

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

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

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

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

DR. BARRY O'SULLIVAN, Local Surgeon.....	Pasadena
DR. GLENN L. BARNUM, Assistant Local Surgeon.....	Pasadena
DR. L. S. JACOBS, Local Surgeon.....	Monrovia
DR. E. W. HAYES, JR., Assistant Local Surgeon.....	Monrovia
DR. BRUCE VAN VRANKEN, Local Surgeon.....	Azusa
DR. CARROLL W. WHITE, Local Surgeon.....	La Verne
DR. J. B. CRAIG, Local Surgeon.....	Upland
DR. W. S. CHERRY, Local Surgeon.....	Rialto
DR. EDWARD M. FITZGERALD, Assistant Local Surgeon.....	Rialto
DR. A. L. HAENSZEL, Division Surgeon.....	San Bernardino
DR. F. C. WILLSON, Emergency Hospital.....	San Bernardino
DR. O. J. JOHNSON, Local Surgeon.....	Colton
DR. HORACE D. ORR, Local Surgeon.....	Victorville
DR. R. W. SORENSEN, Assistant Local Surgeon.....	Victorville
DR. M. F. FINK, Local Surgeon.....	Barstow
DR. WILLIAM M. CLOVER, Assistant Local Surgeon.....	Barstow
DR. T. G. HARWARD, District Surgeon.....	Needles
DR. J. E. ANDES, Local Surgeon.....	Needles
DR. H. C. MATTHEWS, Emergency Surgeon.....	Needles
DR. E. J. GARRISON, Local Surgeon.....	Blythe
DR. R. E. GARCIA, Assistant Local Surgeon.....	Blythe
DR. GEORGE BROWNLEE, Assistant Local Surgeon.....	Blythe
DR. T. C. HORTON, Local Surgeon.....	Parker
DR. T. A. CARD, Local Surgeon.....	Riverside
DR. JACK FERMAN, Assistant Local Surgeon.....	Riverside
DR. HARRY C. REYNOLDS, Local Surgeon.....	Arlington
DR. NORMAN H. MELLOR, Local Surgeon.....	Corona
DR. CHARLES GUNNOE, Assistant Local Surgeon.....	Corona
DR. E. H. BRUNEMEIER, Local Surgeon.....	Placentia
DR. G. W. OLSON, Local Surgeon.....	Fullerton
DR. WM. H. WICKETT, JR., Assistant Local Surgeon.....	Fullerton
DR. SHERMAN E. BAKER, Assistant Local Surgeon.....	Fullerton
DR. C. GLENN CURTIS, Local Surgeon.....	Brea
DR. D. K. SHIELDS, Assistant Local Surgeon.....	Brea
DR. ERWIN H. KERSTEN, Local Surgeon.....	Anaheim
DR. VERNE W. CARLSON, Local Surgeon.....	Orange
DR. ARNOLD G. H. BODE, Local Surgeon.....	Santa Ana
DR. JAMES F. EDWARDS, Assistant Local Surgeon.....	Santa Ana
DR. P. H. ESSLINGER, Local Surgeon.....	San Juan Capistrano
DR. CLARENCE HARVEY, Local Surgeon.....	Oceanside
DR. JOHN EGDAHL, Assistant Local Surgeon.....	Oceanside
DR. FRANCIS D. HART, Local Surgeon.....	Del Mar
DR. O. S. HARBAUGH, Local Surgeon.....	San Diego
DR. GERALD F. BANKS, Assistant Local Surgeon.....	San Diego
DR. HARRY W. DEPEW, Assistant Local Surgeon.....	San Diego
DR. C. S. MARSDEN, JR., Assistant Local Surgeon.....	San Diego
DR. GEO. A. MROSS, Local Surgeon.....	National City
DR. ARTHUR C. ROBBINS, Local Surgeon.....	Redlands
DR. R. B. REID, Local Surgeon.....	Perris
DR. ROBERT M. OLLERTON, Local Surgeon.....	Hemet
DR. GLENN A. WESTPHAL, Local Surgeon.....	Elsinore
DR. E. R. POWELL, Local Surgeon.....	Fallbrook
DR. E. R. HALEY, Local Surgeon.....	Escondido
DR. J. W. BEEMAN, Local Surgeon.....	Torrance
DR. E. F. KESLING, Local Surgeon.....	Wilmington
DR. JOHN C. COTTRELL, Local Surgeon.....	Long Beach
DR. HOWARD SWIRE, Local Surgeon.....	Inglewood
DR. M. T. WASLEY, Local Surgeon.....	Whittier

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

J. T. GROUNDWATER , D. G. RUEGG, Trainmasters, Needles, Calif.	H. C. BAUGHN , M. H. SWANSON, G. E. YOUNG, R. L. BANION, Trainmasters, San Bernardino, Calif.	L. B. FREBORG , J. W. BARRIGER, G. H. DOTSON, R. F. NORLING, Trainmasters, Los Angeles, Calif.
C. E. ROLLINS , Trainmaster, Barstow, Calif.	F. E. ROSE , Trainmaster, Fullerton, Calif.	
J. E. BERRY , Chief Dispatcher, San Bernardino, Calif.	W. S. LOIT , J. C. SELINGER, L. W. PARSONS, E. O. CRUM, A. C. KIDD, E. L. MAYS, H. W. WITSKEN, E. M. BUTLER, I. L. CRAWFORD, L. B. QUALLS, Dispatchers, San Bernardino, Calif.	C. W. BURTON , F. O. PIERCE, W. D. EAKIN, J. W. SNYDER, F. I. GASSWINT, W. R. HANSEN, D. F. HODGES, L. A. WRIGHT, R. J. WYSOCKI,
J. T. DAWE , W. E. EBERT, Assistant Chief Dispatchers, San Bernardino, Calif.		

The Atchison, Topeka and Santa Fe Railway Co.



LOS ANGELES DIVISION AND LOS ANGELES TERMINAL

TIME TABLE No.

166

IN EFFECT

Sunday, September 28, 1958

At 12:01 A. M.
Pacific Standard Time

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

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

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

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

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

2 LOS ANGELES DIVISION

CADIZ DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 166 September 28, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
						
Yard			STATIONS			
28	31.7		PARKER YL 8.3		105.8	31.7
17	31.7		CALZONA 5.9		114.1	0.0
45	31.7		VIDAL 11.6		120.0	0.0
49	10.5		GROMMET 8.8		131.6	21.1
43	0.0		RICE YL 3.6		140.4	31.7
57	0.0		FREDA 7.0		144.0	30.6
120	0.0		SABLON 4.8		151.0	31.7
97	31.7		SALTMARSH 13.4		155.8	5.3
76	31.7		FISHEL 21.3		169.2	31.7
			CADIZ YL		190.5	
			(84.7)			

Wye at Parker, Rice and Cadiz.

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

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

LUCERNE VALLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 166 September 28, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
						
Yard			STATIONS			
58	0.0		CUSHENBURY YL 3.1		29.2	105.6
2	0.0		SPUR 5 5.4		26.1	105.6
2	0.0		SPUR 4 5.1		20.7	75.0
14	75.0		BASS 4.3		15.6	75.0
2	0.0		SPUR 2 4.3		11.3	75.0
2	116.2		SPUR 1 7.0		7.0	75.0
			HESPERIA		0.0	
			(29.2)			

No switch lights on Lucerne Valley District.

Office of communication at Cushenbury; booth phone at Hesperia.

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 166 September 28, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
						
Yard			STATIONS			
21.7			RIPLEY YL 7.4		49.4	42.8
83.4			BLYTHE YL 21.6		42.0	10.6
55	68.6		COX 2.6		20.4	0.0
30			MIDLAND YL 1.3		17.8	0.0
11	68.6		STYX 16.5		16.5	83.4
49	65.0		RICE YL		0.0	
			(49.4)			

No switch lights on Ripley District.

Wye at Rice and Blythe.

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

Trains must get numbered clearance card before leaving Blythe.

REDLANDS DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 166 September 28, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
						
Yard			STATIONS			
9			DEL ROSA YL 1.8		21.5	47.5
14	81.3		PATTON YL 1.0		19.7	0.0
25	89.5		HIGHLAND YL 2.5		18.7	70.5
47	83.2		EAST HIGHLANDS YL 4.1		16.2	0.0
17	88.5		MENTONE YL 3.2		12.0	116.2
31	0.0		REDLANDS YL 9.0		8.8	116.2
101.3			S. P. Crossing P. E. Crossing SAN BERNARDINO YL		0.0	
			(21.6)			

No switch lights on Redlands District.

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

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

Train and engine movements will be made governed by Rule 93.

Trains must get numbered clearance card before leaving San Bernardino.

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 166 September 28, 1958			
STATIONS						
26			HIGHGROVE S. P. Crossing YL		0.0	
12	116.2		2.5 LEMONA		2.7	0.0
31	116.2		4.5 BOX SPRINGS YL		7.2	17.6
	21.3		2.3 MARCH FIELD YL		9.6	17.6
45	21.3		1.1 ALESSANDRO YL		10.6	47.5
22	0.0		2.9 VAL VERDE YL		13.5	28.1
20	0.0		4.7 PERRIS YL		18.3	63.4
21	21.6		3.8 ETHANAO YL		22.7	0.0
11	49.3		2.4 MENIFEE YL		25.0	42.2
34	21.1		3.9 WINCHESTER		28.9	0.0
	52.8		4.2 EGAN		33.1	0.0
18	44.3		2.9 HEMET YL		36.0	63.4
15	6.3		2.3 SAN JACINTO YL		38.3	
9						
(37.5)						

No switch lights on San Jacinto District.
Wye at March Field, Val Verde, Ferris and San Jacinto.
Office of Communication at March Field, Ferris, Hemet and San Jacinto.
Booth phones at Alessandro, Val Verde, Ethanac, Menifee and Winchester.
Trains must get numbered clearance card before leaving San Jacinto.

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 166 September 28, 1958			
STATIONS						
Yard			ATWOOD		0.0	
21	42.2		2.4 OLIVE S. P. Crossing		2.4	42.2
62	42.2		3.4 ORANGE		5.8	42.2
(5.8)						

Atwood-Orange: Signal System One in effect.
Centralized Traffic Control in effect on main track between Atwood and Orange. Rule 105 applies in sidings with maximum speed limit 15 MPH. Siding switches Orange are dual control; and siding switches Olive not power controlled but are equipped with electric switch locks.
Office of Communication at Atwood and Orange; phone booth at Olive.
At Orange and Atwood, trains to and from Olive District are authorized to proceed on signal indication when operating under Rule 261.

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 166 September 28, 1958			
STATIONS						
48			FALLBROOK JCT. YL		0.0	
12	66.0		6.0 CHAPPO YL		5.9	62.7
46	26.4		2.4 JOFEGAN YL		8.4	0.0
6	132.0		6.7 U.S.M.C. Crossing DE LUZ YL		15.1	79.2
28	105.6		1.8 FALLBROOK YL		16.9	0.0
(16.9)						

No switch lights on Fallbrook District.
Wye and Office of Communication at Fallbrook.
Booth phone at Fallbrook Jct. and Jofegan.
Train and engine movements will be made governed by Rule 93.
Trains must get numbered clearance card before leaving Oceanside.

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 166 September 28, 1958			
STATIONS						
17			ELSINORE YL		21.9	
20	147.8		5.6 ALBERHILL YL		16.3	132.0
32	50.7		7.8 ARCILLA		8.5	89.8
Yard	0.0		8.5 P. E. Crossing PORPHYRY YL		0.0	68.8
(21.9)						

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

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 166 September 28, 1958			
STATIONS						
25			ESCONDIDO YL		21.1	
14	83.4		4.9 SAN MARCOS YL		16.2	95.0
11	70.3		3.3 BUENA YL		12.9	113.2
10	116.2		3.7 VISTA YL		9.2	116.2
11	116.2		1.4 FALDA YL		7.8	116.2
	87.6		7.8 ESCONDIDO JCT. YL		0.0	84.5
(21.1)						

No switch lights on Escondido District.
Wye at Escondido.
Office of Communication at Escondido and Vista.
Train and engine movements will be made governed by Rule 93.
Trains must get numbered clearance card before leaving Oceanside.

WESTWARD									TIME TABLE NO. 166 September 28, 1958	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Capacity of Sidings in 50 ft. Cars
FIRST CLASS													
115	19	7	209	123	103	17	1	205					
Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief - El Capitan	San Francisco Chief	Passenger	STATIONS				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	PM 4.40	AM 11.30		AM 4.00		AM 1.36	AM 12.55		NEEDLES YL	578.0			Yard
	4.51	11.45		4.15		1.47	1.06		-7.4				
	5.00	11.59		4.29		1.56	1.15		JAVA 6.8	585.6	74.5	0.0	107
	5.07	12.08		4.38		2.03	1.22		IBIS 4.5	592.4	73.9	0.0	146
	5.13	12.18		4.48		2.09	1.28		BANNOCK 4.6	597.0	73.9	0.0	107
	5.23	12.30		5.00		2.19	1.38		HOMER 7.6	601.5	73.9	30.0	135
	5.30	12.37		5.08		2.26	1.45		GOFFS 9.6	609.1	0.0	52.8	109
	5.35	12.43		5.14		2.31	1.50		FENNER 7.5	618.7	0.0	52.8	114
	5.41	12.49		5.22		2.37	1.56		ESSEX 8.5	626.2	0.0	52.8	
	5.51	12.59		5.33		2.47	2.06		DANBY 13.4	634.7	0.0	52.8	108
	6.00	1.09		5.46		2.56	2.16		CADIZ 13.4	648.1	26.4	52.8	146
	6.07	1.17		5.53		3.02	2.22		AMBOY 7.8	661.5	26.4	11.6	107
	6.15	1.27		6.03		3.10	2.30		BAGDAD 7.3	669.3	35.9	11.6	107
	6.28	1.43		6.18		3.23	2.43		SIBERIA 9.5	676.7	75.0	0.0	135
	6.34	1.50		6.25		3.29	2.49		ASH HILL 6.7	686.7	75.0	0.0	107
	6.49	2.05		6.41		3.44	3.04		LUDLOW 13.2	693.4	26.4	52.8	117
	7.05	2.22		7.01		4.01	3.20		PISGAH 19.0	706.6	52.8	44.0	132
	7.10	2.27		7.07		4.06	3.25		NEWBERRY 6.0	725.6	26.4	52.8	146
PM 7.48	7.16	2.31	AM 9.48	7.13	AM 5.43	4.11	3.32	AM 12.18	MINNEOLA 6.0	731.7	26.4	0.0	107
7.51	7.19	2.34	9.51	7.16	5.46	4.14	3.35	12.21	DAGGETT 4.0	737.6	38.2	13.0	107
7.58 PM	s 7.30 PM	s 2.50 PM	s 10.00 AM	s 7.30 AM	s 5.53 AM	s 4.22 AM	s 3.45 AM	s 12.30 AM	NEBO 4.8	741.6	31.7	31.7	68
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	BARSTOW YL	746.4	31.7	31.7	Yard
(52.8)	(59.2)	(50.3)	(44.0)	(47.9)	(52.8)	(60.6)	(59.2)	(44.0)	(167.6)				

... Average speed per hour

Signal System Two in effect between Needles and Barstow.

Between train signs located at east and west ends of passenger yard, Needles, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour and main track may be used not protecting against regular or extra trains and engines.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between M.P. 746 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

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NEEDLES DISTRICT

LOS ANGELES DIVISION

5

					EASTWARD										
					FIRST CLASS										
					206	8	116	210	20	124	104	2	18		
					Pas-senger	Fast Mail Express	Passenger	Pas-senger	The Chief	The Grand Canyon	Pas-senger	San Francisco Chief	Super Chief - El Capitan		
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
					AM s 6.55				PM s 6.15	PM s 8.25		PM s 11.55	AM s 2.07		
					STATIONS										
	Yard	FW TY	C		NEEDLES YL										
	107		B	74.5	7.4										
			B	73.9	JAVA	6.8			6.43	6.02	8.13		11.40	1.54	
			B	104.5	IBIS	3.7			6.36	5.54	8.06		11.33	1.46	
			B	73.9	BANNOCK	4.6			6.30	5.50	8.00		11.29	1.42	
			B	73.9	HOMER	7.6			6.24	5.46	7.54		11.24	1.38	
	146		B	0.0	GOFFS	9.6			6.15	5.39	7.45		11.18	1.31	
	107		B	0.0	FENNER	7.5			6.04	5.29	7.35		11.07	1.20	
	107		B	0.0	ESSEX	8.5			5.54	5.21	7.26		10.58	1.12	
	114		B	0.0	DANBY	13.4			5.45	5.13	7.17		10.50	1.04	
	189	Y	O	26.4	CADIZ	13.4	YL		5.30	5.02	7.02		10.39	12.52	
	107		O	35.9	AMBOY	7.8			5.16	4.53	6.48		10.30	12.43	
	100		B	75.0	BAGDAD	7.3			5.09	4.47	6.41		10.24	12.37	
	107		B	121.4	SIBERIA	7.7			5.02	4.41	6.33		10.18	12.31	
	146	Y	B	26.4	ASH HILL	6.7			4.53	4.32	6.24		10.09	12.22	
	101		O	52.8	LUDLOW	13.2			4.46	4.26	6.18		10.03	12.16	
	134		B	26.4	PISGAH	19.0			4.34	4.14	6.06		9.51	12.04	
	107		B	26.4	NEWBERRY	6.0			4.20	4.00	5.52		9.36	11.50	
			B	38.2	MINNEOLA	6.0			4.15	3.56	5.47		9.32	11.46	
	104		O	31.7	DAGGETT	4.0			2.50	4.11	12.40	3.35	3.52	5.43	8.11
	71		B	31.7	NEBO	4.8			2.45	4.07	12.37	3.30	3.49	5.40	8.08
	Yard	FW TY	C		BARSTOW YL				2.35	4.00	12.30	3.25	3.45	5.35	8.01
					(165.0)				AM	AM	PM	PM	PM	PM	PM
									Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour....					(35.2)	(56.6)	(52.8)	(52.8)	(66.0)	(58.2)	(52.8)	(63.9)	(65.1)		

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Rule 251 in effect between Needles and Barstow.

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

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

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

WESTWARD								TIME TABLE NO. 166 September 28, 1958	STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Capacity of Sidings in 50 ft. Cars
FIRST CLASS														
115	19	7	209	123	103	17	205							
Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief - El Capitan	Passenger							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 7.58	PM 7.35	PM 3.20	AM 10.03	AM 7.45	AM 5.53	AM 4.27	AM 12.40							
8.04	7.42	3.27	10.09	7.52	5.59	4.33	12.49	BARSTOW YL	0.0			O	Yard	
8.08	7.47	3.32	10.14	7.59	6.04	4.38	12.57	LENWOOD	6.2	37.0	20.4	B	92	
8.15	7.55	3.40	10.22	8.05	6.11	4.45	1.06	HODGE	11.8	37.0	23.0	B	120	
8.19	7.59	3.44	10.26	8.10	6.16	4.49	1.11	HELEDALE	21.1	28.8	30.0	B	98	
8.24	8.03	3.49	10.31	8.15	6.20	4.54	1.17	BRYMAN	26.1	37.0	0.0	B	144	
8.31	8.10	3.57	10.39	8.25	6.28	5.01	1.25	ORO GRANDE YL	31.5	37.0	0.0	C	Yard	
8.38	8.18	4.04	10.46	8.33	6.35	5.08	1.33	VICTORVILLE YL	36.7	39.6	17.2	C	100-146	
8.43	8.23	4.09	10.51	8.41	6.40	5.13	1.40	THORN	41.1	84.5	0.0	B		
8.48	8.28	4.14	10.56	8.50	6.45	5.18	1.49	HESPERIA	45.1	83.4	0.0	B	144	
9.00	8.40	4.27	11.09	9.03	6.58	5.30	2.03	LUGO	50.3	81.8	0.0	B	140	
9.15	8.55	4.42	11.24	9.19	7.13	5.45	2.18	SUMMIT YL	55.9	84.5	0.0	C	122	
9.21	9.01	4.48	11.30	9.26	7.19	5.51	2.24	CAJON	62.4	0.0	116.2	B	95	
9.29	9.09	4.54	11.38	9.34	7.27	5.59	2.32	KEENBROOK	66.3	0.0	116.2	B		
9.36	9.16	5.01	11.45	9.41	7.34	6.06	2.39	DEVORE	71.0	0.0	116.2	B	126	
9.47 PM	9.28 PM	5.20 PM	12.01 PM	9.55 AM	7.45 AM	6.17 AM	2.50 AM	ONO	76.0	0.0	116.2	B	143	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	SAN BERNARDINO YL	81.3	64.4	116.2	C	Yard	
(44.5)	(42.9)	(40.4)	(41.1)	(37.3)	(43.3)	(44.1)	(37.3)	(80.8)						

AUTOMATIC BLOCK SYSTEM

A T S

TWO TRACKS

... Average speed per hour

Signal System One in effect between Barstow and San Bernardino except Signal System Two in effect on eastward track between Signal 782 and Signal 572A where, in connection with Rule 27, the most restrictive indication is restricted speed.

Rule 251 in effect between Barstow and San Bernardino.

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 M.P. 746 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 X39.1, between Thorn and Victorville.

Rule 509 (b): At Summit, westward trains finding Signal 561 on westward track in "Stop" position must wait five minutes before proceeding unless the signal changes to indicate "Proceed."

Westward freight trains must stop not less than ten minutes at each Cajon and Devore to cool wheels and inspect train, when train weight exceeds 1200 tons per operative dynamic brake unit of engine or total train weight exceeds 4800 tons.

(Continued on Page 7)

Capacity of Sittings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	EASTWARD								
						FIRST CLASS								
						206	8	116	210	20	124	104	18	
TIME TABLE														
NO. 166														
September 28, 1958														
STATIONS														
Yard	FW TY	O			0.0	BARSTOW YL	AM 2.30	AM 3.40	PM 12.30	PM 3.20	PM 3.40	PM 5.25	PM 8.01	PM 11.30
104		B	37.0	20.4	6.2	LENWOOD	2.23	3.32	12.21	3.11	3.29	5.16	7.52	11.21
106		B	37.0	23.0	11.8	HODGE	2.18	3.27	12.17	3.07	3.25	5.11	7.48	11.17
148		B	39.0	30.0	21.1	HELENDALE	2.11	3.18	12.10	2.59	3.18	5.04	7.41	11.10
		B	37.0	0.0	26.1	BRYMAN	2.07	3.14	12.06	2.55	3.14	5.00	7.37	11.06
Yard		O	37.0	0.0	31.5	ORO GRANDE YL	2.03	3.08	12.02	2.51	3.10	4.55	7.33	11.02
98	FY	O	39.8	17.2	36.7	VICTORVILLE YL	1.55	3.00	11.55	2.43	3.03	4.44	7.26	10.55
146		B	84.5	0.0	41.1	THORN	1.48	2.50	11.48	2.35	2.56	4.33	7.19	10.48
106		B	84.5	0.0	45.1	HESPERIA	1.44	2.46	11.44	2.30	2.52	4.29	7.15	10.44
		B	86.8	0.0	50.3	LUGO	1.39	2.41	11.39	2.25	2.47	4.24	7.10	10.39
126	Y	O	84.5	0.0	55.9	SUMMIT YL	1.30	2.33	11.31	2.16	2.38	4.15	7.01	10.30
118		B	0.0	116.2	59.7	ALRAY	1.20	2.21	11.20	2.06	2.28	4.05	6.52	10.22
70		B	0.0	116.2	62.4	CAJON	1.10	2.10	11.10	1.53	2.17	3.52	6.42	10.12
115		B	0.0	116.2	66.3	KEENBROOK	1.03	2.02	11.03	1.44	2.09	3.42	6.35	10.05
128		B	0.0	116.2	71.0	DEVORE	12.54	1.52	10.58	1.35	2.01	3.33	6.27	9.57
106		B	0.0	116.2	76.0	ONO	12.46	1.41	10.51	1.26	1.53	3.24	6.19	9.48
Yard	FW TY	O	64.4	116.2	81.3	SAN BERNARDINO YL	12.35 AM	1.30 AM	10.40 AM	1.15 PM	1.43 PM	3.13 PM	6.08 PM	9.37 PM
(82.8)														
Average speed per hour . . .						(43.2)	(38.2)	(45.2)	(39.7)	(42.5)	(37.6)	(44.0)	(44.0)	

(Continued from Page 6)

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

- Victorville—Switches between two main tracks, just east of station, time release five minutes;
- Summit—Switch from eastward siding to westward main track, opposite station, time release three minutes;
- Cajon—East and west crossovers, time release five minutes;
- Keenbrook—East and west crossovers, time release five minutes;
- Devore—East and west crossovers, time release five minutes;

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

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 166 September 28, 1958	EASTWARD			Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS					
			19	17		20	18	8			
			The Chief	Super Chief - El Capitan		The Chief	Super Chief - El Capitan	Fast Mail Express			
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS						
Yard	FW TY	63.4	PM 9.34	AM 6.20	SAN BERNARDINO YL	PM 1.40	PM 9.34	AM 1.20	81.3		O
123	Y	32.4	9.40	6.26	3.6 RIALTO	1.32	9.27	1.08	84.9	0.0	O
94		0.0			3.8 FONTANA				88.8	15.4	B
Yard		14.3	9.46	6.32	3.0 KAISER YL	1.27	9.22	12.59	91.3	38.7	O
50		14.3	9.51	6.37	2.0 ETIWANDA				93.7	26.8	B
47	Y	57.5	9.54	6.40	3.9 CUCAMONGA	1.22	9.17	12.53	97.7	32.0	O
56		30.8	9.58	6.44	3.2 UPLAND YL	1.19	9.14	12.48	100.9	6.6	O
64		0.0	10.01	6.46	P. E. Crossing	1.14	9.10	12.43	104.8	42.0	B
40		0.0	10.03		1.9 CLAREMONT	s 1.10	s 9.07	12.40	106.7	59.1	O
42		0.0			1.2 POMONA	1.06	9.04	12.38	107.9	43.8	O
59	Y	0.0	10.10	6.56	2.3 LA VERNE				110.2	63.4	B
41		0.0	10.13	6.59	4.1 SAN DIMAS	12.59	8.57	12.30	114.4	65.8	O
50		0.0	10.15	7.01	P. E. Crossing			12.27	116.9	65.4	O
72		0.0	10.19	7.05	1.3 AZUSA	12.53	8.52	12.25	118.2	51.9	O
11		52.1			2.0 KINCAID				120.2	92.3	B
39		77.9			P. E. Crossing	12.49	8.48	12.20	122.4	60.7	O
62		63.4	10.25	7.11	2.3 BUTLER				124.2	6.4	B
34		79.9	s 10.39	s 7.25	1.7 MONROVIA				125.8	0.0	B
34		0.0	10.47	7.35	P. E. Crossing	12.44	8.43	12.14	127.3	0.0	B
20		0.0			1.6 ARCADIA				128.0	95.3	O
71		0.0			1.5 SANTA ANITA (S. Madre)				131.7	114.0	O
		0.0			0.8 CHAPMAN	s 12.31	s 8.30	s 12.01 AM	133.7	89.8	B
		0.0			3.6 LAMANDA PARK	12.21	8.20	11.50	134.2	96.4	B
		0.0			2.1 PASADENA YL				135.9	114.9	B
		0.0			0.5 SOUTH PASADENA				138.7	63.5	
		0.0			1.7 OLGA	12.06	8.05	11.35	139.4	89.8	
		0.0			U. P. Crossing				140.1	59.7	
		0.0			2.8 HIGHLAND PARK						
		0.0			U. P. Crossing						
		0.0			0.7 WATER STREET YL						
		0.0	11.02	7.49	BROADWAY YL	12.04	8.03	11.33	140.1	31.7	O
		0.0	11.05	7.52	0.6 MISSION TOWER YL						
Yard	Y	0.0	11.15	8.00	0.8 LOS ANGELES YL	12.01	8.00	11.30			
Yard		0.0	PM	AM	Union Station (59.4)	PM	PM	PM			
		0.0			1.1 FIRST STREET YL				141.1		O
			Arrive Daily	Arrive Daily	(59.7)	Leave Daily	Leave Daily	Leave Daily			

(35.3) (35.6)Average speed per hour..... (36.0) (37.9) (31.0)

Signal System One in effect between San Bernardino and Los Angeles except Signal System Two in effect eastward from Signal 1392 located west end of siding Water Street to Signal 832 located M.P. 83 plus 5000 feet, and westward from Signal 821 located M.P. 83 to Signal 1391 located west end of siding Water Street, all numbers inclusive.

Rule 251 in effect Mission Tower-First Street.

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

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

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

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

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

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

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

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

HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 166 September 28, 1958	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 5.40	AM 4.40	Pier A Yard 3.3	PM 3.15	AM 1.15			O
			5.55	4.55	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	3.00	1.01			
Yard					WILMINGTON YL 1.4			28.0		B
89	Y	79.2	6-10	5-05	WATSON YL 3.3	2-43	12-44	26.6		B
Yard		24.3	6-18	5-13	IRONSIDES YL 1.6	2-33	12-32	23.3	52.8	B
Yard		52.3	6-21	5-16	TORRANCE YL 1.6	2-27	12-26	21.7	0.0	O
Yard		0.0	6-24	5-19	ALCOA YL 3.5	2-21	12-20	20.1	48.4	B
Yard		52.6	6-32	5-27	LAWDALE YL 1.3	2-13	12-10	16.6	58.4	
	Y	11.6	6-36	5-31	EL SEGUNDO YL P. E. Crossing 1.2	2-09	12-05	14.8	51.1	O
107		30.8	6-40	5-35	LAIRPORT YL 3.7	2-05	12-01	13.6	4.0	B
79		52.8	6-48	5-43	INGLEWOOD YL 1.9	1-56	AM 11-51	9.9	4.0	O
13		0.0	6-53	5-48	HYDE PARK YL 0.7	1-47	11-43	8.0	44.8	
22		10.5	6-57	5-52	VAN NESS YL 1.3	1-42	11-38	7.3	44.8	
75		18.5	7-06	6-01	WILDASIN YL 2.5	1-34	11-31	6.0	0.0	
18		0.1	7-24	6-19	WINGFOOT YL P. E. Crossing 2.0	1-19	11-18	3.5	0.0	B
Yard		52.8	7-35	6-30	S. P. Crossing MALABAR YL 1.5	1-07	11-07	1.5	0.0	
	FW TY		7-50 PM	6-45 AM	REDONDO JCT. YL 1.5	1-00 PM	11-01 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(31.0)	Leave Daily	Leave Daily			

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

Trains, and engines destined east of Hyde Park, 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. 166 September 28, 1958	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			STATIONS			STATIONS				
			↓	↑		↓	↑			
Yard				REDONDO BEACH YL 1.5			20.2			
7		42.2		HERMOSA BEACH YL 1.7			18.7	0.0		C
		42.2		MANHATTAN BEACH YL 2.2			17.0	0.0		
	Y	0.0		EL SEGUNDO YL 1.5			14.8	52.8		C
				(5.4)						

No switch lights on Redondo District.

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

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

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

WESTWARD												TIME TABLE		Mile Post	Ruling Grade Ascending
FIRST CLASS												NO. 166			
												September 28, 1958			
115	81	79	7	77	75	209	123	73	103	71	205	STATIONS			
Passenger	San Diegan	San Diegan	Fast Mail Express	San Diegan	San Diegan	Passenger	The Grand Canyon	San Diegan	Passenger	San Diegan	Passenger				
Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	Leave Daily				
PM 9.48			PM 5.40			PM 12.05	AM 10.00		AM 7.50		AM 2.55				
												SAN BERNARDINO YL		0.0	
												2.2 RANA YL		1.5	0.0
9.57			5.49			12.15	10.10		7.59		3.05	COLTON YL		2.9	0.0
10.02			5.54			12.20	10.15		8.04		3.10	S. P. and U. P. Crossings		3.8	23.1
												HIGHGROVE		6.7	29.1
10.05 PM			5.57			12.25 PM	10.17		8.08 AM		3.15 AM	S. P. Crossing RIVERSIDE JCT. U. P. Jct.		9.2	
			6.00									RIVERSIDE YL		9.8	0.0
												CASA BLANCA		14.0	48.6
												ARLINGTON		16.4	0.0
												MAY P. E. Crossing		19.7	0.0
												PORPHYRY		22.8	0.0
			6.18				10.50					CORONA		24.1	0.0
												PRADO DAM		29.2	24.3
												GYPSUM		32.2	25.9
												ESPERANZA		36.4	21.1
			6.36				11.12					ATWOOD		40.6	0.0
	PM 9.55	PM 7.50	6.45	PM 6.11	PM 2.55			AM 10.32		AM 8.20		PLACENTIA		43.0	0.0
	10.00	7.55	6.50	6.17	3.02			11.29	10.37	8.25		FULLERTON YL		165.0	
												BUENA PARK		160.5	12.7
												LA MIRADA		158.7	32.1
												SANTA FE SPRINGS		154.4	40.5
												LOS NIETOS P. E. Crossing		153.1	27.2
												D. T. JUNCTION S. P. Crossing		152.1	0.0
	10.10	8.05		6.25	3.11							RIVERA		151.2	0.0
	10.12	8.07	7.02	6.28	3.14							BANDINI		149.8	21.1
	10.15	8.12	7.07	6.33	3.18							HOBART YL		145.5	39.6
												REDONDO JCT. U. P. Crossing		143.2	42.5
	10.21	8.19	7.14	6.43	3.28							FIRST STREET (70.5)		141.1	40.1
	10.23	8.22	7.16	6.48	3.33							MISSION TOWER YL		140.1	59.7
	10.30 PM	8.35 PM	7.30 PM	7.00 PM	3.45 PM							LOS ANGELES Union Station			71.8
Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun. & *Holidays	Arrive Daily	(72.2)			
(34.9)	(43.9)	(34.1)	(32.4)	(31.3)	(30.7)	(29.7)	(33.3)	(35.7)	(33.0)	(38.4)	(29.7) Average speed per hour			

Signal System One in effect between San Bernardino and Los Angeles except:

Signal System Two in effect from Westward home signals at junction Third and Fourth Districts Fullerton to and including eastward home signal Redondo Junction Interlocking.

Rule 251 in effect between west end of Bridge 4.6 and Riverside; Fullerton and D.T. Junction; Redondo Jct. Interlocking and Mission Tower.

Rule 261 in effect San Bernardino-Bridge 4.6 (on three tracks San Bernardino-Rana; two tracks Rana-Bridge 4.6); Bandini-Redondo Jct. Interlocking (on two tracks).

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, 75, 77, and 79 will back from Mission Tower to Union Station.

Centralized Traffic Control in effect on main track between Riverside and Fullerton; between D.T. Junction and Bandini, and on siding

(Continued on Page 11)

Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 166 September 28, 1958		EASTWARD											
						FIRST CLASS											
						206	70	116	72	210	74	124	104	76	78	80	
						Passenger	San Diegan	Passenger	San Diegan	Passenger	San Diegan	The Grand Canyon	Passenger	San Diegan	San Diegan	San Diegan	San Diegan
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & Holidays Only	Arrive Daily	Arrive Daily
C	FW TY	Yard	52.8	SAN BERNARDINO YL	3 TRKS. TWO TRACKS	AM		AM		PM		PM	PM				
			52.8			P. E. Crossing 1.5	s 12.23		s 10.37		s 1.10		s 3.10	s 6.03			
B	W-49 E-112		52.8	RANA YL	3 TRKS. TWO TRACKS												
B	W-114		52.8	COLTON YL		s 12.15		10.27		1.02		2.55	5.55				
			52.8	S. P. and U. P. Crossing 3.8	3 TRKS. TWO TRACKS												
O			52.8	HIGHGROVE YL		12.08		10.22		12.57		2.50	5.50				
			17.2	S. P. Crossing 2.6	CENTRALIZED TRAFFIC CONTROL												
B	E-42		52.8	RIVERSIDE YL		12.03 AM		10.17 AM		12.52 PM		2.45	5.45 PM				
			52.8	U. P. Jct. 0.6	CENTRALIZED TRAFFIC CONTROL						s 2.40						
C	Y	99	52.8	CASA BLANCA YL													
			52.8	2.4	CENTRALIZED TRAFFIC CONTROL												
O		62	52.8	ARLINGTON YL													
			52.8	3.3	CENTRALIZED TRAFFIC CONTROL												
B		94	52.8	MAY YL													
			52.8	P. E. Crossing 3.1	CENTRALIZED TRAFFIC CONTROL												
B	Y	100	24.8	PORPHYRY YL													
			52.8	1.3	CENTRALIZED TRAFFIC CONTROL												
O		167	52.8	CORONA YL								s 2.12					
			52.8	5.0	CENTRALIZED TRAFFIC CONTROL												
B		94	52.8	PRADO DAM YL													
			52.8	3.1	CENTRALIZED TRAFFIC CONTROL												
B		95	52.8	GYPSUM YL													
			52.8	4.1	CENTRALIZED TRAFFIC CONTROL												
B		129	52.8	ESPERANZA YL													
			42.2	4.3	CENTRALIZED TRAFFIC CONTROL												
O	Y	179	42.2	ATWOOD YL								1.52					
			42.2	3.0	CENTRALIZED TRAFFIC CONTROL												
O		69	42.2	PLACENTIA YL													
			33.4	4.5	CENTRALIZED TRAFFIC CONTROL												
O	W94-74 E-74		33.4	FULLERTON YL			s 8.15		s 11.00		s 2.50	s 1.45	s 6.20	s 9.00	s 12.25		
			25.9	1.8	CENTRALIZED TRAFFIC CONTROL												
O	W-74		25.9	BUENA PARK YL			8.10		10.55		2.40	1.40	6.10	8.55	12.15		
			10.0	4.3	CENTRALIZED TRAFFIC CONTROL												
B	E-96		10.0	LA MIRADA YL													
			16.3	1.3	CENTRALIZED TRAFFIC CONTROL												
O	W-86		16.3	SANTA FE SPRINGS YL													
			13.7	1.0	CENTRALIZED TRAFFIC CONTROL												
B			13.7	LOS NIETOS YL													
			13.7	1.0	CENTRALIZED TRAFFIC CONTROL												
B			13.7	D. T. JUNCTION YL			8.02		10.47		2.32	1.33	6.02	8.47	12.07		
			37.5	1.3	CENTRALIZED TRAFFIC CONTROL												
O	Yard		37.5	RIVERA YL			8.00		10.45		2.30	1.31	s 6.00	8.45	12.05 AM		
			26.2	4.3	CENTRALIZED TRAFFIC CONTROL												
B			26.2	BANDINI YL													
			0.0	2.3	CENTRALIZED TRAFFIC CONTROL												
O	F Yard		0.0	HOBART YL			7.56		10.41		2.26	1.27	5.56	8.41	11.57		
			0.0	2.1	CENTRALIZED TRAFFIC CONTROL												
O	FW TY		0.0	REDONDO JCT. YL													
			0.0	0.9	CENTRALIZED TRAFFIC CONTROL												
O	Yard		0.0	FIRST STREET YL			7.49		10.34		2.19	1.20	5.49	8.34	11.49		
			31.7	0.8	CENTRALIZED TRAFFIC CONTROL												
O	Y		31.7	MISSION TOWER YL			7.47		10.32		2.17	1.18	5.47	8.32	11.47		
				0.8	CENTRALIZED TRAFFIC CONTROL												
O				LOS ANGELES YL			7.45 AM		10.30 AM		2.15 PM	1.15 PM	5.45 PM	8.30 PM	11.45 PM		
				Union Station													
				(71.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & Holidays Only	Leave Daily	Leave Daily

Average speed per hour... (27.6) (51.2) (27.6) (51.2) (30.3) (43.9) (37.3) (30.7) (43.9) (51.2) (38.4)

(Continued from Page 10)

Atwood. Rule 105 applies in all sidings except Atwood. Speed limit 15 MPH through all sidings. All siding switches in CTC territory are dual control.

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

Flasher type signal, yellow indication, governs eastward movements through turnout, east end of Bridge 4.6. Maximum speed for trains 40 MPH.

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

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

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

Rule 97: Trains originating Rivera and entering territory where Rule 261 is in effect between Bandini and Hobart may proceed without clearance card after obtaining permission from control station and will display signals as prescribed by Rule 21.

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

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

WESTWARD						TIME TABLE	Mile Post	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications
FIRST CLASS										
81	79	77	75	73	71					
San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	NO. 166				
Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	September 28, 1958				
PM 8.00	PM 6.00	PM 4.00	PM 1.00	AM 8.30	AM 6.30	STATIONS				
8.08	6.08	4.08	1.09	8.38	6.38	NATIONAL CITY YL	273.1	13.1	Y	O
						3.8				
						22ND STREET YL	269.3	28.7	T	
						1.8				
						SAN DIEGO YL	267.5	40.2	FY	O
						3.3				
						OLD TOWN YL	264.2	40.2		B
						2.1				
						MORENA	262.1	63.4		B
						5.0				
						ELVIRA	257.1	116.2		B
						4.1				
						MIRAMAR	253.0	0.0	Y	O
						3.9				
						SORRENTO	249.1	54.8		B
						5.0				
						DEL MAR	244.0	52.8	Y	O
						6.0				
						ENCINITAS	238.1	61.9		O
						3.9				
						PONTO	234.2	52.8		B
						4.9				
						CARLSBAD	229.3	47.2		O
						2.1				
						ESCONDIDO JCT.	227.2	0.0	Y	B
						1.0				
						OCEANSIDE	226.2	63.4	F	O
						2.0				
						FALBROOK JCT.	224.2	65.4	Y	B
						5.5				
						LAS FLORES	218.7	65.4		B
						4.8				
						AGRA	213.8	6.1		B
						4.4				
						SAN ONOFRE	209.4	0.0		B
						5.7				
						SAN CLEMENTE	203.7	0.0		B
						1.0				
						POCHE	202.7	13.9		B
						2.9				
						SERRA	199.8	60.5		B
						2.6				
						SAN JUAN CAPISTRANO	197.2	67.6		O
						4.6				
						GALIVAN	192.6	66.0		B
						4.5				
						EL TORO	188.1	0.0		B
						5.2				
						IRVINE	182.9	21.6		B
						4.4				
						VENTA	178.5	37.0		B
						2.9				
						SANTA ANA	175.5	32.1	Y	O
						2.9				
						ORANGE	172.7	7.6	Y	O
						4.9				
						S. P. Crossing ANAHEIM	167.8	6.1		O
						2.7				
						FULLERTON YL	165.0			O
						(107.9)				

(53.4) (57.4) (46.9) (53.4) (50.3) (55.8)Average speed per hour

Signal System One in effect between San Diego and Fullerton.

Rule 251 in effect between Old Town and San Diego.

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 Columbia Street). Between these points main track may be used not protecting against regular and extra trains and engines.

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

(Continued on Page 13)

FOURTH DISTRICT

LOS ANGELES DIVISION

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 166 September 28, 1958		EASTWARD						
				FIRST CLASS						
				80	70	72	74	76	78	
				San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only
Yard	26.4	NATIONAL CITY	YL							
	0.0	22ND STREET	YL	AM	AM	PM	PM	PM	PM	
Yard	31.2	SAN DIEGO	YL	s 3.00	s 10.30	s 1.15	s 5.00	s 8.30	s 11.00	
	31.2	OLD TOWN	YL	2-45	10-13	12-59	4-45	8-15	10-47	
91	51.0	MORENA								
	0.0	ELVIRA								
	116.2	MIRAMAR		2-33	10-02	12-48	4-33	8-03	10-35	
98	54.8	SORRENTO								
67	63.4	DEL MAR		s 2-20	s 9-48	s 12-35	s 4-20	s 7-50	s 10-22	
92	63.4	ENCINITAS		f 2-14				f 7-42		
116	50.8	PONTO								
69	52.8	CARLSBAD								
	0.0	ESCONDIDO JCT.								
76	45.4	OCEANSIDE		s 2-00	s 9-23	s 12-14 PM	s 3-55	s 7-25	s 10-05	
92	63.4	FALLBROOK JCT.								
86	63.4	LAS FLORES								
97	68.9	AGRA								
91	49.4	SAN ONOFRE								
33	5.0	SAN OLEMANTE		s 1-30	f 8-58	f 11-52	3-33	f 7-03		
54	0.0	POCHE								
98	0.0	SERRA								
87	0.0	SAN JUAN CAPISTRANO				f 11-43		6-55		
98	54.0	GALIVAN								
88	63.4	EL TORO		1-05						
119	63.4	IRVINE		12-59						
93	0.0	VENTA								
125	11.2	SANTA ANA		s 12-50	s 8-30	s 11-22	s 3-05	s 6-35	s 9-15	
122	48.1	ORANGE		f 12-38		f 11-10				
60	21.1	S. P. Crossing ANAHEIM		f 12-31		f 11-05		6-25		
		FULLERTON	YL	12-25 AM	8-15 AM	11-00 AM	2-50 PM	6-20 PM	9-00 PM	
		(107.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only	
Average speed per hour.....				(39.6)	(45.5)	(45.5)	(47.2)	(47.2)	(51.2)	

(Continued from Page 12)

Centralized Traffic Control in effect on main track between Old Town and Fullerton including two main tracks between Elvira-Miramar and Venta-Lyon Street, Santa Ana, and on sidings Ponto and Orange.

Speed limit through sidings: Ponto 40 MPH
Orange 30 MPH

All other sidings: Rule 105 applies with maximum speed limit 15 MPH.
All siding switches are dual control except at Carlsbad, San Clemente

and Venta switches not power controlled but equipped with electric switch locks.

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

Trains must get numbered clearance card before leaving San Diego.

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

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

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

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

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

3.

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

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

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

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

6.

7. Rule 93: Yard limits are located at:

Needles	Water Street-Los Angeles-First Street-Hobart
Cadiz	La Habra Valley Spur
Parker	Fullerton
Rice	Porphyry (Elsinore District)
Midland	Weisel
Blythe-Ripley	Alberhill
Barstow	Elsinore
Oro Grande	Prenda Spur
Victorville	Riverside
Cushenbury	Highgrove-Lily Cup (San Jacinto District)
Summit	Box Springs-Perris-Menifee
San Bernardino-Colton	Hemet-San Jacinto
San Bernardino-Del Rosa	Venta Spur
Rialto Foothill Spur	Fallbrook Jct.-Fallbrook
Kaiser	Escondido Jct.-Escondido
Cucamonga Foothill Spur	Old Town-San Diego-National City
Upland, incl. Upland Foothill Spur	Redondo Jct.-Wilmington
Metropolitan Spur	El Segundo-Redondo Beach
Pasadena	

8. Rule 104 (A) is amended:

When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

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

9. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station 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 maximum tonnage per operative brake in freight trains, Summit to San Bernardino, is 70 tons except it is 110 tons for cars 64825-64999 when loaded and changeover lever in load position.

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

Units with dynamic brake operative	
None	Use all retainers with 50% in high pressure position on loaded cars
	Use one retainer for each 70 tons in excess of:
1	500 tons
2	1000 tons
3	1500 tons
4 or more	2000 tons

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

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

If retainers are positioned before reaching Summit, train may proceed without stopping if it is known by the conductor and engineman that the prescribed brake pipe pressure is indicated on the gauges; otherwise, Rule 947 will apply.

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

11. 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; and
Los Angeles, Union Station, train sheds.

12. Rule 831: California: Civil Code, Section 2188, provides:

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

Section 487 provides:

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

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

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

15. Rule 947: Except as provided in Rule 10, prescribed test must be made on freight trains at:

Summit, westward; and
Box Springs, eastward.

SPEED REGULATIONS

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

Trains handling Orton pile drivers AT 199452 and 199453 must not exceed forty-five MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed thirty MPH at any point on Needles, Cadiz, First, Second, Third and Fourth Districts. Must not exceed fifteen MPH on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

SPECIAL RULES

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light Frt.	LOCATION	M.P.H. Psgr. and Light Frt.
Needles District, Westward:		NEEDLES DISTRICT—WESTWARD (Continued)	
Needles to Goffs	79 60	3 Curves M.P. 589.9 to 593.0	65 60
Goffs to Bagdad	90 60	Curve M.P. 593.3 to 593.8	45 45
Bagdad to Pisgah	79 60	11 Curves M.P. 594.7 to 603.3	65 60
Pisgah to Barstow	90 60	2 Curves M.P. 608.3 to 609.1	70 60
Needles District, Eastward:		4 Curves M.P. 669.6 to 671.7	75 60
Barstow to Pisgah	90 60	10 Curves M.P. 672.1 to 677.5	65 60
Pisgah to Bagdad	79 60	Curve M.P. 678.1 to 678.5	40 40
Bagdad to M.P. 642	90 60	Curve M.P. 679.1 to 679.2	60 60
M.P. 642 to Goffs	79 60	Curve M.P. 679.9 to 680.3	40 40
Goffs to Needles	79 40	3 Curves M.P. 680.9 to 681.8	60 60
Maximum speed, diesel-powered freight trains without dynamic brakes in use M.P. 683.4 to M.P. 677.8, is 20 miles per hour; and Goffs to Needles is 24 miles per hour.		2 Curves M.P. 682.7 to 683.4	50 50
Cadiz District	50 40	2 Curves M.P. 685.2 to 686.2	65 60
Ripley District	30 30	2 Curves M.P. 686.8 to 688.1	75 60
First District, Westward:		Curve M.P. 688.4 to 688.9	65 60
Barstow to Oro Grande	90 60	Curve M.P. 689.2 to 689.5	70 60
Oro Grande to San Bernardino	79 60	4 Curves M.P. 693.7 to 694.9	50 50
First District, Eastward:		10 Curves M.P. 695.4 to 702.0	65 60
San Bernardino to Lugo	79 60	2 Curves M.P. 707.8 to 709.4	70 60
Lugo to Barstow	90 60	3 Curves M.P. 709.6 to 710.6	60 60
Summit to Lugo: Freight trains, thirty miles per hour.		Curve M.P. 745.0 to 745.3	50 50
Lugo to M.P. 38: Freight trains, forty miles per hour.		2 Curves M.P. 745.4 to 745.7	40 40
Second District:		NEEDLES DISTRICT—EASTWARD	
San Bernardino to Santa Anita	90 60	3 Curves M.P. 745.7 to 745.0	40 40
Santa Anita to Los Angeles	79 60	5 Curves M.P. 710.6 to 707.8	65 50
Third District:		2 Curves M.P. 707.6 to 706.0	75 60
San Bernardino to Fullerton	79 60	Curve M.P. 702.0 to 701.5	65 60
Fullerton to Bandini	90 60	7 Curves M.P. 700.8 to 696.7	75 60
Bandini to Los Angeles	79 60	2 Curves M.P. 696.1 to 695.4	65 60
Fourth District:		4 Curves M.P. 694.9 to 693.6	50 50
National City to Sorrento	79 60	Curve M.P. 693.1 to 692.9	70 60
Sorrento to Santa Ana	90 60	Curve M.P. 689.5 to 689.2	70 60
South Main Track, M.P. 179.1 to M.P. 176.7	40 40	Curve M.P. 688.9 to 688.4	65 60
Santa Ana to Fullerton	79 60	2 Curves M.P. 688.1 to 686.8	75 60
Lucerne Valley District:		2 Curves and Grade M.P. 686.2 to 683.4	70 30
Hesperia to M.P. 25.2	35 35	2 Curves and Grade M.P. 683.4 to 680.8x	55 30
M.P. 25.2 to M.P. 29.2	20 20	2 Curves and Grade M.P. 680.8x to 677.8	65 30
Redlands District	30 30	5 Curves and Grade M.P. 677.8 to 674.5	75 40
San Jacinto District:		2 Curves and Grade M.P. 674.5 to 673.2	70 40
Highgrove to Box Springs	15 15	3 Curves and Grade M.P. 673.2 to 671.4	75 40
Box Springs to Perris	30 30	6 Curves M.P. 646.1 to 641.3	80 60
Perris to San Jacinto	25 25	2 Curves M.P. 640.9 to 638.8	75 60
Elsinore District	25 25	3 Curves M.P. 631.0 to 628.7	75 60
Olive District	30 25	10 Curves M.P. 625.5 to 613.8	65 60
Fallbrook District	20 20	6 Curves M.P. 613.4 to 609.2	75 60
Escondido District	20 20	2 Curves M.P. 609.1 to 608.4	65 60
Harbor District	30 30	3 Curves M.P. 599.0 to 597.9	65 40
Redondo District	15 15	Curve M.P. 593.4x to 592.3	75 40
Riverview Farms Spur	15 15	2 Curves M.P. 591.6 to 589.9	70 40
Adelanto Spur	15 15	3 Curves M.P. 589.2 to 588.2	60 40
Rialto, Cucamonga, and Upland Foot-hill Spurs, Muscat and Metropolitan Spurs	15 15	3 Curves M.P. 587.7 to 587.1	40 40
Prenda and La Habra Valley Spurs	15 15	14 Curves M.P. 586.9 to 578.6	60 40
Venta and Miramar Army Spurs	15 15	"H" St. Crossing M.P. 578.1	15 15
In freight and mixed service on descending grades of over one per cent, the maximum is 30 miles per hour with dynamic brake not in use.		CADIZ DISTRICT	
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.		Curve M.P. 107.2 to 107.4	20 20
NEEDLES DISTRICT—WESTWARD		Track M.P. 107.4 to 111.0	45 40
"H" St. Crossing M.P. 578.1	15 15	Curve M.P. 165.2 to 165.5	45 40
15 Curves M.P. 578.6 to 586.9	55 55	Curve M.P. 183.0 to 183.2	45 40
3 Curves M.P. 587.1 to 587.8	40 40	RIPLEY DISTRICT	
3 Curves M.P. 588.1 to 589.3	55 55	4 Curves M.P. 15.6 to 16.4	20 20

LOS ANGELES DIVISION 15

LOCATION	M.P.H. Psgr. and Light Frt.	LOCATION	M.P.H. Psgr. and Light Frt.
FIRST DISTRICT—WESTWARD		THIRD DISTRICT (Continued)	
Curve M.P. 10.3 to 11.0	80 60	4 Curves M.P. 9.6 to 10.0 Westward ..	30 30
Curve M.P. 11.1 to 11.8	85 60	3 Curves M.P. 10.4 to 11.7	65 60
Curve M.P. 16.6 to 17.1	80 60	2 Curves M.P. 11.9 to 12.5	40 40
Curve M.P. 19.7 to 20.3	80 60	Curve M.P. 14.7 to 14.9	75 60
Curve M.P. 30.8 to 31.1	80 60	3 Curves M.P. 15.5 to 16.7	55 55
2 Curves M.P. 31.8 to 33.3	60 60	Curve M.P. 16.9 to 17.1	65 60
Curve M.P. 33.8 to 34.0	40 40	P.E. Crossing M.P. 20.3	60 40
4 Curves M.P. 34.1 to 36.4	55 55	Curve M.P. 22.5 to 22.8	65 60
Victorville M.P. 36.6 to 37.4	30 30	Corona M.P. 23.5 to 24.4	30 30
2 Curves M.P. 38.2 to 38.8	65 60	Curve M.P. 30.4 to 30.7 Westward ..	65 60
2 Curves M.P. 39.1 to 39.9	40 40	Curve M.P. 31.2 to 30.4 Eastward ..	65 60
4 Curves M.P. 40.6 to 43.7	50 50	Slide Area and 2 Curves M.P. 31.3 to 31.8	20 20
Curve M.P. 48.1 to 48.3	65 60	2 Curves M.P. 32.2 to 32.8	60 60
Curve M.P. 48.8 to 49.1	50 50	2 Curves M.P. 33.6 to 34.2	40 40
8 Curves M.P. 49.4 to 51.8	45 45	Curve M.P. 34.5 to 35.1	50 50
4 Curves M.P. 52.0 to 53.7	55 55	3 Curves M.P. 35.2 to 37.1	65 60
3 Curves M.P. 53.7 to 55.0	45 45	2 Curves M.P. 37.5 to 38.5	60 60
4 Curves M.P. 55.0 to 55.7	30 30	Placentia M.P. 42.7 to 43.6	50 30
Summit & 3 Curves M.P. 55.7 to 56.7 ..	20 20	2 Curves M.P. 45.2 to 45.7	55 55
Grade M.P. 56.7 to 58.0	30 15	Fullerton M.P. 165.2 to 164.7	30 30
2 Curves M.P. 58.0 to 58.4	25 15	Curve M.P. 161.1 to 160.8	75 60
Grade M.P. 58.4 to 62.2	30 15	Curve M.P. 156.6 to 155.9	60 60
Grade M.P. 62.2 to 72.1	40 20	Curve M.P. 154.2 to 153.8 Westward ..	75 60
Grade M.P. 72.1 to 78.5	50 20	Curve M.P. 152.9 to 152.5 Westward ..	65 60
San Bernardino M.P. 78.5 to 79.9	40 20	2 Curves M.P. 152.5 to 154.2 Eastward ..	75 60
San Bernardino M.P. 79.9 to 80.8	30 20	2 Curves M.P. 151.7 to 150.1	80 60
San Bernardino Passenger Yard	10 10	Crossing and Curve M.P. 144.5 to 143.4	30 30
FIRST DISTRICT—EASTWARD		2 Curves M.P. 143.4 to 142.9	15 15
San Bernardino Passenger Yard	10 10	3 Curves M.P. 141.1 to 140.2	35 35
San Bernardino M.P. 80.8 to 79.9	30 30	Curve M.P. 140.2 to 140.0	15 15
San Bernardino M.P. 79.9 to 78.9	40 40	FOURTH DISTRICT	
Curve M.P. 78.6 to 78.3	65 60	San Diego M.P. 273.0 to 267.3	20 20
2 Curves M.P. 73.2 to 72.0	50 50	San Diego M.P. 267.3 to 264.1	30 30
4 Curves M.P. 72.0 to 70.3	40 40	3 Curves M.P. 262.7 to 261.2	70 60
5 Curves M.P. 69.1 to 67.1	55 55	2 Curves M.P. 260.3 to 259.9	50 50
10 Curves M.P. 66.9 to 62.9	40 40	Curve M.P. 259.1 to 258.6	60 60
19 Curves M.P. 64.3x to 56.9	30 30	2 Curves M.P. 258.5 to 258.2	40 40
Summit & 3 Curves M.P. 56.4 to 55.7 ..	20 20	3 Curves M.P. 258.0 to 257.2	50 50
3 Curves M.P. 55.7 to 55.0	30 30	5 Curves M.P. 257.0 to 253.7 Westward ..	65 60
3 Curves M.P. 54.8 to 53.7	45 30	5 Curves M.P. 253.7 to 257.0 Eastward ..	65 35
4 Curves M.P. 53.6 to 52.0	55 30	10 Curves M.P. 252.8 to 251.0	25 25
2 Curves M.P. 51.8 to 51.3	45 30	2 Curves M.P. 250.9 to 250.6	40 40
Curve M.P. 51.2 to 51.1	40 30	2 Curves M.P. 250.5 to 250.0	55 55
5 Curves M.P. 51.0 to 49.4	45 30	Curve M.P. 248.7 to 248.6	85 60
Curve M.P. 49.1 to 48.8	50 40	Curve M.P. 245.8 to 245.5 Westward ..	60 60
2 Curves M.P. 48.4 to 47.2	85 40	3 Curves M.P. 244.4 to 245.8 Eastward ..	60 60
Curve M.P. 43.7 to 43.5	60 40	Curve M.P. 244.3 to 244.1	50 50
Curve M.P. 41.9 to 41.7	55 40	Curve M.P. 243.8 to 243.5	65 60
3 Curves M.P. 41.1 to 39.5	60 40	Plaza St. Crossing M.P. 241.8	50 50
Curve M.P. 39.2 to 38.9	50 40	Curve M.P. 241.3 to 241.1	85 60
Victorville M.P. 37.4 to 36.6	30 30	2 Curves M.P. 239.2 to 238.5	85 60
3 Curves M.P. 36.4 to 34.6	60 60	Curve M.P. 237.8 to 237.4	80 60
Curve M.P. 34.0 to 33.8	40 40	Oceanside M.P. 227.0 to 225.5	30 30
2 Curves M.P. 33.3 to 31.8	60 60	3 Curves M.P. 224.7 to 223.8	70 60
Curve M.P. 31.1 to 30.8	80 60	2 Curves M.P. 209.0 to 208.2	70 60
Curve M.P. 20.3 to 19.7	80 60	12 Curves M.P. 207.7 to 201.2	75 60
Curve M.P. 17.1 to 16.6	80 60	Curve M.P. 200.3 to 199.9	45 45
Curve M.P. 11.8 to 11.1	85 60	Curve M.P. 199.4 to 199.1	65 60
Curve M.P. 11.0 to 10.3	80 60	3 Curves M.P. 198.6 to 197.9	35 35
Curve M.P. 1.5 to 0.3	55 35	2 Curves M.P. 197.4 to 197.0	60 60
Curve M.P. 0.2 to 0.0	25 25	Curve M.P. 195.9 to 195.8	75 60
SECOND DISTRICT		2 Curves M.P. 194.2 to 193.5	85 60
San Bernardino and Rialto M.P. 82.6 to 85.2	30 30	Santa Ana M.P. 176.1 to 175.3	40 40
Fontana M.P. 88.5 to 88.9	50 50	Curve M.P. 175.0 to 174.4	60 60
4 Curves M.P. 98.2 to 100.5	75 60	7 Curves M.P. 173.8 to 172.0	40 40
Upland P.E. Crossing M.P. 101.0	40 40	Curve M.P. 170.3 to 169.2	75 60
2 Curves M.P. 102.4 to 102.8	65 60	Anaheim M.P. 168.1 to 167.7	40 40
Pomona M.P. 106.2 to 107.0	40 40	Curve M.P. 166.9 to 166.6	75 60
La Verne M.P. 107.0 to 108.8	45 45	Curve M.P. 165.9 to 165.3	55 55
2 Curves M.P. 109.0 to 111.4	75 60	Fullerton M.P. 165.2 to 164.7	30 30
2 Curves M.P. 111.8 to 112.8	50 50	REDLANDS DISTRICT	
3 Curves M.P. 113.9 to 116.6	65 60	San Bernardino, "G" St. Crossing	
Azusa M.P. 116.6 to 117.5	40 40	M.P. 0.7	5 5
2 Curves M.P. 117.9 to 119.0	65 60	Crossings M.P. 0.7 to 3.1	15 15
Curve M.P. 119.5 to 119.7	55 55	Redlands, St. Crossing M.P. 8.9	15 15
2 Curves M.P. 122.2 to 123.8	65 60	Mentone, St. Crossing M.P. 12.0	10 10
First Ave. Crossing M.P. 124.1	40 40	Molino, Boulder Ave. M.P. 17.9	10 10
Santa Anita Ave. Crossing M.P. 124.3 ..	40 40	SAN JACINTO DISTRICT	
Curve M.P. 124.6 to 125.0	65 60	Main track turnout M.P. 18.4	15 15
Pasadena M.P. 127.6 to 132.8	20 20	HARBOR DISTRICT	
So. Pasadena M.P. 133.3 to 134.8	15 15	M.P. 0.0 to St. Crossing M.P. 1.6	12 12
U.P. Crossing M.P. 135.5	8 8	M.P. 1.6 to St. Crossing M.P. 8.3	15 15
7 Curves M.P. 135.5 to 138.3	25 25	St. Crossing M.P. 13.1	15 15
U.P. Crossing M.P. 138.3	8 8	M.P. 20.0 to 23.0 Torrance	15 15
4 Curves M.P. 138.3 to 140.0	20 20	St. Crossing M.P. 27.9	15 15
Curve M.P. 140.0 to 140.2	15 15	St. Crossing M.P. 28.9	15 15
THIRD DISTRICT		ELSINORE DISTRICT	
2 Curves and Bridge 0.9 M.P. 0.0 to 0.9	15 15	13 Curves M.P. 1.7 to 4.0	15 15
4 Curves and Colton M.P. 0.9 to 2.1 Westward	20 20	2 Curves M.P. 16.1 to 16.4	15 15
3 Curves and Colton M.P. 2.1 to 3.2 ..	20 20	Curve M.P. 17.7 to 17.9	15 15
2 Curves M.P. 4.4 to 3.2 Eastward	30 30	ESCONDIDO DISTRICT	
2 Curves M.P. 3.5 to 4.5 Westward	40 40	Hill St., M.P. 0.3	10 10
3 Curves M.P. 4.9 to 5.6 Westward	75 60	12 Curves and track M.P. 0.3 to 6.0 ..	15 15
Curve M.P. 5.6 to 5.5 Eastward	75 60		
3 Curves M.P. 6.4 to 6.8 Westward	45 35		
3 Curves M.P. 6.8 to 6.4 Eastward	30 3		

MAXIMUM SPEED OF ENGINES

	Forward		Backing When Controlled From Rear Unit	
	Miles Per hour	Light Miles Per hour	Miles Per hour	Dead In Train Miles Per hour
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45
650-653, 2300	40	40	40	30
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70
U. P. Diesels				
900-978, 981-989, and 990 class	100	45	45	90
1000 class	35	35	25	50
100, 200, 700, 1360, 1400 and 1600 classes	65	45	45	60
1800 class	65	35	35	60
Diesels without dynamic brakes in use				
Ash Hill-Bagdad		24		
Goffs-Needles		24		
Summit to Victorville		30		
Summit-Cajon		15		
Cajon-San Bernardino		20		
Diesels with dynamic brakes in use				
Ash Hill-Siberia		40		
Summit-Cajon		24		
Cajon-San Bernardino		35		

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	1	40	36.0	
..	37	97.3	..	59	1	42	35.3	
..	38	94.7	1	..	1	44	34.6	
..	39	92.3	1	02	1	46	34.0	
..	40	90.0	1	04	1	48	33.3	
..	41	87.8	1	06	1	50	32.7	
..	42	85.7	1	08	1	52	32.1	
..	43	83.7	1	10	1	54	31.6	
..	44	81.8	1	12	1	56	31.0	
..	45	80.0	1	14	1	58	30.5	
..	46	78.3	1	16	2	..	30.0	
..	47	76.6	1	18	2	05	28.8	
..	48	75.0	1	20	2	10	27.7	
..	49	73.5	1	22	2	15	26.7	
..	50	72.0	1	24	2	30	24.0	
..	51	70.6	1	26	2	45	21.8	
..	52	69.2	1	28	3	..	20.0	
..	53	67.9	1	30	3	30	17.1	
..	54	66.6	1	32	4	..	15.0	
..	55	65.5	1	34	5	..	12.0	
..	56	64.2	1	36	6	..	10.0	
..	57	63.2	1	38	12	..	5.0	

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point derails:	MPH
Adelanto Spur, one-fourth mile from main track	10
Cushenbury, MP 29.1, on both main track and siding	10
Rialto Foothill Spur, 300 ft. north P.E. Crossing	10
Cucamonga Foothill Spur, 300 ft. north P.E. Crossing	10
Upland Foothill Spur, 300 ft. north P.E. Crossing	10
Metropolitan Spur, 4068 ft. from main track	10
Rana, switching lead	10
Prenda Spur, one-fourth mile from main track	10
Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:	
“I”—Interlocked Switch.	“EE”—East End.
“S”—Spring Switch.	“WE”—West End.
“CTC”—Dual Control.	

Station	Type	Location	MPH
NEEDLES DISTRICT			
Needles	I	MP 578, crossover main track to westward freight lead	30
	S	WE westward freight lead	30
Java	S	EE eastward siding; WE westward siding	30
Ibis	S	WE westward siding	30
Bannock	S	WE westward siding	30
Homert	S	WE westward siding	30
Goffs	S	EE eastward siding	30
Fenner	S	WE westward siding	15
Essex	S	WE westward siding; EE eastward siding	30
	S	EE eastward siding	30

Station Type Location MPH

NEEDLES DISTRICT (Continued)			
Danby	S	EE eastward siding	30
	S	WE westward siding	15
Cadiz	S	EE eastward siding	15
	S	WE westward siding	30
Amboy	S	EE eastward siding; WE westward siding	30
Bagdad	S	EE eastward siding; WE westward siding	15
Siberia	S	EE eastward siding	15
	S	WE westward siding	30
Ash Hill	S	EE eastward siding	30
	S	WE westward siding	15
Ludlow	S	EE eastward siding; WE westward siding	30
Pisgah	S	EE eastward siding; WE westward siding	30
Newberry	S	EE eastward siding; WE westward siding	30
Daggett	S	WE westward siding	15
Barstow	I	MP 743½, heading in and out switches, eastward track, and crossover	30
	I	MP 745, main track and crossover switches to yard	30

FIRST DISTRICT			
Barstow	I	WE eastward siding, MP 2.0	30
MP 2.7	S	WE westward siding	30
Lenwood	S	EE westward siding; WE eastward siding	30
	S	EE eastward siding; WE westward siding	30
Hodge	S	EE eastward siding; WE westward siding	30
Helendale	S	EE eastward siding; WE westward siding	30
Bryman	S	WE siding	30
Oro Grande	S	EE eastward siding	15
	S	WE westward siding	30
Victorville	S	EE eastward siding; WE westward siding	15
	S	WE westward siding, west of station	30
Thorn	S	EE siding	30
Hesperia	S	EE eastward siding; WE westward siding	30
Lugo	S	WE siding	30
Summit	S	EE eastward siding; WE westward siding	15
Alray	S	EE siding	15
Cajon	S	EE eastward siding; WE westward siding	15
Keenbrook	S	EE siding	15
Devore	S	EE eastward siding	15
	S	WE westward siding	30
Ono	S	EE eastward siding	15
	S	WE westward siding	30

SECOND DISTRICT			
San Bernardino	I	Crossover between main tracks east of Bridge 82.1	30
Kaiser	S	EE siding	15
Claremont	S	WE siding	15
Glendora	S	WE siding	15
Santa Anita	S	EE and WE siding	15
Chapman	S	EE and WE siding	15
Pasadena	S	EE and WE siding	15
Olga	S	EE and WE siding	15
Broadway	I	Two track junction switch	30

THIRD DISTRICT			
Rana	I	Junction switch and crossover	30
Colton	I	WE eastward siding, near Bridge 4.6	30
	I	Two track junction switches, east & west ends of Bridge 4.6	40
Highgrove	I	Junction of eastward main with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and crossover	30
Riverside	CTC	Two track junction switch	30
Atwood	CTC	West switch siding	30
Fullerton	CTC	EE Third District siding	30
	CTC	WE Third District siding	15
	CTC	Two-track junction switch	20
Buena Park	S	WE westward siding, west of depot	15
La Mirada	S	WE siding	15
Santa Fe Springs	S	EE siding	15
D. T. Jct.	CTC	Two track junction switch	15
Bandini	CTC	Two track junction switch	40
M.P. 147-148	I	Main track crossovers and lead switch	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye	10

FOURTH DISTRICT			
Fullerton	CTC	Two-track junction switch	30
Orange	CTC	West switch siding	30
	CTC	EE main track—MP 173.0	30
Venta	CTC	EE two tracks—MP 179.1	40
Ponto	CTC	EE and WE of siding	40
Miramar	CTC	WE two main tracks—MP 252.9	40
Elvira	CTC	EE two main tracks—MP 257.4	40
Old Town	CTC	Two track junction switch	30

18. JUNCTION SWITCHES

Normal position of junction switches is as follows:

- Rice for Cadiz District
- Cadiz, for Eastward siding
- Hesperia for First District trains
- San Bernardino-Redlands District for First District trains
- Highgrove for Third District trains
- Porphyry for Third District siding
- Atwood—CTC Controlled
- Orange—CTC Controlled
- Fallbrook Jct. for Fourth District siding
- Escondido Jct.—CTC Controlled
- El Segundo for Harbor District trains
- Watson for Harbor District trains

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
NEEDLES, FIRST, AND REDLANDS DISTRICTS			
Needles: M.P. 578+2000	Main track and connecting crossover.	Interlocking	{ Eastward main track — Westward main track against current of traffic — 0 Westward freight lead — 0 —
Daggett	All switches east of station except transfer tracks Nos. 1 and 2.	Interlocking	{ Eastward U. P. trains, U. P. main track — — 0 Against current of traffic — 0
Barstow East Tower	Main track and connecting crossovers. M.P. 743+3683 M.P. 745+1625	Interlocking	{ Westward main track — Crossover to Track 30 — — 0 Crossover to westward freight lead — 0 — With current of traffic — Against current of traffic — 0 East freight yard 0 — —
Barstow West Tower	Main track and connecting crossover. Eastward and westward sidings.	Interlocking	{ To Mojave District — — 0 Against current of traffic — 0 Engine lead 00 — — 0 Switching tail 0000 Tracks 1 to 17 incl. 0 — — 00 Tracks 18 to 30 incl. — 0 — 0
San Bernardino: Fifth St.	Main track, connecting crossover and yard lead.	Interlocking	{ Yard Lead 0000 Yard Lead against current of traffic — 0000
San Bernardino: Rialto Avenue South E Street	P. E. Crossing. S. P. Crossing.	Automatic interlocking, 606(c). 98-A, 98-B.	

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

For westward trains: Daggett M.P. 732+4459 For eastward trains: Barstow West Tower M.P. 7+0
San Bernardino M.P. 77+2500 East switch Lenwood (for trains in siding).
Daggett M.P. 740+2529
Needles M.P. 584+1100

SECOND DISTRICT

San Bernardino: West Yard Tower	Second and third district main tracks at west end bridge 82.1. End of two tracks and freight yard at east end bridge 82.1. Junction third district, Mt. Vernon viaduct.	Interlocking	{ Second district — Third district — 0 A Yard to B Yard — — 00 B Yard to second district — — 0000 House lead to main line — Switch lead 0 — A Yard Lead 0000 Engine lead — — 0 Second district to B Yard — — 00 B Yard to A Yard — — 00 From Union Pacific engine house: To Passenger Yard 000 — To Second District 000 — 0 To B Yard 000 — 00 To Rana 000 — 0
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing.	98-A, 98-B. 98-A, 98-B. 98-A, 98-B. Main track, when home signals in stop position, 98-B, 509(a). Siding, westward trains, be governed by signal 1003. House track, 98-A, 98-B.	
Claremont San Dimas Kincaid Arcadia Raymond Spur Highland Park (0.6 Mi. East) Water Street (0.7 Mi. East) Mission Tower	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. S. P. Crossing. U. P. Crossing. U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). Gates (normal position across Santa Fe track), 98-B. When gate across Santa Fe track, 98-B. When gate across Santa Fe track, 98-B. Interlocking. When necessary make movement governed by Rule 606(a), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	{ Union Station 0 — Old main 00 — 0 Cudahy lead — 0 — Against current of traffic — 0000 S. P. Downey Ave. 000 —

THIRD DISTRICT

San Bernardino: Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. and U. P. Crossings. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking. Interlocking.	
Riverside Junction May Fullerton	S. P. Crossing and U. P. Junction. P. E. Crossing. East switch westward siding, west of depot, west switch eastward siding, west of depot.	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
Fullerton	Signals governing movement westward trains over spring switch west end westward siding, west of depot.	Interlocking.	
Fullerton Los Nietos D. T. Junction Hobart Yard: M.P. 147—M.P. 148 Hobart Tower	U. P. Crossing. P. E. Crossing. S. P. Crossing. All tracks. U. P. Crossing.	Interlocking. When home signals in stop position, 98-B, 509(b). Interlocking. Interlocking.	{ Eastward yard lead — — 0 Westward yard lead — 0 To ice house 0 — 0 0 Against current of traffic — 0000
Redondo Junction	U. P. Crossing.	Interlocking	{ Butte St. Transfer 00 — 0 To Harbor Dist. — 0 To 9th St. Yard — 0 — Levee Track 0 — 00 Against current of traffic — 0000

SAN JACINTO, ELSINORE, OLIVE AND FALLBROOK DISTRICTS

Highgrove (1.5 Mi. West) Porphyry Olive (1.7 Mi. West) Joefeagan (6.1 Mi. West)	S. P. Crossing. P. E. Crossing. S. P. Crossing. U. S. M. C. Crossing.	Automatic interlocking, 606(c). 98-A, 98-B. CTC 98-A, 98-B.	
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FOURTH DISTRICT

Anaheim (2.0 Mi. East) Anaheim Sugar Factory Spur Santa Ana Wye track National City	S. P. Crossing. U. P. Crossing. S. P. Crossing. Navy Warehouse Crossing.	CTC 98-A, 98-B. 98-A, 98-B. 98-A, 98-B.	
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RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
HARBOR DISTRICT			
Redondo Junction (1.0 Mi. East)	U. P. Crossing. LATL Crossing, Pac. Blvd.	See Redondo Junction, Third District. 15 MPH.	
Nadeau	S. P. Crossing.	Automatic interlocking, 606(c), 10 MPH.	
Nadeau (0.3 Mi. East)	P. E. Crossing.	Interlocking.	
Wingfoot (0.5 Mi. East)	LATL Crossing, Avalon Blvd.	15 MPH.	
El Segundo (0.2 Mi. West)	P. E. Crossing.	Interlocking. 20 MPH.	
West Thenard Tower: (0.1 Mi. West)	P. E. Crossing.	Interlocking.	
(0.7 Mi. East)	S. P. Crossing.		
(0.9 Mi. East)	S. P. Crossing.		
M.P. 28+4460	Two U. P. Tracks.	Santa Fe trains have preference unless flagged. Stop not required.	

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.

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	400	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	Miramar	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		

Other Tracks not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT			
Saltus	658.4	51	East & West
Klondike	682.0	72	East & West
Lavic	702.7	25	East
Hector	712.8	73	East & West
Airport Spur	732.6	15	West
Gale	735.3	67	East & West
CADIZ DISTRICT			
Earp	107.3	32	West
Milligan	164.0	14	East & West
RIPLEY DISTRICT			
Inca	22.6	31	West
Mesaville	33.0	10	West
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West
Miller Farms	44.7	19	East
FIRST DISTRICT			
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track
Frost	38.8	8	Eastward track
Verdemont	73.5	5	West
SECOND DISTRICT			
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Etiwanda	93.7	54	East and West
Pio Spur	94.6	46	West
Rochester	95.0	11	East
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	15	East and West
Wilton	129.1	19	East and West
Usado	132.3	18	East and West
Raymond	132.7	16	West
THIRD DISTRICT			
Pachappa	12.4	26	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West
La Sierra	18.5	9	West
Standard Oil Spur	160.8	9	East
Wilshire	156.8	58	East and West
Mojave Spurs	155.8	28	West
Stephens Spur	155.5	14	West
El Camino Spur	155.3	15	West
La Habra V'y Spur (East Whittier)	154.6	Lgh. 3.43 m.	West
REDLANDS DISTRICT			
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
Mollino	17.9	12	West
West Highlands	20.4	11	East and West

Location	Mile Posts	Car Capacity	Switch Connection
FOURTH DISTRICT			
Venta Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	35	East
Trustin	181.5	25	East
Frances	183.1	36	East and West
Kathryn	183.9	24	East
Como	180.1	54	East and West
Don	216.2	10	West
Stuart	221.7	50	East and West
San Diego G. & E. Co. Spur	231.3	35	East
Farr	231.6	6	West
Cardiff	239.8	11	East and West
Solana Beach	241.9	9	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	13	East and West
Cudahy	263.4	43	East and West
FALLBROOK DISTRICT			
Ranch House	7.6	7	East and West
Marine Base Spur	10.5	13	East and West
ESCONDIDO DISTRICT			
Talica	3.7	8	East and West
HARBOR DISTRICT			
Nadeau	2.5	7	East and West
Monaco	17.8	13	East and West
Dudmore	19.1	17	East
Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Alcoa Spur	20.1	Lgh. 2.0 m.	West
SAN JACINTO DISTRICT			
Lily Cup	0.6	11	East and West
Box Springs Quarry	6.1	42	East and West
Mayer Farms	15.9	18	East and West
Granite Spur	14.5	Lgh. 5000 ft.	Wye
Ellis	19.9	16	East
ELSINORE DISTRICT			
Mining Spur	3.2	71	East and West
South Corona	5.0	0	None
Weisel	6.2	37	East
Jameson	9.2	5	East
Durant	18.1	27	West

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
17	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond destined south of Ash Fork
	Pomona		Albuquerque and beyond
18	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville, Pomona		Albuquerque and beyond
20	Victorville	Albuquerque and beyond	
	Kingman	Kansas City and beyond	San Bernardino and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
123	Laguna		Albuquerque and beyond
	Ludlow	Los Angeles	
	Rivera		Williams and beyond
124	Rivera, Ludlow	Williams and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79	Rivera		Oceanside, Del Mar, or San Diego
71	Encinitas, San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	
74	San Clemente		Los Angeles
75, 77	Encinitas	Los Angeles	
70, 72, 74	Rivera	Oceanside, Del Mar, or San Diego	
76	Anaheim, San Juan Capistrano		Los Angeles
80	Irvine, El Toro		Los Angeles

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

LOCAL TIME INSPECTORS

TOM FINLEY Parker
 ALFRED WILLIAMS 849 Front St., Needles
 E. F. MANNERS 107 E. Main St., Barstow
 HOMER E. OLIVER 412 Seventh St., Victorville
 MILTON W. BLAIR Santa Fe Depot, San Bernardino
 RUSSELL H. OLSEN 317 "E" St., San Bernardino
 FRED R. BAUMAN 138 E. Highland Ave., San Bernardino
 R. REY MENDOZA 145 "I" St., Colton
 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
 BRUCE M. BARNES 4832 Whittier Blvd., Los Angeles
 MARK R. NOBLITT, SR. 6805 So. Western Ave., Los Angeles
 RALPH C. OAKLEY 211 East Queen St., Inglewood
 H. W. OSTERMIER 6822 Pacific Blvd., Huntington Park
 GEORGE R. FINLEY, JR. 182 East Compton Blvd., Compton
 C. GORDON McCLURE 118 North Spadra Road, Fullerton
 GERALD D. LAROCQUE 424 North Sycamore Street, Santa Ana
 S. L. FINKEL 211 Hill St., Oceanside
 LOWELL C. WARD, SR. 2020 Galveston St., San Diego
 C. H. McCORMACK 833 Roosevelt, National City

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

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

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

Handle freight carefully and keep our customers.

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



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.)

