



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

TRAINMASTERS

- B. K. PERRY Needles, Calif.
- R. M. CHAMPION JR. Needles, Calif.
- G. H. DOTSON Barstow, Calif.
- M. H. SWANSON San Bernardino, Calif.
- W. BAXTER San Bernardino, Calif.
- G. E. YOUNG San Bernardino, Calif.
- W. E. ADAMS San Bernardino, Calif.
- R. C. VAN AUSDALL Fullerton, Calif.
- R. E. ROWLAND Los Angeles, Calif.
- J. W. BARRIGER Los Angeles, Calif.
- J. M. WATKINS Los Angeles, Calif.
- R. F. NORLING Los Angeles, Calif.
- J. O. PHILLIPS Los Angeles, Calif.
- C. F. LILLEY Los Angeles, Calif.

ROAD FOREMEN OF ENGINES

- A. K. SMELLIE Los Angeles, Calif.
- W. W. GENTRY Barstow, Calif.
- D. KEMP Needles, Calif.
- T. W. ANDERSON Phoenix, Ariz.

CHIEF DISPATCHER

- J. E. BERRY San Bernardino, Calif.

ASST. CHIEF DISPATCHERS

- J. T. DAWE San Bernardino, Calif.
- E. L. MAYS San Bernardino, Calif.
- W. E. EBERT San Bernardino, Calif.
- E. M. BUTLER San Bernardino, Calif.

DISPATCHERS - SAN BERNARDINO

- | | |
|----------------|-----------------|
| W. S. LOIT | W. D. EAKIN |
| J. C. SELINGER | F. I. GASSWINT |
| L. W. PARSONS | W. R. HANSEN |
| E. O. CRUM | D. F. HODGES |
| A. C. KIDD | R. J. WYSOCKI |
| H. W. WITSKEN | L. B. QUALLS |
| I. L. CRAWFORD | T. H. ESHELMAN |
| C. W. BURTON | R. D. HARPER |
| F. O. PIERCE | G. A. WOLLERTON |

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



COAST Santa Fe LINES

LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL

TIME TABLE No.

10

IN EFFECT

Sunday, October 27, 1963

At 12:01 A. M.

Pacific Standard Time

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

J. N. LANDRETH
General Manager
LOS ANGELES, CALIF.

R. H. ADAMS
Asst. General Manager
LOS ANGELES, CALIF.



E. R. ROBERTSON
Asst. General Manager
LOS ANGELES, CALIF.

A. K. JOHNSON
Superintendent
SAN BERNARDINO, CALIF.

H. D. FISH
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	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			NO. 10 October 27, 1963			
Yard			STATIONS			
			PARKER YL 8.3		105.8	
28	31.7		CALZONA 5.9		114.1	29.6
17	30.6		VIDAL 11.6		120.0	0.0
45	30.6		GROMMET 8.8		131.6	0.0
49	6.9		RICE YL 3.6		140.4	21.1
48	0.0		FREDA YL 7.0		144.0	25.3
57	0.0		SABLON 4.8		151.0	30.6
120	0.0		SALTMARSH 13.4		155.8	31.7
97	29.6		FISHEL 21.3		169.2	5.8
76	29.6		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, M.P. 173.6 and M.P. 179.6.

RIPLEY 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. 10 October 27, 1963			
Yard			STATIONS			
	21.7		RIPLEY 7.4		49.4	42.8
			BLYTHE 21.6		42.0	10.6
55	83.4		COX 2.6		20.4	0.0
30	68.6		MIDLAND 1.3		17.8	0.0
11	68.6		STYX 16.5		16.5	83.4
49	65.0		RICE (49.4)		0.0	



No switch lights on Ripley District.

Wye at Rice and Blythe.

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

Yard limits Ripley to Rice, inclusive.

LUCERNE VALLEY 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. 10 October 27, 1963			
58			STATIONS			
			CUSHENBURY 3.1		29.2	105.6
2	0.0		SPUR 5 10.5		26.1	105.6
14	0.0		BASS 4.3		15.6	75.0
2	75.0		SPUR 2 4.3		11.3	75.0
2	0.0		SPUR 1 7.0		7.0	75.0
	116.2		HESPERIA		0.0	75.0
			(29.2)			

Four position retainers must be positioned for slow direct release at Cushenbury.



Trains using retainers must not exceed 35 MPH on Lucerne Valley District.

No switch lights on Lucerne Valley District.

Office of Communication at Cushenbury; booth phone at Hesperia.

Yard limits Cushenbury to Hesperia, inclusive.

REDLANDS 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. 10 October 27, 1963			
9			STATIONS			
	81.3		DEL ROSA 1.8		21.5	47.5
14	89.5		PATTON 1.0		19.7	0.0
25	83.2		HIGHLAND 2.5		18.7	70.5
47	83.2		EAST HIGHLANDS 4.1		16.2	0.0
17	88.5		MENTONE 3.2		12.0	116.2
31	0.0		REDLANDS 8.8		8.8	116.2
	101.3		P. E. Crossing P. E. Crossing SAN BERNARDINO		0.0	
Yard			(21.4)			

No switch lights on Redlands District.

Wye at San Bernardino.

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

Yard limits Del Rosa to San Bernardino, inclusive.

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. 10 October 27, 1963	↑		
			STATIONS			
26			HIGHGROVE S. P. Crossing 2.5		0.0	
12	116.2		LEMONA 4.5		2.7	0.0
31	116.2		BOX SPRINGS 2.3		7.2	0.0
	21.3		MARCH FIELD 1.1		9.6	17.6
45	21.3		ALESSANDRO 2.9		10.6	17.6
22	0.0		VAL VERDE 4.7		13.5	47.5
20	0.0		PERRIS 3.8		18.3	28.1
21	21.6		ETHANAO 2.4		22.7	63.4
11	49.3		MENIFEE 3.9		25.0	0.0
34	21.1		WINCHESTER 4.2		28.9	42.2
18	52.8		EGAN 2.9		33.1	0.0
15	44.3		HEMET 2.3		36.0	0.0
9	6.3		SAN JACINTO		38.3	63.4
			(37.5)			

No switch lights on San Jacinto District.
Wye at March Field, Val Verde, Perris and San Jacinto.
Office of Communication at March Field, Perris, Hemet and San Jacinto.
Booth phones at Highgrove, Alessandro, Val Verde, Ethanac, Menifee and Winchester.
Rule 947: Prescribed test must be made on freight trains at Box Springs, eastward.
Yard limits Highgrove to San Jacinto, inclusive.

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. 10 October 27, 1963	↑		
			STATIONS			
17			ELSINORE 5.6		21.9	
20	147.8		ALBERHILL 7.8		18.3	132.0
32	50.7		AROILLA 8.5		8.5	89.8
Yard	0.0		P. E. Crossing PORPHYRY		0.0	68.6
			(21.9)			

No switch lights on Elsinore District.
Wye at Porphyry.
Office of Communication at Elsinore; booth phone at Porphyry and Alberhill.
Yard limits Elsinore to Porphyry, inclusive.

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. 10 October 27, 1963	↑		
			STATIONS			
Yard	42.2		ATWOOD 2.4		0.0	42.2
21			OLIVE S. P. Crossing 3.4		2.4	
62	42.2		ORANGE (5.8)		5.8	42.2

Signal System Two 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.

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. 10 October 27, 1963	↑		
			STATIONS			
48			FALLBROOK JOT. 6.0		0.0	
12	66.0		OHAPPO 2.4		5.9	62.7
46	26.4		JOFEGAN 6.7		8.4	0.0
6	132.0		U.S.M.C. Crossing DE LUZ 1.8		15.1	79.2
28	105.6		FALLBROOK (16.9)		16.9	0.0

No switch lights on Fallbrook District.
Office of Communication at Fallbrook.
Wye at Fallbrook Jct. and Fallbrook.
Booth phone at Fallbrook Jct. and Jofegan.
Yard limits Fallbrook Jct. to Fallbrook, inclusive.

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. 10 October 27, 1963	↑		
			STATIONS			
25			ESCONDIDO 4.9		21.1	
14	83.4		SAN MARCOS 7.0		16.2	95.0
10	116.2		VISTA 1.5		9.2	116.2
11	116.2		FALDA 8.4		7.8	0.0
	107.7		ESCONDIDO JOT. (21.8)		0.0	116.2

No switch lights on Escondido District.
Wye at Escondido and Escondido Jct.
Office of Communication at Escondido and Vista; booth phone at Escondido Jct.
Yard limits Escondido to Escondido Jct., inclusive.

WESTWARD									TIME TABLE					
FIRST CLASS									NO. 10					
									October 27, 1963					
205	19	115	7	209	123	103	17	1	STATIONS					
UP Passenger	The Chief	Las Vegas Holiday Special	Fast Mail Express	City of St. Louis	The Grand Canyon	City of Los Angeles	Super Chief - El Capitan	San Francisco Chief	Mile Post	Ruling Grade Ascending—Feet Per Mile	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
	PM 4.20		AM 11.10		AM 3.40		AM 1.10	AM 12.25	NEEDLES	578.0		Yard		
	4.31		11.25		3.53		1.20	12.36	7.4		74.4	0.0	107	
	4.40		11.39		4.05		1.28	12.45	JAVA	585.6	73.9	0.0	146	
	4.47		11.48		4.12		1.35	12.52	6.8	592.4	73.9	0.0	107	
	4.53		11.58		4.20		1.41	12.58	4.5	597.0	73.9	0.0	135	
	5.03		12.10		4.30		1.52	1.08	BANNOCK	601.5	76.0	26.4	146	
	5.10		12.17		4.38		1.59	1.15	4.6	609.1	0.0	59.1	114	
	5.15		12.23		4.44		2.04	1.20	HOMER	618.7	0.0	57.0		
	5.21		12.29		4.51		2.10	1.26	7.0	626.2	0.0	58.6	108	
	5.31		12.39		5.02		2.20	1.36	9.6	634.7	0.0	53.0	146	
	5.40		12.49		5.13		2.29	1.46	FENNER	648.1	29.0	53.8	107	
	5.47		12.57		5.20		2.35	1.52	7.5	661.5	35.9	11.6	107	
	5.55		1.07		5.29		2.43	2.00	ESSEX	669.3	75.0	0.0	135	
	6.08		1.23		5.42		2.57	2.13	8.5	676.7	76.0	17.9	107	
	6.14		1.30		5.49		3.03	2.19	DANBY	686.7	31.1	54.4	117	
	6.27		1.45		6.03		3.19	2.34	13.4	693.4	57.0	49.1	182	
	6.32		1.52		6.09		3.25	2.40	CADIZ	706.6	0.0	55.4		
	6.41		2.02		6.20		3.35	2.50	13.4	712.8	29.5	39.6	146	
PM 11.33	6.51	PM 6.33	2.11	AM 8.38	6.30	AM 6.13	3.45	3.00	AMBOY	725.6	40.6	13.7	107	
									BAGDAD	737.6	34.3	30.6		
									7.8	741.6	31.7	43.3		
									SIBERIA	746.4			Yard	
									9.5					
									ASE HILL					
									12.0					
									LUDLOW					
									6.2					
									PISCAH					
									12.8					
									HECTOR					
									4.0					
									NEWBERRY					
									4.8					
									DAGGETT					
									NEBO					
									BARSTOW				Yard	
									(167.6)					

(29.3) (60.9) (52.8) (50.3) (52.8) (50.3) (52.8) (59.2) (59.2) Average speed per hour

Signal System Two in effect between Needles and Barstow.

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

LOS ANGELES DIVISION 5

						EASTWARD											
						FIRST CLASS											
						206	8	116	20	210	124	104	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. 10 October 27, 1963											
						STATIONS											
Yard	Y	O	74.4	0.0	578.0	NEEDLES	YL	UP Pas- senger	Fast Mail Express	Las Vegas Holiday Special	The Chief	City of St. Louis	The Grand Canyon	City of Los Angeles	San Francisco Chief	Super Chief - El Capitan	
107		B	73.9	0.0	585.6	7.4		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		B	104.5	0.0	592.4	JAVA			AM 7.30		PM 6.10		PM 9.30		PM 11.30	AM 2.10	
		B	73.9	0.0	597.0	8.8			7.20		6.00		9.19		11.20	2.00	
		B	78.9	0.0	601.5	IBIS			7.13		5.53		9.12		11.13	1.53	
		B	76.0	26.4	609.1	BANNOCK			7.09		5.49		9.08		11.09	1.49	
148		B	0.0	59.1	618.7	HOMER			7.04		5.45		9.03		11.05	1.45	
107		B	0.0	57.0	626.2	7.0			6.57		5.38		8.55		10.58	1.38	
107		B	0.0	58.6	634.7	GOFFS			6.45		5.28		8.44		10.48	1.28	
114		B	0.0	53.8	648.1	FENNER			6.35		5.20		8.35		10.40	1.20	
189	Y	O	29.0	53.8	657.0	8.5			6.25		5.12		8.26		10.32	1.12	
107		O	35.9	11.6	661.5	DANBY			6.10		5.01		8.14		10.21	1.02	
100		B	75.0	0.0	669.3	13.4			5.59		4.52		8.03		10.12	12.53	
107		B	121.4	17.9	676.7	7.8			5.52		4.46		7.57		10.06	12.47	
148	Y	B	31.1	54.4	686.7	7.3			5.45		4.40		7.51		10.00	12.41	
101		B	57.0	49.1	693.4	8.7			5.36		4.31		7.42		9.51	12.32	
134		B	0.0	55.4	706.6	13.2			5.29		4.25		7.36		9.45	12.26	
		B	29.5	39.6	712.8	6.2			5.17		4.14		7.25		9.34	12.15	
107		B	40.6	13.7	725.6	12.8			5.11		4.09		7.20		9.29	12.10	
104		B	34.3	30.6	737.7	12.0			5.02		4.00		7.11		9.20	12.01	
71		B	32.7	43.3	741.6	4.0			AM 2.45	AM 4.53	AM 11.40	PM 3.52	PM 5.50	PM 7.36	PM 9.12	AM 11.52	
Yard	Y	O			746.4	4.8			2.30 AM	4.45 AM	11.30 AM	3.45 PM	5.40 PM	6.55 PM	7.26 PM	9.05 PM	11.45 PM
						BARSTOW			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
						(165.0)											

Average speed per hour..... (35.2) (60.0) (52.8) (68.2) (52.8) (63.9) (52.8) (68.2) (68.2)

(Continued from Page 4)

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

Westward

Goffs to Cadiz
Pisgah to Hector

Eastward

Ash Hill to Bagdad
Goffs to Needles

Rule 251 in effect between Needles and M.P. 737.3.

Rule 261 (TCS) in effect on two main tracks between M.P. 737.3 and M.P. 743.7 and on three main tracks between M.P. 743.7 and M.P. 745.3 and are numbered north to south 1 - 2 and 3. Speed limit on main track 3 . . . 30 MPH. Speed limit on outbound lead Barstow 30 MPH.

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

Trains must get clearance card before leaving Needles and Barstow; except, at Barstow trains may proceed on clear train order signal in lieu of clearance card.

6 LOS ANGELES DIVISION

FIRST DISTRICT

WESTWARD

FIRST CLASS

	205	19	115	7	209	123	103	17
	UP Passenger	The Chief	Las Vegas Holiday Special	Fast Mail Express	City of St. Louis	The Grand Canyon	City of Los Angeles	Super Chief - El Capitan
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	PM 11:55	PM 7:15	PM 6:43	PM 3:00	AM 8:53	AM 7:45	AM 6:23	AM 4:10
	12:02	7:22	6:51	3:07	9:00	7:52	6:30	4:17
	12:09	7:29	6:55	3:12	9:05	7:59	6:35	4:22
	12:16	7:36	7:01	3:20	9:13	8:05	6:42	4:29
	12:21	7:40	7:05	3:24	9:18	8:10	6:48	4:33
	12:27	7:45	7:09	3:29	9:23	8:15	6:52	4:38
	12:35	7:52	7:15	3:37	9:33	8:25	6:58	4:45
	12:43	7:58	7:21	3:44	9:40	8:33	7:05	4:52
	12:50	8:03	7:26	3:49	9:45	8:41	7:10	4:57
	12:59	8:08	7:32	3:54	9:50	8:50	7:15	5:02
	1:13	8:17	7:45	4:07	10:04	9:03	7:30	5:13
	1:28	8:31	8:00	4:22	10:19	9:19	7:45	5:27
	1:34	8:37	8:06	4:28	10:25	9:26	7:51	5:33
	1:42	8:44	8:13	4:35	10:33	9:34	7:59	5:41
	1:49	8:50	8:20	4:41	10:40	9:41	8:07	5:48
	2:00 AM	9:05 PM	8:32 PM	5:00 PM	10:55 AM	9:55 AM	8:20 AM	6:00 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 10

October 27, 1963

	STATIONS	Mile Post	Ruling Grade Ascending Feet Per Mile	Ruling Grade Descending Feet Per Mile	Communications	Capacity of Sidings In 50 ft. Cars
	BARSTOW YL	0.0			O	Yard
A T S	6.1 LENWOOD	5.8	37.0	20.4	B	92
	5.7 HODGE	11.8	39.1	35.9	B	120
	9.2 HELENDALE	21.1	37.0	37.0	B	98
	4.9 BRYMAN	26.1	37.0	0.0	B	144
	5.4 ORO GRANDE YL	31.5	38.0	23.2	O	Yard
	5.0 VICTORVILLE YL	36.7	37.0	37.0	O	100-146
	4.3 THORN	41.1	84.5	0.0	B	
	4.1 HESPERIA	45.1	83.4	0.0	B	144
	5.2 LUGO	50.3	81.3	0.0	B	140
	5.6 SUMMIT YL	55.9	84.5	0.0	B	140
	6.5		0.0	168.4	O	122
	CAJON	62.3			B	93
	3.8 KEENBROOK	66.3	0.0	116.2	B	
	4.7 DEVORE	71.0	0.0	116.2	B	126
5.0 ONO	76.0	0.0	116.2	B	143	
5.4 SAN BERNARDINO YL	81.3	64.4	104.5	O	Yard	
	(80.8)					

(38.8) (44.1) (44.5) (40.5) (39.8) (37.3) (41.5) (44.1) Average speed per hour

Signal System Two in effect between Barstow and San Bernardino.

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.

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."

Rule 21(d) Form 2501-A: Prescribed test must be made on passenger trains at Summit, westward.

Westward freight trains with less than 4 units of operative dynamic brake (with less than 3 units ATSF 800-900 and UP 400 class engines) 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 800-900 and UP 400 class engines).

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

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 interlocked switches 5th Street and interlocked switches "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 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, time release two minutes.

Trains must get clearance card before leaving Barstow and San Bernardino; except, may proceed with current of traffic on clear train order signal in lieu of clearance card.

(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. 10		FIRST CLASS							
						October 27, 1963		206	8	116	20	210	124	104	18
						STATIONS		UP Passenger	Fast Mail Express	Las Vegas Holiday Special	The Chief	City of St. Louis	The Grand Canyon	City of Los Angeles	Super Chief - El Capitan
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	Y	O			0.0	BARSTOW YL	AM	AM	AM	PM	PM	PM	PM	PM	PM
104		B	37.0	20.4	5.8	LENWOOD	2.25	4.25	11.30	3.35	5.35	6.25	7.26	11.35	
106		B	39.1	35.9	11.8	HODGE	2.16	4.12	11.19	3.24	5.26	6.11	7.16	11.25	
148		B	37.0	37.0	21.1	HELENDALE	2.10	4.07	11.15	3.20	5.22	6.07	7.12	11.20	
		B	37.0	0.0	26.1	BRYMAN	2.03	3.59	11.07	3.13	5.15	5.59	7.05	11.13	
Yard		O	38.0	23.2	31.5	ORO GRANDE YL	1.59	3.55	11.03	3.09	5.11	5.55	7.01	11.09	
98		O	37.0	37.0	36.7	VICTORVILLE YL	1.53	3.51	10.59	3.05	5.07	5.51	6.57	11.05	
146		B	88.4	0.0	41.1	THORN	1.45	3.45	10.53	2.58	5.00	5.45	6.50	10.58	
106		B	88.4	0.0	45.1	HESPERIA	1.38	3.35	10.46	2.51	4.49	5.38	6.43	10.51	
		B	84.3	0.0	50.3	LUGO	1.34	3.31	10.43	2.47	4.45	5.34	6.39	10.47	
126	Y	O	84.5	0.0	55.9	SUMMIT YL	1.29	3.26	10.39	2.42	4.40	5.29	6.34	10.42	
118		B	0.0	116.2	59.7	ALRAY	1.20	3.18	10.31	2.33	4.32	5.20	6.25	10.33	
70		B	0.0	116.2	62.3	CAJON	1.10	3.06	10.22	2.23	4.21	5.10	6.14	10.23	
115		B	0.0	116.2	66.3	KEENBROOK	1.00	2.55	10.12	2.12	4.11	5.00	6.03	10.13	
128		B	0.0	116.2	71.0	DEVORE	12.53	2.47	10.04	2.04	4.03	4.52	5.55	10.05	
106		B	0.0	116.2	76.0	ONO	12.44	2.37	9.56	1.56	3.53	4.43	5.47	9.57	
Yard	Y	O	26.4	104.5	81.3	SAN BERNARDINO YL	12.36	2.26	9.49	1.48	3.41	4.34	5.38	9.48	
						(82.7)	12.25 AM	2.15 AM	9.40 AM	1.38 PM	3.30 PM	4.23 PM	5.30 PM	9.37 PM	
							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
							Average speed per hour.....	(41.5)	(38.3)	(45.2)	(42.5)	(39.8)	(40.8)	(42.9)	(42.2)

(Continued from Page 6)

The use of retainers on freight trains, Summit to San Bernardino, will be as follows:

1(a). When controlling LOCOMOTIVE HAS PRESSURE MAINTAINING and OPERATIVE DYNAMIC BRAKE, train may proceed without retainers at speed indicated in table below.

SUMMIT TO CAJON

TOTAL TRAIN TONNAGE				Average Tons Per Operative* Brake Speed as Indicated below		
No. Units With Operative Dynamic Brake				75 tons or less	76 to 95 tons	96 to 115 tons
1	2	3	4 or more**			
700 or less	1250 or less	1500 or less	1750 or less	20 MPH	20 MPH	20 MPH
701-1250	1251-1750	1501-2000	1751-2500	20 MPH	20 MPH	15 MPH
1251-1750	1751-2500	2001-2750	2501-3500	20 MPH	15 MPH	15 MPH
			3501-4500	20 MPH	15 MPH	12 MPH
			4501 or more	15 MPH	15 MPH	12 MPH

*Must not exceed 115 tons per Operative Brake.
**Including 3 or more units ATSF 800-900 and UP 400 Class.

(b). Speed may be increased 5 MPH, Cajon to San Bernardino.

(c). If train with operative dynamic brake and pressure maintaining, restricted to 15 MPH or less, as shown in table above, stops between Summit and Cajon for causes other than inoperative or impaired efficiency of dynamic brake, one retainer must be set in high pressure position for each seventy (70) tons in excess of 700 tons per locomotive unit before train brakes are released and recharged.

2. 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 stopped immediately. Before brakes are released, retainers must be set as follows:

- With train qualified by table for speed of 20 MPH— 50% in L.P.
- With train qualified by table for speed of 15 MPH— 50% in H.P.
- With train qualified by table for speed of 12 MPH—100% in H.P.

3(a). When controlling LOCOMOTIVE DOES NOT HAVE PRESSURE MAINTAINING but DOES HAVE OPERATIVE DYNAMIC BRAKE, maximum tonnage will be 500 tons per unit of operative dynamic brake but not to exceed 2500 tons, train may proceed without the use of retainers.

(b). Trains exceeding 500 tons per unit of operative dynamic brake or total train weight exceeding 2500 tons, one retainer must be set in high pressure position for each seventy (70) tons in excess of 500 tons per operative unit of dynamic brake or when total train weight exceeds 2500 tons.

4. When controlling LOCOMOTIVE DOES NOT HAVE OPERATIVE DYNAMIC BRAKE and is NOT EQUIPPED WITH PRESSURE MAINTAINING, use retainers on all cars. Loaded cars must have retainers set in high pressure position, empty cars in low pressure position before leaving Summit. Short cycle method of braking must be used and total train weight must not exceed 70 tons per operative brake.

5(a). When retainers are required, not less than 10 must be set before leaving Summit.

(b). When retainers are used on freight trains, speed must not exceed 20 MPH, Summit to San Bernardino.

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

- 7. Helper locomotives at or near rear of train may use dynamic brake:
Westward—Summit to San Bernardino.
Eastward—Summit to Victorville.

Capacity of Sidings in 50 Ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 10 October 27, 1963	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			
			Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily			
Yard	Y		PM 9.10	AM 6.05	SAN BERNARDINO YL	AM 2.05	PM 1.35	PM 9.34	81.3		O
128	Y	64.9	9.16	6.13	3.6 RIALTO	1.54	1.26	9.27	84.9	0.0	O
94		32.4	9.24 ¹⁸		3.8 FONTANA YL			9.24 ¹⁹	88.8	15.4	O
Yard		0.0	9.27	6.19	3.0 KAISER YL	1.47	1.20	9.22	91.8	38.7	O
54		14.3			2.0 ETIWANDA				93.7	37.7	O
50		14.3	9.34	6.25	3.9 OUCAMONGA	1.42	1.15	9.17	97.7	32.0	B
47	Y	56.4	9.38	6.29	3.2 UPLAND YL	1.38	1.12	9.14	100.9	19.3	O
56		30.6	9.43	6.33	P. E. Crossing 3.9 CLAREMONT	1.34	1.07	9.10	104.8	42.2	O
64		0.0	9.50	6.40	P. E. Crossing 1.9 POMONA	1.31	1.04	9.07	106.7	59.1	O
40		0.0			1.2 LA VERNE	1.29	1.00	9.04	107.9	48.8	O
42		0.0			2.4 SAN DIMAS				110.2	63.4	O
59		0.0	10.00	6.52	P. E. Crossing 4.1 GLENORA	1.22	12.53	8.57	114.4	63.4	B
	Y	39.6	10.04	6.57	2.5 AZUSA	1.19	12.50	8.54	116.9	63.4	O
41		0.0	10.06	7.00	4 KINCAID	1.17	12.48	8.52	118.2	75.0	B
50		0.0			P. E. Crossing 2.0 BUTLER				120.2	81.3	B
72		26.4	10.11	7.05	2.3 MONROVIA	1.13	12.44	8.48	122.4	60.7	O
11		75.0			1.7 ARCADIA				124.2	26.4	O
89		75.2			1.6 SANTA ANITA				125.8	0.0	B
62		73.9	10.18	7.12	5 CHAPMAN	1.08	12.39	8.43	127.3	0.0	B
		63.4			0.8 LAMANDA PARK				128.0	0.0	O
84		78.1	10.35	7.25	3 PASADENA YL	12.55	12.26	8.30	131.7	95.0	O
		0.0			2.0 SOUTH PASADENA				133.7	114.6	B
84		0.0	10.46	7.32	0.5 OLGA	12.47	12.18	8.17	134.2	88.7	B
20		0.0			1.6 U. P. Crossing HIGHLAND PARK				135.9	91.9	B
71		31.7			2.9 U. P. Crossing WATER STREET YL				138.7	106.9	
		0.0	11.01	7.46	0.7 BROADWAY YL	12.34	12.05	8.04	139.4	89.8	
	Y	0.0	11.04	7.49	0.6 MISSION TOWER YL	12.32	12.03	8.02	140.1	37.0	
Yard		0.0	11.15 PM	8.00 AM	0.8 LOS ANGELES YL	12.30 AM	12.01 PM	8.00 PM		59.7	O
Yard		0.0			Union Station (59.5)						
					1.1 FIRST STREET YL				141.1	31.7	B
			Arrive Daily	Arrive Daily	(59.8)	Leave Daily	Leave Daily	Leave Daily			

(28.6) (31.0)Average speed per hour..... (37.6) (38.0) (38.0)

Trains must get clearance card before leaving San Bernardino and Los Angeles.
Trains originating First Street must get clearance card before leaving Mission Tower.

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

Rule 251 in effect Mission Tower-First Street.

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

Between interlocked switches 5th Street and interlocked switches "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.

HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 10 October 27, 1963	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↓		↑			
			STATIONS				
			LONG BEACH 2.5				
			S.P. Crossing West Thenard Tower 1.1				
Yard			Pier A Yard 2.0				O
Yard			WILMINGTON 1.4		28.0		B
89	79.2		WATSON 3.3		26.8	52.8	B
Yard	24.3		IRONSIDES 1.6		23.3	0.0	
Yard	10.9		TORRANCE 1.6		21.7	26.4	O
Yard	52.3		ALCOA 3.5		20.1	58.4	B
Yard	52.8		LAWNDALE 1.8		16.8	51.1	
	11.8		EL SEGUNDO P. E. Crossing 1.2		14.8	4.0	O
107	26.4		LAIRPORT 3.7		13.8	13.7	B
79	52.8		INGLEWOOD 1.9		9.9	52.8	O
13	0.0		HYDE PARK 0.7		8.0	57.6	
22	10.6		VAN NESS 1.3		7.3	0.0	
75	18.5		WILDASIN 2.5		6.0	0.0	
18	21.1		WINGFOOT P. E. Crossing 2.0		3.5	0.0	B
Yard	52.8		S. P. Crossing MALABAR 1.5		1.5	0.0	
			REDONDO JCT.		0.0		
			(28.0)				

Wyes at Watson, El Segundo and Redondo Jct.

Train movements between Wilmington and Pier "A" yard will be made under yard limit rules.

Should home signals at S. P. Railway crossing, one mile east of West Thenard Tower, fail to clear, call Towerman for instructions.

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.

Spring point derail located 2414 feet east of MP 27, east end Watson Yard. Normal position set to derail for eastward movements.

Yard limits Wilmington to Redondo Jct., inclusive.

REDONDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 10 October 27, 1963	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↓		↑			
			STATIONS				
Yard			REDONDO BEACH 1.5		20.2	0.0	
7	42.2		HERMOSA BEACH 1.7		18.7	0.0	C
	42.2		MANHATTAN BEACH 2.2		17.0	52.8	
	47.5		EL SEGUNDO		14.8		C
			(5.4)				

No switch lights on Redondo District.
Yard limits Redondo Beach to El Segundo, inclusive.

WESTWARD												TIME TABLE		Mile Post	Ruling Grade Ascending— Feet Per Mile
FIRST CLASS												NO. 10			
81	115	79	7	77	75	209	123	73	103	71	205	October 27, 1963			
San Diegan	Las Vegas Holiday Special	San Diegan	Fast Mail Express	San Diegan	San Diegan	City of St. Louis	The Grand Canyon	San Diegan	City of Los Angeles	San Diegan	UP Pas- senger	STATIONS			
Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	PM 8.33		PM 5.15			AM 11.00	AM 10.00		AM 8.25		AM 2.10	SAN BERNARDINO YL		0.0	
												2.2 RANA YL		1.6	25.0
	8.42		5.28			11.09	10.10		8.34		2.20	1.3 COLTON YL		2.9	0.0
	8.47		5.35			11.14	10.15		8.39		2.25	3.8 S. P. Crossing			
	8.50 PM		5.40			11.18 AM	10.17		8.43 AM		2.30 AM	2.6 HIGHGROVE		6.7	21.1
			5.43				10.25					0.6 S. P. Crossing		9.2	21.1
												4.2 RIVERSIDE YL		9.8	0.0
												2.4 CASA BLANCA		14.0	63.4
												3.3 ARLINGTON		16.4	21.1
												3.1 MAY		20.2	0.0
			6.05				10.45					3.1 PORPHYRY		22.8	0.0
												5.0 CORONA		24.1	0.0
												3.1 PRADO DAM		29.2	24.3
												4.1 GYPSUM		32.3	18.5
			6.25				11.05					4.3 ESPERANZA		36.4	21.1
												2.3 ATWOOD		40.6	0.0
PM 11.07		PM 9.00	6.35	PM 6.42	PM 2.42		11.15	AM 10.12		AM 8.00		3.0 PLACENTIA		43.0	10.6
11.12		9.05	6.40	6.47	2.47		11.21	10.17		8.05		4.5 FULLERTON YL		165.0	0.0
												1.8 U. P. Crossing			
												4.5 BUENA PARK		160.5	12.7
												4.3 LA MIRADA		158.7	32.2
												1.3 SANTA FE SPRINGS		154.4	37.0
												0.9 LOS NIETOS		153.1	23.2
												1.0 P. E. Crossing			
												0.9 D. T. JUNCTION		152.1	17.1
												1.0 S. P. Crossing			
11.22		9.15		6.57	2.57		11.34	10.27		8.16		1.5 PICO RIVERA		151.2	0.0
11.24		9.17	6.52	6.59	2.59		11.37	10.29		8.18		4.3 BANDINI		149.8	22.7
11.29		9.22	6.58	7.04	3.04		11.42	10.34		8.23		2.1 HOBART YL		145.5	19.0
												2.5 U. P. Crossing			
												2.1 REDONDO JOT. YL		143.2	37.0
												0.9 U. P. Crossing			
												70.4 FIRST STREET YL		141.1	37.0
												0.9 MISSION TOWER YL		140.1	59.7
11.37		9.30	7.10	7.12	3.12		11.52	10.42		8.31		0.8 LOS ANGELES YL		140.1	71.8
11.50 PM		9.40 PM	7.30 PM	7.25 PM	3.25 PM		12.10 PM	10.55 AM		8.45 AM		Union Station			
Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(72.1)			

(35.6) (34.9) (38.2) (32.0) (35.6) (35.6) (33.0) (33.3) (35.6) (33.0) (34.0) (29.7) Average speed per hour

Signal System Two in effect between San Bernardino and Mission Tower except: Interlocked signals San Bernardino to and including Rana and Riverside Jct. are Signal System One.

Rule 251 in effect at following locations:

Between west end of Bridge 4.6 and Riverside Jct. on two main tracks and Riverside Jct. M.P. 10 on westward track.

Between Fullerton and D.T. Jct.

Between Redondo Jct. Interlocking and Mission Tower.

Rule 261 (TCS) in effect on main tracks San Bernardino-Bridge 4.6; Riverside Jct.-M.P. 10 on eastward track only; M.P. 10-Third and Fourth District Jct. Fullerton; D.T. Jct-Redondo Jct.; and on siding Atwood.

Between interlocked switches 5th Street and interlocked switches "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 Fullerton: Westward trains from Fourth District may proceed with current of traffic on clear train order signal in lieu of clearance card and will display classification signals previously authorized.

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		EASTWARD										
				NO. 10		FIRST CLASS										
				October 27, 1963		70	72	116	74	210	76	124	78	104	80	206
				STATIONS		San Diegan	San Diegan	Las Vegas Holiday Special	San Diegan	City of St. Louis	San Diegan	The Grand Canyon	San Diegan	City of Los Angeles	San Diegan	UP Passenger
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily
O	Y	Yard	52.8	TCS	SAN BERNARDINO YL			AM 9.35		PM 3.25		PM 4.20		PM 5.25		AM 12.13
			52.8		1.5	P. E. Crossing										
B		W-49 E-112	52.8	ABS	RANA YL											
			52.8		1.3	COLTON YL			9.27		3.17		4.12		5.17	
B		W-114	52.8	TCS	COLTON St. P. Crossing											
			52.8		3.8	HIGHGROVE YL			9.22		3.12		4.07		5.12	
O			52.8	ABS	HIGHGROVE											
			52.8		2.6	RIVERSIDE JCT. YL			9.17 AM		3.07 PM		4.02		5.07 PM	
B		E-42	13.2	TCS	RIVERSIDE JCT.											
			52.8		0.6	RIVERSIDE YL							4.00			
O	Y	99	52.8	ABS	CASA BLANCA											
			52.8		2.4	ARLINGTON										
O		62	52.8	TCS	ARLINGTON											
			52.8		3.3	MAY										
B	Y	100	27.3	ABS	MAY											
			52.8		3.1	PORPHYRY										
O		187	52.8	TCS	PORPHYRY											
			52.8		1.3	CORONA							3.40			
B		94	52.8	ABS	CORONA											
			52.8		5.0	PRADO DAM										
B	Y	95	52.8	TCS	PRADO DAM											
			52.8		3.1	GYPSUM										
B		129	52.8	ABS	GYPSUM											
			52.8		4.1	ESPERANZA										
B	Y	179	42.2	TCS	ESPERANZA											
			42.2		4.3	ATWOOD							3.21			
O		69	42.2	ABS	ATWOOD											
			42.2		2.3	PLACENTIA										
O			33.4	TCS	PLACENTIA											
			30.6		3.0	FULLERTON YL	AM 2.29	AM 7.35		AM 10.55		PM 2.55	PM 3.15	PM 6.25		PM 9.51
B		W-74	30.6	ABS	FULLERTON											
			9.2		4.5	BUENA PARK										
B		E-96	17.6	TCS	BUENA PARK											
			26.9		1.8	LA MIRADA										
O		W-86	17.6	ABS	LA MIRADA											
			4.2		4.3	SANTA FE SPRINGS										
B			26.9	TCS	SANTA FE SPRINGS											
			4.2		1.2	LOS NIETOS										
B			4.2	ABS	LOS NIETOS											
			0.0		0.9	D. T. JUNCTION										
O	Yard		0.0	TCS	D. T. JUNCTION											
			52.8		1.0	PICO RIVERA										
B			52.8	ABS	PICO RIVERA											
			0.0		1.3	BANDINI										
O	Yard		0.0	TCS	BANDINI											
			0.0		4.3	HOBART YL										
B	TY		0.0	ABS	HOBART											
			0.0		2.3	REDONDO JCT. YL										
B	Yard		0.0	TCS	REDONDO JCT.											
			0.0		2.1	FIRST STREET YL										
	Y		31.7	ABS	FIRST STREET											
					0.9	MISSION TOWER YL										
O				TCS	MISSION TOWER											
					0.8	LOS ANGELES YL	AM 1.45	AM 7.00		AM 10.15		PM 2.15	PM 2.30	PM 5.45		PM 9.15
				ABS	LOS ANGELES											
					0.9	Union Station										
					(71.4)	Leave Daily	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.....						(34.8)	(43.7)	(30.7)	(38.2)	(30.7)	(38.2)	(42.8)	(38.2)	(30.7)	(42.5)	(27.6)

(Continued from Page 10)

Trains originating First Street or Hobart must get clearance card before leaving Hobart.

Trains must get clearance card before leaving Los Angeles and San Bernardino; except at San Bernardino trains may proceed on clear train order signal in lieu of clearance card.

At San Bernardino: Train order signal West Yard Tower apply to trains moving via "B" yard, train order signal "A" Yard Office apply to trains moving via short route. Flashing red indication of train order signal "A" Yard Office, trains may proceed to West Yard Tower and be governed by indication of train order signal.

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

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

No. 77 will back from Mission Tower to Union Station.

Rule 85: Exchanging train orders, signals and numbers will not be required: Between San Bernardino and Bridge 4.6, Riverside and Fullerton, and D.T. Jct. and Redondo Jct.

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

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD						TIME TABLE NO. 10 October 27, 1963	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		
Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only			
Yard	31.1						NATIONAL CITY YL							273.1		
							3.8 22ND STREET YL							269.3	26.4	
Yard	10.5	PM	PM	PM	PM	AM	1.8 SAN DIEGO YL	AM	AM	PM	PM	PM	PM	267.5	0.0	
		9.00	7.00	4.30	12.30	8.00	3.3 OLD TOWN YL	5.00	9.55	1.15	5.10	8.40	11.55	264.2	31.0	
	52.8						2.1 MORENA	4.45	9.43	12.59	4.58	8.27	11.43	262.1	28.5	
91	35.1						5.0 ELVIRA							262.1	51.7	
	65.5						4.1 MIRAMAR	4.33	9.32	12.48	4.45	8.16	11.32	257.1	0.0	
	118.5	9.18	7.18	4.48	12.48	8.18	3.9 SORRENTO							249.1	116.2	
98	0.0						5.0 DEL MAR	4.20	9.20	12.37	4.34	8.04	11.20	244.0	58.1	
87	54.2	9.30	7.30	5.03	1.03	8.31	6.0 ENCINITAS	4.20		12.30	4.22	7.54		244.0	63.4	
92	52.8		7.37	5.09	1.09	8.37	4.2 PONTO	4.12						238.1	63.4	
116	63.4						4.5 CARLSBAD							238.8	64.4	
89	63.4						2.0 ESCONDIDO JCT.							229.3	59.7	
	69.7						1.0 OCEANSIDE	4.00	8.55	12.20	4.10	7.42	11.00	227.2	7.4	
78	15.8	9.50	7.50	5.27	1.27	8.55	2.1 FALLBROOK JCT.							226.2	63.5	
92	64.4						5.4 LAS FLORES							224.1	67.1	
86	70.8						4.5 AGRA	3.39	8.37	11.59	3.51	7.27	10.46	218.7	68.6	
97	67.6	10.05	8.00	5.37	1.37	9.05	5.4 SAN ONOFRE							214.2	69.0	
91	23.8						3.9 SAN OLEMENTE	3.31	8.29	11.50	3.42	7.18	10.37	208.8	58.1	
33	29.6	10.15	8.08	5.48	1.49	9.17	2.2 POCHE							204.8	5.3	
54	0.5						2.8 SERRA							202.7	28.5	
98	26.4						2.6 SAN JUAN CAPISTRANO	3.18	8.18	11.39	3.32	7.09	10.29	199.8	0.0	
87	60.5	10.24	8.17	5.57	1.57	9.25	4.6 GALIVAN							197.2	0.0	
98	65.5						4.5 EL TORO							192.6	73.9	
88	67.3						5.2 IRVINE							188.1	70.2	
119	0.0						4.4 VENTA							182.9	63.4	
93	12.0						2.9 SANTA ANA	2.54	8.00	11.20	3.14	6.45	10.10	178.5	0.0	
125	38.5	10.50	8.40	6.24	2.25	9.52	2.0 ORANGE	2.42	7.47	11.07				175.5	14.3	
	30.6			6.29		9.57	4.9 S. P. Crossing ANAHEIM	2.35	7.40	11.00	3.00	6.30	9.55	172.6	39.2	
122	29.6		8.52	6.35	2.35	10.04	2.7 FULLERTON YL	2.29	7.35	10.55	2.55	6.25	9.51	167.8	19.0	
60	22.7	11.07 PM	9.00 PM	6.42 PM	2.42 PM	10.12 AM	(107.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only	165.0		
		(48.2)	(51.0)	(46.4)	(46.4)	(46.4)Average speed per hour.....	(40.5)	(43.7)	(43.7)	(45.3)	(45.3)	(49.4)			

*Trains must get clearance card before leaving San Diego and Fullerton; except, may proceed from Fullerton on clear train order signal in lieu of clearance card and will display classification signals previously authorized.

Signal System Two in effect.

Rule 85: Exchanging train orders, signals and numbers will not be required between Old Town and Third and Fourth District Jct. Fullerton.

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

Rule 251 in effect between Old Town and San Diego.

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

Speed limit through sidings: Ponto 40 MPH
Orange 30 MPH

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.

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

Office of Communication at 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.

*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., and Hobart yard offices, roundhouse), Fullerton, Pico Rivera, Oceanside, San Diego (yard office and Division Foreman's office), and 22nd Street.

Rule 3: Crews of Union Pacific and Pacific Electric trains, complying 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. Within traffic control system limits, where maximum speed exceeds 20 MPH a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, or passing or being passed by another train or engine.

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

5.

6. Rule 93: Yard limits are located at:

- | | |
|--|---|
| Needles | Kaiser to and including Fontana |
| Cadiz | Upland |
| Parker | Pasadena |
| Rice to Freda inclusive | Water Street to and including Hobart |
| Ripley District | Fullerton |
| Barstow First District only | Elsinore District |
| Oro Grande | Riverside |
| Victorville | San Jacinto District |
| Lucerne Valley District | Fallbrook District |
| Summit | Escondido District |
| San Bernardino to and including Colton | Old Town to and including National City |
| Redlands District | Harbor District |
| | Redondo District |

7. Rule 97 is amended; extra trains must not be run without train orders, except where trains are operated under Rules 251 or 261. The Train Dispatcher may authorize extras by clearance card.

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.

- 10. 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;
 - Colton, East end track E Griffin Wheel Co.;
 - Ellis, M.S.W. Shed;
 - First Street, viaduct over old passenger tracks; and
 - Los Angeles, Union Station, train sheds.

11. 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.

SPEED REGULATIONS

12. Trains handling pile drivers AT 199452, 199453, 199454 and 199455 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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Psgr. and Light	Fr.	LOCATION	MPH Psgr. and Light	Fr.
Needles District, Westward:					
Needles to Goffs.....	79	60	Lucerne Valley District:		
Goffs to Bagdad.....	90	60	Hesperia to M.P. 25.2.....	35	35
Bagdad to Pisgah.....	79	60	M.P. 25.2 to M.P. 29.2.....	20	20
Pisgah to Barstow.....	90	60	Redlands District..... 30 30		
Needles District, Eastward:					
Barstow to Pisgah.....	90	60	San Jacinto District:		
Pisgah to Bagdad.....	79	60	Highgrove to Box Springs.....	20	20
Bagdad to M.P. 642.....	90	60	Box Springs to Ethanac.....	40	40
M.P. 642 to Goffs.....	79	60	Ethanac to San Jacinto.....	25	25
Goffs to Needles.....	79	45	Elsinore District..... 25 25		
Cadiz District..... 50 49					
Ripley District:					
Rice to Blythe.....	40	40	Olive District.....	30	25
Blythe to Ripley.....	20	20	Fallbrook District.....	20	20
First District, Westward:					
Barstow to Oro Grande.....	90	60	Escondido District.....	20	20
Oro Grande to San Bernardino.	79	60	Harbor District.....	30	30
First District, Eastward:					
San Bernardino to Lugo.....	79	60	Redondo District.....	15	15
Lugo to Barstow.....	90	60	Riverview Farms Spur.....	15	15
Second District:					
San Bernardino to Santa Anita.	90	60	Adelanto Spur.....	15	15
Santa Anita to Los Angeles...	79	60	Rialto, Cucamonga, and Upland		
Third District:					
San Bernardino to Fullerton...	79	60	Foothill Spurs, Muscat and		
Fullerton to Hobart.....	90	60	Metropolitan Spurs.....	15	15
Hobart to Los Angeles.....	79	60	Prenda and La Habra		
Fourth District:					
National City to Sorrento.....	79	60	Valley Spurs.....	15	15
Sorrento to Santa Ana.....	90	60	Venta and Miramar Army Spurs..	15	15
South Main Track, M.P. 179.1 to			In freight and mixed service with dynamic		
M.P. 176.7.....	40	40	brake not in use maximum speed on de-		
Santa Ana to Fullerton.....	79	60	scending grades as follows:		
			1.0 to 1.5%.....30 MPH		
			1.5 to 2.0%.....25 MPH		
			2.0 and over..... 15 MPH		
			Where street or highway crossings are shown,		
			speed limit applies only while head end of		
			train is passing.		

Between Needles and Victorville where present speed is shown 60 MPH for freight trains, be governed as follows when controlling locomotive has operative dynamic brake and train consist is as indicated below:

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	MPH
2 or more.....	1750 or less	46 to 50 tons	65
		45 tons or less	70
3 or more.....	3249 or less	46 to 50 tons	65
		45 tons or less	70
4 or more.....	3250 or less	Number of Cars	
		50 to 54	65
		55 or more	70
		3251 to 3500	65
		58 to 69	65
		70 or more	70
		3501 to 3750	65
		68 to 89	65
		90 or more	70
		3751 to 4000	65
73 to 109	65		
110 or more	70		
4001 to 4250	65		
80 or more	65		
4251 to 4500	65		
90 or more	70		
4501 to 4750	65		
90 to 99	65		
100 or more	70		

Except between Goffs and Bagdad and Ludlow and Barstow,

4 or more.....	3250 or less	50 to 54	65
		55 or more	70
		3251 to 3500	65
		55 to 59	65
		60 or more	70
		3501 to 3750	65
		60 to 64	65
		65 or more	70
		3751 to 4000	65
		60 to 74	65
75 or more	70		
4001 to 4250	65		
75 to 79	65		
80 or more	70		
4251 to 4500	65		
80 to 89	65		
90 or more	70		
4501 to 4750	65		
90 to 99	65		
100 or more	70		

LOCATION	MPH Psgr. and Light	Fr.	LOCATION	MPH Psgr. and Light	Fr.
NEEDLES DISTRICT—WESTWARD					
"H" St. Crossing M.P. 578.1....	15	15	4 Curves M.P. 34.0 to 36.6.....	55	55
15 Curves M.P. 578.1 to 587.1..	55	55	Victorville M.P. 36.6 to 37.4....	30	30
3 Curves M.P. 587.1 to 587.8....	40	40	2 Curves M.P. 37.4 to 39.1.....	65	60
3 Curves M.P. 587.8 to 589.3....	55	55	2 Curves M.P. 39.1 to 39.9.....	40	40
3 Curves M.P. 589.3 to 593.3....	65	60	4 Curves M.P. 39.9 to 43.7.....	50	50
Curve M.P. 593.3 to 593.8.....	45	45	Curve M.P. 48.1 to 48.8.....	65	60
11 Curves M.P. 593.8 to 603.3....	65	60	Curve M.P. 48.8 to 49.4.....	50	50
2 Curves M.P. 608.3 to 609.1....	70	70	8 Curves M.P. 49.4 to 51.8.....	45	45
4 Curves M.P. 669.6 to 672.1....	75	70	4 Curves M.P. 51.8 to 53.7.....	55	55
10 Curves M.P. 672.1 to 678.1....	65	60	3 Curves M.P. 53.7 to 55.0....	35	35
Curve M.P. 678.1 to 678.5.....	40	40	4 Curves M.P. 55.0 to 55.7....	30	30
Curve M.P. 678.5 to 679.9.....	60	60	Summit & 3 Curves M.P. 55.7 to		
Curve M.P. 679.9 to 680.3.....	40	40	56.7.....	20	20
3 Curves M.P. 680.3 to 682.7....	60	60	Grade M.P. 56.7 to 58.0.....	30	15
2 Curves M.P. 682.7 to 683.4....	50	50	2 Curves M.P. 58.0 to 58.4....	25	15
2 Curves M.P. 683.4 to 686.2....	65	60	Grade M.P. 58.4 to 62.2.....	30	15
2 Curves M.P. 686.2 to 688.4....	75	70	Grade M.P. 62.2 to 72.1.....	40	20
Curve M.P. 688.4 to 688.9....	65	60	Grade M.P. 72.1 to 80.8.....	50	20
Curve M.P. 688.9 to 689.5....	70	70	FIRST DISTRICT—EASTWARD		
4 Curves M.P. 693.7 to 694.9....	50	50	Curve M.P. 80.8 to 78.6.....	55	55
10 Curves M.P. 694.9 to 702.0....	65	60	Curve M.P. 78.6 to 78.3.....	65	60
2 Curves M.P. 707.8 to 709.6....	70	70	2 Curves M.P. 73.2 to 72.0....	50	50
3 Curves M.P. 709.6 to 710.6....	60	60	4 Curves M.P. 72.0 to 70.3....	40	40
Curve M.P. 745.0 to 745.4....	50	50	5 Curves M.P. 70.3 to 66.9....	55	55
2 Curves M.P. 745.4 to 745.7....	40	40	19 Curves M.P. 66.9 to 64.3x....	40	40
NEEDLES DISTRICT—EASTWARD					
3 Curves M.P. 745.7 to 745.0....	40	40	19 Curves M.P. 64.3x to 56.4....	30	30
5 Curves M.P. 710.6 to 707.8....	65	60	Summit & 3 Curves M.P. 56.4		
2 Curves M.P. 707.8 to 706.0....	75	70	to 55.7.....	20	20
Curve M.P. 702.0 to 701.5....	65	60	3 Curves M.P. 55.7 to 55.0....	30	30
7 Curves M.P. 701.5 to 696.1....	75	70	3 Curves M.P. 55.0 to 53.7....	45	45
2 Curves M.P. 696.1 to 694.9....	65	60	4 Curves M.P. 53.7 to 51.8....	55	50
4 Curves M.P. 694.9 to 693.6....	50	50	8 Curves M.P. 51.8 to 49.4....	45	45
Curve M.P. 693.6 to 692.9....	70	70	Curve M.P. 49.4 to 48.8....	50	50
Curve M.P. 689.5 to 688.9....	70	70	2 Curves M.P. 48.8 to 47.2....	85	55
Curve M.P. 688.9 to 688.4....	65	60	Curve M.P. 43.7 to 43.5....	60	55
2 Curves M.P. 688.4 to 686.2....	70	70	Curve M.P. 41.9 to 41.7....	55	55
2 Curves and Grade M.P. 686.2			3 Curves M.P. 41.7 to 39.2....	60	60
to 683.4.....	70	30	Curve M.P. 39.2 to 37.4....	50	45
2 Curves and Grade M.P. 683.4			Victorville M.P. 37.4 to 36.6....	30	30
to 680.8x.....	55	30	3 Curves M.P. 36.6 to 34.6....	60	60
2 Curves and Grade M.P. 680.8x			2 Curves M.P. 34.6 to 33.8....	40	40
to 677.8.....	65	30	2 Curves M.P. 33.8 to 31.8....	60	60
5 Curves and Grade M.P. 677.8			Curve M.P. 31.8 to 30.8....	80	70
to 674.5.....	75	45	Curve M.P. 20.3 to 19.7....	80	70
5 Curves and Grade M.P. 674.5			Curve M.P. 17.1 to 16.6....	80	70
to 671.4.....	70	45	Curve M.P. 11.8 to 10.3....	85	70
6 Curves M.P. 646.1 to 640.9....	80	70	Curve M.P. 0.2 to 0.0.....	25	25
2 Curves M.P. 640.9 to 638.8....	75	70	SECOND DISTRICT		
3 Curves M.P. 631.0 to 628.7....	75	70	San Bernardino and Rialto M.P.		
10 Curves M.P. 625.5 to 613.8....	65	60	82.6 to 85.2.....	30	30
6 Curves M.P. 613.8 to 609.1....	75	70	Fontana M.P. 88.5 to 88.9....	50	50
2 Curves M.P. 609.1 to 608.4....	65	60	4 Curves M.P. 98.2 to 100.5....	75	60
3 Curves M.P. 599.0 to 597.9....	65	45	Upland P.E. Crossing M.P. 101.0.	40	40
Curve M.P. 593.4x to 591.6....	75	45	2 Curves M.P. 102.4 to 102.8....	65	60
2 Curves M.P. 591.6 to 589.2....	70	45	Pomona M.P. 106.2 to 107.0....	40	40
3 Curves M.P. 589.2 to 587.7....	60	45	La Verne M.P. 107.0 to 108.8....	45	45
3 Curves M.P. 587.7 to 587.1....	40	40	2 Curves M.P. 109.0 to 111.4....	75	60
14 Curves M.P. 587.1 to 578.1....	60	45	2 Curves M.P. 111.8 to 112.8....	50	50
"H" St. Crossing M.P. 578.1....	15	15	Curve M.P. 112.8 to 114.2....	65	60
CADIZ DISTRICT					
Track M.P. 107.2 to 111.1.....	45	40	Glendora M.P. 114.2 to 114.8....	45	45
Curve M.P. 165.2 to 165.5....	45	40	2 Curves M.P. 114.8 to 116.6....	65	60
Curve M.P. 183.0 to 183.2....	45	40	Azusa M.P. 116.6 to 117.5....	40	40
RIPLEY DISTRICT					
3 Curves M.P. 14.6 to 15.2.....	25	25	2 Curves M.P. 117.9 to 119.0....	65	60
4 Curves M.P. 15.6 to 16.4.....	20	20	Curve M.P. 119.5 to 119.7....	55	55
4 Curves M.P. 16.7 to 17.7.....	30	30	2 Curves M.P. 122.2 to 123.8....	65	60
5 Curves M.P. 34.6 to 36.4.....	30	30	First Ave. Crossing M.P. 124.1..	40	40
FIRST DISTRICT—WESTWARD					
Curve M.P. 10.3 to 11.8.....	85	70	Santa Anita Ave. Crossing M.P.		
Curve M.P. 16.6 to 17.1.....	80	70	124.3.....	40	40
Curve M.P. 19.7 to 20.3.....	80	70	Curve M.P. 124.6 to 125.0....	65	60
Curve M.P. 30.8 to 31.8.....	80	70	Pasadena M.P. 127.6 to 132.8....	20	20
2 Curves M.P. 31.8 to 33.8....	60	60	So. Pasadena M.P. 133.3 to 134.8	15	15
Curve M.P. 33.8 to 34.0.....	40	40	U.P. Crossing M.P. 135.5.....	20	20
			7 Curves M.P. 135.5 to 138.3....	25	25
			U.P. Crossing and		
			4 Curves M.P. 138.3 to 140.0.	20	20
			Curve M.P. 140.0 to 140.2....	15	15

SPECIAL RULES

LOS ANGELES DIVISION 15

LOCATION	MPH Psgr. and Light	Fr.	LOCATION	MPH Psgr. and Light	Fr.
THIRD DISTRICT			FOURTH DISTRICT (Continued)		
2 Curves and Bridge 0.9 M.P. 0.0 to 0.9	15	15	10 Curves M.P. 252.8 to 251.0	25	25
4 Curves and Colton M.P. 0.9 to 2.1 Westward	20	20	2 Curves M.P. 250.9 to 250.6	40	40
3 Curves and Colton M.P. 2.1 to 3.2	20	20	2 Curves M.P. 250.5 to 250.0	55	55
2 Curves M.P. 4.4 to 3.2 Eastward	30	30	Curve M.P. 248.7 to 248.6	85	60
2 Curves M.P. 3.5 to 4.5 Westward	40	40	Curve M.P. 245.8 to 245.5 Westward	60	60
3 Curves M.P. 4.9 to 5.6 Westward	75	60	Curve M.P. 244.6 to 244.4 Westward	75	60
Curve M.P. 5.6 to 5.5 Eastward	75	60	3 Curves M.P. 244.4 to 245.8 Eastward	60	60
3 Curves M.P. 6.4 to 6.8 Westward	45	45	Curve M.P. 244.3 to 244.1	50	50
3 Curves M.P. 6.8 to 6.4 Eastward	30	30	Curve M.P. 243.8 to 243.5	65	60
Curve M.P. 8.5 to 8.3 Eastward	75	60	Plaza St. Crossing M.P. 241.8	50	50
Curve M.P. 9.4 to 9.6	60	60	Curve M.P. 241.3 to 241.1	85	60
4 Curves M.P. 9.6 to 10.0 Westward	30	30	2 Curves M.P. 239.2 to 238.5	85	60
3 Curves M.P. 10.4 to 11.7	65	60	Curve M.P. 237.8 to 237.4	80	60
2 Curves M.P. 11.9 to 12.5	40	40	Oceanside M.P. 227.0 to 225.5	30	30
Curve M.P. 14.7 to 14.9	75	60	3 Curves M.P. 224.7 to 223.8	70	60
3 Curves M.P. 15.5 to 16.7	55	55	2 Curves M.P. 209.0 to 208.2	70	60
Curve M.P. 16.9 to 17.1	65	60	12 Curves M.P. 207.7 to 201.2	75	60
Curve M.P. 22.5 to 22.8	65	60	60 Curve M.P. 200.3 to 199.9	45	45
Corona M.P. 23.5 to 24.4	30	30	Curve M.P. 199.4 to 199.1	65	60
Curve M.P. 30.4 to 30.7 Westward	65	60	3 Curves M.P. 198.6 to 197.9	35	35
Curve M.P. 31.2 to 30.4 Eastward	65	60	2 Curves M.P. 197.4 to 197.0	60	60
Slide Area and 2 Curves M.P. 31.3 to 31.8	30	30	Curve M.P. 195.9 to 195.8	75	60
2 Curves M.P. 32.2 to 32.8	60	60	2 Curves M.P. 194.2 to 193.5	85	60
3 Curves M.P. 33.6 to 35.1	50	50	Santa Ana M.P. 176.1 to 175.3	40	40
3 Curves M.P. 35.2 to 37.1	65	60	2 Curves M.P. 175.0 to 174.4	60	60
2 Curves M.P. 37.5 to 38.5	60	60	7 Curves M.P. 173.8 to 172.0	40	40
Placentia M.P. 42.7 to 43.6	50	50	Curve M.P. 170.3 to 169.2	75	60
2 Curves M.P. 45.2 to 45.7	55	55	Anaheim M.P. 168.1 to 167.7	40	40
Fullerton M.P. 165.2 to 164.7	30	30	Curve M.P. 166.9 to 166.6	75	60
Curve M.P. 161.1 to 160.8	75	60	Curve M.P. 165.9 to 165.3	55	55
Curve and Crossing M.P. 159.6 to 155.9	60	60	Fullerton M.P. 165.2 to 164.7	30	30
Curve M.P. 154.2 to 153.8 Westward	75	60	REDLANDS DISTRICT		
Curve M.P. 152.9 to 152.5 Westward	65	60	San Bernardino, "G" St. Crossing M.P. 0.7	5	5
2 Curves M.P. 152.5 to 154.2 Eastward	75	60	Crossing M.P. 0.7 to 3.1	15	15
2 Curves M.P. 151.7 to 150.1	80	60	Redlands, St. Crossing M.P. 8.9	15	15
Crossing and Curve M.P. 144.5 to 143.4	30	30	Mentone, St. Crossing M.P. 12.0	10	10
2 Curves M.P. 143.4 to 142.9	15	15	Molino Boulder Ave. M.P. 17.9	10	10
3 Curves M.P. 141.1 to 140.2	35	35	SAN JACINTO DISTRICT		
Curve M.P. 140.2 to 140.0	15	15	Main track turnout and curve M.P. 18 to 19.2	15	15
FOURTH DISTRICT			HARBOR DISTRICT		
San Diego M.P. 273.0 to 267.3	20	20	M.P. 0.0 to St. Crossing M.P. 1.6	12	12
San Diego M.P. 267.3 to 264.1	30	30	M.P. 1.6 to St. Crossing M.P. 8.3	15	15
3 Curves M.P. 262.7 to 261.2	70	60	St. Crossing M.P. 13.1	15	15
2 Curves M.P. 260.3 to 259.9	50	50	M.P. 20.0 to 23.0 Torrance	15	15
Curve M.P. 259.1 to 258.6	60	60	St. Crossing M.P. 27.9	15	15
2 Curves M.P. 258.5 to 258.2	40	40	ELSINORE DISTRICT		
3 Curves M.P. 258.0 to 257.2	50	50	13 Curves M.P. 1.7 to 4.0	15	15
5 Curves M.P. 257.0 to 253.7 Westward	65	60	2 Curves M.P. 16.1 to 16.4	15	15
5 Curves M.P. 253.7 to 257.0 Eastward	65	35	Curve M.P. 17.7 to 17.9	15	15
13. SWITCHES—MAXIMUM AUTHORIZED SPEED.			ESCONDIDO DISTRICT		

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
Metropolitan Spur, 4068 ft. from main track	10
Rana, switching lead	10
Prenda Spur, one-fourth mile from main track	10

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

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

Station	Type	Location	MPH
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
	I	Two main track crossovers	50
	I	Turnout to Union Pacific main track	30
Barstow	I	M.P. 743.6 two main track crossovers	50
	I	M.P. 743.6 turnout outbound lead	50
	I	M.P. 743.7 crossover eastward to westward main track	30
	I	M.P. 743.7 turnout track 3	50
	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
Oro	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
Fontana	S	WE siding	15
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
	I	WE Storage track No. 1, west of depot	15
	I	Main track crossover M.P. 163.2	15

Station	Type	Location	MPH
THIRD DISTRICT (Continued)			
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
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

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, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2301-2302, 2310-2321, 3000-3019	4	5	5
460-468	4 1/2	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars:			
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	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	Miles Per Hour	Miles Per Hour
Diesel and Gas-Electric				
11-87, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	70	70	45	70
600-611	70	70	45	70
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	45	70
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	45	45	45	45
650-653	40	40	40	40
800-849, 900-979, 1100-1174	75	75	45	75
1200-1284, 1600-1615	75	75	45	75
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
U. P. Diesels				
900-978, 981-989, and 990 class	100	45	45	90
1000 class	35	35	25	45
100, 200, 300, 400, 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 in use				
Ash Hill-Bagdad		24		
Goffs-Needles		24		
Summit to Victorville		30		
Summit-Cajon		15		
Cajon-San Bernardino		20		
Diesels with dynamic brakes in use				
Ash Hill-Siberia		40		
Summit-Cajon		30		
Cajon-San Bernardino		35		

14. 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

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.	
Barstow East Tower	Main track and connecting crossovers.	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 tall 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.	

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS (Continued)

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
At microphone locations shown below, all trains will sound signal for desired route:			
For westward trains:	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. 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. Main track, connecting crossover and Junction Third District "A" yard office.	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 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. S. P. Crossing. U. P. Crossing. U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	When home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A). When home signals in stop position, 98-B, 320(A). Gates (normal position across Santa Fe track), 98-B. When gate across Santa Fe track, 98-B. When gate across Santa Fe track, 98-B. 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. Crossing. 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 and West switches storage track no. 1 west of depot. Main track crossover M.P. 163.2	TCS 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
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	
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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RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS (Continued)

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
HARBOR DISTRICT			
Redondo Junction	U. P. Crossing.	See Redondo Junction, Third District.	
Nadeau	S. P. Crossing.	Automatic interlocking, 321(D), 10 MPH.	
Nadeau (0.3 Mi. East)	P. E. Crossing.	Interlocking.	
El Segundo (0.2 Mi. West)	P. E. Crossing.	98—10 MPH while head end is passing over crossing.	
West Thenard Tower: (0.1 Mi. West)	S. P. Crossing.	Interlocking.	
(0.7 Mi. East)	S. P. Crossing.	Interlocking.	
M.P. 28.8	Two U. P. Tracks.	Santa Fe trains have preference unless flagged. Stop not required.	

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				THIRD DISTRICT (Continued)			
Saltus	658.4	51	East and West	Standard Oil Spur	160.8	9	East
Klondike	682.0	74	East and West	Wilshire	156.8	58	East and West
Lavic	702.7	25	East	Mojave Spurs	155.8	28	West
Minneola	731.7	107	West	Stephens Spur	155.5	14	West
Airport Spur	732.6	15	West	El Camino Spur	155.3	15	West
Gale	735.3	67	East and West	La Habra V'y Spur (East Whittier)	154.6	Lgh. 3.4 m.	West
Cool Water	735.9	16	West	FOURTH DISTRICT			
CADIZ DISTRICT				Venta Spur	178.7	Lgh. 6.8 m.	East
Earp	107.3	32	West	Browning	180.8	21	East
Milligan	164.0			Tustin	181.5	25	East
Metropolitan Water Dist.	163.9	16	East and West	Frances	183.1	36	East and West
Pacific Salt Co.	163.7	4	East and West	Kathryn	183.9	24	East
Standard Chemical Co.	162.6	28	East and West	Como	180.1	54	East and West
Chubbuck	172.7	11	West	Stuart	221.7	50	East and West
RIPLEY DISTRICT				San Diego G. & E. Co. Spur	231.3	35	East
Inca	22.6	31	West	Farr	231.6	6	West
Mesaville	33.0	10	West	Cardiff	239.8	11	East and West
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West	Solana Beach	241.9	9	East
Miller Farms	44.7	19	East	Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
FIRST DISTRICT				Pacific Beach	260.3	13	East and West
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Cudahy	263.4	43	East and West
Frost	38.8	8	Eastward track	FALLBROOK DISTRICT			
LUCERNE DISTRICT				Ranch House	7.6	7	East and West
Sentinel Mining Company	23.5	14	East and West	Marine Base Spur	10.5	13	East and West
Victorville Limerock Company	26.2	16	East and West	ESCONDIDO DISTRICT			
REDLANDS DISTRICT				Talica	3.7	8	East and West
Nevada Street	6.7	16	East and West	Buena	12.9	11	East and West
Craf	11.4	10	East	HARBOR DISTRICT			
West Highlands	20.4	11	East and West	Nadeau	2.5	7	East and West
SECOND DISTRICT				Monaco	17.8	13	East and West
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West	Dudmore	19.1	17	East
Muscat Spur	90.4	Lgh. 1.1 m.	West	Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Gallo Spur	94.6	46	West	Alcoa Spur	20.1	Lgh. 2.0 m.	West
Rochester	95.0	11	East	SAN JACINTO DISTRICT			
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Lily Cup	0.6	11	East and West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Box Springs Quarry	6.1	42	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Mayer Farms	15.9	18	East and West
Duarte	121.0	15	East and West	Granite Spur	14.5	Lgh. 0.9 m.	Wye
Raymond	132.7	16	West	Ellis	19.9	16	East
THIRD DISTRICT				ELSINORE DISTRICT			
Pachappa	12.4	26	East and West	Mining Spur	3.2	71	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	South Corona	5.0	0	None
La Sierra	18.5	9	West	Weisel	6.2	37	East

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Needles	401	Rialto	Foothill Spur	Orange	Main Track	Val Verde	Granite Spur
Cadiz	Cadiz District	Upland	Foothill Spur	Fallbrook Jct.	Fallbrook Dist. Main Track	Perris	1678
Ash Hill	410	Azusa	147	Escondido Jct.	Escondido Dist. Main Track	San Jacinto	640
Rice	Ripley District	Mission Tower	L.A.U.P.T	Del Mar	690	El Segundo	Main Track
Blythe	504	Casa Blanca	Prenda Spur	Miramar	Camp Elliott Spur	Watson	3800
Summit	304	Porphyry	Elsinore Dist. Main Track	San Diego	Harasthy Street Marine Base Spur	Fallbrook	514
San Bernardino	3rd Dist. Main Track	Atwood	1395	National City	1219	Escondido	340
San Bernardino	Precooler Lead	Redondo Junction	Main Track	March Field	March Field Spur		

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.

NEEDLES

DR. T. G. HARWARD, District Surgeon
 DR. J. E. ANDES, Local Surgeon
 DR. H. C. MATTHEWS, Emergency Surgeon

BARSTOW

DR. WM. ROBERT THOMAS, Local Surgeon
 DR. A. P. VICENTE, Assistant Local Surgeon
 DR. M. FINK, Consulting Surgeon

VICTORVILLE

DR. HORACE D. ORR, Local Surgeon
 DR. R. W. SORSENSEN, Assistant Local Surgeon

SAN BERNARDINO

DR. SAMUEL B. HUGHES, Emergency Hospital
 DR. J. C. CARMACK, Division Surgeon

RIALTO

DR. W. S. CHERRY, Local Surgeon
 DR. EDWARD M. FITZGERALD, Assistant Local Surgeon

UPLAND

DR. J. B. CRAIG, Local Surgeon
 DR. DONALD K. WAKE, Assistant Local Surgeon

LA VERNE

DR. CARROLL W. WHITE, Local Surgeon
 DR. MARVIN SNELL, Assistant Local Surgeon

AZUSA

DR. BRUCE VAN VRANKEN, Local Surgeon

MONROVIA

DR. L. S. JACOBS, Local Surgeon
 DR. E. W. HAYES, JR., Assistant Local Surgeon

PASADENA

DR. GLENN L. BARNUM, Local Surgeon
 DR. L. E. WILSON, Assistant Local Surgeon

WHITTIER

DR. M. T. WASLEY, Local Surgeon

FULLERTON

DR. G. W. OLSON, Local Surgeon
 DR. MAURICE F. MULVILLE, Assistant Local Surgeon
 DR. SHERMAN E. BAKER, Assistant Local Surgeon

ANAHEIM

DR. ERWIN H. KERSTEN, Local Surgeon

ORANGE

DR. VERNE W. CARLSON, Local Surgeon

SANTA ANA

DR. ARNOLD G. H. BODE, Local Surgeon
 DR. JAMES F. EDWARDS, Assistant Local Surgeon

SAN JUAN CAPISTRANO

DR. B. H. ESSLINGER, Local Surgeon

OCEANSIDE

DR. CLARENCE HARVEY, Local Surgeon
 DR. JOHN EGDAHL, Assistant Local Surgeon

DEL MAR

DR. G. RICHARD WHEELOCK, Local Surgeon

SAN DIEGO

DR. O. S. HARBAUGH, Local Surgeon
 DR. GERALD F. BANKS, Assistant Local Surgeon
 DR. HARRY V. DEPEW, Assistant Local Surgeon
 DR. C. S. MARSDEN, JR., Assistant Local Surgeon

NATIONAL CITY

DR. GEORGE A. MROSS, Local Surgeon

RIVERSIDE

DR. VAN W. KAYE, Local Surgeon
 DR. DONALD ABBOTT, Assistant Local Surgeon

CORONA

DR. CHARLES GUNNOE, Local Surgeon
 DR. RICHARD W. MANGAN, Assistant Local Surgeon

ELSINORE

DR. H. M. BREAU, Local Surgeon

INGLEWOOD

DR. HOWARD SWIRE, Local Surgeon

TORRANCE

DR. C. E. EASLEY, Local Surgeon

WILMINGTON

DR. E. F. KESLING, Local Surgeon

LONG BEACH

DR. JOHN C. COTTRELL, Local Surgeon
 DR. DONALD G. BUSSEY, Assistant Local Surgeon

BLYTHE

DR. R. E. GARCIA, Assistant Local Surgeon
 DR. GEORGE BROWNLEE, Assistant Local Surgeon

REDLANDS

DR. ARTHUR C. ROBBINS, Local Surgeon

PERRIS

DR. R. B. REID, Local Surgeon

HEMET

DR. DAVID MEENS, Local Surgeon

FALLBROOK

DR. E. R. POWELL, Local Surgeon

ESCONDIDO

DR. E. R. HALEY, Local Surgeon

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	Ash Fork and beyond, Bakersfield and beyond	Clovis 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	North of Barstow
17	Flagstaff	Pasadena and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Pomona		Williams Jct. and beyond
18	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Grants	South of Barstow	La Junta and East
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Albuquerque and beyond
	Victorville		Albuquerque and beyond
	Pomona		Williams Jct. and beyond
20	Victorville	Albuquerque and beyond	
	Kingman	Albuquerque and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Grants	La Junta and East	South of Barstow
123	Laguna		Albuquerque and beyond
	Pico Rivera		Williams Jct. and beyond
124	Pico Rivera	Williams Jct. and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Pico Rivera		Oceanside and beyond
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Orange, San Juan Capistrano and Encinitas		San Bernardino and beyond
77	Orange	Los Angeles	
76, 80	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
72, 74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		Los Angeles
76	Encinitas		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
 BILL C. HOLMES 219 East Main St., Barstow
 DAVID D. JANTZ 15581 Seventh St., Victorville
 RUSSELL H. OLSEN 317 "E" St., San Bernardino
 FRED R. BAUMAN 138 E. Highland Ave., San Bernardino
 BERNARD J. ROOT 180 "J" St., San Bernardino
 G. D. DAVIDSON CO. 445 S. Spring St., Los Angeles
 SANTA FE JEWELERS 905 E. 1st St., Los Angeles
 M. D. DOOLEY 2414 West Whittier Blvd., Montebello

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
 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 413 North Broadway, Santa Ana
 S. L. FINKEL 211 Hill St., Oceanside
 ARTHUR P. GAY Solana Beach
 EMERY GRANT 1015 Front St., San Diego

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 01	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 00	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 00	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 00	15.0
.. 55	65.5	1 34	38.3	5 00	12.0
.. 56	64.2	1 36	37.5	6 00	10.0
.. 57	63.2	1 38	36.8	12 00	5.0

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe—Danger—

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

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

Handle freight carefully and keep our customers.

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

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

