



**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**

R. M. CHAMPION JR. . . . . Needles, Calif.  
 R. R. KINGTON . . . . . 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.

**ASST. TRAINMASTERS**

F. B. HATFIELD . . . . . San Bernardino, Calif.  
 J. W. TIEHEN . . . . . Los Angeles, Calif.

**ROAD FOREMEN OF ENGINES**

A. K. SMELLIE . . . . . Los Angeles, Calif.  
 W. W. GENTRY . . . . . Barstow, Calif.  
 D. KEMP . . . . . Needles, Calif.  
 J. H. LANE . . . . . 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	R. D. HARPER
C. W. BURTON	G. A. WOLLERTON
F. O. PIERCE	

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



**COAST Santa Fe LINES**

**LOS ANGELES DIVISION  
 AND  
 LOS ANGELES TERMINAL**

**TIME TABLE No.**

**11**

**IN EFFECT**

**Sunday, April 26, 1964**

**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 NO. 11 April 26, 1964	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		8.8 <b>RICE</b> YL		140.4	21.1
48	0.0		3.6 FREDA YL		144.0	25.3
57	0.0		7.0 SABLON		151.0	30.6
120	0.0		4.6 SALTMARSH		155.8	31.7
97	29.6		13.4 FISHEL		169.2	5.3
76	29.6		21.3 CADIZ YL		190.5	31.7
			(84.7)			

Wye at Parker, Rice and Cadiz.

Offices of Communication at Parker and Cadiz; booth phones at all sidings, 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 NO. 11 April 26, 1964	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓				
			STATIONS			
Yard			<b>RIPLEY</b>		49.4	42.8
55	21.7		7.4 BLYTHE		42.0	10.6
30	83.4		21.6 COX		20.4	0.0
11	68.6		2.6 MIDLAND		17.8	0.0
49	68.6		1.3 STYX		16.5	83.4
	65.0		16.5 RICE		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.

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 NO. 11 April 26, 1964	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓				
			STATIONS			
58			<b>CUSHENBURY</b>		29.2	
2	0.0		3.1 SPUR 5		26.1	105.6
14	0.0		10.5 BASS		15.6	105.6
2	75.0		4.3 SPUR 2		11.3	75.0
2	0.0		4.3 SPUR 1		7.0	75.0
	116.2		7.0 HESPERIA		0.0	75.0
			(29.2)			

No switch lights on Lucerne Valley District.

Office of Communication at Cushenbury; booth phone at Hesperia.

Yard limits Cushenbury to Hesperia, inclusive.

### REDLANDS DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 11 April 26, 1964	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓				
			STATIONS			
9			<b>DEL ROSA</b>		21.5	47.5
14	81.3		1.8 PATTON		19.7	0.0
25	89.5		1.0 HIGHLAND		18.7	70.5
47	83.2		2.5 EAST HIGHLANDS		16.2	0.0
17	88.5		4.1 MENTONE		12.0	116.2
31	0.0		3.2 REDLANDS		8.8	116.2
Yard	101.3		8.8 P. E. Crossing P. E. Crossing SAN BERNARDINO		0.0	
			(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 NO. 11 April 26, 1964	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↙		↗		
			STATIONS			
26			HIGHGROVE S. P. Crossing 2.5		0.0	0.0
12	116.2		LEMONA 4.5		2.7	0.0
81	21.3		BOX SPRINGS 2.3		7.2	17.6
45	21.3		MAROH FIELD 1.1		9.6	17.6
22	0.0		ALESSANDRO 2.9		10.6	47.5
20	0.0		VAL VERDE 4.7		13.5	28.1
21	21.6		PERRIS 3.8		18.3	63.4
11	49.3		ETHANAO 2.4		22.7	0.0
84	21.1		MENIFEE 3.9		25.0	42.2
18	52.8		WINCHESTER 4.2		28.9	0.0
15	44.3		EGAN 2.9		33.1	0.0
9	6.3		HEMET 2.3		36.0	63.4
			SAN JACINTO		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, Meniffee and Winchester.  
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 NO. 11 April 26, 1964	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↙		↗		
			STATIONS			
17			ELSINORE 5.6		21.9	132.0
20	147.8		ALBERHILL 7.8		16.3	89.8
32	50.7		AROLLA 8.6		8.5	68.6
Yard	0.0		P. E. Crossing PORPHYRY		0.0	
			(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 NO. 11 April 26, 1964	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↙		↗		
			STATIONS			
Yard			ATWOOD 2.4		0.0	42.2
21	42.2		OLIVE S. P. Crossing 3.4		2.4	42.2
62	42.2		ORANGE (5.8)		5.8	

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 NO. 11 April 26, 1964	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↙		↗		
			STATIONS			
48			FALLBROOK JOT. 6.0		0.0	62.7
12	66.0		OHAPPO 2.4		5.9	0.0
46	26.4		JOFEGAN 6.7		8.4	79.2
6	132.0		U.S.M.C. Crossing DE LUZ 1.8		15.1	0.0
28	105.6		FALLBROOK (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.  
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 NO. 11 April 26, 1964	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↙		↗		
			STATIONS			
25			ESCONDIDO 4.9		21.1	95.0
14	83.4		SAN MAROOS 7.0		16.2	116.2
10	116.2		VISTA 1.6		9.2	0.0
11	116.2		FALDA 8.4		7.8	116.2
	107.7		ESCONDIDO JOT. (21.8)		0.0	

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	Mile Post	Ruling Grade Ascending—Feet Per Mile	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars	
FIRST CLASS													
205	19	115	7	103	23	17	1	NO. 11	STATIONS	Mile Post	Ruling Grade Ascending—Feet Per Mile	Ruling Grade Descending—Feet Per Mile	Capacity of Sidings in 50 ft. Cars
UP Passenger	The Chief	Las Vegas Holiday Special	Fast Mail Express	City of Los Angeles	The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	April 26, 1964					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
	PM 4.30		AM 11.10		AM 3.40	AM 1.25	AM 12.25		NEEDLES YL	578.0			Yard
	4.41		11.25		3.53	1.35	12.36		7.4 JAVA	585.6	74.4	0.0	107
	4.50		11.39		4.05	1.43	12.45		6.8 IBIS	592.4	73.9	0.0	146
	4.57		11.48		4.12	1.50	12.52		4.5 BANNOCK	597.0	73.9	0.0	107
	5.03		11.58		4.20	1.56	12.58		4.6 HOMER	601.5	73.9	0.0	136
	5.13		PM 12.10		4.30	2.07	1.08		7.6 GOFFS	609.1	76.0	26.4	146
	5.20		12.17		4.38	2.14	1.15		9.6 FENNER	618.7	0.0	59.1	114
	5.25		12.23		4.44	2.19	1.20		7.5 ESSEX	626.2	0.0	57.0	
	5.31		12.29		4.51	2.25	1.26		8.5 DANBY	634.7	0.0	58.6	
	5.41		12.39		5.02	2.35	1.36		13.4 CADIZ YL	648.1	0.0	53.0	108
	5.50		12.49		5.13	2.44	1.46		13.4 AMBOY	661.5	29.0	53.8	146
	5.57		12.57		5.20	2.50	1.52		7.8 BAGDAD	669.3	35.9	11.6	107
	6.05		1.07		5.29	2.58	2.00		7.3 SIBERIA	676.7	75.0	0.0	136
	6.18		1.23		5.42	3.12	2.13		9.5 ASH HILL	686.7	76.0	17.9	107
	6.24		1.30		5.49	3.18	2.19		6.7 LUDLOW	693.4	31.1	54.4	117
	6.37		1.45		6.03	3.34	2.34		13.2 PISGAH	706.6	57.0	49.1	132
	6.42		1.52		6.09	3.40	2.40		6.2 HECTOR	712.8	0.0	55.4	
	PM 6.51	PM 6.33	2.02	AM 8.03	6.20	3.50	2.50		12.8 NEWBERRY	725.6	29.5	39.6	146
PM 11.33	7.01		2.11		6.30	4.00	3.00		12.0 DAGGETT	737.6	40.6	13.7	107
									4.0 NEBO	741.6	34.3	30.6	
PM 11.51	PM 7.15	PM 6.43	PM 2.30	AM 8.15	AM 7.00	AM 4.15	AM 3.15		4.8 BARSTOW	746.4	31.7	43.3	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(167.6)				
(29.3)	(60.9)	(52.8)	(50.3)	(44.0)	(50.3)	(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

TIME TABLE						EASTWARD								
NO. 11						FIRST CLASS								
April 26, 1964						206	8	116	20	104	24	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	UP Pas- senger	Fast Mail Express	Las Vegas Holiday Special	The Chief	City of Los Angeles	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	
Yard	Y	O				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
			74.4	0.0	578.0		AM 7:40		PM 5:40		PM 9:30	PM 11:30	AM 2:10	
107		B	78.9	0.0	585.6		7:30		5:30		9:05	11:20	2:00	
		B	104.5	0.0	592.4				7:23		8:57	11:13	1:53	
		B	78.9	0.0	597.0				7:19		8:52	11:09	1:49	
		B	76.0	26.4	601.5				7:14		8:47	11:05	1:45	
146		B	0.0	59.1	609.1				7:07		8:39	10:58	1:38	
107		B	0.0	57.0	618.7				6:55		8:28	10:48	1:28	
107		B	0.0	58.6	626.2				6:45		8:17	10:40	1:20	
114		B	0.0	53.8	634.7				6:35		8:08	10:32	1:12	
189	Y	O	29.0	53.8	648.1				6:20		7:55	10:21	1:02	
107		O	35.9	11.6	661.5				6:09		7:43	10:12	12:53	
100		B	75.0	0.0	669.3				6:02		7:37	10:06	12:47	
107		B	121.4	17.9	676.7				5:55		7:31	10:00	12:41	
146	Y	B	31.1	54.4	686.7				5:46		7:22	9:51	12:32	
101		B	57.0	49.1	693.4				5:39		7:16	9:45	12:26	
134		B	0.0	55.4	706.6				5:27		7:05	9:34	12:15	
		B	29.5	39.6	712.8				5:21		7:00	9:29	12:10	
107		B	40.6	13.7	725.6				5:12		6:51	9:20	12:01	
104		B	34.3	30.6	737.7		AM 2:45	AM 11:40	3:30	PM 5:45	6:43	9:12	AM 11:52	
71		B	32.7	43.3	741.6									
Yard	Y	O			746.4		2:30 AM	4:55 AM	11:30 AM	3:15 PM	5:35 PM	6:35 PM	9:05 PM	11:45 PM
					(165.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (35.2) (60.0) (52.8) (68.2) (52.8) (56.6) (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 east tower, 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	103	23	17
UP Passenger	The Chief	Las Vegas Holiday Special	Fast Mail Express	City of Los Angeles	The Grand Canyon	Super Chief - El Capitan
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 11:55	PM 7:25	PM 6:43	PM 3:00	AM 8:20	AM 7:45	AM 4:25
AM 12:02	7:32	6:51	3:07	8:28	7:52	4:32
12:09	7:39	6:55	3:12	8:34	7:59	4:37
12:16	7:46	7:01	3:20	8:41	8:05	4:44
12:21	7:50	7:05	3:24	8:47	8:10	4:48
12:27	7:55	7:09	3:29	8:53	8:15	4:53
12:35	8:02	7:15	3:37	9:00	8:25	5:00
12:43	8:08	7:21	3:44	9:07	8:33	5:07
12:50	8:13	7:26	3:49	9:13	8:41	5:12
12:59	8:18	7:32	3:54	9:19	8:50	5:17
1:13	8:27	7:45	4:07	9:34	9:03	5:27
1:28	8:41	8:00	4:22	9:50	9:19	5:41
1:34	8:47	8:06	4:28	9:56	9:26	5:47
1:42	8:54	8:13	4:35	10:04	9:34	5:54
1:49	9:00	8:20	4:41	10:12	9:41	6:00
2:00 AM	9:15 PM	8:32 PM	5:00 PM	10:25 AM	9:55 AM	6:10 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

(38.8) (44.1) (44.5) (40.5) (38.8) (37.3) (46.2) .... Average speed per hour

## TIME TABLE

NO. 11

April 26, 1964

## STATIONS

STATIONS	Mile Post	Ruling Grade Ascending Feet Per Mile	Ruling Grade Descending Feet Per Mile	Communications	Capacity of Seatings in 30 ft. Cars
BARSTOW YL	0.0			O	Yard
6.1 LENWOOD	5.8	37.0	20.4	B	92
5.7 HODGE	11.8	39.1	35.9	B	120
9.2 HELEDALE	21.1	37.0	37.0	B	98
4.0 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	100-148
4.3 THORN	41.1	84.5	0.0	B	
1.1 HESPERIA	45.1	83.4	0.0	B	144
5.2 LUGO	50.3	81.3	0.0	B	140
5.5 SUMMIT YL	55.9	84.5	0.0	B	140
8.5		0.0	158.4	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)					

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

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).

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 at Barstow west tower, and San Bernardino "A" yard office, may proceed with current of traffic on clear train order signal in lieu of clearance card.

(Continued on Page 7)



Capacity of Sidings in 30 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. 11		FIRST CLASS						
						April 26, 1964		206	8	116	20	104	24	18
						STATIONS		UP Passenger	Fast Mail Express	Las Vegas Holiday Special	The Chief	City of Los Angeles	The Grand Canyon	Super Chief - El Capitan
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	Y	O			0.0	BARSTOW YL		AM 2.25	AM 4.30	AM 11.30	PM 3.05	PM 5.32	PM 5.50	PM 11.35
104		B	37.0	20.4	5.8	LENWOOD		2.16	4.17	11.19	2.54	5.25	5.36	11.24
106		B	39.1	35.9	11.8	HODGE		2.10	4.12	11.15	2.50	5.21	5.32	11.20
148		B	37.0	37.0	21.1	HELENDALE		2.03	4.04	11.07	2.43	5.14	5.25	11.13
		B	37.0	0.0	26.1	BRYMAN		1.59	4.00	11.03	2.39	5.10	5.21	11.09
Yard		O	38.0	23.2	31.5	ORO GRANDE YL		1.53	3.56	10.59	2.35	5.06	5.17	11.05
98		O	37.0	37.0	36.7	VICTORVILLE YL		1.45	3.50	10.53	2.28	5.00	5.11	10.58
146		B	83.4	0.0	41.1	THORN		1.38	3.40	10.46	2.21	4.53	5.03	10.51
106		B	83.4	0.0	45.1	HESPERIA		1.34	3.36	10.43	2.17	4.49	5.00	10.47
		B	84.3	0.0	50.3	LUGO		1.29	3.31	10.39	2.12	4.44	4.55	10.42
126	Y	O	84.5	0.0	55.9	SUMMIT YL		1.20	3.23	10.31	2.03	4.35	4.46	10.33
118		B	0.0	116.2	59.7	ALRAY		1.10	3.11	10.22	1.53	4.20	4.36	10.23
70		B	0.0	116.2	62.3	OAJON		1.00	3.00	10.12	1.42	4.07	4.25	10.13
115		B	0.0	116.2	66.3	KEENBROOK		12.53	2.52	10.04	1.34	3.57	4.17	10.05
128		B	0.0	116.2	71.0	DEVORE		12.44	2.42	9.56	1.26	3.49	4.08	9.57
106		B	0.0	116.2	76.0	ONO		12.36	2.31	9.49	1.18	3.39	3.59	9.48
Yard	Y	O	26.4	104.5	81.3	SAN BERNARDINO YL		12.25 AM	2.20 AM	9.40 AM	1.08 PM	3.30 PM	3.48 PM	9.37 PM
						(82.7)		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) (40.7) (40.8) (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**	20 MPH	20 MPH	20 MPH
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	2501-4500	20 MPH	15 MPH	15 MPH
			4501 or more	15 MPH	15 MPH	15 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). Between Cajon and San Bernardino freight train speed is 35 MPH WHEN THE DYNAMIC BRAKE ALONE WILL CONTROL TRAIN SPEED. Should the use of air brakes become necessary, train will be reduced to that outlined in Rule 1 (b).

(d). If train with operative dynamic brake and pressure maintaining, restricted to 15 MPH 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.

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. 11 April 26, 1964	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		Arrive Daily	Arrive Daily	Arrive Daily			
Yard	Y	64.9	PM 9.20	AM 6.13	SAN BERNARDINO YL	AM 2.05	PM 1.05	PM 9.34	81.3		C
123	Y	32.4	9.27	6.20	3.6				0.0		C
94		0.0			RIALTO	1.54	12.55	9.27	84.9	15.4	C
Yard		14.8	9.37	6.26	3.8						C
54		14.8			FONTANA YL				88.8	38.7	C
50		56.4	9.44	6.32	3.0						C
47	Y	30.8	9.48	6.37	KAISER YL	1.47	12.49	9.22	91.8	37.7	C
56		0.0	9.53	6.41	2.0						B
64		0.0	10.00	6.47	ETIWANDA				98.7	32.0	B
40		0.0			3.9						C
42		0.0			OUOAMONGA	1.42	12.44	9.17	97.7	19.3	C
59	Y	0.0	10.09	6.57	3.2						C
41		39.6	10.12	7.01	UPLAND YL	1.38	12.41	9.14	100.9	42.2	C
50		26.4	10.14	7.03	P. E. Crossing						C
72		75.0	10.18	7.07	OLAREMONT	1.34	12.37	9.10	104.8	59.1	C
11		75.2			P. E. Crossing						C
89		73.9			1.9						C
62		63.4	10.23	7.12	POMONA	1.31	12.33	9.07	106.7	43.8	C
34		78.1			1.2						C
84		0.0	10.40	7.25	LA VERNE	1.29	12.29	9.04	107.9	63.4	C
84		0.0	10.48	7.32	2.4						C
20		31.7			SAN DIMAS				110.2	63.4	C
71	Y	0.0	11.01	7.46	P. E. Crossing						C
Yard		0.0	11.04	7.49	GLENORA	1.22	12.22	8.57	114.4	63.4	C
Yard		0.0	11.15 PM	8.00 AM	2.5						C
					AZUSA	1.19	12.19	8.54	116.9	75.0	C
					KINCAID						B
					P. E. Crossing						B
					BUTLER				120.2	81.3	B
					2.0						C
					MONROVIA	1.13	12.13	8.48	122.4	60.7	C
					ARCADIA				124.2	26.4	C
					1.6						B
					SANTA ANITA				125.8	0.0	B
					1.5						B
					CHAPMAN	1.08	12.08	8.43	127.3	0.0	B
					0.8						C
					LAMANDA PARK				128.0	0.0	C
					3.5						C
					PASADENA YL	12.55	11.55	8.30	131.7	95.0	C
					2.0						B
					SOUTH PASADENA				133.7	114.6	B
					0.5						B
					OLGA	12.47	11.48	8.17	134.2	88.7	B
					1.0						B
					U. P. Crossing						B
					HIGHLAND PARK				135.9	106.9	B
					2.0						
					U. P. Crossing						
					WATER STREET YL				138.7	89.8	
					0.7						
					BROADWAY YL	12.34	11.34	8.04	139.4	37.0	C
					0.6						C
					MISSION TOWER YL	12.32	11.32	8.02	140.1	59.7	C
					0.8						C
					LOS ANGELES YL	12.30	11.30	8.00		31.7	B
					Union Station	AM	AM	PM			
					(59.5)						
					1.1						
					FIRST STREET YL				141.1		
			Arrive Daily	Arrive Daily	(59.8)	Leave Daily	Leave Daily	Leave Daily			

(31.0) (33.4) ..... Average speed per hour..... (37.6) (37.6) (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. 11 April 26, 1964	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		28.0		B
89	79.2		1.4 WATSON		26.6	52.8	B
Yard	24.3		3.3 IRONSIDES		23.3	0.0	
Yard	10.9		1.6 TORRANCE		21.7	26.4	O
Yard	52.3		1.6 ALOOA		20.1	58.4	B
Yard	52.6		3.5 LAWNDALE		16.6	51.1	
	11.6		1.8 EL SEGUNDO P. E. Crossing		14.8	4.0	O
107			1.2 LAIRPORT		13.6		B
79	26.4		3.7 INGLEWOOD		9.9	13.7	O
13	0.0		1.9 HYDE PARK		8.0	52.8	
22	10.6		0.7 VAN NESS		7.3	57.6	
75	18.6		1.3 WILDASIN		6.0	0.0	
18	21.1		2.5 WINGFOOT P. E. Crossing		3.5	0.0	B
Yard	52.8		2.0 S. P. Crossing MALABAR		1.5	0.0	
			1.5 REDONDO JCT.		0.0		
			(28.0)				

Wyes at Watson, El Segundo and Redondo Jct.

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. 11 April 26, 1964	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

FIRST CLASS

81	115	79	7	77	75	103	23	73	71	205
San Diegan	Las Vegas Holiday Special	San Diegan	Fast Mail Express	San Diegan	San Diegan	City of Los Angeles	The Grand Canyon	San Diegan	San Diegan	UP Passenger
Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	Leave Daily
	PM 8.33		PM 5.15			AM 10.30	AM 10.00			AM 2.10
	8.42		5.28			10.39	10.10			2.20
	8.47		5.35			10.44	10.15			2.25
	8.50 PM		5.40			10.48 AM	10.17			2.30 AM
			5.43				10.25			
			6.05				10.45			
			6.25				11.05			
PM 10.07		PM 8.00	6.35	PM 6.27	PM 1.57		11.15	AM 9.12	AM 7.00	
10.12		8.05	6.40	6.32	2.02		11.21	9.17	7.05	
10.22		8.15		6.42	2.12		11.34	9.27	7.16	
10.24		8.17	6.52	6.44	2.14		11.37	9.29	7.18	
10.29		8.22	6.58	6.49	2.19		11.42	9.34	7.23	
10.37		8.30	7.10	6.57	2.27		11.52	9.42	7.31	
10.50 PM		8.40 PM	7.30 PM	7.10 PM	2.40 PM		PM 12.10 PM	9.55 AM	7.45 AM	
Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & *Holidays	Arrive Daily

TIME TABLE

NO. 11

April 26, 1964

STATIONS

STATIONS	Mile Post	Ruling Grade Ascending Feet Per Mile
SAN BERNARDINO YL	0.0	
2.2 RANA YL	1.6	25.0
1.3 OOLTON YL	2.9	0.0
3.8 S. P. Crossing	2.9	
2.6 HIGHGROVE	6.7	21.1
0.6 S. P. Crossing	6.7	
4.2 RIVERSIDE YL	9.2	21.1
2.4 CASA BLANCA	9.8	0.0
3.3 ARLINGTON	14.0	63.4
3.1 MAY	16.4	21.1
1.3 PORPHYRY	20.2	0.0
5.0 OORONA	22.8	0.0
3.1 PRADO DAM	24.1	0.0
4.1 GYPSUM	24.8	24.3
4.3 ESPERANZA	29.2	18.5
2.3 ATWOOD	32.3	21.1
3.0 PLACENTIA	36.4	0.0
4.5 FULLERTON YL	40.6	10.6
1.8 BUENA PARK	48.0	0.0
4.3 LA MIRADA	165.0	0.0
1.2 SANTA FE SPRINGS	165.0	12.7
0.9 LOS NIETOS	166.5	32.2
1.0 D. T. JUNCTION	158.7	37.0
1.3 PICO RIVERA	154.4	23.2
4.3 BANDINI	153.1	17.1
2.3 HOBART YL	152.1	0.0
2.1 REDONDO JCT. YL	151.2	22.7
0.9 FIRST STREET YL	149.8	19.0
0.8 MISSION TOWER YL	145.5	37.0
0.8 LOS ANGELES YL	143.2	37.0
Union Station	141.1	59.7
(70.4)	140.1	71.8

(35.6) (34.9) (38.2) (32.0) (35.6) (35.6) (33.0) (33.3) (35.6) (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.

(Continued on Page 11)

Communications	Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	TIME TABLE		EASTWARD										
				NO. 11		FIRST CLASS										
				April 26, 1964		70	72	116	74	104	76	24	78	80	206	
				STATIONS		San Diegoan	San Diegoan	Las Vegas Holiday Special	San Diegoan	City of Los Angeles	San Diegoan	The Grand Canyon	San Diegoan	San Diegoan	UP Passenger	
						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 3.40		AM 12.13	
			52.8			P. E. Crossing										
			52.8			1.5 RANA YL										
B		W-49 E-112	52.8	ABS	COLTON S.P. Crossing			9.27		3.15		3.27			12.05	
B		W-114	52.8			3.8 HIGHGROVE			9.22		3.10		3.22		AM 11.58	
O			52.8			2.6 S.P. Crossing RIVERSIDE JCT.			9.17 AM		3.04 PM		3.17		11.53 PM	
B		E-42	13.2	TCS	0.6 RIVERSIDE YL							3.15				
O	Y	99	52.8			4.2 CASA BLANCA										
O		62	52.8			2.4 ARLINGTON										
B		94	52.8	TCS	3.2 MAY											
B	Y	100	27.3			1.3 PORPHYRY										
O		187	52.8			5.0 CORONA							2.55			
B		94	52.8	TCS	3.1 PRADO DAM											
B		95	52.8			4.1 GYPSUM										
B		129	52.8			4.3 ESPERANZA										
B	Y	179	42.2	TCS	2.3 ATWOOD							2.36				
O		69	42.2			3.0 PLACENTIA										
O			33.4		ABS	4.5 FULLERTON YL	AM 1.29	AM 6.35		AM 9.55	PM 2.10	PM 2.30	PM 5.25	PM 8.51		
		W-74	30.6			1.8 BUENA PARK	1.19	6.27	9.48	2.03	2.18	5.18	8.42			
B		E-96	9.2			4.3 LA MIEADA										
O		W-86	17.6	TCS	1.6 SANTA FE SPRINGS											
B			26.9			0.9 LOS NIETOS P. E. Crossing										
B			4.2			1.0 D. T. JUNCTION S.P. Crossing	1.11	6.18	9.39	1.55	2.09	5.10	8.34			
O	Yard		0.0	TCS	1.3 PICO RIVERA	1.09	6.16	9.37	1.52	2.07	5.07	8.32				
B			52.8			4.3 BANDINI										
O	Yard		0.0			2.3 HOBART YL	1.01	6.12	9.30	1.45	2.00	5.00	8.27			
	TY		0.0	ABS	2.1 REDONDO JCT. YL											
B	Yard		0.0			0.9 FIRST STREET YL										
O	Y		31.7			0.8 MISSION TOWER YL	12.48	6.02	9.18	1.33	1.48	4.48	8.17			
O					LOS ANGELES YL	12.45 AM	6.00 AM	9.15 AM	1.30 PM	1.45 PM	4.45 PM	8.15 PM				
					(71.4)	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)	(26.3)	(38.2)	(37.3)	(38.2)	(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. 11 April 26, 1964	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		
Yard	31.1														278.1	
	10.5	PM	PM	PM	AM	AM	AM								269.3	26.4
Yard	52.8	8.00	6.00	4.15	11.45	7.00	5.00								267.5	0.0
	35.1	8.07	6.07	4.22	11.52	7.07	5.07								264.2	31.0
91	65.5														262.1	28.5
	118.5	8.18	6.18	4.33	PM 12.03	7.18	5.18								257.1	51.7
	0.0														253.0	0.0
98	54.2														249.1	116.2
67	52.8	8.30	6.30	4.48	12.18	7.31	5.30								244.0	58.1
92	63.4		6.37	4.54	12.24	7.37	5.37								238.1	63.4
116	63.4														233.8	63.4
69	69.7														229.8	64.4
	15.8	8.50	6.50	5.12	12.42	7.55	5.50								227.2	59.7
78	64.4														226.2	7.4
92	70.8														224.1	63.5
86	67.6														218.7	67.1
97	23.8	9.05	7.00	5.22	12.52	8.05	6.00								214.2	68.6
91	29.6														208.8	69.0
38	0.5	9.15	7.08	5.33	1.03	8.17	6.09								204.8	58.1
54	26.4														202.7	5.3
98	60.5														199.8	28.5
87	65.5	9.24	7.17	5.42	1.12	8.25	6.19								197.2	0.0
98	67.3														192.6	0.0
88	0.0														188.1	73.9
119	12.0														182.9	70.2
93	38.5														178.5	63.4
125	30.6	9.50	7.40	6.09	1.40	8.52	6.40								175.5	0.0
122	29.6			6.14		8.57									172.6	14.3
60	22.7		7.52	6.20	1.50	9.04	6.53								167.8	39.2
		10.07 PM	8.00 PM	6.27 PM	1.57 PM	9.12 AM	7.00 AM								165.0	19.0
		Arrive Daily	Ar. Sun. & Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & Holidays									
		(48.2)	(51.0)	(46.4)	(46.4)	(46.4)	(51.0)	.....Average speed per hour.....	(40.5)	(43.7)	(43.7)	(45.3)	(45.3)	(49.4)		

ABS }  
 TCS }  
 AUTOMATIC TRAIN STOP

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 (yard office and roundhouse), Victorville, San Bernardino (roundhouse, Rialto Ave. and "A" yard offices), Mission Tower, Los Angeles (Union Station, First St., and Hobart yard offices, Redondo Jct.), Fullerton, Pico Rivera, Oceanside, San Diego (yard office and Division Foreman's office).

**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 or by clear train order signal at initial terminal.

**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. Derricks, Cranes, etc.**

Trains handling derricks, clam shells, ditchers, spreaders, (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

District	Pile Drivers		
	Derricks	Other Machines	
	AT-199452		
	AT-199453		
	AT-199454		
	AT-199455		
	AT-199720		
Needles, Cadiz, First, Second, Third and Fourth Districts . . . . .	M.P.H.	M.P.H.	M.P.H.
Any point on all other Districts . . . . .	45	40	30
	15	15	15

Such equipment must not be moved in any train except on authority of Trainmaster.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

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

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
		46 to 50 tons	65
		45 tons or less	70
3 or more.....	3249 or less	<b>Number of Cars</b>	
		50 to 54	65
		55 or more	70
		58 to 69	65
		70 or more	70
		68 to 89	65
		90 or more	70
		73 to 109	65
		110 or more	70
		80 or more	65
		4251 to 4500	65
		4501 to 4750	65
4 or more.....	3250 or less	50 to 54	65
		55 or more	70
		55 to 59	65
		60 or more	70
		60 to 64	65
		65 or more	70
		60 to 74	65
		75 or more	70
		75 to 79	65
		80 or more	70
		80 to 89	65
		90 or more	70
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
		55 to 59	65
		60 or more	70
		60 to 64	65
		65 or more	70
		60 to 74	65
		75 or more	70
		75 to 79	65
		80 or more	70
		80 to 89	65
		90 or more	70
90 to 99	65		
100 or more	70		

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

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

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
	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
<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
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
<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
	I	East switch siding	40
	I	Olive District junction switch	40
Fullerton	I	EE Third District siding	30
	I	WE Third District siding	15
	I	Two-track junction switch	20

Contd.

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
<b>THIRD DISTRICT (Continued)</b>			
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
<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

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, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1349, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
<b>Diesel-Electric Motor Cars</b>	3	5	5
<b>Passenger Cars:</b>			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

**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

**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
<b>Diesel and Gas-Electric</b>				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344	80	80	45	80
100-289, 401-430	70	70	45	70
99, 600-611, 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, 625-653, 1500-1537, 2200-2299, 2302-2304, 2310-2391, 2394-2399, 2403-2441, 2602-2606	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1349, 1600-1607	75	75	*45	75
RDC 191-192	85	85	50	85
M115, 118, 126	65	65	25	60
M160	80	65	25	75
M190	80	65	25	75
<b>U. P. Diesels</b>				
900-978, 981-989, and 990 class	79	79	45	79
1000 class	35	35	35	35
100, 200, 300, 400, 700, 800, 1400 and 1600 classes	65	65	45	65
1800 class	50	50	45	35
<b>P. E.-S. P. Diesels</b>				
4600 class	65	65	30	65
*Note: Forward speed applies when backing handling train controlled from leading unit.				
<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	30	
		Cajon-San Bernardino	35	

**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.	
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— 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	
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 derral 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.	
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 .....	Inbound yard lead — 0 Outbound yard lead — 0 To ice house 0 — 00 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

**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)
<b>HARBOR DISTRICT</b>			
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) (0.7 MI. East)	S. P. Crossing. S. P. Crossing.	Interlocking. Interlocking.	

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>THIRD DISTRICT (Continued)</b>			
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'l'y Spur (East Whittier)	154.6	Lgh. 3.4 m.	West
Cool Water	735.9	16	West	<b>FOURTH DISTRICT</b>			
<b>CADIZ DISTRICT</b>				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
<b>RIPLEY DISTRICT</b>				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
<b>FIRST DISTRICT</b>				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	<b>FALLBROOK DISTRICT</b>			
<b>LUCERNE DISTRICT</b>				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
C. K. Williams Company	26.2	16	East and West	<b>ESCONDIDO DISTRICT</b>			
<b>REDLANDS DISTRICT</b>				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	<b>HARBOR DISTRICT</b>			
West Highlands	20.4	11	East and West	Nadeau	2.5	7	East and West
<b>SECOND DISTRICT</b>				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	<b>SAN JACINTO DISTRICT</b>			
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
<b>THIRD DISTRICT</b>				<b>ELSINORE DISTRICT</b>			
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		

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**DR. R. J. FLAMSON**, Assistant Chief Surgeon, Los Angeles, Calif.  
**DR. A. L. KIEFER**, Assistant Chief Surgeon, Los Angeles, Calif.

**NEEDLES**

**DR. J. E. ANDES**, Local Surgeon  
**DR. WM. R. HILDEBRAND**, Assistant Local Surgeon  
**DR. H. C. MATTHEWS**, Emergency Surgeon

**BARSTOW**

**DR. ANTHONY SAMORAJSKI**, Local Surgeon  
**DR. M. FINK**, Consulting Surgeon

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**DR. J. C. CARMACK**, Division Surgeon

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**DR. E. F. KESLING**, Local Surgeon

**LONG BEACH**

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

**BLTYHE**

**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
2	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
17	Holbrook	Clovis and beyond	
	Grants	Clovis and beyond	North of Barstow
	Flagstaff	San Bernardino and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
18	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	San Bernardino and beyond
19	Grants	South of Barstow	La Junta and beyond
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Albuquerque and beyond
	Victorville		Albuquerque 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 beyond	South of Barstow
23	Laguna		Albuquerque and beyond
	Pico Rivera		Williams Jct. and beyond
24	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 ..	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 —

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

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

*Handle freight carefully and keep our customers.*

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

