

**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. GORDON GARNETT, Local Surgeon	Los Angeles
DR. J. S. HIBBEN, Local Surgeon	Pasadena
DR. GLENN L. BARNUM, Assistant Local Surgeon	Pasadena
DR. E. W. HAYES, Local Surgeon	Monrovia
DR. E. W. HAYES, JR., Assistant Local Surgeon	Monrovia
DR. BRUCE VAN VRANKEN, Local Surgeon	Azusa
DR. CARROLL W. WHITE, Local Surgeon	La Verne
DR. J. B. CRAIG, Local Surgeon	Upland
DR. W. S. CHERRY, Local Surgeon	Rialto
DR. 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. D. M. PARKER, Local Surgeon	Barstow
DRS. C. A. AND R. J. MACDONALD, Assistant Local Surgeons	Barstow
DR. T. G. HARWARD, District 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. J. E. ANDES, Local Surgeon	Parker
DR. T. A. CARD, Local Surgeon	Riverside
DR. C. J. LORD, Assistant Local Surgeon	Riverside
DR. HARRY C. REYNOLDS, Local Surgeon	Arlington
DR. NORMAN H. MELLOR, Local Surgeon	Corona
DR. E. H. BRUNEMEIER, Local Surgeon	Placentia
DR. G. W. OLSON, Local Surgeon	Fullerton
DR. F. H. GOBAR, Assistant Local Surgeon	Fullerton
DR. WM. H. WICKETT, JR., Assistant Local Surgeon	Fullerton
DR. C. GLENN CURTIS, Local Surgeon	Brea
DR. J. W. UTTER, Local Surgeon	Anaheim
DR. ERWIN H. KERSTEN, Assistant Local Surgeon	Anaheim
DR. THOMAS B. RHONE, Local Surgeon	Orange
DR. VERNE W. CARLSON, Assistant Local Surgeon	Orange
DR. E. A. MILLER, Local Surgeon	Santa Ana
DR. ROBERT S. WADE, Assistant Local Surgeon	Santa Ana
DR. P. H. ESSLINGER, Local Surgeon	Capistrano
DR. H. D. HOSKINS, Local Surgeon	Oceanside
DR. J. B. DAVIS, Assistant Local Surgeon	Oceanside
DR. A. J. CHLAD, Local Surgeon	Del Mar
DR. O. S. HARBAUGH, Local Surgeon	San Diego
DR. HAROLD ENGELHORN, Assistant Local Surgeon	San Diego
DR. C. S. MARSDEN, JR., Assistant Local Surgeon	San Diego
DR. H. W. GEISTWEIT, JR., Ear, Nose and Throat Specialist	San Diego
DR. GEORGE L. KILGORE, Eye Specialist	San Diego
DR. W. D. ROLPH, Local Surgeon	National City
DR. GEO. A. MROSS, Assistant Local Surgeon	National City
DR. KENNETH DOLE, Local Surgeon	Redlands
DR. R. B. REID, Local Surgeon	Perris
DR. GEORGE M. ERICKSON, Local Surgeon	Hemet
DR. HERMAN BAER, 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. G. KESSLING, Local Surgeon	Wilmington
DR. T. B. SMITH, Consulting Surgeon	Wilmington
DR. JOHN C. COTTRELL, Local Surgeon	Long Beach
DR. E. H. ANTHONY, Local Surgeon	Inglewood
DR. W. C. BRUFF, Local Surgeon	Whittier

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

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

M. H. SWANSON,  
Trainmaster,  
Needles, Calif.

A. B. COAKLEY,  
H. C. BAUGHN,  
Trainmasters,  
WM. BAXTER,

Terminal Trainmaster,  
San Bernardino, Calif.

L. B. FREBORG,  
O. R. HAMMIT,  
Trainmasters,  
R. H. ADAMS,

Terminal Trainmaster,  
Los Angeles, Calif.

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

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

G. H. FERRYMAN,  
W. S. LOIT,  
L. W. PARSONS,  
G. C. ATWILL,  
F. E. JACKSON,  
E. O. CRUM,  
A. C. KIDD,  
E. L. MAYS,  
J. T. DAWE,

Dispatchers, San Bernardino, Calif.

H. W. WITSKEN,  
E. M. BUTLER,  
I. L. CRAWFORD,  
E. H. COLEMAN,  
W. E. EBERT,  
C. W. BURTON,  
F. O. PIERCE,  
W. D. EAKIN,  
J. W. SNYDER,

# The Atchison, Topeka and Santa Fe Railway Co.



COAST **Santa Fe** LINES

**LOS ANGELES DIVISION**  
AND  
LOS ANGELES TERMINAL

## TIME TABLE No.

# 142

IN EFFECT

### Sunday, April 27, 1952

At 12:01 A. M.  
Pacific Standard Time

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

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

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

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

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

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

## 2 LOS ANGELES DIVISION

### SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS	NO. 142	SECOND CLASS		
		<b>505</b>	April 27, 1952	<b>506</b>		
		Freight	STATIONS	Freight		
		Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday		
26	116.2	AM 9.25	<b>HIGHGROVE</b> S. P. Crossing 2.5	PM 3.15	0.0	0.0
12	116.2	9.35	<b>LEMONA</b> 4.5	3.00	2.7	0.0
31	21.3	9.53	<b>BOX SPRINGS</b> 2.3	2.40	7.2	17.6
	21.3	10.01	<b>MARCH FIELD YL</b> 1.1	2.31	9.6	17.6
66	0.0	10.05	<b>ALESSANDRO YL</b> 2.9	2.27	10.6	47.5
22	0.0	10.12	<b>VAL VERDE</b> 4.7	2.20	13.5	28.1
20	21.6	10.22	<b>PERRIS YL</b> 3.9	2.10	18.3	63.4
21	49.3	10.30	<b>ETHANAC</b> 2.3	1.58	3.7	0.0
11	21.1	10.36	<b>MENIFEE</b> 3.9	1.50	6.0	42.2
34	52.8	10.46	<b>WINCHESTER</b> 4.4	1.38	9.9	0.0
18	44.3	10.59	<b>EGAN</b> 2.7	1.25	14.3	0.0
15	6.3	11.30	<b>HEMET YL</b> 2.3	1.15	17.0	63.4
13		11.40 AM	<b>SAN JACINTO YL</b> 2.3	12.01 PM	19.3	
		Arrive Daily Ex. Sunday	(37.5)	Leave Daily Ex. Sunday		

(16.7) ... Average speed per hour... (11.6)

No. 505 is superior to No. 506.  
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.  
Trains must get numbered clearance card before leaving San Jacinto.

### FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		NO. 142	NO. 142	NO. 142		
		April 27, 1952	April 27, 1952	April 27, 1952		
		STATIONS	STATIONS	STATIONS		
		Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday		
48			<b>FALLBROOK JCT.</b> 6.0		0.0	
12	66.0		<b>CHAPPO</b> 2.4		5.9	62.7
46	26.4		<b>JOFEGAN YL</b> 6.7		8.4	0.0
6	132.0		<b>DE LUZ</b> 1.8		15.1	79.2
28	105.6		<b>FALLBROOK YL</b>		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 Fallbrook.

### ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS	NO. 142	SECOND CLASS		
		<b>509</b>	April 27, 1952	<b>508</b>		
		Freight	STATIONS	Freight		
		Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday		
17	147.8	AM 11.30	<b>ELSINORE YL</b> 5.6	AM 10.50	21.9	132.0
20	50.7	PM 12.10	<b>ALBERHILL YL</b> 7.8	10.25	16.3	89.8
62	0.0	12.40	<b>ARCILLA</b> 8.5	10.05	8.5	68.6
Yard		1.30 PM	P. E. Crossing <b>PORPHYRY YL</b> 8.5	9.40 AM	0.0	
		Arrive Daily Ex. Sunday	(21.9)	Leave Daily Ex. Sunday		

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

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

### OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Ruling Grade Ascending
		NO. 142	NO. 142	NO. 142	
		April 27, 1952	April 27, 1952	April 27, 1952	
		STATIONS	STATIONS	STATIONS	
		Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday	
Yard			<b>ATWOOD</b> 2.4		42.2
21			<b>OLIVE</b> S. P. Crossing 3.4	CTC	42.2
62			<b>ORANGE</b>		
			(5.8)		

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

### ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		NO. 142	NO. 142	NO. 142		
		April 27, 1952	April 27, 1952	April 27, 1952		
		STATIONS	STATIONS	STATIONS		
		Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday		
25			<b>ESCONDIDO YL</b> 4.9		21.1	
14	83.4		<b>SAN MARCOS</b> 3.3		16.2	95.0
11	70.3		<b>BUENA</b> 3.7		12.9	113.2
10	116.2		<b>VISTA YL</b> 1.4		9.2	116.2
11	116.2		<b>FALDA</b> 7.8		7.8	116.2
	87.6		<b>ESCONDIDO JCT.</b>		0.0	84.5
			(21.1)			

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

CADIZ DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending
		FIRST CLASS	NO. 142		FIRST CLASS		
		117	April 27, 1952		118		
		Passenger			Passenger		
		Leave Daily	STATIONS		Arrive Daily		
Yard		PM 8:45	PARKER YL	AM 3:00	105.8		0.0
Spur	31.7	f 8:49	1.5 EARP	2:56	107.3	31.7	
28	31.7	9:00	6.8 CALZONA	2:45	114.1	0.0	
17	31.7	f 9:10	5.9 VIDAL	2:36	120.0	0.0	
45	10.5	f 9:26	11.6 GROMMET	2:21	131.6	21.1	
49	0.0	s 9:40	8.8 RICE YL	2:09	140.4	31.7	
48	0.0	9:46	3.6 FREDA	2:03	144.0	30.6	
57	0.0	9:54	7.0 SABLON	1:53	151.0	31.7	
33	31.7	f 10:00	4.8 SALT MARSH	1:47	155.8	5.3	
97	31.7	10:15	13.4 FISHEL	1:31	169.2	14.8	
38	15.8	f 10:21	4.4 CHUBBUCK	f 1:25	173.6	31.7	
34	31.7	f 10:30	6.0 AROHER	f 1:16	179.6	31.7	
76		11:00 PM	10.9 CADIZ YL	1:00 AM	190.5		
		Arrive Daily	(84.7)		Leave Daily		

(37.6) . . . . Average speed per hour . . . . (42.4)

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

No. 117 is superior to No. 118.

Water and wye at Parker, Rice and Cadiz.

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

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

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

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS	NO. 142		SECOND CLASS		
		25	April 27, 1952		26		
		Mixed			Mixed		
		Leave Daily Ex. Monday	STATIONS		Arrive Daily Ex. Monday		
49	83.4	AM 4:45	RICE YL	AM 2:00	0.0	65.0	
13	0.0		16.5 STYX		16.5	68.6	
34	0.0	s 6:00	1.3 MIDLAND YL	12:01 AM	17.8	68.6	
64	0.0	6:10	2.6 COX	f 10:20	20.4	47.5	
	0.0		2.2 INCA		22.6	38.8	
Spur 10	10.6		10.4 MESAVILLE		33.0	83.4	
Yard	7.4	7:30 AM	9.0 BLYTHE YL	9:30 PM	42.0	21.7	
Spur 12	42.8		2.7 MILNER FARMS YL		44.7	15.8	
			4.7 RIPLEY YL		49.4		
		Arrive Daily Ex. Monday	(49.4)		Leave Daily Ex. Sunday		

(15.3) . . . . Average speed per hour . . . . (9.3)

No switch lights on Ripley District.

Water and wye at Rice and Blythe.

Offices of Communication at Rice, Midland, and Blythe.

Trains must get numbered clearance card before leaving Blythe.

TIME TABLE

NO. 142  
April 27, 1952

STATIONS

<b>NEEDLES</b>	YL
7.4	
JAVA	
8.8	
IBIS	
4.5	
BANNOCK	
4.6	
HOMER	
7.6	
GOFFS	
9.6	
FENNER	
7.5	
ESSEX	
8.5	
DANBY	
7.1	
SIAM	
6.3	
CADIZ	YL
10.3	
SALTUS	
3.1	
AMBOY	
7.8	
BAGDAD	
7.3	
SIBERIA	
5.2	
KLONDIKE	
4.3	
ASH HILL	YL
6.7	
LUDLOW	
5.1	
ARGOS	
8.1	
PISGAH	
6.2	
HECTOR	
12.8	
NEWBERRY	
6.0	
MINNEOLA	
6.0	
DAGGETT	
4.0	
NEBO	
4.8	
<b>BARSTOW</b>	YL

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

(167.6)

WESTWARD

FIRST CLASS

3	7	209	201	123	23
California Limited	Fast Mail Express	Passenger	Passenger	The Grand Canyon	The Grand Canyon
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 9:55	AM 10:45			AM 2:40	AM 2:30
10:09	10:58			2:57	2:47
10:21	11:09			3:11	3:01
10:29	11:17			3:20	3:10
10:37	11:23			3:29	3:19
10:49	11:34			3:42	3:32
10:57	11:41			3:51	3:41
11:03	11:46			3:57	3:47
11:10	11:52			4:04	3:54
11:15	11:57			4:10	4:00
11:30	PM 12:01			4:16	4:06
11:45	12:12			4:27	4:17
11:55	12:19			4:34	4:24
AM 12:07	12:28			4:43	4:33
12:17	12:35			4:52	4:42
12:25	12:41			4:59	4:49
12:33	12:48			5:07	4:57
12:43	12:54			5:13	5:03
12:52	1:02			5:22	5:12
12:58	1:07			5:28	5:18
1:10	1:17			5:39	5:29
1:16	1:22			5:44	5:34
1:26	1:27	AM 10:38	AM 6:10	5:49	5:39
1:32	1:31	10:42	6:14	5:52	5:42
1:45	1:40	10:50	6:22	6:05	5:55
AM	PM	AM	AM	AM	AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

Average speed per hour . . . . (43.7) (57.5) (44.0) (44.0) (49.1) (49.1)

Needles District—Signal System 1 in effect.

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

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

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

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

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

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

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

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

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

# NEEDLES DISTRICT

WESTWARD					TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
17	103	19	21	237	NO. 142						
Super Chief	Passenger	The Chief	El Capitan	Passenger	April 27, 1952						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
AM 2:11		AM 1:10	AM 12:41		NEEDLES YL	578.0			O	FW TY	Yard
2:22		1:23	12:52		7.4	585.6	74.5	0.0	B		107
2:32		1:35	1:02		JAVA 8.8	592.4	73.9	0.0	B		107
2:39		1:42	1:09		IBIS 9.5	597.0	73.9	0.0	B		107
2:46		1:50	1:16		BANNOCK 4.6	601.5	73.9	0.0	B		97
2:55		2:00	1:25		HOMER 7.6	609.1	73.9	30.0	C		107
3:03		2:08	1:33		GOFFS 9.6	618.7	0.0	52.8	B		111
3:08		2:13	1:38		FENNER 7.5	626.2	0.0	52.8	B		
3:14		2:19	1:44		ESSEX 8.5	634.7	0.0	52.8	B		107
3:19		2:25	1:49		DANBY 7.1	641.8	0.0	52.8	B		
3:24		2:32	1:54		SIAM 6.3	648.1	0.0	48.0	O	WY	107
					CADIZ YL 10.3	658.4	26.4	52.8	B		
					SALTUS 3.1	661.5	26.4	11.6	C		107
3:34		2:46	2:04		AMBOY 7.8	669.3	35.9	11.6	B		107
3:39		2:52	2:09		BAGDAD 7.3	676.7	75.0	0.0	B		107
3:47		3:00	2:17		SIBERIA 5.2	682.0	75.0	0.0	B		72
3:54		3:07	2:24		KLONDIKE 4.3	686.7	75.0	0.0	B	Y	107
4:00		3:14	2:30		ASH HILL YL 6.7	693.4	26.4	52.8	O		117
4:06		3:21	2:36		LUDLOW 5.1	698.5	52.8	0.0	B		71
4:13		3:28	2:43		ARGOS 8.1	706.6	52.8	44.0	B		107
4:21		3:36	2:51		PISGAH 6.2	712.8	0.0	52.8	B		73
4:26		3:41	2:56		HECTOR 12.8	725.6	26.4	39.6	B	W	107
4:35		3:50	3:05		NEWBERRY 6.0	731.7	26.4	0.0	B		107
4:39		3:55	3:09		MINNEOLA 6.0	737.6	38.2	13.0	C		107
4:43	AM 4:15	4:00	3:13	AM 12:03	DAGGETT 4.0	741.6	31.7	31.7	B		68
4:46	4:18	4:04	3:16	12:08	NEBO 4.8	746.4	31.7	31.7	C	FW TY	Yard
4:55 AM	4:25 AM	4:15 AM	3:25 AM	12:15 AM	BARSTOW YL						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(167.6)						

(61.3) (52.8) (54.4) (61.3) (44.0) . . . . .Average speed per hour

### Needles District—Signal System 1 in effect.

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

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

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

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

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

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

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

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

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

							EASTWARD				
							FIRST CLASS				
							8	210	202	20	
							Fast Mail Express	Passenger	Passenger	The Chief	
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
							AM			PM	
	Yard	FW TY	O			578.0	7:00			7:13	
	107		B	74.5	0.0	585.6	6:48			7:01	
			B	73.9	0.0	592.4	6:39			6:53	
	107		B	104.5	0.0	597.0	6:33			6:47	
			B	73.9	0.0	601.5	6:28			6:42	
	107		C	73.9	30.0	609.1	6:20			6:34	
	107		B	0.0	52.8	618.7	6:08			6:23	
	107		B	0.0	52.8	626.2	5:59			6:15	
	114		B	0.0	52.8	634.7	5:48			6:06	
	72		B	0.0	52.8	641.8	5:40			5:59	
				0.0	48.0						
	107	WY	O			648.1	5:31			5:53	
	51		B	26.4	52.8	658.4					
	107		C	11.6	26.4	661.5					
	100		B	35.9	11.6	669.3	5:16			5:41	
	107		B	75.0	0.0	676.7	5:10			5:35	
	107		B	121.4	0.0	678.7	5:02			5:28	
	107	Y	B	26.4	52.8	686.7	4:54			5:21	
	101		C	52.8	0.0	693.4	4:47			5:15	
	72		B	52.8	44.0	698.5	4:41			5:10	
	107		B	0.0	52.8	706.6	4:33			5:03	
	73		B	26.4	39.6	712.8	4:27			4:58	
	107	W	B	26.4	0.0	725.6	4:16			4:49	
	72		B	38.2	13.0	731.7	4:11	PM	PM	4:45	
	104		C	31.7	31.7	737.6	4:06	2:38	3:59	4:41	
	71		B	31.7	31.7	741.6	4:02	2:33	3:55	4:37	
	Yard	FW TY	O			746.4	3:55 AM	2:25 PM	3:47 PM	4:30 PM	
							Leave Daily	Leave Daily	Leave Daily	Leave Daily	
						(165.0)					
							Average speed per hour....	(53.5)	(40.6)	(44.0)	(60.7)

#### Needles District—Signal System 1 in effect.

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

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

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

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

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

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

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

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

EASTWARD						
FIRST CLASS						
22	124	24	104	4	18	238
El Capitan	The Grand Canyon	The Grand Canyon	Passenger	California Limited	Super Chief	Passenger
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
<b>PM</b> 7-35	<b>PM</b> 8-55	<b>PM</b> 9-15		<b>AM</b> 2-35	<b>AM</b> 2-12	
7-25	8-44	9-04		2-22	2-04	
7-18	8-37	8-57		2-14	1-57	
7-13	8-31	8-51		2-09	1-53	
7-08	8-25	8-45		2-04	1-48	
7-00	8-16	8-36		1-56	1-40	
6-50	8-04	8-24		1-42	1-30	
6-43	7-54	8-14		1-30	1-21	
6-35	7-45	8-05		1-19	1-12	
6-28	7-37	7-57		1-11	1-05	
6-23	7-31	7-51		<b>1-00<sup>18</sup></b>	<b>1-00<sup>4</sup></b>	
6-13	7-21	7-41		12-08	12-50	
6-08	7-14	7-34		12-02 <b>AM</b>	12-45	
6-02	7-06	7-26		11-54	12-38	
5-55	6-58	7-18		11-46	12-31	
5-49	6-51	7-11		11-39	12-25	
5-43	6-46	7-06		11-31	12-20	
5-37	6-39	6-59		11-23	12-14	
5-33	6-34	6-54		11-17	12-09	
5-24	6-25	6-45		11-06	12-01 <b>AM</b>	
5-19	6-20	6-40		11-01	11-57	
5-14	6-16	6-36	<b>PM</b> 7-37	10-56	11-53	<b>AM</b> 12-12
5-11	6-12	6-32	7-34	10-52	11-49	12-08 <b>AM</b>
5-05 <b>PM</b>	6-05 <b>PM</b>	6-25 <b>PM</b>	7-27 <b>PM</b>	10-45 <b>PM</b>	11-43 <b>PM</b>	11-59 <b>PM</b>
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

TIME TABLE	
NO. 142	
April 27, 1952	
STATIONS	
<b>NEEDLES</b> YL	
7.4	
JAVA	
6.8	
IBIS	
3.7	
BANNOCK	
4.6	
HOMER	
7.6	
GOFFS	
9.6	
FENNER	
7.5	
ESSEX	
8.5	
DANBY	
7.1	
SIAM	
6.3	
CADIZ	YL
10.3	
SALTUS	
3.1	
AMBOY	
7.8	
BAGDAD	
7.3	
SIBERIA	
7.7	
ASH HILL	YL
6.7	
LUDELOW	
5.1	
ARGOS	
8.1	
PISGAH	
6.2	
HECTOR	
12.8	
NEWBERRY	
6.0	
MINNEOLA	
6.0	
DAGGETT	
4.0	
NEBO	
4.8	
BARSTOW	YL

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

(66.0) (58.2) (58.2) (52.8) (43.0) (66.4) (40.6) .....Average speed per hour

**Needles District—Signal System 1 in effect.**

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

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

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

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

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

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

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

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

TIME TABLE NO. 142 April 27, 1952	WESTWARD					
	FIRST CLASS					
	7	209	23	201	123	17
STATIONS	Fast Mail Express	Passenger	The Grand Canyon	Passenger	The Grand Canyon	Super Chief
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
<b>BARSTOW YL</b>	<b>PM 2:00</b>	<b>AM 10:53</b>	<b>AM 6:30</b>	<b>AM 6:25</b>	<b>AM 6:20</b>	<b>AM 5:05</b>
LENWOOD	2:08	11:01	6:39	6:33	6:28	5:12
HODGE	2:13	11:07	6:47	6:39	6:34	5:17
HELEDALE	2:21	11:15	6:57	6:48	6:43	5:25
BRYMAN	2:25	11:20	7:02	6:53	6:48	5:30
ORO GRANDE	2:30	11:25	7:07	6:59	6:54	5:35
VICTORVILLE YL	2:38	11:34	7:16	7:07	7:02	5:42
THORN	2:45	11:42	7:23	7:14	7:09	5:49
HESPERIA	2:50	11:48	7:29	7:20	7:15	5:55
LUGO	2:55	11:54	7:37	7:27	7:22	6:01
SUMMIT YL	3:08	12:07	7:52	7:39	7:34	6:13
GISH	3:17	12:16	8:01	7:48	7:43	6:22
CAJON	3:23	12:22	8:07	7:54	7:49	6:28
KEENBROOK	3:29	12:28	8:13	8:00	7:55	6:34
DEVORE	3:37	12:36	8:21	8:08	8:03	6:42
ONO	3:44	12:43	8:29	8:18	8:13	6:49
HIGHLAND JCT.	3:49	12:48	8:34	8:23	8:18	6:54
<b>SAN BERNARDINO YL</b>	<b>PM 3:55</b>	<b>PM 12:55</b>	<b>AM 8:40</b>	<b>AM 8:30</b>	<b>AM 8:25</b>	<b>AM 7:00</b>
(80.8)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour..... (42.2) (39.7) (37.3) (38.8) (38.8) (42.4)						

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

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

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

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

Rule 251 in effect between Barstow and San Bernardino.

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

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

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

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

Westward freight trains must stop ten minutes at each Cajon and Devore to cool wheels and inspect train; except these stops may be omitted when trains are handled by diesel engines with dynamic brakes in service on all units as follows:

- Santa Fe 100 class, four units.....4,000 tons or less;
- Santa Fe 100 class, three units.....3,000 tons or less;
- Santa Fe 100, 200, and 2650 class and Union Pacific 1400 and 1600 class, two units.....2,000 tons or less;
- Santa Fe 200 class and Union Pacific 1400 and 1600 class, four units.....4,500 tons or less;
- Santa Fe 200 class and Union Pacific 1400 and 1600 class, three units.....3,375 tons or less.

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;
- Highland Junction—Crossover, time release five minutes.

Over Bridge A-35, westward between Oro Grande and Victorville, maximum speed 5000, 5001 and 5011 class engines single, 45 MPH, doublehead with any class, 25 MPH; maximum speed 2900, 3460, 3751, 3765, 3776 classes and 3800 class (20,000 gallon tender), single 55 MPH; doublehead with any class, 35 MPH; maximum speed Union Pacific engines 3930 to 4024, single or doublehead, 20 MPH.

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



WESTWARD					TIME TABLE NO. 142 April 27, 1952	STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS												
19	103	21	3	237								
The Chief	Passenger	El Capitan	California Limited	Passenger								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
AM 4-30	AM 4-25	AM 3-35	AM 2-15	AM 12-25	<b>BARSTOW</b> YL	0.0				O	FW TY	Yard
4-38	4-32	3-42	2-23	12-33	6.1 LENWOOD	6.2	37.0	20.4		O		92
4-44	4-37	3-47	2-29	12-40	5.7 HODGE	11.8	37.0	23.0		B		120
4-52	4-44	3-55	2-37	12-50	9.2 HELENDALE	21.1	28.8	30.0		B		98
4-57	4-49	4-00	2-42	12-56	4.9 BRYMAN	26.1	37.0	0.0		B		98
5-02	4-54	4-05	2-47	1-03	5.4 ORO GRANDE	31.5	37.0	0.0		O		90
5-10	5-02	4-12	2-55	1-13	5.1 VICTORVILLE YL	36.7	39.6	17.2		O		100-100
5-18	5-09	4-19	3-03	1-21	4.3 THORN	41.1	84.5	0.0		B		
5-24	5-14	4-25	3-09	1-30	4.1 HESPERIA	45.1	83.4	0.0		B		99
5-30	5-19	4-31	3-15	1-40	5.2 LUGO	50.3	81.8	0.0		B		98
5-43	5-32	4-43	3-28	1-53	5.5 SUMMIT YL	55.9	84.5	0.0		O	Y	122
5-52	5-41	4-52	3-37	2-02	3.8 GISH	59.6	0.0	158.4		B		71
5-58	5-48	4-58	3-43	2-08	2.7 CAJON	62.4	0.0	158.4		O		95
6-04	5-54	5-04	3-49	2-14	3.7 KEENBROOK	66.3	0.0	116.2		B		
6-12	6-02	5-12	3-57	2-22	4.7 DEVORE	71.0	0.0	116.2		B		126
6-19	6-09	5-19	4-04	2-29	5.0 ONO	76.0	0.0	116.2		B		96
6-24	6-14	5-24	4-09	2-33	3.5 HIGHLAND JOT.	79.4	0.0	116.2				
6-30 AM	6-20 AM	5-30 AM	4-15 AM	2-40 AM	1.9 <b>SAN BERNARDINO</b> YL	81.3	64.4	51.7		O	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.8)							

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

(40.4) (42.2) (42.2) (40.4) (35.9) ..... Average speed per hour

Capacity of Sidings in 80 Ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	EASTWARD															
						FIRST CLASS															
						8	210	202	20	22	124	24									
						<b>TIME TABLE</b> NO. 142 April 27, 1952															
						<b>STATIONS</b>															
Yard	FW TY	O			0.0	AUTOMATIC BLOCK SYSTEM TWO TRACKS	<b>BARSTOW</b> YL 6.1 LENWOOD 5.7 HODGE 9.2 HELENDALE 4.9 BRYMAN 5.4 ORO GRANDE 5.1 VICTORVILLE YL 4.3 THORN 4.1 HESPERIA 5.2 LUGO 5.5 SUMMIT YL 3.8 ALRAY 4.7 CAJON 3.7 KEENBROOK 4.7 DEVORE 5.0 ONO 3.5 HIGHLAND JCT. 1.9 <b>SAN BERNARDINO</b> YL	<b>AM</b> 3:45 3:35 3:29 3:20 3:15 3:08 3:00 2:52 2:47 2:42 2:33 2:21 2:10 2:02 1:53 1:41 1:36 1:30 AM	<b>PM</b> 2:23 2:10 2:05 1:58 1:54 1:49 1:42 1:36 1:31 1:25 1:16 1:04 12:54 12:48 12:40 12:30 12:25 12:20 PM	<b>PM</b> 3:45 3:35 3:31 3:24 3:20 3:15 3:08 3:01 2:57 2:52 2:43 2:34 2:25 2:19 2:10 2:00 1:55 1:50 PM	<b>PM</b> 4:23 4:13 4:07 3:58 3:53 3:48 3:41 3:33 3:28 3:21 3:12 3:02 2:53 2:47 2:38 2:28 2:23 2:18 PM	<b>PM</b> 5:00 4:51 4:47 4:40 4:36 4:32 4:25 4:18 4:14 4:09 4:00 3:51 3:41 3:35 3:27 3:19 3:15 3:10 PM	<b>PM</b> 5:55 5:40 5:34 5:24 5:19 5:11 5:03 4:55 4:49 4:42 4:34 4:24 4:14 4:03 4:02 3:40 3:36 3:30 PM	<b>PM</b> 6:05 5:50 5:44 5:34 5:29 5:21 5:13 5:05 4:59 4:52 4:44 4:34 4:24 4:13 4:02 3:50 3:46 3:40 PM							
104		O	37.0	20.4	6.2																
106		B	37.0	23.0	11.8																
108		B	39.0	30.0	21.1																
		B	37.0	0.0	26.1																
108		C	37.0	0.0	31.5																
98	Y	C	39.6	17.2	36.7																
105		B	84.5	0.0	41.1																
106		B	84.5	0.0	45.1																
		B	86.8	0.0	50.3																
126	Y	C	84.5	0.0	55.9																
118		B	0.0	116.2	59.7																
70		C	0.0	116.2	62.4																
115		B	0.0	116.2	66.3																
128		B	0.0	116.2	71.0																
106		B	0.0	116.2	76.0																
			0.0	116.2	79.4																
Yard	FW TY	O	64.4	51.7	81.3																
								(82.8)													
Average speed per hour.....								(36.8)	(40.4)	(43.2)	(39.8)	(45.2)	(34.3)	(34.3)							

**FIRST DISTRICT**

**LOS ANGELES DIVISION 11**

EASTWARD				TIME TABLE NO. 142 April 27, 1952
FIRST CLASS				
104	4	18	238	
Passenger	California Limited	Super Chief	Passenger	STATIONS
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
PM 7-27	PM 10-20	PM 11-38	PM 11-50	<b>BARSTOW YL</b> 6.1 <b>LENWOOD</b> 5.7 <b>HODGE</b> 9.2 <b>HELENDALE</b> 4.9 <b>BRYMAN</b> 5.4 <b>ORO GRANDE</b> 5.1 <b>VICTORVILLE YL</b> 4.3 <b>THORN</b> 4.1 <b>HESPERIA</b> 5.2 <b>LUGO</b> 5.5 <b>SUMMIT YL</b> 3.8 <b>ALRAY</b> 4.7 <b>CAJON</b> 3.7 <b>KEENBROOK</b> 4.7 <b>DEVORE</b> 5.0 <b>ONO</b> 3.5 <b>HIGHLAND JCT.</b> 1.9 <b>SAN BERNARDINO YL</b>
7-19	10-08	11-29	11-40	
7-14	10-03	11-25	11-35	
7-06	9-54	11-18	11-26	
7-02	9-49	11-14	11-21	
6-58	9-42	11-10	11-16	
6-51	9-34	11-03	11-08	
6-44	9-25	10-56	11-01	
6-40	9-20	10-52	10-57	
6-35	9-14	10-47	10-52	
6-26	9-05	10-38	10-43	
6-17	8-54	10-27	10-32	
6-07	8-43	10-16	10-21	
6-01	8-35	10-09	10-14	
5-55	8-27	10-00	10-05	
5-48	8-15	9-50	9-55	
5-43	8-10	9-45	9-50	
5-38 PM	8-05 PM	9-40 PM	9-45 PM	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	(82.8)

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

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

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

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

Rule 251 in effect between Barstow and San Bernardino.

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

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

At Summit, helper engines off passenger trains, after moving to clear will remain standing until train helped has departed. At following stations, crossover switches are equipped with electric locks:

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

Highland Junction—Crossover, time release five minutes. Trains must get numbered clearance card before leaving Barstow and San Bernardino.

(45.6) (36.8) (42.1) (39.7) ..... Average speed per hour

**REDLANDS DISTRICT**

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 142 April 27, 1952	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			Yard		FW TY			
				<b>SAN BERNARDINO YL</b> P. E. Crossing S. P. Crossing 9.0		0.0		O
31		116.2		<b>REDLANDS</b> 3.2		8.8	101.3	B
17		0.0		<b>MENTONE</b> 4.1		12.0	88.5	B
47		70.5		<b>EAST HIGHLANDS</b> 2.5		16.2	83.2	B
25		0.0		<b>HIGHLAND</b> 1.0		18.7	89.5	B
14		47.5		<b>PATTON</b> 1.8		19.7	81.3	
13		25.8		<b>DEL ROSA</b> P. E. Crossing 4.0		21.5	60.0	
				<b>HIGHLAND JCT.</b>		25.4		
(25.6)								

No switch lights on Redlands District

Trains must get numbered clearance card before leaving San Bernardino.

WESTWARD					TIME TABLE	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
FIRST CLASS									
17	45	19	21	3	NO. 142				
Super Chief	Passenger	The Chief	El Capitan	California Limited	April 27, 1952				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
AM 7:03	AM 6:40	AM 6:35	AM 5:33	AM 4:20	SAN BERNARDINO YL	81.3		C	FW TY
7:09	s 6:48	6:42	5:39	4:29	3.6 RIALTO	84.9	68.4	O	Y
7:13	s 6:54	6:47	5:43	4:34	3.8 FONTANA	88.8	32.4	B	
7:15	6:57	6:50	5:45	4:39	3.0 KAISER	91.3	0.0	O	
7:17	f 7:00	6:52	5:47	4:42	2.0 ETIWANDA	93.7	14.3	B	
7:20	f 7:05	6:55	5:50	4:47	3.9 CUCAAMONGA	97.7	14.3	O	
7:23	s 7:10	7:00	5:53	4:53	3.2 UPLAND YL	100.9	57.5	O	Y
7:28	s 7:16	7:04	5:57	4:58	P. E. Crossing 3.9 OLAREMONT	104.8	30.8	O	
7:30	s 7:19	7:06	6:00	5:00	1.9 POMONA	106.7	0.0	O	
7:32	s 7:22	7:08	6:02	5:03	1.2 LA VERNE	107.9	0.0	O	
7:35	s 7:27	7:12	6:05	5:07	2.3 SAN DIMAS	110.2	0.0	B	
7:40 <sup>45</sup>	7:40 <sup>17</sup>	7:17	6:10	5:12	P. E. Crossing 4.1 GLENDORA	114.4	0.0	O	
7:43	s 7:44	7:20	6:13	5:15	2.5 AZUSA	116.9	0.0	O	Y
7:45	7:46	7:22	6:15	5:18	1.3 KINCAID	118.2	0.0	B	
7:47	7:49	7:25	6:17	5:21	P. E. Crossing 2.0 BUTLER	120.2	0.0	B	
7:50	s 7:53	7:27	6:20	5:25	2.3 MONROVIA	122.4	0.0	O	
7:52	s 7:57	7:31	6:22	5:29	1.7 S. P. Crossing ARCADIA	124.2	52.1	B	
7:55	f 8:00	7:34	6:25	5:33	1.6 SANTA ANITA (S. Madre)	125.8	77.9	B	
7:57	8:02	7:36	6:27	5:37	1.5 CHAPMAN	127.3	68.4	B	
7:59	f 8:04	7:38	6:29	5:40	0.8 LAMANDA PARK	128.0	0.0	O	
s 8:12	s 8:20	s 7:55	s 6:42	s 5:58	3.6 PASADENA YL	131.7	79.9	O	
	s 8:26	8:01		6:03	2.1 SOUTH PASADENA	133.7	0.0	B	
8:20	8:29	8:04	6:50	6:05	0.5 OLGA	134.2	0.0	B	
8:24	f 8:32	8:08	6:54	6:09	1.7 U. P. Crossing HIGHLAND PARK	135.9	0.0	B	
8:31	8:37	8:17	7:01	6:16	2.8 U. P. Crossing WATER STREET	138.7	0.0		
8:34	8:42	8:19	7:04	6:19	0.7 BROADWAY	139.4	0.0		
8:37 AM	8:45 AM	8:22 AM	7:07 AM	6:22 AM	0.6 MISSION TOWER	140.1	0.0		Y
8:45 AM	8:55 AM	8:30 AM	7:15 AM	6:30 AM	0.8 LOS ANGELES YL		0.0	O	
					Union Station (59.4)				
					1.1 FIRST STREET	141.1	0.0	C	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(59.7)				

(34.9) (26.5) (31.1) (34.9) (27.4) ..... Average speed per hour

Second District: Signal System 1 in effect.  
 Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. Between these points main track may be used not protecting against regular and extra trains and engines.  
 At Los Angeles: Rules and Regulations of Union Station must be observed within terminal limits.

No. 45 will back from Mission Tower to Union Station.  
 When complying with the provisions of Rule S-89(A) at:  
 Olga—If signals governing eastward movements at east end of siding or westward movements at west end of siding are found in stop position, be governed by instructions posted in black and white striped box near switch stand protected by switch lock.

(Continued on Page 13)

**SECOND DISTRICT**

**LOS ANGELES DIVISION**

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE	EASTWARD							
			FIRST CLASS							
			42	20	22	4	18	8		
		NO. 142								
		April 27, 1952	Passenger	The Chief	El Capitan	California Limited	Super Chief	Fast Mail Express		
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard		<b>SAN BERNARDINO YL</b>	<b>PM</b>	<b>PM</b>	<b>PM</b>	<b>PM</b>	<b>PM</b>	<b>AM</b>		
123	0.0	3.6	12.50	2.15	3.07	8.00	9.37	1.20		
04	15.4	RIALTO	12.40	2.07	2.59	7.48	9.29	1.12		
105	38.7	FONTANA	12.31	2.03	2.54	7.43	9.24	1.08		
54	26.8	KAISER	12.23	2.00	2.51	7.40	9.21	1.05		
50	32.0	ETIWANDA	12.19	1.58	2.49	7.38	9.19	1.03		
47	6.6	OUCAMONGA	12.11	1.54	2.46	7.35	9.16	12.59		
56	42.0	UPLAND YL	12.06	1.50	2.43	7.32	9.13	12.55		
64	59.1	P. E. Crossing								
40	48.8	OLAREMONT	11.55	1.44	2.38	7.27	9.08	12.51		
42	63.4	P. E. Crossing								
59	65.8	POMONA	11.50	1.42	2.36	7.24	9.06	12.49		
62	0.0	LA VERNE	11.44	1.39	2.33	7.21	9.04	12.47		
72	60.7	SAN DIMAS	11.38	1.36	2.30	7.18	9.00	12.44		
11	6.4	P. E. Crossing								
39	0.0	GLENDORA	11.30	1.30	2.25	7.12	8.56	12.38		
62	0.0	AZUSA	11.22	1.26	2.23	7.08	8.53	12.34		
84	95.3	KINCAID	11.18	1.24	2.21	7.06	8.51	12.32		
84	89.8	P. E. Crossing								
20	96.4	BUTLER	11.15	1.22	2.18	7.04	8.49	12.30		
71	114.9	MONROVIA	11.11	1.20	2.16	7.01	8.47	12.28		
Yard	31.7	S. P. Crossing								
		ARCADIA	11.06	1.17	2.14	6.59	8.45	12.26		
		SANTA ANITA (S. Madre)	11.01	1.15	2.12	6.57	8.43	12.24		
		CHAPMAN	10.58	1.13	2.10	6.55	8.41	12.22		
		LAMANDA PARK	10.56	1.12	2.09	6.54	8.40	12.21		
		PASADENA YL	10.45	1.00	2.00	6.45	8.30	12.10		
		SOUTH PASADENA	10.30	12.50		6.35		11.50		
		OLGA	10.27	12.48	1.47	6.33	8.17	11.48		
		HIGHLAND PARK	10.23	12.45	1.44	6.29	8.14	11.45		
		WATER STREET	10.17	12.37	1.38	6.22	8.08	11.37		
		BROADWAY	10.15	12.35	1.36	6.20	8.06	11.35		
		MISSION TOWER	10.14	12.34	1.34	6.19	8.04	11.34		
		LOS ANGELES YL								
		Union Station (59.4)	10.10 AM	12.30 PM	1.30 PM	6.15 PM	8.00 PM	11.30 PM		
		FIRST STREET								
		(59.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Average speed per hour.....			(22.3)	(33.9)	(36.7)	(33.9)	(36.7)	(32.4)		

(Continued from Page 12)

Not more than two engines of the 3129 class, or heavier, may be coupled together over Bridge A-140 Los Angeles River and over Bridge C-136 Garvanza Viaduct. Maximum speed 2900, 3460, 3751, 3765, 3776, 3800 (20,000 gallon tender), 5000, 5001 and 5011, 20 MPH over Bridge A-140. Union Pacific Engines 3930 to 4024, 10 MPH over Bridges C-136 and A-140.

At San Bernardino, Second District eastward trains and/or engines must approach junction of Second and Third Districts

near yard office prepared to stop, and "stop" unless proceed signal is received, given with green flag or light. Such proceed signal merely indicates the route is properly lined.

Rule 251 in effect Mission Tower-First Street.

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

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

TIME TABLE

NO. 142

April 27, 1952

WESTWARD

SECOND CLASS

FIRST CLASS

STATIONS

	141	505	145	79	7	77	75	83	209	73	23
	Freight	Freight	Freight	San Diegoan	Fast Mail Express	San Diegoan	Passenger	Passenger	Passenger	San Diegoan	The Grand Canyon
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
<b>SAN BERNARDINO YL</b>		AM 9.05			PM 4.05				PM 1.00		AM 8.45
2.2 RANA		9.13			4.10				1.05		8.50
1.3 COLTON		9.16			4.13				1.10		8.53
S. P. and U. P. Crossings											
3.8 HIGHGROVE		9.23			4.19				1.15		8.59
2.6 S. P. Crossing		AM									
RIVERSIDE JOT.					4.22				1.20		9.02
U. P. Jct.									PM		
0.6 RIVERSIDE YL					4.25						9.05
4.2 OASA BLANCA					4.30						9.10
2.4 ARLINGTON					4.33						9.13
3.3 MAY					4.37						9.17
P. E. Crossing											
3.1 PORPHYRY					4.40						9.20
1.3 CORONA					4.43						9.23
5.0 PRADO DAM					4.48						9.28
3.1 GYPSUM					4.53						9.33
4.1 ESPERANZA					4.58						9.38
4.3 ATWOOD					5.02						9.42
2.3 PLACENTIA											
3.0 FULLERTON YL				PM 8.19	5.11	PM 4.17	PM 3.10	PM 2.19		PM 12.48	9.51
2.5 U. P. Crossing											
BASTA											
2.0 BUENA PARK				8.24	5.18	4.22	3.17	2.24		12.53	9.58
1.8 LA MIRADA							3.19				
4.3 SANTA FE SPRINGS							3.24				
1.3 LOS NIETOS											
P. E. Crossing											
1.0 D. T. JUNCTION				8.32	5.27	4.30	3.28	2.33		1.01	10.07
1.0 RIVERA							3.30				
1.3 BANDINI				8.35	5.31	4.33	3.32	2.36		1.04	10.11
4.3 HOBART				8.39	5.35	4.37	3.36	2.40		1.08	10.15
U. P. Crossing											
2.3 REDONDO JOT.	PM 8.20		AM 6.45								
U. P. Crossing											
2.1 FIRST STREET (70.5)	8.30		6.55	8.48	5.47	4.44	3.46	2.48		1.16	10.26
0.9 MISSION TOWER	PM		AM	8.52	5.52	4.48	3.52	2.50		1.18	10.30
0.8 LOS ANGELES YL				9.00	6.00	5.00	4.00	3.00		1.30	10.40
Union Station				PM	PM	PM	PM	PM		PM	AM
(72.2)	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

Average speed per hour..... (12.0) (24.3) (12.0) (37.5) (37.7) (35.7) (30.7) (37.5) (29.4) (36.6) (37.7)

Third District: Signal System 1 in effect.

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

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

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

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

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

WESTWARD							TIME TABLE NO. 142 April 27, 1952	STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS														
201	123	71	51	81	103	237								
Passenger	The Grand Canyon	San Diegan	Passenger	Passenger	Passenger	Passenger								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
AM 8:35	AM 8:30		AM 7:10		AM 6:25	AM 2:50	SAN BERNARDINO YL	0.0				O	FW TY	Yard
8:40	8:35		7:15		6:30	2:55	2.2 RANA	1.5	0.0	52.8				
8:45	8:38		7:20		6:33	3:00	1.3 COLTON	2.9	23.1	52.8		B		49
8:50	8:43		7:26		6:38	3:05	S. P. and U. P. Crossings 3.8 HIGHGROVE	6.7	29.1	52.8		O		114
8:55 AM	8:47		7:31		6:43 AM	3:10 AM	2.6 S. P. Crossing RIVERSIDE JCT. U. P. Jct. 0.6	9.2		17.2		O		
	8:50		7:35				RIVERSIDE YL	9.8	0.0	52.8				B
	8:56		7:42				4.2 CASA BLANCA	14.0	48.6	52.8		B	Y	99
	8:59		7:46				2.4 ARLINGTON	16.4	0.0	52.8		B		62
	9:03		7:50				3.3 MAY	19.7	0.0	52.8		B		94
	9:07		7:53				P. E. Crossing 3.1 PORPHYRY	22.8	0.0	52.8		B	Y	100
	9:10		7:55				1.3 CORONA	24.1	0.0	24.8		O		167
	9:15		8:01				5.0 PRADO DAM	29.2	24.3	52.8		B		94
	9:20		8:06				3.1 GYPSUM	32.2	25.9	52.8		B		95
	9:25		8:11				4.1 ESPERANZA	36.4	21.1	52.8		B		129
	9:30		8:16				4.3 ATWOOD	40.6	0.0	52.8		B	Y	179
	9:34		8:21				2.2 PLACENTIA	43.0	0.0	42.2		O		69
	9:41	AM 8:46	8:32	AM 7:52			FULLERTON YL	165.0	0.0	42.2		O		94-74
							2.5 U. P. Crossing BASTA	162.5		33.4		B		31
	9:46	8:51	8:38	7:57			BUENA PARK	160.5	12.7	19.2		B		74
			8:42				1.8 LA MIRADA	158.7	32.1	25.9		B		
			8:47				4.3 SANTA FE SPRINGS	154.4	40.5	10.0		O		86
			8:50				1.3 LOS NIETOS	153.1	27.2	16.3		O		
	9:54	8:59	8:52	8:07			P. E. Crossing 1.0 D. T. JUNCTION	152.1	0.0	13.7				B
			8:54				1.0 RIVERA	151.2	0.0	13.7		O		95
	9:56	9:01	8:56	8:09			1.3 BANDINI	149.8	21.1	37.5		B		
	10:00	9:05	9:00	8:12			4.3 HOBART	145.5	39.6	26.2		O		Yard
			9:05				U. P. Crossing 2.3 REDONDO JCT.	143.2	42.5	0.0				FW TY
	10:10	9:15	9:09	8:20			2.1 FIRST STREET (70.5)	141.1	40.1	0.0		O		Yard
	10:15 AM	9:20 AM	9:12 AM	8:22 AM			0.9 MISSION TOWER	140.1	59.7	0.0				
	10:25 AM	9:30 AM	9:20 AM	8:30 AM			0.8 LOS ANGELES YL Union Station		71.8	31.7		O		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(72.2)							

(29.4) (37.7) (34.9) (33.4) (40.4) (32.7) (29.4) . . . . . Average speed per hour

(Continued from Page 14)

At San Bernardino, Third District eastward trains and/or engines must approach junction of Second and Third Districts near yard office, prepared to stop, and "stop" unless proceed signal is received, given with yellow flag or light. Such proceed signal merely indicates the route is properly lined.  
Maximum speed 2900, 3460, 3751, 3765, 3776, 3800 (20,000 gallon tender), 5000, 5001 and 5011 class engines, single 30 MPH

and doublehead 10 MPH, over Bridge A-144. Union Pacific engines 3930 to 4024, single only, 20 MPH over Bridges C-1 and A-144.  
Trains must get numbered clearance card before leaving San Bernardino and Los Angeles.  
Second class and extra trains must get numbered clearance card before leaving First Street.

						EASTWARD					
						FIRST CLASS					
						72	80	74	210	202	124
						San Diegoan	Passenger	San Diegoan	Passenger	Passenger	The Grand Canyon
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	<b>TIME TABLE</b>					
						NO. 142 April 27, 1952					
<b>STATIONS</b>											
Yard	FW TY	O	0.0	52.8	0.0	<b>SAN BERNARDINO</b> YL } 3 TRKS. TWO TRACKS P. E. Crossing 1.5 <b>RANA</b> 1.3 <b>COLTON</b> 1.3 S. P. and U. P. Crossing 3.8 <b>HIGHGROVE</b> 2.6 S. P. Crossing <b>RIVERSIDE JCT.</b> U. P. Jct. 0.6 <b>RIVERSIDE</b> YL 4.2 <b>CASA BLANCA</b> 2.4 <b>ARLINGTON</b> 3.3 <b>MAY</b> P. E. Crossing 3.1 <b>PORPHYRY</b> 1.3 <b>CORONA</b> 5.0 <b>PRADO DAM</b> 3.1 <b>GYPSUM</b> 4.1 <b>ESPERANZA</b> 4.3 <b>ATWOOD</b> 2.3 <b>PLACENTIA</b> 3.0 <b>FULLERTON</b> YL 2.5 U. P. Crossing <b>BASTA</b> 2.0 <b>BUENA PARK</b> 1.3 <b>LA MIRADA</b> 4.3 <b>SANTA FE SPRINGS</b> 1.3 <b>LOS NIETOS</b> P. E. Crossing 1.0 <b>D. T. JUNCTION</b> 1.0 <b>RIVERA</b> 1.3 <b>BANDINI</b> 4.3 <b>HOBART</b> U. P. Crossing 2.3 <b>REDONDO JCT.</b> U. P. Crossing 2.1 <b>FIRST STREET</b> (89.8) 0.9 <b>MISSION TOWER</b> 0.8 <b>LOS ANGELES</b> YL Union Station					
112		B	23.1	52.8	2.9						
		O	29.1	52.8	6.7						
42		B	0.0	17.2	9.8						
99	Y	B	48.6	52.8	14.0						
62		B	0.0	52.8	16.4						
94		B	0.0	52.8	19.7						
100	Y	B	0.0	52.8	22.8						
187		O	0.0	24.8	24.1						
94		B	24.8	52.8	29.2						
95		B	25.9	52.8	32.2						
129		B	21.1	52.8	36.4						
179		B	0.0	52.8	40.6						
69		O	0.0	42.2	43.0						
74		O	0.0	42.2	43.0						
		B	0.0	33.4	165.0						
		B	12.7	19.2	162.5						
96		B	32.1	25.9	160.5						
		O	40.5	10.0	158.7						
		O	27.2	16.3	154.4						
		B	0.0	13.7	153.1						
95		O	0.0	13.7	152.1						
		B	21.1	37.5	151.2						
Yard		O	39.6	26.2	149.8						
	FW TY		42.5	0.0	145.5						
Yard		O	40.1	0.0	143.2						
	Y		59.7	0.0	141.1						
		O	71.8	31.7	140.1						
(71.5)						AM 7:36	AM 9:26	AM 10:56			AM 7:10
						7:36	9:26	10:56			7:10
						7:32	9:22	10:52			7:12
						7:25	9:15	10:45			9:02
						7:23	9:13	10:43			10:32
						7:20	9:10	10:40			AM 10:30
						7:14	9:04	10:34			AM 1:30
						7:12	9:02	10:32			AM 1:30
						AM 7:10	AM 9:00	AM 10:30			PM 1:30
						AM 7:10	AM 9:00	AM 10:30			PM 1:30
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (59.1) (59.1) (59.1) (30.3) (30.3) (37.3)

Third District: Signal System 1 in effect.

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

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

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

Rule 261 in effect:

San Bernardino-Bridge B-5 (on 3 tracks San Bernardino-Rana; 2 tracks Rana-Bridge B-5);

Riverside-Fullerton;

Siding Atwood;

D.T. Junction-Bandini.

At San Bernardino, Third District eastward trains and/or engines must approach junction of Second and Third Districts

(Continued on Page 17)



EASTWARD

FIRST CLASS								SECOND CLASS		
24	76	82	54	104	78	238	70	142	506	146
The Grand Canyon	San Diegoan	Passenger	Passenger	Passenger	San Diegoan	Passenger	Passenger	Freight	Freight	Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
PM 3:35			PM 6:50	PM 5:33		PM 9:25			PM 3:45	
3:27			6:43	5:28		9:18			3:33	
3:22			6:40	5:25		9:15			3:30	
3:14			6:28	5:20		9:06			3:20 PM	
3:08			6:22	5:15 PM		9:00 PM				
3:05			6:20							
2:58			6:06							
2:55			6:01							
2:52			5:57							
2:49			5:52							
2:47			5:50							
2:40			5:41							
2:36			5:36							
2:32			5:29							
2:27			5:21							
2:24			5:18							
2:20	PM 2:56	PM 3:56	5:13			6:56	PM 11:08			
2:11	2:52	3:52	5:05			6:52	11:03			
			5:02							
			4:58				10:56			
			4:55							
2:02	2:45	3:45	4:52			6:45	10:52			
			4:51							
1:58	2:43	3:43	4:48			6:43	10:49			
1:54	2:40	3:40	4:44			6:40	10:44			
			4:39							
1:45	2:34	3:34	4:36			6:34	10:37	PM 1:00		AM 12:01
1:43	2:32	3:32	4:33			6:32	10:34	12:55 PM		AM 11:55
PM 1:40	PM 2:30	PM 3:30	PM 4:30			PM 6:30	PM 10:30			PM 11:55
PM	PM	PM	PM			PM	PM			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily

TIME TABLE

NO. 142  
April 27, 1952

STATIONS

AUTO. BLK. SYS.	SAN BERNARDINO YL	3 TRKS. TWO TRACKS
	P. E. Crossing 1.5	
	RANA 1.3	
	COLTON 3.8	
	S. P. and U. P. Crossing 2.6	
	HIGHGROVE 0.6	
	S. P. Crossing 0.6	
	RIVERSIDE JCT. U. P. Jct. 4.2	
	RIVERSIDE YL 2.4	
	CASA BLANCA 3.3	
ARLINGTON 3.1	CTC	
MAY P. E. Crossing 1.3		
PORPHYRY 5.0		
CORONA 3.1		
PRADO DAM 4.1		
GYPSUM 4.3		
ESPERANZA 2.3		
ATWOOD 3.0		
PLACENTIA 2.5		
FULLERTON YL 2.0		TWO TRACKS
U. P. Crossing BASTA 1.8		
BUENA PARK 4.3		
LA MIRADA 1.3		
SANTA FE SPRINGS 1.0		
LOS NIETOS P. E. Crossing 1.0		
D. T. JUNCTION 1.0		
RIVERA 1.3		
BANDINI 4.3		
HOBART U. P. Crossing 2.3	TWO TRACKS	
REDONDO JCT. U. P. Crossing 2.1		
FIRST STREET (89.8) 0.0		
MISSION TOWER 0.8		
LOS ANGELES YL Union Station		

(37.3) (59.1) (59.1) (30.6) (30.3) (59.1) (22.1) (40.4) (24.0) (15.8) (23.0) .....Average speed per hour

(Continued from Page 16)

near yard office, prepared to stop, and "stop" unless proceed signal is received, given with yellow flag or light. Such proceed signal merely indicates the route is properly lined.

Maximum speed 2900, 3460, 3751, 3765, 3776, 3800 (20,000 gallon tender), 5000, 5001 and 5011 class engines, single 30 MPH and doublehead 10 MPH, over Bridge A-144. Union Pacific engines 3930 to 4024, single only, 20 MPH over Bridges C-1 and A-144.

Flasher type signal, yellow indication, governs eastward

movements through turnout, east end of Bridge B-5. Maximum speed for trains: Passenger, 40 MPH; freight, 30 MPH.

Siding switches in CTC territory are dual controlled except at Rivera.

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

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

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

## WESTWARD

## FIRST CLASS

79	77	83	75	73	71	81
San Diegan	San Diegan	Passenger	Passenger	San Diegan	San Diegan	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM	PM	PM	AM	AM	AM	AM
6-15	2-15	12-15	11-45	10-45	6-45	6-15
6-22	2-22	12-22	11-52	10-52	6-52	6-22
6-35	2-34	12-33	f 12-09	11-03	7-03	6-33
f 6-47	f 2-46	f 12-43	f 12-25 <sup>74</sup>	f 11-17	f 7-14	
6-54	2-53	f 12-50	f 12-38	11-25	7-19	6-48
7-10	3-08	s 1-00 <sup>75</sup>	s 1-00 <sup>83</sup>	11-40	7-33	6-57
7-16	3-14	1-06	1-15	11-46	7-39	7-03
7-35 <sup>78</sup>	3-33 <sup>76</sup>	f 1-25	f 1-47	PM 12-10	8-00	7-21
7-50	3-45	1-35	f 2-05	12-20	8-12 <sup>72</sup>	7-31
8-05	4-06 <sup>82</sup>	s 1-58	s 2-40	s 12-35	s 8-26	7-40
8-19 PM	4-17 PM	s 2-18	s 3-03	12-48 PM	8-46 AM	7-52 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

(49.5)

(50.3)

(49.9)

(31.0)

(49.9)

(50.7)

(63.3)

..... Average speed per hour

## TIME TABLE

NO. 142

April 27, 1952

## STATIONS

	Mile Post	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications
NATIONAL CITY YL	273.1		FWY	O
3.8		13.1		
22ND STREET YL	269.3	28.7		
1.8			WY	O
SAN DIEGO YL	267.5	40.2		
3.3		40.2		B
OLD TOWN	264.2	63.4		B
5.0		116.2		B
MORENA	262.1	0.0	Y	B
4.1				B
ELVIRA	257.1			B
2 M.T.				
LINDA VISTA	253.0			B
3.9				B
SORRENTO	249.1	54.8		B
5.0		52.8	Y	B
DEL MAR	244.0	52.8		B
2.1		52.8		B
SOLANA BEACH	241.9	52.8		B
2.1		52.8		B
CARDIFF	239.8	61.9		B
1.8		61.9		B
ENCINITAS	238.1	52.8		B
3.9		52.8		B
PONTO	234.2	47.2		B
4.9		0.0	Y	B
CARLSBAD	229.3	63.4	W	O
2.1		65.4	Y	B
ESCONDIDO JCT.	227.2	52.8		B
1.0		65.4		B
OCEANSIDE	226.2	6.1		B
2.0		0.0		B
FALLBROOK JCT.	224.2	0.0		B
2.5		13.9		B
STUART	221.7	60.5		B
3.0		67.8		B
LAS FLORES	218.7	66.0		B
4.8		0.0		B
AGRA	213.8	21.6		B
5.1		37.0		B
SAN ONOFRE	208.8	32.1	Y	O
5.0		7.6	Y	B
SAN CLEMENTE	203.7	6.1		B
1.0				B
POCHE	202.7			B
2.9				B
SERRA	199.8			B
2.6				B
SAN JUAN CAPISTRANO	197.2			B
4.6				B
GALIVAN	192.6			B
4.5				B
EL TORO	188.1			B
5.2				B
IRVINE	182.9			B
4.4				B
VENTA	178.5			B
2.9				B
SANTA ANA	175.5			B
2.9				B
ORANGE	172.7			B
4.9				B
S. P. Crossing ANAHEIM	167.8			B
2.7				B
FULLERTON YL	165.0			O

(107.9)

Fourth District: Signal System 1 in effect.

Between crossover, yard office, located Ash Street, San Diego, and National City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Ash Street and "F" Street). Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: Between Old Town and crossover at west end of 22nd Street freight yard M P 268¾, trains will keep to left.

Rule 251 in effect between Old Town and San Diego.

Rule 261 in effect Fullerton to Old Town, including two main

tracks between Elvira and Linda Vista and between Santa Ana and Venta and siding Orange.

Through San Diego passenger yard:

No. 1 is eastward main track.

No. 5 is westward main track.

Flasher type signal, yellow indication, governs westward movements through turnout, M.P. 179.1. Maximum speed for trains: Passenger, 40 MPH; freight 30 MPH.

Siding switches in CTC territory are dual controlled except at Venta, San Clemente, Stuart, and Carlsbad.

Trains must get numbered clearance card before leaving San Diego.

**FOURTH DISTRICT**

**LOS ANGELES DIVISION**

**19**

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 142 April 27, 1952		EASTWARD							
				FIRST CLASS							
				72	80	74	76	82	78	70	
			San Diegan	Passenger	San Diegan	San Diegan	Passenger	San Diegan	Passenger		
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	26.4	NATIONAL CITY	YL								
	0.0	22ND STREET	YL								
Yard	31.2	SAN DIEGO	YL	AM	AM	PM	PM	PM	PM	AM	
	31.2			9:55	11:45	1:15	5:15	5:45	9:15	3:45	
	51.0	OLD TOWN		9:36	11:35	12:56	4:56	5:36	8:56	3:29	
91	51.0	MORENA									
	0.0	ELVIRA									
	116.2	LINDA VISTA		9:24	11:18	12:45	4:42	5:25	8:44	f 3:05	
98	54.8	SORRENTO			11:10 <sup>73</sup>	12:39 <sup>83</sup>				f 2:45	
67	63.4	DEL MAR		f 9:07	f 11:05	f 12:25 <sup>75</sup>	f 4:25		f 8:27	f 2:26	
8	63.4	SOLANA BEACH								f 2:23	
11	0.0	CARDIFF								f 2:16	
92	63.4	ENCINITAS		9:02	f 10:55	12:12	4:20	5:00	8:22	f 2:11	
116	50.8	PONTO									
69	52.8	CARLSBAD								f 1:54	
	0.0	ESCONDIDO JCT.									
76	45.4	OCEANSIDE		s 8:50	s 10:45	s 12:02	s 4:08	4:49	s 8:10	s 1:44	
92	63.4	FALLBROOK JCT.									
50	49.3	STUART				PM					
86	63.4	LAS FLORES		8:38	10:32	11:56	3:56	4:43	7:57		
97	68.9	AGRA				11:52 <sup>73</sup>					
91	49.4	SAN ONOFRE								f 1:07	
33	5.0	SAN CLEMENTE			f 10:19					f 12:58	
54	0.0	POOHE									
98	0.0	SERRA								f 12:50	
87	0.0	SAN JUAN CAPISTRANO		8:17	f 10:14	11:35	3:33 <sup>77</sup>	4:27	7:35 <sup>79</sup>	f 12:43	
98	54.0	GALIVAN		8:12 <sup>71</sup>							
88	63.4	EL TORO		8:08	10:04	11:29	3:25	4:17	7:25	f 12:27	
119	63.4	IRVINE								f 12:17	
93	0.0	VENTA									
125	11.2	SANTA ANA		s 7:54	s 9:50	s 11:15	s 3:12	4:06 <sup>77</sup>	s 7:12	s 12:05	
	48.1	ORANGE		7:43 <sup>81</sup>	f 9:43					AM s 11:45	
60	21.1	S. P. Crossing ANAHEIM			f 9:36		2:59 <sup>75</sup>			s 11:31	
		FULLERTON	YL	7:36 AM	9:27 AM	10:57 AM	2:56 PM	3:56 PM	6:56 PM	11:12 PM	
		(107.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (44.2) (44.5) (44.5) (44.2) (56.3) (44.2) (22.5)

Fourth District: Signal System 1 in effect.  
 Between crossover, yard office, located Ash Street, San Diego, and National City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Ash Street and "F" Street). Between these points main track may be used not protecting against regular and extra trains and engines.  
 Rule D-151: Between Old Town and crossover at west end of 22nd Street freight yard M P 268¾, trains will keep to left.

Rule 251 in effect between Old Town and San Diego.  
 Rule 261 in effect Fullerton-Old Town, including two main tracks between Elvira and Linda Vista and between Santa Ana and Venta and siding Orange.  
 Through San Diego passenger yard:  
 No. 1 is eastward main track.  
 No. 5 is westward main track.  
 Siding switches in CTC territory are dual controlled except at Venta, San Clemente, Stuart, and Carlsbad.  
 Trains must get numbered clearance card before leaving San Diego.

## HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 142 April 27, 1952	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141 Freight Leave Daily	145 Freight Leave Daily		146 Freight Arrive Daily	142 Freight Arrive Daily			
					STATIONS					
					LONG BEACH 2.5 S.P., U.P., P.E. Crossings West Thenard Tower 1.1					
Yard			PM 6.10	AM 4.40	Pier A Yard 3.3	AM 2.15	PM 3.15			O
			6.25 PM	4.55 AM	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	2.00 AM	3.00 PM			
Yard	W				WILMINGTON YL 1.4			28.0		B
90	Y	79.2	PM 6.40	AM 5.05	WATSON YL 3.3	AM 1.44	PM 2.43	26.6	52.8	B
80		24.3	6.48	5.13	IRONSIDES 1.6	1.34	2.33	23.3	0.0	
34		52.3	6.51	5.16	TORRANCE YL 1.6	1.28	2.27	21.7	48.4	O
91		52.3	6.54	5.19	ALCOA YL 2.3	1.22	2.21	20.1	48.4	B
18		0.0	6.59	5.24	MONACO 1.2	1.17	2.16	17.8	58.4	
83		52.6	7.02	5.27	LAWNDALE 1.8	1.14	2.13	16.6	51.1	O
	Y	11.6	7.06	5.31	EL SEGUNDO YL P. E. Crossing 1.2	1.10	2.09	14.8	4.0	O
107		30.8	7.10	5.35	LAIRPORT YL 3.7	1.06	2.05	13.6	4.0	B
79		52.8	7.18	5.43	INGLEWOOD YL 1.9	12.57	1.56	9.9	44.8	O
14		0.0	7.23	5.48	HYDE PARK 0.7	12.48	1.47	8.0	44.8	
22		10.5	7.27	5.52	VAN NESS 1.3	12.43	1.42	7.3	0.0	
75		18.5	7.36	6.01	WILDASIN 2.5	12.35	1.34	6.0	0.0	
18		0.1	7.54	6.19	WINGFOOT P. E. Crossing 2.0	12.20	1.19	3.5	0.0	B
Yard	FW TY	52.8	8.05 PM	6.30 AM	S. P. Crossing MALABAR 1.5	12.08 AM	1.07 PM	1.5 0.0	0.0	
			8.20 PM	6.45 AM	REDONDO JCT. (31.0)	12.01 AM	1.00 PM	0.0		
			Arrive Daily	Arrive Daily		Leave Daily	Leave Daily			

(14.3) (14.9) .. Average speed per hour.. (13.9) (13.8)

Trains must get numbered clearance card before leaving First Street.

## REDONDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 142 April 27, 1952	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			STATIONS			STATIONS				
Yard					REDONDO BEACH YL 1.5			20.2		
7		42.2			HERMOSA BEACH YL 1.7			18.7	0.0	B
22		42.2			MANHATTAN BEACH YL 2.2			17.0	0.0	
	Y	0.0			EL SEGUNDO YL (5.4)			14.8	52.8	O

No switch lights on Redondo District.

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

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

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

Movements over Southern Pacific joint track between West Thenard Tower and Long Beach will be made under provision of Rule 93 and must be authorized by Towerman, West Thenard Tower.

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

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

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

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

3.

4. Rule 10(A), second paragraph, is amended:

Permanent signs, yellow with numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains, except that where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

5. Rule 17, first paragraph, is amended: The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track. In case of a headlight failure en route at night, if repairs cannot be made promptly, a white lantern must be placed on the front or leading end of train and the train should proceed at restricted speed while the head end is passing through stations and over street and highway crossings. The whistle must be sounded frequently and the bell must be rung continuously. The dispatcher should be notified at first opportunity.

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

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

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

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

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

Yard limits on following spurs: Rialto Foothill, Cucamonga Foothill, Upland Foothill, Metropolitan, Prenda, Sunny Hills, La Habra Valley, and Venta.

Yard limits are continuous between the following points:

At San Bernardino, between M.P. 79 plus 1662 ft. on First District, M.P. 82 plus 4325 ft. on Second District, M.P. 4 plus 264.5 ft. on Third District, and on Redlands District, at M.P. 24 plus 3330 ft. and at M.P. 4 plus 4503 ft. near Victoria.

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

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

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

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

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

LOCATION	No Dynamic Brakes in Use	Dynamic Brakes in Use
Summit to M.P. 78	1 retainer per 50 tons*	1 retainer per 70 tons

\*Summit to Cajon, on trains handled by locomotive without dynamic brakes in operation and tonnage exceeds an average of 50 tons per retainer, all retainers must be used, and a sufficient number must be

placed in high pressure position on loaded cars to provide adequate brake pressure. Cajon to M.P. 78, retainers may be changed to low pressure position.

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

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

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

12. Definitions of Medium Speed and Restricted Speed, pages 106, 111, 114 and 115 are amended:

Medium Speed—A speed not exceeding 40 miles per hour.

Restricted Speed—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

**AUTOMATIC TRAIN STOP (ATS):** A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

Rules for the Operation of Automatic Train Stop do not supersede or dispense with the observance of other Rules and Regulations.

Except as otherwise provided, an engine in passenger service in Automatic Train Stop territory, as shown in time table, must be equipped with operative Automatic Train Stop device. The engineman must see that the Automatic Train Stop cut-out cock is cut in and sealed and check cab card, Form 1167 Standard, to assure himself the device has been tested and is operative. Engineman handling the engine where the Automatic Train Stop is not in operation must make same observation and promptly report by wire to trainmaster if cut-out cock is not sealed or cab card fails to indicate proper test has been made.

When an engine passes over an inductor in approach to other than a "clear" signal, an automatic brake application will occur unless prior acknowledgement has been made within 15 seconds. When such application has occurred the brake valve must be lapped immediately, and after sixty seconds an acknowledgement made. Brakes may then be released. If proper acknowledgement has been made approaching other than a "clear" signal, a bell will sound when the receiver of the engine passes over the inductor.

Engineman may also acknowledge before passing over an inductor to avoid an automatic application of the brakes when running backward at signals governing movements in the opposite direction.

Within or without Automatic Train Stop Territory, an automatic brake application may occur when the Automatic Train Stop equipment becomes damaged or defective. If brakes cannot be released as prescribed in Rule 3, Automatic Train Stop equipment must be cut out and promptly reported to trainmaster.

Seal on cut-out cock must not be broken or Automatic Train Stop cut out, unless device fails to operate properly. Automatic Train Stop failures and interruptions and removal of seals must be reported by wire to trainmaster from first available point of communication.

When the Automatic Train Stop device on an engine fails or is cut out en route in Automatic Train Stop territory, train may proceed according to signal indication, not exceeding 79 miles per hour. If the Automatic Block Signal System is out of service, train may proceed at Restricted Speed, except, if Manual Block is established in advance of the train on which the device is inoperative, train may proceed not exceeding 79 miles per hour. When a train, moving in automatic train stop territory with device inoperative, is stopped by a "Stop and Proceed" signal, it may proceed in accordance with Rule 509.

Rule 315 is amended:

A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of a train or obstruction, but not exceeding twenty miles per hour.

Rule 509 is amended:

When a train or engine is stopped by a "Stop and Proceed" signal, it may:

- (a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.
- (b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may, without stopping, pass such signal at restricted speed to enter turnout, provided main track is clear to fouling point.
- (c) On two or more tracks, proceed at once at restricted speed.

Rule D-514 changed to Rule 514, which reads:

Where separate signal governing train movements from siding or other

track to main track indicates "stop" and train has other authority to enter main track, the main-track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509(a) on single track, and Rules 99 and 509(c) on two or more tracks. When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

This rule will also apply where such signals are located at non-continuous interlocking stations and are set for automatic operation during hours office is closed.

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

Supplementing Centralized Traffic Control Rules 650-661: Trains originating at other than district terminals may proceed without clearance card on authority of signal indication and will display signals as per Rule 21.

Time of scheduled trains in C.T.C. territory applies at the station sign.

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

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

14. 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."

15. 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.

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

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

**SPEED REGULATIONS**

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

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

**Passenger—30 MPH; Freight—20 MPH**

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

**Passenger—40 MPH; Freight—30 MPH**

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

Trains handling wrecking outfits, derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on its own running gear, must

not exceed thirty miles per hour at any point on Needles, Cadiz, First, Second, Third and Fourth Districts. Must not exceed fifteen miles per hour on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

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

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

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

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Locomotives	All Locomotives Except Mountain Type Include
0-4-0	2-6-2	2-10-0	Mountain Type Includes	
0-6-0	2-8-0	2-10-2	4-8-2	4-4-0 4-6-0
0-8-0	2-8-2	2-10-4	4-8-4	4-4-2 4-6-2
2-6-0	2-8-4			4-6-4

shown:

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
Passenger .....	3	5	5
Freight .....	5	5	5
44-Ton Yard .....	2	5	5
Other Yard .....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars.....	3	5	5
Steam Engines:			
Roller Bearing .....	9	5	5
Passenger Cars:			
Roller Bearing .....	8	5	—
Friction Bearing .....	12	5	—

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
Needles District, Westward:		Maximum speed, freight trains handled by 100, 200, 400, 2100, 2650 or 2800, and U. P. 1400 or 1600 class diesels, Needles and First Districts, 60 miles per hour.	
Needles to Goffs.....	79 55	In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour.	
Goffs to Bagdad.....	100 55	Where street or highway crossings are shown, speed limit applies only while head end of train is passing.	
Bagdad to Pisgah.....	79 55	<b>NEEDLES DISTRICT—WESTWARD</b>	
Pisgah to Barstow.....	100 55	Needles St. Crossing M.P. 578.1.....	15 15
Needles District, Eastward:		Curves M.P. 578.6 to 587.0.....	55 50
Barstow to Pisgah.....	100 55	Curves M.P. 587.0 to 587.9.....	40 40
Pisgah to Bagdad.....	79 55	Curves M.P. 587.9 to 589.3.....	55 50
Bagdad to Siam.....	100 55	Curves M.P. 589.3 to 593.3.....	65 50
Siam to Goffs.....	79 55	Curves M.P. 593.3 to 593.8.....	45 45
Goffs to Needles.....	60 24	Curves M.P. 593.8 to 595.1.....	55 50
Cadiz District.....	59 40	Curves M.P. 595.1 to 603.3.....	65 50
Ripley District.....	30 30	Curves M.P. 603.3 to 609.1.....	75 50
First District, Westward:		Curves M.P. 609.1 to 617.3.....	75 50
Barstow to Oro Grande.....	100 55	Curves M.P. 617.3 to 627.1.....	60 50
Oro Grande to San Bernardino.....	79 55	Curves M.P. 627.1 to 637.5.....	40 40
First District, Eastward:		Curves M.P. 637.5 to 647.9.....	60 50
San Bernardino to Lugo.....	79 55	Curves M.P. 647.9 to 658.4.....	40 40
Lugo to Barstow.....	100 55	Curves M.P. 658.4 to 668.4.....	40 40
Second District, West & East:		Curves M.P. 668.4 to 678.4.....	40 40
San Bernardino to Santa Anita.....	100 55	Curves M.P. 678.4 to 688.4.....	40 40
Santa Anita to Los Angeles.....	79 55	Curves M.P. 688.4 to 698.4.....	40 40
Third District, West & East:		Curves M.P. 698.4 to 708.4.....	40 40
San Bernardino to Fullerton.....	79 55	Curves M.P. 708.4 to 718.4.....	40 40
Fullerton to Hobart.....	100 55	Curves M.P. 718.4 to 728.4.....	40 40
Hobart to Los Angeles.....	79 55	Curves M.P. 728.4 to 738.4.....	40 40
Fourth District, West & East:		Curves M.P. 738.4 to 748.4.....	40 40
National City to Sorrento.....	79 50	Curves M.P. 748.4 to 758.4.....	40 20
Sorrento to Santa Ana.....	90 50	<b>NEEDLES DISTRICT—EASTWARD</b>	
Santa Ana to Fullerton.....	79 50	Curves M.P. 745.7 to 745.0.....	40 30
Redlands District.....	30 30	Curves M.P. 745.0 to 738.8.....	95 50
San Jacinto District.....	30 30	Curves M.P. 738.8 to 730.6.....	95 50
Elsinore District.....	25 25	Curves M.P. 730.6 to 720.6.....	65 50
Olive District.....	30 25	Curves M.P. 720.6 to 709.6.....	75 50
Fallbrook District.....	20 20	Curves M.P. 709.6 to 710.6.....	65 50
Escondido District.....	25 25	Curves M.P. 710.6 to 714.8.....	95 50
Harbor District.....	30 30	Curves M.P. 714.8 to 745.0.....	50 30
Redondo District.....	15 15	Curves M.P. 745.0 to 745.7.....	40 20
Adelanto Spur.....	15 15	<b>NEEDLES DISTRICT—EASTWARD</b>	
Rialto, Cucamonga, and Upland Foot-hill Spurs, Muscat and Metropolitan Spurs.....	15 15	Curves M.P. 745.7 to 745.0.....	40 30
Prenda, Sunny Hills and La Habra Valley Spurs.....	15 15	Curves M.P. 745.0 to 738.8.....	95 50
Venta and Linda Vista Army Spurs.....	15 15	Curves M.P. 738.8 to 730.6.....	95 50
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		Curves M.P. 730.6 to 720.6.....	65 50
		Curves M.P. 720.6 to 709.6.....	75 50
		Curves M.P. 709.6 to 710.6.....	65 50
		Curves M.P. 710.6 to 714.8.....	95 50
		Curves M.P. 714.8 to 745.0.....	50 30
		Curves M.P. 745.0 to 745.7.....	40 20

(Continued on Next Page)

# SPECIAL RULES

LOCATION	Miles Per Hour	Psg. Frt.
<b>NEEDLES DISTRICT EASTWARD (Continued)</b>		
Curves M.P. 688.4 to 686.2.....	75	50
Curves and Grade M.P. 686.2 to 683.4	75	30
Curves and Grade M.P. 683.4 to 680.8x.....	55	20
Curves and Grade M.P. 680.8x to 677.8.....	70	20
Curves M.P. 677.8 to 668.9.....	75	40
Curves M.P. 646.1 to 641.7.....	85	50
Curves M.P. 641.7 to 625.5.....	75	50
Curves M.P. 625.5 to 608.3.....	70	50
Curves and Grade M.P. 608.3 to 587.9	60	24
Curves and Grade M.P. 587.9 to 587.1	40	24
Curves and Grade M.P. 587.1 to 578.6	60	24
Needles St. Crossing M.P. 578.1.....	15	15
Goffs to Needles: Diesel operated freight trains with dynamic brakes in operation, forty miles per hour.		
<b>CADIZ DISTRICT</b>		
Curve M.P. 107.2 to 107.4.....	20	20
Track M.P. 107.4 to 111.0.....	45	30
Curves M.P. 115.2 to 118.8.....	50	30
Curve M.P. 165.2 to 165.5.....	45	30
Curve M.P. 183.0 to 183.2.....	45	30
<b>RIPLEY DISTRICT</b>		
Curves and track M.P. 11.6 to 12.7...	20	20
Curves M.P. 15.6 to 16.4.....	20	20
<b>FIRST DISTRICT—WESTWARD</b>		
Curve M.P. 10.3 to 10.3.....	85	50
Curve M.P. 11.1 to 11.8.....	90	50
Curve M.P. 16.6 to 17.1.....	85	50
Curve M.P. 19.7 to 20.3.....	85	50
Curves M.P. 21.1 to 21.4.....	90	50
Curve M.P. 30.8 to 31.1.....	85	50
Curves M.P. 31.8 to 33.3.....	60	50
Curve M.P. 33.8 to 34.0.....	40	30
Curves M.P. 34.1 to 35.6.....	55	40
Victorville M.P. 36.6 to 37.4.....	30	30
Curve M.P. 38.2 to 38.5.....	70	50
Curves M.P. 39.1 to 39.9.....	40	30
Curves M.P. 40.6 to 43.7.....	50	40
Curve M.P. 48.1 to 48.3.....	65	50
Curve M.P. 48.8 to 49.1.....	50	40
Curves M.P. 49.4 to 51.8.....	45	35
Curves M.P. 52.0 to 53.2.....	55	35
Curves M.P. 53.7 to 54.1.....	45	35
Curve M.P. 55.0 to 55.2.....	30	20
Summit M.P. 55.7 to 56.7.....	20	20
Grade M.P. 56.7 to 58.0.....	30	15
Curves M.P. 58.0 to 58.4.....	25	15
Grade M.P. 58.4 to 62.2.....	30	15
Grade M.P. 62.2 to 72.1.....	40	20
Grade M.P. 72.1 to 78.5.....	50	20
San Bernardino M.P. 78.5 to 79.9...	40	20
San Bernardino M.P. 79.9 to 80.8...	30	20
San Bernardino Passenger Yard.....	10	10
<b>FIRST DISTRICT EASTWARD</b>		
San Bernardino Passenger Yard.....	10	10
San Bernardino M.P. 80.8 to 79.9...	30	30
San Bernardino M.P. 79.9 to 78.5...	40	40
Curves M.P. 72.0 to 70.3.....	40	30
Curves M.P. 66.9 to 62.6.....	40	30
Curves M.P. 64x.3 to 56.9.....	30	25
Summit M.P. 56.4 to 55.7.....	20	20
Curve M.P. 55.7 to 55.0.....	30	20
Curves M.P. 54.8 to 53.7.....	45	30
Curves M.P. 53.6 to 52.0.....	55	30
Curves M.P. 51.8 to 51.3.....	45	30
Curve M.P. 51.2 to 51.1.....	40	30
Curves M.P. 51.0 to 49.4.....	45	30
Curve M.P. 49.1 to 48.8.....	50	40
Curve M.P. 48.3 to 48.1.....	65	40
Curve M.P. 47.4 to 47.2.....	90	40
Curve M.P. 43.7 to 43.5.....	60	40
Grade M.P. 43.5 to 42.5.....	90	40
Curve M.P. 41.9 to 41.7.....	55	40
Curve M.P. 41.1 to 39.5.....	60	40
Curve M.P. 39.2 to 38.9.....	50	35
Victorville M.P. 37.4 to 36.6.....	30	30
Curves M.P. 36.4 to 34.6.....	60	45
Curve M.P. 34.0 to 33.8.....	40	30
Curves M.P. 33.3 to 31.8.....	60	50
Curve M.P. 31.1 to 30.8.....	85	50
Curve M.P. 20.4 to 19.7.....	85	50
Curve M.P. 17.1 to 16.6.....	85	50
Curve M.P. 11.8 to 11.1.....	90	50

LOCATION	Miles Per Hour	Psg. Frt.
<b>FIRST DISTRICT EASTWARD (Continued)</b>		
Curve M.P. 11.0 to 10.3.....	85	50
Curve M.P. 1.5 to 0.3.....	55	35
Curve M.P. 0.2 to 0.0.....	25	25
Summit to Lugo: Freight trains, thirty miles per hour.		
Lugo to Hesperia: Freight trains, forty miles per hour.		
San Bernardino, between Fifth Street Tower and yard office just west of passenger station, speed limit ten miles per hour.		
<b>SECOND DISTRICT</b>		
San Bernardino and Rialto M.P. 82.6 to 85.2.....	30	30
Curves M.P. 98.2 to 100.5.....	80	50
Upland P.E. Crossing M.P. 101.0.....	25	25
Curves M.P. 102.4 to 102.8.....	70	50
Pomona M.P. 106.2 to 107.0.....	40	40
La Verne M.P. 107.0 to 108.8.....	45	45
Curve M.P. 109.0 to 109.3.....	80	50
Curve M.P. 110.6 to 111.4.....	70	50
Curves M.P. 111.8 to 112.8.....	55	50
Curves M.P. 113.9 to 115.5 Westward	65	50
Curves M.P. 116.2 to 113.9 Eastward	65	50
Azusa M.P. 116.6 to 117.5.....	40	35
Curves M.P. 117.9 to 119.0.....	65	50
Curve M.P. 119.5 to 119.7.....	55	45
Curves M.P. 122.2 to 125.0.....	65	45
Paladena M.P. 127.6 to 132.8.....	20	20
Colorado St. Crossing M.P. 131.4.....	8	8
So. Pasadena M.P. 133.3 to 134.8.....	15	15
Los Angeles M.P. 135.5 to 139.1.....	25	20
U.P. Crossing M.P. 135.5.....	8	8
U.P. Crossing M.P. 138.3.....	8	8
Curves M.P. 139.2 to 139.6.....	20	20
<b>THIRD DISTRICT</b>		
Curve and Bridge C-1 M.P. 0.0 to 0.5..	15	15
Curves and Colton M.P. 0.5 to 1.6..	30	30
Westward .....	30	30
Curves and Colton M.P. 2.1 to 3.2.....	20	20
Curves M.P. 3.5 to 4.0 Westward.....	45	35
Main track on turnout M.P. 4.4 to 4.5 Westward .....	40	30
Main track on turnout M.P. 4.5 to 4.4 Eastward .....	40	30
Main track turnout M.P. 4.9 to 4.8 Eastward .....	40	30
Curves M.P. 4.9 to 5.6 Westward.....	75	50
Curve M.P. 5.6 to 5.5 Eastward.....	75	50
Curves M.P. 6.4 to 6.8 Westward.....	45	30
Curves M.P. 6.8 to 6.4 Eastward.....	30	30
Curve M.P. 8.3 to 8.5.....	75	50
Curve M.P. 9.6 to 9.4 Eastward.....	60	45
Curves M.P. 9.6 to 10.0 Westward...	30	20
Curves M.P. 10.4 to 11.7.....	65	45
Curve M.P. 11.9 to 12.5.....	40	40
Curve M.P. 14.7 to 14.9.....	75	50
Curves M.P. 15.5 to 16.7.....	55	40
Curve M.P. 16.9 to 17.1.....	65	50
P.E. Crossing M.P. 20.3.....	60	40
Curve M.P. 21.8 to 22.8.....	65	50
Corona M.P. 23.5 to 24.4.....	30	30
Curve M.P. 25.0 to 25.6.....	75	50
Curves M.P. 27.8 to 29.3 Westward...	75	50
Curves M.P. 30.1 to 27.8 Eastward...	75	50
Curves M.P. 31.2 to 30.4 Eastward...	65	40
Curve M.P. 30.4 to 30.7 Westward...	65	40
Slide Area M.P. 31.3 to 31.8.....	20	20
Curves M.P. 32.2 to 32.8.....	60	40
Curves M.P. 33.6 to 34.2.....	40	40
Curve M.P. 34.5 to 35.1.....	50	40
Curves M.P. 35.2 to 37.1.....	70	50
Curves M.P. 37.5 to 38.5.....	60	50
Curves M.P. 39.4 to 41.6.....	75	50
Placentia M.P. 42.7 to 43.6.....	50	30
Curve M.P. 45.2 to 45.7 Westward...	55	30
Fullerton M.P. 165.2 to 164.7.....	30	30
Main track crossover M.P. 165.1 to 165.2 Eastward.....	30	20
Curve M.P. 163.9 to 163.5.....	95	50
Curve M.P. 161.1 to 160.8.....	80	50
Curve M.P. 156.6 to 155.9.....	80	50
Curve M.P. 154.2 to 153.8 Westward...	80	50
Curve M.P. 152.9 to 152.5 Westward...	70	50
Curves M.P. 152.5 to 154.2 Eastward...	80	50
Curves M.P. 152.2 to 152.1 Westward...	40	30
Curves M.P. 151.7 to 150.1.....	85	50
Curves M.P. 149.9 to 150.0 Eastward...	40	30
Hobart M.P. 144.6 to 146.8 Eastward...	75	50

LOCATION	Miles Per Hour	Psg. Frt.
<b>THIRD DISTRICT (Continued)</b>		
Hobart M.P. 146.7 to 144.8 Westward	75	50
Downey Road Vernon M.P. 144.5.....	30	30
Curves M.P. 143.4 to 142.9.....	15	15
Curves M.P. 141.1 to 140.4.....	35	35
<b>FOURTH DISTRICT</b>		
San Diego M.P. 271 plus 200 feet...	20	20
San Diego M.P. 267.3 to 264.1.....	30	20
Curve M.P. 262.7 to 261.2.....	75	50
Curves M.P. 260.3 to 259.9.....	50	45
Curve M.P. 259.1 to 258.6.....	60	50
Curves M.P. 258.5 to 258.2.....	40	25
Curves M.P. 258.0 to 257.5 Westward	50	40
Curves M.P. 257.2 to 253.7 Westward	65	50
Curves M.P. 257.2 to 257.7 Eastward on Main .....	50	35
Curves M.P. 257.4 to 257.7 Eastward on Second Main.....	40	30
Curves M.P. 255.5 to 253.7 Eastward	65	35
Curves M.P. 252.8 to 251.0.....	25	20
Curves M.P. 250.9 to 250.6.....	40	30
Curves M.P. 250.5 to 250.0.....	55	40
Curve M.P. 245.8 to 245.5 Westward	60	50
Curves M.P. 244.4 to 245.8 Eastward	60	50
Curve M.P. 244.3 to 244.1.....	50	45
Curve M.P. 243.8 to 243.5.....	70	50
Curve M.P. 237.8 to 237.4.....	85	50
Curve M.P. 225.7 to 225.5.....	55	40
Curves M.P. 224.7 to 223.8.....	75	50
Curves M.P. 209.0 to 208.2.....	75	50
Curves M.P. 207.7 to 201.2.....	80	50
Curve M.P. 200.3 to 199.1.....	45	35
Curves M.P. 198.6 to 197.9.....	35	25
Curves M.P. 197.4 to 197.0.....	60	40
Curve M.P. 195.9 to 195.8.....	80	50

LOCATION	Miles Per Hour	Psg. Frt.
<b>FOURTH DISTRICT (Continued)</b>		
Curves M.P. 179.0 to 179.1 Eastward on Second Main.....	40	30
Curves M.P. 176.1 to 175.3.....	40	30
Curves M.P. 175.0 to 174.4.....	60	45
Curves M.P. 173.8 to 172.0.....	40	30
Curve M.P. 170.3 to 169.2.....	75	50
Anaheim M.P. 168.1 to 167.7.....	40	40
Curve M.P. 166.9 to 166.6.....	75	50
Main track Crossover M.P. 165.3 to 165.2 Westward .....	30	30
Curve M.P. 165.9 to 165.3.....	55	30
Fullerton M.P. 165.2 to 164.7.....	30	30
<b>REDLANDS DISTRICT</b>		
Redlands, St. Crossing M.P. 8.9.....	15	15
Curves M.P. 24.7 to 24.8.....	15	15
<b>SAN JACINTO DISTRICT</b>		
Highgrove to Box Springs.....	15	15
Perris to San Jacinto.....	20	20
<b>HARBOR DISTRICT</b>		
M.P. 0.0 to St. Crossing M.P. 1.6...	12	12
M.P. 1.6 to St. Crossing M.P. 8.3...	15	15
St. Crossing M.P. 13.1.....	15	15
M.P. 20.0 to 23.0 Torrance.....	15	15
St. Crossing M.P. 27.9.....	15	15
St. Crossing M.P. 28.9.....	15	15
<b>EL SINORE DISTRICT</b>		
Curves M.P. 1.7 to 4.0.....	15	15
Curves M.P. 16.1 to 16.4.....	15	15
Curve M.P. 17.7 to 17.9.....	15	15
<b>ESCONDIDO DISTRICT</b>		
Highway No. 101, M.P. 0.3.....	10	10
Curves and track M.P. 0.3 to 6.0....	15	15

## MAXIMUM SPEED OF LOCOMOTIVES

	Forward		Light Forward		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	
<b>Diesel and Gas-Electric</b>								
1-90, 300-305 .....	100	45	45	90				
306-316 .....	85	45	45	80				
100-287, 400-430, 2100-2109, 2611, 2650-2722, 2800-2809 .....	65	45	45	60				
2110 .....	65	45	65	60				
450-451 .....	30	30	30	20				
460-468 .....	35	35	35	20				
500-516, 625-633, 1500-1519, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2419, 2600-2606 .....	45	45	45	45				
2150-2153, 2300-2302, 2400-2402 .....	40	40	40	40				
M110-M187 .....	60	60	25	60				
M-190 .....	75	60	25	75				
<b>Steam</b>								
6-wheel and 8-wheel switch .....	20	20	20					
643, 664-665, 735, 761-768, 777, 804-816, 856, 900-984, 1600-1702, 1900-1983, 2542-2569, 3016-3027 .....	35	35	25					
885-898, 3102-3158 .....	45	35	25					
1001-1214, 1801-1882, 3160-3286, 4000-4115, 4197, 5000-5035 .....	60	40	25					
1316, 1319, 1385, 1487-1550, 3445, 3516-3520, 3751-3775 .....	90	40	25					
1473, 2900-2929, 3403-3442, 3446-3448, 3450-3465, 3776-3785 .....	100	40	25					
2507-2525								

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

## 19. SPRING SWITCHES

## Speed Limit 10 Miles Per Hour:

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

## Speed Limit 15 Miles Per Hour:

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

## Speed Limit 25 Miles Per Hour:

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

## SPRING POINT DERAIL SWITCHES

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

Adelanto Spur, one-fourth mile from main track
Rialto Foothill Spur, 300 ft. north of P.E. Crossing
Cucamonga Foothill Spur, 300 ft. north P.E. Crossing
Upland Foothill Spur, 300 ft. north P.E. Crossing
Claremont, 300 ft. beyond switch point on precooler spur
Metropolitan Spur, 4068 ft. from main track
Rana, switching lead
Prenda Spur, one-fourth mile from main track

## 20. JUNCTION SWITCHES

Normal position of junction switches is as follows:

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



**LENGTH OF STEMS OF WYES**

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Needles	505	San Bernardino	Precooler Lead	Orange	Main Track	Val Verde	Granite Spur
Cadiz	Cadiz District	Rialto	Foothill Spur	Santa Ana, S.P. Main Track	400	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	Linda Vista	Camp Elliott Spur	Watson, Former Main Track	3800
Summit	304	Atwood	1995	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		

**RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS**

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
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**NEEDLES, FIRST, AND REDLANDS DISTRICTS**

Needles M.P. 574+4380 Daggett	Main track and connecting crossover.	Interlocking. Semi-automatic.	Westward main track — Track 20 — 00—
Barstow East Tower	All switches east of station except transfer tracks No. 1 and No. 2. Main track and connecting crossover. M.P. 743+3683 M.P. 745+3713	Interlocking. Semi-automatic.	Eastward U. P. trains, U. P. main track — — 0 Against current of traffic — 0 Westward main track — — 0 Crossover to Track 30 — — 0 With current of traffic — Against current of traffic — 0 East freight yard 0 — — 0 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
Barstow West Tower	Main track and connecting crossovers. Eastward and Westward Sidings.	Interlocking. Semi-automatic. Ten miles per hour. Microphone is located on post adjacent to Eastward track at M.P. 7. At Lenwood, for trains on eastward siding, microphone is located at east switch. All Eastward trains must sound route signal for route desired as they approach microphone. When signal displays stop indication at east or west end of Westward Siding or west end of Eastward Siding, communicate with towerman and secure authority before fouling main track.	Yard Lead 0000 Yard Lead against current of traffic — 0000
San Bernardino, Fifth St.	Main Tracks. Crossover and yard lead.	Interlocking. Westward trains sound route signal approaching microphone located M.P. 78 plus 300 feet.	
San Bernardino: Rialto Avenue South "E" Street North Mtn. View Avenue	P. E. Crossing. S. P. Crossing. P. E. Crossing.	Santa Fe trains stop and line derails. Stop. Send flagman ahead. Fifteen miles per hour.	

At microphone locations shown below, all trains will sound signal for desired route:  
 For westward trains: Needles—M.P. 570+900  
 Daggett—At Signal 7341, east of Gate  
 For eastward trains: Barstow—Ten poles east of M.P. 750  
 Daggett—Five poles east of Signal 7402

**SECOND DISTRICT**

San Bernardino, West Yard Tower	Second and third district main tracks, at west end of bridge A-83. End of double track and freight yard, at east end of bridge A-83. Junction of third district eastward main track with second district westward main track at Mt. Vernon viaduct.	Interlocking. Superior route second district main track. Inferior route westward to Third district. Trains or engines leaving west end A Yard will give whistle signal indicating track on which approaching, then give whistle signal for route desired.	Second district — Third district — 0 Yard to precooler — — 00 Precooler to second district — — 0000 House lead to main line — — Switch lead 0 — — Yard lead 0000 Engine lead — — 0 Second district to precooler — — 000 Precooler to yard — — 00 Westward main track against current of traffic — 0000 Eastward main track against current of traffic, get phone authy. from Towerman From Union Pacific engine house: To Passenger Yard 000 — To Second District 000 — 0 To B Yard 000 — 00 To Rana 000 — 0
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland Claremont San Dimas Kincaid	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. West end siding and west end of house track. P. E. Crossing.	Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Twenty-five miles per hour. Interlocking. Movements over crossing governed by indication of Signals 1103 and 1104. When either in stop position, be governed by Rules 98-B and 509(a). Signals 1181 and 1184 govern main track; Signals 1183 and 1186, siding. When either in stop position, be governed by Rules 98-B and 509(a).	Main track movements governed by indications of signals 1012 and 1003. When signal 1012 or 1003 are in stop position be governed by rule 98-B. Westward trains leaving siding governed by main track signal indication. Movements on house track governed by rule 98-A.
Arcadia Raymond Spur Highland Park 0.6 Mi. East Water Street 0.7 Mi. East Los Angeles: Main Street Mission Tower	S. P. Crossing. S. P. Crossing. U. P. Crossing. U. P. Crossing. L. A. T. L. Crossing. S. P. and U. P. Crossing to and from Union Station.	Interlocking. Gates, normal position across Santa Fe tracks. Eight Miles per hour. Gate, normal position across U. P. track. Eight Miles per hour. Gate, normal position across U. P. track. Fifteen miles per hour. Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	

**THIRD DISTRICT**

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

## RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

## FOURTH DISTRICT

Location	Tracks Governed	Rules
Anaheim 2.0 East Anaheim Sugar Fcty. Spur Santa Ana M.P. 270.9 National City	Wye S. P. Crossing. U. P. Crossing. S. P. Crossing. Navy Destroyer Base. Navy Warehouse Crossings.	Interlocking. CTC controlled. Stop. Rule 98, A, B, C and D. Stop. Rule 98, A, B, C and D. Interlocking. Rule 606(c). Eight miles per hour.

## OLIVE DISTRICT

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

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

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

## SAN JACINTO DISTRICT

Highgrove 1.5 Mi. West	S. P. Crossing.	Automatic Interlocking. No distant signals. Speed limit 15 miles per hour. Rule 606(c).
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When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

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

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains	Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
<b>NEEDLES DISTRICT</b>					<b>REDLANDS DISTRICT</b>				
Lavic	702.7	10	East	Freight only	Victoria	4.7	9	East	Freight only
Airport Spur	732.6	15	West	Freight only	Nevada Street	6.7	16	East and West	Freight only
Gale	735.3	67	East & West	Freight only	Craf	11.4	10	East	Freight only
<b>CADIZ DISTRICT</b>					Mentone	12.8	19	East and West	Freight only
Milligan	164.0	4	East	Freight 117-118	Molino	17.9	12	East	Freight only
<b>FIRST DISTRICT</b>					West Highlands	20.4	11	East and West	Freight only
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Freight only	<b>FOURTH DISTRICT</b>				
Frost	38.8	8	Eastward track	Freight only	Venta Spur	178.7	Lgh. 6.8 m.	East	Freight only
Verdemon	73.5	5	West	Freight only	Browning	180.8	35	East	Freight only
<b>SECOND DISTRICT</b>					Tustin	181.5	25	East	Freight only
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	West	Freight only	Frances	183.1	36	East and West	Freight only
Muscat Spur	90.4	Lgh. 1.1 m.	West	Freight only	Kathryn	183.9	24	East	Freight only
Pio Spur	94.6	46	West	Freight only	Como	180.1	54	East and West	Freight only
Rochester	95.0	11	East	42	Don	216.2	10	West	Freight only
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Freight only	Farr	231.6	6	West	Freight only
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Freight only	Linda Vista Army Spur	253.0	Lgh. 5.5 m.	East and West	Freight only
Metroopolitan Spur	108.6	Lgh. 1.0 m.	West	Freight only	Pacific Beach	260.3	13	East and West	Freight only
Duarte	121.0	15	East	42	Cudahy	263.4	43	East and West	Freight only
Wilton	129.1	19	East and West	Siding	<b>FALLBROOK DISTRICT</b>				
Usado	132.3	18	East and West	Siding	Ranch House	7.6	7	East and West	Freight only
Raymond	132.7	16	West	Freight only	Marine Base Spur	10.5	13	East and West	Freight only
<b>THIRD DISTRICT</b>					<b>ESCONDIDO DISTRICT</b>				
Pachappa	12.4	26	East and West	Freight only	Talica	3.7	8	East and West	Freight only
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	Freight only	<b>HARBOR DISTRICT</b>				
Taylor St. Spur	18.5	9	West	Freight only	Nadeau	2.5	0		
Sunny Hills	162.3	Lgh. 2.72 m.	West	Freight only	Lawn	8.8	2	East	Freight only
Standard Oil Spur	160.8	9	East	Freight only	Dudmore	19.1	17	East	Freight only
Wilshire	156.8	58	East and West	Freight only	Torrance Oil Spur	19.5	Lgh. 2.0 m.	West	Freight only
Stephens Spur	155.5	14	West	Freight only	Alcoa Spur	20.1	Lgh. 2.0 m.	West	Freight only
El Camino Spur	155.3	15	West	Freight only	<b>SAN JACINTO DISTRICT</b>				
La Habra VI'y Spur	154.6	Lgh. 3.43 m.	West	Freight only	Box Springs Quarry	6.1	42	East and West	Freight only
East Whittier	157.6	26	West	Freight only	Mayer Farms	15.9	18	East and West	505-506
Haddock Engrs.—					Granite Spur	14.5	Lgh. 5000 ft.	Wye	505-506
Pacific Pipe Line Spur	149.7	49	East	Freight only	Ellis	0.9	16	East	505-506
					<b>ELSINORE DISTRICT</b>				
					Mining Spur	3.2	71	East and West	508-509
					Weisel	6.2	37	East	508-509
					Jameson	9.2	5	East	508-509
					Durant	18.1	27	East	508-509

**CONDITIONAL STOPS SHOWN WILL BE MADE  
ONLY FOR REVENUE PASSENGERS**

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

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

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

- ALFRED WILLIAMS . . . . . 849 Front St., Needles
- C. L. SHUE . . . . . Blythe
- E. F. MANNERS . . . . . 107 E. Main St., Barstow
- HOMER E. OLIVER . . . . . 307 Seventh St., Victorville
- MILTON W. BLAIR . . . . . Santa Fe Depot, San Bernardino
- H. W. HANF . . . . . 435 E St., San Bernardino
- A. J. McKINNON . . . . . 145 "I" St., Colton
- G. D. DAVIDSON CO. . . . . 445 S. Spring St., Los Angeles
- SANTA FE JEWELERS . . . . . 905 E. 1st St., Los Angeles
- M. D. DOOLEY . . . . . 6667 1/2 Whittier Blvd., Los Angeles
- FRED H. DOWNS . . . . . 4832 Whittier Blvd., Los Angeles
- JAS. PODMORE . . . . . 6822 Pacific Blvd., Huntington Park
- TAYLOR JACOBSEN . . . . . 118 North Spadra Road, Fullerton
- GERALD D. LAROCQUE . . . . . 424 North Sycamore Street, Santa Ana
- S. L. FINKEL . . . . . 211 Hill St., Oceanside
- ROLAND C. WILSON . . . . . 523 B Street, San Diego
- C. H. McCORMACK . . . . . 36 W. 8th St., National City



# SANTA FE SAFETY FIRST



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

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

