

**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. GLENN L. BARNUM, Local Surgeon	Pasadena
DR. L. E. WILSON, 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. MARVIN SNELL, Assistant Local Surgeon	La Verne
DR. J. B. CRAIG, Local Surgeon	Upland
DR. DONALD K. WAKE, Assistant Local Surgeon	Upland
DR. W. S. CHERRY, Local Surgeon	Rialto
DR. EDWARD M. FITZGERALD, Assistant Local Surgeon	Rialto
DR. A. L. HAENSZEL, 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. JACK FERMAN, Assistant Local Surgeon	Riverside
DR. HARRY C. REYNOLDS, Local Surgeon	Arlington
DR. CHARLES GUNNOE, Local Surgeon	Corona
DR. RICHARD W. MANGAN, 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. 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 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. GLENN A. WESTPHAL, Local Surgeon	Elsinore
DR. E. R. POWELL, Local Surgeon	Fallbrook
DR. E. R. HALEY, Local Surgeon	Escondido
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. 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 extra gangs.

D. G. RUEGG, J. C. DAVIS, Trainmasters, Needles, Calif.	H. C. BAUGHN, M. H. SWANSON, G. E. YOUNG, R. L. BANION, 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,	Dispatchers, San Bernardino, Calif. 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

# The Atchison, Topeka and Santa Fe Railway Co.



**COAST Santa Fe LINES**

**LOS ANGELES DIVISION  
AND  
LOS ANGELES TERMINAL**

## TIME TABLE No.

# 1

**IN EFFECT**

## Sunday, December 6, 1959

**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,  
J. H. BLAKE,**  
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	WESTWARD	TIME TABLE NO. 1 December 6, 1959	EASTWARD	Mile Post	Ruling Grade Ascending
		↕		↗		
			STATIONS			
Yard			<b>PARKER</b> YL		105.8	
28	31.7		8.3 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 <b>RICE</b> 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 <b>CADIZ</b> 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.

### RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 1 December 6, 1959	EASTWARD	Mile Post	Ruling Grade Ascending
		↕		↗		
			STATIONS			
Yard	21.7		RIPLEY YL		49.4	42.8
55	83.4		7.4 <b>BLYTHE</b> YL		42.0	10.6
30	68.6		21.6 COX		20.4	0.0
11	68.6		2.6 MIDLAND YL		17.8	0.0
49	65.0		1.3 STYX		16.5	83.4
			16.5 <b>RICE</b> 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.

### LUCERNE VALLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 1 December 6, 1959	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
14	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
	116.2		7.0 HESPERIA		0.0	75.0
			(29.2)			

No switch lights on Lucerne Valley District.

Office of communication at Cushenbury; booth phone at Hesperia.

### REDLANDS DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 1 December 6, 1959	EASTWARD	Mile Post	Ruling Grade Ascending
		↕		↗		
			STATIONS			
9	81.3		DEL ROSA YL		21.5	47.5
14	89.5		1.8 PATTON YL		19.7	0.0
25	89.5		1.0 HIGHLAND YL		18.7	70.5
47	83.2		2.5 EAST HIGHLANDS YL		16.2	0.0
17	88.5		4.1 MENTONE YL		12.0	116.2
31	0.0		3.2 REDLANDS YL		8.8	116.2
Yard	101.3		8.8 P. E. Crossing P. E. Crossing <b>SAN BERNARDINO</b> YL		0.0	
			(21.4)			


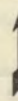
No switch lights on Redlands District.

Turn table and wye at San Bernardino.

Office of Communication at San Bernardino, Redlands, Mentone, 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. 1 December 6, 1959			
STATIONS						
26			HIGHGROVE S. P. Crossing YL		0.0	
12	116.2		2.5 LEMONA		2.7	0.0
31	116.2		4.5 BOX SPRINGS YL		7.2	0.0
	21.3		2.3 MARCH FIELD YL		9.6	17.6
45	21.3		1.1 ALESSANDRO YL		10.6	17.6
22	0.0		2.9 VAL VERDE YL		13.5	47.5
20	0.0		4.7 PERRIS YL		18.3	28.1
21	21.6		3.8 ETHANAC YL		22.7	63.4
11	49.3		2.4 MENIFEE YL		25.0	0.0
34	21.1		3.9 WINCHESTER		28.9	42.2
13	52.8		4.2 EGAN		33.1	0.0
15	44.3		2.9 HEMET YL		36.0	0.0
9	6.3		2.3 SAN JACINTO YL		38.3	63.4
(37.5)						



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

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 1 December 6, 1959			
STATIONS						
Yard	42.2		ATWOOD		0.0	42.2
21			2.4 OLIVE		2.4	
62	42.2		3.4 S. P. Crossing ORANGE		5.8	42.2
(5.8)						



Atwood-Orange: Signal System One in effect.  
Rule 261 (T.C.S.) 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 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. 1 December 6, 1959			
STATIONS						
48			FALLBROOK JCT. YL		0.0	
12	66.0		6.0 CHAPPO YL		5.9	62.7
46	26.4		2.4 JOFEGAN YL		8.4	0.0
6	132.0		6.7 U.S.M.C. Crossing DE LUZ YL		15.1	79.2
28	105.6		1.8 FALLBROOK YL		16.9	0.0
(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 Oceanside.

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 1 December 6, 1959			
STATIONS						
17			ELSINORE YL		21.9	
20	147.8		5.6 ALBERHILL YL		18.3	132.0
32	50.7		7.8 ARCILLA		8.5	89.8
Yard	0.0		8.5 P. E. Crossing PORPHYRY YL		0.0	68.6
(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.

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 1 December 6, 1959			
STATIONS						
25			ESCONDIDO YL		21.1	
14	83.4		4.9 SAN MARCOS YL		16.2	95.0
11	91.3		3.3 BUENA YL		12.9	105.6
10	116.2		3.7 VISTA YL		9.2	116.2
11	116.2		1.5 FALDA YL		7.8	0.0
11	107.7		8.4 ESCONDIDO JCT. YL		0.0	116.2
(21.8)						

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

WESTWARD

FIRST CLASS

	115	19	7	209	123	103	17	1	205
	Passenger	The Chief	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
		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	
	PM 7.48	7.16	2.31	AM 9.43	7.13	AM 4.43	3.41	3.32	AM 12.23
	7.51	7.19	2.34	9.46	7.16	4.46	3.44	3.35	12.26
	7.58 PM	7.30 PM	2.50 PM	9.55 AM	7.30 AM	4.53 AM	3.52 AM	3.45 AM	12.35 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 1

December 6, 1959

STATIONS

STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	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
4.6				
HOMER	601.5	73.9	0.0	135
7.6				
GOFFS	609.1	76.0	26.4	109
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 YL	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	135
9.5				
ASH HILL	686.7	76.0	17.9	107
6.7				
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	68
4.8				
BARSTOW YL	746.4	31.7	43.3	Yard

(167.6)

(52.8) (59.2) (50.3) (44.0) (47.9) (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, 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 20 MPH 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 20 MPH 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**

Capacity of Sittings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE		EASTWARD									
						NO. 1		FIRST CLASS									
						December 6, 1959		206	8	116	210	20	124	104	2	18	
STATIONS						Pas- senger	Fast Mail Express	Passenger	Pas- senger	The Chief	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			
Yard	TY	O			578.0	<b>NEEDLES</b>	AM				PM	PM		PM	AM		
						7.4	8.55			6.15	8.25		11.55	2.07			
107	B	B	74.4	0.0	585.6	JAVA	6.42			6.02	8.12		11.40	1.54			
						8.8											
	B	B	73.9	0.0	592.4	IBIS	6.34			5.54	8.04		11.33	1.46			
						3.7											
	B	B	104.5	0.0	597.0	BANNOCK	6.30			5.50	8.00		11.29	1.42			
						4.6											
	B	B	73.9	0.0	601.5	HOMER	6.24			5.46	7.54		11.24	1.38			
						7.6											
146	B	B	76.0	26.4	609.1	GOFFS	6.15			5.39	7.45		11.18	1.31			
						9.6											
107	B	B	0.0	59.1	618.7	FENNER	6.04			5.29	7.35		11.07	1.20			
						7.5											
107	B	B	0.0	57.0	626.2	ESSEX	5.54			5.21	7.26		10.58	1.12			
						8											
114	B	B	0.0	58.6	634.7	DANBY	5.45			5.13	7.17		10.50	1.04			
						13.4											
189	Y	C	0.0	53.8	648.1	CADIZ	5.30			5.02	7.02		10.39	12.52			
						13.4											
107	C	C	29.0	53.8	661.5	AMBOY	5.16			4.53	6.48		10.30	12.43			
						7.8											
100	B	B	35.9	11.6	669.3	BAGDAD	5.09			4.47	6.41		10.24	12.37			
						7.3											
107	B	B	75.0	0.0	676.7	SIBERIA	5.02			4.41	6.33		10.18	12.31			
						7.7											
146	Y	B	121.4	17.9	686.7	ASH HILL	4.53			4.32	6.24		10.09	12.22			
						6.7											
101	C	C	31.1	54.4	693.4	LUDLOW	4.46			4.26	6.18		10.03	12.16			
						13.2											
134	B	B	57.0	49.1	706.6	PISGAH	4.34			4.14	6.06		9.51	12.04			
						6.2											
	B	B	0.0	55.4	712.8	HECTOR	4.29			4.09	6.01		9.45	11.59			
						12.8											
107	B	B	29.5	39.6	725.6	NEWBERRY	4.20			4.00	5.52		9.36	11.50			
						12.0											
104	C	C	40.6	13.7	737.7	DAGGETT	AM 2.45	4.11	PM 12.40	PM 3.20	3.52	5.43	PM 8.11	9.28	11.42		
						4.0											
71	B	B	34.3	30.6	741.6	NEBO	2.40	4.07	12.37	3.15	3.49	5.40	8.08	9.25	11.39		
						4.8											
Yard	TY	O	32.7	43.3	746.4	<b>BARSTOW</b>	AM 2.30	4.00	PM 12.30	PM 3.10	3.45	5.35	PM 8.01	9.20	11.35		
						YL	AM	AM	PM	PM	PM	PM	PM	PM	PM		
(165.0)						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)	(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.

WESTWARD

FIRST CLASS

	115	19	7	209	123	103	17	205
Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief - El Capitan	Passenger	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 7.58	PM 7.35	PM 3.20	AM 9.58	AM 7.45	AM 4.53	AM 3.57	AM 12.45	
8.04	7.42	3.27	10.05	7.52	5.00	4.04	12.52	
8.08	7.47	3.32	10.12	7.59	5.05	4.10	12.59	
8.15	7.55	3.40	10.20	8.05	5.13	4.17	1.06	
8.19	7.59	3.44	10.25	8.10	5.17	4.21	1.11	
8.24	8.03	3.49	10.30	8.15	5.22	4.26	1.17	
8.31	8.10	3.57	10.39	8.25	5.30	4.34	1.25	
8.38	8.18	4.04	10.46	8.33	5.38	4.41	1.33	
8.43	8.23	4.09	10.51	8.41	5.43	4.46	1.40	
8.48	8.28	4.14	10.56	8.50	5.48	4.51	1.49	
9.00	8.40	4.27	11.09	9.03	6.01	5.03	2.03	
9.15	8.55	4.42	11.24	9.19	6.16	5.18	2.18	
9.21	9.01	4.48	11.30	9.26	6.22	5.24	2.24	
9.29	9.09	4.54	11.38	9.34	6.30	5.32	2.32	
9.36	9.16	5.01	11.45	9.41	6.37	5.39	2.39	
<sup>s</sup> 9.47 PM	<sup>s</sup> 9.28 PM	<sup>s</sup> 5.20 PM	<sup>s</sup> 12.01 PM	<sup>s</sup> 9.55 AM	<sup>s</sup> 6.50 AM	<sup>s</sup> 5.52 AM	<sup>s</sup> 2.50 AM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

TIME TABLE

NO. 1

December 6, 1959

STATIONS

	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Capacity of Sidings in 50 ft. Cars
BARSTOW YL	0.0			O	Yard
6.2		37.0	20.4	B	92
LENWOOD	6.2	37.0	23.0	B	120
5.7		11.8	28.8	B	98
HODGE	11.8	28.8	30.0	B	144
9.2		21.1	37.0	B	144
HELENDALE	21.1	37.0	0.0	B	144
4.9		26.1	37.0	B	144
BRYMAN	26.1	37.0	0.0	B	144
5.4		31.5	37.0	C	Yard
ORO GRANDE YL	31.5	39.6	17.2	C	Yard
5.1					
VICTORVILLE YL	36.7	84.5	0.0	C	100-146
4.3		41.1	83.4	B	
THORN	41.1	83.4	0.0	B	
4.1		45.1	81.8	B	144
HESPERIA	45.1	81.8	0.0	B	140
5.2		50.3	84.5	B	140
LUGO	50.3	84.5	0.0	B	122
5.5		55.9	0.0	C	122
SUMMIT YL	55.9		158.4	C	122
6.5					
CAJON	62.4	0.0	116.2	B	95
3.7		66.3	0.0	B	
KEENBROOK	66.3	0.0	116.2	B	
4.7		71.0	0.0	B	126
DEVORE	71.0	0.0	116.2	B	143
5.0		76.0	64.4	B	143
ONO	76.0	64.4	116.2	B	143
5.4		81.3		C	Yard
SAN BERNARDINO YL	81.3			C	Yard

(80.9)

(44.5) (43.0) (40.5) (39.5) (37.3) (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, 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 20 MPH 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 20 MPH, and 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."

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)

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE		EASTWARD							
						NO. 1		FIRST CLASS							
						December 6, 1959		206	8	116	210	20	124	104	18
						Passenger	Fast Mail Express	Passenger	Passenger	The Chief	The Grand Canyon	Passenger	Super Chief - El Capitan		
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
						AM	AM	PM	PM	PM	PM	PM	PM		
Yard	TY	O			0.0	2.25	3.40	12.30	3.05	3.40	5.25	8.01	11.30		
104		B	37.0	20.4	6.2	2.16	3.32	12.21	2.56	3.29	5.16	7.52	11.21		
106		B	37.0	23.0	11.8	2.10	3.27	12.17	2.52	3.25	5.11	7.48	11.17		
148		B	39.0	30.0	21.1	2.03	3.18	12.10	2.44	3.18	5.04	7.41	11.10		
		B	37.0	0.0	26.1	1.59	3.14	12.06	2.40	3.14	5.00	7.37	11.06		
Yard		O	37.0	0.0	31.5	1.53	3.08	12.02	2.36	3.10	4.55	7.33	11.02		
			39.6	17.2				PM							
98	Y	O			36.7	1.45	3.00	11.55	2.28	3.03	4.44	7.26	10.55		
146		B	84.5	0.0	41.1	1.38	2.50	11.48	2.20	2.56	4.33	7.19	10.48		
106		B	84.5	0.0	45.1	1.34	2.46	11.44	2.15	2.52	4.29	7.15	10.44		
		B	86.8	0.0	50.3	1.29	2.41	11.39	2.10	2.47	4.24	7.10	10.39		
126	Y	O	84.5	0.0	55.9	1.20	2.33	11.31	2.01	2.38	4.15	7.01	10.30		
118		B	0.0	116.2	59.7	1.10	2.21	11.20	1.51	2.28	4.05	6.52	10.22		
70		B	0.0	116.2	62.4	1.00	2.10	11.10	1.38	2.17	3.52	6.42	10.12		
115		B	0.0	116.2	66.3	12.53	2.02	11.03	1.29	2.09	3.42	6.35	10.05		
128		B	0.0	116.2	71.0	12.44	1.52	10.58	1.20	2.01	3.33	6.27	9.57		
106		B	0.0	116.2	76.0	12.36	1.41	10.51	1.11	1.53	3.24	6.19	9.48		
Yard	TY	O	64.4	116.2	81.3	12.25	1.30	10.40	1.00	1.43	3.13	6.08	9.37		
						AM	AM	AM	PM	PM	PM	PM	PM		
						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)		

(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.

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 1 December 8, 1959	EASTWARD			Mile Post	Ruling 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			
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily							
STATIONS											
Yard	TY	64.9	PM 9.34	AM 5.55	SAN BERNARDINO YL	PM 1.40	PM 9.34	AM 1.20	81.3		O
123	Y	32.4	9.40	6.03	3.6 RIALTO	1.31	9.27	1.08	84.9	0.0	O
94		0.0			3.8 FONTANA				88.8	15.4	O
Yard		14.3	9.46	6.09	3.0 KAISER YL	1.25	9.22	12.59	91.8	38.7	O
		14.3			2.0 ETIWANDA				98.7	37.7	O
50		56.4	9.51	6.15	3.9 CUCAMONGA	1.20	9.17	12.53	97.7	32.0	O
47	Y	80.6	9.54	6.19	3.2 UPLAND YL	1.17	9.14	12.48	100.9	19.3	O
56		0.0	9.58	6.24	3.9 CLAREMONT P. E. Crossing	1.13	9.10	12.43	104.8	42.2	O
64		0.0	10.01	6.31	1.9 POMONA s	1.09	9.07	12.40	106.7	59.1	O
40		0.0	10.03		1.2 LA VERNE	1.05	9.04	12.38	107.9	43.8	O
42		0.0			2.3 SAN DIMAS P. E. Crossing				110.2	63.4	O
59		0.0	10.10	6.43	4.1 GLEN DORA	12.58	8.57	12.30	114.4	63.4	O
	Y	39.6	10.13	6.48	2.5 AZUSA			12.27	116.9	63.4	O
41		0.0	10.15	6.51	1.3 KINCAID P. E. Crossing	12.53	8.52	12.25	118.2	75.0	O
50		36.4			2.0 BUTLER				120.2	81.3	B
72		75.0	10.19	6.56	2.3 MONROVIA	12.49	8.48	12.20	122.4	60.7	O
11		75.2			1.7 P. E. Crossing ARCADIA				124.2	26.4	O
39		78.9			1.6 SANTA ANITA (S. Madre)				125.8	0.0	B
62		63.4	10.25	7.03	1.5 CHAPMAN	12.44	8.43	12.14	127.3	0.0	B
		78.1			0.8 LAMANDA PARK				128.0	0.0	O
34		0.0	10.39	7.20	3.6 PASADENA YL	12.31	8.30	12.01 AM	131.7	95.0	O
		0.0			2.1 SOUTH PASADENA				133.7	114.6	B
34		0.0	10.47	7.31	0.5 OLGA	12.21	8.20	11.50	134.2	88.7	B
20		31.7			1.7 U. P. Crossing HIGHLAND PARK				135.9	91.9	B
71		0.0			2.8 U. P. Crossing WATER STREET YL				138.7	106.9	
		0.0	11.02	7.46	0.7 BROADWAY YL	12.06	8.05	11.35	139.4	89.8	
	Y	0.0	11.05	7.49	0.6 MISSION TOWER YL	12.04	8.03	11.33	140.1	37.0	
Yard		0.0	11.15 PM	8.00 AM	0.8 LOS ANGELES YL Union Station (59.4)	12.01 PM	8.00 PM	11.30 PM		59.7	O
Yard		0.0			1.1 FIRST STREET YL				141.1	31.7	O
			Arrive Daily	Arrive Daily	(59.7)	Leave Daily	Leave Daily	Leave Daily			

(35.3) (28.5) .....Average speed per hour..... (36.0) (37.9) (32.4)

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 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 20 MPH, and 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 move-

ments 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	WESTWARD		TIME TABLE NO. 1 December 6, 1959	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		142	146			
			Freight	Freight		Freight	Freight			
		Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
				LONG BEACH 2.5						
				S.P., U.P., P.E. Crossings West Thenard Tower 1.1						
Yard			PM 5.40	AM 5.40	Pier A Yard 3.3	PM 3.15	AM 1.15			C
			5.55	5.55	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	3.00	1.01			
Yard					WILMINGTON YL 1.4			28.0		B
89	Y	79.2	6.10	6.05	WATSON YL 3.3	2.43	12.44	26.6	52.8	B
Yard		24.3	6.18	6.13	IRONSIDES YL 1.6	2.33	12.32	28.3	0.0	
Yard		10.9	6.21	6.16	TORRANCE YL 1.6	2.27	12.26	21.7	26.4	C
Yard		52.3	6.24	6.19	ALCOA YL 3.5	2.21	12.20	20.1	58.4	B
Yard		52.6	6.32	6.27	LAWDALE YL 1.8	2.13	12.10	16.6	51.1	
	Y	11.6	6.36	6.31	EL SEGUNDO YL P. E. Crossing 1.2	2.09	12.05	14.8	4.0	C
107		26.4	6.40	6.35	LAIRPORT YL 3.7	2.05	12.01	13.6	13.7	B
79		52.8	6.48	6.43	INGLEWOOD YL 1.0	1.56	11.51	9.9	52.8	C
13		0.0	6.53	6.48	HYDE PARK YL 0.7	1.47	11.43	8.0	57.6	
22		10.6	6.57	6.52	VAN NESS YL 1.3	1.42	11.38	7.3	0.0	
75		18.6	7.06	7.01	WILDASIN YL 2.5	1.34	11.31	6.0	0.0	
18		21.1	7.24	7.19	WINGFOOT YL P. E. Crossing 2.0	1.19	11.18	3.5	0.0	B
Yard		52.8	7.35	7.30	S. P. Crossing MALABAR YL 1.6	1.07	11.07	1.5	0.0	
	TY		7.50 PM	7.45 AM	REDONDO JCT. YL	1.00 PM	11.00 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(31.0)	Leave Daily	Leave Daily			

(16.0) (16.0) ..Average speed per hour.. (15.5) (15.3)

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	WESTWARD		TIME TABLE NO. 1 December 6, 1959	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			WESTWARD			EASTWARD				
			↓			↑				
				STATIONS						
Yard				REDONDO BEACH YL 1.5		20.2		0.0		
7		42.2		HERMOSA BEACH YL 1.7		18.7		0.0	C	
		42.2		MANHATTAN BEACH YL 2.2		17.0		52.8		
	Y	47.5		EL SEGUNDO YL		14.8			C	
				(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.

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.



TIME TABLE				EASTWARD										
NO. 1				FIRST CLASS										
December 6, 1959				70	116	72	210	124	74	104	76	78	206	80
Communications	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending	San Diegan	Passenger	San Diegan	Passenger	The Grand Canyon	San Diegan	Passenger	San Diegan	San Diegan	Passenger	San Diegan
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily
O	TY	Yard	52.8		AM s10.37		PM s12.55	PM s3.10		PM s6.03			AM s12.13	
			52.8	TCS										
			52.8	3 TRKS.										
B	W-49 E-112		52.8		10.27		12.47	2.55		5.55			s12.05	
B	W-114		52.8	TWO TRACKS										
O			17.2		10.17 AM		12.37 PM	2.45		5.45 PM			11.53 PM	
B	E-42		52.8	TCS										
O	Y	99	52.8	TWO TRACKS										
O		62	52.8											
B		94	52.8											
B	Y	100	24.8											
O		167	52.8					s2.12						
B		94	52.8											
B		95	52.8											
B		129	52.8											
O	Y	179	42.2					1.52						
O		69	42.2											
O	W94-74 E-74		38.4		AM s8.15		AM s11.00		PM s1.45	PM s3.05		PM s6.20	PM s9.00	AM s12.25
O	W-74		25.9	TWO TRACKS										
B	E-96		10.0	TCS										
O	W-86		16.3	TWO TRACKS										
O			13.7	TCS										
B			4.2	TWO TRACKS										
O	Yard		0.0	TCS										
B			52.8	TWO TRACKS										
O	F	Yard	0.0	TCS										
	TY		0.0	TWO TRACKS										
O	Yard		0.0	TCS										
	Y		31.7	TWO TRACKS										
O					7.45 AM		10.30 AM		1.15 PM	2.30 PM		5.45 PM	8.30 PM	11.45 PM
(71.5)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily

Average speed per hour... (51.2) (27.6) (51.2) (30.3) (37.3) (43.9) (30.7) (43.9) (51.2) (27.6) (38.4)

(Continued from Page 10)

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: 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.

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending	WESTWARD						TIME TABLE NO. 1 December 6, 1959	EASTWARD						Mile Post	Rating Grade Ascending
		FIRST CLASS							FIRST CLASS							
		81	79	77	75	73	71		80	70	72	74	76	78		
		San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan		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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only			
Yard	18.1													273.1	26.4	
	28.7	PM	PM	PM	PM	AM	AM	AM	AM	PM	PM	PM	PM	269.3	0.0	
Yard	40.2	9.30	7.00	4.00	1.00	8.30	6.30	s 3.00	s 10.30	s 1.15	s 5.15	s 8.30	s 11.00	267.5	31.2	
	40.2	9.37	7.07	4.07	1.07	8.37	6.37	2.45	10.13	12.59	5.00	8.15	10.47	264.2	31.2	
91	63.4													262.1	51.0	
	116.2	9.48	7.18	4.18	1.18	8.48	6.48	2.33	10.02	12.48	4.48	8.03	10.35	258.0	0.0	
98	0.0													249.1	116.2	
67	54.8	s 10.00	s 7.30	s 4.31	s 1.29	s 9.01	s 6.59	s 2.20	s 9.48	s 12.35	s 4.35	s 7.50	s 10.22	244.0	54.8	
92	52.8			4.37	1.35	f 9.07	7.05	f 2.14			f 7.42			238.1	63.4	
116	61.9													234.2	63.4	
69	52.8													229.3	60.8	
	47.2													227.2	52.8	
76	0.0	s 10.20	s 7.50	s 5.05	s 1.49	s 9.25	s 7.17	s 2.00	s 9.23	s 12.14	s 4.10	s 7.25	s 10.05	226.2	0.0	
92	63.4													224.2	45.4	
86	65.4													218.7	63.4	
97	65.4	10.30	8.00	5.15	1.59	9.35	7.27	1.39	9.07	12.01 PM	3.57	7.12	9.52	213.8	63.4	
91	6.1													209.4	68.9	
33	0.0	10.38	s 8.08	s 5.23	s 2.07	f 9.45	f 7.35	s 1.30	f 8.58	f 11.52	3.48	f 7.03	9.43	203.7	49.4	
54	0.0													202.7	5.0	
98	13.9													199.8	0.0	
87	60.5	10.46	8.16	5.31	2.15	9.53	7.42	1.15	8.48	f 11.43	3.40	6.55	9.35	197.2	0.0	
98	67.6													192.6	0.0	
88	66.0													188.1	54.0	
119	0.0													182.9	63.4	
93	21.6													178.5	63.4	
	37.0													175.5	0.0	
125	32.1	s 11.10	s 8.35	s 5.55	s 2.39	s 10.18	s 8.02	s 12.50	s 8.30	s 11.22	s 3.20	s 6.35	s 9.15	172.7	11.2	
122	7.6			6.00		10.23		f 12.38		f 11.10				172.7	48.1	
60	6.1			f 6.05		f 10.28	f 8.12	f 12.31		f 11.05		f 6.25		167.8	21.1	
		s 11.25 PM	s 8.50 PM	s 6.11 PM	s 2.55 PM	s 10.35 AM	s 8.20 AM	12.25 AM	8.15 AM	11.00 AM	3.05 PM	6.20 PM	9.00 PM	165.0		
		Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & *Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only			
		(53.4)	(57.4)	(46.9)	(52.9)	(49.1)	(55.8)	(39.6)	(45.5)	(45.5)	(47.2)	(47.2)	(51.2)			

Signal System One in effect between San Diego and Fullerton.

Rule 251 in effect between Old Town and San Diego.

Rule 261 (T.C.S.) 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 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 20 MPH, between Ash Street and Columbia Street. 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., Santa Ana, and Orange.

Office of Communication at National City, San Diego, Miramar, Del Mar, Encinitas, Carlsbad, Oceanside, San Juan Capistrano, Santa Ana, Orange, Anaheim, and Fullerton.

Booth phone at Old Town, Morena, Elvira, Sorrento, Ponto, Escondido Jct., Fallbrook Jct., Las Flores, Agra, San Onofre, San Clemente, Poche, Serra, Galivan, El Toro, Irvine, 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.

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, 22nd St., San Diego (yard office and Division Foreman's office).

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, 206, 209 and 210, 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. . . . .

7. Rule 93: Yard limits are located at:

Needles	Water Street-Los Angeles-First Street-Hobart
Cadiz	La Habra Valley Spur
Parker	Fullerton
Rice	Porphyry (Elsinore District)
Midland	Weisel
Blythe-Ripley	Alberhill
Barstow	Elsinore
Oro Grande	Prenda Spur
Victorville	Riverside
Cushenbury	Highgrove-Lily Cup (San Jacinto District)
Summit	Box Springs-Perris-Menifee
San Bernardino-Colton	Hemet-San Jacinto
San Bernardino-Del Rosa	Venta Spur
Rialto Foothill Spur	Fallbrook Jct.-Fallbrook
Kaiser	Escondido Jct.-Escondido
Cucamonga Foothill Spur	Old Town-San Diego-National City
Upland, incl. Upland Foothill Spur	Redondo Jct.-Wilmington
Metropolitan Spur	El Segundo-Redondo Beach
Pasadena	

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

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

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:

No Dynamic Brake		Use all retainers with 50% in high pressure position on loaded cars.							
Units with Dynamic Brake Operative		Use one retainer for each 70 tons in excess of:							
No. Units Operative Dynamic Brakes	Non-Pressure Maintaining	Pressure Maintaining							
		Classes of Power							
	AT & UP	AT	UP	AT	UP	AT	UP	AT	UP
	105-199			1401-1496	269-289	100-349			
	407-430	900-907	200-268	1600-1643	700-751	500-543	600-609		
	325-344	925-974	2697-2893	1870-1877	2110-2162	600-607	800-823		
	ALL CLASSES					650-657	900-944	775-784	
1	500	700		900	1500			1800	
2	1000	1300		1800	2500			3000	
3	1500	1800		2500	3000			3700	
4	2000	2400		3400	3600			3750	

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

<b>Westward</b>	<b>Eastward</b>
Goffs to Cadiz	Summit to Victorville
Ash Hill to Ludlow	Lavic 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.

When retainers are not required under the 'pressure maintaining' columns, and average tonnage per operative brake exceeds 55 tons, retainers must be used as outlined under provisions of 'non-pressure maintaining' column.

When retainers are not required, and locomotive has pressure maintaining, speed restriction will be:

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

If retainers are positioned before reaching summit of grade, 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 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.

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.

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.

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;
- Los Angeles, First Street, viaduct over old passenger tracks; and
- 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 employees 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 employees 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 Orton 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, 50, 80-87, 600-611, 800-823, 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, 900-944, 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 Bearing .....	8	5	—
Friction Bearing .....	12	5	—

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
Needles District, Westward:			Escondido District .....	20	20
Needles to Goffs .....	79	60	Harbor District .....	30	30
Goffs to Bagdad .....	90	60	Redondo District .....	15	15
Bagdad to Pisgah .....	79	60	Riverview Farms Spur .....	15	15
Pisgah to Barstow .....	90	60	Adelanto Spur .....	15	15
Needles District, Eastward:			Rialto, Cucamonga, and Upland Foot-hill Spurs, Muscat and Metropolitan Spurs .....	15	15
Barstow to Pisgah .....	90	60	Prenda and La Habra Valley Spurs .....	15	15
Pisgah to Bagdad .....	79	60	Venta and Miramar Army Spurs .....	15	15
Bagdad to M.P. 642 .....	90	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.		
M.P. 642 to Goffs .....	79	60	Where street or highway crossings are shown, speed limit applies only while head end of train is passing.		
Goffs to Needles .....	79	40	<b>NEEDLES DISTRICT—WESTWARD</b>		
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.			"H" St. Crossing M.P. 578.1 .....	15	15
Cadiz District .....	50	40	3 Curves M.P. 578.1 to 587.8 .....	40	40
Ripley District .....	30	30	3 Curves M.P. 588.1 to 589.3 .....	55	55
First District, Westward:			3 Curves M.P. 589.9 to 593.0 .....	65	60
Barstow to Oro Grande .....	90	60	Curve M.P. 593.3 to 593.8 .....	45	45
Oro Grande to San Bernardino .....	79	60	11 Curves M.P. 594.7 to 603.3 .....	65	60
First District, Eastward:			2 Curves M.P. 608.3 to 609.1 .....	70	60
San Bernardino to Lugo .....	79	60	4 Curves M.P. 669.6 to 671.7 .....	75	60
Lugo to Barstow .....	90	60	10 Curves M.P. 672.1 to 677.5 .....	65	60
Summit to Lugo: Freight trains, thirty-five miles per hour.			Curve M.P. 678.1 to 678.5 .....	40	40
Lugo to M.P. 38: Freight trains, forty miles per hour.			Curve M.P. 679.1 to 679.2 .....	60	60
Second District:			Curve M.P. 679.9 to 680.3 .....	40	40
San Bernardino to Santa Anita .....	90	60	3 Curves M.P. 680.9 to 681.8 .....	60	60
Santa Anita to Los Angeles .....	79	60	2 Curves M.P. 682.7 to 683.4 .....	50	50
Third District:			2 Curves M.P. 685.2 to 686.2 .....	65	60
San Bernardino to Fullerton .....	79	60	2 Curves M.P. 686.8 to 688.1 .....	75	60
Fullerton to Bandini .....	90	60	Curve M.P. 688.4 to 688.9 .....	65	60
Bandini to Los Angeles .....	79	60	Curve M.P. 689.2 to 689.5 .....	70	60
Fourth District:			4 Curves M.P. 693.7 to 694.9 .....	50	50
National City to Sorrento .....	79	60	10 Curves M.P. 695.4 to 702.0 .....	65	60
Sorrento to Santa Ana .....	90	60	2 Curves M.P. 707.8 to 709.4 .....	70	60
South Main Track, M.P. 179.1 to M.P. 176.7 .....	40	40	3 Curves M.P. 709.6 to 710.6 .....	60	60
Santa Ana to Fullerton .....	79	60	Curve M.P. 745.0 to 745.3 .....	50	50
Lucerne Valley District:			2 Curves M.P. 745.4 to 745.7 .....	40	40
Hesperia to M.P. 25.2 .....	35	35	<b>NEEDLES DISTRICT—EASTWARD</b>		
M.P. 25.2 to M.P. 29.2 .....	20	20	3 Curves M.P. 745.7 to 745.0 .....	40	40
Redlands District:			5 Curves M.P. 710.6 to 707.8 .....	65	50
San Jacinto District:			2 Curves M.P. 707.6 to 706.0 .....	75	60
Highgrove to Box Springs .....	15	15	Curve M.P. 702.0 to 701.5 .....	65	60
Box Springs to Perris .....	30	30	7 Curves M.P. 700.8 to 696.7 .....	75	60
Perris to San Jacinto .....	25	25			
Elsinore District .....	25	25			
Olive District .....	30	25			
Fallbrook District .....	20	20			

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
NEEDLES DISTRICT—EASTWARD (Continued)			SECOND DISTRICT (Continued)		
2 Curves M.P. 696.1 to 695.4 .....	65	60	2 Curves M.P. 102.4 to 102.8 .....	65	60
4 Curves M.P. 694.9 to 693.6 .....	50	50	Pomona M.P. 106.2 to 107.0 .....	40	40
Curve M.P. 693.1 to 692.9 .....	70	60	La Verne M.P. 107.0 to 108.8 .....	45	45
Curve M.P. 689.5 to 689.2 .....	70	60	2 Curves M.P. 109.0 to 111.4 .....	75	60
Curve M.P. 688.9 to 688.4 .....	65	60	2 Curves M.P. 111.8 to 112.8 .....	50	50
2 Curves M.P. 688.1 to 686.8 .....	75	60	Curve M.P. 112.8 to 114.2 .....	65	60
2 Curves and Grade M.P. 686.2 to 683.4 .....	70	30	Glendora M.P. 114.2 to 114.8 .....	45	45
2 Curves and Grade M.P. 683.4 to 680.8x .....	55	30	2 Curves M.P. 114.8 to 116.6 .....	65	60
2 Curves and Grade M.P. 680.8x to 677.8 .....	65	30	Azusa M.P. 116.6 to 117.5 .....	40	40
5 Curves and Grade M.P. 677.8 to 674.5 .....	75	45	2 Curves M.P. 117.9 to 119.0 .....	65	60
2 Curves and Grade M.P. 674.5 to 673.2 .....	70	45	Curve M.P. 119.5 to 119.7 .....	55	55
3 Curves and Grade M.P. 673.2 to 671.4 .....	75	45	2 Curves M.P. 122.2 to 123.8 .....	65	60
6 Curves M.P. 646.1 to 641.3 .....	80	60	First Ave. Crossing M.P. 124.1 .....	40	40
2 Curves M.P. 640.9 to 638.8 .....	75	60	Santa Anita Ave. Crossing M.P. 124.3 .....	40	40
3 Curves M.P. 631.0 to 628.7 .....	75	60	Curve M.P. 124.6 to 125.0 .....	65	60
10 Curves M.P. 625.5 to 613.8 .....	65	60	Pasadena M.P. 127.6 to 132.8 .....	20	20
6 Curves M.P. 613.4 to 609.2 .....	65	60	So. Pasadena M.P. 133.3 to 134.8 .....	15	15
2 Curves M.P. 609.1 to 608.4 .....	65	60	U.P. Crossing M.P. 135.5 .....	8	8
3 Curves M.P. 599.0 to 597.9 .....	65	40	7 Curves M.P. 135.5 to 138.3 .....	25	25
Curve M.P. 593.4x to 592.3 .....	75	40	U.P. Crossing M.P. 138.3 .....	8	8
2 Curves M.P. 591.6 to 589.9 .....	70	40	4 Curves M.P. 138.3 to 140.0 .....	20	20
3 Curves M.P. 589.2 to 588.2 .....	60	40	Curve M.P. 140.0 to 140.2 .....	15	15
3 Curves M.P. 587.7 to 587.1 .....	40	40			
14 Curves M.P. 586.9 to 578.6 .....	60	40	<b>THIRD DISTRICT</b>		
"H" St. Crossing M.P. 578.1 .....	15	15	2 Curves and Bridge 0.9 M.P. 0.0 to 0.9 .....	15	15
			4 Curves and Colton M.P. 0.9 to 2.1 Westward .....	20	20
<b>CADIZ DISTRICT</b>			3 Curves and Colton M.P. 2.1 to 3.2 .....	20	20
Curve M.P. 107.2 to 107.4 .....	20	20	2 Curves M.P. 4.4 to 3.2 Eastward .....	30	30
Track M.P. 107.4 to 111.0 .....	45	40	2 Curves M.P. 3.5 to 4.5 Westward .....	40	40
Curve M.P. 165.2 to 165.5 .....	45	40	3 Curves M.P. 4.9 to 5.6 Westward .....	75	60
Curve M.P. 183.0 to 183.2 .....	45	40	Curve M.P. 5.6 to 5.5 Eastward .....	75	60
			3 Curves M.P. 6.4 to 6.8 Westward .....	45	45
<b>RIPLEY DISTRICT</b>			3 Curves M.P. 6.8 to 6.4 Eastward .....	30	30
4 Curves M.P. 15.6 to 16.4 .....	20	20	Curve M.P. 8.5 to 8.3 Eastward .....	75	60
			Curve M.P. 9.4 to 9.6 .....	60	60
<b>FIRST DISTRICT—WESTWARD</b>			4 Curves M.P. 9.6 to 10.0 Westward .....	30	30
Curve M.P. 10.3 to 11.0 .....	80	60	3 Curves M.P. 10.4 to 11.7 .....	65	60
Curve M.P. 11.1 to 11.8 .....	85	60	2 Curves M.P. 11.9 to 12.5 .....	40	40
Curve M.P. 16.6 to 17.1 .....	80	60	Curve M.P. 14.7 to 14.9 .....	75	60
Curve M.P. 19.7 to 20.3 .....	80	60	3 Curves M.P. 15.5 to 16.7 .....	55	55
Curve M.P. 30.8 to 31.1 .....	80	60	Curve M.P. 16.9 to 17.1 .....	65	60
2 Curves M.P. 31.8 to 33.3 .....	60	60	Curve M.P. 22.5 to 22.8 .....	65	60
Curve M.P. 33.8 to 34.0 .....	40	40	Corona M.P. 23.5 to 24.4 .....	30	30
4 Curves M.P. 34.1 to 36.4 .....	55	55	Curve M.P. 30.4 to 30.7 Westward .....	65	60
Victorville M.P. 36.6 to 37.4 .....	30	30	Curve M.P. 31.2 to 30.4 Eastward .....	65	60
2 Curves M.P. 38.2 to 38.8 .....	65	60	Slide Area and 2 Curves M.P. 31.3 to 31.8 .....	20	20
2 Curves M.P. 39.1 to 39.9 .....	40	40	2 Curves M.P. 32.2 to 32.8 .....	60	60
4 Curves M.P. 40.6 to 43.7 .....	50	50	2 Curves M.P. 33.6 to 34.2 .....	40	40
Curve M.P. 48.1 to 48.3 .....	65	60	Curve M.P. 34.5 to 35.1 .....	50	50
Curve M.P. 48.8 to 49.1 .....	50	50	3 Curves M.P. 35.2 to 37.1 .....	65	60
8 Curves M.P. 49.4 to 51.8 .....	45	45	2 Curves M.P. 37.5 to 38.5 .....	60	60
4 Curves M.P. 52.0 to 53.7 .....	55	55	Placentia M.P. 42.7 to 43.6 .....	50	30
3 Curves M.P. 53.7 to 55.0 .....	45	45	2 Curves M.P. 45.2 to 45.7 .....	55	55
4 Curves M.P. 55.0 to 55.7 .....	30	30	Fullerton M.P. 165.2 to 164.7 .....	30	30
Summit & 3 Curves M.P. 55.7 to 56.7 .....	20	20	Curve M.P. 161.1 to 160.8 .....	75	60
Grade M.P. 56.7 to 58.0 .....	30	15	Curve M.P. 156.6 to 155.9 .....	60	60
2 Curves M.P. 58.0 to 58.4 .....	25	15	Curve M.P. 154.2 to 153.8 Westward .....	75	60
Grade M.P. 58.4 to 62.2 .....	30	15	Curve M.P. 152.9 to 152.5 Westward .....	65	60
Grade M.P. 62.2 to 72.1 .....	40	20	2 Curves M.P. 152.5 to 154.2 Eastward .....	75	60
Grade M.P. 72.1 to 80.8 .....	50	20	2 Curves M.P. 151.7 to 150.1 .....	80	60
San Bernardino Passenger Yard .....	10	10	Crossing and Curve M.P. 144.5 to 143.4 .....	30	30
			2 Curves M.P. 143.4 to 142.9 .....	15	15
<b>FIRST DISTRICT—EASTWARD</b>			3 Curves M.P. 141.1 to 140.2 .....	35	35
San Bernardino Passenger Yard .....	10	10	Curve M.P. 140.2 to 140.0 .....	15	15
Curve M.P. 80.8 to 78.6 .....	55	55			
Curve M.P. 78.6 to 78.3 .....	65	60	<b>FOURTH DISTRICT</b>		
2 Curves M.P. 73.2 to 72.0 .....	50	50	San Diego M.P. 273.0 to 267.3 .....	20	20
4 Curves M.P. 72.0 to 70.3 .....	40	40	San Diego M.P. 267.3 to 264.1 .....	30	30
5 Curves M.P. 69.1 to 67.1 .....	55	55	3 Curves M.P. 262.7 to 261.2 .....	70	60
10 Curves M.P. 66.9 to 62.9 .....	40	40	2 Curves M.P. 260.3 to 259.9 .....	50	50
19 Curves M.P. 64.3x to 56.9 .....	30	30	Curve M.P. 259.1 to 258.6 .....	60	60
Summit & 3 Curves M.P. 56.4 to 55.7 .....	20	20	2 Curves M.P. 258.5 to 258.2 .....	40	40
3 Curves M.P. 55.7 to 55.0 .....	30	30	3 Curves M.P. 258.0 to 257.2 .....	50	50
3 Curves M.P. 54.8 to 53.7 .....	45	30	5 Curves M.P. 257.0 to 253.7 Westward .....	65	60
4 Curves M.P. 53.6 to 52.0 .....	55	30	5 Curves M.P. 253.7 to 257.0 Eastward .....	65	35
2 Curves M.P. 51.8 to 51.3 .....	45	30	10 Curves M.P. 252.8 to 251.0 .....	25	25
Curve M.P. 51.2 to 51.1 .....	40	30	2 Curves M.P. 250.9 to 250.6 .....	40	40
5 Curves M.P. 51.0 to 49.4 .....	45	30	2 Curves M.P. 250.5 to 250.0 .....	55	55
Curve M.P. 49.1 to 48.8 .....	50	40	Curve M.P. 248.7 to 248.6 .....	85	60
2 Curves M.P. 48.4 to 47.2 .....	85	40	Curve M.P. 245.8 to 245.5 Westward .....	60	60
Curve M.P. 43.7 to 43.5 .....	60	40	Curve M.P. 244.6 to 244.4 Westward .....	75	60
Curve M.P. 41.9 to 41.7 .....	55	40	3 Curves M.P. 244.4 to 245.8 Eastward .....	60	60
3 Curves M.P. 41.1 to 39.5 .....	60	40	Curve M.P. 244.3 to 244.1 .....	50	50
Curve M.P. 39.2 to 38.9 .....	50	40	Curve M.P. 243.8 to 243.5 .....	65	60
Victorville M.P. 37.4 to 36.6 .....	30	30	Plaza St. Crossing M.P. 241.8 .....	50	50
3 Curves M.P. 36.4 to 34.6 .....	60	60	Curve M.P. 241.3 to 241.1 .....	85	60
Curve M.P. 34.0 to 33.8 .....	40	40	2 Curves M.P. 239.2 to 238.5 .....	85	60
2 Curves M.P. 33.3 to 31.8 .....	60	60	Curve M.P. 237.8 to 237.4 .....	80	60
Curve M.P. 31.1 to 30.8 .....	80	60	Oceanside M.P. 227.0 to 225.5 .....	30	30
Curve M.P. 20.3 to 19.7 .....	80	60	3 Curves M.P. 224.7 to 223.8 .....	70	60
Curve M.P. 17.1 to 16.6 .....	80	60	2		

# SPECIAL RULES

LOCATION	M.P.H. Psgr. and Light Frt.	LOCATION	M.P.H. Psgr. and Light Frt.
<b>FOURTH DISTRICT (Continued)</b>			
2 Curves M.P. 194.2 to 193.5.....	85 60	SAN JACINTO DISTRICT	
Santa Ana M.P. 176.1 to 175.3.....	40 40	Main track turnout M.P. 18.4.....	15 15
2 Curves M.P. 175.0 to 174.4.....	60 60	<b>HARBOR DISTRICT</b>	
7 Curves M.P. 173.8 to 172.0.....	40 40	M.P. 0.0 to St. Crossing M.P. 1.6...	12 12
Curve M.P. 170.3 to 169.2.....	75 60	M.P. 1.6 to St. Crossing M.P. 8.3...	15 15
Anaheim M.P. 168.1 to 167.7.....	40 40	St. Crossing M.P. 13.1.....	15 15
Curve M.P. 166.9 to 166.6.....	75 60	M.P. 20.0 to 23.0 Torrance.....	15 15
Curve M.P. 165.9 to 165.3.....	55 55	St. Crossing M.P. 27.9.....	15 15
Fullerton M.P. 165.2 to 164.7.....	30 30	St. Crossing M.P. 28.9.....	15 15
<b>REDLANDS DISTRICT</b>			
San Bernardino, "G" St. Crossing		<b>ELSINORE DISTRICT</b>	
M.P. 0.7.....	5 5	13 Curves M.P. 1.7 to 4.0.....	15 15
Crossings M.P. 0.7 to 3.1.....	15 15	2 Curves M.P. 16.1 to 16.4.....	15 15
Redlands, St. Crossing M.P. 8.9.....	15 15	Curve M.P. 17.7 to 17.9.....	15 15
Mentone, St. Crossing M.P. 12.0.....	10 10	<b>ESCONDIDO DISTRICT</b>	
Molino, Boulder Ave. M.P. 17.9.....	10 10	Hill St., M.P. 0.3.....	10 10
		12 Curves and track M.P. 0.3 to 6.0..	15 15

## MAXIMUM SPEED OF ENGINES

	Forward	Light	Backing When Controlled From Rear Unit	Dead In Train
	Miles Per hour	Miles Per hour	Miles Per hour	Miles Per hour
<b>Diesel and Gas-Electric</b>				
11-90, 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	45	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, 2403-2441, 2600-2606.....	45	45	45	45
650-653.....	40	40	40	30
800-823, 900-944.....	75	75	45	60
M115-M151, M176-M186.....	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
<b>U. P. Diesels</b>				
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
<b>P. E.-S. P. Diesels</b>				
4600 class.....	65	65	30	65
<b>Diesels without dynamic brakes in use.....</b>				
Ash Hill-Bagdad ...		24		
Goffs-Needles ...		24		
Summit to Victorville ...		30		
Summit-Cajon ...		15		
Cajon-San Bernardino ...		20		
<b>Diesels with dynamic brakes in use.....</b>				
Ash Hill-Siberia ...		40		
Summit-Cajon ...		24		
Cajon-San Bernardino ...		35		

## 17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point derails:	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
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.

Station	Type	Location	MPH
<b>NEEDLES DISTRICT</b>			
Needles	I	MP 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.....	30
	S	WE westward siding.....	15
Fenner	S	WE westward siding; EE eastward siding.....	30
Essex	S	EE eastward siding.....	30

Station	Type	Location	MPH
<b>NEEDLES DISTRICT (Continued)</b>			
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	MP 743.5, heading in and out switches, eastward track, and crossover.....	30
	I	MP 745, main track and crossover switches to yard.....	30
<b>FIRST DISTRICT</b>			
Barstow	I	WE eastward siding, MP 2.0.....	30
MP 2.7	S	WE westward siding.....	30
Lenwood	S	EE westward siding; WE eastward siding.....	30
	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	EE eastward siding; WE westward siding.....	30
Oro Grande	S	WE siding.....	30
	S	EE eastward siding.....	15
Victorville	S	WE westward siding.....	30
	S	EE eastward siding; WE westward siding.....	15
Thorn	S	WE westward siding, west of station.....	30
Hesperia	S	EE siding.....	30
Lugo	S	EE eastward siding; WE westward siding.....	30
Summit	S	WE siding.....	30
	S	EE eastward siding.....	15
Alray	S	WE westward siding.....	30
Cajon	S	EE siding.....	30
	S	EE eastward siding.....	15
Keenbrook	S	WE westward siding.....	30
Devore	S	EE siding.....	15
	S	EE eastward siding.....	15
Oro	S	WE westward siding.....	30
	S	EE eastward siding.....	15
	S	WE westward siding.....	30
<b>SECOND DISTRICT</b>			
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
<b>THIRD DISTRICT</b>			
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	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
	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.	I	Two track junction switch.....	15
Bandini	I	Two track junction switch.....	40
M.P. 147-148	I	Main track crossovers and lead switch.....	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye.....	10
<b>FOURTH DISTRICT</b>			
Fullerton	I	Two-track junction switch.....	30
Orange	I	West switch siding.....	30
	I	EE main track—MP 173.0.....	40
Venta	I	EE two tracks—MP 179.1.....	40
Ponto	I	EE and WE of siding.....	40
Miramar	I	WE two main tracks—MP 252.9.....	30
Elvira	I	EE two main tracks—MP 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 trains
- San Bernardino-Redlands District for First District trains
- Highgrove for Third District trains
- Porphyry for Third District siding
- Fallbrook Jct. for Fourth District siding
- 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 14(Z)
<b>NEEDLES, FIRST, AND REDLANDS DISTRICTS</b>			
Needles: M.P. 578.4	Main track and connecting crossover.	Interlocked-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.	Interlocked-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	Interlocked-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.	Interlocked-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.	Interlocked-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  
San Bernardino M.P. 77.5

For eastward trains: Barstow West Tower M.P. 7.0  
Daggett M.P. 740.5  
Needles M.P. 584.2

East switch Lenwood (for trains in siding).

## 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.	Interlocked-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 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.	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). 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. Interlocked-Interlocking. When necessary make movement governed by Rule 321(A), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	Union Station 0 — Old main 00 — 0 Cudahy lead 0 — Against current of traffic — 0000 S. P. Downey Ave. 000 —

## THIRD DISTRICT

San Bernardino: Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. and U. P. Crossings. Two track junction switches, Bridge 4.6.	Interlocked-Interlocking. Interlocked-Interlocking. Interlocked-Interlocking.	To or from U. P. — 0 To or from P. E. 0 — From Santa Fe westward main to U. P. eastward main — 0 From U. P. westward main to Santa Fe eastward main — 0 From U. P. westward main to Santa Fe westward main — 0000
Riverside Junction	S. P. Crossing, U. P. and P. E. Junctions, and Crossover.	Interlocked-Interlocking .....	
May Fullerton	P. E. Junction. East switch westward siding, west of depot, west switch eastward siding, west of depot.	TCS Interlocked-Interlocking.	
Fullerton	Signals governing movement westward trains over spring switch west end westward siding, west of depot.	Interlocked-Interlocking.	
Fullerton Los Nietos D. T. Junction	U. P. Crossing. P. E. Crossing. S. P. Crossing.	Interlocked-Interlocking. When home signals in stop position, 98-B, 320(B). Interlocked-Interlocking.	
Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	All tracks. U. P. Crossing.	Interlocked-Interlocking. Interlocked-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.	Interlocked-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 Santa Ana Wye track National City	S. P. Crossing. U. P. Crossing. S. P. Crossing. Navy Warehouse Crossing.	TCS 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 14(Z)
<b>HARBOR DISTRICT</b>			
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. P. E. Crossing.	Automatic interlocking, 321(D), 10 MPH. Interlocked-Interlocking.	
Wingfoot (0.5 Mi. East)	LATL Crossing, Avalon Blvd.	15 MPH.	
El Segundo (0.2 Mi. West)	P. E. Crossing.	Interlocked-Interlocking. 20 MPH.	
West Thenard Tower: (0.1 Mi. West)	P. E. Crossing.		
(0.7 Mi. East)	S. P. Crossing.	Interlocked-Interlocking.	
(0.9 Mi. East)	S. P. Crossing.		
M.P. 28.8	P. E. Crossing. Two U. P. Tracks.	Santa Fe trains have preference unless flagged. Stop not required.	

**LENGTH OF STEMS OF WYES**

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Needles	251	San Bernardino	Precooler Lead	Orange	Main Track	Val Verde	Granite Spur
Cadiz	Cadiz District	Rialto	Foothill Spur	Santa Ana, S.P.	Main Track	Perris	1678
Ash Hill	410	Upland	Foothill Spur	Fallbrook Jct.	Fallbrook Dist. Main Track	San Jacinto	640
Rice	Ripley District	Azusa	147	Escondido Jct.	Escondido Dist. Main Track	Elsinore	181
Blythe	504	Casa Blanca	Prenda Spur	Del Mar	690	El Segundo	Main Track
Victorville	113	Porphyry	Elsinore Dist. Main Track	Miramar	Camp Elliott Spur	Watson, Former Main Track	3800
Summit	304	Atwood	1395	San Diego	Harasthy Street Marine Base Spur	Fallbrook	514
San Bernardino	3rd Dist. Main Track	Redondo Junction	Main Track	National City	1219	Escondido	340
				March Field	March Field Spur		

**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
<b>NEEDLES DISTRICT</b>				<b>REDLANDS DISTRICT</b>			
Saltus	658.4	51	East & West	Nevada Street	6.7	16	East and West
Klondike	682.0	74	West	Craf	11.4	10	East
Lavic	702.7	25	East	Molino	17.9	12	West
Minneola	731.7	107	West	West Highlands	20.4	11	East and West
Airport Spur	732.6	15	West	<b>FOURTH DISTRICT</b>			
Gale	735.3	67	East & West	Venta Spur	178.7	Lgh. 6.8 m.	East
Cool Water	735.9	0	None	Browning	180.8	35	East
<b>CADIZ DISTRICT</b>				Tustin	181.5	25	East
Earp	107.3	32	West	Frances	183.1	36	East and West
Milligan	164.0	14	East & West	Kathryn	183.9	24	East
<b>RIPLEY DISTRICT</b>				Como	180.1	54	East and West
Inca	22.6	31	West	Stuart	221.7	50	East and West
Mesaville	33.0	10	West	San Diego G. & E. Co. Spur	231.3	35	East
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West	Farr	231.6	6	West
Miller Farms	44.7	19	East	Cardiff	239.8	11	East and West
<b>FIRST DISTRICT</b>				Solana Beach	241.9	9	East
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Frost	38.8	8	Eastward track	Pacific Beach	260.3	13	East and West
Verdemont	73.5	0	None	Cudahy	263.4	43	East and West
<b>SECOND DISTRICT</b>				<b>FALLBROOK DISTRICT</b>			
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West	Ranch House	7.6	7	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West	Marine Base Spur	10.5	13	East and West
Etiwanda	93.7	54	East and West	<b>ESCONDIDO DISTRICT</b>			
Pio Spur	94.6	46	West	Talca	3.7	8	East and West
Rochester	95.0	11	East	<b>HARBOR DISTRICT</b>			
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Nadeau	2.5	7	East and West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Monaco	17.8	13	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Dudmore	19.1	17	East
Duarte	121.0	15	East and West	Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Wilton	129.1	19	East and West	Alcoa Spur	20.1	Lgh. 2.0 m.	West
Usado	132.3	18	East and West	<b>SAN JACINTO DISTRICT</b>			
Raymond	132.7	16	West	Lily Cup	0.6	11	East and West
<b>THIRD DISTRICT</b>				Box Springs Quarry	6.1	42	East and West
Pachappa	12.4	26	East and West	Mayer Farms	15.9	18	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	Granite Spur	14.5	Lgh. 0.9 m.	Wye
La Sierra	18.5	9	West	Ellis	19.9	16	East
Standard Oil Spur	160.8	9	East	<b>ELSINORE DISTRICT</b>			
Wilshire	156.8	58	East and West	Mining Spur	3.2	71	East and West
Mojave Spurs	155.8	28	West	South Corona	5.0	0	None
Stephens Spur	155.5	14	West	Weisel	6.2	37	East
El Camino Spur	155.3	15	West	Jameson	9.2	5	East
La Habra VI'y Spur (East Whittier)	154.6	Lgh. 3.4 m.	West	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	Clovis and beyond
	Riverbank, Escalon	Stockton and beyond	Belen and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	Bakersfield and beyond
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
17	Flagstaff	Pasadena and Los Angeles	
	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond destined south of Ash Fork
18	Pomona		Williams and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
20	Victorville	Albuquerque and beyond	Albuquerque and beyond
	Kingman	Newton and beyond	Williams and beyond
	Williams	Albuquerque and beyond	San Bernardino and beyond
123	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Laguna	Los Angeles	Barstow and beyond
	Ludlow	Los Angeles	Albuquerque and beyond
124	Rivera	Williams and beyond	Williams and beyond
	Rivera, Ludlow	Williams and beyond	
	Escalon	Fresno and beyond	Stockton and beyond
60	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Rivera		Fresno and beyond
	San Juan Capistrano	Los Angeles	Oceanside, Del Mar, or San Diego
	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
	San Clemente		Los Angeles
	Encinitas	Los Angeles	
71, 75, 77	Rivera	Oceanside, Del Mar, or San Diego	
	San Juan Capistrano	Los Angeles	
	Irvine, El Toro		Los Angeles

**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	20	24.0
..	51	70.6	1	26	41.9	2	25	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

**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
- DAVID D. JANTZ ..... 15581 Seventh St., Victorville
- MILTON W. BLAIR ..... Santa Fe Depot, San Bernardino
- RUSSELL H. OLSEN ..... 317 "E" St., San Bernardino
- FRED R. BAUMAN ..... 138 E. Highland Ave., San Bernardino
- JOHN M. MILLER ..... Fleming Bldg., 516 W. 4th St., San Bernardino
- J. A. McDONALD ..... 176 N. 8th St., Colton
- G. D. DAVIDSON CO. .... 445 S. Spring St., Los Angeles
- SANTA FE JEWELERS ..... 905 E. 1st St., Los Angeles
- M. D. DOOLEY ..... 6667½ Whittier Blvd., Los Angeles
- BRUCE M. BARNES ..... 4832 Whittier Blvd., Los Angeles
- CLEO D. HEATH ..... 134 S. San Fernando Blvd., Burbank
- MARK R. NOBLITT, SR. .... 2903 West 79th St., Inglewood
- RALPH C. OAKLEY ..... 211 East Queen St., Inglewood
- THOMAS G. WILKES ..... 1503 Cabrillo Ave., Torrance
- H. W. OSTERMIER ..... 6822 Pacific Blvd., Huntington Park
- GEORGE R. FINLEY, JR. .... 182 East Compton Blvd., Compton
- C. GORDON McCLURE ..... 106½ North Spadra Road, Fullerton
- GERALD D. LAROCQUE ..... 424 North Sycamore Street, Santa Ana
- S. L. FINKEL ..... 211 Hill St., Oceanside
- H. E. WALLACE ..... Care Yard Office, San Diego
- C. H. McCORMACK ..... 833 Roosevelt, National City

**AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY**

**OVERSPEED Couplings are DAMAGING — Here's what happens:**

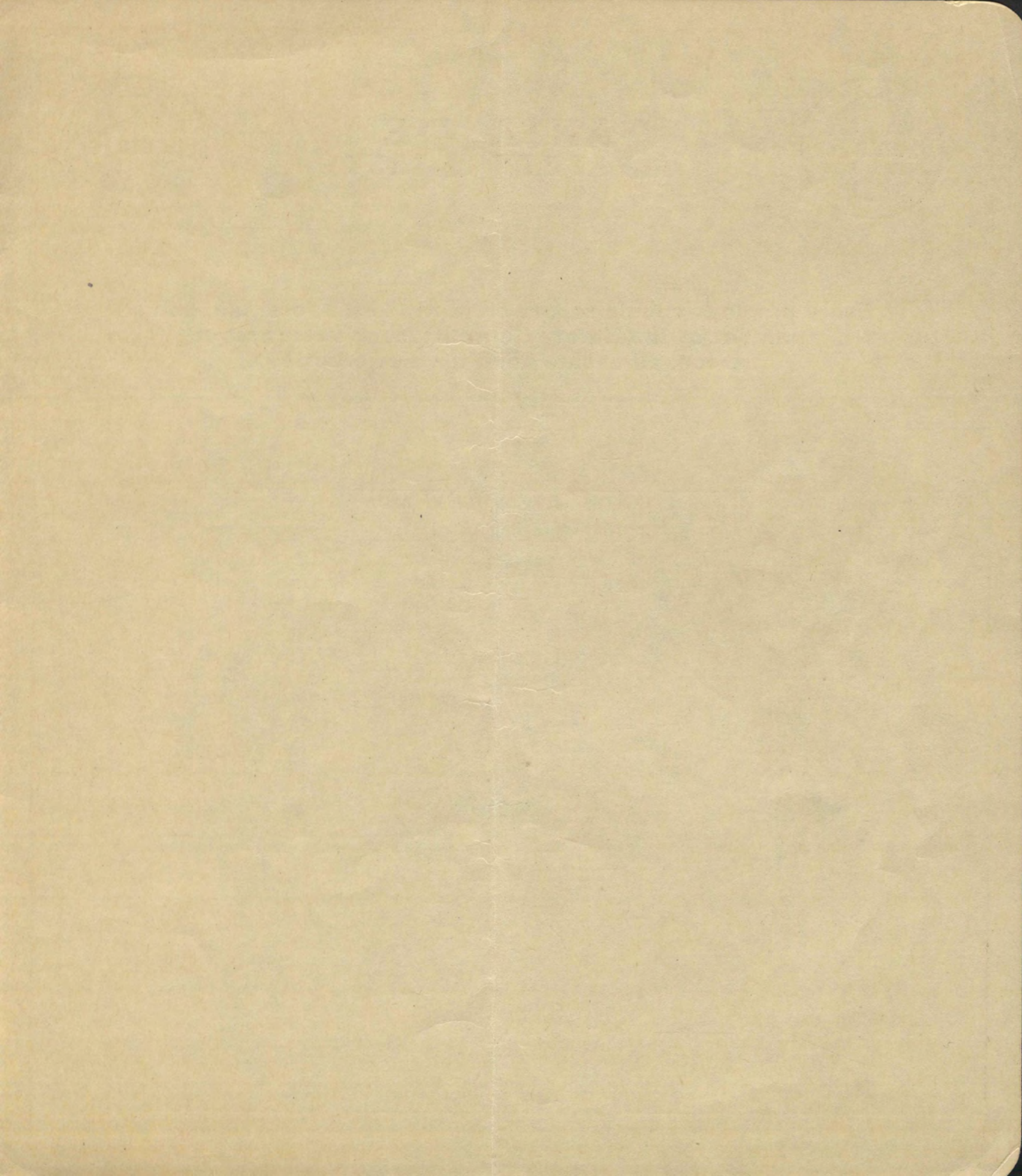
Safe — Danger —

4 miles per hour	<input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2¼ times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH

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

*Handle freight carefully and keep our customers.*

**IT'S EVERYBODY'S JOB ON THE SANTA FE!**





# 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.)

