

SURGEONS OF THE SANTA FE COAST LINES

HOSPITAL ASSOCIATION

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.

DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.

DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

DR. T. G. HARWARD, District Surgeon	Needles
DR. J. E. ANDES, Local Surgeon	Needles
DR. H. C. MATTHEWS, Emergency Surgeon	Needles
DR. M. F. FINK, Local Surgeon	Barstow
DR. WILLIAM M. CLOVER, Assistant Local Surgeon	Barstow
DR. HORACE D. ORR, Local Surgeon	Victorville
DR. R. W. SORENSEN, Assistant Local Surgeon	Victorville
DR. J. C. CARMACK, Division Surgeon	San Bernardino
DR. EDWARD A. MILLER, Emergency Hospital	San Bernardino
DR. W. S. CHERRY, Local Surgeon	Rialto
DR. EDWARD M. FITZGERALD, Assistant Local Surgeon	Rialto
DR. J. B. CRAIG, Local Surgeon	Upland
DR. DONALD K. WAKE, Assistant Local Surgeon	Upland
DR. CARROLL W. WHITE, Local Surgeon	La Verne
DR. MARVIN SNELL, Assistant Local Surgeon	La Verne
DR. BRUCE VAN VRANKEN, Local Surgeon	Azusa
DR. L. S. JACOBS, Local Surgeon	Monrovia
DR. E. W. HAYES, JR., Assistant Local Surgeon	Monrovia
DR. GLENN L. BARNUM, Local Surgeon	Pasadena
DR. L. E. WILSON, Assistant Local Surgeon	Pasadena
DR. M. T. WASLEY, Local Surgeon	Whittier
DR. G. W. OLSON, Local Surgeon	Fullerton
DR. WM. H. WICKETT, JR., Assistant Local Surgeon	Fullerton
DR. SHERMAN E. BAKER, Assistant Local Surgeon	Fullerton
DR. D. K. SHIELDS, Local Surgeon	Brea
DR. ERWIN H. KERSTEN, Local Surgeon	Anaheim
DR. VERNE W. CARLSON, Local Surgeon	Orange
DR. ARNOLD G. H. BODE, Local Surgeon	Santa Ana
DR. JAMES F. EDWARDS, Assistant Local Surgeon	Santa Ana
DR. P. H. ESSLINGER, Local Surgeon	San Juan Capistrano
DR. CLARENCE HARVEY, Local Surgeon	Oceanside
DR. JOHN EGDAHL, Assistant Local Surgeon	Oceanside
DR. FRANCIS D. HART, Local Surgeon	Del Mar
DR. O. S. HARBAUGH, Local Surgeon	San Diego
DR. GERALD F. BANKS, Assistant Local Surgeon	San Diego
DR. HARRY V. DEPEW, Assistant Local Surgeon	San Diego
DR. C. S. MARSDEN, JR., Assistant Local Surgeon	San Diego
DR. GEORGE A. MROSS, Local Surgeon	National City
DR. O. J. JOHNSON, Local Surgeon	Colton
DR. T. A. CARD, Local Surgeon	Riverside
DR. JACK FERMAN, Assistant Local Surgeon	Riverside
DR. CHARLES GUNNOE, Local Surgeon	Corona
DR. RICHARD W. MANGAN, Assistant Local Surgeon	Corona
DR. E. H. BRUNEMEIER, Local Surgeon	Placentia
DR. HOWARD SWIRE, Local Surgeon	Inglewood
DR. J. W. BEEMAN, Local Surgeon	Torrance
DR. E. F. KESLING, Local Surgeon	Wilmington
DR. JOHN C. COTTRELL, Local Surgeon	Long Beach
DR. DONALD G. BUSSEY, Assistant Local Surgeon	Long Beach
DR. E. J. GARRISON, Local Surgeon	Blythe
DR. R. E. GARCIA, Assistant Local Surgeon	Blythe
DR. GEORGE BROWNLEE, Assistant Local Surgeon	Blythe
DR. T. C. HORTON, Local Surgeon	Parker
DR. ARTHUR C. ROBBINS, Local Surgeon	Redlands
DR. R. B. REID, Local Surgeon	Perris
DR. ROBERT M. OLLERTON, Local Surgeon	Hemet
DR. GLENN A. WESTPHAL, Local Surgeon	Elsinore
DR. E. R. POWELL, Local Surgeon	Fallbrook
DR. E. R. HALEY, Local Surgeon	Escondido

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

D. G. RUEGG, J. C. DAVIS, Trainmasters, Needles, Calif.	H. C. BAUGHN, M. H. SWANSON, R. E. ROWLAND, G. E. YOUNG, Trainmasters, San Bernardino, Calif.	J. W. BARRIGER, G. H. DOTSON, J. T. GROUNDWATER, R. F. NORLING, Trainmasters, Los Angeles, Calif.
C. E. ROLLINS, Trainmaster, Barstow, Calif.	F. E. ROSE, Trainmaster, Fullerton, Calif.	R. J. ST. JOHN, Assistant Trainmaster, Los Angeles, Calif.
J. E. BERRY, Chief Dispatcher, San Bernardino, Calif.	Road Foremen of Engines	
J. T. DAWE, W. E. EBERT, Assistant Chief Dispatchers, San Bernardino, Calif.	A. F. MURDOCK, Los Angeles, Calif.	W. D. BLACK, Bakersfield, Calif.
	J. F. FRAME, San Bernardino, Calif.	A. K. SMELLIE, Needles, Calif.
	D. KEMP, Phoenix, Ariz.	
	Dispatchers, San Bernardino, Calif.	
W. S. LOIT, J. C. SELINGER, L. W. PARSONS, E. O. CRUM, A. C. KIDD, E. L. MAYS,	H. W. WITSKEN, E. M. BUTLER, I. L. CRAWFORD, C. W. BURTON, F. O. PIERCE, W. D. EAKIN,	J. W. SNYDER, F. I. GASSWINT, W. R. HANSEN, D. F. HODGES, L. A. WRIGHT, R. J. WYSOCKI, L. B. QUALLS

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



COAST Santa Fe LINES

**LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL**

TIME TABLE No.

3

IN EFFECT

Sunday, May 29, 1960

**At 12:01 A. M.
Pacific Standard Time**

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

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



**E. R. ROBERTSON,
R. H. ADAMS,
Asst. General Managers,
Los Angeles, Calif.**

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

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

2 LOS ANGELES DIVISION

CADIZ DISTRICT



Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 May 29, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
						
Yard			STATIONS			
			PARKER YL		105.8	
28	31.7		8.3 CALZONA		114.1	29.6
17	30.6		5.9 VIDAL		120.0	0.0
45	30.6		11.6 GROMMET		131.6	0.0
49	6.9		3.8 RICE YL		140.4	21.1
43	0.0		3.6 FREDA		144.0	25.3
57	0.0		7.0 SABLON		151.0	30.6
120	0.0		4.8 SALTMARSH		155.8	31.7
97	29.6		13.4 FISHEL		169.2	5.3
76	29.6		21.3 CADIZ YL		190.5	31.7
			(84.7)			

Wye at Parker, Rice and Cadiz.

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

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



LUCERNE VALLEY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 May 29, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
						
58	0.0		STATIONS			
			CUSHENBURY		29.2	
2	0.0		3.1 SPUR 5		26.1	105.6
2	0.0		5.4 SPUR 4		20.7	105.6
14	75.0		5.1 BASS		15.6	75.0
2	0.0		4.3 SPUR 2		11.3	75.0
2	0.0		4.3 SPUR 1		7.0	75.0
2	116.2		7.0 HESPERIA		0.0	75.0
			(29.2)			

No switch lights on Lucerne Valley District.

Office of Communication at Cushenbury; booth phone at Hesperia.

RIPLEY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 May 29, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
						
Yard			STATIONS			
			RIPLEY YL		49.4	
55	21.7		7.4 BLYTHE YL		42.0	42.8
30	83.4		21.6 COX		20.4	10.6
11	68.6		2.6 MIDLAND YL		17.8	0.0
49	68.6		1.3 STYX		16.5	0.0
	65.0		16.5 RICE YL		0.0	83.4
			(49.4)			



No switch lights on Ripley District.

Wye at Rice and Blythe.

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

Trains must get numbered clearance card before leaving Blythe.

REDLANDS DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 May 29, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
						
9			STATIONS			
			DEL ROSA YL		21.5	
14	81.3		1.8 PATTON YL		19.7	47.5
25	89.5		1.0 HIGHLAND YL		18.7	0.0
47	83.2		2.5 EAST HIGHLANDS YL		16.2	70.5
17	88.5		4.1 MENTONE YL		12.0	0.0
31	0.0		3.2 REDLANDS YL		8.8	116.2
Yard	101.3		8.8 P. E. Crossing P. E. Crossing SAN BERNARDINO YL		0.0	116.2
			(21.4)			

No switch lights on Redlands District.

Turn table and wye at San Bernardino.

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

Trains must get numbered clearance card before leaving San Bernardino.

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 May 29, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↕				
			STATIONS			
26			HIGHGROVE S. P. Crossing YL		0.0	
12	116.2		LEMONA		2.7	0.0
31	116.2		BOX SPRINGS YL		7.2	17.6
	21.3		MARCH FIELD YL		9.6	17.6
45	21.3		ALESSANDRO YL		10.6	47.5
22	0.0		VAL VERDE YL		13.5	28.1
20	0.0		PERRIS YL		18.3	63.4
21	21.6		ETHANAC YL		22.7	0.0
11	49.3		MENIFEE YL		25.0	42.2
34	21.1		WINCHESTER		28.9	0.0
18	52.8		EGAN		33.1	0.0
	44.3		HEMET YL		36.0	63.4
15	6.3		SAN JACINTO YL		38.3	
9			(37.5)			

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

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 May 29, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↕				
			STATIONS			
17			ELSINORE		21.9	
20	147.8		ALBERHILL		18.3	132.0
32	50.7		ARCILLA		8.5	89.8
	0.0		P. E. Crossing PORPHYRY YL		0.0	68.6
Yard			(21.9)			

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

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 May 29, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↕				
			STATIONS			
			ATWOOD		0.0	42.2
21	42.2		OLIVE		2.4	42.2
62	42.2		S. P. Crossing ORANGE		5.8	42.2
			(5.8)			

Atwood-Orange: Signal System One in effect.
Rule 261 (TCS) in effect on main track between Atwood and Orange. Siding switches Olive not power controlled but are equipped with electric switch locks.

Office of Communication at Orange; phone booth at Olive and Atwood. Wye at Atwood and Orange.

At Orange and Atwood, trains to and from Olive District are authorized to proceed on signal indication when operating under Rule 261.

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 May 29, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↕				
			STATIONS			
48			FALLBROOK JOT. YL		0.0	62.7
12	66.0		CHAPPO YL		5.9	0.0
46	26.4		JOFEKAN YL		8.4	79.2
6	132.0		U.S.M.C. Crossing DE LUZ YL		15.1	0.0
	105.6		FALLBROOK YL		16.9	
28			(16.9)			

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

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 May 29, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↕				
			STATIONS			
25			ESCONDIDO YL		21.1	
14	83.4		SAN MARCOS YL		16.2	95.0
10	116.2		VISTA YL		9.2	116.2
11	116.2		FALDA YL		7.8	0.0
	107.7		ESCONDIDO JOT. YL		0.0	116.2
			(21.8)			

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

4 LOS ANGELES DIVISION

NEEDLES DISTRICT

WESTWARD

FIRST CLASS

	19	115	7	209	123	107	103	17	1	205
	The Chief	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Passenger	Super Chief - El Capitan	San Francisco Chief	Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	PM 4.40		AM 11.30		AM 4.00			AM 1.06	AM 12.55	
	4.51		11.45		4.15			1.17	1.06	
	5.00		11.59		4.29			1.26	1.15	
	5.07		PM 12.08		4.38			1.33	1.22	
	5.13		12.18		4.48			1.39	1.28	
	5.23		12.30		5.00			1.49	1.38	
	5.30		12.37		5.08			1.56	1.45	
	5.35		12.43		5.14			2.01	1.50	
	5.41		12.49		5.22			2.07	1.56	
	5.51		12.59		5.33			2.17	2.06	
	6.00		1.09		5.46			2.26	2.16	
	6.07		1.17		5.53			2.32	2.22	
	6.15		1.27		6.03			2.40	2.30	
	6.28		1.43		6.18			2.53	2.43	
	6.34		1.50		6.25			2.59	2.49	
	6.49		2.05		6.41			3.14	3.04	
	6.55		2.12		6.48			3.20	3.10	
	7.05	PM 6.48	2.22	AM 9.43	7.01	AM 4.58	AM 4.43	3.31	3.20	AM 12.23
	7.16	6.51	2.31	9.46	7.13	5.01	4.46	3.41	3.32	12.23
	7.19	6.51	2.34	9.46	7.16	5.01	4.46	3.44	3.35	12.26
	7.30	6.58	2.50	9.55	7.30	5.08	4.53	3.52	3.45	12.35
	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 3

May 29, 1960

STATIONS

STATIONS	Mile Post	Ruling Grade Ascending—Feet Per Mile	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars
NEEDLES YL	578.0			Yard
7.4				
JAVA 6.8	585.6	74.4	0.0	107
IBIS 4.5	592.4	73.9	0.0	146
BANNOCK 4.6	597.0	73.9	0.0	107
HOMER 7.6	601.5	73.9	0.0	185
GOFFS 9.6	609.1	76.0	26.4	146
FENNER 7.5	618.7	0.0	59.1	114
ESSEX 8.5	626.2	0.0	57.0	
DANBY 13.4	634.7	0.0	58.6	108
CADIZ 13.4	648.1	0.0	53.0	146
AMBOY 7.8	661.5	29.0	53.8	107
BAGDAD 7.3	669.3	35.9	11.6	107
SIBERIA 0.5	676.7	75.0	0.0	135
ASH HILL 6.7	686.7	76.0	17.9	107
LUDLOW 13.2	693.4	31.1	54.4	117
PISGAH 6.2	706.6	57.0	49.1	132
HECTOR 12.8	712.8	0.0	55.4	
NEWBERRY 12.0	725.6	29.5	39.6	146
DAGGETT 4.0	737.6	40.6	13.7	107
NEBO 4.8	741.6	34.3	30.6	
BARSTOW YL	746.4	31.7	43.3	Yard

(167.6)

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

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

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

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

(Continued on Page 5)

NEEDLES DISTRICT

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

Average speed per hour . . . (35.2) (56.6) (52.8) (52.8) (66.0) (58.2) (52.8) (52.8) (63.9) (65.1)

(Continued from Page 4)

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

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

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

Trains must get numbered clearance card before leaving Needles and Barstow.
At Daggett, westward Union Pacific trains may proceed with current of traffic on clear train order signal in lieu of clearance card and will display classification signals previously authorized.

WESTWARD

FIRST CLASS

	19	115	7	209	123	107	103	17	205
	The Chief	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Passenger	Super Chief - El Capitan	Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	PM 7.35	PM 6.58	PM 3.20	AM 9.58	AM 7.45	AM 5.08	AM 4.53	AM 3.57	AM 12.45
	7.42	7.04	3.27	10.05	7.52	5.15	5.00	4.04	12.52
	7.47	7.08	3.32	10.12	7.59	5.20	5.05	4.10	12.59
	7.55	7.15	3.40	10.20	8.05	5.28	5.13	4.17	1.06
	7.59	7.19	3.44	10.25	8.10	5.32	5.17	4.21	1.11
	8.03	7.24	3.49	10.30	8.15	5.37	5.22	4.26	1.17
	8.10	7.31	3.57	10.39	8.25	5.45	5.30	4.34	1.25
	8.18	7.38	4.04	10.46	8.33	5.53	5.38	4.41	1.33
	8.23	7.43	4.09	10.51	8.41	5.58	5.43	4.46	1.40
	8.28	7.48	4.14	10.56	8.50	6.03	5.48	4.51	1.49
	8.40	8.00	4.27	11.09	9.03	6.16	6.01	5.03	2.03
	8.55	8.15	4.42	11.24	9.19	6.31	6.16	5.18	2.18
	9.01	8.21	4.48	11.30	9.26	6.37	6.22	5.24	2.24
	9.09	8.29	4.54	11.38	9.34	6.45	6.30	5.32	2.32
	9.16	8.36	5.01	11.45	9.41	6.52	6.37	5.39	2.39
	9.28 PM	8.47 PM	5.20 PM	12.01 PM	9.55 AM	7.05 AM	6.50 AM	5.52 AM	2.50 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 3

May 29, 1960

STATIONS

	Mile Post	Ruling Grade Ascending—Feet Per Mile	Ruling Grade Descending—Feet Per Mile	Communications	Capacity of Sidings in 30 Ft. Cars
BARSTOW YL	0.0			O	Yard
6.2	6.2	37.0	20.4	B	92
LENWOOD					
5.7	11.8	39.1	35.9	B	120
HODGE					
9.3	21.1	37.0	37.0	B	98
HELENDALE					
4.8	26.1	37.0	0.0	B	144
BRYMAN					
5.4	31.5	38.0	23.2	O	Yard
ORO GRANDE YL					
5.1	37.0	37.0	37.0		
VICTORVILLE YL	38.7	84.5	0.0	O	100-146
4.3	41.1	83.4	0.0	B	
THORN					
4.1	45.1	81.3	0.0	B	144
HESPERIA					
4.9	50.3	84.5	0.0	B	140
LUGO					
5.8	55.9	0.0	158.4	C	122
SUMMIT YL					
6.5					
CAJON	62.4	0.0	116.2	B	95
3.7	66.3	0.0	116.2	B	
KEENBROOK					
4.7	71.0	0.0	116.2	B	126
DEVORE					
5.0	76.0	64.4	104.5	B	143
ONO					
5.4	81.3			O	Yard
SAN BERNARDINO YL					
(80.9)					

(43.0) (44.5) (40.5) (39.5) (37.3) (41.5) (41.5) (42.2) (38.8) . . . Average speed per hour

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

Rule 251 in effect between Barstow and San Bernardino.

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

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

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

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

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

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

Westward freight trains must stop not less than ten minutes at each Cajon and Devore to cool wheels and inspect train, when train weight exceeds 1275 tons per operative dynamic brake unit of engine (1700 tons for ATSF 800 and 900 class engines) or total train weight exceeds 5100 tons.

(Continued on Page 7)

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE		EASTWARD									
						NO. 3		FIRST CLASS									
						May 29, 1960		206	8	116	210	20	124	104	108	18	
						STATIONS		Passenger	Fast Mail Express	Passenger	Passenger	The Chief	The Grand Canyon	Pas- senger	Passenger	Super Chief - El Capitan	
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard	TY	O			0.0	BARSTOW YL	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	
104		B	37.0	20.4	6.2	LENWOOD	2.25	3.40	11.30	3.05	3.40	5.25	8.01	8.16	11.30		
106		B	39.1	35.9	11.8	HODGE	2.16	3.32	11.21	2.56	3.29	5.16	7.52	8.07	11.21		
148		B	37.0	37.0	21.1	HELENDALE	2.10	3.27	11.17	2.52	3.25	5.11	7.48	8.03	11.17		
		B	37.0	0.0	26.1	BRYMAN	2.03	3.18	11.10	2.44	3.18	5.04	7.41	7.56	11.10		
Yard		O	38.0	23.2	31.5	ORO GRANDE YL	1.59	3.14	11.06	2.40	3.14	5.00	7.37	7.52	11.06		
			37.0	37.0		VICTORVILLE YL	1.53	3.08	11.02	2.36	3.10	4.55	7.33	7.48	11.02		
98	Y	O	83.4	0.0	36.7	THORN	1.45	3.00	10.55	2.28	3.03	4.44	7.26	7.41	10.55		
146		B	83.4	0.0	41.1	HESPERIA	1.38	2.50	10.48	2.20	2.56	4.33	7.19	7.34	10.48		
106		B	84.3	0.0	45.1	LUGO	1.34	2.46	10.44	2.15	2.52	4.29	7.15	7.30	10.44		
		B	84.5	0.0	50.3	SUMMIT YL	1.29	2.41	10.39	2.10	2.47	4.24	7.10	7.25	10.39		
126	Y	O	0.0	116.2	55.9	ALRAY	1.20	2.33	10.31	2.01	2.38	4.15	7.01	7.16	10.30		
118		B	0.0	116.2	59.7	CAJON	1.10	2.21	10.20	1.51	2.28	4.05	6.52	7.07	10.22		
70		B	0.0	116.2	62.4	KEENBROOK	1.00	2.10	10.10	1.38	2.17	3.52	6.42	6.57	10.12		
115		B	0.0	116.2	66.3	DEVORE	12.53	2.02	10.03	1.29	2.09	3.42	6.35	6.50	10.05		
128		B	0.0	116.2	71.0	ONO	12.44	1.52	9.58	1.20	2.01	3.33	6.27	6.42	9.57		
106		B	26.4	104.5	76.0	SAN BERNARDINO YL	12.36	1.41	9.51	1.11	1.53	3.24	6.19	6.34	9.48		
Yard	TY	O			81.3		12.25 AM	1.30 AM	9.40 AM	1.00 PM	1.43 PM	3.13 PM	6.08 PM	6.23 PM	9.37 PM		
						(82.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour . . .								(41.5)	(38.3)	(45.2)	(40.0)	(42.5)	(37.7)	(44.0)	(44.0)	(44.0)	

(Continued from Page 6)

- At following stations, crossover switches are equipped with electric locks:
- Victorville—Switches between two main tracks, just east of station, time release five minutes;
- Summit—Switch from eastward siding to westward main track, opposite station, time release three minutes;
- Cajon—East and west crossovers, time release five minutes;
- Keenbrook—East and west crossovers, time release five minutes;
- Devore—East and west crossovers, time release five minutes;

- Ono—East and west crossovers, time release five minutes;
- M.P. 79.6—Crossover, time release five minutes;
- San Bernardino—Two main track crossovers between passenger yard and 5th Street Tower, time release two minutes.
- At San Bernardino, westward trains or engines must approach junction of Second and Third Districts near yard office prepared to stop, and "stop" unless proceed signal, given with white flag or light, is received. Such proceed signal merely indicates the route is properly lined.
- Trains must get numbered clearance card before leaving Barstow and San Bernardino.

Capacity of Sidings in 30 Ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 3 May 29, 1960	EASTWARD			Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			FIRST CLASS			FIRST CLASS					
			19	17		20	18	8			
			The Chief	Super Chief - El Capitan		The Chief	Super Chief - El Capitan	Fast Mail Express			
			Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily			
Yard	TY		PM 9.34	AM 5.55	SAN BERNARDINO YL	PM 1.40	PM 9.34	AM 1.20	81.3		O
123	Y	64.9	9.40	6.03	3.6					0.0	O
94		32.4			RIALTO	1.31	9.27	1.08	84.9	15.4	O
Yard		0.0	9.46	6.09	3.8					38.7	O
		14.3			FONTANA				88.8	37.7	O
50		14.3			3.0					37.7	B
47	Y	56.4	9.54	6.19	KAISER YL	1.25	9.22	12.59	91.8	32.0	O
58		30.6	9.58	6.24	2.0					19.3	O
64		0.0	10.01	6.31	ETIWANDA				93.7	42.2	O
40		0.0	10.03		3.9					59.1	O
42		0.0			CUCAMONGA	1.20	9.17	12.53	97.7	43.8	O
59	Y	39.6	10.10	6.43	3.2					63.4	O
41		0.0	10.13	6.48	UPLAND	1.17	9.14	12.48	100.9	63.4	B
50		26.4			P. E. Crossing					75.0	O
72		75.0	10.19	6.56	3.9					81.3	B
11		75.2			CLAREMONT	1.13	9.10	12.43	104.8	60.7	O
39		73.9			P. E. Crossing					26.4	O
62		63.4	10.25	7.03	1.9				124.2	0.0	B
34		78.1	10.39	7.20	POMONA	1.09	9.07	12.40	106.7	0.0	B
34		0.0	10.47	7.31	1.2					114.6	B
20		31.7			LA VERNE	1.05	9.04	12.38	107.9	88.7	B
71		0.0			2.4					91.9	B
Yard		0.0	11.02	7.46	SAN DIMAS				110.2	106.9	
Yard		0.0	11.05	7.49	P. E. Crossing					89.8	
		0.0	11.15	8.00	4.1					37.0	O
		0.0			GLENDORA	12.58	8.57	12.30	114.4	59.7	O
		0.0			2.5					31.7	O
		0.0			AZUSA			12.27	116.9		
		0.0			1.4						
		0.0			KINCAID	12.53	8.52	12.25	118.2		
		0.0			P. E. Crossing						
		0.0			BUTLER				120.2		
		0.0			2.3						
		0.0			MONROVIA	12.49	8.48	12.20	122.4		
		0.0			1.7						
		0.0			P. E. Crossing						
		0.0			ARCADIA				124.2		
		0.0			1.6						
		0.0			SANTA ANITA (S. Madre)				125.8		
		0.0			1.5						
		0.0			CHAPMAN	12.44	8.43	12.14	127.3		
		0.0			0.8						
		0.0			LAMANDA PARK				128.0		
		0.0			3.6						
		0.0			PASADENA YL	12.31	8.30	12.01	131.7		
		0.0			2.0			AM			
		0.0			SOUTH PASADENA				133.7		
		0.0			0.5						
		0.0			OLGA	12.21	8.20	11.50	134.2		
		0.0			1.6						
		0.0			U. P. Crossing						
		0.0			HIGHLAND PARK				135.9		
		0.0			2.9						
		0.0			U. P. Crossing						
		0.0			WATER STREET YL				138.7		
		0.0			0.7						
		0.0			BROADWAY YL	12.06	8.05	11.35	139.4		
		0.0			0.6						
		0.0			MISSION TOWER YL	12.04	8.03	11.33	140.1		
		0.0			0.8						
		0.0			LOS ANGELES YL	12.01	8.00	11.30			
		0.0			Union Station	PM	PM	PM			
		0.0			(59.5)						
		0.0			FIRST STREET YL				141.1		
		0.0			1						
		0.0			(59.8)						
		0.0				Leave Daily	Leave Daily	Leave Daily			

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

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

Rule 251 in effect Mission Tower-First Street.

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

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

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

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

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

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

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

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

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

HARBOR DISTRICT

Capacity of Sidings in 30 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 3 May 29, 1960	EASTWARD		Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			SECOND CLASS			SECOND CLASS				
			141 Freight Leave Daily	145 Freight Leave Daily		142 Freight Arrive Daily	146 Freight Arrive Daily			
					STATIONS					
					LONG BEACH 2.5 S.P., U.P., P.E. Crossings West Thenard Tower					
Yard			PM 4.40	AM 5.40	Pier A Yard 3.3	PM 2.15	AM 1.15			O
			4.55	5.55	P.E., S.P., U.P. Crossings West Thenard Tower	2.00	1.01			
Yard					WILMINGTON YL 1.1			28.0		B
89	Y	79.2	5-10	6-05	WATSON YL 3.3	1-43	12-44	26.6	52.8	B
Yard		24.3	5-18	6-13	IRONSIDES YL 1.6	1-33	12-32	23.3	0.0	
Yard		10.9	5-21	6-16	TORRANCE YL 1.6	1-27	12-26	21.7	26.4	O
Yard		52.3	5-24	6-19	ALCOA YL 3.5	1-21	12-20	20.1	58.4	B
Yard		52.6	5-32	6-27	LAWNDALE YL 1.8	1-13	12-10	18.6	51.1	
	Y	11.6	5-36	6-31	EL SEGUNDO YL P. E. Crossing	1-09	12-05	14.8	4.0	O
107			5-40	6-35	LAIRPORT YL 1.2	1-05	12-01	13.6		B
79		26.4	5-48	6-43	INGLEWOOD YL 3.7	12-56	AM 11-51	9.9	13.7	O
13		52.8	5-53	6-48	HYDE PARK YL 1.9	12-47	11-43	8.0	52.8	
22		0.0	5-57	6-52	VAN NESS YL 0.7	12-42	11-38	7.3	57.6	
75		10.6	6-06	7-01	WILDASIN YL 1.3	12-34	11-31	6.0	0.0	
18		18.6	6-24	7-19	WINGFOOT YL 2.5	12-19	11-18	3.5	0.0	B
Yard		21.1	6-35	7-30	P. E. Crossing MALABAR YL 2.0	12-07	11-07	1.5	0.0	
	TY	52.8	6-50 PM	7-45 AM	REDONDO JCT. YL 1.5	12-01 PM	11-00 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(31.0)	Leave Daily	Leave Daily			

(16.0) (16.0) .. Average speed per hour.. (13.8) (15.3)

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

REDONDO DISTRICT

Capacity of Sidings in 30 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 3 May 29, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			↓		↑			
				STATIONS				
Yard				REDONDO BEACH YL 1.5	20.2			
7		42.2		HERMOSA BEACH YL 1.7	18.7	0.0		C
		42.2		MANHATTAN BEACH YL 2.2	17.0	0.0		
	Y	47.5		EL SEGUNDO YL 1.5	14.8	52.8		C
				(5.4)				

No switch lights on Redondo District.

Train movements between Watson and Pier "A" yard will be made under yard limit rules, and over Harbor Belt Line between McFarland Avenue and Pier "A" yard.

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

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

THIRD DISTRICT

LOS ANGELES DIVISION 11

Communications	Turn Tables and Wyes	Capacity of Sidings in 50 Ft. Cars	Ruling Grade Ascending Feet Per Mile	TIME TABLE NO. 3 May 29, 1960		EASTWARD												
						FIRST CLASS												
						80	70	116	72	210	124	74	104	108	76	78	206	
						San Diegan	San Diegan	Passenger	San Diegan	Passenger	The Grand Canyon	San Diegan	Passenger	Passenger	San Diegan	San Diegan	Passenger	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & Holidays Only	Arrive Daily	
								AM		PM	PM		PM	PM			AM	
O	TY	Yard	52.8	TCS	SAN BERNARDINO YL P. E. Crossing 1.5			9.37		12.55	3.10		6.03	6.18			12.13	
			52.8				RANA YL 1.3											
B		W-49 E-112	52.8				COLTON YL S. P. and U. P. Crossing 3.8		9.27		12.47	2.55		5.55	6.10			12.05
B		W-114	52.8	ABS	HIGHGROVE 2.6		9.22		12.42	2.50		5.50	6.05				11.58	
O			52.8				RIVERSIDE JCT. U. P. Jct. 0.6		9.17		12.37	2.45	5.45	6.00			11.53	
B		E-42	13.2				RIVERSIDE YL 4.2				2.40							
O	Y	99	52.8	TCS	CASA BLANCA 2.4													
O		62	52.8				ARLINGTON 3.3											
B		94	52.8				MAY 3.1											
B	Y	100	27.3	TCS	PORPHYRY 1.3													
O		167	52.8				CORONA 5.0				2.12							
B		94	52.8				PRADO DAM 3.1											
B		95	52.8	TCS	GYPSUM 4.1													
B		129	52.8				ESPERANZA 4.3											
B	Y	179	42.2				ATWOOD 2.3					1.52						
O		69	42.2	ABS	PLACENTIA 3.0													
O		W94-74 E-74	38.4				FULLERTON YL U. P. Crossing 4.5	AM	AM		AM		PM		PM	PM		
O		W-74	30.6				BUENA PARK 1.8	1.25	7.15		10.00	1.45	2.05		5.20	8.00		
B		E-96	9.2	ABS	LA MIRADA 4.3		1.15	7.10		9.55	1.40	1.55		5.10	7.55			
O		W-86	17.6				SANTA FE SPRINGS 1.3											
O			26.9				LOS NIETOS P. E. Crossing 0.9											
B			4.2	TCS	D. T. JUNCTION S. P. Crossing 1.0		1.07	7.02		9.47	1.33	1.47		5.02	7.47			
O		Yard	0.0				RIVERA 1.3		1.05	7.00		9.45	1.31	1.45		5.00	7.45	
B			52.8				BANDINI 4.3											
O	F	Yard	0.0	ABS	HOBART YL U. P. Crossing 2.3		12.57	6.56		9.41	1.27	1.41		4.56	7.41			
O	TY		0.0				REDONDO JCT. YL U. P. Crossing 2.1											
O		Yard	0.0				FIRST STREET YL (69.8) 0.9		12.49	6.49		9.34	1.20	1.34		4.49	7.34	
	Y		0.0	TCS	MISSION TOWER YL 0.8		12.47	6.47		9.32	1.18	1.32		4.47	7.32			
O			31.7				LOS ANGELES YL Union Station		12.45	6.45		9.30	1.15	1.30		4.45	7.30	
							(71.4)		AM	AM		AM	PM	PM		PM	PM	
							Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & Holidays Only	Leave Daily	
Average speed per hour....						(38.5)	(51.4)	(27.6)	(51.4)	(30.7)	(37.3)	(44.1)	(30.7)	(30.7)	(44.1)	(51.4)	(27.6)	

(Continued from Page 10)

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

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

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

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

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

Rule 97: Pacific Electric trains originating Riverside Jct. may proceed without clearance card after obtaining permission from control station and will display signals as prescribed by Rule 21.

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

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

Capacity of Sidings in 30 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD						TIME TABLE NO. 3 May 29, 1960	EASTWARD						Mile Post	Ruling Grade Ascending— Feet Per Mile	
		FIRST CLASS							FIRST CLASS								
		79	81	77	75	73	71		80	70	72	74	76	78			
		San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan		San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan			
Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard	Yard			
Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only					
	31.1																
	10.5	PM	PM	PM	AM	AM	AM										
		8.00	6.00	3.30	11.59	7.30	5.15										
	52.8	8.07	6.07	3.37	12.07	7.37	5.22										
91	35.1																
	65.5																
	118.5	8.18	6.18	3.48	12.18	7.48	5.33										
98	0.0																
	54.2	s 8.30	s 6.30	s 4.01	s 12.29	s 8.01	s 5.44										
67	52.8			4.07	12.35	f 8.07	5.50										
92	63.4																
116	63.4																
69	69.7																
	15.8	s 9.00	s 6.54	s 4.25	s 12.49	s 8.25	s 6.02										
76	64.4																
92	70.8																
86	67.6	9.10	7.04	4.35	12.59	8.35	6.12										
97	28.8																
91	29.6	s 9.20	7.14	s 4.45	s 1.07	f 8.45	f 6.20										
38	0.5																
54	26.4																
98	60.5	9.28	7.22	4.53	1.15	8.53	6.27										
87	65.5																
98	67.3																
88	0.0																
119	12.0																
93	38.5																
125	30.6	s 9.53	s 7.47	s 5.18	s 1.39	s 9.18	s 6.47										
122	29.6			5.23		9.23											
60	22.7			f 5.28		f 9.28	f 6.57										
		s 10.15	s 8.05	s 5.35	s 1.55	s 9.35	s 7.05										
		PM	PM	PM	PM	AM	AM										
		Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & *Holidays										
		(45.3)	(49.0)	(49.0)	(52.8)	(49.0)	(55.6)Average speed per hour.....	(39.5)	(45.3)	(45.3)	(47.1)	(47.1)	(51.0)			

STATIONS	
NATIONAL CITY	YL
22ND STREET	YL
SAN DIEGO	YL
OLD TOWN	YL
MORENA	
ELVIRA	
MIRAMAR	
SORRENTO	
DEL MAR	
ENCINITAS	
PONTO	
CARLSBAD	
ESCONDIDO JCT.	
OCEANSIDE	
FALLBROOK JCT.	
LAS FLORES	
AGRA	
SAN ONOFRE	
SAN CLEMENTE	
POCHE	
SERRA	
SAN JUAN CAPISTRANO	
GALIVAN	
EL TORO	
IRVINE	
VENTA	
SANTA ANA	
ORANGE	
S. P. Crossing ANAHEIM	
FULLERTON	YL

(107.6)

Signal System One in effect between San Diego and Fullerton.
 Rule 251 in effect between Old Town and San Diego.
 Rule 261 (TCS) in effect on main tracks between Old Town and Fullerton and on sidings Ponto and Orange.
 Speed limit through sidings: Ponto 40 MPH
 Orange 30 MPH
 Rule D-151: Between Old Town and crossover at west end of 22nd Street freight yard M.P. 268.7 trains will keep to left.
 Between crossover, yard office, located at Ash Street, at San Diego, and National City, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.
 Siding switches Carlsbad, San Clemente and Venta not power controlled but equipped with electric switch locks.

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

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

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

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

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

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

3.

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

5. Rules 83 and 83 (A): At Barstow, Trains 17, 18, 19, 20, 103, 104, 107, 108, 115, 116, 205, 206, 209 and 210, and eastward Union Pacific freight trains, and at San Bernardino, all first class trains may register by Form 903.

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

6.

7. Rule 93: Yard limits are located at:

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

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

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

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

The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen, with a minimum on freight

trains, Summit to San Bernardino, as follows:

No Dynamic Brake	Use all retainers with 50% in high pressure position on loaded cars.								
Units with Dynamic Brake Operative	Use one retainer for each 70 tons in excess of:								
No. Units Operative Dynamic Brakes	Pressure Maintaining								
	Classes of Power								
	AT & UP	AT	UP	AT	UP	AT	UP	AT	UP
ALL CLASSES	105-199 407-430 325-344	900-907 925-974	200-268 2697-2893	1401-1496 1600-1643 1870-1877	269-289 700-751 2110-2162	100-349 500-543 600-607 650-657	600-609 800-848 900-979	775-784	
1	500	700	900	1500	1800				
2	1000	1300	1800	2500	3000				
3	1500	1800	2500	3000	3700				
4	2000	2400	3400	3600	3750				

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

Westward

- Goffs to Cadiz
- Ash Hill to Ludlow
- Pisgah to Hector
- Summit to San Bernardino

Eastward

- Summit to Victorville
- Lavic to Ludlow
- Ash Hill to Bagdad
- Goffs to Needles.

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

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

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

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

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

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

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

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

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

11. Rule 761: Following is list of structures:

- Inca, overhead conveyor on industry track;
- Barstow, viaduct over passenger yard tracks and house tracks 1 to 4, inclusive;
- San Bernardino, Mt. Vernon Ave. viaduct over roundhouse leads;
- First Street, viaduct over old passenger tracks; and
- Los Angeles, Union Station, train sheds.

14 LOS ANGELES DIVISION

SPECIAL RULES

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

Section 487 provides:

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

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

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

15. Rule 947: Except as provided in Special Rule 10, prescribed test must be made on freight trains at: Summit, westward; and Box Springs, eastward.

SPEED REGULATIONS

16. Trains handling pile drivers AT 199452, 199453, and 199454 must not exceed forty-five MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed thirty MPH at any point on Needles, Cadiz, First, Second, Third and Fourth Districts. Must not exceed fifteen MPH on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 800-848, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars:	3	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	Frnt.	LOCATION	MPH Psgr. and Light	Frnt.
Needles District, Westward:			trains without dynamic brakes in use M.P. 683.4 to M.P. 677.8, is 20 miles per hour; and Goffs to Needles is 24 miles per hour.		
Needles to Goffs	79	60	Cadiz District	50	49
Goffs to Bagdad	90	60	Ripley District:		
Bagdad to Pisgah	79	60	Rice to Blythe	40	40
Pisgah to Barstow	90	60	Blythe to Ripley	20	20
Needles District, Eastward:			First District, Westward:		
Barstow to Pisgah	90	60	Barstow to Oro Grande	90	60
Pisgah to Bagdad	79	60	Oro Grande to San Bernardino	79	60
Bagdad to M.P. 642	90	60	First District, Eastward:		
M.P. 642 to Goffs	79	60	San Bernardino to Lugo	79	60
Goffs to Needles	79	40	Lugo to Barstow	90	60
Maximum speed, diesel-powered freight					

LOCATION	MPH Psgr. and Light	Frnt.	LOCATION	MPH Psgr. and Light	Frnt.
Second District:			NEEDLES DIST.—EASTWARD (Cont'd)		
San Bernardino to Santa Anita	90	60	Curve M.P. 689.5 to 689.2	70	60
Santa Anita to Los Angeles	79	60	Curve M.P. 688.9 to 688.4	65	60
Third District:			2 Curves M.P. 688.1 to 686.8	75	60
San Bernardino to Fullerton	79	60	2 Curves and Grade M.P. 686.2 to 683.4	70	30
Fullerton to Bandini	90	60	2 Curves and Grade M.P. 683.4 to 680.8x	55	30
Bandini to Los Angeles	79	60	2 Curves and Grade M.P. 680.8x to 677.8	65	30
Fourth District:			5 Curves and Grade M.P. 677.8 to 674.5	75	45
National City to Sorrento	79	60	2 Curves and Grade M.P. 674.5 to 673.2	70	45
Sorrento to Santa Ana	90	60	3 Curves and Grade M.P. 673.2 to 671.4	75	45
South Main Track, M.P. 179.1 to M.P. 176.7	40	40	6 Curves M.P. 646.1 to 641.3	80	60
Santa Ana to Fullerton	79	60	2 Curves M.P. 640.9 to 638.8	75	60
Lucerne Valley District:			3 Curves M.P. 631.0 to 628.7	75	60
Hesperia to M.P. 25.2	35	35	10 Curves M.P. 625.5 to 613.8	65	60
M.P. 25.2 to M.P. 29.2	20	20	6 Curves M.P. 613.4 to 609.2	75	60
Redlands District	30	30	2 Curves M.P. 609.1 to 608.4	65	60
San Jacinto District:			3 Curves M.P. 599.0 to 597.9	65	40
Highgrove to Box Springs	20	20	Curve M.P. 593.4x to 592.3	75	40
Box Springs to Ethanac	40	40	2 Curves M.P. 591.6 to 589.9	70	40
Ethanac to San Jacinto	25	25	3 Curves M.P. 589.2 to 588.2	60	40
Elsinore District	25	25	3 Curves M.P. 587.7 to 587.1	40	40
Olive District	30	25	14 Curves M.P. 586.9 to 578.6	60	40
Fallbrook District	20	20	"H" St. Crossing M.P. 578.1	15	15
Escondido District	20	20	CADIZ DISTRICT		
Harbor District	30	30	Track M.P. 107.2 to 111.1	45	40
Redondo District	15	15	Curve M.P. 165.2 to 165.5	45	40
Riverview Farms Spur	15	15	Curve M.P. 183.0 to 183.2	45	40
Adelanto Spur	15	15	RIPLEY DISTRICT		
Rialto, Cucamonga, and Upland			3 Curves M.P. 14.6 to 15.2	25	25
Foothill Spurs, Muscat and Metropolitan Spurs	15	15	4 Curves M.P. 15.6 to 16.4	20	20
Prenda and La Habra			4 Curves M.P. 16.7 to 17.7	30	30
Valley Spurs	15	15	5 Curves M.P. 34.6 to 36.4	30	30
Venta and Miramar Army Spurs	15	15	FIRST DISTRICT—WESTWARD		
In freight and mixed service on descending grades of over one per cent, the maximum is 30 miles per hour with dynamic brake not in use.			Curve M.P. 10.3 to 11.0	80	60
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.			Curve M.P. 11.1 to 11.8	85	60
NEEDLES DISTRICT—WESTWARD			Curve M.P. 16.6 to 17.1	80	60
"H" St. Crossing M.P. 578.1	15	15	Curve M.P. 19.7 to 20.3	80	60
15 Curves M.P. 578.6 to 586.9	55	55	Curve M.P. 30.8 to 31.1	80	60
3 Curves M.P. 587.1 to 587.8	40	40	2 Curves M.P. 31.8 to 33.3	60	60
3 Curves M.P. 588.1 to 589.3	55	55	Curve M.P. 33.8 to 34.0	40	40
3 Curves M.P. 589.9 to 593.0	65	60	4 Curves M.P. 34.1 to 36.4	55	55
Curve M.P. 593.3 to 593.8	45	45	Victorville M.P. 36.6 to 37.4	30	30
11 Curves M.P. 594.7 to 603.3	65	60	2 Curves M.P. 38.2 to 38.8	65	60
2 Curves M.P. 608.3 to 609.1	70	60	2 Curves M.P. 39.1 to 39.9	40	40
4 Curves M.P. 669.6 to 671.7	75	60	4 Curves M.P. 40.6 to 43.7	50	50
10 Curves M.P. 672.1 to 677.5	65	60	Curve M.P. 48.1 to 48.3	65	60
Curve M.P. 678.1 to 678.5	40	40	Curve M.P. 48.8 to 49.1	50	50
Curve M.P. 679.1 to 679.2	60	60	8 Curves M.P. 49.4 to 51.8	45	45
Curve M.P. 679.9 to 680.3	40	40	4 Curves M.P. 52.0 to 53.7	55	55
3 Curves M.P. 680.9 to 681.8	60	60	3 Curves M.P. 53.7 to 55.0	45	45
2 Curves M.P. 682.7 to 683.4	50	50	4 Curves M.P. 55.0 to 55.7	30	30
2 Curves M.P. 685.2 to 686.2	65	60	Summit & 3 Curves M.P. 55.7 to 56.7	20	20
2 Curves M.P. 686.8 to 688.1	75	60	Grade M.P. 56.7 to 58.0	30	15
Curve M.P. 688.4 to 688.9	65	60	2 Curves M.P. 58.0 to 58.4	25	15
Curve M.P. 689.2 to 689.5	70	60	Grade M.P. 58.4 to 62.2	30	15
4 Curves M.P. 693.7 to 694.9	50	50	Grade M.P. 62.2 to 72.1	40	20
10 Curves M.P. 695.4 to 702.0	65	60	Grade M.P. 72.1 to 80.8	50	20
2 Curves M.P. 707.8 to 709.4	70	60	FIRST DISTRICT—EASTWARD		
3 Curves M.P. 709.6 to 710.6	60	60	Curve M.P. 80.8 to 78.6	55	55
Curve M.P. 745.0 to 745.3	50	50	Curve M.P. 78.6 to 78.3	65	60
2 Curves M.P. 745.4 to 745.7	40	40	2 Curves M.P. 73.2 to 72.0	50	50
NEEDLES DISTRICT—EASTWARD			4 Curves M.P. 72.0 to 70.3	40	40
3 Curves M.P. 745.7 to 745.0	40	40	5 Curves M.P. 69.1 to 67.1	55	55
5 Curves M.P. 710.6 to 707.8	65	50	10 Curves M.P. 66.9 to 62.9	40	40
2 Curves M.P. 707.6 to 706.0	75	60	19 Curves M.P. 64.3x to 56.9	30	30
Curve M.P. 702.0 to 701.5	65	60	Summit & 3 Curves M.P. 56.4 to 55.7	20	20
7 Curves M.P. 700.8 to 696.7	75	60	3 Curves M.P. 55.7 to 55.0	30	30
2 Curves M.P. 696.1 to 695.4	65	60	3 Curves M.P. 54.8 to 53.7	45	30
4 Curves M.P. 694.9 to 693.6	50	50			
Curve M.P. 693.1 to 692.9	70	60			

SPECIAL RULES

LOCATION	MPH Psgr. and Light	Frnt.	LOCATION	MPH Psgr. and Light	Frnt.
FIRST DISTRICT-EASTWARD (Continued)					
4 Curves M.P. 53.6 to 52.0	55	30	Slide Area and 2 Curves M.P. 31.3 to 31.8	20	20
2 Curves M.P. 51.8 to 51.3	45	30	2 Curves M.P. 32.2 to 32.8	60	60
Curve M.P. 51.2 to 51.1	40	30	2 Curves M.P. 33.6 to 34.2	40	40
5 Curves M.P. 51.0 to 49.4	45	30	Curve M.P. 34.5 to 35.1	50	50
Curve M.P. 49.1 to 48.8	50	40	3 Curves M.P. 35.2 to 37.1	65	60
2 Curves M.P. 48.4 to 47.2	85	40	2 Curves M.P. 37.5 to 38.5	60	60
Curve M.P. 43.7 to 43.5	60	40	Placentia M.P. 42.7 to 43.6	50	30
Curve M.P. 41.9 to 41.7	55	40	2 Curves M.P. 45.2 to 45.7	55	55
3 Curves M.P. 41.1 to 39.5	60	40	Fullerton M.P. 165.2 to 164.7	30	30
Curve M.P. 39.2 to 38.9	50	40	Curve M.P. 161.1 to 160.8	75	60
Victorville M.P. 37.4 to 36.6	30	30	Curve M.P. 156.6 to 155.9	60	60
3 Curves M.P. 36.4 to 34.6	60	60	Curve M.P. 154.2 to 153.8		
Curve M.P. 34.0 to 33.8	40	40	Westward	75	60
2 Curves M.P. 33.3 to 31.8	60	60	Curve M.P. 152.9 to 152.5		
Curve M.P. 31.1 to 30.8	80	60	Westward	65	60
Curve M.P. 20.3 to 19.7	80	60	2 Curves M.P. 152.5 to 154.2		
Curve M.P. 17.1 to 16.6	80	60	Eastward	75	60
Curve M.P. 11.8 to 11.1	85	60	2 Curves M.P. 151.7 to 150.1	80	60
Curve M.P. 11.0 to 10.3	80	60	Crossing and Curve M.P. 144.5 to 143.4	30	30
Curve M.P. 1.5 to 0.3	55	35	2 Curves M.P. 143.4 to 142.9	15	15
Curve M.P. 0.2 to 0.0	25	25	3 Curves M.P. 141.1 to 140.2	35	35
SECOND DISTRICT					
San Bernardino and Rialto M.P. 82.6 to 85.2					
	30	30	FOURTH DISTRICT		
Fontana M.P. 88.5 to 88.9	50	50	San Diego M.P. 273.0 to 267.3	20	20
4 Curves M.P. 98.2 to 100.5	75	60	San Diego M.P. 267.3 to 264.1	30	30
Upland P.E. Crossing M.P. 101.0	40	40	3 Curves M.P. 262.7 to 261.2	70	60
2 Curves M.P. 102.4 to 102.8	65	60	2 Curves M.P. 260.3 to 259.9	50	50
Pomona M.P. 106.2 to 107.0	40	40	Curve M.P. 259.1 to 258.6	60	60
La Verne M.P. 107.0 to 108.8	45	45	2 Curves M.P. 258.5 to 258.2	40	40
2 Curves M.P. 109.0 to 111.4	75	60	3 Curves M.P. 258.0 to 257.2	50	50
2 Curves M.P. 111.8 to 112.8	50	50	5 Curves M.P. 257.0 to 253.7		
Curve M.P. 112.8 to 114.2	65	60	Westward	65	60
Glendora M.P. 114.2 to 114.8	45	45	5 Curves M.P. 253.7 to 257.0		
2 Curves M.P. 114.8 to 116.6	65	60	Eastward	65	35
Azusa M.P. 116.6 to 117.5	40	40	10 Curves M.P. 252.8 to 251.0	25	25
2 Curves M.P. 117.9 to 119.0	65	60	2 Curves M.P. 250.9 to 250.6	40	40
Curve M.P. 119.5 to 119.7	55	55	2 Curves M.P. 250.5 to 250.0	55	55
2 Curves M.P. 122.2 to 123.8	65	60	Curve M.P. 248.7 to 248.6	85	60
First Ave. Crossing M.P. 124.1	40	40	Curve M.P. 245.8 to 245.5		
Santa Anita Ave. Crossing M.P. 124.3	40	40	Westward	60	60
Curve M.P. 124.6 to 125.0	65	60	Curve M.P. 244.6 to 244.4		
Pasadena M.P. 127.6 to 132.8	20	20	Westward	75	60
So. Pasadena M.P. 133.3 to 134.8	15	15	3 Curves M.P. 244.4 to 245.8		
U.P. Crossing M.P. 135.5	8	8	Eastward	60	60
7 Curves M.P. 135.5 to 138.3	25	25	Curve M.P. 244.3 to 244.1	50	50
U.P. Crossing M.P. 138.3	8	8	Curve M.P. 243.8 to 243.5	65	60
4 Curves M.P. 138.3 to 140.0	20	20	Plaza St. Crossing M.P. 241.8	50	50
Curve M.P. 140.0 to 140.2	15	15	Curve M.P. 241.3 to 241.1	85	60
THIRD DISTRICT					
2 Curves and Bridge 0.9 M.P. 0.0 to 0.9	15	15	2 Curves M.P. 239.2 to 238.5	85	60
4 Curves and Colton M.P. 0.9 to 2.1 Westward	20	20	Curve M.P. 237.8 to 237.4	80	60
3 Curves and Colton M.P. 2.1 to 3.2	20	20	Oceanside M.P. 227.0 to 225.5	30	30
2 Curves M.P. 4.4 to 3.2 Eastward	30	30	3 Curves M.P. 224.7 to 223.8	70	60
2 Curves M.P. 3.5 to 4.5 Westward	40	40	2 Curves M.P. 209.0 to 208.2	70	60
3 Curves M.P. 4.9 to 5.6 Westward	75	60	12 Curves M.P. 207.7 to 201.2	75	60
Curve M.P. 5.6 to 5.5 Eastward	75	60	Curve M.P. 200.3 to 199.9	45	45
3 Curves M.P. 6.4 to 6.8 Westward	45	45	Curve M.P. 199.4 to 199.1	65	60
3 Curves M.P. 6.8 to 6.4 Eastward	30	30	3 Curves M.P. 198.6 to 197.9	35	35
Curve M.P. 8.5 to 8.3 Eastward	75	60	2 Curves M.P. 197.4 to 197.0	60	60
Curve M.P. 9.4 to 9.6	60	60	Curve M.P. 195.9 to 195.8	75	60
4 Curves M.P. 9.6 to 10.0			2 Curves M.P. 194.2 to 193.5	85	60
Westward	30	30	Santa Ana M.P. 176.1 to 175.3	40	40
3 Curves M.P. 10.4 to 11.7	65	60	2 Curves M.P. 175.0 to 174.4	60	60
2 Curves M.P. 11.9 to 12.5	40	40	7 Curves M.P. 173.8 to 172.0	40	40
Curve M.P. 14.7 to 14.9	75	60	Curve M.P. 170.3 to 169.2	75	60
3 Curves M.P. 15.5 to 16.7	55	55	Anaheim M.P. 168.1 to 167.7	40	40
Curve M.P. 16.9 to 17.1	65	60	Curve M.P. 166.9 to 166.6	75	60
Curve M.P. 22.5 to 22.8	65	60	Curve M.P. 165.9 to 165.3	55	55
Corona M.P. 23.5 to 24.4	30	30	Fullerton M.P. 165.2 to 164.7	30	30
Curve M.P. 30.4 to 30.7 Westward	65	60	REDLANDS DISTRICT		
Curve M.P. 31.2 to 30.4 Eastward	65	60	San Bernardino, "G" St. Crossing		
			M.P. 0.7	5	5
			Crossing M.P. 0.7 to 3.1	15	15
			Redlands, St. Crossing M.P. 8.9	15	15
			Mentone, St. Crossing M.P. 12.0	10	10
			Molino Boulder Ave. M.P. 17.9	10	10

LOCATION	MPH Psgr. and Light	Frnt.	LOCATION	MPH Psgr. and Light	Frnt.
SAN JACINTO DISTRICT					
Main track turnout M.P. 18.4	15	15	EL SINORE DISTRICT		
HARBOR DISTRICT					
M.P. 0.0 to St. Crossing M.P. 1.6	12	12	13 Curves M.P. 1.7 to 4.0	15	15
M.P. 1.6 to St. Crossing M.P. 8.3	15	15	2 Curves M.P. 16.1 to 16.4	15	15
St. Crossing M.P. 13.1	15	15	Curve M.P. 17.7 to 17.9	15	15
M.P. 20.0 to 23.0 Torrance	15	15	ESCONDIDO DISTRICT		
St. Crossing M.P. 27.9	15	15	Hill St., M.P. 0.3	10	10
St. Crossing M.P. 28.9	15	15	12 Curves and track		
			M.P. 0.3 to 6.0	15	15

MAXIMUM SPEED OF ENGINES

	Forward	Light	Backing When Controlled From Rear Unit	Dead In Train
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-848, 900-979	75	75	45	60
M115-M151, M176-M186	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70
U. P. Diesels				
900-978, 981-989, and 990 class	100	45	45	90
1000 class	35	35	25	45
100, 200, 700, 1360, 1400 and 1600 classes	65	45	45	45
1800 class	65	35	35	45
P. E. - S. P. Diesels				
4600 class	65	65	30	65
Diesels without dynamic brakes				
Ash Hill-Bagdad			24	
Goffs-Needles			24	
Plaza St. Crossing			30	
Summit to Victorville			15	
Summit-Cajon				
Cajon-San Bernardino			20	
Diesels with dynamic brakes				
Ash Hill-Siberia			40	
Summit-Cajon			24	
Cajon-San Bernardino			35	

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point derails:	MPH
Adelanto Spur, one-fourth mile from main track	10
Cushenbury, M.P. 29.1, on both main track and siding	10
Rialto Foothill Spur, 300 ft. north P.E. Crossing	10
Cucamonga Foothill Spur, 300 ft. north P.E. Crossing	10
Upland Foothill Spur, 300 ft. north P.E. Crossing	10
Metropolitan Spur, 4068 ft. from main track	10
Rana, switching lead	10
Prenda Spur, one-fourth mile from main track	10

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

"I"—Interlocked Switch.	"EE"—East End.
"S"—Spring Switch.	"WE"—West End.

Station	Type	Location	MPH
NEEDLES DISTRICT			
Needles	I	M.P. 578.4 crossover main track to westward freight lead	30
	S	WE westward freight lead	30
Java	S	EE eastward siding; WE westward siding	30
Ibis	S	WE westward siding	30
Bannock	S	WE westward siding	30
Homer	S	WE westward siding	30
Goffs	S	EE eastward siding; WE westward siding	30
Fenner	S	WE westward siding; EE eastward siding	30
Essex	S	EE eastward siding	30
Danby	S	EE eastward siding	30
	S	WE westward siding	15
Cadiz	S	EE eastward siding	15
	S	WE westward siding	30
Amboy	S	EE eastward siding; WE westward siding	30
Bagdad	S	EE eastward siding; WE westward siding	15
Siberia	S	EE eastward siding	15
	S	WE westward siding	30
Ash Hill	S	EE eastward siding	30
	S	WE westward siding	15
Ludlow	S	EE eastward siding; WE westward siding	30
Pisgah	S	EE eastward siding; WE westward siding	30
Newberry	S	EE eastward siding; WE westward siding	30
Daggett	S	WE westward siding	15
Barstow	I	M.P. 743.5, heading in and out switches, eastward track, and crossover	30
	I	M.P. 745, main track and crossover switches to yard	30
FIRST DISTRICT			
Barstow	I	WE eastward siding, M.P. 2.0	30
M.P. 2.7	S	WE westward siding	30
Lenwood	S	EE eastward siding; WE westward siding	30
Hodge	S	EE eastward siding; WE westward siding	30
Helendale	S	EE eastward siding; WE westward siding	30
Bryman	S	WE siding	30
Oro Grande	S	EE eastward siding	15
	S	WE westward siding	30
Victorville	S	EE eastward siding; WE westward siding	15
	S	WE westward siding, west of station	30
Thorn	S	EE siding	30
Hesperia	S	EE eastward siding; WE westward siding	30
Lugo	S	WE siding	30
Summit	S	EE eastward siding	15
	S	WE westward siding	30
Alray	S	EE siding	30
Cajon	S	EE eastward siding	15
	S	WE westward siding	30
Keenbrook	S	EE siding	15
Devore	S	EE eastward siding	15
	S	WE westward siding	30
Ono	S	EE eastward siding	15
	S	WE westward siding	30
SECOND DISTRICT			
San Bernardino	I	Crossover between main tracks east of Bridge 82.1	30
Kaiser	S	EE siding	15
Claremont	S	WE siding	15
Glendora	S	WE siding	15
Santa Anita	S	EE and WE siding	15
Chapman	S	EE and WE siding	15
Pasadena	S	EE and WE siding	15
Olga	S	EE and WE siding	15
Broadway	I	Two track junction switch	30
THIRD DISTRICT			
Rana	I	Junction switch and crossover	30
Colton	I	WE eastward siding, near Bridge 4.6	30
	I	Two-track junction switches, east and west ends of Bridge 4.6	40
Highgrove	I	Junction of eastward main with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and crossover	30
Riverside	I	Two-track junction switch	30
Atwood	I	West switch siding	30
Fullerton	I	EE Third District siding	30
	I	WE Third District siding	15
	I	Two-track junction switch	20
	S	WE westward siding, west of depot	15
Buena Park	S	WE siding	15
La Mirada	S	EE siding	15
Santa Fe Springs	S	WE siding	15
D. T. Jct.	I	Two-track junction switch	40

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

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

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

SPEED TABLE—FOR INFORMATION ONLY

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

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

Safe — Danger —

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

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

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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

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

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

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

SECOND DISTRICT

San Bernardino: West Yard Tower	Second and Third District main tracks at west end bridge 82.1. End of two tracks and freight yard at east end bridge 82.1. Junction Third District, Mt. Vernon viaduct.	Interlocking	Second District — Third District — 0 A Yard to B Yard — 00 B Yard to Second District — 0000 House lead to main line — — Switch lead 0 — A Yard lead 0000 Engine lead — 0 Second District to B Yard — 000 B Yard to A Yard — 00 From Union Pacific engine house: To Passenger Yard 000 — To Second District 000 — 0 To B Yard 000 — 00 To Rana 000 — 0
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing.	98-A, 98-B. 98-A, 98-B. 98-A, 98-B. Main track, when home signals in stop position, 98-B, 320(A). Siding, westward trains, be governed by signal 1003. House track, 98-A, 98-B.	
Claremont San Dimas Kincaid Arcadia Raymond Spur Highland Park (0.6 Mi. East)	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. S. P. Crossing. U. P. Crossing.	When home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A). Gates (normal position across Santa Fe track), 98-B. When gate across Santa Fe track, 98-B.	
Water Street (0.7 Mi. East) Mission Tower	U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	When gate across Santa Fe track, 98-B. Interlocking. When necessary make movement governed by Rule 321(A), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	Union Station 0 — Old main 00 — 0 Cudahy lead — 0 — Against current of traffic — 0000 S. P. Downey Ave. 000 —

THIRD DISTRICT

San Bernardino: Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. and U. P. Crossings. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking. Interlocking.	
Riverside Junction	S. P. Crossing, U. P. and P. E. Junctions, and Crossover.	Interlocking	To or from U. P. — 0 To or from P.E. 0 — From Santa Fe westward main to U. P. eastward main — 0 From U. P. westward main to Santa Fe eastward main — 0 From U. P. westward main to Santa Fe westward main — 0000
May Fullerton	P. E. Junction. East switch westward siding, west of depot, west switch eastward siding, west of depot.	TCS Interlocking.	
Fullerton	Signals governing movement westward trains over spring switch west end westward siding west of depot.	Interlocking.	

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS (Continued)

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

SAN JACINTO, ELSINORE, OLIVE AND FALLBROOK DISTRICTS

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

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

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

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

Other Stations or Tracks not shown on face of Time Table

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

SPECIAL RULES

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

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

Location	Mile Posts	Car Capacity	Switch Connection
THIRD DISTRICT			
Pachappa	12.4	26	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West
La Sierra	18.5	9	West
Standard Oil Spur	160.8	9	East
Wilshire	156.8	58	East and West
Mojave Spurs	155.8	28	West
Stephens Spur	155.5	14	West
El Camino Spur	155.3	15	West
La Habra Vl'y Spur (East Whittier)	154.6	Lgh. 3.4 m.	West
REDLANDS DISTRICT			
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
Molino	17.9	12	West
West Highlands	20.4	11	East and West
FOURTH DISTRICT			
Venta Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	35	East
Tustin	181.5	25	East
Frances	183.1	36	East and West
Kathryn	183.9	24	East
Como	180.1	54	East and West
Stuart	221.7	50	East and West
San Diego G. & E. Co. Spur	231.3	35	East
Farr	231.6	6	West
Cardiff	239.8	11	East and West
Solana Beach	241.9	9	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	13	East and West
Cudahy	263.4	43	East and West
FALLBROOK DISTRICT			
Ranch House	7.6	7	East and West
Marine Base Spur	10.5	13	East and West
ESCONDIDO DISTRICT			
Talica	3.7	8	East and West
Buena	12.9	11	East and West
HARBOR DISTRICT			
Nadeau	2.5	7	East and West
Monaco	17.8	13	East and West
Dudmore	19.1	17	East
Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Alcoa Spur	20.1	Lgh. 2.0 m.	West
SAN JACINTO DISTRICT			
Lily Cup	0.6	11	East and West
Box Springs Quarry	6.1	42	East and West
Mayer Farms	15.9	18	East and West
Granite Spur	14.5	Lgh. 0.9 m.	Wye
Ellis	19.9	16	East
ELSINORE DISTRICT			
Mining Spur	3.2	71	East and West
South Corona	5.0	0	None
Weisel	6.2	37	East
Jameson	9.2	5	East

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Grants		Clovis and beyond
	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
	Grants	Clovis and beyond	
17	Flagstaff	Pasadena and Los Angeles	
	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond destined south of Ash Fork
	Pomona		Williams and beyond
18	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville		Albuquerque and beyond
	Pomona		Williams and beyond
20	Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	San Bernardino and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
123	Laguna		Albuquerque and beyond
	Ludlow	Los Angeles	
	Rivera		Williams and beyond
124	Rivera, Ludlow	Williams and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Rivera		Oceanside, Del Mar, or San Diego
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
74, 78	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
70, 72, 74	Rivera	Oceanside, Del Mar, or San Diego	
76	San Juan Capistrano		Los Angeles
80	Irvine, El Toro		Los Angeles

A. J. STROBEL, General Watch Inspector Topeka

R. W. WELLS, Asst. General Watch Inspector San Bernardino

LOCAL TIME INSPECTORS

TOM FINLEY Parker
 ALFRED WILLIAMS 849 Front St., Needles
 E. F. MANNERS 107 E. Main St., Barstow
 DAVID D. JANTZ 15581 Seventh St., Victorville
 MILTON W. BLAIR 2161 Elmwood Road, San Bernardino
 RUSSELL H. OLSEN 317 "E" St., San Bernardino
 FRED R. BAUMAN 138 E. Highland Ave., San Bernardino
 JOHN M. MILLER Fleming Bldg., 516 W. 4th St., San Bernardino
 J. A. McDONALD 176 N. 8th St., Colton
 G. D. DAVIDSON CO. 445 S. Spring St., Los Angeles
 SANTA FE JEWELERS 905 E. 1st St., Los Angeles
 M. D. DOOLEY 666 1/2 Whittier Blvd., Los Angeles

BRUCE M. BARNES 4832 Whittier Blvd., Los Angeles
 CLEO D. HEATH 134 S. San Fernando Blvd., Burbank
 MARK R. NOBLITT, SR. 2903 West 79th St., Inglewood
 RALPH C. OAKLEY 211 East Queen St., Inglewood
 THOMAS G. WILKES 1503 Cabrillo Ave., Torrance
 H. W. OSTERMIER 6822 Pacific Blvd., Huntington Park
 GEORGE R. FINLEY, JR. 182 East Compton Blvd., Compton
 C. GORDON McCLURE 106 1/2 North Spadra Road, Fullerton
 GERALD D. LAROCQUE 424 North Sycamore Street, Santa Ana
 S. L. FINKEL 211 Hill St., Oceanside
 H. E. WALLACE Care Yard Office, San Diego
 EMERY GRANT 1015 Front St., San Diego
 C. H. McCORMACK 833 Roosevelt, National City



SANTA FE SAFETY FIRST



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

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

