

**SURGEONS OF THE SANTA FE COAST LINES  
HOSPITAL ASSOCIATION**

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

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

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

DR. GORDON GARNETT, Local Surgeon	Los Angeles
DR. BARRY O'SULLIVAN, Local Surgeon	Pasadena
DR. GLENN L. BARNUM, Assistant Local Surgeon	Pasadena
DR. E. W. HAYES, Local Surgeon	Monrovia
DR. E. W. HAYES, JR., Assistant Local Surgeon	Monrovia
DR. BRUCE VAN VRANKEN, Local Surgeon	Azusa
DR. CARROLL W. WHITE, Local Surgeon	La Verne
DR. J. B. CRAIG, Local Surgeon	Upland
DR. W. S. CHERRY, Local Surgeon	Rialto
DR. A. L. HAENSZEL, Division Surgeon	San Bernardino
DR. F. C. WILLSON, Emergency Hospital	San Bernardino
DR. O. J. JOHNSON, Local Surgeon	Colton
DR. HORACE D. ORR, Local Surgeon	Victorville
DR. R. W. SORENSEN, Assistant Local Surgeon	Victorville
DR. M. F. FINK, Local Surgeon	Barstow
DRS. C. A. AND R. J. MACDONALD, Assistant Local Surgeons	Barstow
DR. T. G. HARWARD, District Surgeon	Needles
DR. J. E. ANDES, Local Surgeon	Needles
DR. H. C. MATTHEWS, Emergency Surgeon	Needles
DR. E. J. GARRISON, Local Surgeon	Blythe
DR. R. E. GARCIA, Assistant Local Surgeon	Blythe
DR. T. A. CARD, Local Surgeon	Riverside
DR. CLYDE A. PITCHFORD, Assistant Local Surgeon	Riverside
DR. HARRY C. REYNOLDS, Local Surgeon	Arlington
DR. NORMAN H. MELLOR, Local Surgeon	Corona
DR. JOHN PRICHARD, Assistant Local Surgeon	Corona
DR. E. H. BRUNEMEIER, Local Surgeon	Placentia
DR. G. W. OLSON, Local Surgeon	Fullerton
DR. WM. H. WICKETT, JR., Assistant Local Surgeon	Fullerton
DR. HAROLD E. SMALL, Assistant Local Surgeon	Fullerton
DR. C. GLENN CURTIS, Local Surgeon	Brea
DR. ERWIN H. KERSTEN, Local Surgeon	Anaheim
DR. VERNE W. CARLSON, Local Surgeon	Orange
DR. FREDERICK H. SCHROEDER, Local Surgeon	Santa Ana
DR. ARNOLD G. H. BODE, Emergency Surgeon	Santa Ana
DR. P. H. ESSLINGER, Local Surgeon	Capistrano
DR. CLARENCE HARVEY, Local Surgeon	Oceanside
DR. JOHN EGDAHL, Assistant Local Surgeon	Oceanside
DR. FRANCIS D. HART, Local Surgeon	Del Mar
DR. O. S. HARBAUGH, Local Surgeon	San Diego
DR. HAROLD ENGELHORN, Assistant Local Surgeon	San Diego
DR. C. S. MARSDEN, JR., Assistant Local Surgeon	San Diego
DR. W. D. ROLPH, Local Surgeon	National City
DR. GEO. A. MROSS, Assistant Local Surgeon	National City
DR. KENNETH DOLE, Local Surgeon	Redlands
DR. R. B. REID, Local Surgeon	Perris
DR. ROBERT M. OLLERTON, Local Surgeon	Hemet
DR. HERMAN BAER, Local Surgeon	Elsinore
DR. E. R. POWELL, Local Surgeon	Fallbrook
DR. E. R. HALEY, Local Surgeon	Escondido
DR. J. W. BEEMAN, Local Surgeon	Torrance
DR. E. G. KESSLING, Local Surgeon	Wilmington
DR. JOHN C. COTTRELL, Local Surgeon	Long Beach
DR. HOWARD SWIRE, Local Surgeon	Inglewood
DR. M. T. WASLEY, Local Surgeon	Whittier

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

M. H. SWANSON,  
J. T. GROUNDWATER,  
Trainmasters,  
Needles, Calif.

H. C. BAUGHN,  
WM. BAXTER,  
G. E. YOUNG,  
Trainmasters,  
San Bernardino, Calif.

L. B. FREBORG,  
R. E. ROWLAND,  
W. E. BRACK,  
G. H. DOTSON,  
Trainmasters,  
Los Angeles, Calif.

R. H. ADAMS,  
Trainmaster,  
Barstow, Calif.

F. E. ROSE,  
Trainmaster,  
Fullerton, Calif.

W. B. CASH,  
Chief Dispatcher,  
San Bernardino, Calif.

W. S. LOIT,  
J. C. SELINGER,  
L. W. PARSONS,  
E. O. CRUM,  
A. C. KIDD,  
E. L. MAYS,  
H. W. WITSKEN,  
E. M. BUTLER,  
Dispatchers, San Bernardino, Calif.

I. L. CRAWFORD,  
C. W. BURTON,  
F. O. PIERCE,  
W. D. EAKIN,  
J. W. SNYDER,  
F. I. GASSWINT,  
W. R. HANSEN,  
D. F. HODGES,

J. T. DAWE,  
W. E. EBERT,  
Asst. Chief Dispatchers,  
San Bernardino, Calif.

# The Atchison, Topeka and Santa Fe Railway Co.



## LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

# TIME TABLE No.

# 153

IN EFFECT

## Sunday, September 25, 1955

At 12:01 A. M.  
Pacific Standard Time

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

R. D. SHELTON,  
General Manager,  
Los Angeles, Calif.

F. N. STUPPI,  
Asst. General Manager,  
Los Angeles, Calif.

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

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



## 2 LOS ANGELES DIVISION

### SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↙	NO. 153 September 25, 1955	↗		
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 YL 2.3		7.2	0.0
	21.3		MARCH FIELD YL 1.1		9.6	17.6
45	21.3		ALESSANDRO YL 2.9		10.6	17.6
22	0.0		VAL VERDE 4.7		13.5	47.5
20	0.0		PERRIS YL 3.9		18.3	28.1
21	21.6		ETHANAC 2.3		3.7	63.4
11	49.3		MENIFEE 3.9		6.0	0.0
84	21.1		WINCHESTER 4.4		9.9	42.2
18	52.8		EGAN 2.7		14.3	0.0
16	44.3		HEMET YL 2.3		17.0	0.0
9	6.3		SAN JACINTO YL		19.3	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 Alessandro, Val Verde, Ethanac, Menifee and Winchester.  
Trains must get numbered clearance card before leaving San Jacinto.

### ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↙	NO. 153 September 25, 1955	↗		
STATIONS						
17			ELSINORE YL		21.9	
20	147.8		ALBERHILL YL 5.6		16.3	132.0
32	50.7		ARCILLA 7.8		8.5	89.8
Yard	0.0		P. E. Crossing PORPHYRY YL 8.5		0.0	68.6
(21.9)						

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

### OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↙	NO. 153 September 25, 1955	↗		
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)						

Atwood-Orange: Signal System One in effect.  
Rule 261 in effect Atwood-Orange.  
Office of Communication at Atwood and Orange; phone booth at Olive.  
At Orange and Atwood, trains to and from Olive District are authorized to proceed on signal indication when operating under Rule 261.

### FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↙	NO. 153 September 25, 1955	↗		
STATIONS						
48			FALLBROOK JCT. 6.0		0.0	62.7
12	66.0		CHAPPO 2.4		5.9	0.0
46	26.4		JOPEGAN YL 6.7		8.4	79.2
6	132.0		DE LUZ 1.8		15.1	0.0
28	105.6		FALLBROOK YL		16.9	
(16.9)						

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

### ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↙	NO. 153 September 25, 1955	↗		
STATIONS						
25			ESCONDIDO YL		21.1	
14	83.4		SAN MARCOS 4.9		16.2	95.0
11	70.3		BUENA 3.3		12.9	113.2
10	116.2		VISTA YL 3.7		9.2	116.2
11	116.2		FALDA 1.4		7.8	116.2
	87.6		ESCONDIDO JCT. 7.8		0.0	84.5
(21.1)						

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

CADIZ DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 153 September 25, 1955	EASTWARD	Mile Post	Ruling Grade Ascending
		FIRST CLASS		FIRST CLASS		
		117		118		
		Passenger		Passenger		
Leave Daily		STATIONS	Arrive Daily			
Yard		PM 9.05	PARKER YL	AM 2.15	105.8	
Spur	31.7	f 9.10	1.5 EARP	2.02	107.3	0.0
28	31.7	9.21	6.8 CALZONA	1.52	114.1	31.7
17	31.7	f 9.30	5.9 VIDAL	1.43	120.0	0.0
45	31.7	f 9.44	11.6 GROMMET	1.27	131.6	0.0
49	10.6	s 9.58	8.8 RICE YL	s 1.15	140.4	21.1
43	0.0	10.04	3.6 FREDA	1.05	144.0	31.7
57	0.0	10.13	7.0 SABLON	12.55	151.0	30.6
38	0.0	f 10.19	4.8 SALTMARSH	12.49	155.8	31.7
97	31.7	10.35	13.4 FISHEL	12.32	169.2	5.3
33	31.7	f 10.40	4.4 CHUBBUCK	f 12.25	173.6	14.8
34	15.8	f 10.49	6.0 ARONER	f 12.16	179.6	31.7
76	31.7	s 11.20 PM	10.9 CADIZ YL	12.01 AM	190.5	31.7
Arrive Daily		(84.7)	Leave Daily			

(37.6) .....Average speed per hour..... (37.9)

At Cadiz, Nos. 117 and 118 have no time table superiority between east wye switch, Cadiz District, and station.

No. 117 is superior to No. 118.

Wye at Parker, Rice and Cadiz.

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

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

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 153 September 25, 1955	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS		SECOND CLASS		
		25		26		
		Mixed		Mixed		
Leave Daily Ex. Monday		STATIONS	Arrive Daily Ex. Monday			
49		AM 3.00	RICE YL	AM 2.00	0.0	
11	83.4		16.5 STYX		16.5	65.0
30	0.0	s 4.20	1.3 MIDLAND YL	s 12.01 AM	17.8	68.6
55	0.0	4.30	2.6 COX	f 10.20	20.4	68.6
	0.0		2.2 INOA		22.6	47.5
Spur 10	0.0		10.4 MESAVILLE		33.0	38.8
Yard	10.6	s 5.00 AM	9.0 BLYTHE YL	9.30 PM	42.0	83.4
Spur 19	7.4		2.7 MILLER FARMS YL		44.7	21.7
	42.8		4.7 RIPLEY YL		49.4	15.8
Arrive Daily Ex. Monday		(49.4)	Leave Daily Ex. Sunday			

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

No switch lights on Ripley District.

Wye at Rice and Blythe.

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

Trains must get numbered clearance card before leaving Blythe.

REDLANDS DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 153 September 25, 1955	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
STATIONS						
Yard			SAN BERNARDINO YL		0.0	
31	116.2		P. E. Crossing			
17	116.2		S. P. Crossing			101.3
47	0.0		9.0 REDLANDS		8.8	0.0
25	70.5		3.9 MENTONE		12.0	88.5
14	47.5		4.1 EAST HIGHLANDS		16.2	83.2
Spur	25.8		2.5 HIGHLAND		18.7	89.5
			1.2 PATTON		19.7	81.3
			1.8 DEL ROSA		21.5	
			4.0 P. E. Crossing		25.4	60.0
			HIGHLAND JCT. YL			
		(25.6)				

No switch lights on Redlands District.

Fuel, water, turn table, and wye at San Bernardino.

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

Trains must get numbered clearance card before leaving San Bernardino.

WESTWARD											TIME TABLE		Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											NO. 153					
1	205	107	19	3	7	209	123	103	17	21	September 25, 1955					
San Francisco Chief	Passenger	Passenger	The Chief	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief	El Capitan	STATIONS					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 11.55			PM 4.00	PM 12.30	AM 11.00		AM 3.55		AM 2.06	AM 12.46	NEEDLES YL		578.0			Yard
AM 12.06			4.11	12.41	11.12		4.08		2.17	12.57	7.4		585.6	74.5	0.0	107
12.15			4.20	12.50	11.22		4.20		2.26	1.06	6.8 JAVA		592.4	73.9	0.0	146
12.22			4.27	12.58	11.31		4.27		2.33	1.13	4.5 IBIS		597.0	73.9	0.0	107
12.28			4.33	1.05	11.37		4.35		2.39	1.19	4.6 BANNOCK		601.5	73.9	0.0	135
12.38			4.43	1.15	11.48		4.45		2.49	1.29	7.6 HOMER		609.1	73.9	30.0	109
12.45			4.50	1.23	11.55		4.53		2.56	1.36	9.6 GOFFS		618.7	0.0	52.8	114
12.50			4.55	1.28	12.01		4.59		3.01	1.41	7.5 FENNER		626.2	0.0	52.8	
12.56			5.01	1.34	12.07		5.07		3.07	1.47	8.5 ESSEX		634.7	0.0	52.8	108
1.01			5.06	1.39	12.12		5.13		3.12	1.52	7.1 DANBY		641.8	0.0	52.8	
1.06			5.11	1.44	12.17		5.18		3.17	1.57	6.3 SIAM		648.1	0.0	48.0	146
											10.3 CADIZ YL		658.4	26.4	52.8	
											3.1 SALTUS		661.5	26.4	11.6	107
1.16			5.21	1.54	12.27		5.31		3.26	2.06	7.8 AMBOY		669.3	35.9	11.6	107
1.22			5.27	2.01	12.34		5.38		3.32	2.12	7.3 BAGDAD		676.7	75.0	0.0	135
1.30			5.35	2.10	12.43		5.48		3.40	2.20	5.2 KLONDIKE		682.0	75.0	0.0	72
1.36			5.41	2.17	12.51		5.56		3.46	2.26	4.3 ASH HILL YL		688.7	26.4	52.8	107
1.43			5.48	2.23	12.58		6.03		3.53	2.32	6.7 LUDLOW		693.4	26.4	52.8	117
1.49			5.54	2.31	1.05		6.10		3.59	2.38	5.1 ARGOS		698.5	52.8	0.0	71
1.55			6.01	2.37	1.11		6.16		4.05	2.45	8.1 PISGAH		706.6	0.0	52.8	132
2.04			6.09	2.46	1.20		6.26		4.14	2.53	12.8 HECTOR		712.8	26.4	39.6	73
2.10			6.15	2.51	1.26		6.33		4.20	2.59	6.0 NEWBERRY		725.6	26.4	0.0	146
2.20			6.25	3.00	1.37		6.46		4.31	3.10	6.0 MINNEOLA		731.7	38.2	13.0	107
2.25	PM 11.53	PM 6.50	6.30	3.05	1.42	AM 10.48	6.52	AM 5.48	4.36	3.15	4.0 DAGGETT		737.6	31.7	31.7	107
2.32	11.53	6.50	6.36	3.10	1.46	10.48	6.58	5.48	4.41	3.20	4.0 NEBO		741.6	31.7	31.7	68
2.36	AM 11.56	6.53	6.40	3.14	1.51	10.51	7.03	5.51	4.45	3.24	4.8 BARSTOW YL		746.4			Yard
s 2.45 AM	s 12.03 AM	7.00 PM	s 6.50 PM	s 3.25 PM	s 2.05 PM	s 10.58 AM	s 7.15 AM	s 5.58 AM	s 4.52 AM	s 3.32 AM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(167.6)					
(59.2)	(52.8)	(52.8)	(59.2)	(57.5)	(54.4)	(52.8)	(50.3)	(52.8)	(60.6)	(60.6)	... 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, Needles, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

(Continued on Page 5)

# NEEDLES DISTRICT

					EASTWARD													
					FIRST CLASS													
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	TIME TABLE		206	4	8	210	22	108	124	20	104	2	18	
					NO. 153	September 25, 1955	Pas- senger	Pas- senger	Fast Mail Express	Pas- senger	EI Capitan	Passenger	The Grand Canyon	The Chief	Passenger	San Francisco Chief	Super Chief	
					STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
					<b>NEEDLES</b> YL		<b>AM</b> 6.55	<b>AM</b> 7.20		<b>PM</b> 7.30		<b>PM</b> 8.30	<b>PM</b> 10.00			<b>PM</b> 11.55	<b>AM</b> 2.07	
107		B	74.5	0.0	7.4 JAVA		6.43	7.05		7.19		8.18	9.50			11.45	1.54	
		B	73.9	0.0	6.8 IBIS		6.36	6.54		7.11		8.11	9.43			11.37	1.46	
		B	104.5	0.0	3.7 BANNOCK		6.30	6.50		7.07		8.05	9.38			11.33	1.42	
		B	73.9	0.0	4.6 HOMER		6.24	6.44		7.03		7.59	9.33			11.29	1.38	
146		B	73.9	30.0	7.6 GOFFS		6.15	6.36		6.56		7.50	9.25			11.22	1.31	
107		B	0.0	52.8	9.6 FENNER		6.04	6.25		6.46		7.40	9.15			11.11	1.20	
107		B	0.0	52.8	7.5 ESSEX		5.54	6.15		6.38		7.31	9.08			11.03	1.12	
114		B	0.0	52.8	8.5 DANBY		5.45	6.07		6.30		7.22	9.00			10.55	1.04	
		B	0.0	52.8	7.1 SIAM		5.37	5.59		6.24		7.14	8.54			10.47	12.57	
107	Y	C	0.0	48.0	6.3 CADIZ	YL	5.30	5.51		6.19		7.07	8.49			10.42	12.52	
51		B	26.4	52.8	10.3 SALTUS	YL												
107		C	11.6	26.4	3.1 AMBOY		5.16	5.37		6.10		6.53	8.40			10.33	12.43	
100		B	35.9	11.6	7.8 BAGDAD		5.09	5.30		6.04		6.46	8.34			10.27	12.37	
107		B	75.0	0.0	7.3 SIBERIA		5.01	5.22		5.58		6.38	8.28			10.20	12.30	
		B	121.4	0.0	7.7													
146	Y	B	26.4	52.8	6.7 ASH HILL	YL	4.53	5.14		5.50		6.30	8.20			10.11	12.22	
101		C	52.8	0.0	5.1 LUDLOW		4.46	5.07		5.44		6.23	8.14			10.04	12.16	
72		B	52.8	44.0	8.1 ARGOS		4.41	5.01		5.39		6.18	8.09			9.59	12.11	
134		B	0.0	52.8	6.2 PISGAH		4.34	4.53		5.32		6.11	8.02			9.52	12.04	
73		B	26.4	39.6	12.8 HECTOR		4.29	4.47		5.27		6.06	7.57			9.46	11.59	
135		B	26.4	0.0	6.0 NEWBERRY		4.20	4.36		5.18		5.57	7.48			9.36	11.50	
72		B	38.2	13.0	6.0 MINNEOLA		4.15	4.31		5.14		5.52	7.44			9.32	11.46	
104		C	31.7	31.7	4.0 DAGGETT		2.40	4.11	2.38	5.10	5.30	5.48	7.40	8.07		9.28	11.42	
71		B	31.7	31.7	4.0 NEBO		2.37	4.07	2.33	5.07	5.27	5.45	7.37	8.04		9.25	11.39	
Yard	FW TY	C			4.8 BARSTOW	YL	2.30	4.00	2.25	5.03	5.20	5.40	7.33	7.57		9.20	11.35	
					(165.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour.... (52.8) (56.6) (53.5) (40.6) (67.3) (52.8) (58.2) (67.3) (52.8) (63.9) (65.1)

(Continued from Page 4)

Between Needles and Barstow trains will run as prescribed by Rule 251.  
 Rule 509 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

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

Trains must get numbered clearance card before leaving Needles and Barstow.

Westward Union Pacific trains entering Daggett may move on clear train order signal in lieu of clearance card and will retain and display classification signals previously authorized.

WESTWARD										TIME TABLE NO. 153 September 25, 1955	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Capacity of Sitings in 50 ft. Cars
FIRST CLASS															
107	19	3	7	209	123	103	17	21	205						
Passenger	The Chief	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief	El Capitan	Passenger	STATIONS					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 7.00	PM 6.55	PM 3.40	PM 2.25	AM 11.03	AM 7.35	AM 5.58	AM 4.57	AM 3.37	AM 12.10	BARSTOW YL					
7.06	7.01	3.48	2.33	11.11	7.41	6.04	5.03	3.43	12.19	LENWOOD					
7.11	7.06	3.53	2.38	11.16	7.46	6.09	5.08	3.48	12.27	HODGE					
7.18	7.13	4.01	2.46	11.24	7.53	6.16	5.15	3.56	12.36	HELENDALE					
7.22	7.17	4.05	2.50	11.29	7.58	6.21	5.19	4.00	12.41	BRYMAN					
7.27	7.22	4.10	2.55	11.34	8.03	6.25	5.24	4.05	12.47	ORO GRANDE					
7.34	7.29	4.18	3.03	11.42	8.13	6.33	5.31	4.12	12.55	VICTORVILLE YL					
7.41	7.36	4.25	3.10	11.49	8.20	6.40	5.38	4.19	1.03	THORN					
7.46	7.41	4.30	3.15	11.54	8.26	6.45	5.43	4.25	1.10	HESPERIA					
7.51	7.46	4.35	3.20	11.59	8.36	6.50	5.48	4.31	1.19	LUGO					
8.03	7.58	4.48	3.33	12.12	8.48	7.03	6.00	4.43	1.33	SUMMIT YL					
8.12	8.07	4.57	3.42	12.21	8.58	7.12	6.09	4.52	1.42	GISH					
8.18	8.13	5.03	3.48	12.27	9.04	7.18	6.15	4.58	1.48	CAJON					
8.24	8.19	5.09	3.54	12.33	9.11	7.24	6.21	5.04	1.54	KEENBROOK					
8.32	8.27	5.17	4.02	12.41	9.19	7.32	6.29	5.12	2.02	DEVORE					
8.39	8.34	5.24	4.09	12.48	9.26	7.39	6.36	5.19	2.09	ONO					
8.44	8.39	5.29	4.14	12.53	9.31	7.44	6.41	5.24	2.14	HIGHLAND JCT. YL					
<sup>s</sup> 8.50 PM	<sup>s</sup> 8.45 PM	<sup>s</sup> 5.35 PM	<sup>s</sup> 4.20 PM	<sup>s</sup> 1.00 PM	<sup>s</sup> 9.40 AM	<sup>s</sup> 7.50 AM	<sup>s</sup> 6.47 AM	<sup>s</sup> 5.30 AM	<sup>s</sup> 2.20 AM	SAN BERNARDINO YL					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.8)					
(44.1)	(44.1)	(42.2)	(42.2)	(41.4)	(38.8)	(43.3)	(44.1)	(42.9)	(37.3)	.... Average speed per hour					

Signal System One in effect between Barstow and San Bernardino, except:

Signal System Two in effect on eastward track between Signal 782 and Signal 572A.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines moving between these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower), and main track may be used not protecting against regular or extra trains and engines.

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

Rule D-151: Trains will keep to left between San Bernardino and overhead bridge aA-40-X, between Thorn and Victorville.

Rule 251 in effect between Barstow and San Bernardino.

Rule 509 (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."

Westward freight trains must stop ten minutes at each Cajon and Devore to cool wheels and inspect train; except these stops may be omitted when trains are handled by diesel engines with dynamic brakes in use on all units as follows:

- Santa Fe 100 class, four units.....4,000 tons or less;
- Santa Fe 100 class, three units.....3,000 tons or less;
- Santa Fe 200, 300, 325 and 2650 class and Union Pacific 100, 1400 and 1600 class, four units.....4,500 tons or less;

(Continued on Page 7)

**FIRST DISTRICT**

**LOS ANGELES DIVISION**

						TIME TABLE					EASTWARD										
						NO. 153					FIRST CLASS										
						September 25, 1955															
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	STATIONS					206	4	8	210	22	124	108	20	104	18	
Yard	FW TY	C									Passenger	Passenger	Fast Mail Express	Passenger	El Capitan	The Grand Canyon	Pas-senger	The Chief	Pas-senger	Super Chief	
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
											AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
					0.0	<b>BARSTOW</b> YL					s 2.20	s 3.40	s 4.00	s 2.23	s 4.58	s 5.30	s 5.20	s 7.28	s 7.57	s 11.30	
104		B	37.0	20.4	6.2	LENWOOD					2.12	3.32	3.50	2.10	4.49	5.19	5.11	7.19	7.49	11.21	
106		B	37.0	23.0	11.8	HODGE					2.07	3.27	3.44	2.05	4.45	5.14	5.07	7.15	7.44	11.17	
148		B	39.0	30.0	21.1	HELENDALE					1.58	3.18	3.35	1.58	4.38	5.06	5.00	7.08	7.36	11.10	
		B	37.0	0.0	26.1	BRYMAN					1.54	3.14	3.30	1.54	4.34	5.02	4.56	7.04	7.32	11.06	
		C	37.0	0.0	31.5	ORO GRANDE					1.48	3.08	3.23	1.49	4.30	4.57	4.52	7.00	7.28	11.02	
98	Y	C	39.6	17.2	36.7	VICTORVILLE	YL				s 1.40	s 3.00	s 3.15	f 1.42	f 4.23	f 4.45	f 4.45	f 6.53	f 7.21	f 10.55	
146		B	84.5	0.0	41.1	THORN					1.33	2.50	3.07	1.36	4.16	4.33	4.38	6.46	7.14	10.48	
106		B	84.5	0.0	45.1	HESPERIA					1.29	2.46	3.02	1.31	4.12	4.29	4.34	6.42	7.10	10.44	
		B	86.8	0.0	50.3	LUGO					1.24	2.41	2.57	1.25	4.07	4.24	4.29	6.37	7.05	10.39	
126	Y	C	84.5	0.0	55.9	SUMMIT	YL				1.16	2.33	2.48	1.16	3.58	4.15	4.20	6.28	6.56	10.30	
118		B	0.0	116.2	59.7	ALRAY					1.05	2.21	2.36	1.05	3.49	4.05	4.11	6.19	6.47	10.21	
70		C	0.0	116.2	62.4	CAJON					12.55	2.10	2.25	12.55	3.39	3.52	4.01	6.09	6.37	10.11	
115		B	0.0	116.2	66.3	KEENBROOK					12.48	2.02	2.17	12.48	3.32	3.42	3.55	6.02	6.31	10.05	
128		B	0.0	116.2	71.0	DEVORE					12.39	1.52	2.08	12.39	3.24	3.33	3.47	5.54	6.25	9.56	
106		B	0.0	116.2	76.0	ONO					12.30	1.41	1.56	12.30	3.17	3.24	3.39	5.47	6.18	9.48	
			0.0	116.2	79.4	HIGHLAND JCT.	YL				12.26	1.36	1.51	12.26	3.13	3.19	3.36	5.43	6.14	9.43	
Yard	FW TY	C	64.4	51.7	81.3	SAN BERNARDINO	YL				12.20 AM	1.30 AM	1.45 AM	12.20 PM	3.07 PM	3.13 PM	3.30 PM	5.37 PM	6.08 PM	9.37 PM	
						(82.8)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour....											(41.4)	(38.2)	(36.8)	(40.4)	(44.8)	(36.3)	(45.2)	(44.8)	(45.6)	(44.0)	

(Continued from Page 6)

Santa Fe 200, 300, 325 and 2650 class and Union Pacific 100, 1400 and 1600 class, three units.....3,375 tons or less;

Santa Fe 100, 200, 300, 325 and 2650 class and Union Pacific 100 (100-204), 1400 and 1600 class, two units .....2,000 tons or less;

Union Pacific 700 class, two units .....3,375 tons or less.

Santa Fe 200 class, UP 100, 1400 and 1600 class engines, 4 units, dynamic brake in use on all units, with tonnage more than 4500 and less than 5000, and Santa Fe 200 class, UP 100, 1400 and 1600 class engines, 3 units, and UP 700 class, two units, dynamic brake in use on all units, with tonnage more than 3375 and less than 3750, after making cooling stop at Cajon, may eliminate Devore stop.

At Summit, helper engines off passenger trains, after moving to clear will remain standing until train helped has departed.

At following stations, crossover switches are equipped with electric locks:

Victorville—Switches between two main tracks, just east of station, time release five minutes;

Summit—Switch from eastward siding to westward main track, opposite station, time release three minutes;

Cajon—East and west crossovers, time release five minutes;

Keenbrook—East and west crossovers, time release five minutes;

Devore—East and west crossovers, time release five minutes;

Ono—East and west crossovers, time release five minutes;

Highland Junction—Crossover, time release five minutes;

San Bernardino—Two main track crossovers between passenger yard and 5th Street Tower, time release two minutes.

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

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

8 LOS ANGELES DIVISION

SECOND DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD			TIME TABLE	EASTWARD					Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS				FIRST CLASS							
			19	17	21		22	20	18	4	8			
			The Chief	Super Chief	El Capitan	NO. 153	El Capitan	The Chief	Super Chief	Passenger	Fast Mail Express			
			Leave Daily	Leave Daily	Leave Daily	September 25, 1955	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard	FW TY		PM 8.48	AM 6.50	AM 5.33	STATIONS	PM 3.04	PM 5.34	PM 9.34	AM 1.25	AM 1.35			
128	Y	63.4	8.54	6.56	5.39	SAN BERNARDINO YL	2.56	5.25	9.26	1.08	1.27	81.8	0.0	C
94		32.4				3.6 RIALTO						84.9	15.4	C
105		0.0	9.00	7.02	5.45	3.8 FONTANA						88.8	38.7	B
54		14.3				3.0 KAISER YL	2.49	5.18	9.18	12.59	1.20	91.3	26.8	C
50		14.3	9.05	7.07	5.50	2.0 ETIWANDA						93.7	32.0	B
47	Y	57.5	<sup>18</sup> 9.09	7.10	5.53	3.9 OUCAMONGA	2.44	5.13	9.12	12.53	1.14	97.7	6.6	C
58		30.8	9.13	7.14	5.57	3.2 UPLAND YL	2.41	5.10	<sup>19</sup> 9.09	12.48	1.10	100.9	42.0	C
64		0.0	9.15	7.16	6.00	3.9 P. E. Crossing CLAREMONT	2.36	5.06	9.06	12.43	1.06	104.8	59.1	B
40		0.0	9.17	7.18	6.02	1.9 P. E. Crossing POMONA	<sup>s</sup> 2.34	5.04	9.04	12.40	1.04	108.7	43.8	C
42		0.0				1.2 LA VERNE	2.32	5.02	9.02	12.38	1.01	107.9	63.4	C
59		0.0	9.25	7.26	6.10	2.3 SAN DIMAS						110.2	65.8	B
41		0.0	9.28	7.29	6.13	4.1 P. E. Crossing GLENDORA	2.26	4.56	8.56	12.30	12.54	114.4	65.4	C
50	Y	0.0	9.30	7.31	6.15	2.5 AZUSA				12.27		116.9	51.9	C
72		0.0	9.35	7.35	6.20	1.3 KINCAID	2.21	4.51	8.51	12.25	12.48	118.2	92.3	B
11		52.1	9.37	7.37	6.22	2.0 P. E. Crossing BUTLER						120.2	60.7	B
39		77.9				2.3 MONROVIA	2.17	4.47	8.47	12.20	12.44	122.4	6.4	C
62		63.4	9.41	7.41	6.26	1.7 P. E. Crossing ARCADIA	2.15	4.45	8.45	12.18	12.42	124.2	0.0	B
34		63.4				1.6 SANTA ANITA (S. Madre)						125.8	0.0	B
34		79.9	<sup>s</sup> 9.55 <sup>s</sup> 7.55 <sup>s</sup> 6.40			1.5 CHAPMAN	2.11	4.41	8.41	12.14	12.38	127.3	0.0	B
20		0.0				0.8 LAMANDA PARK						128.0	95.3	C
71		0.0				3.6 PASADENA YL	<sup>s</sup> 1.58 <sup>s</sup> 4.28 <sup>s</sup> 8.28			<sup>s</sup> 12.01 <sup>s</sup> 12.25		131.7	114.0	C
		0.0	10.04	8.05	6.50	0.5 SOUTH PASADENA						133.7	89.8	B
		0.0				0.7 OLGA	1.48	4.19	8.19	11.49	12.04	134.2	96.4	B
		0.0				U. P. Crossing HIGHLAND PARK						135.9	114.9	B
		0.0	10.19	8.19	7.04	U. P. Crossing WATER STREET YL						138.7	63.5	
		0.0	10.22 PM	8.22 AM	7.07 AM	0.7 BROADWAY YL	1.35	4.05	8.05	11.35	11.50	139.4	89.8	
Yard	Y	0.0				0.6 MISSION TOWER YL	<sup>2 TRS.</sup> 1.33 PM	<sup>2 TRS.</sup> 4.03 PM	<sup>2 TRS.</sup> 8.03 PM	<sup>2 TRS.</sup> 11.33 PM	<sup>2 TRS.</sup> 11.48 PM	140.1	59.7	
Yard		0.0	10.30 PM	8.30 AM	7.15 AM	0.8 LOS ANGELES YL	1.30 PM	4.00 PM	8.00 PM	11.30 PM	11.45 PM		31.7	C
			Arrive Daily	Arrive Daily	Arrive Daily	Union Station (59.4)						141.1		
						FIRST STREET YL								
						(59.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

(34.9) (35.6) (34.9) ..... Average speed per hour ..... (37.9) (37.9) (37.9) (31.0) (32.4)

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

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

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

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

Olga—If signals governing eastward movements at east end of siding or westward movements at west end of siding are found in stop position,

be governed by instructions posted in black and white striped box near switch stand protected by switch lock.

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

Rule 251 in effect Mission Tower-First Street.

Rule 261 in effect Mission Tower-Broadway two main tracks.

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

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



HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 153 September 25, 1955	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		146	142			
			Freight	Freight		Freight	Freight			
		Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
					LONG BEACH 2.5					
					S.P., U.P., P.E. Crossings West Thenard Tower 1.1					
Yard			PM 6.10	AM 4.40	Pier A Yard 3.3	AM 2.15	PM 3.15			O
			8.25 PM	4.55 AM	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	2.00 AM	3.00 PM			
Yard					WILMINGTON YL 1.4			28.0		B
90	Y	79.2	PM 6.40	AM 5.05	WATSON YL 3.3	AM 1.44	PM 2.43	26.8	52.8	B
80		24.3	6.48	5.13	IRONSIDES 1.6	1.34	2.33	23.3	0.0	
34		52.3	6.51	5.16	TORRANCE YL 1.6	1.28	2.27	21.7	48.4	O
91		52.3	6.54	5.19	ALCOA YL 2.3	1.22	2.21	20.1	48.4	B
16		0.0	6.59	5.24	MONACO 1.2	1.17	2.16	17.8	58.4	
83		52.8	7.02	5.27	LAWNDALE YL 1.8	1.14	2.13	16.6	51.1	
	Y	11.6	7.06	5.31	EL SEGUNDO YL P. E. Crossing 1.2	1.10	2.09	14.8	4.0	O
107		30.8	7.10	5.35	LAIRPORT YL 3.7	1.06	2.05	13.6	4.0	B
79		52.8	7.18	5.43	INGLEWOOD YL 1.9	12.57	1.56	9.9	44.8	O
14		0.0	7.23	5.48	HYDE PARK YL 0.7	12.48	1.47	8.0	44.8	
22		10.5	7.27	5.52	VAN NESS YL 1.3	12.43	1.42	7.3	0.0	
75		18.5	7.36	6.01	WILDASIN YL 2.5	12.35	1.34	6.0	0.0	
18		0.1	7.54	6.19	WINGFOOT YL P. E. Crossing 2.0	12.20	1.19	3.5	0.0	B
Yard		52.8	8.05	6.30	S. P. Crossing MALABAR YL 1.5	12.08	1.07	1.5	0.0	
	FW TY		8.20 PM	6.45 AM	REDONDO JOT. YL 1.5	12.01 AM	1.00 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(31.0)	Leave Daily	Leave Daily			

(14.3) (14.9) .. Average speed per hour.. (13.9) (13.8)

Trains must get numbered clearance card before leaving First Street.

REDONDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 153 September 25, 1955	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			↓		↑			
			STATIONS					
Yard				REDONDO BEACH YL 1.5	20.2		0.0	
7		42.2		HERMOSA BEACH YL 1.7	18.7		0.0	B
22		42.2		MANHATTAN BEACH YL 2.2	17.0		52.8	
	Y	0.0		EL SEGUNDO YL 1.5	14.8			O
				(5.4)				

No switch lights on Redondo District.

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

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

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



# THIRD DISTRICT

# LOS ANGELES DIVISION

11

Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending	TIME TABLE											
				NO. 153											
				September 25, 1955											
				EASTWARD											
				FIRST CLASS											
				72	80	210	74	124	108	76	104	82	78	206	70
				San Diegoan	Passenger	Passenger	San Diegoan	The Grand Canyon	Pas-senger	San Diegoan	Pas-senger	Pas-senger	San Diegoan	Passenger	Passenger
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C	FW TY	Yard	52.8	<b>SAN BERNARDINO</b> YL											
			52.8	P. E. Crossing 1.5											
B	W-49 E-112		52.8	<b>RANA</b> YL											
B	W-114		52.8	COLTON YL											
C			17.2	S. P. and U. P. Crossing 3.8											
B	E-42		52.8	<b>HIGHGROVE</b>											
C	Y	99	52.8	S. P. Crossing 2.6											
C		62	52.8	<b>RIVERSIDE JCT.</b>											
B	Y	100	52.8	U. P. Jct. 0.6											
B		94	52.8	<b>RIVERSIDE</b> YL											
C		167	52.8	CASA BLANCA 4.2											
B		94	52.8	ARLINGTON 3.3											
C		69	42.2	MAY 3.1											
C	W94-74 E-74		33.4	P. E. Crossing 3.1											
B	W-31		19.2	<b>PORPHYRY</b>											
C	W-74		25.9	CORONA 5.0											
B	E-96		10.0	PRADO DAM 3.1											
C	W-86		16.3	GYPSUM 4.1											
B		95	37.5	ESPERANZA 4.3											
C		95	26.2	ATWOOD 2.3											
C		0.0	0.0	PLACENTIA 3.0											
C		0.0	0.0	FULLERTON YL											
C	Y	81.7	0.0	U. P. Crossing 2.5											
			0.0	BASTA 2.0											
			0.0	BUENA PARK 1.8											
			0.0	LA MIRADA 4.3											
			0.0	SANTA FE SPRINGS 1.3											
			0.0	LOS NIETOS 1.0											
			0.0	P. E. Crossing 1.0											
			0.0	<b>D. T. JUNCTION</b>											
			0.0	S. P. Crossing 1.0											
			0.0	RIVERA 1.3											
			0.0	BANDINI YL 4.3											
			0.0	HOBART YL 2.3											
			0.0	U. P. Crossing 2.3											
			0.0	<b>REDONDO JCT.</b> YL 2.1											
			0.0	U. P. Crossing 0.9											
			0.0	<b>FIRST STREET</b> YL (69.8)											
			0.0	MISSION TOWER YL 0.8											
			0.0	<b>LOS ANGELES</b> YL											
			0.0	Union Station											
			0.0	(71.5)											
			0.0	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour.... (51.2) (54.9) (30.7) (53.0) (37.3) (30.7) (51.2) (30.7) (51.2) (51.2) (25.1) (46.5)

(Continued from Page 10)

Riverside-Fullerton;

Siding Atwood;

D.T. Junction-Bandini;

Hobart Interlocking-Redondo Jct. Interlocking (on Two Tracks).

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

Flasher type signal, yellow indication, governs eastward movements through turnout, east end of Bridge B-5. Maximum speed for trains 40 MPH.

Siding switches in CTC territory are dual controlled except at Rivera. Trains must get numbered clearance card before leaving San Bernardino and Los Angeles.

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

Eastward trains from Union Pacific must get numbered clearance card before leaving Riverside Jct.

## WESTWARD

## FIRST CLASS

79	77	83	75	73	71	81
San Diegan	San Diegan	Passenger	Passenger	San Diegan	San Diegan	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 8:00	PM 4:00	PM 2:00	PM 1:00	AM 11:45	AM 9:00	AM 7:00
8:08	4:08	2:08	1:08	11:53	9:08	7:08
8:19	4:19	2:19	f 1:23 f 1:29	PM 12:04	9:19	7:19
s 8:29	s 4:29	s 2:29	s 1:35 f 1:38 f 1:41	s 12:14	s 9:29	s 7:29
			f 2:35 f 1:45 f 1:55		f 9:35	f 7:35
s 8:47	s 4:47	s 2:47	s 2:20	s 12:32	s 9:47	s 7:47
f 9:05		f 3:05	f 2:53		f 10:05	f 8:05
	5:11		f 3:00	12:54		
		f 3:12	f 3:05		f 8:12	
			f 3:30 f 3:36			
s 9:38	s 5:42	s 3:32	s 3:55	s 1:23	s 10:34	s 8:32
		f 3:37	s 4:05			f 8:37
		f 3:44	s 4:15			f 8:44
s 9:50 PM	s 5:55 PM	s 3:48 PM	s 4:20 PM	s 1:35 PM	s 10:50 AM	s 8:47 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

## TIME TABLE

NO. 153

September 25, 1955

## STATIONS

NATIONAL CITY YL	273.1			
3.8 22ND STREET YL	269.3	13.1		
1.8 SAN DIEGO YL	267.5	28.7	Y	O
3.3 OLD TOWN YL	264.2	40.2	T	O
2.1 MORENA	262.1	40.2		B
5.0 ELVIRA	257.1	63.4		B
4.1 LINDA VISTA	253.0	116.2	Y	C
3.9 SORENTO	249.1	54.8		B
5.0 DEL MAR	244.0	52.8	Y	C
2.1 SOLANA BEACH	241.9	52.8		B
2.1 CARDIFF	239.8	52.8		B
1.8 ENCINITAS	238.1	61.9		C
3.9 PONTO	234.2	52.8		B
4.9 CARLSBAD	229.3	47.2		O
2.1 ESCONDIDO JOT.	227.2	0.0	Y	B
1.0 OCEANSIDE	226.2	63.4		O
2.0 FALLBROOK JOT.	224.2	65.4	Y	B
2.5 STUART	221.7	52.8		B
3.0 LAS FLORES	218.7	65.4		B
4.8 AGRA	213.8	6.1		B
5.1 SAN ONOFRE	208.8	0.0		B
5.0 SAN CLEMENTE	203.7	0.0		B
1.0 POOHE	202.7	13.9		B
2.9 SERRA	199.8	60.5		B
2.6 SAN JUAN CAPISTRANO	197.2	67.6		O
4.6 GALIVAN	192.6	66.0		B
4.5 EL TORO	188.1	0.0		B
5.2 IRVINE	182.9	21.6		B
4.4 VENTA	178.5	37.0		B
2.9 SANTA ANA	175.5	32.1	Y	O
2.9 ORANGE	172.7	7.6	Y	O
4.9 S. P. Crossing ANAHEIM	167.8	6.1		O
2.7 FULLERTON YL	165.0			O

(107.9)

(55.8)

(53.4)

(56.8)

(30.7)

(55.8)

(55.8)

(57.4)

.....Average speed per hour

Signal System One in effect between San Diego and Fullerton.

Between crossover, yard office, located Ash Street, San Diego, and National City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour

between Ash Street and "F" Street). Between these points main track may be used not protecting against regular and extra trains and engines.

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

(Continued on Page 13)



**FOURTH DISTRICT**

**LOS ANGELES DIVISION**

Capacity of Seatings in 50 ft. Cars	Rating Grade Ascending	TIME TABLE NO. 153 September 25, 1955		EASTWARD						
				FIRST CLASS						
				72	80	74	76	82	78	70
				San Diegan	Passenger	San Diegan	San Diegan	Passenger	San Diegan	Passenger
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	26.4		NATIONAL CITY YL							
	0.0		22ND STREET YL							
Yard	31.2	ABS	SAN DIEGO YL	s 10-15 AM	s 12-30 PM	s 3-00 PM	s 6-00 PM	s 8-05 PM	s 10-30 PM	s 3-45 AM
	31.2		OLD TOWN YL	10-02	12-16	2-52	5-47	7-50	10-18	3-25
91	51.0	2 TRKS.	MORENA							
	0.0		ELVIRA							
	116.2	2 TRKS.	LINDA VISTA	9-51	12-03	2-41	5-36	7-39	10-07	f 3-00
98	54.8		SORRENTO							f 2-48
67	63.4	CENTRALIZED TRAFFIC CONTROL	DEL MAR	s 9-38	s 11-48 PM	s 2-20	s 5-23	s 7-26	s 9-54	s 2-35
Spur	63.4		SOLANA BEACH							f 2-25
11	0.0	AUTOMATIC TRAIN STOP	CARDIFF							f 2-20
92	63.4		ENCINITAS		f 11-40			f 7-20	f 9-47	f 2-15
116	50.8	2 TRKS.	PONTO							
69	52.8		CARLSBAD							f 2-00
	0.0	CENTRALIZED TRAFFIC CONTROL	ESCONDIDO JCT.							
76	45.4		OCEANSIDE	s 9-20	s 11-28	s 2-00	s 5-05	s 7-08	s 9-35	s 1-50
92	63.4	CENTRALIZED TRAFFIC CONTROL	FALLBROOK JCT.							
50	49.3		STUART							
86	63.4	CENTRALIZED TRAFFIC CONTROL	LAS FLORES							
97	68.9		AGRA							
91	49.4	CENTRALIZED TRAFFIC CONTROL	SAN ONOFRE							f 1-17
33	5.0		SAN CLEMENTE		f 11-08		f 4-41	f 6-47	f 9-11	f 1-09
54	0.0	CENTRALIZED TRAFFIC CONTROL	POCHE	8-55		1-40				
98	0.0		SERRA							f 1-01
87	0.0	CENTRALIZED TRAFFIC CONTROL	SAN JUAN CAPISTRANO		f 11-01			f 6-39		f 12-55
98	54.0		GALIVAN							
88	63.4	CENTRALIZED TRAFFIC CONTROL	EL TORO							f 12-40
119	63.4		IRVINE							f 12-32
93	0.0	2 TRKS.	VENTA							
125	11.2		SANTA ANA	s 8-30	s 10-42	s 1-15	s 4-15	s 6-20	s 8-45	s 12-20
122	48.1	CENTRALIZED TRAFFIC CONTROL	ORANGE		f 10-37			f 6-12		s 12-11
60	21.1		S. P. Crossing ANAHEIM		f 10-32			f 6-05		s 12-04
			FULLERTON YL	8-15 AM	10-28 AM	1-01 PM	4-00 PM	6-00 PM	8-30 PM	11-55 PM
			(107.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....				(51.2)	(50.3)	(51.6)	(51.2)	(49.1)	(51.2)	(26.7)

(Continued from Page 12)

Rule 251 in effect between Old Town and San Diego.

Rule 261 in effect Fullerton to Old Town, including two main tracks between Elvira and Linda Vista and between Santa Ana and Venta and siding Orange.

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

Siding switches in CTC territory are dual controlled except at Venta, San Clemente, Stuart, and Carlsbad.

Trains must get numbered clearance card before leaving San Diego.

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

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

Rule 3: Crews of Union Pacific trains, having complied with that Company's time regulations, may proceed over joint track.

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

3. . . . .

3(A). Rule 16 is amended as follows:

Sound	Indication
(e)	Canceled.
(l) ———	When standing — apply or release brakes.
(m) ———	When running — brakes sticking; look back for hand signals.

Note: Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

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

5. Rules 83 and 83 (A): At Barstow, Trains 17, 18, 19, 20, 21, 22, 103, 104, 107, 108, and eastward Union Pacific freight trains, and at San Bernardino, all first class trains may register by Form 903.

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

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

6. Rule 93: Yard limits are located at Needles, Cadiz, Parker, Rice, Midland, Blythe-Ripley, Ash Hill, Barstow, Victorville, Summit, Highland Jct.-San Bernardino-Colton, Kaiser, Upland, Pasadena, Water Street-Los Angeles-First Street-Bandini, Redondo Jct.-Hyde Park, Riverside, Fullerton, Old Town-San Diego-National City, Jofegan, Fallbrook, Vista, Escondido, Inglewood - Lawndale - Redondo Beach, Torrance-Alcoa, Watson-Wilmington, Box Springs-Alessandro, Hemet-San Jacinto, Perris-Ellis, Porphyry (Elsinore District), Weisel, Alberhill, and Elsinore.

Yard limits on following spurs: Rialto Foothill, Cucamonga Foothill, Upland Foothill, Metropolitan, Prenda, Sunny Hills, La Habra Valley, Venta, Torrance Oil, and Alcoa.

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

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

9. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen with a minimum on freight trains as follows:

Location	Number of Retainers to be Used				
Summit to San Bdn.	No dynamic brake in use.	One unit dynamic brake operative on trains of 500 tons or over.	Two units dynamic brake operative on trains of 1000 tons or over.	Three units dynamic brake operative on trains of 1500 tons or over.	Four units dynamic brake operative on trains of 2000 tons or over.
	Use all retainers with 50% in high pressure position on loaded cars.	Use all retainers in low pressure position.	One retainer per 50 tons.	One retainer per 60 tons.	One retainer per 70 tons.

When retainers are used as outlined above, the maximum tonnage per operative brake in freight trains, Summit to San Bernardino, is 70 tons. On diesel-operated freight trains with dynamic brakes in use, retainers will be manipulated from engine toward rear of train; on other freight trains, retainers will be manipulated from caboose toward head end of train on required number of cars.

When retainers are used on freight train, speed of such train must not exceed twenty miles per hour.

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

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

Section 487 provides: "If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, on stopping the train."

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

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

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

**SPEED REGULATIONS**

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

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

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines, Classes:			
450, 451 . . . . .	2	5	5
1, 11, 50, 80, 2099, 2100 . . . . .	3	5	5
51, 90, 650, 2300, 2301, 2310, 2600, 3000 . . . . .	4	5	5
460, 2400 . . . . .	4½	5	5
16, 37, 100, 200, 300, 325, 500, 501, 503, 625, 1500, 2201, 2207, 2260, 2303, 2322, 2394, 2403, 2418, 2611, 2650 . . . . .	5	5	5
Diesel-Electric and Gas-Electric Motor Cars . . . . .	3	5	5
Passenger Cars:			
Roller Bearing . . . . .	8	5	—
Friction Bearing . . . . .	12	5	—

Cajon to San Bernardino, retainers may be changed to low pressure position.

Retainers may be placed in proper position at any station Victorville to Summit. If retainers are positioned before reaching Summit, train may proceed without stopping if it is known by the conductor and engineman that the prescribed brake pipe pressure is indicated on the gauges, otherwise Rule 947 will apply.



MAXIMUM SPEED OF LOCOMOTIVES

	Forward		Light Forward	Backing Or When Controlled From Rear Unit	Dead-In-Train
	Miles Per hour	Miles Per hour	Miles Per hour	Miles Per hour	Miles Per hour
<b>Diesel and Gas-Electric</b>					
11-90, 300-314	100	45	45	45	90
325-344	80	45	45	45	80
100-286, 401-430	65	45	45	45	60
99, 600-601, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	45	60
450-451	30	30	30	30	20
460-468	35	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	40	30
M115-M157, M175-M187	65	65	25	25	60
M160-M162	70	65	25	25	70
M190	80	65	25	25	75
RDC 191-192 (Coupled)	80	80	80	80	70
RDC 191-192 (Single Unit)	80	80	80	80	70
*Note—65 MPH applies when backing handling train.					
<b>U. P. Diesels</b>					
900-978, 981-989, and 990 class	100	45	45	45	90
1000 class	35	35	25	25	50
100, 700, 1360, 1400, 1500 and 1600 classes	65	45	45	45	60
1800 class	65	35	35	35	60
<b>Diesels without dynamic brakes in use</b>					
Ash Hill-Bagdad		24			
Goffs-Needles		24			
Summit to Victorville		30			
Summit-Cajon		15			
Cajon-Highland Jct.		20			
<b>Diesels with dynamic brakes in use</b>					
Ash Hill-Bagdad		40			
Goffs-Needles		40			
Summit-Cajon		24			
Cajon-Highland Jct.		35			
Summit-Victorville		40			

SPEED TABLE—FOR INFORMATION ONLY

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

16. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Location	MPH
Trailing movements, spring point derails	10
Adelanto Spur, one-fourth mile from main track	10
Rialto Foothill Spur, 300 ft. north P.E. Crossing	10
Cucamonga Foothill Spur, 300 ft. north P.E. Crossing	10
Upland Foothill Spur, 300 ft. north P.E. Crossing	10
Claremont, 300 ft. beyond switch point on precooler spur	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.
- "S"—Spring Switch.
- "CTC"—Dual Control.
- "EE"—East End.
- "WE"—West End.

Station	Type	Location	MPH
<b>NEEDLES DISTRICT</b>			
Needles	I	MP 578, 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	30
	S	WE westward siding	15
Fenner	S	WE westward siding; EE eastward siding	30
Essex	S	EE eastward siding	30

Station	Type	Location	MPH
<b>NEEDLES DISTRICT (Continued)</b>			
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	30
	S	WE westward siding	15
Newberry	S	EE eastward siding	30
	S	WE westward siding	30
Daggett	S	WE westward siding	15
Barstow	I	MP 743½, heading in and out switches, eastward track, and crossover	30
	I	MP 745, main track and crossover switches to yard	30
<b>FIRST DISTRICT</b>			
Barstow	I	West switch eastward siding, MP 2.0	30
MP 2.7	S	WE westward siding	30
Lenwood	S	East switch westward siding	30
	S	West switch eastward siding	30
	S	EE eastward siding; WE westward siding	30
Hodge	S	EE eastward siding	30
	S	WE westward siding	15
Helendale	S	EE eastward siding	30
	S	WE westward siding	15
Bryman	S	WE siding	30
Oro Grande	S	EE eastward siding; WE westward siding	15
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	15
Lugo	S	WE siding	15
Summit	S	EE eastward siding; WE westward siding	15
Alray	S	EE siding	30
Cajon	S	EE eastward siding; WE westward siding	15
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 A-83	30
Kaiser	S	EE 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 B-5	30
	I	Two track junction switches, east & west ends of Bridge B-5	40
Highgrove	I	Junction of eastward main with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and crossover	30
Riverside	CTC	Two track junction switch, westward trains	30
Atwood	CTC	West switch siding	30
Fullerton	CTC	East switch, Third District siding	30
	CTC	West crossover east of station for Third Dist. eastward trains	30
Buena Park	S	WE westward siding, west of depot	15
La Mirada	S	WE siding	15
Santa Fe Springs	S	WE siding	15
D. T. Jct.	CTC	Two track junction switch, westward trains	40
Bandini	CTC	Two track junction switch, eastward trains	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	CTC	East crossover switch east of station for 4th Dist. westward trains	30
Orange	CTC	West switch siding	30
	CTC	EE main track—MP 173.0	40
Venta	CTC	EE two tracks—MP 179.1	40
Ponto	CTC	EE and WE of siding	40
Linda Vista	CTC	WE two main tracks—MP 252.9	30
Elvira	CTC	EE two main tracks—MP 257.4	40
Old Town	CTC	Two track junction switch, eastward trains	30
<b>17. JUNCTION SWITCHES</b>			
Normal position of junction switches is as follows:			
Rice for Cadiz District			
Cadiz, from track No. 1 to Cadiz District			
Highland Jct. for First District trains			
San Bernardino-Redlands District for First District trains			
Highgrove for Third District trains			
Porphyry for Third District siding			
Atwood—CTC Controlled			
Orange—CTC Controlled			
Fallbrook Jct. for Fourth District siding			
Escondido Jct.—CTC Controlled			
El Segundo for Harbor District trains			
Watson for Harbor District trains			



# SPECIAL RULES

# LOS ANGELES DIVISION

17

## LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Needles	505	San Bernardino	Precooler Lead	Orange	Main Track	Val Verde	Granite Spur
Cadiz	Cadiz District	Rialto	Foothill Spur	Santa Ana, S.P.	Main Track	Perris	1678
Ash Hill	410	Upland	Foothill Spur	Fallbrook Jct.	Fallbrook Dist. Main Track	San Jacinto	640
Rice	Ripley District	Azusa	147	Escondido Jct.	Escondido Dist. Main Track	Elsinore	181
Blythe	504	Casa Blanca	Prenda Spur	Del Mar	690	El Segundo	Main Track
Victorville	113	Porphyry	Elsinore Dist. Main Track	Linda Vista	Camp Elliott Spur	Watson, Former Main Track	3800
Summit	304	Atwood	1995	San Diego	Harasthy Street Marine Base Spur	Fallbrook	514
San Bernardino	3rd Dist. Main Track	Redondo Junction	Main Track	National City	1219	Escondido	340
				March Field	March Field Spur		

## RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
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### NEEDLES, FIRST, AND REDLANDS DISTRICTS

Needles: M.P. 578+2000	Main track and connecting crossover.	Interlocking.	Eastward main track — Westward main track against current of traffic — 0 Westward freight lead — 0 — 0
Daggett, Barstow East Tower	All switches east of station except transfer tracks No. 1 and No. 2. Main track and connecting crossover. M.P. 743 + 3683 M.P. 745 + 3713	Interlocking.	Eastward U. P. trains, U. P. main track — 0 Against current of traffic — 0 Westward main track — Crossover to Track 30 — 0 Crossover to westbound freight lead — 0 — With current of traffic — Against current of traffic — 0 East freight yard 0 — — To Mojave District — 0 Against current of traffic — 0 Engine lead 00 — 0 Switching tail 0000 Tracks 1 to 17 incl. 0 — 00 Tracks 18 to 30 incl. — 0 — 0
Barstow West Tower	Main track and connecting crossovers. Eastward and Westward Sidings.	Interlocking. Ten miles per hour. Microphone is located on post adjacent to Eastward track at M.P. 7. At Lenwood, for trains on eastward siding, microphone is located at east switch. All Eastward trains must sound route signal for route desired as they approach microphone. When signal displays stop indication at east or west end of Westward Siding or west end of Eastward Siding, communicate with towerman and secure authority before fouling main track.	Yard Lead 0000 Yard Lead against current of traffic — 0000
San Bernardino, Fifth St. San Bernardino: Rialto Avenue South "E" Street North Mtn. View Avenue	Main Tracks. Crossover and yard lead.  P. E. Crossing. S. P. Crossing. P. E. Crossing.	Interlocking. Westward trains sound route signal approaching microphone located M.P. 78 plus 300 feet.  Santa Fe trains stop and line derails. Stop. Send flagman ahead. Fifteen miles per hour.	

At microphone locations shown below, all trains will sound signal for desired route:  
 For westward trains: Needles—M.P. 570+900  
 Daggett—At Signal 7321  
 For eastward trains: Barstow—Ten poles east of M.P. 750  
 Daggett—Five poles east of Signal 7402

### SECOND DISTRICT

San Bernardino, West Yard Tower	Second and third district main tracks, at west end of bridge A-83. End of double track and freight yard, at east end of bridge A-83. Junction of third district eastward main track with second district westward main track at Mt. Vernon viaduct.	Interlocking. Superior route second district main track. Inferior route westward to Third district. Trains or engines leaving west end A Yard will give whistle signal indicating track on which approaching, then give whistle signal for route desired.	Second district — Third district — 0 Yard to precooler — 00 Precooler to second district — 0000 House lead to main line — Switch lead 0 — Yard lead 0000 Engine lead — 0 Second district to precooler — 000 Precooler to yard — 00 Westward main track against current of traffic — 0000 Eastward main track against current of traffic, get phone authy. from Towerman From Union Pacific engine house: To Passenger Yard 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 Claremont San Dimas	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. West end siding and west end of house track. P. E. Crossing.	Stop. Send flagman ahead. Stop. Send flagman ahead. Twenty-five miles per hour. Interlocking.	Main track movements governed by indications of signals 1012 and 1003. When signal 1012 or 1003 are in stop position be governed by rule 98-B. Westward trains leaving siding governed by main track signal indication. Movements on house track governed by rule 98-A.
Kincaid	P. E. Crossing	Movements over crossing governed by indication of Signals 1103 and 1104. When either in stop position, be governed by Rules 98-B and 509(a). Signals 1181 and 1184 govern main track; Signals 1183 and 1186, siding. When either in stop position, be governed by Rules 98-B and 509(a).	
Arcadia	P. E. Crossing.	Signals 1241 and 1242 govern main track; Signals 1243 and 1244, siding. When either in stop position, be governed by Rules 98-B and 509(a). Gates, normal position across Santa Fe tracks. Eight Miles per hour. Gate, normal position across U. P. track. Eight Miles per hour. Gate, normal position across U. P. track.	Union Station 0 — Old main 00 — 0 Cudahy lead — 0 — Against current of traffic — 0000 S. P. Downey Ave. 000 — Calif. Cor. Spur 00 — 00
Raymond Spur Highland Park 0.6 Mi. East Water Street 0.7 Mi. East Los Angeles: Mission Tower	S. P. Crossing. U. P. Crossing. U. P. Crossing.  S. P. and U. P. Crossing to and from Union Station.	Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	

### THIRD DISTRICT

San Bernardino, Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. and U. P. Crossings.	Interlocking. Interlocking. Interlocking.	Westward main track against current of traffic — 0000
Riverside Junction	Double Track Junction Switches at Bridge B-5.  S. P. Crossing and U. P. Junction.	At Santa Ana River Bridge B-5 communicate with towerman by telephone and be governed by his instructions.	To or from U. P. — 0 From Santa Fe westward main to U. P. eastward main — 0 From U. P. westward main to Santa Fe eastward main — 0 From U. P. westward main to Santa Fe westward main — 0000 Fourth district — 0
May	P. E. Crossing.	Interlocking. CTC controlled.	Eastward main track movements be governed by Signal 1522 (with current of traffic) and Rules 98(B) and 509(b); Signal 1521 (against current of traffic) and Rule 98(B). Westward main track movements be governed by Signal 1531 (with current of traffic) and Rules 98(B) and 509(b); Signal 1524 (against current of traffic) and Rule 98(B).
Fullerton Basta Sunny Hills Spur Sunny Hills Spur Los Nietos D. T. Junction Hobart	Junction Third and Fourth Districts. U. P. Crossing. P. E. Crossing. U. P. Crossing. P. E. Crossing. S. P. Crossing. U. P. Crossing. Two Main Tracks.	Interlocking. CTC controlled. Interlocking. CTC controlled. Stop. Rule 98, A, B, C and D. Eight miles per hour.	
Redondo Junction	U. P. Crossing. Two Main Tracks and Harbor Dist.	Interlocking. CTC controlled. Interlocking.	Eastbound yard lead — 0 Westbound yard lead — 0 To ice house 0 — 0 0 Against current of traffic — 0000 Butte St. Transfer 00 — 0 To Harbor Dist. — 0 To 9th St. Yard — 0 — Levee Track 0 — 00 Against current of traffic — 0000

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

FOURTH DISTRICT

Location	Tracks Governed	Rules
Anaheim 2.0 East Anaheim Sugar Fcty. Spur Santa Ana M.P. 270.9 National City	S. P. Crossing. U. P. Crossing. S. P. Crossing. Navy Destroyer Base. Navy Warehouse Crossings.	Interlocking. CTC controlled. Stop. Rule 98, A, B, C and D. Stop. Rule 98, A, B, C and D. Interlocking. Rule 606(c). Eight miles per hour.

OLIVE DISTRICT

Olive 1.7 West	S. P. Crossing.	Interlocking. CTC controlled.
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ELSINORE DISTRICT

Porphyry	P. E. Crossing.	Stop. Send flagman ahead.
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HARBOR DISTRICT

Redondo Junction	1.0 Mi. East	U. P. Crossing. L. A. T. L. Crossing, Pac. Blvd.	See Redondo Junction, Third District. Fifteen miles per hour. Automatic Interlocking. No distant signals. Speed limit 10 miles per hour. Rule 606(c). Interlocking. Fifteen miles per hour. Fifteen miles per hour. Fifteen miles per hour. Interlocking. Twenty miles per hour between home signals.  Interlocking. L. A. Municipal Terminal R. R. Interlocking. Interlocking. Stop. Rule 98, A, B, C and D. Interlocking. Santa Fe trains have preference unless flagged. Stop not required.
Nadeau	0.3 Mi. East	S. P. Crossing. P. E. Crossing.	
Wingfoot	0.5 Mi. East	L. A. T. L. Crossing, Avalon Blvd.	
Wildasin	0.4 Mi. West	L. A. T. L. Crossing, Vermont	
Hyde Park	0.5 Mi. East	L. A. T. L. Crossing.	
El Segundo	0.2 Mi. West	P. E. Crossing.	
West Thenard Tower	0.1 Mi. West	P. E. Crossing. S. P. Crossing.	
	0.7 Mi. East	S. P. Crossing. S. P. Crossing, Manuel Yd. lead.	
	0.9 Mi. East	P. E. Crossing. 2 U. P. Tracks.	
M.P. 28+4460			

SAN JACINTO DISTRICT

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

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

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains	Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
<b>NEEDLES DISTRICT</b>					<b>REDLANDS DISTRICT</b>				
Lavic .....	702.7	25	East	Freight only	Nevada Street .....	6.7	16	East and West	Freight only
Airport Spur .....	732.6	15	West	Freight only	Craf .....	11.4	10	East	Freight only
Gale .....	735.3	67	East & West	Freight only	Molino .....	17.9	12	East	Freight only
					West Highlands .....	20.4	11	East and West	Freight only
<b>CADIZ DISTRICT</b>					<b>FOURTH DISTRICT</b>				
Milligan .....	164.0	14	East & West	Freight 117-118	Venta Spur .....	178.7	Lgh. 6.8 m.	East	Freight only
					Browning .....	180.8	35	East	Freight only
<b>RIPLEY DISTRICT</b>					Tustin .....	181.5	25	East	Freight only
Riverview Farms Spur .....	36.3	Lgh. 3.9 m.	West	Freight only	Frances .....	183.1	36	East and West	Freight only
					Kathryn .....	183.9	24	East	Freight only
<b>FIRST DISTRICT</b>					Como .....	180.1	54	East and West	Freight only
Adelanto Spur .....	34.4	Lgh. 5.0 m.	Westward track	Freight only	Don .....	216.2	10	West	Freight only
Frost .....	38.8	8	Eastward track	Freight only	San Diego G. & E. Co. Spur .....	231.3	35	East	Freight only
Verdemont .....	73.5	5	West	Freight only	Farr .....	231.6	6	West	Freight only
					Linda Vista Navy Spur .....	253.0	Lgh. 5.5 m.	East and West	Freight only
<b>SECOND DISTRICT</b>					Pacific Beach .....	260.3	13	East and West	Freight only
Rialto Foothill Spur .....	85.8	Lgh. 1.8 m.	East and West	Freight only	Cudahy .....	263.4	43	East and West	Freight only
Muscat Spur .....	90.4	Lgh. 1.1 m.	West	Freight only	<b>FALLBROOK DISTRICT</b>				
Pio Spur .....	94.6	46	West	Freight only	Ranch House .....	7.6	7	East and West	Freight only
Rochester .....	95.0	11	East	Freight only	Marine Base Spur .....	10.5	13	East and West	Freight only
Cucamonga Foothill Spur .....	95.8	Lgh. 5.1 m.	West	Freight only	<b>ESCONDIDO DISTRICT</b>				
Upland Foothill Spur .....	99.6	Lgh. 3.7 m.	East and West	Freight only	Talica .....	3.7	8	East and West	Freight only
Metropolitan Spur .....	108.6	Lgh. 1.0 m.	West	Freight only	<b>HARBOR DISTRICT</b>				
Duarte .....	121.0	15	East and West	Freight only	Nadeau .....	2.5	0		
Wilton .....	129.1	19	East and West	Siding	Dudmore .....	19.1	17	East	Freight only
Usado .....	132.3	18	East and West	Siding	Torrance Oil Spur .....	19.5	Lgh. 3.7 m.	West	Freight only
Raymond .....	132.7	16	West	Freight only	Alcoa Spur .....	20.1	Lgh. 2.0 m.	West	Freight only
<b>THIRD DISTRICT</b>					<b>SAN JACINTO DISTRICT</b>				
Pachappa .....	12.4	26	East and West	Freight only	Box Springs Quarry .....	6.1	42	East and West	Freight only
Prenda Spur (Prenda) .....	14.3	Lgh. 2.1 m.	East and West	Freight only	Mayer Farms .....	15.9	18	East and West	Freight only
Taylor St. Spur .....	18.5	9	West	Freight only	Granite Spur .....	14.5	Lgh. 5000 ft.	Wye	Freight only
Sunny Hills .....	162.3	Lgh. 2.72 m.	West	Freight only	Ellis .....	0.9	16	East	Freight only
Standard Oil Spur .....	160.8	9	East	Freight only	<b>ELSINORE DISTRICT</b>				
Wilshire .....	156.8	58	East and West	Freight only	Mining Spur .....	3.2	71	East and West	Freight only
Mojave Spurs .....	155.8	28	West	Freight only	Weisel .....	6.2	37	East	Freight only
Stephens Spur .....	155.5	14	West	Freight only	Jameson .....	9.2	5	East	Freight only
El Camino Spur .....	155.3	15	West	Freight only	Durant .....	18.1	27	West	Freight only
La Habra Vi'y Spur (East Whittier) .....	154.6	Lgh. 3.43 m.	West	Freight only					

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

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

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond
	Kingman	Bakersfield and beyond	
	Edwards, Shafter, Wasco, Hanford, Empire, Riverbank, Escalon, Pittsburg, Pinole		Belen and beyond
2	Pinole, Riverbank, Empire, Hanford, Edwards	Belen and beyond	
	Kingman		Bakersfield and beyond
3	Corona, Fullerton		Barstow and beyond
17	Pomona		Kansas City and beyond
18	Pomona	Kansas City and beyond	
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff		Denver to La Junta
	Williams	Barstow and beyond	Albuquerque and beyond
	Victorville, Pomona		Albuquerque and beyond
20	Pomona, Victorville	Albuquerque and beyond	
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Denver to La Junta	
21	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond destined south of Ash Fork
	Pomona		Albuquerque and beyond
22	Williams	Albuquerque and beyond	Barstow and beyond
123	Ludlow	Los Angeles	
124	Ludlow		Los Angeles
	Grants	Albuquerque and beyond	
62	Empire	Fresno and beyond	Stockton and beyond
	Corcoran, Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 77, 79	Rivera		Oceanside, Del Mar, or San Diego
72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego	

**A. J. STROBEL, General Watch Inspector . . . . . Topeka**  
**R. W. WELLS, Asst. General Watch Inspector . . . . . San Bernardino**

**LOCAL TIME INSPECTORS**

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**ALFRED WILLIAMS . . . . . 849 Front St., Needles**  
**E. F. MANNERS . . . . . 107 E. Main St., Barstow**  
**HOMER E. OLIVER . . . . . 412 Seventh St., Victorville**  
**MILTON W. BLAIR . . . . . Santa Fe Depot, San Bernardino**  
**H. W. HANF . . . . . 435 E St., San Bernardino**  
**FRED R. BAUMAN . . . . . 136 E. Highland Ave., San Bernardino**  
**A. J. MCKINNON . . . . . 145 "I" St., Colton**  
**G. D. DAVIDSON CO. . . . . 445 S. Spring St., Los Angeles**  
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**C. H. McCORMACK . . . . . 833 Roosevelt, National City**





# SANTA FE SAFETY FIRST



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

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

