

**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. JAMES E. JONES, Local Surgeon	Barstow
DRS. C. A. AND R. J. MACDONALD, Assistant Local Surgeons	Barstow
DR. T. G. HARWARD, District Surgeon	Needles
DR. J. E. ANDES, Local Surgeon	Needles
DR. H. C. MATTHEWS, Emergency Surgeon	Needles
DR. E. J. GARRISON, Local Surgeon	Blythe
DR. R. E. GARCIA, Assistant Local Surgeon	Blythe
DR. T. A. CARD, Local Surgeon	Riverside
DR. CLYDE A. PITCHFORD, 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. WM. H. WICKETT, JR., Assistant Local Surgeon	Fullerton
DR. HAROLD E. SMALL, Assistant Local Surgeon	Fullerton
DR. C. GLENN CURTIS, Local Surgeon	Brea
DR. ERWIN H. KERSTEN, Local Surgeon	Anaheim
DR. VERNE W. CARLSON, Local Surgeon	Orange
DR. E. A. MILLER, Local Surgeon	Santa Ana
DR. FREDERICK H. SCHROEDER, Assistant Local Surgeon	Santa Ana
DR. P. H. ESSLINGER, Local Surgeon	Capistrano
DR. J. B. DAVIS, Local Surgeon	Oceanside
DR. A. GAROFOLO, Assistant Local Surgeon	Oceanside
DR. FRANCIS D. HART, 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. W. H. 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, cabooses, 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,
WM. BAXTER,
Trainmasters,
San Bernardino, Calif.

L. B. FREBORG,
R. H. ADAMS,
R. E. ROWLAND,
Trainmasters,
W. E. BRACK,
Terminal Trainmaster,
Los Angeles, Calif.

B. O. BERNARD,
Trainmaster,
Barstow, 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,
W. E. EBERT,
C. W. BURTON,
F. O. PIERCE,
W. D. EAKIN,
J. W. SNYDER,

The Atchison, Topeka and Santa Fe Railway Co.



LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

TIME TABLE No.

146

IN EFFECT

Sunday, January 10, 1954

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.

O. R. HAMMIT,
Superintendent,
Los Angeles, Calif.

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 146 January 10, 1954			
			STATIONS			
26	116.2		HIGHGROVE S. P. Crossing 2.5		0.0	0.0
12	116.2		LEMONA 4.5		2.7	0.0
31	21.3		BOX SPRINGS YL 2.3		7.2	17.6
	21.3		MARCH FIELD YL 1.1		9.6	17.6
45	0.0		ALESSANDRO YL 2.9		10.6	47.5
22	0.0		VAL VERDE 4.7		13.5	28.1
20	21.6		PERRIS YL 3.9		18.3	63.4
21	49.3		ETHANAC 2.3		3.7	0.0
11	21.1		MENIFEE 3.9		6.0	42.2
34	52.8		WINCHESTER 4.4		9.9	0.0
13	44.3		EGAN 2.7		14.3	0.0
15	6.3		HEMET YL 2.3		17.0	63.4
9			SAN JACINTO YL		19.3	
			(37.5)			

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

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 146 January 10, 1954			
			STATIONS			
48	66.0		FALLBROOK JOT. 6.0		0.0	62.7
12	26.4		CHAPPO 2.4		5.9	0.0
46	132.0		JOFEGAN YL 0.7		8.4	79.2
6	105.6		DE LUZ 1.8		15.1	0.0
28			FALLBROOK YL		16.9	
			(16.9)			

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

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 146 January 10, 1954			
			STATIONS			
17	147.8		ELSINORE YL 5.6		21.9	132.0
20	50.7		ALBERHILL YL 7.8		16.3	89.8
32	0.0		ARCILLA 8.5		8.5	68.6
Yard			P. E. Crossing PORPHYRY YL		0.0	
			(21.9)			

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

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	WESTWARD	TIME TABLE	EASTWARD	Ruling Grade Ascending
		NO. 146 January 10, 1954		
		STATIONS		
Yard		ATWOOD 2.4		42.2
21		OLIVE S. P. Crossing 3.4		42.2
62		ORANGE		
		(5.8)		

Booth phone at Olive.
Rule 261 in effect Atwood-Orange.
Atwood-Orange: Signal System One 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. 146 January 10, 1954			
			STATIONS			
25	83.4		ESCONDIDO YL 4.0		21.1	95.0
14	70.3		SAN MARCOS 3.2		16.2	113.2
11	116.2		BUENA 3.7		12.9	116.2
10	116.2		VISTA YL 1.4		9.2	116.2
11	87.6		FALDA 7.8		7.8	84.5
			ESCONDIDO JOT.		0.0	
			(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. 146		FIRST CLASS		
		117	January 10, 1954		118		
		Passenger			Passenger		
		Leave Daily	STATIONS		Arrive Daily		
Yard		PM 8-45	PARKER YL	AM 3:00	105.8		
Spur	31.7	f 8-49	EARP	2:54	107.3	0.0	
28	31.7	9:00	CALZONA	2:45	114.1	31.7	
17	31.7	f 9:10	VIDAL	2:36	120.0	0.0	
45	31.7	f 9:26	GROMMET	2:21	131.6	0.0	
49	10.5	s 9:40	RICE YL	s 2:09	140.4	21.1	
43	0.0	9:46	FREDA	2:03	144.0	31.7	
57	0.0	9:54	SABLON	1:53	151.0	30.6	
38	0.0	f 10:00	SALT MARSH	1:47	155.8	31.7	
97	31.7	10:15	FISHEL	1:31	169.2	5.8	
38	31.7	f 10:21	CHUBBUCK	f 1:25	173.6	14.8	
34	15.8	f 10:30	ARCHER	f 1:16	179.6	31.7	
76	31.7	11:00 PM	CADIZ YL	1:00 AM	190.5	31.7	
		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 at Parker and Cadiz.

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. 146		SECOND CLASS		
		25	January 10, 1954		26		
		Mixed			Mixed		
		Leave Daily Ex. Monday	STATIONS		Arrive Daily Ex. Monday		
49		AM 3:00	RICE YL	AM 2:00	0.0		
18	83.4		STYX		16.5	65.0	
34	0.0	s 4:20	MIDLAND YL	s 12:01 AM	17.8	68.6	
64	0.0	4:30	COX	f 10:20	20.4	68.6	
	0.0		INCA		22.6	47.5	
Spur 10	0.0		MESAVILLE		33.0	38.8	
Yard	10.6	5:00 AM	BLYTHE YL	9:30 PM	42.0	83.4	
Spur 19	7.4		MILLER FARMS YL		44.7	21.7	
	42.8		RIPLEY YL		49.4	15.8	
		Arrive Daily Ex. Monday	(49.4)	Leave Daily Ex. Sunday			

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

No switch lights on Ripley District.

Wye at Rice and Blythe.

Offices of Communication at Rice, Midland, and Blythe.

Trains must get numbered clearance card before leaving Blythe.

1450
 308
 14800
 4350
 4496.00
 2756
 7252

TIME TABLE

NO. 148

January 10, 1954

STATIONS

NEEDLES YL

7.4

JAVA

6.8

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

BARSTOW YL

(187.6)

AUTOMATIC BLOCK SYSTEM
A T S

TWO TRACKS

WESTWARD

FIRST CLASS

3	107	19	7	209	123
California Limited	Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 9:15		PM 4:00	AM 10:45		AM 3:05
9:30		4:11	10:58		3:18
9:42		4:20	11:09		3:30
9:50		4:27	11:17		3:37
9:58		4:33	11:23		3:45
10:10		4:43	11:34		3:55
10:23		4:50	11:41		4:03
10:33		4:55	11:46		4:08
10:45		5:01	11:52		4:14
10:55		5:06	11:57 PM		4:20
11:20		5:10	12:01		4:25
11:35		5:20	12:12		4:36
11:45		5:25	12:19		4:43
11:57 AM		5:33	12:28		4:52
12:07		5:39	12:35		4:59
12:15		5:46	12:41		5:06
12:23		5:51	12:48		5:13
12:30		5:58	12:54		5:21
12:39		6:06	1:02		5:30
12:45		6:11	1:07		5:36
12:57		6:20	1:17		5:47
1:03	PM 6:50	6:24	1:22	AM 10:53	5:52
1:10	6:53	6:28	1:27	10:57	5:58
1:15	7:00 PM	6:31	1:31	11:05 AM	6:01
1:30 AM	7:00 PM	6:41 PM	1:40 PM	11:05 AM	6:15 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

Average speed per hour..... (39.0) (52.8) (62.5) (57.5) (44.0) (52.9)

Signal System One in effect between Needles and Barstow.

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

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between 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

LOS ANGELES DIVISION

5

WESTWARD					TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 30 Ft. Cars
FIRST CLASS											
103	17	23	21	237	NO. 146						
Passenger	Super Chief	The Grand Canyon	El Capitan	Passenger	January 10, 1954						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
	AM 2:06	AM 2:00	AM 12:46		NEEDLES YL	578.0			O	FW TY	Yard
	2:17	2:11	12:57		7.4		74.5	0.0	B		107
	2:27	2:21	1:07		JAVA 8.8	585.6	73.9	0.0	B		107
	2:35	2:29	1:14		IBIS 4.5	592.4	73.9	0.0	B		107
	2:41	2:35	1:21		BANNOCK 4.6	597.0	73.9	0.0	B		107
	2:51	2:45	1:30		HOMER 7.6	601.5	73.9	30.0	B		97
	2:59	2:53	1:38		GOFFS 9.6	609.1	0.0	52.8	O		107
	3:04	2:58	1:43		FENNER 7.5	618.7	0.0	52.8	B		111
	3:10	3:04	1:49		ESSEX 8.5	626.2	0.0	52.8	B		
	3:15	3:09	1:54		DANBY 7.1	634.7	0.0	52.8	B		107
	3:20	3:14	1:59		SIAM 8.3	641.8	0.0	48.0	B		
					CADIZ YL 10.3	648.1	26.4	52.8	O	WY	107
					SALTUS 3.1	658.4	26.4	11.6	B		
	3:29 ²³	3:29 ¹⁷	2:09		AMBOY 7.8	661.5	35.9	11.6	O		107
	3:34	3:39	2:14		BAGDAD 7.3	669.3	75.0	0.0	B		107
	3:42	3:48	2:22		SIBERIA 5.2	676.7	75.0	0.0	B		107
	3:48	3:57	2:28		KLONDIKE 4.3	682.0	75.0	0.0	B		72
	3:54	4:05	2:33		ASH HILL YL 6.7	686.7	26.4	52.8	B	Y	107
	4:00	4:15	2:39		LUDLOW 5.1	693.4	52.8	0.0	O		117
	4:06	4:22	2:46		ARGOS 8.1	698.5	52.8	44.0	B		71
	4:14	4:32	2:54		PISGAH 6.2	706.6	0.0	52.8	B		107
	4:19	4:38	2:59		HECTOR 12.8	712.8	26.4	39.6	B		73
	4:28	4:50	3:08		NEWBERRY 6.0	725.6	26.4	0.0	B		107
	4:32	4:56	3:12		MINNEOLA 6.0	731.7	38.2	13.0	B		107
AM 5:18	4:36	5:04	3:16	AM 12:53	DAGGETT 4.0	737.6	31.7	31.7	O		107
5:21	4:39	5:08	3:19	12:58	NEBO 4.8	741.6	31.7	31.7	B		68
5:28 AM	4:47 AM	5:23 AM	3:27 AM	1:05 AM	BARSTOW YL	746.4			O	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(167.6)						

(52.8) (62.5) (49.5) (62.5) (44.0) Average speed per hour

Signal System One in effect between Needles and Barstow.

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

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between 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.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE				
						NO. 146				
						January 10, 1954				
STATIONS						EASTWARD				
						FIRST CLASS				
						8	210	22	108	
						Fast Mail Express	Passenger	El Capitan	Passenger	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	FW TY	O				AM 7:00		PM 7:30		
107		B	74.5	0.0	578.0	NEEDLES YL				
		B	73.9	0.0	585.6	7.4 JAVA	6:48	7:20		
		B	104.5	0.0	592.4	6.8 IBIS	6:39	7:13		
107		B	73.9	0.0	597.0	3.7 BANNOCK	6:33	7:08		
		B	73.9	30.0	601.5	4.6 HOMER	6:28	7:03		
107		O	0.0	52.8	609.1	7.6 GOFFS	6:20	6:55		
107		B	0.0	52.8	618.7	9.6 FENNER	6:08	6:45		
107		B	0.0	52.8	626.2	7.5 ESSEX	5:59	6:38		
114		B	0.0	52.8	634.7	8.5 DANBY	5:48	6:30		
72		B	0.0	48.0	641.8	7.1 SIAM	5:40	6:23		
107	WY	O			648.1	6.3 CADIZ YL	f 5:31	6:18		
51		B	26.4	52.8	658.4	10.3 SALTUS				
107		O	11.6	26.4	661.5	3.1 AMBOY	5:16	6:08		
100		B	35.9	11.6	669.3	7.8 BAGDAD	5:10	6:03		
107		B	75.0	0.0	676.7	7.3 SIBERIA	5:02	5:57		
107	Y	B	121.4	0.0	686.7	7.7 ASH HILL YL	4:54	5:50		
101		O	26.4	52.8	693.4	6.7 LUDLOW	4:47	5:44		
72		B	52.8	0.0	698.5	5.1 ARGOS	4:41	5:39		
107		B	52.8	44.0	706.6	8.1 PISGAH	4:33	5:33		
73		B	0.0	52.8	712.8	6.2 HECTOR	4:27	5:29		
107		B	26.4	39.6	725.6	12.8 NEWBERRY	4:16	5:20		
72		B	26.4	0.0	731.7	6.0 MINNEOLA	4:11	5:16		
104		O	38.2	13.0	737.6	6.0 DAGGETT	4:06	PM 2:38	PM 5:33	
71		B	31.7	31.7	741.6	4.0 NEBO	4:02	2:33	5:09	
Yard	FW TY	O	31.7	31.7	746.4	4.8 BARSTOW YL	3:55 AM	2:25 PM	5:03 PM	
						(165.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour... (53.5) (40.6) (67.3) (40.6)

Signal System One in effect between Barstow and Needles.

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.

NEEDLES DISTRICT

EASTWARD

FIRST CLASS

124	24	20	104	4	18	238
The Grand Canyon	The Grand Canyon	The Chief	Passenger	California Limited	Super Chief	Passenger
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 8:50	PM 9:15	PM 10:00		AM 2:35	AM 2:07	
8:39	9:04	9:50		2:22	1:58	
8:32	8:57	9:43		2:14	1:51	
8:26	8:51	9:38		2:09	1:47	
8:20	8:45	9:33		2:04	1:42	
8:11	8:36	9:25		1:56	1:34	
7:59	8:24	9:15		1:40	1:24	
7:50	8:14	9:08		1:26	1:15	
7:41	8:05	9:00		1:14	1:06	
7:34	7:57	8:53		1:04	12:59	
7:28	7:51	8:48		12:53 ¹⁸	12:53 ¹⁸	
7:18	7:41	8:38		12:08	12:41	
7:12	7:34	8:33		12:02	12:36	
7:05	7:26	8:27		AM 11:54	12:29	
6:57	7:18	8:20		11:46	12:22	
6:51	7:11	8:14		11:39	12:16	
6:46	7:06	8:09		11:31	12:11	
6:39	6:59	8:03		11:23	12:05	
6:34	6:54	7:59		11:17	12:01	
6:25	6:45	7:50		11:06	AM 11:53	
6:20	6:40	7:46		11:01	11:49	
6:16	6:36	7:42	PM 8:37	10:56	11:45	AM 12:12
6:12	6:32	7:39	8:34	10:52	11:41	12:08
6:05	6:25	7:33	8:27	10:45	11:35	AM 11:59
PM	PM	PM	PM	PM	PM	PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

TIME TABLE

NO. 146

January 10, 1954

STATIONS

NEEDLES 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
7.5
BAGDAD
7.3
SIBERIA
7.7
ASH HILL YL
6.7
LUDLOW
5.1
ARGOS
8.1
PISGAH
8.2
HECTOR
12.8
NEWBERRY
6.0
MINNEOLA
6.0
DAGGETT
4.0
NEBO
4.8

BARSTOW YL

(165.0)

AUTOMATIC BLOCK SYSTEM
A T S

TWO TRACKS

A T S

(60.0) (58.2) (67.3) (52.8) (43.0) (65.1) (40.6)Average speed per hour

Signal System One in effect between Barstow and Needles.

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. 146 January 10, 1954		WESTWARD						
		FIRST CLASS						
		107	19	7	209	123	23	
STATIONS		Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon	The Grand Canyon	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
AUTOMATIC BLOCK SYSTEM	A T S	BARSTOW YL	PM 7:00	PM 6:51	PM 2:00	AM 11:08	AM 6:30	AM 6:00
		6.1						
		LENWOOD	7:06	6:57	2:08	11:16	6:38	6:08
		5.7						
		HODGE	7:11	7:02	2:13	11:22	6:44	6:15
		9.2						
		HELEDALE	7:18	7:09	2:21	11:30	6:52	6:24
		4.0						
		BRYMAN	7:22	7:13	2:25	11:35	6:57	6:29
		5.4						
		ORO GRANDE	7:27	7:18	2:30	11:40	7:02	6:34
		5.1						
		VICTORVILLE YL	7:34	7:25	2:38	11:49	7:10	6:42
		4.3						
		THORN	7:41	7:32	2:45	11:57	7:18	6:50
		4.1				PM		
		HESPERIA	7:46	7:37	2:50	12:03	7:24	6:56
		5.2						
LUGO	7:51	7:42	2:55	12:09	7:30	7:04		
5.5								
SUMMIT YL	8:03	7:54	3:08	12:22	7:43	7:18		
3.8								
GISH	8:12	8:03	3:17	12:31	7:52	7:27		
2.7								
CAJON	8:18	8:09	3:23	12:37	7:58	7:33		
3.7								
KEENBROOK	8:24	8:15	3:29	12:43	8:04	7:39		
4.7								
DEVORE	8:32	8:23	3:37	12:51	8:12	7:47		
5.0								
ONO	8:39	8:30	3:44	12:58	8:19	7:54		
3.5								
HIGHLAND JOT.	8:44	8:35	3:49	1:03	8:24	7:59		
1.9								
SAN BERNARDINO YL	8:50	8:41	3:55	1:10	8:30	8:05		
	PM	PM	PM	PM	AM	AM		
(80.8)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

Average speed per hour..... (44.1) (44.1) (42.2) (39.7) (40.4) (38.8)

Signal System One in effect between Barstow and San Bernardino, except on eastward track from Signal 782 to Signal 572A where Signal System Two 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;

(Continued on Page 9)

FIRST DISTRICT

LOS ANGELES DIVISION 9

WESTWARD					TIME TABLE NO. 146 January 10, 1954	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 Ft. Cars
FIRST CLASS											
103	17	21	3	237							
Passenger	Super Chief	El Capitan	California Limited	Passenger	STATIONS						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
AM 5-28	AM 4-57	AM 3-37	AM 2-00	AM 1-15	BARSTOW YL	0.0			O	FW TY	Yard
5-34	5-03	3-43	2-08	1-23	6.1 LENWOOD	6.2	37.0	20.4	C		92
5-39	5-08	3-48	2-14	1-30	5.7 HODGE	11.8	37.0	23.0	B		120
5-46	5-15	3-56	2-22	1-40	9.2 HELENDALE	21.1	28.8	30.0	B		98
5-51	5-19	4-00	2-27	1-46	4.9 BRYMAN	26.1	37.0	0.0	B		98
5-55	5-24	4-05	2-32	1-53	5.4 ORO GRANDE	31.5	37.0	0.0	C		90
6-03	5-31	4-12	2-40	2-03	5.1 VICTORVILLE YL	36.7	39.6	17.2	C	Y	100-100
6-10	5-38	4-19	2-48	2-11	4.3 THORN	41.1	84.5	0.0	B		
6-15	5-43	4-25	2-54	2-20	4.1 HESPERIA	45.1	83.4	0.0	B		99
6-20	5-48	4-31	3-00	2-30	5.2 LUGO	50.3	81.8	0.0	B		98
6-33	6-00	4-43	3-13	2-43	5.5 SUMMIT YL	55.9	84.5	0.0	C	Y	122
6-42	6-09	4-52	3-22	2-52	3.8 GISH	59.6	0.0	158.4	B		71
6-48	6-15	4-58	3-28	2-58	2.7 CAJON	62.4	0.0	158.4	C		95
6-54	6-21	5-04	3-34	3-04	3.7 KEENBROOK	66.3	0.0	116.2	B		
7-02	6-29	5-12	3-42	3-12	4.7 DEVORE	71.0	0.0	116.2	B		126
7-09	6-36	5-19	3-49	3-19	5.0 ONO	76.0	0.0	116.2	B		96
7-14	6-41	5-24	3-54	3-23	3.5 HIGHLAND JCT.	79.4	0.0	116.2			
7-20 AM	6-47 AM	5-30 AM	4-00 AM	3-30 AM	1.9 SAN BERNARDINO YL	81.3	64.4	51.7	O	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.8)						

(43.3) (44.1) (42.9) (40.4) (35.9)Average speed per hour

(Continued from Page 8)

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.
 Santa Fe 200 class, UP 1400 and 1600 class engines, 4 units, dynamic brake operative on all units, with tonnage more than 4500 and less than 5000, and Santa Fe 200 class, UP 1400 and 1600 class engines, 3 units, dynamic brake operative on all units, with tonnage more than 3375 and less than 3750, after making cooling stop at Cajon, may eliminate Devore stop.

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.

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

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

Capacity of Sidings in 30 Ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE NO. 146 January 10, 1954		EASTWARD						
								FIRST CLASS						
								8	210	22	108	124	24	20
								Fast Mail Express	Passenger	El Capitan	Passenger	The Grand Canyon	The Grand Canyon	The Chief
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	FW TY	O			0.0		BARSTOW YL	AM 3:45	PM 2:23	PM 4:58	PM 5:20	PM 5:55	PM 6:05	PM 7:28
104		O	37.0	20.4	6.2	AUTOMATIC BLOCK SYSTEM AUTOMATIC TRAIN STOP	6.1 LENWOOD	3:35	2:10	4:49	5:11	5:42	5:52	7:19
106		B	37.0	23.0	11.8		5.7 HODGE	3:29	2:05	4:45	5:07	5:37	5:47	7:15
108		B	39.0	30.0	21.1		9.2 HELENDALE	3:20	1:58	4:38	5:00	5:28	5:38	7:08
		B	37.0	0.0	26.1		4.9 BRYMAN	3:15	1:54	4:34	4:56	5:23	5:33	7:04
108		O	37.0	0.0	31.5		5.4 ORO GRANDE	3:08	1:49	4:30	4:52	5:16	5:26	7:00
98	Y	O	39.6	17.2	36.7		5.1 VICTORVILLE YL	3:00	f 1:42	4:23	4:45	5:08	5:18	6:53
105		B	84.5	0.0	41.1		4.3 THORN	2:52	1:36	4:16	4:38	5:00	5:10	6:46
106		B	84.5	0.0	45.1		4.1 HESPERIA	2:47	1:31	4:12	4:34	4:55	5:05	6:42
		B	86.8	0.0	50.3		5.2 LUGO	2:42	1:25	4:07	4:29	4:50	5:00	6:37
126	Y	O	84.5	0.0	55.9		5.5 SUMMIT YL	2:33	1:16	3:58	4:20	4:41	4:51	6:28
118		B	0.0	116.2	59.7		3.8 ALRAY	2:21	1:04	3:49	4:11	4:29	4:39	6:19
70		O	0.0	116.2	62.4		4.7 CAJON	2:10	12:54	3:40	4:01	4:18	4:28	6:09
115		B	0.0	116.2	66.3		3.7 KEENBROOK	2:02	12:48	3:34	3:55	4:10	4:20	6:03
128		B	0.0	116.2	71.0		4.7 DEVORE	1:53	12:40	3:26	3:47	4:01	4:11	5:55
106		B	0.0	116.2	76.0		5.0 ONO	1:41	12:30	3:20	3:39	3:49	3:59	5:49
			64.4	51.7	79.4		3.5 HIGHLAND JCT.	1:36	12:25	3:15	3:35	3:44	3:54	5:45
Yard	FW TY	O			81.3			SAN BERNARDINO YL	1:30 AM	12:20 PM	3:10 PM	3:30 PM	3:38 PM	3:48 PM
							(82.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....								(36.8)	(40.4)	(46.0)	(45.2)	(36.3)	(36.3)	(46.0)

TWO TRACKS

FIRST DISTRICT

EASTWARD				TIME TABLE NO. 146 January 10, 1954	STATIONS
FIRST CLASS					
104	4	18	238		
Passenger	California Limited	Super Chief	Passenger		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
PM 8:27	PM 10:20	PM 11:30	PM 11:50		
8:19	10:08	11:21	11:40		
8:14	10:03	11:17	11:35		
8:06	9:54	11:10	11:26		
8:02	9:49	11:06	11:21		
7:58	9:42	11:02	11:16		
7:51	9:34	10:55	11:08		
7:44	9:25	10:48	11:01		
7:40	9:20	10:44	10:57		
7:35	9:14	10:39	10:52		
7:26	9:05	10:30	10:43		
7:17	8:54	10:21	10:32		
7:07	8:43	10:11	10:21		
7:01	8:35	10:05	10:14		
6:55	8:27	9:57	10:05		
6:48	8:15	9:49	9:55		
6:43	8:10	9:45	9:50		
6:38 PM	8:05 PM	9:40 PM	9:45 PM		
Leave Daily	Leave Daily	Leave Daily	Leave Daily		(82.8)

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP

TWO TRACKS

BARSTOW 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
SAN BERNARDINO YL

Signal System One in effect between San Bernardino and Barstow, except on eastward track from Signal 782 to Signal 572A where Signal System Two 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) (45.2) (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	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			NO. 146					
			January 10, 1954					
				STATIONS				
	Yard			SAN BERNARDINO YL		0.0		O
31	FW TY	116.2		P. E. Crossing S. P. Crossing 9.0			101.3	B
17		116.2		REDLANDS 3.2		8.8	0.0	
47		0.0		MENTONE 4.1		12.0	88.5	B
25		70.5		EAST HIGHLANDS 2.5		16.2	83.2	B
14		0.0		HIGHLAND 1.0		18.7	89.5	
Spur		47.5		PATTON 1.8		19.7	81.3	
		25.8		DEL ROSA P. E. Crossing 4.0		21.5	60.0	
				HIGHLAND JCT. 1.9		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								
19	17	21	3					
The Chief	Super Chief	El Capitan	California Limited	NO. 146				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	January 10, 1954				
PM 8-44	AM 6-50	AM 5-33	AM 4-15	STATIONS				
8-49	6-56	5-39	4-23	SAN BERNARDINO YL	81.3		O	FW TY
8-53	7-00	5-43	4-28	3.6		63.4	O	Y
8-55	7-02	5-45	4-33	RIALTO	84.9	32.4	B	
8-57	7-04	5-47	4-36	3.8			O	
9-00	7-07	5-50	4-41	FONTANA	88.8	0.0	O	
9-03	7-10	5-53	4-47	3.0		14.3	B	
9-08 ¹⁸	7-14	5-57	4-52	KAISER	91.3	14.3	O	
9-10	7-16	6-00	4-55	2.0		57.5	O	Y
9-12	7-18	6-02	4-58	ETIWANDA	93.7	30.8	O	
9-15	7-21	6-05	5-02	3.9			O	
9-20	7-26	6-10	5-07	CUCAMONGA	97.7	0.0	O	
9-23	7-29	6-13	5-12	3.2			O	
9-25	7-31	6-15	5-15	UPLAND YL	100.9	0.0	O	
9-27	7-33	6-17	5-19	P. E. Crossing			O	
9-30	7-36	6-20	5-25	CLAREMONT	104.8	0.0	O	
9-33	7-38	6-22	5-29	P. E. Crossing			O	
9-35	7-41	6-25	5-33	1.9			O	
9-37	7-43	6-27	5-37	POMONA	106.7	0.0	O	
9-39	7-45	6-29	5-40	1.2			O	
9-55 ^s	7-57 ^s	6-42 ^s	5-58 ^s	LA VERNE	107.9	0.0	O	
			6-03	2.3			B	
10-04	8-05	6-50	6-05	SAN DIMAS	110.2	0.0	O	
10-08	8-09	6-54	6-09	P. E. Crossing			O	
10-17	8-16	7-01	6-16	4.1			O	
10-19	8-19	7-04	6-19	GLENORA	114.4	0.0	O	Y
10-22 PM	8-22 AM	7-07 AM	6-22 AM	2.5			O	
10-30 PM	8-30 AM	7-15 AM	6-30 AM	AZUSA	116.9	0.0	B	
				1.3			O	
				KINCAID	118.2	0.0	B	
				P. E. Crossing			O	
				2.0			O	
				BUTLER	120.2	0.0	O	
				2.3			O	
				MONROVIA	122.4	52.1	B	
				1.7			O	
				S. P. Crossing			O	
				ARCADIA	124.2	77.9	B	
				1.6			O	
				SANTA ANITA (S. Madre)	125.8	63.4	B	
				1.5			O	
				CHAPMAN	127.3	63.4	O	
				0.8			O	
				LAMANDA PARK	128.0	79.9	O	
				3.6			O	
				PASADENA YL	131.7	0.0	B	
				2.1			O	
				SOUTH PASADENA	133.7	0.0	B	
				0.5			O	
				OLGA	134.2	0.0	B	
				1.7			O	
				U. P. Crossing			O	
				HIGHLAND PARK	135.9	0.0	O	
				2.8			O	
				U. P. Crossing			O	
				WATER STREET	138.7	0.0	O	
				0.7			O	
				BROADWAY	139.4	0.0	O	
				0.6			O	
				MISSION TOWER	140.1	0.0	O	Y
				0.8			O	
				LOS ANGELES YL			O	
				Union Station (59.4)			O	
				1.1			O	
				FIRST STREET	141.1	0.0	O	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(59.7)				

(33.6) (35.6) (34.9) (26.4) Average speed per hour

Signal System One in effect between San Bernardino and Los Angeles.

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

At Los Angeles: Rules and Regulations of Union Station

must be observed within terminal limits.

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

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

(Continued on Page 13)

SECOND DISTRICT

LOS ANGELES DIVISION

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 146 January 10, 1954		EASTWARD				
				FIRST CLASS				
				22	20	4	18	8
			El Capitan	The Chief	California Limited	Super Chief	Fast Mail Express	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard		SAN BERNARDINO YL	PM 3:07	PM 5:37	PM 8:00	PM 9:37	AM 1:20	
123	0.0	3.6 RIALTO	2:59	5:29	7:48	9:29	1:12	
94	15.4	3.8 FONTANA	2:54	5:24	7:43	9:24	1:08	
105	38.7	3.0 KAISER	2:51	5:21	7:40	9:21	1:05	
54	26.8	2.0 ETIWANDA	2:49	5:19	7:38	9:19	1:03	
50	32.0	3.9 OUCAMONGA	2:46	5:16	7:35	9:16	12:59	
47	6.6	3.2 UPLAND YL	2:43	5:13	7:32	9:13	12:55	
		P. E. Crossing						
56	42.0	3.9 OLAREMONT	2:38	5:08	7:27	9:08 ¹⁹	12:51	
		P. E. Crossing						
64	59.1	1.9 POMONA	2:36	5:06	7:24	9:06	12:49	
40	43.8	1.2 LA VERNE	2:33	5:03	7:21	9:04	12:47	
42	63.4	2.3 SAN DIMAS	2:30	5:00	7:18	9:00	12:44	
		P. E. Crossing						
59	65.8	4.1 GLENDDORA	2:25	4:55	7:12	8:56	12:38	
		2.5						
	51.9	1.3 AZUSA	2:23	4:53	7:08	8:53	12:34	
41		1.3 KINCAID	2:21	4:51	7:06	8:51	12:32	
		P. E. Crossing						
50	92.3	2.0 BUTLER	2:18	4:48	7:04	8:49	12:30	
72	60.7	2.3 MONROVIA	2:16	4:46	7:01	8:47	12:28	
	6.4	1.7 S. P. Crossing						
11		ARCADIA	2:14	4:44	6:59	8:45	12:26	
	0.0	1.6						
39	0.0	1.5 SANTA ANITA (S. Madre)	2:12	4:42	6:57	8:43	12:24	
62	0.0	0.8 CHAPMAN	2:10	4:40	6:55	8:41	12:22	
		LAMANDA PARK	2:09	4:39	6:54	8:40	12:21	
34	95.3	3.6 PASADENA YL	2:00	4:30	6:45	8:30	12:10	
	114.0	2.1					AM	
		SOUTH PASADENA			6:35		11:50	
34	89.8	0.5 OLGA	1:47	4:17	6:33	8:17	11:48	
	96.4	1.7						
20		U. P. Crossing						
	114.9	HIGHLAND PARK	1:44	4:14	6:29	8:14	11:45	
		2.8						
71		U. P. Crossing						
	63.5	WATER STREET	1:38	4:08	6:22	8:08	11:37	
	89.8	0.7						
		BROADWAY	1:36	4:06	6:20	8:06	11:35	
		0.6						
		MISSION TOWER	1:34	4:04	6:19	8:04	11:34	
	59.7	0.8	PM	PM	PM	PM	PM	
Yard		LOS ANGELES YL	1:30	4:00	6:15	8:00	11:30	
		Union Station (59.4)	PM	PM	PM	PM	PM	
Yard	31.7	1.1 FIRST STREET						
		(59.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

AUTOMATIC TRAIN STOP

AUTOMATIC BLOCK SYSTEM

2 M.T.
2 TRKS.

Average speed per hour..... (36.7) (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.

At San Bernardino, Second District eastward trains or engines must approach junction of Second and Third Districts near yard office prepared to stop, and "stop" unless proceed signal, given

with green flag or light, is received. Such proceed signal merely indicates the route is properly lined.

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. 146 January 10, 1954	WESTWARD									
	SECOND CLASS		FIRST CLASS							
	141	145	79	107	7	77	75	83	209	73
STATIONS	Freight	Freight	San Diegan	Passenger	Fast Mail Express	San Diegan	Passenger	Passenger	Passenger	San Diegan
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
SAN BERNARDINO YL 3 TRKS.				PM 8-55	PM 4-05				PM 1-15	
2.2 RANA				9-00	4-10				1-20	
1.3 COLTON				9-03	4-13				1-25	
S. P. and U. P. Crossings				9-08	4-19				1-30	
2.6 HIGHGROVE										
S. P. Crossing				9-13 PM	4-22				1-35 PM	
RIVERSIDE JCT. U. P. Jct.					4-25					
0.6 RIVERSIDE YL										
4.2 CASA BLANCA										
2.4 ARLINGTON										
3.3 MAY										
P. E. Crossing										
3.1 PORPHYRY										
1.3 CORONA					4-43					
5.0 PRADO DAM										
3.1 GYPSUM										
4.1 ESPERANZA										
4.3 ATWOOD					5-04					
2.3 PLACENTIA										
3.0 FULLERTON YL			PM 9-50		5-15	PM 5-05	PM 4-10	PM 3-18		PM 1-35
2.5 U. P. Crossing										
BASTA										
2.0 BUENA PARK			9-55		5-22	5-10	4-17	3-24		1-40
1.8 LA MIRADA							4-19			
4.3 SANTA FE SPRINGS							4-24			
1.3 LOS NIETOS										
P. E. Crossing										
1.0 D. T. JUNCTION			10-03		5-30	5-18	4-28	3-33		1-48
S. P. Crossing										
1.0 RIVERA							4-30			1-50 ¹²⁴
1.3 BANDINI			10-06		5-33	5-21	4-32	3-36		1-51
4.3 HOBART			10-09		5-37	5-24	4-36	3-40		1-54
U. P. Crossing										
2.3 REDONDO JCT. U. P. Crossing	PM 8-20	AM 6-45								
2.1 FIRST STREET (70.5)	8-30	6-55	10-18		5-47	5-31	4-46	3-48		2-01
0.9 MISSION TOWER	PM	AM	10-22 PM		5-52 PM	5-33 PM	4-52 PM	3-50 PM		2-03 PM
0.8 LOS ANGELES YL Union Station			10-30 PM		6-00 PM	5-45 PM	5-00 PM	4-00 PM		2-15 PM
(72.2)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....	(12.0)	(12.0)	(38.4)	(33.0)	(37.7)	(38.4)	(30.7)	(36.6)	(29.4)	(38.4)

Signal System One in effect between San Bernardino and Los Angeles.

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

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

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

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

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

(Continued on Page 15)

THIRD DISTRICT

LOS ANGELES DIVISION

15

WESTWARD							TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Ways	Capacity of Sidings in 50 ft. Cars
FIRST CLASS													
123	71	23	103	81	51	237							
The Grand Canyon	San Diegan	The Grand Canyon	Passenger	Passenger	Passenger	Passenger	NO. 146						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	January 10, 1954						
AM 8:33		AM 8:08	AM 7:25		AM 7:10	AM 3:40	STATIONS						
8:38		8:13	7:30		7:15	3:45	SAN BERNARDINO YL	0.0			O	FW TY	Yard
8:41		8:16	7:33		7:20	3:50	-2.2 RANA	1.5	0.0	52.8			
8:46		8:22	7:38		7:26	3:55	-1.3 COLTON	2.9	0.0	52.8	B		49
8:50		8:25	7:43 AM		7:31	4:00 AM	S. P. and U. P. Crossings	6.7	23.1	52.8	B		114
8:53		8:28			7:35		-3.8 HIGHGROVE	9.2	29.1	52.8			
					7:42		-2.6 S. P. Crossing	9.8	0.0	17.2	O		
					7:46		RIVERSIDE JCT. U. P. Jct.	14.0	48.6	52.8	B	Y	99
							-0.6 RIVERSIDE YL	16.4	0.0	52.8	B		62
							-4.2 CASA BLANCA	19.7	0.0	52.8	B		94
							-2.4 ARLINGTON	22.8	0.0	52.8	B	Y	100
							-3.3 MAY	24.1	0.0	24.8	O		167
							P. E. Crossing	29.2	24.3	52.8	B		94
							-3.1 PORPHYRY	32.2	25.9	52.8	B		95
							-1.3 CORONA	36.4	21.1	52.8	B		129
							-5.0 PRADO DAM	40.6	0.0	52.8	B	Y	179
							-3.1 GYPSUM	43.0	0.0	42.2	O		69
							-4.1 ESPERANZA	165.0	0.0	42.2	O		94-74
							-4.3 ATWOOD	162.5	0.0	33.4	B		31
							-2.3 PLACENTIA	160.5	12.7	19.2	B		74
							-3.0 FULLERTON YL	158.7	32.1	25.9	B		
							-2.5 U. P. Crossing	154.4	40.5	10.0	B		86
							BASTA	153.1	27.2	16.3	O		
							-2.0 BUENA PARK	152.1	0.0	13.7	B		
							-1.8 LA MIRADA	151.2	0.0	13.7	O		95
							-4.3 SANTA FE SPRINGS	149.8	21.1	37.5	B		
							-1.3 LOS NIETOS	145.5	39.6	26.2	B		
							P. E. Crossing	143.2	42.5	0.0	O		Yard
							-1.0 D. T. JUNCTION	141.1	40.1	0.0	O		Yard
							S. P. Crossing	140.1	59.7	0.0			
							-1.0 RIVERA	140.1	71.8	31.7			
							-1.3 BANDINI						
							-4.3 HOBART						
							U. P. Crossing						
							-2.3 REDONDO JCT.						
							U. P. Crossing						
							-2.1 FIRST STREET (70.5)						
							-0.9 MISSION TOWER						
							-0.8 LOS ANGELES YL						
							Union Station						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(72.2)						

(37.0) (38.4) (38.7) (33.0) (40.4) (33.3) (29.4)Average speed per hour

(Continued from Page 14)

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

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE					
						NO. 146					
						January 10, 1954					
						STATIONS					
Yard	FW TY	O	0.0	52.8	0.0	SAN BERNARDINO YL					
			0.0	52.8	1.5	P. E. Crossing					
112		B	23.1	52.8	2.9	RANA					
		B	29.1	52.8	6.7	COLTON					
		O			9.2	S. P. and U. P. Crossing					
42		B	0.0	17.2	9.8	HIGHGROVE					
99	Y	B	0.0	52.8	14.0	S. P. Crossing					
62		B	0.0	52.8	16.4	RIVERSIDE JCT.					
94		B	0.0	52.8	19.7	U. P. Jet.					
100	Y	B	0.0	52.8	22.8	RIVERSIDE YL					
167		O	0.0	24.8	24.1	CASA BLANCA					
94		B	24.8	52.8	29.2	ARLINGTON					
95		B	25.9	52.8	32.2	MAY					
129		B	21.1	52.8	36.4	P. E. Crossing					
179		B	0.0	52.8	40.6	PORPHYRY					
69		O	0.0	42.2	43.0	CORONA					
74		O	0.0	42.2	165.0	PRADO DAM					
		B	12.7	19.2	162.5	GYPSUM					
		B	32.1	25.9	160.5	ESPERANZA					
96		B	40.5	10.0	158.7	ATWOOD					
		O	27.2	16.3	154.4	PLACENTIA					
					153.1	FULLERTON YL					
		B	0.0	13.7	152.1	U. P. Crossing					
		O	0.0	13.7	151.2	BASTA					
95		B	21.1	37.5	149.8	BUENA PARK					
Yard	FW TY	O	42.5	0.0	145.5	LA MIRADA					
			40.1	0.0	143.2	SANTA FE SPRINGS					
Yard		O	59.7	0.0	141.1	LOS NIETOS					
	Y		71.8	31.7	140.1	P. E. Crossing					
		O				D. T. JUNCTION					
						S. P. Crossing					
						RIVERA					
						BANDINI					
						HOBART					
						U. P. Crossing					
						REDONDO JCT.					
						U. P. Crossing					
						FIRST STREET					
						(69.8)					
						MISSION TOWER					
						LOS ANGELES YL					
						Union Station					
						(71.5)					
						Leave Daily					

Average speed per hour..... (59.1) (59.1) (59.1) (30.7) (30.7) (34.9)

Signal System One in effect between Los Angeles and San Bernardino.

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 River-

side; 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 or engines must approach junction of Second and Third Districts near yard office, prepared to stop, and "stop" unless proceed signal, given

(Continued on Page 17)

EASTWARD										TIME TABLE	
FIRST CLASS								SECOND CLASS		NO. 146	
24	76	82	104	54	78	238	70	142	146	January 10, 1954	
The Grand Canyon	San Diegan	Passenger	Passenger	Passenger	San Diegan	Passenger	Passenger	Freight	Freight	STATIONS	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
PM 3:43			PM 6:33	PM 7:45		PM 9:25				SAN BERNARDINO YL	
3:38			6:28	7:37		9:18				P. E. Crossing 1.5	
3:35			6:25	7:34		9:15				RANA 1.3	
3:30			6:20	7:22		9:06				COLTON 1.3	
3:25			6:15 PM	7:17		9:00 PM				S. P. and U. P. Crossing 3.8	
3:20				7:15						HIGHGROVE 2.6	
				6:56						S. P. Crossing 4.2	
				6:51						RIVERSIDE YL 4.2	
				6:47						CASA BLANCA 2.4	
				6:40						ARLINGTON 3.3	
				6:33						MAY 3.3	
				6:29						P. E. Crossing 3.1	
				6:18						PORPHYRY 1.3	
				6:15						CORONA 5.0	
				6:10						PRADO DAM 3.1	
				8:11						GYPSUM 4.1	
										ESPERANZA 4.3	
										ATWOOD 2.3	
										PLACENTIA 3.0	
										FULLERTON YL 2.5	
										U. P. Crossing 2.0	
										BASTA 1.8	
										BUENA PARK 4.3	
										LA MIRADA 1.3	
										SANTA FE SPRINGS 1.0	
										LOS NIETOS 1.0	
										P. E. Crossing 1.0	
										D. T. JUNCTION 1.0	
										S. P. Crossing 1.3	
										RIVERA 4.3	
										BANDINI 4.3	
										HOBART 2.3	
										U. P. Crossing 2.1	
										REDONDO JCT. 0.9	
										U. P. Crossing 0.9	
										FIRST STREET (69.8) 0.8	
										MISSION TOWER 0.8	
										LOS ANGELES YL Union Station	
										(71.5)	
(34.9)	(59.1)	(59.1)	(30.7)	(31.8)	(59.1)	(22.1)	(40.4)	(24.0)	(23.0)Average speed per hour	

(Continued from Page 16)

with yellow flag or light, is received. 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.

Flasher type signal, yellow indication, governs eastward movements through turnout, east end of Bridge B-5. Maximum speed for trains 40 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	PM	AM	AM	AM
8-00	3-15	1-30	12-30	11-45	7-45	7-15
8-07	3-22	1-37	12-43	11-52	7-52	7-22
8-17	3-33	1-47	f 12-55	PM 12-02 ⁸⁰	8-02	7-33
f 8-27	f 3-43	f 1-57	f 1-06 ⁷⁴	f 12-12	f 8-12	f 7-43
			f 1-11			
			f 1-15			
		f 2-02	f 1-20		f 8-17	
			f 1-30			
s 8-45	s 4-00	s 2-14	s 2-00	s 12-30	s 8-30	s 7-57
9-02 ⁷⁸		2-27 ⁷⁵	f 2-27 ⁸³			
		f 2-32	f 2-37		f 8-50	
			f 2-41			
		f 2-40	f 2-46	1-00	f 9-00	
	4-31 ⁷⁶				9-06 ⁷²	
			f 3-04			8-29
			s 3-10			
s 9-38	s 4-53	s 2-58	s 3-30	s 1-23	s 9-23	8-40
		f 3-02	s 3-40			8-43 ⁷²
	5-01 ⁸²	f 3-10	s 3-48			
s 9-50 PM	s 5-05 PM	s 3-18 PM	s 3-55 PM	s 1-35 PM	9-35 AM	8-52 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 146

January 10, 1954

STATIONS

	NATIONAL CITY YL	273.1		
	3.8			
	22ND STREET YL	269.3		
	1.8			
ABS	SAN DIEGO YL	267.5	2 TRKS.	
	3.3			
	OLD TOWN	264.2		
	2.1			
	MORENA	262.1		
	5.0			
	ELVIRA	257.1		
	4.1			
	LINDA VISTA	253.0	2 M.T.	
	3.9			
	SORRENTO	249.1		
	5.0			
	DEL MAR	244.0		
	2.1			
	SOLANA BEACH	241.9		
	2.1			
	CARDIFF	239.8		
	1.8			
	ENCINITAS	238.1		
	3.9			
	PONTO	234.2		
	4.9			
	CARLSBAD	229.3		
	2.1			
	ESCONDIDO JOT.	227.2		
	1.0			
	OCEANSIDE	226.2		
	2.0			
	FALLBROOK JOT.	224.2		
	2.5			
	STUART	221.7		
	3.0			
	LAS FLORES	218.7		
	4.8			
	AGRA	213.8		
	5.1			
	SAN ONOFRE	208.8		
	5.0			
	SAN CLEMENTE	203.7		
	1.0			
	POCHE	202.7		
	2.9			
	SERRA	199.8		
	2.6			
	SAN JUAN CAPISTRANO	197.2		
	4.6			
	GALIVAN	192.6		
	4.5			
	EL TORO	188.1		
	5.2			
	IRVINE	182.9		
	4.4			
	VENTA	178.5		
	2.9			
	SANTA ANA	175.5	2 M.T.	
	2.9			
	ORANGE	172.7		
	4.9			
	S. P. Crossing ANAHEIM	167.8		
	2.7			
	FULLERTON YL	165.0		

(107.9)

(55.8)

(55.8)

(56.8)

(29.9)

(55.8)

(55.8)

(63.3)

..... Average speed per hour

Signal System One in effect between San Diego and Fullerton. 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. 268.7 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 40 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

345
1120

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE		EASTWARD						
		NO. 146		FIRST CLASS						
		January 10, 1954		70	72	80	74	76	82	78
		STATIONS	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 4-30	AM 10-40	PM 12-30	PM 1-45	PM 6-00	PM 6-45	PM 10-15	
	31.2	OLD TOWN	4-14	10-30	12-20	1-35	5-50	6-35	10-05	
91	51.0	MORENA								
	0.0	ELVIRA								
	116.2	LINDA VISTA	f 3-50	10-16	12-02 ⁷³	1-22	5-36	6-20	9-51	
98	54.8	SORRENTO	f 3-30							
67	63.4	DEL MAR	f 3-11	f 10-02	f 11-48	f 1-06 ⁷⁵	f 5-22	f 6-06	f 9-37	
Spur	63.4	SOLANA BEACH	f 3-08							
11	0.0	CARDIFF	f 3-01							
92	63.4	ENCINITAS	f 2-56		f 11-40				f 9-31	
116	50.8	PONTO								
69	52.8	CARLSBAD	f 2-39							
	0.0	ESCONDIDO JCT.								
76	45.4	OCEANSIDE	s 2-30	s 9-45	s 11-28	s 12-50	s 5-05	s 5-50	s 9-20	
92	63.4	FALLBROOK JCT.								
50	49.3	STUART								
86	63.4	LAS FLORES								
97	68.9	AGRA				12-40 ⁷³				
91	49.4	SAN ONOFRE	f 1-52						9-02 ⁷⁰	
33	5.0	SAN CLEMENTE	f 1-43		f 11-00				f 8-57	
54	0.0	POCHE								
98	0.0	SERRA	f 1-35							
87	0.0	SAN JUAN CAPISTRANO	f 1-28		f 11-00	12-14 ^{PM}			f 8-51	
98	54.0	GALIVAN		9-06 ⁷¹			4-31 ⁷⁷			
88	63.4	EL TORO	f 1-12					5-17		
119	63.4	IRVINE	f 1-02							
93	0.0	VENTA								
125	11.2	SANTA ANA	s 12-50	s 8-50	s 10-41	s 11-55	s 4-10	5-09	s 8-25	
122	48.1	ORANGE	s 12-35	8-43 ⁸¹	f 10-36					
60	21.1	S. P. Crossing ANAHEIM	s 12-25		f 10-31			5-01 ⁷⁷		
		FULLERTON YL	12-12 AM	8-36 AM	10-26 AM	11-41 AM	3-56 PM	4-56 PM	8-11 PM	
		(107.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (22.5) (49.5) (49.5) (49.5) (49.5) (56.3) (49.5)

Signal System One in effect between Fullerton and San Diego.
Between crossover, yard office, located Ash Street, San Diego, and National City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Ash Street and "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. 268.7 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. 146 January 10, 1954	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		146	142			
			Freight	Freight		Freight	Freight			
		Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
				LONG BEACH 2.5						
				S.P., U.P., P.E. Crossings West Thenard Tower 1.1						
Yard			PM 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					WILMINGTON YL 1.4			28.0		B
90	Y		PM 6.40	AM 5.05	WATSON YL 3.3	AM 1.44	PM 2.43	26.6		B
80		79.2	6.48	5.13	IRONSIDES 1.6	1.34	2.33	23.3	52.8	
34		24.3	6.51	5.16	TORRANCE YL 1.6	1.28	2.27	21.7	0.0	O
91		52.3	6.54	5.19	ALOOA YL 2.3	1.22	2.21	20.1	48.4	B
18		52.3	6.59	5.24	MONACO 1.2	1.17	2.16	17.8	48.4	
83		0.0	7.02	5.27	LAWNDALE YL 1.8	1.14	2.13	16.6	58.4	
	Y	52.6	7.06	5.31	EL SEGUNDO YL P. E. Crossing 1.2	1.10	2.09	14.8	51.1	O
107		11.6	7.10	5.35	LAIRPORT YL 3.7	1.06	2.05	13.6	4.0	B
79		30.8	7.18	5.43	INGLEWOOD YL 1.9	12.57	1.56	9.9	4.0	O
14		52.8	7.23	5.48	HYDE PARK 0.7	12.48	1.47	8.0	44.8	
22		0.0	7.27	5.52	VAN NESS 1.3	12.43	1.42	7.3	44.8	
75		10.5	7.36	6.01	WILDASIN 2.5	12.35	1.34	6.0	0.0	
18		18.5	7.54	6.19	WINGFOOT P. E. Crossing 2.0	12.20	1.19	3.5	0.0	B
Yard		0.1	8.05	6.30	S. P. Crossing MALABAR 1.5	12.08	1.07	1.5	0.0	
	FW TY	52.8	8.20 PM	6.45 AM	REDONDO JCT. (31.0)	12.01 AM	1.00 PM	0.0	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. 146 January 10, 1954	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			STATIONS							
			REDONDO BEACH YL 1.5	HERMOSA BEACH YL 1.7						
			MANHATTAN BEACH YL 2.2	EL SEGUNDO YL 1.5						
Yard							20.2			
7		42.2					18.7	0.0		B
22		42.2					17.0	0.0		
	Y	0.0					14.8	52.8		O
					(5.4)					

No switch lights on Redondo District.

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

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

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

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 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 22nd Street.

5. 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, all first class trains except 51 and 54 may register by Form 903.

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

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

6. Rule 93: Yard limits are located at Needles, 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-Lawndale-Redondo Beach, Torrance-Alcoa, Watson-Wilmington, Box Springs-Alessandro, Hemet-San Jacinto, Perris-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.

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.

7. 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.

8. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station 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.

9. 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.

10. Rule 761: Following is list of structures:
Inca, overhead conveyor of Utah Construction Company;
Barstow, viaduct over passenger yard tracks and house tracks 1 to 4, inclusive;
San Bernardino, Mt. Vernon Ave. viaduct over roundhouse leads;
Los Angeles, First Street, viaduct over old passenger tracks.
Los Angeles, Union Station, train sheds.

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

Section 487 provides:

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

12. 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.

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

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

SPEED REGULATIONS

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

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

30 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.

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

22 LOS ANGELES DIVISION

SPECIAL RULES

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines, Classes:			
450, 451	2	5	5
1, 11, 50, 80, 2099, 2100	3	5	5
51, 90, 650, 2300, 2301, 2310, 2600, 3000	4	5	5
460, 2400	4½	5	5
16, 37, 100, 200, 300, 325, 500, 501, 503, 625, 1500, 2201, 2207, 2260, 2303, 2322, 2394, 2403, 2418, 2611, 2650	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:		NEEDLES DISTRICT—WESTWARD (Continued)	
Needles to Goffs	79 60	Curve M.P. 678.1 to 678.5	40 40
Goffs to Bagdad	100 60	Curve M.P. 678.5 to 679.9	60 60
Bagdad to Pisgah	79 60	Curve M.P. 679.9 to 680.3	40 40
Pisgah to Barstow	100 60	Curves M.P. 680.3 to 683.4	50 50
Needles District, Eastward:		Curves M.P. 683.4 to 686.2	65 60
Barstow to Pisgah	100 60	Curves M.P. 686.2 to 688.4	75 60
Pisgah to Bagdad	79 60	Curves M.P. 688.4 to 689.0	65 60
Bagdad to Siam	100 60	Curves M.P. 689.0 to 693.6	75 60
Siam to Goffs	79 60	Curves M.P. 693.6 to 694.9	45 45
Goffs to Needles	79 40	Curves M.P. 694.9 to 702.0	65 60
Maximum speed, diesel without dynamic brakes in service and steam powered freight trains M.P. 683.4 to M.P. 677.8, is 20 miles per hour; and Goffs to Needles is 24 miles per hour.		Curves M.P. 702.0 to 709.6	75 60
		Curves M.P. 709.6 to 710.6	65 50
		Curves M.P. 710.6 to 714.8	95 60
		Curves M.P. 737.3 to 745.0	95 60
		Curve M.P. 745.0 to 745.4	50 50
		Curves M.P. 745.4 to 745.7	40 40
Cadiz District	59 40	NEEDLES DISTRICT—EASTWARD	
Ripley District	30 30	Curves M.P. 745.7 to 745.0	40 40
First District, Westward:		Curves M.P. 745.0 to 738.8	95 60
Barstow to Oro Grande	100 60	Curves M.P. 714.8 to 710.6	95 60
Oro Grande to San Bernardino	79 60	Curves M.P. 710.6 to 706.0	65 50
First District, Eastward:		Curves M.P. 706.0 to 702.0	75 60
San Bernardino to Lugo	79 60	Curve M.P. 702.0 to 701.5	65 60
Lugo to Barstow	100 60	Curves M.P. 701.5 to 696.1	75 60
Second District, West & East:		Curves M.P. 696.1 to 694.9	65 60
San Bernardino to Santa Anita	100 55	Curves M.P. 694.9 to 693.6	50 50
Santa Anita to Los Angeles	79 55	Curves M.P. 693.6 to 688.9	75 60
Third District, West & East:		Curve M.P. 688.9 to 688.4	65 60
San Bernardino to Fullerton	79 55	Curves M.P. 688.4 to 686.2	75 60
Fullerton to Hobart	100 55	Curves and Grade M.P. 686.2 to 683.4	75 30
Hobart to Los Angeles	79 55	Curves and Grade M.P. 683.4 to 680.8x	55 30
Fourth District, West & East:		Curves and Grade M.P. 680.8x to 677.8	70 30
National City to Sorrento	79 50	Curves and Grade M.P. 677.8 to 668.9	75 40
Sorrento to Santa Ana	90 50	Curves M.P. 646.1 to 641.7	85 60
Santa Ana to Fullerton	79 50	Curves M.P. 641.7 to 625.5	75 60
Redlands District	30 30	Curves M.P. 625.5 to 608.3	70 60
San Jacinto District	30 30	Curves and Grade M.P. 608.3 to 601.5	79 40
Elsinore District	25 25	Curves and Grade M.P. 601.5 to 592.0	70 40
Olive District	30 25	Curves and Grade M.P. 592.0 to 587.9	60 40
Fallbrook District	20 20	Curves and Grade M.P. 587.9 to 587.1	40 40
Escondido District	25 25	Curves and Grade M.P. 587.1 to 578.6	60 40
Harbor District	30 30	Needles St. Crossing M.P. 578.1	15 15
Redondo District	15 15	CADIZ DISTRICT	
Adelanto Spur	15 15	Curve M.P. 107.2 to 107.4	20 20
Rialto, Cucamonga, and Upland Foot-hill Spurs, Muscat and Metropolitan Spurs	15 15	Track M.P. 107.4 to 111.0	45 40
Prenda, Sunny Hills and La Habra Valley Spurs	15 15	Curves M.P. 115.2 to 118.8	50 40
Venta and Linda Vista Army Spurs	15 15	Curve M.P. 165.2 to 165.5	45 40
Maximum speed, passenger trains handling one or more heavy-weight cars, 90 miles per hour.		Curve M.P. 183.0 to 183.2	45 40
Maximum speed, freight trains handled by steam locomotives, 55 miles per hour.		RIPLEY DISTRICT	
In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour.		Curves M.P. 15.6 to 16.4	20 20
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.		FIRST DISTRICT—WESTWARD	
		Curve M.P. 10.3 to 11.0	85 60
		Curve M.P. 11.1 to 11.8	90 60
		Curve M.P. 16.6 to 17.1	85 60
		Curve M.P. 19.7 to 20.3	85 60
		Curves M.P. 21.1 to 21.4	90 60
		Curve M.P. 30.8 to 31.1	85 60
		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 36.6	55 40
		Victorville M.P. 36.6 to 37.6	30 30
		Curve M.P. 37.6 to 39.1	70 60
		Curve M.P. 39.1 to 39.9	40 40
		Curves M.P. 40.6 to 43.7	50 50
		Curve M.P. 48.1 to 48.3	65 60
		Curve M.P. 48.8 to 49.1	50 50
		Curves M.P. 49.4 to 51.8	45 40
		Curves M.P. 52.0 to 53.7	55 50
		Curves M.P. 66.9 to 67.3	75 60
		Curve M.P. 67.3 to 67.8	60 60
		Curve M.P. 67.8 to 68.1	60 60
		Curve M.P. 68.1 to 68.4	60 60
		Curve M.P. 68.4 to 68.8	60 60
		Curve M.P. 68.8 to 69.3	60 60
		Curve M.P. 69.3 to 69.9	60 60
		Curve M.P. 69.9 to 70.6	60 60
		Curve M.P. 70.6 to 71.6	60 60
		Curve M.P. 71.6 to 71.8	60 60
		Curve M.P. 71.8 to 72.2	60 60
		Curve M.P. 72.2 to 72.9	60 60
		Curve M.P. 72.9 to 73.3	60 60
		Curve M.P. 73.3 to 73.8	60 60
		Curve M.P. 73.8 to 74.5	60 60
		Curve M.P. 74.5 to 75.0	60 60
		Curve M.P. 75.0 to 75.5	60 60
		Curve M.P. 75.5 to 76.2	60 60
		Curve M.P. 76.2 to 77.1	60 60
		Curve M.P. 77.1 to 78.5	60 60
		Curve M.P. 78.5 to 79.9	60 60
		Curve M.P. 79.9 to 80.8	60 60
		San Bernardino Passenger Yard	10 10

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
FIRST DISTRICT—WESTWARD (Continued)		FIRST DISTRICT EASTWARD	
Summit M.P. 55.7 to 56.7	20 20	San Bernardino Passenger Yard	10 10
Grade M.P. 56.7 to 58.0	30 15	San Bernardino M.P. 80.8 to 79.9	30 30
Curves M.P. 58.0 to 58.4	25 15	San Bernardino M.P. 79.9 to 78.5	40 40
Grade M.P. 58.4 to 62.2	30 15	Curves M.P. 72.0 to 70.3	40 40
Grade M.P. 62.2 to 72.1	40 20	Curves M.P. 66.9 to 62.6	40 40
Grade M.P. 72.1 to 78.5	50 20	Curves M.P. 64x.3 to 56.9	30 30
San Bernardino M.P. 78.5 to 79.9	40 20	Summit M.P. 56.4 to 55.7	20 20
San Bernardino M.P. 79.9 to 80.8	30 20	Curve M.P. 55.7 to 55.0	30 30
San Bernardino Passenger Yard	10 10	Curves M.P. 54.8 to 53.7	45 30
FIRST DISTRICT EASTWARD		Curves M.P. 53.6 to 52.0	55 30
San Bernardino Passenger Yard	10 10	Curves M.P. 51.8 to 51.3	45 30
San Bernardino M.P. 80.8 to 79.9	30 30	Curve M.P. 51.2 to 51.1	40 30
San Bernardino M.P. 79.9 to 78.5	40 40	Curves M.P. 51.0 to 49.4	45 30
Curves M.P. 72.0 to 70.3	40 40	Curve M.P. 49.1 to 48.8	50 40
Curves M.P. 66.9 to 62.6	40 40	Curve M.P. 48.3 to 48.1	65 40
Curves M.P. 64x.3 to 56.9	30 30	Curve M.P. 47.4 to 47.2	90 40
Summit M.P. 56.4 to 55.7	20 20	Curve M.P. 43.7 to 43.5	60 40
Curve M.P. 55.7 to 55.0	30 30	Grade M.P. 43.5 to 42.5	90 40
Curves M.P. 54.8 to 53.7	45 30	Curve M.P. 41.9 to 41.7	55 40
Curves M.P. 53.6 to 52.0	55 30	Curve M.P. 41.1 to 39.5	60 40
Curves M.P. 51.8 to 51.3	45 30	Curve M.P. 39.2 to 38.9	50 40
Curve M.P. 51.2 to 51.1	40 30	Victorville M.P. 37.4 to 36.6	30 30
Curves M.P. 51.0 to 49.4	45 30	Curves M.P. 36.4 to 34.6	60 60
Curve M.P. 49.1 to 48.8	50 40	Curve M.P. 34.0 to 33.8	40 30
Curve M.P. 48.3 to 48.1	65 40	Curves M.P. 33.3 to 31.8	60 50
Curve M.P. 47.4 to 47.2	90 40	Curve M.P. 31.1 to 30.8	85 60
Curve M.P. 43.7 to 43.5	60 40	Curve M.P. 20.4 to 19.7	85 60
Grade M.P. 43.5 to 42.5	90 40	Curve M.P. 17.1 to 16.6	85 60
Curve M.P. 41.9 to 41.7	55 40	Curve M.P. 11.8 to 11.1	90 60
Curve M.P. 41.1 to 39.5	60 40	Curve M.P. 11.0 to 10.3	85 60
Curve M.P. 39.2 to 38.9	50 40	Curve M.P. 1.5 to 0.3	55 35
Victorville M.P. 37.4 to 36.6	30 30	Curve M.P. 0.2 to 0.0	25 25
Curves M.P. 36.4 to 34.6	60 60	Summit to Lugo: Freight trains, thirty miles per hour.	
Curve M.P. 34.0 to 33.8	40 30	Lugo to Hesperia: Freight trains, forty miles per hour.	
Curves M.P. 33.3 to 31.8	60 50	San Bernardino, between Fifth Street Tower and yard office just west of passenger station, speed limit ten miles per hour.	
Curve M.P. 31.1 to 30.8	85 60	SECOND DISTRICT	
Curve M.P. 20.4 to 19.7	85 60	San Bernardino and Rialto M.P. 82.6 to 85.2	30 30
Curve M.P. 17.1 to 16.6	85 60	Fontana M.P. 88.5 to 88.9	50 50
Curve M.P. 11.8 to 11.1	90 60	Curves M.P. 98.2 to 100.5	79 55
Curve M.P. 11.0 to 10.3	85 60	Upland P.E. Crossing M.P. 101.0	25 25
Curve M.P. 1.5 to 0.3	55 35	Curves M.P. 102.4 to 102.8	70 55
Curve M.P. 0.2 to 0.0	25 25	Pomona M.P. 106.2 to 107.0	40 40
Summit to Lugo: Freight trains, thirty miles per hour.		La Verne M.P. 107.0 to 108.8	45 45
Lugo to Hesperia: Freight trains, forty miles per hour.		Curve M.P. 109.0 to 109.3	79 55
San Bernardino, between Fifth Street Tower and yard office just west of passenger station, speed limit ten miles per hour.		Curve M.P. 110.6 to 111.4	70 55
SECOND DISTRICT		Curves M.P. 111.8 to 112.8	55 50
San Bernardino and Rialto M.P. 82.6 to 85.2	30 30	Curves M.P. 113.9 to 116.6 Westward	65 55
Fontana M.P. 88.5 to 88.9	50 50	Curves M.P. 116.6 to 113.9 Eastward	65 55
Curves M.P. 98.2 to 100.5	79 55	Azusa M.P. 116.6 to 117.5	40 40
Upland P.E. Crossing M.P. 101.0	25 25	Curves M.P. 117.9 to 119.0	65 55
Curves M.P. 102.4 to 102.8	70 55	Curve M.P. 119.5 to 119.7	55 55
Pomona M.P. 106.2 to 107.0	40 40	Curves M.P. 122.2 to 125.0	65 55
La Verne M.P. 107.0 to 108.8	45 45	Pasadena M.P. 127.6 to 132.8	20 20
Curve M.P. 109.0 to 109.3	79 55	Colorado St. Crossing M.P. 131.4	8 8
Curve M.P. 110.6 to 111.4	70 55	So. Pasadena M.P. 133.3 to 134.8	15 15
Curves M.P. 111.8 to 112.8	55 50	Los Angeles M.P. 135.5 to 139.1	25 25
Curves M.P. 113.9 to 116.6 Westward	65 55	U.P. Crossing M.P. 135.5	8 8
Curves M.P. 116.6 to 113.9 Eastward	65 55	U.P. Crossing M.P. 138.3	8 8
Azusa M.P. 116.6 to 117.5	40 40	Curves M.P. 139.2 to 139.6	20 20
Curves M.P. 117.9 to 119.0	65 55	THIRD DISTRICT	
Curve M.P. 119.5 to 119.7	55 55	Curve and Bridge C-1 M.P. 0.0 to 0.5	15 15
Curves M.P. 122.2 to 125.0	65 55	Curves and Colton M.P. 0.5 to 2.1	20 20
Pasadena M.P. 127.6 to 132.8	20 20	Westward	20 20
Colorado St. Crossing M.P. 131.4	8 8	Curves and Colton M.P. 2.1 to 3.2	20 20
So. Pasadena M.P. 133.3 to 134.8	15 15	Curves M.P. 3.2 to 4.4 Eastward	30 30
Los Angeles M.P. 135.5 to 139.1	25 25	Curves M.P. 3.5 to 4.0 Westward	45 35
U.P. Crossing M.P. 135.5	8 8	Main track on turnout M.P. 4.4 to 4.5	
U.P. Crossing M.P. 138.3	8 8	Westward	40 40
Curves M.P. 139.2 to 139.6	20 20	Main track on turnout M.P. 4.5 to 4.4	
THIRD DISTRICT		Eastward	40 40
Curve and Bridge C-1 M.P. 0.0 to 0.5	15 15	Main track turnout M.P. 4.9 to 4.8	
Curves and Colton M.P. 0.5 to 2.1	20 20	Eastward	40 40
Westward	20 20	Curves M.P. 4.9 to 5.6 Westward	75 55
Curves and Colton M.P. 2.1 to 3.2	20 20	Curve M.P. 5.6 to 5.5 Eastward	75 55
Curves M.P. 3.2 to 4.4 Eastward	30 30	Curves M.P. 6.4 to 6.8 Westward	45 35
Curves M.P. 3.5 to 4.0 Westward	45 35	Curves M.P. 6.8 to 6.4 Eastward	30 30
Main track on turnout M.P. 4.4 to 4.5		Curve M.P. 8.3 to 8.5	75 55
Westward	40 40	Curve M.P. 9.6 to 9.4 Eastward	60 55
Main track on turnout M.P. 4.5 to 4.4		Curves M.P. 9.6 to 10.0 Westward	30 30
Eastward	40 40	Curves M.P. 10.4 to 11.7	65 55
Main track turnout M.P. 4.9 to 4.8		Curve M.P. 11.9 to 12.5	40 40
Eastward	40 40	Curve M.P. 14.7 to 14.9	75 55
Curves M.P. 4.9 to 5.6 Westward	75 55	Curves M.P. 15.5 to 16.7	55 55
Curve M.P. 5.6 to 5.5 Eastward	75 55	Curve M.P. 16.9 to 17.1	65 55
Curves M.P. 6.4 to 6.8 Westward	45 35	P.E. Crossing M.P. 20.3	60 40
Curves M.P. 6.8 to 6.4 Eastward	30 30	Curve	

MAXIMUM SPEED OF LOCOMOTIVES

Table with columns: Diesel and Gas-Electric, Steam, U. P. Diesels, Miles Per hour (Forward, Light Forward, Backing Or When Controlled From Rear Unit, Dead-In-Train).

SPEED TABLE—FOR INFORMATION ONLY

Table with columns: Time Per Mile (Min., Sec.), Miles Per Hour.

16. 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)
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)

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 east leg of wye), and west leg of wye

Speed Limit 30 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
Essex 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. 2.7 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

17. 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	1395	San Diego	Harasthy Street Marine Base Spur	Fallbrook	514
San Bernardino	3rd Dist. Main Track	Redondo Junction	Main Track	National City	1219	Escondido	340
				March Field	March Field Spur		

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
NEEDLES, FIRST, AND REDLANDS DISTRICTS			
Needles M.P. 574+4380 Daggett	Main track and connecting crossover. 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. Interlocking. Interlocking.	Westward main track — Track 20 —00— Eastward U. P. trains, U. P. main track — 0 Against current of traffic —0 Westward main track — Crossover to Track 30 —0 Crossover to westbound freight lead —0— With current of traffic — Against current of traffic —0 East freight yard 0 — 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 East Tower			
Barstow West Tower	Main track and connecting crossovers. Eastward and Westward Sidings.	Interlocking. 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 7321
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 00— 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 Arcadia Raymond Spur Highland Park 0.6 Mi. East Water Street 0.7 Mi. East Los Angeles: Main Street Mission Tower	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. West end siding and west end of house track. P. E. Crossing. 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.	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). Signals 1241 and 1242 govern main track; Signals 1243 and 1244, siding. When either in stop position, be governed by Rules 98-B and 509(a). 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 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 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
Riverside Junction	Double Track Junction Switches at Bridge B-5. S. P. Crossing and U. P. Junction.	At Santa Ana River Bridge B-5 communicate with towerman by telephone and be governed by his instructions. Interlocking.	
May Fullerton	P. E. Crossing. Junction Third and Fourth Districts.	Interlocking. CTC controlled. Interlocking. CTC controlled.	
Basta Sunny Hills Spur Sunny Hills Spur Los Nietos D. T. Junction Hobart	U. P. Crossing. P. E. Crossing. U. P. Crossing. P. E. Crossing and west end siding. S. P. Crossing. U. P. Crossing.	Interlocking. CTC controlled. Stop. Rule 98, A, B, C and D. Eight miles per hour. Interlocking. Interlocking. CTC controlled. 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	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	L. A. T. L. Crossing, Pac. Blvd.	Fifteen miles per hour.
Wingfoot	S. P. Crossing.	Automatic Interlocking. No distant signals. Speed limit 10 miles per hour. Rule 606(c).
Wildasin	P. E. Crossing.	Interlocking.
Hyde Park	L. A. T. L. Crossing, Avalon Blvd.	Fifteen miles per hour.
El Segundo	L. A. T. L. Crossing, Broadway	Fifteen miles per hour.
West Thenard Tower	L. A. T. L. Crossing, Vermont	Fifteen miles per hour.
	L. A. T. L. Crossing.	Interlocking. Twenty miles per hour between home signals.
	P. E. Crossing.	Interlocking. L. A. Municipal Terminal R. R.
	S. P. Crossing.	Interlocking.
	S. P. Crossing.	Interlocking.
	S. P. Crossing, Manuel Yd. lead.	Stop. Rule 98, A, B, C and D.
	P. E. Crossing.	Interlocking.
M.P. 28+4460	2 U. P. Tracks.	Santa Fe trains have preference unless flagged. Stop not required.

SAN JACINTO DISTRICT

Highgrove 1.5 Mi. West	S. P. Crossing.	Automatic Interlocking. Rule 606(c).
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When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

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

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
NEEDLES DISTRICT				
Lavic	702.7	25	East	Freight only
Airport Spur	732.6	15	West	Freight only
Gale	735.3	67	East & West	Freight only
CADIZ DISTRICT				
Milligan	164.0	4	East	Freight 117-118
RIPLEY DISTRICT				
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West	Freight only
FIRST DISTRICT				
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Freight only
Frost	38.8	8	Eastward track	Freight only
Verdemon	73.5	5	West	Freight only
SECOND DISTRICT				
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	West	Freight only
Muscat Spur	90.4	Lgh. 1.1 m.	West	Freight only
Pio Spur	94.6	46	West	Freight only
Rochester	95.0	11	East	Freight only
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Freight only
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Freight only
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Freight only
Duarte	121.0	15	East	Freight only
Wilton	129.1	19	East and West	Siding
Usado	132.3	18	East and West	Siding
Raymond	132.7	16	West	Freight only
THIRD DISTRICT				
Pachappa	12.4	26	East and West	Freight only
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	Freight only
Taylor St. Spur	18.5	9	West	Freight only
Sunny Hills	162.3	Lgh. 2.72 m.	West	Freight only
Standard Oil Spur	160.8	9	East	Freight only
Wilshire	156.8	58	East and West	Freight only
Mojave Spurs	155.8	28	West	Freight only
Stephens Spur	155.5	14	West	Freight only
El Camino Spur	155.3	15	West	Freight only
La Habra VI'y Spur	154.6	Lgh. 3.43 m.	West	Freight only
East Whittier	157.6	26	West	Freight only

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
REDLANDS DISTRICT				
Nevada Street	6.7	16	East and West	Freight only
Craf	11.4	10	East	Freight only
Mentone	12.8	19	East and West	Freight only
Molino	17.9	12	East	Freight only
West Highlands	20.4	11	East and West	Freight only
FOURTH DISTRICT				
Venta Spur	178.7	Lgh. 6.8 m.	East	Freight only
Browning	180.8	35	East	Freight only
Tustin	181.5	25	East	Freight only
Frances	183.1	36	East and West	Freight only
Kathryn	183.9	24	East	Freight only
Como	180.1	54	East and West	Freight only
Don	216.2	10	West	Freight only
San Diego G. & E. Co. Spur	231.3	35	East	Freight only
Farr	231.6	6	West	Freight only
Linda Vista Army Spur	253.0	Lgh. 5.5 m.	East and West	Freight only
Pacific Beach	260.3	13	East and West	Freight only
Cudahy	263.4	43	East and West	Freight only
FALLBROOK DISTRICT				
Ranch House	7.6	7	East and West	Freight only
Marine Base Spur	10.5	13	East and West	Freight only
ESCONDIDO DISTRICT				
Talica	3.7	8	East and West	Freight only
HARBOR DISTRICT				
Nadeau	2.5	0		
Lawn	8.8	2	East	Freight only
Dudmore	19.1	17	East	Freight only
Torrance Oil Spur	19.5	Lgh. 3.7 m.	West	Freight only
Alcoa Spur	20.1	Lgh. 2.0 m.	West	Freight only
SAN JACINTO DISTRICT				
Box Springs Quarry	6.1	42	East and West	Freight only
Mayer Farms	15.9	18	East and West	Freight only
Granite Spur	14.5	Lgh. 5000 ft.	Wye	Freight only
Ellis	0.9	16	East	Freight only
ELSINORE DISTRICT				
Mining Spur	3.2	71	East and West	Freight only
Weisel	6.2	37	East	Freight only
Jameson	9.2	5	East	Freight only
Durant	18.1	27	West	Freight only

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

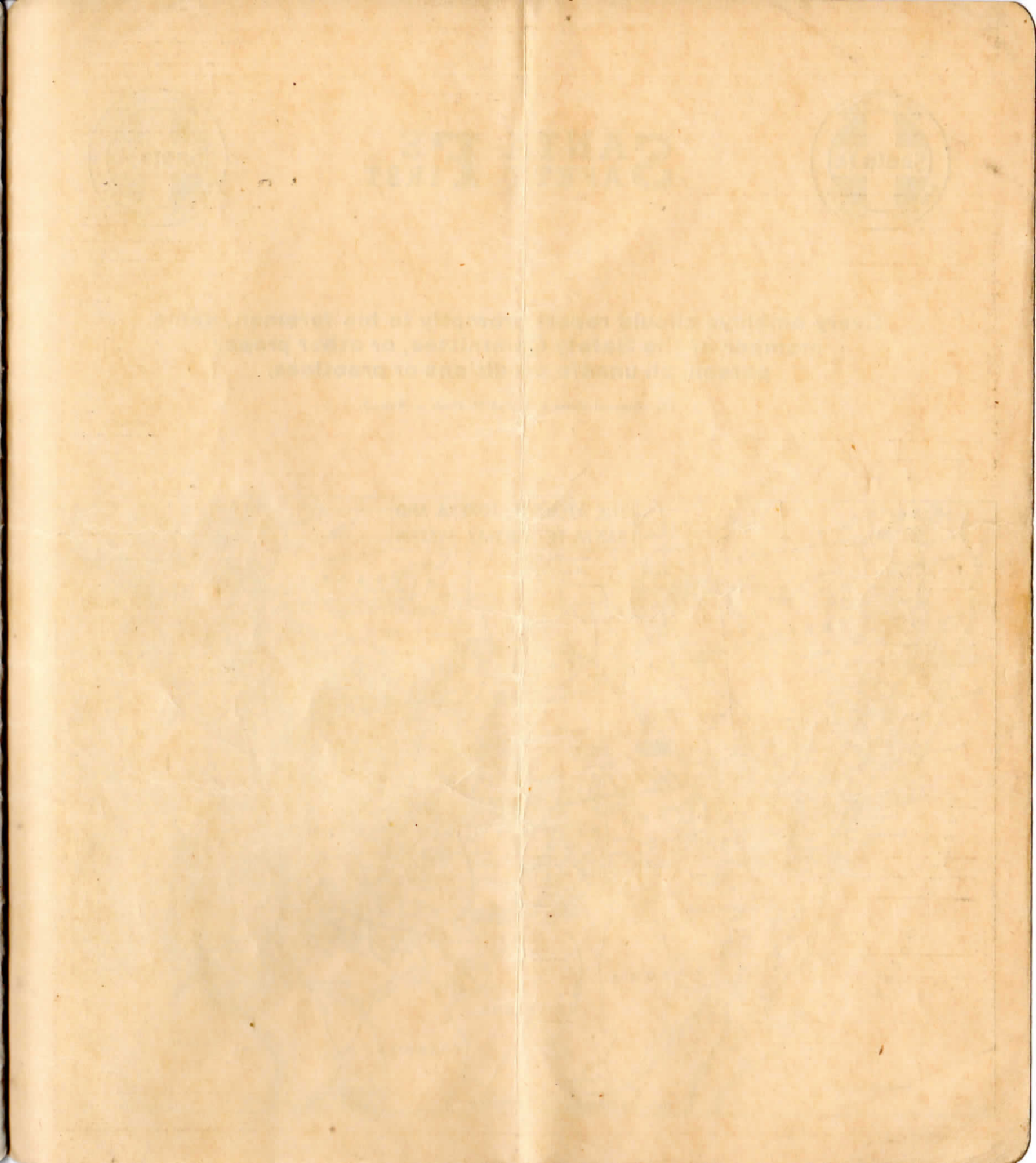
The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
3	Belen to Barstow		Belen and beyond
	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	
4	San Bernardino to Los Angeles		Barstow and beyond
	Los Angeles to San Bernardino	Barstow and beyond	
	Madera	Beyond Bakersfield	Stockton and beyond
19	Bakersfield to Seligman	Belen and beyond	Bakersfield and beyond San Bernardino and beyond
	Williams to Belen	Belen and beyond	Seligman and beyond
	Flagstaff	Los Angeles	Newton and beyond
20	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond, and for south of Ash Fork
	Kingman		Newton and beyond
	Victorville, Pomona, Monrovia		Albuquerque and beyond
21	Pomona, Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	
22	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond, and for south of Ash Fork
	Pomona		Albuquerque and beyond
23	Pomona	Albuquerque and beyond	
	Williams	Albuquerque and beyond	Barstow and beyond
	Holbrook		Clovis and beyond
24	Flagstaff	Bakersfield and beyond	Belen and beyond
	Kingman		Clovis and beyond
	Madera		Bakersfield and beyond
	Victorville	Los Angeles	Williams, also Belen and beyond
123	Victorville	Belen and beyond	Los Angeles
	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
124	Holbrook	Prescott and beyond Barstow and beyond	La Junta and beyond
	Flagstaff	Prescott and beyond Barstow and beyond	Winslow and beyond
	Kingman		Albuquerque and beyond
	Victorville		La Junta and beyond
62	Victorville	Williams and beyond	
	Kingman	Albuquerque and beyond	
	Flagstaff	La Junta and beyond	South of Ash Fork
	Holbrook	La Junta and beyond	Prescott and beyond
63	Empire	Fresno and beyond	Stockton and beyond
	Corcoran		Fresno and beyond
	Wasco, Shafter		Stockton and beyond
63	Empire	Stockton and beyond	Fresno and beyond
	Pittsburg		Fresno and beyond

A. J. STROBEL, General Watch Inspector Topeka, Kansas

LOCAL TIME INSPECTORS

ALFRED WILLIAMS 849 Front St., Needles
 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
 FRED R. BAUMAN 105 E. Highland Ave., 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
 PODMORE JEWELERS 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 521 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.)

