 to 142.9	15	15
Fontana M.P. 88.5 to 88.9	50	50	3 Curves M.P. 141.1 to 140.2	35	35
4 Curves M.P. 98.2 to 100.5	75	60	Curve M.P. 140.2 to 140.0	15	15
Upland P.E. Crossing M.P. 101.0	40	40	FOURTH DISTRICT		
2 Curves M.P. 102.4 to 102.8	65	60	San Diego M.P. 273.0 to 267.3	20	20
Pomona M.P. 106.2 to 107.0	40	40	San Diego M.P. 267.3 to 264.1	30	30
La Verne M.P. 107.0 to 108.8	45	45	3 Curves M.P. 262.7 to 261.2	70	60
2 Curves M.P. 109.0 to 111.4	75	60	2 Curves M.P. 260.3 to 259.9	50	50
2 Curves M.P. 111.8 to 112.8	50	50	Curve M.P. 259.1 to 258.6	60	60
Curve M.P. 112.8 to 114.2	65	60	2 Curves M.P. 258.5 to 258.2	40	40
Glendora M.P. 114.2 to 114.8	45	45	3 Curves M.P. 258.0 to 257.2	50	50
2 Curves M.P. 114.8 to 116.6	65	60	5 Curves M.P. 257.0 to 253.7		
Azusa M.P. 116.6 to 117.5	40	40	Westward	65	60
2 Curves M.P. 117.9 to 119.0	65	60	5 Curves M.P. 253.7 to 257.0		
Curve M.P. 119.5 to 119.7	55	55	Eastward	65	35
2 Curves M.P. 122.2 to 123.8	65	60	10 Curves M.P. 252.8 to 251.0	25	25
First Ave. Crossing M.P. 124.1	40	40	2 Curves M.P. 250.9 to 250.6	40	40
Santa Anita Ave. Crossing M.P. 124.3	40	40	2 Curves M.P. 250.5 to 250.0	55	55
Curve M.P. 124.6 to 125.0	65	60	Curve M.P. 248.7 to 248.6	85	60
Pasadena M.P. 127.6 to 132.8	20	20	Curve M.P. 245.8 to 245.5		
So. Pasadena M.P. 133.3 to 134.8	15	15	Westward	60	60
U.P. Crossing M.P. 135.5	8	8	Curve M.P. 244.6 to 244.4		
7 Curves M.P. 135.5 to 138.3	25	25	Westward	75	60
U.P. Crossing M.P. 138.3	8	8	3 Curves M.P. 244.4 to 245.8		
4 Curves M.P. 138.3 to 140.0	20	20	Eastward	60	60
Curve M.P. 140.0 to 140.2	15	15	Curve M.P. 244.3 to 244.1	50	50
THIRD DISTRICT					
2 Curves and Bridge 0.9 M.P. 0.0 to 0.9	15	15	Curve M.P. 243.8 to 243.5	65	60
4 Curves and Colton M.P. 0.9 to 2.1	20	20	Plaza St. Crossing M.P. 241.8	50	50
Westward	20	20	Curve M.P. 241.3 to 241.1	85	60
3 Curves and Colton M.P. 2.1 to 3.2	20	20	2 Curves M.P. 239.2 to 238.5	85	60
2 Curves M.P. 4.4 to 3.2 Eastward	30	30	Curve M.P. 237.8 to 237.4	80	60
2 Curves M.P. 3.5 to 4.5 Westward	40	40	Oceanside M.P. 227.0 to 225.5	30	30
3 Curves M.P. 4.9 to 5.6 Westward	75	60	3 Curves M.P. 224.7 to 223.8	70	60
Curve M.P. 5.6 to 5.5 Eastward	75	60	2 Curves M.P. 209.0 to 208.2	70	60
3 Curves M.P. 6.4 to 6.8 Westward	45	45	12 Curves M.P. 207.7 to 201.2	75	60
3 Curves M.P. 6.8 to 6.4 Eastward	30	30	Curve M.P. 200.3 to 199.9	45	45
Curve M.P. 8.5 to 8.3 Eastward	75	60	Curve M.P. 199.4 to 199.1	65	60
Curve M.P. 9.4 to 9.6	60	60	3 Curves M.P. 198.6 to 197.9	35	35
4 Curves M.P. 9.6 to 10.0	30	30	2 Curves M.P. 197.4 to 197.0	60	60
Westward	30	30	Curve M.P. 195.9 to 195.8	75	60
3 Curves M.P. 10.4 to 11.7	65	60	2 Curves M.P. 194.2 to 193.5	85	60
2 Curves M.P. 11.9 to 12.5	40	40	Santa Ana M.P. 176.1 to 175.3	40	40
Curve M.P. 14.7 to 14.9	75	60	2 Curves M.P. 175.0 to 174.4	60	60
3 Curves M.P. 15.5 to 16.7	55	55	7 Curves M.P. 173.8 to 172.0	40	40
Curve M.P. 16.9 to 17.1	65	60	Curve M.P. 170.3 to 169.2	75	60
Curve M.P. 22.5 to 22.8	65	60	Anaheim M.P. 168.1 to 167.7	40	40
Corona M.P. 23.5 to 24.4	30	30	Curve M.P. 166.9 to 166.6	75	60
Curve M.P. 30.4 to 30.7 Westward	65	60	Curve M.P. 165.9 to 165.3	55	55
Curve M.P. 31.2 to 30.4 Eastward	65	60	Fullerton M.P. 165.2 to 164.7	30	30
Slide Area and 2 Curves M.P. 31.3 to 31.8	20	20	REDLANDS DISTRICT		
			San Bernardino, "G" St. Crossing		
			M.P. 0.7	5	5
			Crossing M.P. 0.7 to 3.1	15	15
			Redlands, St. Crossing M.P. 8.9	15	15
			Mentone, St. Crossing M.P. 12.0	10	10
			Molino Boulder Ave. M.P. 17.9	10	10

LOCATION	MPH Psg. and Light	Fr.	LOCATION	MPH Psg. and Light	Fr.
SAN JACINTO DISTRICT					
Main track turnout and curve			ELSINORE DISTRICT		
M.P. 18 to 19.2	15	15	13 Curves M.P. 1.7 to 4.0	15	15
HARBOR DISTRICT					
M.P. 0.0 to St. Crossing M.P. 1.6	12	12	2 Curves M.P. 16.1 to 16.4	15	15
M.P. 1.6 to St. Crossing M.P. 8.3	15	15	Curve M.P. 17.7 to 17.9	15	15
St. Crossing M.P. 13.1	15	15	ESCONDIDO DISTRICT		
M.P. 20.0 to 23.0 Torrance	15	15	Hill St., M.P. 0.3	10	10
St. Crossing M.P. 27.9	15	15	12 Curves and track		
St. Crossing M.P. 28.9	15	15	M.P. 0.3 to 6.0	15	15

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward		Light		Backing or When Controlled From Rear Unit		Dead In Train	
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour	
Diesel and Gas-Electric								
11-90, 300-314	100	80	45	45	45	90		
325-344	80	80	45	45	45	80		
100-289, 401-430	65	65	45	45	45	60		
600-611	65	65	45	45	45	60		
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	45	45	60		
450, 451	30	30	30	30	30	20		
460-468	35	35	35	35	35	20		
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45	45	45		
650-653	40	40	40	40	40	30		
800-849, 900-979, 1100-1124	75	75	45	45	45	60		
RDC 191-192 (Coupled)	80	80	70	70	70	70		
RDC 191-192 (Single Unit)	80	80	50	50	50	70		
M115, 118, 119, 122, 126, 186	65	65	25	25	25	60		
M160	70	65	25	25	25	70		
M190	80	65	25	25	25	75		
U. P. Diesels								
900-978, 981-989, and 990 class	100	45	45	45	45	90		
1000 class	35	35	25	25	25	45		
100, 200, 400, 700, 1360, 1400 and 1600 classes	65	45	45	45	45	45		
1800 class	65	35	35	35	35	45		
P. E.-S. P. Diesels								
4600 class	65	65	30	30	30	65		
Diesels without dynamic brakes in use								
Ash Hill-Bagdad			24	24	24			
Goffs-Needles			24	24	24			
Summit to Victorville			30	30	30			
Summit-Cajon			15	15	15			
Cajon-San Bernardino			20	20	20			
Diesels with dynamic brakes in use								
Ash Hill-Siberia			40	40	40			
Summit-Cajon			24	24	24			
Cajon-San Bernardino			35	35	35			

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point details:	MPH
Adelanto Spur, one-fourth mile from main track	10
Cushenbury, M.P. 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
Metropolitan Spur, 4068 ft. from main track	10
Rena, switching lead	10
Prado 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.
- "S"—Spring Switch.
- "EE"—East End.
- "WE"—West End.

16 LOS ANGELES DIVISION

SPECIAL RULES

Station	Type	Location	MPH
NEEDLES DISTRICT			
Needles	I	M.P. 578.4 crossover main track to westward freight lead	30
	S	WE westward freight lead	30
Java	S	EE eastward siding; WE westward siding	30
Ibis	S	WE westward siding	30
Bannock	S	WE westward siding	30
Homer	S	WE westward siding	30
Goffs	S	EE eastward siding; WE westward siding	30
Fenner	S	WE westward siding; EE eastward siding	30
Essex	S	EE eastward siding	30
Danby	S	EE eastward siding	30
	S	WE westward siding	15
Cadiz	S	EE eastward siding	15
	S	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
	S	WE westward siding	30
Ash Hill	S	EE eastward siding	30
	S	WE westward siding	15
Ludlow	S	EE eastward siding; WE westward siding	30
Pisgah	S	EE eastward siding; WE westward siding	30
Newberry	S	EE eastward siding; WE westward siding	30
Daggett	S	WE westward siding	15
Barstow	I	M.P. 743.5, heading in and out switches, eastward track, and crossover	30
	I	M.P. 745, main track and crossover switches to yard	30
FIRST DISTRICT			
Barstow	I	WE eastward siding, M.P. 2.0	30
M.P. 2.7	S	WE westward siding	30
Lenwood	S	EE eastward siding; WE westward siding	30
Hodge	S	EE eastward siding; WE westward siding	30
Helendale	S	EE eastward siding; WE westward siding	30
Bryman	S	WE siding	30
Oro Grande	S	EE eastward siding	15
	S	WE westward siding	30
Victorville	S	EE eastward siding; WE westward siding	15
	S	WE westward siding, west of station	30
Thorn	S	EE siding	30
Hesperia	S	EE eastward siding; WE westward siding	30
Lugo	S	WE siding	30
Summit	S	EE eastward siding	15
	S	WE westward siding	30
Alray	S	EE siding	30
Cajon	S	EE eastward siding	15
	S	WE westward siding	30
Keenbrook	S	EE siding	15
Devore	S	EE eastward siding	15
	S	WE westward siding	30
Ono	S	EE eastward siding	15
	S	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 and west ends of Bridge 4.6	40
Highgrove	I	Junction of eastward main with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and crossover	30
Riverside	I	Two-track junction switch	30
Atwood	I	West switch siding	30
Fullerton	I	EE Third District siding	30
	I	WE Third District siding	15
	I	Two-track junction switch	20
	I	WE Storage track No. 1, west of depot	15
	I	Main track crossover M.P. 163.2	15
Buena Park	S	WE siding	15
La Mirada	S	EE siding	15
Santa Fe Springs	S	WE siding	15
D. T. Jct.	I	Two-track junction switch	40

Station	Type	Location	MPH
THIRD DISTRICT (Continued)			
Bandini	I	Two-track junction switch	40
M.P. 147-148	I	Main track crossovers and lead switch	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye	10
FOURTH DISTRICT			
Fullerton	I	Two-track junction switch	30
Orange	I	WE siding	30
	I	EE siding (main track)	40
Venta	I	EE two tracks—M.P. 179.1	40
Ponto	I	EE and WE of siding	40
Miramar	I	WE two main tracks—M.P. 252.9	30
Elvira	I	EE two main tracks—M.P. 257.4	40
Old Town	I	Two-track junction switch	30

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

- Rice for Cadiz District
- Cadiz, for Eastward siding
- Hesperia for First District siding
- San Bernardino-Redlands District for First District
- Highgrove for Third District
- Porphyry for Third District siding
- Fallbrook Jct. for Fourth District siding
- El Segundo for Harbor District
- Watson for Harbor District

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

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

Safe — Danger —		SAFE COUPLING SPEED
4 miles per hour	<input type="checkbox"/>	Damage Begins
5 miles per hour	<input type="checkbox"/>	2 1/4 times as damaging as 4 MPH
6 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	

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!**

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
NEEDLES, FIRST, AND REDLANDS DISTRICTS			
Needles: M.P. 578.4	Main track and connecting crossover.	Interlocking	Eastward main track — Westward main track against current of traffic — 0 Westward freight lead — 0 —
Daggett	All switches east of station except transfer tracks Nos. 1 and 2.	Interlocking	Eastward U. P. trains, U. P. main track — 0 Against current of traffic — 0
Barstow East Tower	Main track and connecting crossovers. M.P. 743.7 M.P. 745.3	Interlocking	Westward main track — Crossover to Track 30 — 0 Crossover to westward freight lead — 0 — With current of traffic — Against current of traffic — 0 East freight yard 0 —
Barstow West Tower	Main track and connecting crossover. Eastward and westward sidings.	Interlocking	To Mojave District — 0 Against current of traffic — 0 Engine lead 00 — 0 Switching tail 0000 Tracks 1 to 17 incl. 0 — 00 Tracks 18 to 30 incl. — 0 — 0
San Bernardino: Fifth St.	Main track, connecting crossover and yard lead.	Interlocking	Yard lead 0000 Yard lead against current of traffic — 0000
San Bernardino: Rialto Avenue South E Street	P. E. Crossing. P. E. Crossing.	Stop and be governed by instructions in control box. 98-A, 98-B.	

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

For westward trains:	Daggett M.P. 732.8	For eastward trains:	Barstow West Tower M.P. 7.0
	San Bernardino M.P. 77.5		East switch Lenwood (for trains in siding). M.P. 740.5
			Daggett Needles M.P. 584.2

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

THIRD DISTRICT

San Bernardino: Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. and U. P. Crossings. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking. Interlocking.	
Riverside Junction	S. P. Crossing, U. P. and P. E. Junctions, and Crossover.	Interlocking	To or from U. P. — 0 To or from P. E. 0 — From Santa Fe westward main to U. P. eastward main — 0 From U. P. westward main to Santa Fe eastward main — 0 From U. P. westward main to Santa Fe westward main — 0000
May Fullerton	P. E. Junction. East and West switches storage track no. 1 west of depot. Main track crossover M.P. 163.2	TCS Interlocking.	

18 LOS ANGELES DIVISION

SPECIAL RULES

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS (Continued)

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
THIRD DISTRICT (Continued)			
Fullerton Los Nietos D. T. Junction Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	U. P. Crossing. P. E. Crossing. S. P. Crossing. All tracks. U. P. Crossing.	Interlocking. When home signals in stop positions, 98-B, 320(B). Interlocking. Interlocking. Interlocking	Eastward yard lead — 0 Westward yard lead — 0 To ice house 0 — 0 0 Against current of traffic — 0000 Butte St. Transfer 00 — 0 To Harbor Dist. — 0 To 9th St. Yard — 0 Levee Track 0 — 00 Against current of traffic — 0000
Redondo Junction	U. P. Crossing.	Interlocking	

SAN JACINTO, ELSINORE, OLIVE AND FALLBROOK DISTRICTS

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

Anaheim (2.0 Mi. East) Anaheim Sugar Factory Spur National City	S. P. Crossing. U. P. Crossing. Navy Warehouse Crossing.	TCS 98-A, 98-B. 98-A, 98-B.	
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HARBOR DISTRICT

Redondo Junction (1.0 Mi. East) Nadeau Nadeau (0.3 Mi. East) Wingfoot (0.5 Mi. East) El Segundo (0.2 Mi. West) West Thenard Tower: (0.1 Mi. West) (0.7 Mi. East) (0.9 Mi. East) M.P. 28.8	U. P. Crossing. MTA Crossing, Pac. Blvd. S. P. Crossing. P. E. Crossing. MTA Crossing, Avalon Blvd. P. E. Crossing. P. E. Crossing. S. P. Crossing. S. P. Crossing. P. E. Crossing. Two U. P. Tracks.	See Redondo Junction, Third District. 15 MPH. Automatic interlocking, 321(D), 10 MPH. Interlocking. 15 MPH. Interlocking. 20 MPH. Interlocking. Santa Fe trains have preference unless flagged. Stop not required.	
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LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Needles	350	San Bernardino	Precooler Lead	Orange	Main Track	Val Verde	Granite Spur
Cadiz	Cadiz District	Rialto	Foothill Spur	Fallbrook Jct.	Fallbrook Dist. Main Track	Perris	1678
Ash Hill	410	Upland	Foothill Spur	Escondido Jct.	Escondido Dist. Main Track	San Jacinto	640
Rice	Ripley District	Azusa	147	Del Mar	690	Elsinore	181
Blythe	504	Casa Blanca	Prenda Spur	Miramar	Camp Elliott Spur	El Segundo	Main Track
Victorville	113	Porphyry	Elsinore Dist. Main Track	San Diego	Harasthy Street Marine Base Spur	Watson	3800
Summit	304	Atwood	1395	National City	1219	Fallbrook	514
San Bernardino	3rd Dist. Main Track	Redondo Junction	Main Track	March Field	March Field Spur	Escondido	340

Other Stations or Tracks not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT				FIRST DISTRICT			
Saltus	658.4	51	East and West	Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track
Klondike	682.0	74	East and West	Frost	38.8	8	Eastward track
Lavic	702.7	25	East	SECOND DISTRICT			
Minneola	731.7	107	West	Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West
Airport Spur	732.6	15	West	Muscat Spur	90.4	Lgh. 1.1 m.	West
Gale	735.3	67	East and West	Etiwanda	93.7	54	East and West
Cool Water	735.9	16	West	Gallo Spur	94.6	46	West
CADIZ DISTRICT				Rochester	95.0	11	East
Earp	107.3	32	West	Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West
Milligan	164.0	14	East and West	Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West
Chubbuck	172.6	13	East and West	Metropolitan Spur	108.6	Lgh. 1.0 m.	West
RIPLEY DISTRICT				Duarte	121.0	15	East and West
Inca	22.6	31	West	Wilton	129.1	19	East and West
Mesaville	33.0	10	West	Usado	132.3	18	East and West
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West	Raymond	132.7	16	West
Miller Farms	44.7	19	East				

SPECIAL RULES

Other Stations or Tracks not shown on face of Time Table (Cont'd)

Location	Mile Posts	Car Capacity	Switch Connection
THIRD DISTRICT			
Pachappa	12.4	26	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West
La Sierra	18.5	9	West
Standard Oil Spur	160.8	9	East
Wilshire	156.8	58	East and West
Mojave Spurs	155.8	28	West
Stephens Spur	155.5	14	West
El Camino Spur	155.3	15	West
La Habra Vi'y Spur (East Whittier)	154.6	Lgh. 3.4 m.	West
REDLANDS DISTRICT			
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
West Highlands	20.4	11	East and West
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	221.7	50	East and West
San Diego G. & E. Co. Spur	231.3	35	East
Farr	231.6	6	West
Cardiff	239.8	11	East and West
Solana Beach	241.9	9	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	13	East and West
Cudahy	263.4	43	East and West
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
Buena	12.9	11	East and West
HARBOR DISTRICT			
Nadeau	2.5	7	East and West
Monaco	17.8	13	East and West
Dudmore	19.1	17	East
Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Alcoa Spur	20.1	Lgh. 2.0 m.	West
SAN JACINTO DISTRICT			
Lily Cup	0.6	11	East and West
Box Springs Quarry	6.1	42	East and West
Mayer Farms	15.9	18	East and West
Granite Spur	14.5	Lgh. 0.9 m.	Wye
Ellis	19.9	16	East
ELSINORE DISTRICT			
Mining Spur	3.2	71	East and West
South Corona	5.0	0	None
Weisel	6.2	37	East
Jameson	9.2	5	East

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Grants	North of Barstow	Clovis and beyond
	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
17	Grants	Clovis and beyond	North of Barstow
	Flagstaff	Pasadena and Los Angeles	Kansas City and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
18	Pomona		Williams Jct. and beyond
	Williams Jct.	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Grants	South of Barstow	La Junta and East
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville		Albuquerque and beyond
20	Pomona		Williams Jct. and beyond
	Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
123	Grants	La Junta and East	South of Barstow
	Laguna		Albuquerque and beyond
124	Rivera		Williams Jct. and beyond
	Rivera	Williams Jct. 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
71, 73, 75, 77, 79, 81	Rivera		Oceanside, Del Mar, or San Diego
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
76, 80	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego	
78	San Juan Capistrano		Los Angeles
70	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	BRUCE M. BARNES 4832 Whittier Blvd., Los Angeles
ALFRED WILLIAMS 849 Front St., Needles	CLEO D. HEATH 134 S. San Fernando Blvd., Burbank
E. F. MANNERS 107 E. Main St., Barstow	MARK R. NOBLITT, SR. 2903 West 79th St., Inglewood
BILL C. HOLMES 219 East Main St., Barstow	THOMAS G. WILKES 1503 Cabrillo Ave., Torrance
DAVID D. JANTZ 15581 Seventh St., Victorville	H. W. OSTERMIER 6822 Pacific Blvd., Huntington Park
MILTON W. BLAIR 2161 Elmwood Road, San Bernardino	GEORGE R. FINLEY, JR. 182 East Compton Blvd., Compton
RUSSELL H. OLSEN 317 "E" St., San Bernardino	C. GORDON McCLURE 106½ North Spadra Road, Fullerton
FRED R. BAUMAN 138 E. Highland Ave., San Bernardino	GERALD D. LAROCQUE 413 North Broadway, Santa Ana
J. A. McDONALD 176 N. 8th St., Colton	S. L. FINKEL 211 Hill St., Oceanside
G. D. DAVIDSON CO. 445 S. Spring St., Los Angeles	ARTHUR P. GAY 1337 No. Highway, Del Mar
SANTA FE JEWELERS 905 E. 1st St., Los Angeles	EMERY GRANT 1015 Front St., San Diego
M. D. DOOLEY 6667½ Whittier Blvd., Los Angeles	C. H. McCORMACK 833 Roosevelt, 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, M and N, Book of Rules.)

