

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

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

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

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

DR. GORDON GARNETT, Local Surgeon..... Los Angeles
 DR. J. S. HIBBEN, Local Surgeon..... Pasadena
 DR. J. R. TEVIOTDALE, Assistant Local Surgeon..... Pasadena
 DR. E. W. HAYES, Local Surgeon..... Monrovia
 DR. E. W. HAYES, JR., Assistant Local Surgeon..... Monrovia
 DR. S. D. THOMASON, Local Surgeon..... San Dimas
 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. W. R. MARTIN, Acting Local Surgeon..... Victorville
 DR. P. W. LAWLER, Local Surgeon..... Victorville
 DR. HORACE D. ORR, Assistant Local Surgeon..... Victorville
 DR. D. M. PARKER, Local Surgeon..... Barstow
 DR. C. A. GRAYBILL, Assistant Local Surgeon..... Barstow
 DR. T. G. HARWARD, District Surgeon..... Needles
 DR. H. C. MATTHEWS, Emergency Surgeon..... Needles
 DR. INER RITCHIE, Local Surgeon..... Blythe
 DR. ROBERT L. CURRIE, Local Surgeon..... Parker
 DR. T. A. CARD, Local Surgeon..... Riverside
 DR. C. J. LORD, Assistant Local Surgeon..... Riverside
 DR. HARRY C. REYNOLDS, Local Surgeon..... Arlington
 DR. N. H. MELLOR, Local Surgeon..... Corona
 DR. E. H. BRUNEMEIER, Local Surgeon..... Placentia
 DR. G. W. OLSON, Local Surgeon..... Fullerton
 DR. F. H. GOBAR, Assistant Local Surgeon..... Fullerton
 DR. WM. H. WICKETT, JR., Assistant Local Surgeon..... Fullerton
 DR. C. GLENN CURTIS, Local Surgeon..... Brea
 DR. J. W. UTTER, Local Surgeon..... Anaheim
 DR. ERWIN H. KERSTEN, Assistant Local Surgeon..... Anaheim
 DR. THOMAS B. RHONE, Local Surgeon..... Orange
 DR. YERNE W. CARLSON, Assistant Local Surgeon..... Orange
 DR. E. A. MILLER, Local Surgeon..... Santa Ana
 DR. L. P. STRAYHORN, Assistant Local Surgeon..... Santa Ana
 DR. P. H. ESSLINGER, Local Surgeon..... Capistrano
 DR. H. D. HOSKINS, Local Surgeon..... Oceanside
 DR. J. B. DAVIS, Assistant Local Surgeon..... Oceanside
 DR. A. C. DICK, Local Surgeon..... Del Mar
 DR. S. H. SAVAGE, Local Surgeon..... (Solana Beach) 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. H. W. GEISTWEIT, JR., Ear, Nose and Throat Specialist..... San Diego
 DR. GEORGE L. KILGORE, Eye Specialist..... 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. 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. T. B. SMITH, Consulting Surgeon..... Wilmington
 DR. JOHN C. COTTRELL, Local Surgeon..... Long Beach
 DR. E. H. ANTHONY, Local Surgeon..... Inglewood
 DR. W. C. BRUFF, Local Surgeon..... Whittier

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

A. K. JOHNSON, Assistant Superintendent, San Bernardino, Cal.

A. B. COAKLEY,
H. C. BAUGHN,
Trainmasters,
WM. BAXTER,

Terminal Trainmaster,
San Bernardino, Cal.

M. H. SWANSON,
Trainmaster,
Needles, Cal.

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

J. E. BERRY,
J. C. SELINGER,
Assistant Chief Dispatchers,
San Bernardino, Cal.

L. B. FREBORG,
O. R. HAMMIT,
Trainmasters,
Los Angeles, Cal.

H. G. CRAWFORD,
Trainmaster,
Barstow, Cal.

G. H. FERRYMAN,
W. S. LOIT,
I. W. PARSONS,
G. C. ATWILL,
F. E. JACKSON,
E. O. CRUM,
A. C. KIDD,
E. L. MAYS,
J. T. DAWE,
Dispatchers, San Bernardino, Cal.

H. W. WITSKEN,
E. M. BUTLER,
I. L. CRAWFORD,
E. H. COLEMAN,
W. E. EBERT,
C. W. BURTON,
F. O. PIERCE,
W. D. EAKIN,
J. W. SNYDER,

The Atchison, Topeka and Santa Fe Railway Co.



LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

TIME TABLE No.

138

IN EFFECT

Sunday, September 24, 1950

At 12:01 A. M.
Pacific Standard Time

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

O. L. GRAY,
General Manager,
Los Angeles, Cal.

F. A. BAKER,
Asst. General Manager,
Los Angeles, Cal.

R. M. CHAMPION,
Superintendent,
San Bernardino, Cal.

J. P. DONOVAN,
Superintendent,
Los Angeles, Cal.

CADIZ DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending
		FIRST CLASS	NO. 138		FIRST CLASS		
		117	September 24, 1950		118		
		Passenger	STATIONS		Passenger		
Leave Daily				Arrive Daily			
Yard		PM 8-50	PARKER YL s	AM 3-00	105.8		
Spur	31.7	f 8-55	EARP	2-56	107.3	0.0	
28	31.7	9-06	CALZONA	2-45	114.1	31.7	
17	31.7	f 9-15	VIDAL	2-36	120.0	0.0	
45	10.5	f 9-34	GROMMET	2-21	131.6	0.0	
49	0.0	s 9-48	RICE YL s	2-09	140.4	21.1	
43	0.0	9-55	FREDA	2-03	144.0	31.7	
57	0.0	10-06	SABLON	1-53	151.0	30.6	
33	0.0	f 10-12	SALT MARSH	1-47	155.8	31.7	
97	31.7	10-32	FISHEL	1-31	169.2	5.3	
33	31.7	f 10-40	CHUBBUCK	f 1-25	173.6	14.8	
34	15.8	f 10-50	ARCHER	f 1-16	179.6	31.7	
76	31.7	11-20 PM	CADIZ YL	1-00 AM	190.5	31.7	
Arrive Daily		(84.7)		Leave Daily			

(33.9) Average speed per hour (42.4)

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

Rice, only first class trains will register.

No. 117 is superior to No. 118.

Fuel, water and wye at Parker and Cadiz; water at Vidal and Saltmarsh; water and wye at Rice.

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

Not more than two engines of any class may be coupled together over Colorado River bridge at Parker.

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

Train order signal at Rice governs all trains on both Cadiz and Ripley Districts.

RIPLEY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS	NO. 138		SECOND CLASS		
		25	September 24, 1950		26		
		Mixed	STATIONS		Mixed		
Leave Daily Ex. Monday				Arrive Daily Ex. Monday			
49	83.4	AM 4.45	RICE YL	AM 2.00	0.0		
13	0.0		STYX		16.5		65.0
34	0.0	s 5.45 6.00	MIDLAND YL s	12.01 AM	17.8		68.8
64	0.0	6.10	COX	f 10.20	20.4		68.8
	0.0		INCA		22.6		47.5
Spur 10	10.6		MESAVILLE		33.0		38.8
Yard	7.4	7.30 AM	BLYTHE YL	9.30 PM	42.0		83.4
Spur 12	42.8		MILLER FARMS YL		44.7		21.7
			RIPLEY YL		49.4		15.8
Arrive Daily Ex. Monday		(49.4)		Leave Daily Ex. Sunday			

(16.8) Average speed per hour (9.3)

No switch lights on Ripley District.

Water and wye at Rice and Blythe.

Offices of Communication at Rice, Midland, and Blythe.

Trains must get numbered clearance card before leaving Blythe.

Train order signal at Rice governs all trains on both Cadiz and Ripley Districts.

TIME TABLE		WESTWARD					
		FIRST CLASS					
		3	7	203	201	123	23
NO. 138		California Limited	Fast Mail Express	Passenger	Passenger	The Grand Canyon	The Grand Canyon
September 24, 1950		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
STATIONS							
NEEDLES YL		PM	AM			AM	AM
7.4		10.15	11.35			2.40	2.30
JAVA		10.30	11.48			2.57	2.47
6.8							
IBIS		10.43	11.59			3.11	3.01
4.5			PM				
BANNOCK		10.51	12.07			3.20	3.10
4.6							
HOMER		10.58	12.14			3.29	3.19
7.6							
GOFFS		11.10	12.25			3.42	3.32
9.6							
FENNER		11.18	12.32			3.51	3.41
7.5							
ESSEX		11.24	12.37			3.57	3.47
8.5							
DANBY		11.31	12.43			4.04	3.54
7.1							
SIAM		11.36	12.48			4.10	4.00
6.3							
CADIZ YL		^s 11.55	12.52			4.16	4.06
10.3							
SALTUS							
3.1		AM					
AMBOY		12.10	1.03			4.28	4.18
7.8							
BAGDAD		12.21	1.10			4.35	4.25
7.3							
SIBERIA		12.33	1.19			4.44	4.34
5.2							
KLONDIKE		12.43	1.27			4.53	4.43
4.3							
ASH HILL YL		12.51	1.34			5.00	4.50
6.7							
LUDLOW		1.00	1.41			5.09	4.59
5.1							
ARGOS		1.10	1.47			5.16	5.06
8.1							
PISGAH		1.21	1.55			5.25	5.15
6.2							
HECTOR		1.27	2.00			5.31	5.21
12.8							
NEWBERRY		1.40	2.10			5.43	5.33
6.0							
MINNEOLA		1.46	2.15	AM	AM	5.48	5.38
6.0				11.33	6.10	5.53	5.43
DAGGETT		1.56	2.20			5.56	5.46
4.0				11.37	6.14		
NEBO		2.02	2.24			6.10	6.00
4.8				^s 11.45	^s 6.22	^s 6.10	^s 6.00
BARSTOW YL		^s 2.20	^s 2.40	^s AM	^s AM	^s AM	^s AM
		AM	PM				
(167.6)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....		(41.0)	(54.4)	(44.0)	(44.0)	(47.9)	(47.9)

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

Needles District—Signal System 1 in effect.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train 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.

Between Needles and Barstow trains will run as prescribed by Rule 251.

Two tracks extend through Needles passenger yard. Tracks are numbered one to three. Beginning at station, No. 1 is eastward main track, No. 3 is westward main track.

Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 509 (c): 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 trains from Union Pacific must get numbered clearance card before leaving Daggett.

NEEDLES DISTRICT

LOS ANGELES DIVISION

5

WESTWARD					TIME TABLE	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS											
103	17	19	21	237							
Passenger	Super Chief	The Chief	El Capitan	Passenger	NO. 138						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	September 24, 1950						
					STATIONS						
	AM 2:05	AM 1:10	AM 12:56		NEEDLES YL	578.0			O	FW TY	Yard
	2:17	1:23	1:07		7.4 JAVA	585.6	74.5	0.0	B		107
	2:28	1:35	1:17		6.8 IBIS	592.4	73.9	0.0	B	W	107
	2:35	1:42	1:24		4.5 BANNOCK	597.0	73.9	0.0	B		107
	2:43	1:50	1:31		4.6 HOMER	601.5	73.9	0.0	B		97
	2:53	2:00	1:40		7.6 GOFFS	609.1	73.9	30.0	C	W	107
	3:01	2:08	1:48		9.6 FENNER	618.7	0.0	52.8	B		111
	3:06	2:13	1:53		7.5 ESSEX	626.2	0.0	52.8	B		
	3:12	2:19	1:59		8.5 DANBY	634.7	0.0	52.8	B	W	107
	3:17	2:25	2:04		7.1 SIAM	641.8	0.0	52.8	B		
	3:22	2:32	2:09		6.3 CADIZ YL	648.1	0.0	48.0	C	FWY	107
					10.3 SALTUS	658.4	26.4	52.8	B		
	3:32	2:46	2:19		3.1 AMBOY	661.5	26.4	11.6	C		107
	3:37	2:52	2:24		7.8 BAGDAD	669.3	35.9	11.6	B		107
	3:45	3:00	2:32		7.3 SIBERIA	676.7	75.0	0.0	B		107
	3:52	3:07	2:39		5.2 KLONDIKE	682.0	75.0	0.0	B		72
	3:58	3:14	2:45		4.3 ASH HILL YL	686.7	75.0	0.0	B	Y	107
	4:04	3:21	2:51		6.7 LUDLOW	693.4	26.4	52.8	C	W	117
	4:11	3:28	2:58		5.1 ARGOS	698.5	52.8	0.0	B		71
	4:19	3:36	3:06		8.1 PISGAH	706.6	52.8	44.0	B		107
	4:24	3:41	3:11		6.2 HECTOR	712.8	0.0	52.8	B		73
	4:33	3:50	3:20		12.8 NEWBERRY	725.6	26.4	39.6	B	W	107
	4:37	3:55	3:24		6.0 MINNEOLA	731.7	26.4	0.0	B		107
AM 5:18	4:41	4:00	3:28	AM 1:35	6.0 DAGGETT	737.6	38.2	13.0	C		107
5:21	4:44	4:04	3:31	1:40	4.0 NEBO	741.6	31.7	31.7	B		68
5:28 AM	4:55 AM	4:15 AM	3:40 AM	1:50 AM	4.8 BARSTOW YL	746.4	31.7	31.7	C	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(167.6)						
(52.8)	(59.1)	(54.4)	(61.3)	(35.2) Average speed per hour						

Needles District—Signal System 1 in effect.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train 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.

Between Needles and Barstow trains will run as prescribed by Rule 251.

Two tracks extend through Needles passenger yard. Tracks are numbered one to three. Beginning at station, No. 1 is eastward main track, No. 3 is westward main track.

Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 509 (c): 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 trains from Union Pacific must get numbered clearance card before leaving Daggett.

EASTWARD							TIME TABLE	
FIRST CLASS								
20	22	124	24	104	4	18		
The Chief	El Capitan	The Grand Canyon	The Grand Canyon	Passenger	California Limited	Super Chief	NO. 138	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	September 24, 1950	
PM 7-18	PM 7-30	PM 8-55	PM 9-15		AM 2-25	AM 2-05	STATIONS	
7-06	7-21	8-44	9-04		2-12	1-55		
6-58	7-13	8-37	8-57		2-04	1-48	NEEDLES YL	
6-52	7-08	8-31	8-51		1-59	1-43	7.4	
6-47	7-03	8-25	8-45		1-54	1-38	JAVA	
6-39	6-55	8-17	8-37		1-46	1-30	6.8	
6-28	6-46	8-07	8-27		1-33	1-20	IBIS	
6-20	6-39	7-59	8-19		1-23	1-13	4.5	
6-11	6-32	7-52	8-12		1-12	1-05	BANNOCK	
6-04	6-26	7-46	8-06		1-03	12-59	4.6	
5-58	6-21	7-41	8-01		12-55 ¹⁸	12-54 ¹	HOMER	
							7.6	
							GOFFS	
5-46	6-12	7-31	7-51		12-03	12-44	9.6	
5-40	6-07	7-24	7-44		11-57	12-39	FENNER	
5-33	6-00	7-16	7-36		11-50	12-32	7.5	
5-26	5-53	7-07	7-27		11-42	12-25	ESSEX	
5-20	5-48	7-00	7-20		11-36	12-19	8.5	
5-15	5-43	6-54	7-14		11-28	12-14	DANBY	
5-08	5-37	6-45	7-05		11-20	12-07	7.1	
5-03	5-32	6-39	6-59		11-15	12-02	SIAM	
4-54	5-23	6-27	6-47		11-05	11-53	6.3	
4-50	5-19	6-22	6-42		11-01	11-49	CADIZ YL	
4-46	5-15	6-17	6-37	PM 8-37	10-56	11-45	10.3	
4-42	5-12	6-13	6-33	8-34	10-52	11-41	SALTUS	
4-35	5-05	6-05	6-25	8-27	10-45	11-35	8.1	
PM	PM	PM	PM	PM	PM	PM	AMBOY	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	7.8	
(61.0)	(68.6)	(58.5)	(58.5)	(52.8)	(45.2)	(66.3)	BAGDAD	
						 Average speed per hour	

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

Needles District—Signal System 1 in effect.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Train 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.

Between Needles and Barstow trains will run as prescribed by Rule 251.

Two tracks extend through Needles passenger yard. Tracks are numbered one to three. Beginning at station, No. 1 is eastward main track, No. 3 is westward main track.

Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 509 (c): 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.

	TIME TABLE NO. 138 September 24, 1950	WESTWARD					
		FIRST CLASS					
		7	203	23	201	123	103
		Fast Mail Express	Passenger	The Grand Canyon	Passenger	The Grand Canyon	Passenger
	STATIONS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
AUTOMATIC BLOCK SYSTEM	BARSTOW YL	PM 2:55	AM 11:48	AM 6:30	AM 6:25	AM 6:20	AM 5:28
	LENWOOD	3:03	11:56	6:39	6:33	6:28	5:34
	HODGE	3:09	12:02	6:47	6:39	6:34	5:39
	HELENDALE	3:17	12:10	6:57	6:48	6:43	5:46
	BRYMAN	3:22	12:15	7:02	6:53	6:48	5:51
	ORO GRANDE	3:27	12:20	7:07	6:59	6:54	5:55
	VICTORVILLE YL	3:35	12:29	7:16	7:07	7:02	6:03
	THORN	3:43	12:37	7:23	7:14	7:09	6:10
	HESPERIA	3:49	12:43	7:29	7:20	7:15	6:15
	LUGO	3:55	12:49	7:37	7:27	7:22	6:20
	SUMMIT YL	4:08	1:02	7:52	7:39	7:34	6:33
	GISH	4:17	1:11	8:01	7:48	7:43	6:42
	CAJON	4:23	1:17	8:07	7:54	7:49	6:48
	KEENBROOK	4:29	1:23	8:13	8:00	7:55	6:54
	DEVORE	4:37	1:31	8:21	8:08	8:03	7:02
	ONO	4:44	1:38	8:29	8:18	8:13	7:09
	HIGHLAND JCT.	4:49	1:43	8:34	8:23	8:18	7:14
SAN BERNARDINO YL	s 4:55 PM	s 1:50 PM	s 8:40 AM	s 8:30 AM	s 8:25 AM	s 7:20 AM	
	(80,8)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour		(40.4)	(39.7)	(37.3)	(38.8)	(38.8)	(43.3)

First District: Signal System 1 in effect, except on eastward track from Signal 782 to Signal 572A where Signal System 2 is in effect.

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.

Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Two tracks extend through San Bernardino passenger yard. Tracks are numbered one to six. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 509 (c): 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."

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

Westward freight trains must stop ten minutes at both Cajon and Devore to cool wheels and inspect train, except these stops may be eliminated when trains handling 4000 tons or less with four unit diesel locomotives, and trains handling 3000 tons or less with three unit diesel locomotives, provided dynamic brakes in operation on all units. Trains that do not exceed 4500 tons when handled by 200 class diesel engine with dynamic brakes in service on all four units need not stop to cool wheels except when wheels are overheating.

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.

Over Bridge A-35, westward between Oro Grande and Victorville, maximum speed 5000, 5001 and 5011 class engines single, 45 MPH, doublehead with any class, 25 MPH; maximum speed 2900, 3460, 3751, 3765, 3776 classes and 3800 class (20,000 gallon tender), single 55 MPH; doublehead with any class, 35 MPH; maximum speed Union Pacific engines 3930 to 4024, single or doublehead, 20 MPH.

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

						EASTWARD							
						FIRST CLASS							
						8	204	202	20	22	124	24	
TIME TABLE NO. 138 September 24, 1950						Fast Mail Express	Passenger	Passenger	The Chief	El Capitan	The Grand Canyon	The Grand Canyon	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	STATIONS							
Yard	FW TY	O			0.0	BARSTOW YL	AM	PM	PM	PM	PM	PM	PM
104		O	37.0	20.4	6.2	6.1 LENWOOD	s 3:45	s 2:53	s 3:50	s 4:28	s 5:00	s 5:55	s 6:05
106		B	37.0	23.0	11.8	5.7 HODGE	3:35	2:40	3:40	4:18	4:51	5:40	5:50
108	W	B	39.0	30.0	21.1	9.2 HELENDALE	3:29	2:35	3:35	4:12	4:47	5:34	5:44
		B	37.0	0.0	26.1	4.9 BRYMAN	3:20	2:28	3:28	4:02	4:40	5:24	5:34
108		O	37.0	0.0	31.5	5.4 ORO GRANDE	3:15	2:24	3:24	3:57	4:36	5:19	5:29
98	WY	O	39.6	17.2	36.7	5.1 VICTORVILLE YL	s 3:00	f 2:12	3:12	3:44	4:25	5:03	5:13
105		B	84.5	0.0	41.1	4.3 THORN	2:52	2:06	3:05	3:36	4:18	4:55	5:05
106		B	84.5	0.0	45.1	4.1 HESPERIA	2:47	2:01	3:01	3:31	4:14	4:49	4:59
		B	86.8	0.0	50.3	5.2 LUGO	2:42	1:55	2:55	3:24	4:09	4:42	4:52
126	Y	O	84.5	0.0	55.9	5.5 SUMMIT YL	2:33	1:46	2:46	3:15	4:00	4:34	4:44
118		B	0.0	116.2	59.7	3.8 ALRAY	2:21	1:34	2:36	3:05	3:51	4:24	4:34
70	W	O	0.0	116.2	62.4	4.7 CAJON	2:10	1:24	2:26	2:56	3:41	4:14	4:24
115	W	B	0.0	116.2	66.3	3.7 KEENBROOK	2:02	1:18	2:19	2:50	3:35	4:03	4:13
128		B	0.0	116.2	71.0	4.7 DEVORE	1:53	1:10	2:11	2:41	3:27	3:52	4:02
106		B	0.0	116.2	76.0	5.0 ONO	1:41	1:00	2:01	2:29	3:19	3:40	3:50
			0.0	116.2	79.4	3.5 HIGHLAND JCT.	1:36	12:55	1:56	2:24	3:15	3:36	3:46
Yard	FW TY	O	64.4	51.7	81.3	SAN BERNARDINO YL	1:30 AM	12:50 PM	1:50 PM	2:18 PM	3:10 PM	3:30 PM	3:40 PM
(82.8)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour						(36.8)	(40.4)	(41.4)	(38.2)	(45.2)	(34.3)	(34.3)	

FIRST DISTRICT

LOS ANGELES DIVISION 11

EASTWARD				TIME TABLE NO. 138 September 24, 1950	STATIONS
FIRST CLASS					
104	4	18	238		
Passenger	California Limited	Super Chief	Passenger		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
PM 8-27	PM 10-20	PM 11-30	PM 11-55		
8-19	10-08	11-21	11-46		
8-14	10-03	11-17	11-41		
8-06	9-54	11-10	11-32		
8-02	9-49	11-06	11-27		
7-58	9-42	11-02	11-22		
7-51	9-34	10-55	11-15		
7-44	9-25	10-48	11-07		
7-40	9-20	10-44	11-02		
7-35	9-14	10-39	10-56		
7-26	9-05	10-30	10-46		
7-17	8-54	10-21	10-37		
7-07	8-43	10-11	10-27		
7-01	8-35	10-05	10-19		
6-55	8-27	9-57	10-11		
6-48	8-15	9-49	10-01		
6-43	8-10	9-45	9-56		
6-38 PM	8-05 PM	9-40 PM	9-50 PM		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	(82.8)	
(45.6)	(36.8)	(45.2)	(39.7) Average speed per hour	

First District: Signal System 1 in effect, except on eastward track from Signal 782 to Signal 572A where Signal System 2 is in effect.

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.

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Two tracks extend through San Bernardino passenger yard. Tracks are numbered one to six. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

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:

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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;

Highland Junction—Crossover, time release five minutes. Trains must get numbered clearance card before leaving Barstow and San Bernardino.

AUTOMATIC BLOCK SYSTEM	BARSTOW YL	TWO TRACKS
	6.1	
	LENWOOD	
	5.7	
	HODGE	
	9.2	
	HELENDALE	
	4.9	
	BRYMAN	
	5.4	
	ORO GRANDE	
	5.1	
	VICTORVILLE YL	
	4.3	
	THORN	
	4.1	
	HESPERIA	
	5.2	
LUGO		
5.5		
SUMMIT YL		
3.8		
ALRAY		
4.7		
CAJON		
3.7		
KEENBROOK		
4.7		
DEVORE		
5.0		
ONO		
3.5		
HIGHLAND JCT.		
1.9		
SAN BERNARDINO YL		

REDLANDS 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
			NO. 138					
			September 24, 1950					
			STATIONS					
	Yard			SAN BERNARDINO YL		0.0		O
		56.8		P. E. Crossing				
	9			S. P. Crossing			101.3	
		116.2		4.7		4.6	0.0	
	31			VICTORIA		8.8	0.0	B
		116.2		4.3				
	17			REDLANDS		12.0	88.5	
		0.0		3.2		16.2	83.2	B
	47			MENTONE		18.7	89.5	B
		70.5		4.1		19.7	81.3	
	25			EAST HIGHLANDS		21.5	60.0	
		0.0		2.5		25.4		
	14			HIGHLAND				
		47.5		1.0				
	13			PATTON				
		25.8		1.8				
				DEL ROSA				
				P. E. Crossing				
				4.0				
				HIGHLAND JCT.				
				(25.6)				

No switch lights on Redlands District

Trains must get numbered clearance card before leaving San Bernardino.

Capacity of Sidings in 50 ft. Cuts		Ruling Grade Ascending		EASTWARD						
				FIRST CLASS						
				42	20	22	4	18	8	
TIME TABLE										
NO. 138										
September 24, 1950										
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard				PM	PM	PM	PM	PM	AM	
	0.0	SAN BERNARDINO YL			12:50	2:15	3:07	8:00	9:37	1:20
123	15.4	RIALTO			12:40	2:07	2:59	7:52	9:29	1:12
94	38.7	FONTANA			12:31	2:03	2:54	7:47	9:24	1:08
105	26.8	KAISER			12:23	2:00	2:51	7:43	9:21	1:05
54	32.0	ETIWANDA			12:19	1:58	2:49	7:40	9:19	1:03
50	6.6	CUCAMONGA			12:11	1:54	2:46	7:35	9:16	12:59
47	42.0	UPLAND YL			12:06	1:50	2:43	7:32	9:13	12:55
56	59.1	CLAREMONT			11:55	1:44	2:38	7:27	9:08	12:51
64	43.8	POMONA			11:50	1:42	2:36	7:24	9:06	12:49
40	63.4	LA VERNE			11:44	1:39	2:34	7:21	9:04	12:47
42	65.8	SAN DIMAS			11:38	1:36	2:30	7:18	9:00	12:44
59	65.4	GLENORA			11:30	1:30	2:25	7:12	8:55	12:38
41	51.9	AZUSA			11:22	1:26	2:23	7:08	8:53	12:34
50	92.3	KINCAID			11:18	1:24	2:21	7:06	8:51	12:32
72	60.7	BUTLER			11:15	1:22	2:18	7:04	8:48	12:30
11	6.4	MONROVIA			11:11	1:20	2:16	7:01	8:46	12:28
39	0.0	ARCADIA			11:06	1:17	2:14	6:59	8:44	12:26
62	0.0	SANTA ANITA (S. Madre)			11:01	1:15	2:12	6:57	8:42	12:24
25	95.3	CHAPMAN			10:58	1:13	2:10	6:55	8:40	12:22
34	114.0	LAMANDA PARK			10:56	1:12	2:09	6:54	8:39	12:21
34	89.8	PASADENA YL			10:45	1:00	2:00	6:45	8:30	12:10
34	96.4	SOUTH PASADENA			10:30	12:50		6:35		11:50
20	114.9	OLGA			10:27	12:48	1:47	6:33	8:17	11:48
71	63.5	HIGHLAND PARK			10:23	12:45	1:44	6:29	8:14	11:45
89.8	0.6	WATER STREET			10:16	12:37	1:38	6:22	8:08	11:37
59.7	0.6	BROADWAY			10:14	12:35	1:36	6:20	8:06	11:35
31.7	0.8	MISSION TOWER			10:13	12:34	1:34	6:19	8:04	11:34
	0.8	LOS ANGELES YL			10:10	12:30	1:30	6:15	8:00	11:30
	1.1	FIRST STREET								
(59.7)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour				(22.3)	(33.9)	(36.7)	(33.9)	(36.7)	(32.4)	

(Continued from Page 12)

Lamanda Park—Eastward train holding main track, arriving first, stop west of signal 1283 until westward train enters siding. Westward train holding main track stop east of signal 1271 until eastward train enters siding;

Usado—Westward train holding main track, arriving first, stop east of signal 1313 until eastward train enters siding;

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.

Train movements on Rialto, Cucamonga and Upland Foothill spurs and Metropolitan spur must be authorized by train order. Not more than two engines of the 3129 class, or heavier, may

be coupled together over Bridge A-140 Los Angeles River and over Bridge C-136 Garvanza Viaduct. Maximum speed 2900, 3460, 3751, 3765, 3776, 3800 (20,000 gallon tender), 5000, 5001 and 5011, 20 MPH over Bridge A-140. Union Pacific Engines 3930 to 4024, 10 MPH over Bridges C-136 and A-140.

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

TIME TABLE NO. 138 September 24, 1950		WESTWARD								
		SECOND CLASS			FIRST CLASS					
		141	505	145	79	7	77	75	203	73
STATIONS		Freight	Mixed	Freight	San Diegan	Fast Mail Express	San Diegan	Passenger	Passenger	San Diegan
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
AUTO. BLK. SYS.	SAN BERNARDINO YL		AM 9.05			PM 5.05			PM 1.55	
	2.2 RANA		9.13			5.10			2.00	
	1.3 COLTON		f 9.16			5.13			2.05	
	S. P. and U. P. Crossings 3.8									
	2.6 HIGHGROVE		s 9.23			5.19			2.10	
	S. P. Crossing 0.6									
	RIVERSIDE JOT. U. P. Jct.					5.22			2.15 PM	
	0.6 RIVERSIDE YL					5.25				
	4.2 CASA BLANCA					5.30				
	2.4 ARLINGTON					5.33				
3.3 MAY						5.37				
P. E. Crossing 3.1										
1.3 PORPHYRY						5.40				
5.0 CORONA						5.43				
3.1 PRADO DAM						5.48				
4.1 GYPSUM						5.53				
4.3 ESPERANZA						5.58				
2.3 ATWOOD						6.02				
3.0 PLACENTIA										
2.5 FULLERTON YL					PM 9.19	6.11	PM 5.17	PM 4.52	PM 1.48	
U. P. Crossing 2.0								4.56		
BASTA										
1.8 BUENA PARK					9.24	6.18	5.22	4.59	1.53	
4.3 LA MIRADA						6.20		5.01		
1.3 SANTA FE SPRINGS					9.29	6.24	5.27	5.06	1.58	
1.0 LOS NIETOS								5.08		
P. E. Crossing 1.0										
D. T. JUNCTION					9.32	6.27	5.30	5.09	2.01	
1.0 RIVERA						6.29		5.11		
1.3 BANDINI					9.35	6.31	5.33	5.13	2.04	
4.3 HOBART					9.39	6.35	5.37	5.18	2.08	
U. P. Crossing 2.3										
REDONDO JOT. U. P. Crossing 2.1		PM 7.20	AM 3.45		9.44	6.42	5.41	5.26	2.12	
0.9 FIRST STREET (70.5)		7.30		AM 3.55	9.48	6.46	5.44	5.30	2.16	
MISSION TOWER		PM		AM	9.52 PM	6.50 PM	5.48 PM	5.35 PM	2.18 PM	
0.8 LOS ANGELES YL Union Station					10.00 PM	7.00 PM	6.00 PM	5.45 PM	2.30 PM	
(72.2)		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Average speed per hour		(12.0)	(24.3)	(12.0)	(35.7)	(37.7)	(35.7)	(29.5)	(29.4)	(35.7)

Third District: Signal System 1 in effect.

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.

Nos. 71, 73 and 77 will back from Mission Tower to Union Station.

Rule 251 in effect between west end of Bridge B-5 and Riverside; Fullerton and D.T. Junction; Bandini and Mission Tower.

Rule 261 in effect:
 San Bernardino-Bridge B-5 (on 3 tracks San Bernardino-Rana; 2 tracks Rana-Bridge B-5);
 Riverside-Fullerton;
 Siding Atwood;
 D.T. Junction-Bandini.

THIRD DISTRICT

LOS ANGELES DIVISION

15

WESTWARD							TIME TABLE NO. 138 September 24, 1950	STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
FIRST CLASS														
23	71	201	123	103	51	237								
The Grand Canyon	San Diegan	Passenger	The Grand Canyon	Passenger	Passenger	Passenger								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
AM 8-45		AM 8-35	AM 8-30	AM 7-25	AM 7-10	AM 4-20								
8-50		8-40	8-35	7-30	7-15	4-25		SAN BERNARDINO YL	0.0			O	FW TY	Yard
8-53		8-43	8-38	7-33	7-20	4-30		2-2 RANA	1.5	0.0	52.8			
8-59		8-48	8-43	7-39	7-26	4-35		1-3 COLTON	2.9	23.1	52.8	B		49
9-02		8-55 AM	8-47	7-43 AM	7-31	4-40 AM		S. P. and U. P. Crossings 3-8 HIGHGROVE	6.7	29.1	52.8	O	W	114
9-05			8-50		7-35			S. P. Crossing 2-6 RIVERSIDE JCT.	9.2	0.0	17.2	O		
9-10			8-56		7-42			U. P. Jct. 0-6 RIVERSIDE YL	9.8	48.6	52.8			
9-13			8-59		7-46			4-2 CASA BLANCA	14.0	0.0	52.8	B	Y	99
9-17			9-03		7-50			2-4 ARLINGTON	16.4	0.0	52.8	B		62
9-20			9-07		7-53			3-3 MAY	19.7	0.0	52.8	B		94
9-23			9-14		7-58			P. E. Crossing 3-1 PORPHYRY	22.8	0.0	24.8	B	Y	100
9-28			9-19		8-05			1-3 CORONA	24.1	24.3	52.8	O	FW	167
9-33			9-23		8-10			5-0 PRADO DAM	29.2	25.9	52.8	B		94
9-38			9-27		8-15			3-1 GYPSUM	32.2	21.1	52.8	B		95
9-42			9-31		8-20			4-1 ESPERANZA	36.4	0.0	52.8	B		129
9-46			9-36		8-25			4-3 ATWOOD	40.6	0.0	42.2	B	YW	179
9-51	AM 9-46		9-41		8-37			2-3 PLACENTIA	43.0	0.0	42.2	B		69
9-55					8-40			3-0 FULLERTON YL	165.0	0.0	33.4	O	W	94-74
9-58	9-51		9-46		8-43			2-5 U. P. Crossing BASTA	162.5			B		31
10-00					8-47			2-0 BUENA PARK	160.5	12.7	19.2	B		74
10-04	9-56		9-51		8-53			1-8 LA MIRADA	158.7	32.1	25.9	B		
10-06					8-56			4-3 SANTA FE SPRINGS	154.4	40.5	10.0	O		86
10-07	9-59		9-54		8-58			1-3 LOS NIETOS	153.1					
10-09					9-00			P. E. Crossing 1-0 D. T. JUNCTION	152.1	0.0	13.7			
10-11	10-01		9-56		9-04			1-0 RIVERA	151.2	0.0	13.7	O		95
10-15	10-05		10-00		9-09			1-3 BANDINI	149.8	21.1	37.5	B		
10-22	10-11		10-06		9-15			4-3 HOBART	145.5	39.6	26.2	O		Yard
10-26	10-15		10-10		9-19			U. P. Crossing 2-3 REDONDO JCT.	143.2	42.5	0.0		FW TY	
10-30 AM	10-20 AM		10-15 AM		9-22 AM			U. P. Crossing 2-1 FIRST STREET (70.5)	141.1	40.1	0.0	O		Yard
10-40 AM	10-30 AM		10-25 AM		9-30 AM			0-9 MISSION TOWER	140.1	59.7	0.0		Y	
								0-8 LOS ANGELES YL Union Station		71.8	31.7	O		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(72.2)						

(37.7) (34.1) (29.4) (37.7) (32.7) (30.9) (29.4) Average speed per hour

(Continued from Page 14)

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

Train movements on Prenda, Sunny Hills, and La Habra Valley Spurs must be authorized by train order.

Maximum speed 2900, 3460, 3751, 3765, 3776, 3800 (20,000

gallon tender), 5000, 5001 and 5011 class engines, single 30 MPH and doublehead 10 MPH, over Bridge A-144. Union Pacific engines 3930 to 4024, single only, 20 MPH over Bridges C-1 and A-144.

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

Second class and extra trains must get numbered clearance card before leaving First Street.

At Fullerton, clearance card will not be required when train order signal in clear position.

Capacity of Sidings In 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE					
						NO. 138					
						September 24, 1950					
						EASTWARD					
						FIRST CLASS					
						70	72	204	74		
						Passenger	San Diegan	Passenger	San Diegan		
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard	FW TY	O	0.0	52.8	0.0	SAN BERNARDINO YL P. E. Crossing 1.5	3 TRKS.	PM 12-45			
			0.0	52.8	1.5				RANA 1.3	12-40	
112		B	23.1	52.8	2.9				COLTON S. P. and U. P. Crossing 3.8	12-37	
	W	O	29.1	52.8	6.7	HIGHGROVE 2.6	2 TRACKS	12-32			
		O	0.0	17.2	9.2	S. P. Crossing RIVERSIDE JCT. U. P. Jet. 0.6		12-27 PM			
42			48.6	52.8	9.8	RIVERSIDE YL 4.2	CTC				
99	Y	B	0.0	52.8	14.0	CASA BLANCA 2.4					
62		B	0.0	52.8	16.4	ARLINGTON 3.3					
94		B	0.0	52.8	19.7	MAY P. E. Crossing 3.1					
100	Y	B	0.0	24.8	22.8	PORPHYRY 1.3					
167	FW	O	24.8	52.8	24.1	CORONA 5.0					
94		B	25.9	52.8	29.2	PRADO DAM 3.1					
95		B	21.1	52.8	32.2	GYPSON 4.1					
129		B	0.0	52.8	36.4	ESPERANZA 4.3					
179	YW	B	0.0	42.2	40.6	ATWOOD 2.3					
69		B	0.0	42.2	43.0	PLACENTIA 3.0					
74	W	O	0.0	33.4	165.0	FULLERTON YL 2.5	TWO TRACKS	AM 1-07	AM 8-26	AM 11-56	
		B	12.7	19.2	162.5	U. P. Crossing BASTA 2.0		1-03			
		B	32.1	25.9	160.5	BUENA PARK 1.8		1-01	8-22	11-52	
96		B	40.5	10.0	158.7	LA MIRADA 4.3		12-59			
		O	27.2	16.3	154.4	SANTA FE SPRINGS 1.3		12-54	8-17	11-47	
			0.0	13.7	153.1	LOS NIETOS P. E. Crossing 1.0		12-52			
			0.0	13.7	152.1	D. T. JUNCTION 1.0		12-51	8-15	11-45	
95		O	21.1	37.5	151.2	RIVERA 1.3		12-50			
		B	39.6	26.2	149.8	BANDINI 4.3		12-48	8-13	11-43	
Yard		O	42.5	0.0	145.5	HOBART U. P. Crossing 2.3		12-44	8-10	11-40	
	FW TY		40.1	0.0	143.2	REDONDO JCT. U. P. Crossing 2.1	12-39	8-07	11-37		
Yard		O	59.7	0.0	141.1	FIRST STREET (69.8) 0.9	12-36	8-04	11-34		
	Y		71.8	31.7	140.1	MISSION TOWER 0.8	12-33 AM	8-02 AM	11-32 AM		
		O				LOS ANGELES YL Union Station	12-30 AM	8-00 AM	11-30 AM		
						(71.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour (41.5) (56.9) (30.3) (54.9)

Third District: Signal System 1 in effect.

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.

Rule 251 in effect between west end of Bridge B-5 and Riverside; Fullerton and D.T. Junction; Bandini and Mission Tower.

Rule 261 in effect:

San Bernardino-Bridge B-5 (on 3 tracks San Bernardino-Rana; 2 tracks Rana-Bridge B-5);
Riverside-Fullerton;
Siding Atwood;
D.T. Junction-Bandini.

At San Bernardino, Third District eastward trains and/or engines must approach junction of Second and Third Districts

(Continued on Page 17)

EASTWARD

FIRST CLASS								SECOND CLASS		
202	124	24	76	104	54	78	238	142	506	146
Passenger	The Grand Canyon	The Grand Canyon	San Diegan	Passenger	Passenger	San Diegan	Passenger	Freight	Mixed	Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
PM s 1.45	PM s 3.25	PM s 3.35		PM s 6.33	PM 7.50		PM s 9.40		PM 4.30	
1.40	3.17	3.27		6.28	7.43		9.35		4.18	
1.37	3.12	3.22		6.25	s 7.40		s 9.30		f 4.15	
1.32	3.04	3.14		6.20	s 7.30		9.22		4.05 PM	
1.27 PM	2.58	3.08		6.15 PM	7.24		9.17 PM			
	s 2.55	s 3.05			s 7.22					
	2.48	2.58			f 7.11					
	2.45	2.55			f 7.06					
	2.42	2.52			f 7.02					
	2.39	2.49			6.54					
	s 2.37	s 2.47			s 6.52					
	2.30	2.40			f 6.43					
	2.26	2.36			f 6.38					
	2.22	2.32			6.30					
	2.17	2.27			s 6.24					
	2.14	2.24			s 6.18	PM 7.56				
	s 2.10	s 2.20	PM 3.56		s 6.13					
					6.08					
	2.01	2.11	3.52		f 6.05	7.52				
					f 6.02					
	1.55	2.05	3.47		s 5.58	7.47				
					f 5.55					
	1.52	2.02	3.45		5.52	7.45				
					f 5.51					
	1.48	1.58	3.43		5.48	7.43				
	1.44	1.54	3.40		5.44	7.40				
	1.40	1.50	3.37		5.39	7.37		PM 2.00		PM 10.40
	1.35	1.45	3.34		f 5.36	7.34		1.55 PM		10.35 PM
	1.33 PM	1.43 PM	3.32 PM		5.33 PM	7.32 PM				
	1.30 PM	1.40 PM	3.30 PM		5.30 PM	7.30 PM				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily

TIME TABLE	
NO. 138	
September 24, 1950	
STATIONS	
SAN BERNARDINO YL	3 TRKS. TWO TRACKS
P. E. Crossing	
1.5	
RANA	
1.3	
COLTON	
S. P. and U. P. Crossing	
3.8	
HIGHGROVE	
2.6	
S. P. Crossing	
RIVERSIDE JCT.	
U. P. Jct.	
0.6	
RIVERSIDE YL	CTC
4.2	
CASA BLANCA	
2.4	
ARLINGTON	
3.3	
MAY	
P. E. Crossing	
3.1	
PORPHYRY	
1.3	
CORONA	
5.0	
PRADO DAM	
3.1	
GYPNUM	
4.1	
ESPERANZA	
4.3	
ATWOOD	
2.3	
PLACENTIA	
3.0	
FULLERTON YL	TWO TRACKS
2.5	
U. P. Crossing	
BASTA	
2.0	
BUENA PARK	
1.8	
LA MIRADA	
4.3	
SANTA FE SPRINGS	
1.3	
LOS NIETOS	
P. E. Crossing	
1.0	
D. T. JUNCTION	
1.0	
RIVERA	
1.3	
BANDINI	
4.3	
HOBART	
U. P. Crossing	
2.3	
REDONDO JCT.	
U. P. Crossing	
2.1	
FIRST STREET	
(69.8)	
0.9	
MISSION TOWER	
0.8	
LOS ANGELES YL	TWO TRACKS
Union Station	
(71.5)	

(30.3) (37.3) (37.3) (56.9) (30.3) (30.6) (56.9) (23.7) (24.0) (15.8) (24.0) Average speed per hour

(Continued from Page 16)

near yard office, prepared to stop, and "stop" unless proceed signal is received, given with yellow flag or light. Such proceed signal merely indicates the route is properly lined.
 Train movements on Prenda, Sunny Hills, and La Habra Valley Spurs must be authorized by train order.
 Maximum speed 2900, 3460, 3751, 3765, 3776, 3800 (20,000 gallon tender), 5000, 5001 and 5011 class engines, single 30 MPH and doublehead 10 MPH, over Bridge A-144. Union Pacific engines 3930 to 4024, single only, 20 MPH over Bridges C-1 and A-144.
 Flasher type signal, yellow indication, governs eastward movements through turnout, east end of Bridge B-5. Maximum

speed for trains: Passenger, 40 MPH; freight, 30 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.
 Second class and 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.
 At Fullerton, clearance card will not be required when train order signal in clear position.

WESTWARD						TIME TABLE				
FIRST CLASS						NO. 138				
						September 24, 1950				
79	77	363	75	73	71	STATIONS				
San Diego	San Diego	Passenger	Passenger	San Diego	San Diego	Mile Post	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
		PM 11-26								
PM 7-15	PM 3-15	PM 11-30	PM 1-30	AM 11-45	AM 7-45					
7-22	3-22		1-37	11-52	7-52					
			1-40	PM 12-01	7-59					
7-30	3-29		f 1-46 ⁷⁴	12-06	8-04					
7-35	3-34		f 2-05							
f 7-47	f 3-46		f 2-14	f 12-17	f 8-15					
			f 2-17							
7-54	3-53		f 2-20							
			f 2-25	12-25	8-21					
			2-31							
			f 2-39							
			2-42							
s 8-10	s 4-08		s 2-50	s 12-40	s 8-35					
			2-57							
			3-00							
8-16	4-14		3-04	12-46	8-43					
			3-10	12-52 ⁷⁴						
			f 3-15							
			f 3-23							
			3-26							
			f 3-31		9-02					
8-36 ⁷⁸	4-35 ⁷⁶		f 3-36	1-10	9-07 ⁷⁸					
			3-46							
8-50	4-47		f 3-55	1-20	9-20					
			s 4-03							
			4-16 ⁷⁶							
s 9-05	s 5-03		s 4-28	s 1-32	s 9-32					
9-09	5-07		s 4-36	1-36	9-36					
9-14	5-12		s 4-44	1-41	9-41					
9-19 PM	5-17 PM		s 4-50 PM	1-48 PM	9-46 AM					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
(49.6)	(50.4)	(6.0)	(30.8)	(50.0)	(50.8) Average speed per hour				

Fourth District: Signal System 1 in effect.
 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 268³/₄, trains will keep to left.
 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.
 Through San Diego passenger yard:
 No. 1 is eastward main track.
 No. 5 is westward main track.

SD&AE westward trains will operate against current of traffic, governed by automatic signal indication, between Market Street Junction and Passenger Station, San Diego.
 Train movements on Venta Spur must be authorized by train order.
 Flasher type signal, yellow indication, governs westward movements through turnout, M.P. 179.1. Maximum speed for trains: Passenger, 40 MPH; freight 30 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.
 At Fullerton, clearance card will not be required when train order signal in clear position.

Capacity of Sidings in 50 ft. Cars		Ruling Grade Ascending	TIME TABLE		EASTWARD					
			NO. 138		FIRST CLASS					
			September 24, 1950		70	362	72	74	76	78
			Passenger	Passenger	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			STATIONS							
Yard	26.4		NATIONAL CITY							
	0.0		MARKET ST. JCT.							
Yard	31.2	A. B. S.	SAN DIEGO YL		AM	AM	PM	PM	PM	PM
	31.2		OLD TOWN							
91	51.0		MORENA							
	0.0		ELVIRA							
	116.2		LINDA VISTA							
98	54.8		SORRENTO							
67	63.4		DEL MAR							
8	63.4		SOLANA BEACH							
11	0.0		CARDIFF							
92	63.4		ENCINITAS							
116	50.8		PONTO							
69	52.8		CARLSBAD							
	0.0		ESCONDIDO JCT.							
76	45.4		OCEANSIDE							
92	63.4		FALLBROOK JCT.							
50	49.3		STUART							
86	63.4		LAS FLORES							
97	68.9		AGRA							
91	49.4		SAN ONOFRE							
33	5.0		SAN CLEMENTE							
54	0.0		POCHE							
98	0.0		SERRA							
87	0.0		SAN JUAN CAPISTRANO							
98	54.0		GALIVAN							
88	63.4		EL TORO							
119	63.4		IRVINE							
93	0.0		VENTA							
125	11.2		SANTA ANA							
	48.1		ORANGE							
60	21.1		S. P. Crossing ANAHEIM							
			FULLERTON YL							
			(107.9)							
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....			(25.0)	(12.0)	(44.2)	(44.2)	(44.2)	(44.2)	(44.2)	(44.2)

Fourth District: Signal System 1 in effect.

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 268¾, trains will keep to left.

Rule 251 in effect between Old Town and San Diego.

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

Through San Diego passenger yard:

No. 1 is eastward main track.

No. 5 is westward main track.

SD&AE westward trains will operate against current of traffic, governed by automatic signal indication, between Market Street Junction and Passenger Station, San Diego.

Train movements on Venta Spur must be authorized by train order.

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.

At Fullerton, clearance card will not be required when train order signal in clear position.

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS	NO. 138	SECOND CLASS		
		505	September 24, 1950	506		
		Mixed		Mixed		
Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday			
26		AM 9.25	HIGHGROVE S. P. Crossing 2.5	PM 4.00	0.0	
12	116.2	9.35	LEMONA 4.5	3.45	2.7	0.0
31	116.2	f 9.53	BOX SPRINGS 2.3	f 3.25	7.2	0.0
	21.3	f 10.01	MARCH FIELD YL 1.1	f 3.16	9.6	17.6
66	21.3	f 10.05	ALESSANDRO YL 2.9	f 3.12	10.6	17.6
22	0.0	f 10.12	VAL VERDE 4.7	f 3.05	13.5	47.5
20	0.0	s 10.22	PERRIS YL 3.9	s 2.55	18.3	28.1
21	21.6	f 10.30	ETHANAC 2.3	f 2.43	3.7	63.4
11	49.3	f 10.36	MENIFEE 3.9	f 2.35	6.0	0.0
34	21.1	f 10.46	WINCHESTER 4.4	f 2.23	9.9	42.2
13	52.8	f 10.59	EGAN 2.7	f 2.10	14.3	0.0
15	44.3	s 11.10 11.30	HEMET YL 2.3	s 2.00 2.15	17.0	0.0
18	6.3	11.40 AM	SAN JACINTO YL	12.01 PM	19.3	63.4
Arrive Daily Ex. Sunday		(37.5)		Leave Daily Ex. Sunday		
(19.6) . . . Average speed per hour . . . (16.8)						

No. 505 is superior to No. 506.
No switch lights on San Jacinto District.
Wye at March Field, Val Verde, Perris and San Jacinto; water at Perris.
Office of Communication at March Field, Perris, Hemet and San Jacinto.
Trains must get numbered clearance card before leaving San Bernardino
and San Jacinto.

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 138			
			September 24, 1950			
Leave Daily Ex. Sunday		STATIONS				
48			FALLBROOK JCT. 3.4		0.0	
12	21.3		YSIDORA 2.6		3.4	62.7
12	66.0		CHAPPO 2.4		5.9	10.6
46	26.4		JOPEGAN YL 6.7		8.4	0.0
6	132.0		DE LUZ 1.8		15.1	79.2
28	105.6		FALLBROOK YL		16.9	0.0
(16.9)						
. . . Average speed per hour . . .						

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

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		SECOND CLASS	NO. 138	SECOND CLASS		
		509	September 24, 1950	508		
		Mixed		Mixed		
Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday			
17		AM 11.30	ELSINORE YL 5.6	AM 10.50	21.9	
20	147.8	PM 12.10	ALBERHILL YL 7.8	s 10.25	16.3	132.0
62	50.7	f 12.40	ARCILLA 8.5	f 10.05	8.5	89.8
	0.0	f 1.30 PM	P. E. Crossing PORPHYRY YL	9.40 AM	0.0	68.6
Yard		Arrive Daily Ex. Sunday	(21.9)	Leave Daily Ex. Sunday		
(11.0) . . . Average speed per hour . . . (18.8)						

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

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 138			
			September 24, 1950			
Leave Daily Ex. Sunday		STATIONS				
Yard			ATWOOD 2.4	} CTC		42.2
21			OLIVE S. P. Crossing 3.4			42.2
62			ORANGE			
(5.8)						

Booth phone at Olive.
Rule 261 in effect Atwood-Orange.
Atwood-Orange: Signal System 1 in effect.
At Orange and Atwood, trains to and from Olive District are authorized to
proceed on signal indication when operating under Rule 261.

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 138			
			September 24, 1950			
Leave Daily Ex. Sunday		STATIONS				
25			ESCONDIDO YL 4.9		21.1	
14	83.4		SAN MARCOS 3.3		16.2	95.0
11	70.3		BUENA 3.7		12.9	113.2
10	116.2		VISTA YL 1.4		9.2	116.2
11	116.2		FALDA 7.8		7.8	116.2
	87.6		ESCONDIDO JCT.		0.0	84.5
(21.1)						
. . . Average speed per hour . . .						

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

HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 138 September 24, 1950	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		142	146			
			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 5.10	AM 1.40	Pier A Yard 3.3	PM 4.15	AM 1.00			O
			5.25 PM	1.55 AM	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	4.00 PM	12.45 AM			
Yard	W				WILMINGTON YL 1.4			28.0		B
90	Y	79.2	PM 5.40	AM 2.05	WATSON YL 3.3	PM 3.55	AM 12.40	26.6	52.8	B
80		24.3	5.48	2.13	IRONSIDES 1.6	3.43	12.28	23.3	0.0	
34	W	52.3	5.51	2.16	TORRANCE YL 1.6	3.39	12.25	21.7	48.4	O
91		52.3	5.54	2.19	ALCOA 2.3	3.33	12.19	20.1	48.4	B
16		0.0	5.59	2.24	MONACO 1.2	3.27	12.12	17.8	58.4	
88		52.6	6.02	2.27	LAWNDALE 1.8	3.24	12.09	16.6	51.1	O
24	Y	11.6	6.06	2.31	EL SEGUNDO YL P. E. Crossing 1.2	3.21	12.06	14.8	4.0	O
107	W	30.8	6.10	2.35	LAIRPORT 3.7	3.17	12.02	13.6	4.0	B
79		52.8	6.18	2.43	INGLEWOOD YL 1.9	3.10	11.55	9.9	44.8	O
14		0.0	6.20	2.46	HYDE PARK 0.7	2.56	11.37	8.0	44.8	
22		10.5	6.27	2.52	VAN NESS 1.3	2.54	11.34	7.3	0.0	
75		18.5	6.36	3.01	WILDASIN 2.5	2.44	11.16	6.0	0.0	
18		0.1	6.54	3.19	WINGFOOT P. E. Crossing 2.0	2.26	11.01	3.5	0.0	B
Yard		52.8	7.05	3.30	S. P. Crossing MALABAR 1.5	2.12	10.50	1.5	0.0	
	FW TY		7.20 PM	3.45 AM	REDONDO JCT. 1.5	2.00 PM	10.40 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(S1.0)	Leave Daily	Leave Daily			

(14.3) (14.9) ... Average speed per hour ... (13.8) (13.3)

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. 138 September 24, 1950	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
				STATIONS						
Yard		42.2			REDONDO BEACH YL 1.5		20.2	0.0		
7		42.2			HERMOSA BEACH 1.7		18.7	0.0	B	
22		0.0			MANHATTAN BEACH 2.2		17.0	52.8		
22	Y				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.

900-1600, 3160, 3800, 3900 and 4000 Class Engines must turn on Watson wye and back into Pier "A" yard.

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.

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 (telegraph office, Santa Fe and U.P. roundhouses, Mill St. yard office), Los Angeles (Union Station, First St., Ninth St. and Hobart yard offices, roundhouse), San Diego (station and 22nd St. yard office), and National City roundhouse.

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.

4. Rule 17, first sentence, is amended: The headlight will be displayed to the front of every train by night, and in addition, to the front of every diesel, or gas-electric powered train by day.

5. Rule 82 (B): Bulletin boards and books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Upland, Corona, Fullerton, First Street, Union Station, Redondo Junction, Pier "A" Yard, Santa Ana, Oceanside, San Diego, and National City.

6. Rules 83 and 83 (A): At Barstow, Trains 17, 18, 21, 22, 103, 104, 201, 202, and eastward Union Pacific freight trains, and at San Bernardino, Trains 17, 18, 19, 20, 21, 22, 23, 24, 103, 104, 123, 124, 201 and 202 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 tracks at Broadway.

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

7. Rule 93: Yard limits are located at Needles, Cadiz, Parker, Rice, Midland, Blythe-Ripley, Ash Hill, Barstow, Victorville, Summit, San Bernardino, Upland, Pasadena, Los Angeles, Riverside, Fullerton, San Diego, Jofegan, Fallbrook, Vista, Escondido, Inglewood, El Segundo, Torrance, Watson-Wilmington, Redondo Beach, March Field-Alessandro, Hemet-San Jacinto, Perris-Ellis, Porphyry (Elsinore District), Weisel, Alberhill, and Elsinore.

Yard limits are continuous between the following points:

At San Bernardino, between M.P. 78 plus 2792 ft. on First District, M.P. 82 plus 4325 ft. on Second District, M.P. 4 plus 2900 ft. on Third District, and on Redlands District, at M.P. 24 plus 3330 ft. and at M.P. 4 plus 4503 ft. near Victoria.

At Los Angeles, between Bridge M.P. 138 plus 814 ft. on Second District, M.P. 148 plus 3429 feet east on Third District, and M.P. 8 plus 1281 ft. on Harbor District.

At San Diego, between Cudahy Spur and end of track, National City.

8. Rule 104 (E): In addition to the provisions thereof, at certain sidings on heavy descending grades, hand throw derails will be normally locked and sealed 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 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.

10. 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	No Dynamic Brakes in Use	Dynamic Brakes in Use
Summit to M.P. 78	1 retainer per 40 tons	1 retainer per 70 tons

On diesel operated freight trains with dynamic brakes, retainers will be manipulated from engine toward rear end 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 a freight train, speed of such train must not exceed twenty miles per hour.

The maximum tonnage per operative brake in freight trains Summit to San Bernardino is 70 tons.

11. Rule 509 (a) is amended: On single track, wait five minutes, then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

Rules 511 and 660 are amended: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

12. 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.

13. 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."

14. 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.

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

16. Rule 947: Prescribed test must be made on freight trains at: Summit, westward and eastward.
Box Springs, eastward.
Linda Vista, westward and eastward.

SPEED REGULATIONS

17. 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.

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

Passenger—30 MPH; Freight—20 MPH

- Needles, lead and crossover switches, west of M.P. 574.
- Needles, main track and westward freight lead crossovers, west of M.P. 578.
- Barstow, heading in and out switches, eastward track, and crossover, west of M.P. 743.
- Barstow, interlocked main track and crossover switches to yard tracks, west of M.P. 745.
- Barstow, west switch eastward siding, M.P. 2.0.
- Lenwood, east switch westward siding.
- Lenwood, west switch eastward siding.
- San Bernardino, crossover between main tracks east of Bridge A-83.
- Rana Jct., switch and crossover.
- Colton, west end eastward siding, near Bridge B-5.
- Highgrove, junction of eastward main with San Jacinto District.
- Riverside Jct., Union Pacific jct. switch and crossover.
- Riverside, double track jct. switch—westward trains.
- Atwood, west switch siding.
- Fullerton, east switch siding, east of station on Third District.
- Fullerton, west crossover east of station for 3rd Dist. eastward trains.
- Fullerton, east crossover east of station for 4th Dist. westward trains.
- Broadway, two track jct. switch.
- Orange, west end main track M.P. 171.2.
- Linda Vista, west end two main tracks M.P. 252.9.
- Old Town, two track jct. switch, eastward trains.

Passenger—40 MPH; Freight—30 MPH

- Colton, two track jct. switches, both ends of Bridge B-5.
- D. T. Junction, two track jct. switch, westward trains.
- Bandini, two track jct. switch, eastward trains.
- Orange, east end main track—M.P. 173.0.
- Venta, east end two main tracks—M.P. 179.1.
- Ponto, east and west ends of siding.
- Elvira, east end two main tracks—M.P. 257.4.

Trains handling wrecking outfits, 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.

SPECIAL RULES

Trains handling dead engines with all rods up and connected must not exceed twenty miles per hour.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH All Freight and Switch Locomotives include types:			25 MPH Passenger Locomotives Mountain Type Includes		35 MPH All Locomotives Except Mountain Type Include	
0-4-0	2-6-2	2-10-0	4-8-2	4-4-0	4-6-0	
0-6-0	2-8-0	2-10-2	4-8-4	4-4-2	4-6-2	
0-8-0	2-8-2	2-10-4				
2-6-0	2-8-4				4-6-4	

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:			
Passenger	3	5	5
Freight	5	5	5
44-Ton Yard	2	5	5
Other Yard	5	5	5
Diesel-Electric and Gas-Electric Motor Cars:	3	5	5
Steam Engines:			
Roller Bearing	9	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
Needles District, Westward:		Where street or highway crossings are shown, speed limit applies only while head end of train is passing.	
Needles to Goffs	79 55	NEEDLES DISTRICT—WESTWARD	
Goffs to Bagdad	100 55	Needles St. Crossing M.P. 578.1	15 15
Bagdad to Pisgah	79 55	Curves M.P. 578.6 to 587.0	55 50
Pisgah to Barstow	100 55	Curves M.P. 587.0 to 587.9	40 40
Needles District, Eastward:		Curves M.P. 587.9 to 589.3	55 50
Barstow to Pisgah	100 55	Curves M.P. 589.3 to 593.3	65 50
Pisgah to Bagdad	79 55	Curve M.P. 593.3 to 593.8	45 45
Bagdad to Siam	100 55	Curve M.P. 593.8 to 595.1	55 50
Siam to Needles	79 55	Curves M.P. 595.1 to 603.3	65 50
Cadiz District	59 40	Curves M.P. 603.3 to 609.1	75 50
Ripley District	30 30	Curves M.P. 609.1 to 617.0	75 50
First District, Westward:		Curves M.P. 617.0 to 628.1	60 50
Barstow to Oro Grande	100 55	Curves M.P. 628.1 to 678.1	40 40
Oro Grande to San Bernardino	79 55	Curve M.P. 678.1 to 678.5	40 40
First District, Eastward:		Curve M.P. 678.5 to 679.9	60 50
San Bernardino to Lugo	79 55	Curves M.P. 679.9 to 680.3	40 40
Lugo to Barstow	100 55	Curves M.P. 680.3 to 683.4	50 50
Second District, West & East:		Curves M.P. 683.4 to 686.2	65 50
San Bernardino to Santa Anita	100 55	Curves M.P. 686.2 to 688.4	75 50
Santa Anita to Los Angeles	79 55	Curves M.P. 688.4 to 689.0	65 50
Third District, West & East:		Curves M.P. 689.0 to 692.9	75 50
San Bernardino to Fullerton	79 55	Curves M.P. 692.9 to 693.6	65 50
Fullerton to Hobart	100 55	Curves M.P. 693.6 to 694.9	45 45
Hobart to Los Angeles	79 55	Curves M.P. 694.9 to 702.0	65 50
Fourth District, West & East:		Curves M.P. 702.0 to 709.6	75 50
National City to Sorrento	79 50	Curves M.P. 709.6 to 710.6	65 50
Sorrento to Santa Ana	90 50	Curves M.P. 710.6 to 714.8	95 50
Santa Ana to Fullerton	79 50	Curves M.P. 714.8 to 745.0	95 50
Redlands District	30 30	Curve M.P. 745.0 to 745.4	50 30
San Jacinto District	30 30	Curves M.P. 745.4 to 745.7	40 20
Elsinore District	25 25	NEEDLES DISTRICT—EASTWARD	
Olive District	30 25	Curves M.P. 745.7 to 745.0	40 30
Fallbrook District	20 20	Curves M.P. 745.0 to 738.8	95 50
Esccondido District	25 25	Curves M.P. 738.8 to 710.6	95 50
Harbor District	30 30	Curves M.P. 710.6 to 706.0	65 50
Redondo District	15 15	Curves M.P. 706.0 to 702.0	75 50
Adelanto Spur	15 15	Curve M.P. 702.0 to 701.5	65 50
Rialto, Cucamonga, and Upland Foot-hill Spurs, Muscat and Metropolitan Spurs	15 15	Curves M.P. 701.5 to 696.1	75 50
Prenda, Sunny Hills and La Habra Valley Spurs	15 15	Curves M.P. 696.1 to 694.9	65 50
Venta and Linda Vista Army Spurs	15 15	Curves M.P. 694.9 to 693.6	50 50
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		Curves M.P. 693.6 to 688.9	75 50
Maximum speed, freight trains handled by 100, 200, or 400 class diesels, Needles and First Districts, 60 miles per hour.		Curve M.P. 688.9 to 688.4	65 50
In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour.		Curves M.P. 688.4 to 686.2	75 50
		Curves and Grade M.P. 686.2 to 683.4	75 30
		Curves and Grade M.P. 683.4 to 680.8x	55 20
		Curves and Grade M.P. 680.8x to 677.8	70 20

LOS ANGELES DIVISION

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
NEEDLES DISTRICT EASTWARD (Continued)		SECOND DISTRICT (Continued)	
Curves M.P. 677.8 to 668.9	75 40	Pomona and La Verne M.P. 106.2 to 108.6	40 40
Curves M.P. 646.1 to 641.7	85 50	Curve M.P. 109.0 to 109.3	80 50
Curves M.P. 641.7 to 625.5	75 50	Curve M.P. 110.6 to 111.4	70 50
Curves M.P. 625.5 to 608.3	70 50	Curves M.P. 111.8 to 112.8	55 50
Curves and Grade M.P. 608.3 to 593.8	60 24	Curves M.P. 113.9 to 115.5 Westward	65 50
Curves and Grade M.P. 593.8 to 593.3	45 24	Curves M.P. 116.2 to 113.9 Eastward	65 50
Curves and Grade M.P. 593.3 to 587.9	60 24	Azusa M.P. 116.6 to 117.5	40 35
Curves and Grade M.P. 587.9 to 587.1	40 24	Curves M.P. 117.9 to 119.0	65 50
Curves and Grade M.P. 587.1 to 578.6	60 24	Curve M.P. 119.5 to 119.7	55 45
Needles St. Crossing M.P. 578.1	15 15	Curves M.P. 122.2 to 125.0	65 45
Goffs to Needles: Diesel operated freight trains with dynamic brakes in operation, forty miles per hour.		Padena M.P. 127.6 to 132.8	20 20
		P.E. Crossing M.P. 131.4	8 8
		So. Pasadena M.P. 133.3 to 134.8	15 15
		Los Angeles M.P. 135.5 to 139.1	25 20
		U.P. Crossing M.P. 135.5	8 8
		U.P. Crossing M.P. 138.3	8 8
		Curves M.P. 139.2 to 139.6	20 20
		THIRD DISTRICT	
CADIZ DISTRICT		Curve and Bridge C-1 M.P. 0.0 to 0.5	15 15
Curves M.P. 107.2 to 107.4	20 20	Curves and Colton M.P. 0.5 to 1.6	
Track M.P. 107.4 to 110.3	45 36	Westward	30 30
Curves M.P. 115.2 to 118.8	50 30	Curves and Colton M.P. 2.1 to 3.2	20 20
Curve M.P. 165.2 to 165.5	45 30	Curves M.P. 3.5 to 4.0 Westward	45 35
Curve M.P. 183.0 to 183.2	45 30	Main track on turnout M.P. 4.4 to 4.5 Westward	40 30
		Main track on turnout M.P. 4.5 to 4.4 Eastward	40 30
		Main track turnout M.P. 4.9 to 4.8 Eastward	40 30
		Curves M.P. 4.9 to 5.6 Westward	75 50
RIPLEY DISTRICT		Curves M.P. 5.6 to 5.5 Eastward	75 50
Curves and track M.P. 11.6 to 12.7	20 20	Curves M.P. 6.4 to 6.8 Westward	45 30
Curves M.P. 15.6 to 16.4	20 20	Curves M.P. 6.8 to 6.4 Eastward	30 30
		Curve M.P. 8.3 to 8.5	75 50
FIRST DISTRICT—WESTWARD		Curves M.P. 9.6 to 9.4 Eastward	60 45
Curve M.P. 10.3 to 11.0	85 50	Curves M.P. 9.6 to 10.0 Westward	30 20
Curve M.P. 11.1 to 11.8	90 50	Curves M.P. 10.4 to 11.7	65 45
Curve M.P. 16.6 to 17.1	85 50	Curve M.P. 11.9 to 12.5	40 40
Curve M.P. 19.7 to 20.3	85 50	Curve M.P. 14.7 to 14.9	75 50
Curves M.P. 21.1 to 21.4	90 50	Curves M.P. 15.5 to 16.7	55 40
Curve M.P. 30.8 to 31.1	85 50	Curve M.P. 16.9 to 17.1	65 50
Curves M.P. 31.8 to 33.3	60 50	Curve M.P. 21.8 to 22.8	65 50
Curve M.P. 33.8 to 34.0	40 30	Corona M.P. 23.5 to 24.4	30 30
Curves M.P. 34.1 to 35.6	55 40	Curve M.P. 25.0 to 25.6	75 50
Victorville M.P. 36.6 to 37.4	30 30	Curves M.P. 27.8 to 29.3 Westward	75 50
Curve M.P. 38.2 to 38.5	70 50	Curves M.P. 30.1 to 27.8 Eastward	75 50
Curves M.P. 39.1 to 39.9	40 30	Curves M.P. 31.2 to 30.4 Eastward	65 40
Curves M.P. 40.6 to 43.7	50 40	Curves M.P. 30.4 to 30.7 Westward	65 40
Curve M.P. 48.1 to 48.3	65 50	Slide Area M.P. 31.3 to 31.8	20 20
Curve M.P. 48.8 to 49.1	55 40	Curves M.P. 32.2 to 32.8	60 40
Curves M.P. 49.4 to 51.8	45 35	Curves M.P. 33.6 to 34.2	40 40
Curves M.P. 52.0 to 53.2	55 35	Curve M.P. 34.5 to 35.1	50 40
Curves M.P. 53.7 to 54.1	45 35	Curves M.P. 35.2 to 37.1	70 50
Curve M.P. 55.0 to 55.2	30 20	Curves M.P. 37.5 to 38.5	60 50
Summit M.P. 55.7 to 56.7	20 20	Curves M.P. 39.4 to 41.6	75 50
Grade M.P. 56.7 to 58.0	30 15	Placentia M.P. 42.7 to 43.6	50 30
Curves M.P. 58.0 to 58.4	25 15	Curve M.P. 45.2 to 45.7 Westward	55 30
Grade M.P. 58.4 to 62.2	30 15	Fullerton M.P. 165.2 to 164.7	30 30
Grade M.P. 62.2 to 72.1	40 20	Main track crossover M.P. 165.1 to 160.8 Eastward	30 20
Grade M.P. 72.1 to 78.0	50 20	Curves M.P. 163.9 to 163.5	95 50
San Bernardino M.P. 78.5 to 79.2	40 20	Curve M.P. 161.1 to 160.8	80 50
San Bernardino M.P. 79.9 to 80.8	30 20	Curves M.P. 156.6 to 155.9	80 50
San Bernardino Passenger Yard	10 10	Curve M.P. 154.2 to 153.8 Westward	80 50
		Curve M.P. 152.9 to 152.5 Westward	70 50
FIRST DISTRICT EASTWARD		Curves M.P. 152.5 to 154.2 Eastward	80 50
San Bernardino Passenger Yard	10 10	Curve M.P. 152.2 to 152.1 Westward	40 30
San Bernardino M.P. 80.8 to 79.9	30 30	Curves M.P. 151.7 to 150.1	85 50
San Bernardino M.P. 79.9 to 78.5	40 40	Curves M.P. 149.9 to 150.0 Eastward	40 30
Curves M.P. 72.0 to 70.3	40 30	Hobart M.P. 146.6 to 146.8 Eastward	75 50
Curves M.P. 66.9 to 62.6	40 30	Hobart M.P. 146.7 to 144.8 Westward	75 50
Curves M.P. 64x.3 to 56.9	30 25	Downey Road Vernon M.P. 144.5	30 30
Summit M.P. 56.4 to 55.7	20 20	Curves M.P. 143.4 to 142.9	15 15
Curves M.P. 54.8 to 53.7	45 30	Curves M.P. 141.1 to 140.4	35 35
Curves M.P. 53.6 to 52.0	55 30	FOURTH DISTRICT	
Curves M.P. 51.8 to 51.3	45 30	San Diego M.P. 271 plus 200 feet	20 20
Curve M.P. 51.2 to 51.1	40 30	San Diego M.P. 267.3 to 264.1	30 20
Curves M.P. 51.0 to 49.4	45 30	Curve M.P. 262.7 to 261.2	75 50
Curve M.P. 49.1 to 48.8	50 40	Curves M.P. 260.3 to 259.9	50 45
Curve M.P. 48.3 to 48.1	65 40	Curve M.P. 259.1 to 258.6	60 50
Curve M.P. 47.4 to 47.2	90 40	Curves M.P. 258.5 to 258.2	40 25
Curve M.P. 43.7 to 43.5	60 40	Curves M.P. 258.0 to 257.5 Westward	50 40
Grade M.P. 43.5 to 42.5	90 40	Curves M.P. 257.2 to 253.7 Westward	65 50
Curve M.P. 41.9 to 41.7	55 40	Curves M.P. 257.2 to 257.7 Eastward on Main	50 35
Curves M.P. 41.1 to 39.5	60 40	Curves M.P. 257.4 to 257.7 Eastward on Second Main	40 30
Curve M.P. 39.2 to 38.9	50 35	Curves M.P. 255.5 to 253.7 Eastward	65 35
Victorville M.P. 37.4 to 36.6	30 30	Curves M.P. 252.8 to 251.0	25 20
Curves M.P. 36.4 to 34.6	60 45	Curves M.P. 250.9 to 250.6	40 30
Curve M.P. 34.0 to 33.8	40 30	Curves M.P. 250.5 to 250.0	55 40
Curves M.P. 33.3 to 31.8	60 50	Curves M.P. 245.8 to 245.5 Westward	60 50
Curve M.P. 31.1 to 30.8	85 50	Curves M.P. 244.4 to 245.8 Eastward	60 50
Curve M.P. 20.4 to 19.7	85 50	Curve M.P. 244.3 to 244.1	50 45
Curve M.P. 17.1 to 16.6	85 50	Curve M.P. 243.8 to 243.5	70 50
Curve M.P. 11.8 to 11.1	90 50	Curve M.P. 237.8 to 237.4	85 50
Curve M.P. 11.0 to 10.3	85 50	Curve M.P. 225.7 to 225.5	55 40
Curve M.P. 1.5 to 0.3	55 35	Curves M.P. 224.7 to 223.8	75 50
Curve M.P. 0.2 to 0.0	25 25	Curves M.P. 209.0 to 208.2	75 50
Summit to Lugo: Freight trains, thirty miles per hour.		Curves M.P. 207.7 to 201.2	80 50
Lugo to Hesperia: Freight trains, forty miles per hour.		Curve M.P. 200.3 to 200.0	45 35
San Bernardino, between Fifth Street Tower and yard office just west of passenger station, speed limit ten miles per hour.			
SECOND DISTRICT			
Curve M.P. 82.6 to 82.8	45 30		
Rialto M.P. 84.7 to 85.2	30 30		
Curves M.P. 98.2 to 100.5	80 50		
Upland P.E. Crossing M.P. 101.0	25 25		
Curves M.P. 102.4 to 102.8	70 50		

(Continued on Next Page)

LOCATION	Miles Per Hour	Psgr.	Frt.	LOCATION	Miles Per Hour	Psgr.	Frt.
FOURTH DISTRICT (Continued)				REDLANDS DISTRICT			
Curve M.P. 199.3 to 199.1.....	65	50		Redlands, St. Crossing M.P. 8.9.....	15	15	
Curves M.P. 198.6 to 197.9.....	35	25		SAN JACINTO DISTRICT			
Curves M.P. 197.4 to 197.0.....	60	40		Highgrove to Box Springs.....	15	15	
Curve M.P. 195.9 to 195.8.....	80	50		Perris to San Jacinto.....	20	20	
Curves M.P. 179.0 to 179.1 Eastward on Second Main.....	40	30		HARBOR DISTRICT			
Curves M.P. 175.3 to 176.1.....	40	30		M.P. 0.0 to St. Crossing M.P. 1.6...	12	12	
Curves M.P. 175.0 to 174.4.....	60	45		M.P. 1.6 to St. Crossing M.P. 8.3...	15	15	
Curves M.P. 173.8 to 172.0.....	40	30		St. Crossing M.P. 13.1.....	15	15	
Curve M.P. 170.3 to 169.2.....	75	50		M.P. 20.0 to 23.0 Torrance.....	15	15	
Anaheim M.P. 168.1 to 167.7.....	40	40		St. Crossing M.P. 27.9.....	15	15	
Curve M.P. 166.9 to 166.6.....	75	50		St. Crossing M.P. 28.9.....	15	15	
Main track Crossover M.P. 165.3 to 165.2 Westward.....	30	30		ELSINORE DISTRICT			
Curve M.P. 165.9 to 165.3.....	55	30		Curves M.P. 16.1 to 16.4.....	15	15	
Fullerton M.P. 165.2 to 164.7.....	30	30		Curve M.P. 17.7 to 17.9.....	15	15	

MAXIMUM SPEED OF LOCOMOTIVES

	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	Miles Per hour
Diesel and Gas-Electric						
1-90, 300-305	100	45	45	90		
306-312	85	45	45	80		
M105-M189	60	60	25	60		
M190	75	60	25	75		
100-241, 400-417, 2611.....	65	45	45	60		
450-451	30	30	30	20		
460-468	35	35	35	20		
500-502, 525-533, 2200-2299, 2303-2304, 2310-2391, 2395-2399, 2403-2417, 2600-2606, 2150-2153, 2300-2302, 2400-2402	45	45	45	45		
	40	40	40	30		
Steam						
6-wheel and 8-wheel switch.....	20	20	20			
9440, 9442	30	30	25			
643, 664-684, 735, 761-768, 777, 781, 791, 795, 798-802, 804-820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027	35	35	25			
885-899, 3100-3158	45	35	25			
3800-3940	50	40	25			
2507-2525	55	40	25			
1001-1215, 1799-1886, 3160-3287, 4000-4115, 4197, 5000-5035	60	40	25			
3700-3750	70	40	25			
1272-1388, 1483-1554, 3409, 3443-3445, 3449, 3507-3534, 3751-3775.....	90	40	25			
1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25			
U. P. Diesels						
900-978, 981-989, and 990 class.....	100	45	45	90		
1000 class	60	60	25	60		
1360, 1400 and 1500 classes.....	65	45	45	60		
2900-2929, 3751-3785 { Summit-Cajon			15			
UP 800, 3800, 3900 { Cajon-Highland Jct. ..			20			
Classes			24			
Steam engines without retainers and diesels without dynamic brakes in service			24			
			24			
			15			
			20			
Steam engines with retainers			20			
			30			
			35			
			40			
			40			
Diesels with dynamic brakes in use.....			24			
			35			
			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

18. SPRING SWITCHES

Speed Limit 10 Miles Per Hour:

- Victorville Stem of wye (normally lined for east leg of wye)
- Summit Stem of wye (normally lined for west leg of wye)
- West switch west leg of wye (normally lined for westward siding)
- San Bernardino Roundhouse lead switches 2, 3, 4 and 24 (normally lined for lead)
- Redondo Jct. 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)
- East leg of wye

Speed Limit 15 Miles Per Hour:

- Goffs West end westward siding
- Fenner East end eastward siding
- Danby East end eastward siding ; west end westward siding
- Bagdad East end eastward siding ; west end westward siding
- Siberia East end eastward siding ; west end westward siding
- Ash Hill East end eastward siding ; west end westward siding
- Pisgah West end westward siding
- Newberry West end westward siding
- Daggett West end westward siding
- Hodge West end westward siding
- Helendale East end eastward siding ; west end westward siding
- Bryman West end siding
- Oro Grande East end eastward siding ; west end westward siding
- Victorville East end eastward siding ; west end westward siding
- Thorn East end siding
- Hesperia East end eastward siding ; west end westward siding
- Lugo West end siding
- Summit East end eastward siding ; west end westward siding
- Gish West end siding
- Cajon East end eastward siding ; west end westward siding
- Keenbrook East end siding
- Devore East end eastward siding
- Ono East end eastward siding
- Kaiser East end siding
- Glendora West end siding
- Santa Anita East and west ends siding
- Chapman East and west ends siding
- Pasadena East and west ends siding
- Olga East and west ends siding
- Buena Park West end siding
- La Mirada East end siding
- Santa Fe Springs West end siding
- Fullerton West end westward siding, west of depot
- San Diego Stem of wye (normally lined for west leg of wye), and west leg of wye

Speed Limit 25 Miles Per Hour:

- Needles West end, westward freight lead
- Java East end eastward siding ; west end westward siding
- Ibis West end westward siding
- Goffs East end eastward siding
- Ludlow East end eastward siding ; west end westward siding
- Pisgah East end eastward siding
- Newberry East end eastward siding
- M.P. 2 + 3600' West end westward siding
- Lenwood East end eastward siding ; west end westward siding
- Hodge East end eastward siding
- Victorville West end westward siding, west of station
- Alray East end siding
- Devore West end westward siding
- Ono West end westward siding

SPRING POINT DERAIL SWITCHES

Trailing movements must not exceed ten miles per hour at following locations:

- Adelanto Spur, one-fourth mile from main track
- Rialto Foothill Spur, 300 ft. north of P.E. Crossing
- Cucamonga Foothill Spur, 300 ft. north P.E. Crossing
- Upland Foothill Spur, 300 ft. north P.E. Crossing
- Claremont, 300 ft. beyond switch point on pre-cooler spur
- Rana, switching lead
- Prenda Spur, one-fourth mile from main track

19. JUNCTION SWITCHES

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
- Esccondido Jct.—CTC Controlled
- El Segundo for Harbor District trains
- Watson for Harbor District trains

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	1395	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
NEEDLES, FIRST, AND REDLANDS DISTRICTS			
Needles M.P. 575+1000 Daggett	Main track and connecting crossover. All switches east of station except transfer tracks No. 1 and No. 2.	Interlocking. Semi-automatic.	Westward main track — Track 20 — 00—
Barstow East Tower	Main track and connecting crossover. M.P. 743+3683 M.P. 745+3713	Interlocking. Semi-automatic.	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 Third 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. Semi-automatic. 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.	Main Tracks. Crossover and yard lead.	Interlocking. Westward trains sound route signal approaching microphone located M.P. 78 plus 300 feet.	
San Bernardino: Rialto Avenue South "E" Street North Mtn. View Avenue	P. E. Crossing. S. P. Crossing. P. E. Crossing.	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 For eastward trains: Barstow—Ten poles east of M.P. 750
 Daggett—At Signal 7341, east of Gale 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 Spur Cucamonga Spur Upland Spur Upland Claremont San Dimas Arcadia Arcadia Lamanda Park Pasadena, Colorado Street Raymond Spur Highland Park 0.6 Mi. East Water Street 0.7 Mi. East Los Angeles: Main Street Mission Tower	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 and west end industry track. S. P. Crossing. P. E. Crossing. P. E. Crossing and west end of siding. P. E. Crossing. S. P. Crossing. U. P. Crossing. U. P. Crossing. L. A. T. L. Crossing. S. P. and U. P. Crossing to and from Union Station.	Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Twenty-five miles per hour. Interlocking. Interlocking. Interlocking. Interlocking. Eight miles per hour. 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. Fifteen miles per hour. 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.	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.
Union Station			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

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	S. P. Crossing and U. P. Junction.	Interlocking.	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 Fullerton	P. E. Crossing. Junction Third and Fourth Districts.	Interlocking. CTC controlled. Interlocking. CTC controlled.	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
Basta Sunny Hills Spur Sunny Hills Spur Los Nietos Hobart	U. P. Crossing. P. E. Crossing. U. P. Crossing. P. E. Crossing and west end siding. U. P. Crossing.	Interlocking. CTC controlled. Stop. Rule 98, A, B, C and D. Eight miles per hour. Interlocking. Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	
Redondo Junction	U. P. Crossing. Harbor district and two tracks Third district.	Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

FOURTH DISTRICT

Location	Tracks Governed	Rules
Anaheim 2.0 East Anaheim Sugar Fcty. Spur Santa Ana M.P. 271.1 National City	S. P. Crossing. U. P. Crossing. S. P. Crossing. Navy Destroyer Base. Navy Warehouse Crossing.	Interlocking. 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.
Nadeau	0.3 Mi. East	S. P. Crossing. P. E. Crossing.	Automatic Interlocking. No distant signals. Speed limit 10 miles per hour. Rule 606(c). Interlocking.
Wingfoot	0.5 Mi. East	L. A. T. L. Crossing, Avalon Blvd.	Fifteen miles per hour.
	1.2 Mi. West	L. A. T. L. Crossing, Broadway	Fifteen miles per hour.
Wildasin	0.4 Mi. West	L. A. T. L. Crossing, Vermont	Fifteen miles per hour.
Hyde Park	0.5 Mi. East	L. A. T. L. Crossing.	Fifteen miles per hour.
El Segundo	0.2 Mi. West	P. E. Crossing.	Interlocking. Twenty miles per hour between home signals.
West Thernard Tower	0.1 Mi. West	P. E. Crossing. S. P. Crossing.	Interlocking. L. A. Municipal Terminal R. R. Interlocking.
	0.7 Mi. East	S. P. Crossing. S. P. Crossing, Manuel Yd. lead.	Interlocking. Stop. Rule 98, A, B, C and D.
M.P. 28+4460	0.9 Mi. East	P. E. Crossing. 2 U. P. Tracks.	Interlocking. Santa Fe trains have preference unless flagged. Stop not required.

SAN JACINTO DISTRICT

Highgrove 1.5 Mi. West	S. P. Crossing.	Automatic Interlocking. No distant signals. Speed limit 20 miles per hour. 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
NEEDLES DISTRICT					REDLANDS DISTRICT				
Lavic	702.7	10	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	Mentone	12.8	19	East and West	Freight only
CADIZ DISTRICT					FOURTH DISTRICT				
Milligan	164.0	4	East	Freight 117-118	Venta Spur	178.7	Lgh. 6.8 m.	East	Freight only
RIPLEY DISTRICT					FALLBROOK DISTRICT				
Spur	10.5	9	West	Freight only	Ranch House	7.6	7	East and West	Freight only
FIRST DISTRICT					ESCONDIDO DISTRICT				
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Freight only	Talica	3.7	8	East and West	Freight only
Frost	38.8	8	Eastward track	Freight only	HARBOR DISTRICT				
Verdemon	73.5	5	West	Freight only	Nadeau	2.5	0		
SECOND DISTRICT					SAN JACINTO DISTRICT				
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	West	Freight only	Box Springs Quarry	6.1	42	East and West	Freight only
Muscat Spur	90.4	Lgh. 1.1 m.	West	Freight only	Mayer Farms	15.9	18	East and West	505-506
Rochester	95.0	11	East	42	Granite Spur	14.5	Lgh. 5000 ft.	Wye	505-506
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Freight only	Ellis	0.9	16	East	505-506
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Freight only	ELSINORE DISTRICT				
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Freight only	Mining Spur	3.2	71	East and West	508-509
Duarte	121.0	15	East	42	Weisel	6.2	37	East	508-509
Wilton	129.1	19	East and West	Siding	Jameson	9.2	5	East	508-509
Usado	132.3	18	East and West	Siding	Durant	18.1	27	East	508-509
Raymond	132.7	16	West	Freight only					
THIRD DISTRICT									
Pachappa	12.4	26	East and West	Freight only					
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	Freight only					
Taylor St. Spur	18.5	9	West	Freight only					
Sunny Hills	162.3	Lgh. 2.72 m.	West	Freight only					
Standard Oil Spur	160.8	9	East	Freight only					
Wilshire	156.8	58	East and West	Freight only					
Stephens Spur	155.5	14	West	Freight only					
El Camino Spur	155.3	15	West	Freight only					
La Habra Vly Spur	154.6	Lgh. 3.43 m.	West	Freight only					
East Whittier	157.6	26	West	Freight only					
Haddock Engrs.—									
Pacific Pipe Line Spur	149.7	49	East	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
3	Albuquerque to Barstow		Albuquerque and beyond
	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	
4	San Bernardino to Los Angeles		Barstow and beyond
	Los Angeles to San Bernardino	Barstow and beyond	
	Oakley Knightsen	Beyond Bakersfield	Richmond and beyond
	Madera	Beyond Bakersfield	Stockton and beyond
	Bakersfield to Seligman	Albuquerque and beyond	Bakersfield and beyond San Bernardino and beyond
19	Williams to Albuquerque	Albuquerque and beyond	Seligman and beyond
	Flagstaff	Los Angeles, Oakland or San Francisco	Newton and beyond
	Kingman		Newton and beyond
20	San Bernardino to Los Angeles		Albuquerque and beyond
	Monrovia Pomona Claremont Upland	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Flagstaff	Kansas City and beyond	
21	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond, and for south of Ash Fork
22	Ash Fork	Albuquerque and beyond from Prescott and south	
	Williams	Albuquerque and beyond	Barstow and beyond
23	Holbrook		Clovis and beyond
	Flagstaff		Belen and beyond
	Kingman		Clovis and beyond
	Muroc	Beyond Bakersfield	Beyond Seligman
	Laton, Madera, Planada, Winton, Ballico, Holt, Knightsen, Oakley		Bakersfield and beyond
24	Victorville	Los Angeles	Williams, also Belen and beyond
	Muroc	Beyond Albuquerque and Belen	Los Angeles
	Kingman	Clovis and beyond	Beyond Bakersfield
	Flagstaff	Belen and beyond	
123	Holbrook	Clovis and beyond	Barstow and beyond
	Flagstaff	Prescott and beyond Barstow and beyond	Barstow and beyond
	Kingman		La Junta and beyond
	Victorville		La Junta and beyond
	Flagstaff	Prescott and beyond Barstow and beyond	La Junta and beyond
124	Victorville	Williams and beyond	
	Kingman	La Junta and beyond	
	Flagstaff	La Junta and beyond	
	Holbrook	La Junta and beyond	Prescott and beyond
60	Empire	Fresno and beyond	Stockton and beyond
	Pittsburg	Beyond Bakersfield	
61	Empire	Stockton and beyond	Fresno and beyond
	Pittsburg		Beyond Bakersfield
62	Pittsburg	Fresno and beyond	
	Corcoran Shafter Wasco		Stockton and beyond
	Fullerton		East of Barstow West of Bakersfield
73	Fullerton		Fourth District points, des- tined Williams, also Belen and beyond
103	San Bernardino		To discharge passengers

A. J. STROBEL, General Watch Inspector Topeka, Kansas
LOCAL WATCH INSPECTORS

- ALFRED WILLIAMS 849 Front St., Needles
- C. L. SHUE Blythe
- E. F. MANNERS 107 E. Main St., Barstow
- HOMER E. OLIVER 307 Seventh St., Victorville
- MILTON W. BLAIR Santa Fe Depot, San Bernardino
- H. W. HANF 435 E 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 6667 1/2 Whittier Blvd., Los Angeles
- JAS. PODMORE 6822 Pacific Blvd., Huntington Park
- TAYLOR JACOBSEN 118 North Spadra Road, Fullerton
- GERALD D. LAROCQUE 424 North Sycamore Street, Santa Ana
- S. L. FINKEL 211 Hill St., Oceanside
- ROLAND C. WILSON 523 B Street, San Diego
- C. H. McCORMACK 38 W. 8th St., 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.)

