

**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. MAURICE F. MULVILLE, 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.....	Terrance
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. 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, J. T. GROUNDWATER, R. F. NORLING, J. O. PHILLIPS, Trainmasters, Los Angeles, Calif.
G. H. DOTSON, 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.	W. D. BLACK, Bakersfield, Calif. J. F. FRAME, San Bernardino, Calif. A. K. SMELLIE, Los Angeles, Calif. D. KEMP, Needles, Calif. T. W. ANDERSON, Phoenix, Ariz.	
W. S. LOIT, J. C. SELINGER, L. W. PARSONS, E. O. CRUM, A. C. KIDD, E. L. MAYS,	H. W. WITSKEN, E. M. BUTLER, I. L. CRAWFORD, C. W. BURTON, F. O. PIERCE, W. D. EAKIN,	F. I. GASSWINT, W. R. HANSEN, D. F. HODGES, L. A. WRIGHT, R. J. WYSOCKI, L. B. QUALLS, T. H. ESHELMAN
	Dispatchers, San Bernardino, Calif.	

# The Atchison, Topeka and Santa Fe Railway Co.



## LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

# TIME TABLE No.

# 4

IN EFFECT

## Sunday, September 25, 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.

C. E. ROLLINS,  
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. 4 September 25, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓				
			STATIONS			
Yard			<b>PARKER</b> 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 <b>RICE</b> 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 SALT MARSH		155.8	31.7
97	29.6		13.4 FISHEL		169.2	5.3
78	29.6		21.3 <b>CADIZ</b> YL		190.5	31.7
			(84.7)			

Wye at Parker, Rice and Cadiz.

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

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

### LUCERNE VALLEY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 4 September 25, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓				
			STATIONS			
58	0.0		<b>CUSHENBURY</b>		29.2	105.8
2	0.0		3.1 SPUR 5		26.1	105.8
2	0.0		5.4 SPUR 4		20.7	75.0
14	75.0		5.1 BASS		15.6	75.0
2	0.0		4.3 SPUR 2		11.3	75.0
2	116.2		4.3 SPUR 1		7.0	75.0
			7.0 HESPERIA		0.0	
			(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. 4 September 25, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓				
			STATIONS			
Yard			<b>RIPLEY</b> YL		49.4	42.8
55	21.7		7.4 <b>BLYTHE</b> YL		42.0	10.6
30	83.4		21.6 COX		20.4	0.0
11	68.6		2.6 MIDLAND YL		17.8	0.0
49	68.6		1.3 STYX		16.5	83.4
	65.0		16.5 <b>RICE</b> YL		0.0	
			(49.4)			

No switch lights on Ripley District.

Wye at Rice and Blythe.

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

Trains must get numbered clearance card before leaving Blythe.

### REDLANDS DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 4 September 25, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓				
			STATIONS			
9	81.3		<b>DEL ROSA</b> YL		21.5	47.5
14	89.5		1.8 PATTON YL		19.7	0.0
25	83.2		1.0 HIGHLAND YL		18.7	70.5
47	88.5		2.5 EAST HIGHLANDS YL		16.2	0.0
17	0.0		4.1 MENTONE YL		12.0	116.2
31	101.3		3.2 REDLANDS YL		8.8	116.2
Yard			8.8 P. E. Crossing P. E. Crossing <b>SAN BERNARDINO</b> YL		0.0	
			(21.4)			

No switch lights on Redlands District.

Turn table and wye at San Bernardino.

Office of Communication at San Bernardino, Redlands, Mentone 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	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↕	NO. 4 September 25, 1960	↗		
			STATIONS			
26	116.2		HIGHGROVE S. P. Crossing YL 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 YL 4.7		13.5	28.1
20	21.6		PERRIS YL 3.8		18.3	63.4
21	49.3		ETHANAO YL 2.4		22.7	0.0
11	21.1		MENIFEE YL 3.9		25.0	42.2
34	52.8		WINCHESTER 4.2		28.9	0.0
13	44.3		EGAN 2.9		33.1	0.0
15	6.3		HEMET YL 2.3		36.0	63.4
9			SAN JACINTO YL		38.3	
			(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.  
 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	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↕	NO. 4 September 25, 1960	↗		
			STATIONS			
17	147.8		ELSINORE 5.6		21.9	132.0
20	50.7		ALBERHILL 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 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	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↕	NO. 4 September 25, 1960	↗		
			STATIONS			
Yard	42.2	TCS	ATWOOD 2.4		0.0	42.2
21	42.2		OLIVE S. P. Crossing 3.4		2.4	42.2
62			ORANGE		5.8	
			(5.8)			

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

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↕	NO. 4 September 25, 1960	↗		
			STATIONS			
48	66.0		FALLBROOK JCT. YL 6.0		0.0	62.7
12	26.4		CHAPPO YL 2.4		5.9	0.0
46	132.0		JOFGAN YL 6.7		8.4	79.2
6	105.6		U.S.M.C. Crossing DE LUZ YL 1.8		15.1	0.0
28			FALLBROOK YL		16.9	
			(16.9)			

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

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↕	NO. 4 September 25, 1960	↗		
			STATIONS			
25	83.4		ESCONDIDO YL 4.9		21.1	95.0
14	116.2		SAN MARCOS YL 7.0		16.2	116.2
10	116.2		VISTA YL 1.5		9.2	0.0
11	107.7		FALDA YL 8.4		7.8	116.2
			ESCONDIDO JCT. YL		0.0	
			(21.8)			

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

WESTWARD

FIRST CLASS

205	115	19	7	103	123	17	1
Passenger	Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon	Super Chief - El Capitan	San Francisco Chief
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		PM 4.40	AM 11.30		AM 4.00	AM 1.06	AM 12.55
		4.51	11.45		4.15	1.17	1.06
		5.00	11.59		4.29	1.26	1.15
		5.07	12.08		4.38	1.33	1.22
		5.13	12.18		4.48	1.39	1.28
		5.23	12.30		5.00	1.49	1.38
		5.30	12.37		5.08	1.56	1.45
		5.35	12.43		5.14	2.01	1.50
		5.41	12.49		5.22	2.07	1.56
		5.51	12.59		5.33	2.17	2.06
		6.00	1.09		5.46	2.26	2.16
		6.07	1.17		5.53	2.32	2.22
		6.15	1.27		6.03	2.40	2.30
		6.28	1.43		6.18	2.53	2.43
		6.34	1.50		6.25	2.59	2.49
		6.49	2.05		6.41	3.14	3.04
		6.55	2.12		6.48	3.20	3.10
PM 11.43	PM 7.48	7.05	2.22	AM 8.08	7.01	3.31	3.20
11.47	7.51	7.16	2.31	8.11	7.13	3.41	3.32
12.01	7.58	7.19	2.34	8.11	7.16	3.44	3.35
AM 12.01	PM 7.58	7.30	2.50	8.20	7.30	3.52	3.45
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 4

September 25, 1960

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	
13.4	
CADIZ	YL
13.4	
AMBOY	
7.8	
BAGDAD	
7.3	
SIBERIA	
9.5	
ASH HILL	
6.7	
LUDLOW	
13.2	
PISGAH	
6.2	
HECTOR	
12.8	
NEWBERRY	
12.0	
DAGGETT	
4.0	
NEBO	
4.8	
BARSTOW	YL

AUTOMATIC BLOCK SYSTEM

A T S

TWO TRACKS

Mile Post	Ruling Grade Ascending—Feet Per Mile	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars
578.0			Yard
585.8	74.4	0.0	107
592.4	73.9	0.0	146
597.0	73.9	0.0	107
601.5	73.9	0.0	135
609.1	76.0	26.4	146
618.7	0.0	59.1	114
626.2	0.0	57.0	
634.7	0.0	58.6	108
648.1	0.0	53.0	146
661.5	29.0	53.8	107
669.3	35.9	11.6	107
676.7	75.0	0.0	135
686.7	76.0	17.9	107
693.4	31.1	54.4	117
706.8	57.0	49.1	132
712.8	0.0	55.4	
725.8	29.5	39.6	146
737.8	40.6	13.7	107
741.8	34.3	30.6	
746.4	31.7	43.3	Yard

(167.6)

(29.3) (52.8) (59.2) (50.3) (44.0) (47.9) (60.6) (59.2) . . . 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	20	124	104	2	18	
						Pas- senger	Fast Mail Express	Passenger	The Chief	The Grand Canyon	Pas- senger	San Francisco Chief	Super Chief - El Capitan	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Capacity of Sidings in 56 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	STATIONS								
						<b>NEEDLES</b> YL								
							AM 7.55		PM 6.15	PM 8.25		PM 11.55	AM 2.00	
107		B	74.4	0.0	578.0		7.42		6.02	8.12		11.40	1.49	
		B	73.9	0.0	585.6									
		B	104.5	0.0	592.4		7.34		5.54	8.04		11.33	1.43	
		B	73.9	0.0	597.0									
		B	76.0	26.4	601.5		7.30		5.50	8.00		11.29	1.39	
146		B	76.0	26.4	609.1									
107		B	0.0	59.1	618.7		7.24		5.46	7.54		11.24	1.35	
107		B	0.0	57.0	626.2									
114		B	0.0	58.6	634.7		7.15		5.39	7.45		11.18	1.28	
189	Y	O	29.0	53.8	648.1		7.04		5.29	7.35		11.07	1.18	
107		C	35.9	11.6	661.5		6.54		5.21	7.26		10.58	1.10	
100		B	75.0	0.0	669.3		6.45		5.13	7.17		10.50	1.02	
107		B	121.4	17.9	676.7		6.30		5.02	7.02		10.39	12.51	
146	Y	B	31.1	54.4	686.7		6.16		4.53	6.48		10.30	12.42	
101		B	57.0	49.1	693.4		6.09		4.47	6.41		10.24	12.36	
134		B	0.0	55.4	706.6		6.02		4.41	6.33		10.18	12.30	
		B	29.5	39.6	712.8		5.53		4.32	6.24		10.09	12.21	
107		B	40.6	13.7	725.6		5.46		4.26	6.18		10.03	12.15	
104		C	34.3	30.6	737.7		5.34		4.14	6.06		9.51	12.04	
71		B	32.7	43.3	741.6		5.29		4.09	6.01		9.45	11.59	
Yard	TY	O			746.4		5.20		4.00	5.52		9.36	11.50	
							AM 2.45	5.11	PM 12.40	3.52	5.43	PM 6.10	9.28	11.42
							2.40	5.07	12.37	3.49	5.40	6.07	9.25	11.39
							AM 2.30	5.00	PM 12.30	3.45	5.35	PM 6.00	9.20	11.35
							AM	AM	PM	PM	PM	PM	PM	
							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
							(165.0)							
Average speed per hour....						(35.2)	(56.6)	(52.8)	(66.0)	(58.2)	(52.8)	(63.9)	(68.2)	

(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								TIME TABLE				
FIRST CLASS								NO. 4				
								September 25, 1960				
								STATIONS				
115	19	7	103	123	17	205						
Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon	Super Chief - El Capitan	Passenger	Mile Post	Ruling Grade Ascending Feet Per Mile	Ruling Grade Descending Feet Per Mile	Communications	Capacity of Sillings in 50 ft. Cars	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 7.58	PM 7.35	PM 3.20	AM 8.23	AM 7.45	AM 3.57	AM 12.05	0.0			O	Yard	
8.04	7.42	3.27	8.30	7.52	4.04	12.12	6.2	37.0	20.4	B	92	
8.08	7.47	3.32	8.37	7.59	4.10	12.19	11.8	39.1	35.9	B	120	
8.15	7.55	3.40	8.44	8.05	4.17	12.26	16.4	37.0	37.0	B	98	
8.19	7.59	3.44	8.49	8.10	4.21	12.31	21.1	37.0	0.0	B	144	
8.24	8.03	3.49	8.55	8.15	4.26	12.37	26.1	38.0	23.2	B	144	
8.31	8.10	3.57	9.03	8.25	4.34	12.45	31.5	37.0	37.0	O	Yard	
8.38	8.18	4.04	9.11	8.33	4.41	12.53	36.7	84.5	0.0	O	100-146	
8.43	8.23	4.09	9.18	8.41	4.46	1.00	41.1	83.4	0.0	B		
8.48	8.28	4.14	9.27	8.50	4.51	1.09	45.1	81.3	0.0	B	144	
9.00	8.40	4.27	9.41	9.03	5.03	1.23	50.3	84.5	0.0	B	140	
							55.9	84.5	0.0	O	122	
							62.4	0.0	158.4			
9.15	8.55	4.42	9.56	9.19	5.18	1.38	66.3	0.0	116.2	B	95	
9.21	9.01	4.48	10.02	9.26	5.24	1.44	71.0	0.0	116.2	B		
9.29	9.09	4.54	10.10	9.34	5.32	1.52	76.0	0.0	116.2	B	126	
9.36	9.16	5.01	10.17	9.41	5.39	1.59	81.3	64.4	104.5	B	148	
9.47 PM	9.28 PM	5.20 PM	10.30 AM	9.55 AM	5.52 AM	2.10 AM				O	Yard	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.9)					
(44.5)	(43.0)	(40.5)	(38.2)	(37.3)	(42.2)	(38.8)	.... Average speed per hour					

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

Rule 251 in effect between Barstow and San Bernardino.

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

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

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

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

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

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

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

(Continued on Page 7)



**FIRST DISTRICT**

Capacity of Sidings in 50 ft. Cars	Turn Tables and Ways	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE		EASTWARD						
						NO. 4		FIRST CLASS						
						September 25, 1960		206	8	116	20	124	104	18
						STATIONS		Passenger	Fast Mail Express	Passenger	The Chief	The Grand Canyon	Passenger	Super Chief - El Capitan
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	TY	O			0.0	<b>BARSTOW</b> YL		AM 2.25	AM 4.40	PM 12.30	PM 3.40	PM 5.25	PM 5.55	PM 11.30
104		B	37.0	20.4	6.2	LENWOOD		2.16	4.32	12.21	3.29	5.16	5.44	11.21
106		B	39.1	35.9	11.8	HODGE		2.10	4.27	12.17	3.25	5.11	5.39	11.17
148		B	37.0	37.0	21.1	HELENDALE		2.03	4.18	12.10	3.18	5.04	5.30	11.10
		B	37.0	0.0	26.1	BRYMAN		1.59	4.14	12.06	3.14	5.00	5.26	11.06
Yard		O	38.0	23.2	31.5	ORO GRANDE YL		1.53	4.08	12.02	3.10	4.55	5.22	11.02
			37.0	37.0						PM				
98	Y	O			36.7	VICTORVILLE YL		1.45	4.00	11.55	3.03	4.44	5.14	10.55
146		B	83.4	0.0	41.1	THORN		1.38	3.50	11.48	2.56	4.33	5.04	10.48
106		B	83.4	0.0	45.1	HESPERIA		1.34	3.46	11.44	2.52	4.29	5.00	10.44
		B	84.3	0.0	50.3	LUGO		1.29	3.41	11.39	2.47	4.24	4.55	10.39
126	Y	O	84.5	0.0	55.9	SUMMIT YL		1.20	3.33	11.31	2.38	4.15	4.47	10.30
118		B	0.0	116.2	59.7	ALRAY		1.10	3.21	11.20	2.28	4.05	4.35	10.22
70		B	0.0	116.2	62.4	CAJON		1.00	3.10	11.10	2.17	3.52	4.26	10.12
115		B	0.0	116.2	66.3	KEENBROOK		12.53	3.02	11.03	2.09	3.42	4.18	10.05
128		B	0.0	116.2	71.0	DEVORE		12.44	2.52	10.58	2.01	3.33	4.08	9.57
106		B	0.0	116.2	76.0	ONO		12.36	2.41	10.51	1.53	3.24	3.56	9.48
Yard	TY	O	26.4	104.5	81.3	SAN BERNARDINO YL		12.25 AM	2.30 AM	10.40 AM	1.43 PM	3.13 PM	3.45 PM	9.37 PM
						(82.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour... (41.5) (38.3) (45.2) (42.5) (37.7) (38.3) (44.0)

(Continued from Page 6)

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

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

Capacity of Sidings in 50 ft. Cars	Turn Tables and Hyses	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 4 September 25, 1960	EASTWARD			Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			FIRST CLASS			FIRST CLASS					
			19	17		8	20	18			
			The Chief	Super Chief - El Capitan		Fast Mail Express	The Chief	Super Chief - El Capitan			
	Yard		PM 9.34	AM 5.55		AM 2.20	PM 1.40	PM 9.34	81.3		O
123	Y	64.9	9.40	6.03	SAN BERNARDINO YL	2.08	1.31	9.27	84.9	0.0	O
94		32.4			3.6 RIALTO				88.8	15.4	O
		0.0	9.46	6.09	3.8 FONTANA				91.8	38.7	O
		14.3			3.0 KAISER YL	1.59	1.25	9.22	98.7	37.7	B
50		14.3	9.51	6.15	2.0 ETIWANDA				97.7	32.0	O
47	Y	56.4	9.54	6.19	3.0 CUCAMONGA	1.53	1.20	9.17	100.9	19.3	O
56		30.6	9.58	6.24	3.2 UPLAND YL	1.48	1.17	9.14	104.8	42.2	O
64		0.0	10.01	6.31	P. E. Crossing OLAREMONT	1.43	1.13	9.10	106.7	59.1	O
40		0.0	10.03		3.9 P. E. Crossing POMONA	1.40	1.09	9.07	107.9	48.8	O
42		0.0			1.2 LA VERNE	1.38	1.05	9.04	110.2	63.4	O
59		0.0	10.10	6.43	2.4 SAN DIMAS				114.4	63.4	B
	Y	39.6	10.13	6.48	P. E. Crossing GLENORA	1.30	12.58	8.57	116.9	63.4	O
41		0.0	10.15	6.51	4.1 AZUSA	1.27	12.55	8.54	118.2	75.0	B
50		26.4			2.5 KINCAID	1.25	12.53	8.52	120.2	81.3	B
72		75.0	10.19	6.56	P. E. Crossing BUTLER				122.4	60.7	B
11		75.2			2.3 MONROVIA	1.20	12.49	8.48	124.2	26.4	O
89		73.9			1.7 P. E. Crossing ARCADIA				125.8	0.0	B
62		63.4	10.25	7.03	1.6 SANTA ANITA (S. Madre)	1.14	12.44	8.43	127.3	0.0	B
		78.1			0.8 OHAPMAN				128.0	0.0	O
84		0.0	10.39	7.20	3.6 LAMANDA PARK	1.01	12.31	8.30	131.7	95.0	O
		0.0			2.0 PASADENA YL	12.50	12.21	8.20	133.7	114.6	B
84		0.0	10.47	7.31	0.5 SOUTH PASADENA				134.2	88.7	B
20		81.7			1.6 OLGA				135.9	91.9	B
71		0.0			U. P. Crossing HIGHLAND PARK				138.7	106.9	
		0.0	11.02	7.46	0.7 WATER STREET YL	12.35	12.06	8.05	139.4	89.8	
	Y	0.0	11.05	7.49	0.6 BROADWAY YL	12.33	12.04	8.03	140.1	37.0	
Yard		0.0	11.15 PM	8.00 AM	0.8 MISSION TOWER YL	12.30 AM	12.01 PM	8.00 PM		59.7	O
Yard		0.0			0.8 LOS ANGELES YL				141.1	31.7	O
			Arrive Daily	Arrive Daily	Union Station (59.5)	Leave Daily	Leave Daily	Leave Daily			
					FIRST STREET YL						
					(59.8)						

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

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

Rule 251 in effect Mission Tower-First Street.

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

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

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

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

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

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

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

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

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



HARBOR DISTRICT

Capacity of Sidings In 50 Ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 4 September 25, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↓		↑			
			STATIONS				
			LONG BEACH 2.5 S.P., U.P., P.E. Crossings West Thenard Tower 1.1				
Yard			Pier A Yard 3.3 P.E., S.P., U.P. Crossings West Thenard Tower 1.1				C
Yard			WILMINGTON YL 1.4		28.0		B
89	79.2		WATSON YL 3.3		26.6	52.8	B
Yard	24.3		IRONSIDES YL 1.6		23.3	0.0	
Yard	10.9		TORRANCE YL 1.6		21.7	26.4	C
Yard	52.3		ALCOA YL 3.5		20.1	58.4	B
Yard	52.6		LAWDALE YL 1.8		18.6	51.1	
	11.6		EL SEGUNDO YL P. E. Crossing 1.2		14.8	4.0	C
107			LAIRPORT YL 3.7		13.6	13.7	B
79	26.4		INGLEWOOD YL 1.9		9.9	52.8	C
13	52.8		HYDE PARK YL 0.7		8.0	57.6	
22	0.0		VAN NESS YL 1.3		7.3	0.0	
75	10.5		WILDASIN YL 2.5		6.0	0.0	
18	18.5		WINGFOOT YL P. E. Crossing 2.0		3.5	0.0	B
Yard	21.1		S. P. Crossing MALABAR YL 1.5		1.5	0.0	
	52.8		REDONDO JCT. YL		0.0	0.0	
			(31.0)				

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.

Wyes at Watson, El Segundo and Redondo Jct.

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.

REDONDO DISTRICT

Capacity of Sidings In 50 Ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 4 September 25, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↓		↑			
			STATIONS				
Yard			REDONDO BEACH YL 1.5		20.2	0.0	
7	42.2		HERMOSA BEACH YL 1.7		18.7	0.0	C
	42.2		MANHATTAN BEACH YL 2.2		17.0	52.8	
	47.5		EL SEGUNDO YL		14.8		C
			(5.4)				

No switch lights on Redondo District.



Communications	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	TIME TABLE NO. 4 September 25, 1960		EASTWARD										
						FIRST CLASS										
						70	72	116	74	124	76	104	78	80	206	
						San Diegoan	San Diegoan	Passenger	San Diegoan	The Grand Canyon	San Diegoan	Passenger	San Diegoan	San Diegoan	Passenger	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & Holidays Only	Arrive Daily	
O	TY	Yard	52.8	SAN BERNARDINO YL P. E. Crossing 1.5 3 TRKS.			AM 10.37		PM 3.10		PM 3.40				AM 12.13	
B		W-49 E-112	52.8		BANA YL 1.3											
B		W-114	52.8		COLTON YL S. P. and U. P. Crossing 3.8		10.27		2.55		3.32				12.05	
O			52.8	HIGHGROVE 2.0 ABS		10.22		2.50		3.27				AM 11.58		
B		E-42	13.2		RIVERSIDE JCT. U. P. Jct. 0.6		10.17 AM		2.45		3.22 PM			11.53 PM		
O	Y	99	52.8	RIVERSIDE YL 4.2				2.40								
O		62	52.8	CASA BLANCA 2.4												
B		94	52.8	ARLINGTON 3.3												
B	Y	100	52.8	MAY 3.1												
O		167	27.3	POPHYRY 1.3												
B		94	52.8	CORONA 5.0 TCS				2.12								
B		95	52.8		PRADO DAM 3.1											
B	Y	179	42.2	GYP SUM 4.1												
O		69	52.8	ESPERANZA 4.3												
O		W94-74 E-74	42.2	ATWOOD 2.3				1.52								
O		W-74	38.4	PLACENTIA 3.0		AM 2.25	AM 7.45		AM 11.00	PM 1.45	PM 3.05		PM 6.20	PM 9.00		
B		E-96	30.6	FULLERTON YL U. P. Crossing 4.5		2.15	7.40		10.55	1.40	2.55		6.10	8.55		
O		W-86	9.2	BUENA PARK 1.8 ABS												
O			17.6	LA MIRADA 4.3 AUTOMATIC TRAIN STOP												
B			26.9	SANTA FE SPRINGS 1.3												
O		Yard	4.2	LOS NIETOS P. E. Crossing 0.9												
B			0.0	D. T. JUNCTION S. P. Crossing 1.0		2.07	7.32		10.47	1.33	2.47		6.02	8.47		
O	F	Yard	0.0	RIVERA 1.3		2.05	7.30		10.45	1.31	2.45		6.00	8.45		
O	TY		0.0	BANDINI 4.3												
O		Yard	0.0	HOBART U. P. Crossing 2.3		1.57	7.26		10.41	1.27	2.41		5.56	8.41		
O			0.0	REDONDO JCT. U. P. Crossing 2.1												
O	Y		0.0	FIRST STREET (69.8) 0.9 ABS		1.49	7.19		10.34	1.20	2.34		5.49	8.34		
O			31.7	MISSION TOWER YL 0.8		1.47	7.17		10.32	1.18	2.32		5.47	8.32		
O				LOS ANGELES Union Station YL		1.45 AM	7.15 AM		10.30 AM	1.15 PM	2.30 PM		5.45 PM	8.30 PM		
				(71.4)		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)	(37.3)	(44.1)	(30.7)	(44.1)	(51.4)	(27.6)	

(Continued from Page 10)

"stop" unless proceed signal, given with yellow 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.

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

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

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

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



# 12 LOS ANGELES DIVISION

# FOURTH DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD						TIME TABLE NO. 4 September 25, 1960	EASTWARD						Mile Post	Ruling Grade Ascending— Feet Per Mile
		FIRST CLASS							FIRST CLASS							
		81	79	77	75	73	71		70	72	74	76	78	80		
		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	Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ar. Sun. & *Holidays Only	Ar. Sun. & *Holidays Only	Ar. Sun. & *Holidays Only	Ar. Sun. & *Holidays Only	Ar. Sun. & *Holidays Only	Ar. Sun. & *Holidays Only				
	31.1						NATIONAL CITY YL						278.1			
	10.5	PM	PM	PM	PM	AM	22ND STREET YL						289.3	26.4		
		9.00	7.00	4.30	1.00	8.30	1.8	AM	AM	PM	PM	PM	PM	0.0		
	52.8						SAN DIEGO YL	s 5.00	s 10.00	s 1.15	s 5.15	s 8.30	s 11.00	287.5		
	35.1						3.3							31.0		
	65.5						OLD TOWN YL	f 4.45	f 9.43	f 12.59	f 5.00	f 8.15	f 10.47	284.2		
91	113.5	9.18	7.18	4.48	1.18	8.48	2.1							285.5		
	0.0						MORENA							287.1		
98	54.2						5.0							257.1		
67	52.8	s 9.30	s 7.30	s 5.01	s 1.29	s 9.01	4.1							258.0		
92	63.4			5.07	1.35	f 9.07	MIRAMAR							259.1		
116	63.4						3.9							249.1		
69	69.7						SORRENTO							244.0		
76	15.8	s 10.00	s 7.54	s 5.25	s 1.49	s 9.25	5.0	s 4.20	s 9.18	s 12.35	s 4.35	s 7.50	s 10.22	244.0		
92	64.4						DEL MAR	f 4.14				f 7.42		238.1		
86	70.8						ENCINITAS							233.8		
97	67.6	10.10	8.04	5.35	1.59	9.35	4.2							238.8		
91	23.8						PONTO							229.3		
33	29.6	s 10.20	8.14	s 5.45	s 2.07	f 9.45	4.5							227.2		
54	26.4						CARLSBAD							226.2		
98	60.5						ESCONDIDO JCT.							224.1		
87	65.5	10.28	8.22	5.53	2.15	9.53	2.0	s 4.00	s 8.53	s 12.14	s 4.10	s 7.25	s 10.05	226.2		
98	67.3						OCEANSIDE							224.1		
88	0.0						FALBROOK JCT.							218.7		
119	12.0						5.4							218.7		
93	38.5						LAS FLORES							213.8		
125	30.6	s 10.53	s 8.47	s 6.18	s 2.39	s 10.18	4.8	3.39	8.37	12.01	3.57	7.12	9.52	213.8		
122	29.6			6.23		10.23	AGRA			PM				208.8		
60	22.7			f 6.28		f 10.28	5.0	s 3.30	f 8.28	11.52	3.48	f 7.03	9.43	203.7		
		s 11.10	s 9.05	s 6.35	s 2.55	s 10.35	SAN ONOFRE							202.7		
		PM	PM	PM	PM	AM	SAN CLEMENTE							199.8		
		Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	POCHE							197.2		
							SERRA							192.6		
							2.6							188.1		
							SAN JUAN CAPISTRANO							182.9		
							4.6							178.5		
							GALIVAN							175.5		
							4.5							172.6		
							EL TORO							167.8		
							5.2							165.0		
							IRVINE									
							4.4									
							VENTA									
							2.9									
							SANTA ANA									
							2.9									
							ORANGE									
							4.9									
							S. P. Crossing ANAHEIM									
							2.7									
							FULLERTON YL									
							(107.6)									
								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only			
								(39.5)	(45.3)	(45.3)	(47.1)	(47.1)	(51.0)			

Signal System One in effect between San Diego and Fullerton.

Rule 251 in effect between Old Town and San Diego.

Rule 261 (TCS) in effect on main tracks between Old Town and Fullerton and on sidings Ponto and Orange.

Speed limit through sidings: Ponto 40 MPH  
Orange 30 MPH

Rule D-151: Between Old Town and crossover at west end of 22nd Street freight yard M.P. 268.7 trains will keep to left.

Between crossover, yard office, located at Ash Street, at San Diego, and National City, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Siding switches Carlsbad, San Clemente and Venta not power controlled but equipped with electric switch locks.

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

Turntable at 22nd Street; wye at National City, San Diego, Miramar, Del Mar, Escondido Jct., Fallbrook Jct., and Orange.

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

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

Trains must get numbered clearance card before leaving San Diego.

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

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

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

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

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

**3.**

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

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

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

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

6. Rule 93: Yard limits are located at:

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

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

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

9. Rule 321 (C) is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

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

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

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:

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

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

No. Units Operative Dynamic Brakes	Non-Pressure Maintaining	Pressure Maintaining								
		Classes of Power								
		AT & UP		AT		UP		AT		UP
		105-199 407-430 325-344	900-907 925-974	200-268 2697-2893	1401-1496 1600-1643 1870-1877	269-289 700-751 1100-1124 2110-2162	100-349 500-543 600-607 650-657	600-609 800-848 900-979		
1	500	700		900		1500		1800		
2	1000	1300		1800		2500		3000		
3	1500	1800		2500		3000		3700		
4	2000	2400		3400		3600		3750		

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

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

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

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

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

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

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

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

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

Westward	Eastward
Goffs to Cadiz	Summit to Victorville
Ash Hill to Ludlow	Lavic to Ludlow
Pisgah to Hector	Ash Hill to Bagdad
Summit to San Bernardino	Goffs to Needles.

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

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)
<b>Diesel Engines:</b>			
450-451 .....	2	5	5
11-15, 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, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893 .....	5	5	5
<b>Diesel-Electric and Gas-Electric Motor Cars .....</b>	3	5	5
<b>Passenger Cars:</b>			
Roller Bearings .....	8	5	0
Friction Bearings .....	12	5	0

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	Fr.	LOCATION	MPH Psgr. and Light	Fr.
<b>Needles District, Westward:</b>			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	<b>Ripley District:</b>		
Bagdad to Pisgah .....	79	60	Rice to Blythe .....	40	40
Pisgah to Barstow .....	90	60	Blythe to Ripley .....	20	20
<b>Needles District, Eastward:</b>			<b>First District, Westward:</b>		
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	<b>First District, Eastward:</b>		
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	Fr.	LOCATION	MPH Psgr. and Light	Fr.
<b>Second District:</b>			<b>NEEDLES DIST.—EASTWARD (Cont'd)</b>		
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
<b>Third District:</b>			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
<b>Fourth District:</b>			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
<b>Lucerne Valley District:</b>			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
<b>San Jacinto District:</b>			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
<b>Elsinore District</b> .....	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
Esccondido District .....	20	20	<b>CADIZ DISTRICT</b>		
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	<b>RIPLEY DISTRICT</b>		
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	<b>FIRST DISTRICT—WESTWARD</b>		
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 11.8 .....	85	60
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.			Curve M.P. 16.6 to 17.1 .....	80	60
			Curve M.P. 19.7 to 20.3 .....	80	60
			Curve M.P. 30.8 to 31.1 .....	80	60
			2 Curves M.P. 31.8 to 33.3 .....	60	60
			Curve M.P. 33.8 to 34.0 .....	40	40
			4 Curves M.P. 34.1 to 36.4 .....	55	55
			Victorville M.P. 36.6 to 37.4 .....	30	30
			2 Curves M.P. 38.2 to 38.8 .....	65	60
			2 Curves M.P. 39.1 to 39.9 .....	40	40
			4 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
			8 Curves M.P. 49.4 to 51.8 .....	45	45
			4 Curves M.P. 52.0 to 53.7 .....	55	55
			3 Curves M.P. 53.7 to 55.0 .....	35	35
			4 Curves M.P. 55.0 to 55.7 .....	30	30
			Summit & 3 Curves M.P. 55.7 to 56.7 .....	20	20
			Grade M.P. 56.7 to 58.0 .....	30	15
			2 Curves M.P. 58.0 to 58.4 .....	25	15
			Grade M.P. 58.4 to 62.2 .....	30	15
			Grade M.P. 62.2 to 72.1 .....	40	20
			Grade M.P. 72.1 to 80.8 .....	50	20
			<b>FIRST DISTRICT—EASTWARD</b>		
			Curve M.P. 80.8 to 78.6 .....	55	55
			Curve M.P. 78.6 to 78.3 .....	65	60
			2 Curves M.P. 73.2 to 72.0 .....	50	50
			4 Curves M.P. 72.0 to 70.3 .....	40	40
			5 Curves M.P. 69.1 to 67.1 .....	55	55
			10 Curves M.P. 66.9 to 62.9 .....	40	40
			19 Curves M.P. 64.3x to 56.9 .....	30	30
			Summit & 3 Curves M.P. 56.4 to 55.7 .....	20	20
			3 Curves M.P. 55.7 to 55.0 .....	30	30
			3 Curves M.P. 54.8 to 53.7 .....	45	30



# SPECIAL RULES

# LOS ANGELES DIVISION 15

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

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

## MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward		Light	Backing or When Controlled From Rear Unit	Dead In Train
	Miles Per Hour	Miles Per Hour			
<b>Diesel and Gas-Electric</b>					
11-90, 300-314	100	80	45	90	
325-344	80	80	45	80	
100-289, 401-430	65	65	45	60	
600-611	65	65	45	60	
99, 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, 1100-1124	75	75	45	60	
RDC 191-192 (Coupled)	80	80	70	70	
RDC 191-192 (Single Unit)	80	80	50	70	
M115, 118, 119, 122, 126, 186	65	65	25	60	
M160	70	65	25	70	
M190	80	65	25	75	
<b>U. P. Diesels</b>					
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	
<b>P. E. S. P. Diesels</b>					
4600 class	65	65	30	65	
<b>Diesels without dynamic brakes in use</b>					
Ash Hill-Bagdad		24			
Goffs-Needles		24			
Summit to Victorville		30			
Summit-Cajon		15			
Cajon-San Bernardino		20			
<b>Diesels with dynamic brakes in use</b>					
Ash Hill-Siberia		40			
Summit-Cajon		24			
Cajon-San Bernardino		35			

## 17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point details:	MPH
Adelanto Spur, one-fourth mile from main track	10
Cushenbury, M.P. 29.1, on both main track and siding	10
Rialto Foothill Spur, 300 ft. north P.E. Crossing	10
Cucamonga Foothill Spur, 300 ft. north P.E. Crossing	10
Upland Foothill Spur, 300 ft. north P.E. Crossing	10
Metropolitan Spur, 4068 ft. from main track	10
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
<b>NEEDLES DISTRICT</b>			
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
<b>FIRST DISTRICT</b>			
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
<b>SECOND DISTRICT</b>			
San Bernardino	I	Crossover between main tracks east of Bridge 82.1	30
Kaiser	S	EE siding	15
Claremont	S	WE siding	15
Glendora	S	WE siding	15
Santa Anita	S	EE and WE siding	15
Chapman	S	EE and WE siding	15
Pasadena	S	EE and WE siding	15
Olga	S	EE and WE siding	15
Broadway	I	Two track junction switch	30
<b>THIRD DISTRICT</b>			
Rana	I	Junction switch and crossover	30
Colton	I	WE eastward siding, near Bridge 4.6	30
	I	Two-track junction switches, east 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
<b>THIRD DISTRICT (Continued)</b>			
Bandini	I	Two-track junction switch	40
M.P. 147-148	I	Main track crossovers and lead switch	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye	10
<b>FOURTH DISTRICT</b>			
Fullerton	I	Two-track junction switch	30
Orange	I	WE siding	30
	I	EE siding (main track)	40
Venta	I	EE two tracks—M.P. 179.1	40
Ponto	I	EE and WE of siding	40
Miramar	I	WE two main tracks—M.P. 252.9	30
Elvira	I	EE two main tracks—M.P. 257.4	40
Old Town	I	Two-track junction switch	30

**18. JUNCTION SWITCHES.**

Normal position of junction switches is as follows:

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

**SPEED TABLE—FOR INFORMATION ONLY**

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

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

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

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

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



**RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS**

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
<b>NEEDLES, FIRST, AND REDLANDS DISTRICTS</b>			
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  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 East Tower	Main track and connecting crossovers. M.P. 743.7 M.P. 745.3	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
Barstow West Tower	Main track and connecting crossover. Eastward and westward sidings.	Interlocking .....	Yard lead 0000 Yard lead against current of traffic — 0000
San Bernardino: Fifth St.	Main track, connecting crossover and yard lead.	Interlocking .....	
San Bernardino: Rialto Avenue South E Street	P. E. Crossing. P. E. Crossing.	Stop and be governed by instructions in control box. 98-A, 98-B.	

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

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

**SECOND DISTRICT**

San Bernardino: West Yard Tower	Second and Third District main tracks at west end bridge 82.1. End of two tracks and freight yard at east end bridge 82.1. Junction Third District, Mt. Vernon viaduct.	Interlocking .....	Second District — Third District — 0 A Yard to B Yard — 00 B Yard to Second District — 0000 House lead to main line — — Switch lead 0 — A Yard lead 0000 Engine lead — 0 Second District to B Yard — 00 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. 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.	Union Station 0 — Old main 00 — 0 Cudahy lead — 0 — Against current of traffic — 0000 S. P. Downey Ave. 000 —
Claremont San Dimas Kincaid Arcadia Raymond Spur Highland Park (0.6 Mi. East) Water Street (0.7 Mi. East) Mission Tower	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. S. P. Crossing. U. P. Crossing. U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	When 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.	

**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.	To or from U. P. — 0 To or from P.E. 0 — From Santa Fe westward main to U. P. eastward main — 0 From U. P. westward main to Santa Fe eastward main — 0 From U. P. westward main to Santa Fe westward main — 0000
Riverside Junction	S. P. Crossing, U. P. and P. E. Junctions, and Crossover.	Interlocking .....	
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)
<b>THIRD DISTRICT (Continued)</b>			
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.	
--	--	--	--

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.	
---	--	-----------------------------------	--

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.	
---	---	---	--

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
<b>NEEDLES DISTRICT</b>				<b>FIRST DISTRICT</b>			
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	<b>SECOND DISTRICT</b>			
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	Etlwanda	93.7	54	East and West
Cool Water	735.9	16	West	Pio Spur	94.6	46	West
<b>CADIZ DISTRICT</b>				Rochester	95.0	11	East
Earp	107.3	32	West	Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West
Milligan	164.0	14	East and West	Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West
Chubbuck	172.6	13	East and West	Metropolitan Spur	108.6	Lgh. 1.0 m.	West
<b>RIPLEY DISTRICT</b>				Duarte	121.0	15	East and West
Inca	22.6	31	West	Wilton	129.1	19	East and West
Mesaville	33.0	10	West	Usado	132.3	18	East and West
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West	Raymond	132.7	16	West
Miller Farms	44.7	19	East				

# SPECIAL RULES

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

Location	Mile Posts	Car Capacity	Switch Connection
<b>THIRD DISTRICT</b>			
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 Vly Spur (East Whittier)	154.6	Lgh. 3.4 m.	West
<b>REDLANDS DISTRICT</b>			
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
West Highlands	20.4	11	East and West
<b>FOURTH DISTRICT</b>			
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
<b>FALLBROOK DISTRICT</b>			
Ranch House	7.6	7	East and West
Marine Base Spur	10.5	13	East and West
<b>ESCONDIDO DISTRICT</b>			
Talica	3.7	8	East and West
Buena	12.9	11	East and West
<b>HARBOR DISTRICT</b>			
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
<b>SAN JACINTO DISTRICT</b>			
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
<b>ELSINORE DISTRICT</b>			
Mining Spur	3.2	71	East and West
South Corona	5.0	0	None
Weisel	6.2	37	East
Jameson	9.2	5	East

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

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

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Grants	North of Barstow	Clovis and beyond
	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
17	Grants	Clovis and beyond	North of Barstow
	Flagstaff	Pasadena and Los Angeles	
	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond destined south of Ash Fork.
18	Pomona		Williams and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
19	Flagstaff	Kansas City and beyond	Los Angeles
	Grants	South of Barstow	La Junta and East
20	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
123	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
60	Grants	La Junta and East	South of Barstow
	Laguna		Albuquerque and beyond
62	Ludlow	Los Angeles	
	Rivera		Williams and beyond
63	Rivera, Ludlow	Williams and beyond	
	Escalon	Fresno and beyond	Stockton and beyond
71, 73, 75, 77, 79, 81	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
71	Empire	Stockton and beyond	Fresno and beyond
	Rivera		Oceanside, Del Mar, or San Diego
73	San Juan Capistrano	Los Angeles	
	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
	San Clemente		Los Angeles
76, 80	Encinitas	Los Angeles	
	Rivera	Oceanside, Del Mar, or San Diego	
72, 74, 76	San Juan Capistrano		Los Angeles
	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  
 J. A. McDONALD . . . . . 176 N. 8th St., Colton  
 G. D. DAVIDSON CO. . . . . 445 S. Spring St., Los Angeles  
 SANTA FE JEWELERS . . . . . 905 E. 1st St., Los Angeles  
 M. D. DOOLEY . . . . . 6667½ Whittier Blvd., Los Angeles

BRUCE M. BARNES . . . . . 4832 Whittier Blvd., Los Angeles  
 CLEO D. HEATH . . . . . 134 S. San Fernando Blvd., Burbank  
 MARK R. NOBLITT, SR. . . . . 2903 West 79th St., Inglewood  
 RALPH C. OAKLEY . . . . . 211 East Queen St., Inglewood  
 THOMAS G. WILKES . . . . . 1503 Cabrillo Ave., Torrance  
 H. W. OSTERMIER . . . . . 6822 Pacific Blvd., Huntington Park  
 GEORGE R. FINLEY, JR. . . . . 182 East Compton Blvd., Compton  
 C. GORDON McCLURE . . . . . 106½ North Spadra Road, Fullerton  
 GERALD D. LAROCQUE . . . . . 424 North Sycamore Street, Santa Ana  
 S. L. FINKEL . . . . . 211 Hill St., Oceanside  
 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.)

