SURGEONS OF THE SANTA FE COAST LINES HOSPITAL ASSOCIATION

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

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

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

DR. GORDON GARNETT, Local Surgeon.....Los Angeles
DR. J. S. HIBBEN, Local Surgeon.....Pasadena
DR. GLENN L. BARNUM, Assistant Local Surgeon.....Pasadena
DR. E. W. HAYES, Local Surgeon.....Monrovia
DR. E. W. HAYES, JR., Assistant Local Surgeon.....Monrovia
DR. BRUCE VAN VRANKEN, Local Surgeon.....Azusa
DR. CARROLL W. WHITE, Local Surgeon.....La Verne
DR. J. B. CRAIG, Local Surgeon.....Upland
DR. W. S. CHERRY, Local Surgeon.....Rialto
DR. A. L. HAENSZEL, Division Surgeon.....San Bernardino
DR. F. C. WILLSON, Emergency Hospital.....San Bernardino
DR. O. J. JOHNSON, Local Surgeon.....Colton
DR. HORACE D. ORR, Local Surgeon.....Victorville
DR. R. W. SORENSEN, Assistant Local Surgeon.....Victorville
DR. JAMES E. JONES, Local Surgeon.....Barstow
DRS. C. A. AND R. J. MACDONALD, Assistant Local Surgeons.....Barstow
DR. T. G. HARWARD, District Surgeon.....Needles
DR. J. E. ANDES, Local Surgeon.....Needles
DR. H. C. MATTHEWS, Emergency Surgeon.....Needles
DR. E. J. GARRISON, Local Surgeon.....Blythe
DR. R. E. GARCIA, Assistant Local Surgeon.....Blythe
DR. T. A. CARD, Local Surgeon.....Riverside
DR. CLYDE A. PITCHFORD, Assistant Local Surgeon.....Riverside
DR. HARRY C. REYNOLDS, Local Surgeon.....Arlington
DR. NORMAN H. MELLOR, Local Surgeon.....Corona
DR. E. H. BRUNEMEIER, Local Surgeon.....Placentia
DR. G. W. OLSON, Local Surgeon.....Fullerton
DR. WM. H. WICKETT, JR., Assistant Local Surgeon.....Fullerton
DR. HAROLD E. SMALL, Assistant Local Surgeon.....Fullerton
DR. C. GLENN CURTIS, Local Surgeon.....Brea
DR. ERWIN H. KERSTEN, Local Surgeon.....Anaheim
DR. VERNE W. CARLSON, Local Surgeon.....Orange
DR. FREDERICK H. SCHROEDER, Local Surgeon.....Santa Ana
DR. ARNOLD G. H. BODE, Emergency Surgeon.....Santa Ana
DR. P. H. ESSLINGER, Local Surgeon.....Capistrano
DR. A. GAROFOLO, Local Surgeon.....Oceanside
DR. CLARENCE HARVEY, Assistant Local Surgeon.....Oceanside
DR. FRANCIS D. HART, Local Surgeon.....Del Mar
DR. O. S. HARBAUGH, Local Surgeon.....San Diego
DR. HAROLD ENGELHORN, Assistant Local Surgeon.....San Diego
DR. C. S. MARSDEN, JR., Assistant Local Surgeon.....San Diego
DR. W. D. ROLPH, Local Surgeon.....National City
DR. GEO. A. MROSS, Assistant Local Surgeon.....National City
DR. KENNETH DOLE, Local Surgeon.....Redlands
DR. R. B. REID, Local Surgeon.....Perris
DR. GEORGE M. ERICKSON, Local Surgeon.....Hemet
DR. HERMAN BAER, Local Surgeon.....Elsinore
DR. E. R. POWELL, Local Surgeon.....Fallbrook
DR. E. R. HALEY, Local Surgeon.....Escondido
DR. J. W. BEEMAN, Local Surgeon.....Torrance
DR. E. G. KESSLING, Local Surgeon.....Wilmington
DR. JOHN C. COTTRELL, Local Surgeon.....Long Beach
DR. 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, cabooses, and with all regularly assigned extra gangs.

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

M. H. SWANSON, Trainmaster, Needles, Calif.

B. O. BERNARD, Trainmaster, Barstow, Calif.

A. B. COAKLEY, H. C. BAUGHN, WM. BAXTER, Trainmasters, San Bernardino, Calif.

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

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

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

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

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

Dispatchers, San Bernardino, Calif.

The Atchison, Topeka and Santa Fe Railway Co.

COAST Santa Fe LINES

LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL

TIME TABLE No. 148

IN EFFECT

Sunday, June 6, 1954

At 12:01 A. M.
Pacific Standard Time

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

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

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

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

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

O. R. HAMMIT, Superintendent, Los Angeles, Calif.

Timetable 147 eff 25 Apr 54
149 eff 26 Sept 54

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 148 June 6, 1954 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
26			HIGHGROVE S. P. Crossing		0.0	
	116.2		2.5			0.0
12			LEMONA		2.7	
	116.2		4.5			0.0
31			BOX SPRINGS YL		7.2	
	21.3		2.3			17.6
			MARCH FIELD YL		9.6	
	21.3		1.1			17.6
45			ALESSANDRO YL		10.6	
	0.0		2.9			47.5
22			VAL VERDE		13.5	
	0.0		4.7			28.1
20			PERRIS YL		18.3	
	21.6		3.9			63.4
21			ETHANAC		3.7	
	49.3		2.3			0.0
11			MENIFEE		6.0	
	21.1		3.9			42.2
34			WINCHESTER		9.9	
	52.8		4.4			0.0
13			EGAN		14.3	
	44.3		2.7			0.0
15			HEMET YL		17.0	
	6.3		2.3			63.4
9			**SAN JACINTO** YL		19.3	
			(37.5)			

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

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 148 June 6, 1954 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
17			**ELSINORE** YL		21.9	
	147.8		5.6			132.0
20			ALBERHILL YL		16.3	
	50.7		7.8			89.8
32			ARCILLA		8.5	
	0.0		8.5			68.6
Yard			P. E. Crossing PORPHYRY YL		0.0	
			(21.9)			

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

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	WESTWARD	TIME TABLE NO. 148 June 6, 1954 STATIONS	EASTWARD	Ruling Grade Ascending
Yard		ATWOOD		42.2
		2.4		
21		OLIVE S. P. Crossing		42.2
		3.4		
62		ORANGE		
		(5.8)		

C T C

Booth phone at Olive.
Rule 261 in effect Atwood-Orange.
Atwood-Orange: Signal System One in effect.
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 NO. 148 June 6, 1954 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
48			FALLBROOK JCT.		0.0	
	66.0		6.0			62.7
12			CHAPPO		5.9	
	26.4		2.4			0.0
46			JOFEGAN YL		8.4	
	132.0		6.7			79.2
6			DE LUZ		15.1	
	105.6		1.8			0.0
28			**FALLBROOK** YL		16.9	
			(16.9)			

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

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 148 June 6, 1954 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
25			**ESCONDIDO** YL		21.1	
	83.4		4.9			95.0
14			SAN MARCOS		16.2	
	70.3		3.3			113.2
11			BUENA		12.9	
	116.2		3.7			116.2
10			VISTA YL		9.2	
	116.2		1.4			116.2
11			FALDA		7.8	
	87.6		7.8			84.5
			ESCONDIDO JCT.		0.0	
			(21.1)			

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

CADIZ DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD FIRST CLASS 117 Passenger Leave Daily	TIME TABLE NO. 148 June 6, 1954 STATIONS	EASTWARD FIRST CLASS 118 Passenger Arrive Daily	Mile Post	Ruling Grade Ascending
Yard		PM 8.35	PARKER YL	AM s12.50	105.8	
	31.7		1.5			0.0
Spur		f 8.39	EARP	12.43	107.3	
	31.7		6.8			31.7
28		8.50	CALZONA	12.34	114.1	
	31.7		5.9			0.0
17		f 8.59	VIDAL	12.25	120.0	
	31.7		11.6			0.0
45		f 9.13	GROMMET	12.10	131.6	
	10.5		8.8	AM		21.1
49		s 9.25	RICE YL	s11.58	140.4	
	0.0		3.6			31.7
43		9.31	FREDA	11.52	144.0	
	0.0		7.0			30.6
57		9.39	SABLON	11.42	151.0	
	0.0		4.8			31.7
33		f 9.45	SALTMARSH	11.36	155.8	
	31.7		13.4			5.3
97		10.00	FISHEL	11.20	169.2	
	31.7		4.4			14.8
33		f10.06	CHUBBUCK	f11.14	173.6	
	15.8		6.0			31.7
34		f10.15	ARCHER	f11.05	179.6	
	31.7		10.9			31.7
76		10.40 PM	CADIZ YL	10.50 PM	190.5	
		Arrive Daily	(84.7)	Leave Daily		

(40.7) .....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.

No. 117 is superior to No. 118.

Wye at Parker, Rice and Cadiz.

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

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

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD SECOND CLASS 25 Mixed Leave Daily Ex. Monday	TIME TABLE NO. 148 June 6, 1954 STATIONS	EASTWARD SECOND CLASS 26 Mixed Arrive Daily Ex. Monday	Mile Post	Ruling Grade Ascending
49		AM 3.00	RICE YL	AM 2.00	0.0	
	83.4		16.5			65.0
13			STYX		16.5	
	0.0		1.3			68.6
34		s 4.20	MIDLAND YL	s12.01 AM	17.8	
	0.0		2.6			68.6
64		4.30	COX	f10.20	20.4	
	0.0		2.2			47.5
			INCA		22.6	
	0.0		10.4			38.8
Spur 10			MESAVILLE		33.0	
	10.6		9.0			83.4
Yard		5.00 AM	BLYTHE YL	9.30 PM	42.0	
	7.4		2.7			21.7
Spur 19			MILLER FARMS YL		44.7	
	42.8		4.7			15.8
			RIPLEY YL		49.4	
		Arrive Daily Ex. Monday	(49.4)	Leave Daily Ex. Sunday		

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

No switch lights on Ripley District.

Wye at Rice and Blythe.

Offices of Communication at Rice, Midland, and Blythe.

Trains must get numbered clearance card before leaving Blythe.

TIME TABLE NO. 148 June 6, 1954	WESTWARD FIRST CLASS					
	1	107	19	7	209	123
	San Francisco Chief	Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon
STATIONS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
NEEDLES YL	PM 11.55		PM 4.00	AM 11.00		AM 4.35
7.4						
JAVA	AM 12.06		4.11	11.12		4.47
6.8						
IBIS	12.15		4.20	11.22		4.57
4.5						
BANNOCK	12.22		4.27	11.31		5.06
4.6						
HOMER	12.28		4.33	11.37		5.12
7.6						
GOFFS	12.38		4.43	11.48		5.23
9.6						
FENNER	12.45		4.50	11.55		5.30
7.5						
ESSEX	12.50		4.55	PM 12.01		5.35
8.5						
DANBY	12.56		5.01	12.07		5.41
7.1						
SIAM	1.01		5.06	12.12		5.46
6.3						
CADIZ YL	1.06		5.11	12.17		5.51
10.3						
SALTUS						
3.1						
AMBOY	1.16		5.20	12.27		6.00
7.8						
BAGDAD	1.22		5.26	12.34		6.06
7.3						
SIBERIA	1.30		5.33	12.43		6.15
5.2						
KLONDIKE	1.37		5.40	12.51		6.22
4.3						
ASH HILL YL	1.44		5.46	12.58		6.29
6.7						
LUDLOW	1.49		5.51	1.05		6.36
5.1						
ARGOS	1.55		5.58	1.11		6.42
8.1						
PISGAH	2.04		6.06	1.20		6.51
6.2						
HECTOR	2.10		6.11	1.26		6.56
12.8						
NEWBERRY	2.20		6.20	1.37		7.06
6.0						
MINNEOLA	2.25		6.24	1.42		7.10
6.0						
DAGGETT	2.32	PM 6.50	6.28	1.46	AM 10.53	7.14
4.0						
NEBO	2.36	6.53	6.31	1.51	10.57	7.17
4.8						
BARSTOW YL	s 2.45 AM	7.00 PM	s 6.40 PM	s 2.05 PM	s 11.05 AM	s 7.30 AM
(167.6)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....	(59.6)	(52.8)	(62.5)	(54.4)	(44.0)	(57.5)

AUTOMATIC BLOCK SYSTEM — ATS — TWO TRACKS

Signal System One in effect between Needles and Barstow.

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

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

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

Rule 509 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

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

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

Westward trains from Union Pacific must get numbered clearance card before leaving Daggett.

WESTWARD FIRST CLASS 23 The Grand Canyon Leave Daily	103 Passenger Leave Daily	17 Super Chief Leave Daily	21 El Capitan Leave Daily	237 Passenger Leave Daily	TIME TABLE NO. 148 June 6, 1954 STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
AM 2.20		AM 2.06	AM 12.46		NEEDLES YL	578.0			C	FW TY	Yard
2.33		2.17	12.57		7.4 JAVA	585.6	74.5	0.0	B		107
2.45		2.26	1.06		6.8 IBIS	592.4	73.9	0.0	B		107
2.52		2.33	1.13		4.5 BANNOCK	597.0	73.9	0.0	B		107
3.00		2.39	1.19		4.6 HOMER	601.5	73.9	0.0	B		97
3.10		2.49	1.29		7.6 GOFFS	609.1	73.9	30.0	B		107
3.18		2.56	1.36		9.6 FENNER	618.7	0.0	52.8	B		111
3.23		3.01	1.41		7.5 ESSEX	626.2	0.0	52.8	B		
3.29		3.07	1.47		8.5 DANBY	634.7	0.0	52.8	B		107
3.35		3.12	1.52		7.1 SIAM	641.8	0.0	52.8	B		
s 3.40		3.17	1.57		6.3 CADIZ YL	648.1	0.0	48.0	C	Y	107
					10.3 SALTUS	658.4	26.4	52.8	B		
3.51		3.26	2.06		3.1 AMBOY	661.5	26.4	11.6	C		107
3.59		3.32	2.12		7.8 BAGDAD	669.3	35.9	11.6	B		107
4.09		3.39	2.19		7.3 SIBERIA	676.7	75.0	0.0	B		107
4.17		3.46	2.26		5.2 KLONDIKE	682.0	75.0	0.0	B		72
4.24		3.53	2.32		4.3 ASH HILL YL	686.7	75.0	0.0	B	Y	107
4.32		3.59	2.38		6.7 LUDLOW	693.4	26.4	52.8	C		117
4.41		4.05	2.45		5.1 ARGOS	698.5	52.8	0.0	B		71
4.51		4.14	2.53		8.1 PISGAH	706.6	52.8	44.0	B		107
4.58		4.19	2.58		6.2 HECTOR	712.8	0.0	52.8	B		73
5.10		4.28	3.07		12.8 NEWBERRY	725.6	26.4	39.6	B		107
5.16		4.32	3.11		6.0 MINNEOLA	731.7	26.4	0.0	B		107
5.23	AM 5.18	4.36	3.15	AM 12.53	6.0 DAGGETT	737.6	38.2	13.0	C		107
5.26	5.21	4.39	3.18	12.58	4.0 NEBO	741.6	31.7	31.7	B		68
s 5.35 AM	5.28 AM	s 4.47 AM	s 3.27 AM	s 1.05 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)						
(51.6)	(52.8)	(62.5)	(62.5)	(44.0)	.....Average speed per hour						

AUTOMATIC BLOCK SYSTEM — ATS — TWO TRACKS

Signal System One in effect between Needles and Barstow.

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

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

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

Rule 509 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

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

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

Westward trains from Union Pacific must get numbered clearance card before leaving Daggett.

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. 148 June 6, 1954 STATIONS	EASTWARD FIRST CLASS 8 Fast Mail Express Arrive Daily	210 Passenger Arrive Daily	22 El Capitan Arrive Daily	108 Passenger Arrive Daily
Yard	FW TY	C			578.0	NEEDLES YL	s AM 7.10		s PM 7.30	
			74.5	0.0		7.4				
107		B			585.6	JAVA	6.56		7.19	
			73.9	0.0		6.8				
		B			592.4	IBIS	6.45		7.11	
			104.5	0.0		3.7				
107		B			597.0	BANNOCK	6.41		7.07	
			73.9	0.0		4.6				
		B			601.5	HOMER	6.35		7.03	
			73.9	30.0		7.6				
107		B			609.1	GOFFS	6.26		6.56	
			0.0	52.8		9.6				
107		B			618.7	FENNER	6.12		6.45	
			0.0	52.8		7.5				
107		B			626.2	ESSEX	6.02		6.37	
			0.0	52.8		8.5				
114		B			634.7	DANBY	5.50		6.29	
			0.0	52.8		7.1				
72		B			641.8	SIAM	5.42		6.24	
			0.0	48.0		6.3				
107	Y	C			648.1	CADIZ YL	f 5.33		6.19	
			26.4	52.8		10.3				
51		B			658.4	SALTUS				
			11.6	26.4		3.1				
107		C			661.5	AMBOY	5.18		6.10	
			35.9	11.6		7.8				
100		B			669.3	BAGDAD	5.11		6.04	
			75.0	0.0		7.3				
107		B			676.7	SIBERIA	5.03		5.58	
			121.4	0.0		7.7				
107	Y	B			686.7	ASH HILL YL	4.55		5.51	
			26.4	52.8		6.7				
101		C			693.4	LUDLOW	4.48		5.45	
			52.8	0.0		5.1				
72		B			698.5	ARGOS	4.41		5.40	
			52.8	44.0		8.1				
107		B			706.6	PISGAH	4.33		5.33	
			0.0	52.8		6.2				
73		B			712.8	HECTOR	4.27		5.28	
			26.4	39.6		12.8				
107		B			725.6	NEWBERRY	4.16		5.19	
			26.4	0.0		6.0				
72		B			731.7	MINNEOLA	4.11		5.15	
			38.2	13.0		6.0				
104		C			737.6	DAGGETT	4.06	PM 2.38	5.11	PM 5.30
			31.7	31.7		4.0				
71		B			741.6	NEBO	4.02	2.33	5.08	5.27
			31.7	31.7		4.8				
Yard	FW TY	C			746.4	BARSTOW YL	3.55 AM	2.25 PM	5.03 PM	5.20 PM
						(165.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
						Average speed per hour....	(50.8)	(40.6)	(67.3)	(52.8)

AUTOMATIC BLOCK SYSTEM — ATS — TWO TRACKS

Signal System One in effect between Barstow and Needles.

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

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

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

Rule 509 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

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

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

EASTWARD

FIRST CLASS

TIME TABLE

NO. 148

June 6, 1954

24	20	104	2	18	124	238	STATIONS
The Grand Canyon	The Chief	Passenger	San Francisco Chief	Super Chief	The Grand Canyon	Passenger	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
s PM 9.05	s PM 10.00		s PM 11.55	s AM 1.07	s AM 2.30		NEEDLES YL
8.54	9.50		11.45	12.56	2.19		7.4 JAVA
8.47	9.43		11.39	12.49	2.12		6.8 IBIS
8.41	9.38		11.35	12.45	2.06		3.7 BANNOCK
8.35	9.33		11.31	12.41	2.00		4.6 HOMER
8.26	9.25		11.24	12.34	1.51		7.6 GOFFS
8.14	9.15		11.13	12.23	1.39		9.6 FENNER
8.04	9.08		11.05	12.15	1.29		7.5 ESSEX
7.55	9.00		10.57	12.07	1.20		8.5 DANBY
7.47	8.53		10.49	AM 11.59	1.12		7.1 SIAM
s 7.41	8.48		10.43	11.53	1.06		6.3 CADIZ YL
							10.3 SALTUS
7.31	8.39		10.33	11.43	12.56		3.1 AMBOY
7.24	8.33		10.27	11.37	12.49		7.8 BAGDAD
7.16	8.27		10.20	11.30	12.41		7.3 SIBERIA
7.08	8.20		10.13	11.23	12.33		7.7 ASH HILL YL
7.01	8.14		10.07	11.17	12.26		6.7 LUDLOW
6.56	8.10		10.02	11.12	12.22		5.1 ARGOS
6.49	8.04		9.55	11.05	12.15		8.1 PISGAH
6.44	7.59		9.50	11.00	12.10		6.2 HECTOR
6.35	7.50		9.41	10.51	12.01		12.8 NEWBERRY
6.30	7.46		9.37	10.47	AM 11.55		6.0 MINNEOLA
6.26	7.42	PM 8.37	9.33	10.43	11.51	AM 12.08	6.0 DAGGETT
6.22	7.39	8.34	9.30	10.40	11.47	12.03	4.0 NEBO
6.15 PM	7.33 PM	8.27 PM	9.25 PM	10.35 PM	11.40 PM	AM 11.55 PM	4.8 BARSTOW YL
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	(165.0)
(58.2)	(67.3)	(52.8)	(66.0)	(65.1)	(58.2)	(40.6)	.....Average speed per hour

AUTOMATIC BLOCK SYSTEM — ATS — TWO TRACKS

Signal System One in effect between Barstow and Needles.

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

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

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

Rule 509 (b): At M.P. 680.3-x, eastward trains finding Signal 6802 in "stop" position must wait five minutes before proceeding unless the signal changes to indicate proceed.

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

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

TIME TABLE NO. 148 June 6, 1954	WESTWARD FIRST CLASS					
	107	19	7	209	123	23
	Passenger	The Chief	Fast Mail Express	Passenger	The Grand Canyon	The Grand Canyon
STATIONS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
BARSTOW YL	PM 7.00	PM 6.51	PM 2.25	AM 11.08	AM 7.40	AM 5.50
6.1						
LENWOOD	7.06	6.57	2.33	11.16	7.48	5.59
5.7						
HODGE	7.11	7.02	2.38	11.22	7.53	6.07
9.2						
HELENDALE	7.18	7.09	2.46	11.30	8.01	6.17
4.9						
BRYMAN	7.22	7.13	2.50	11.35	8.05	6.23
5.4						
ORO GRANDE	7.27	7.18	2.55	11.40	8.10	6.27
5.1						
VICTORVILLE YL	7.34	7.25	3.03	f 11.49	8.18	f 6.35
4.3						
THORN	7.41	7.32	3.10	11.57	8.25	6.43
4.1				PM		
HESPERIA	7.46	7.37	3.15	12.03	8.30	6.50
5.2						
LUGO	7.51	7.42	3.20	12.09	8.35	6.59
5.5						
SUMMIT YL	8.03	7.54	3.33	12.22	8.48	7.13
3.8						
GISH	8.12	8.03	3.42	12.31	8.57	7.22
2.7						
CAJON	8.18	8.09	3.48	12.37	9.03	7.28
3.7						
KEENBROOK	8.24	8.15	3.54	12.43	9.09	7.34
4.7						
DEVORE	8.32	8.23	4.02	12.51	9.17	7.42
5.0						
ONO	8.39	8.30	4.09	12.58	9.24	7.49
3.5						
HIGHLAND JCT.	8.44	8.35	4.14	1.03	9.29	7.54
1.9						
SAN BERNARDINO YL	s 8.50 PM	s 8.41 PM	s 4.20 PM	s 1.10 PM	s 9.35 AM	s 8.00 AM
(80.8)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....	(44.1)	(44.1)	(42.2)	(39.7)	(42.2)	(37.3)

AUTOMATIC BLOCK SYSTEM — ATS — TWO TRACKS

Signal System One in effect between Barstow and San Bernardino, except on eastward track from Signal 782 to Signal 572A where Signal System Two 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.

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

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

Santa Fe 100 class, four units.....4,000 tons or less;
Santa Fe 100 class, three units.....3,000 tons or less;
Santa Fe 100, 200, 300, 325 and 2650 class and Union Pacific 100 (100-204), 1400 and 1600 class, two units .....2,000 tons or less;

(Continued on Page 9)

WESTWARD FIRST CLASS 103 Passenger Leave Daily	17 Super Chief Leave Daily	21 El Capitan Leave Daily	237 Passenger Leave Daily	TIME TABLE NO. 148 June 6, 1954 STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
AM 5.28	AM 4.57	AM 3.37	AM 1.15	**BARSTOW** YL	0.0			C	FW TY	Yard
				6.1		37.0	20.4			
5.34	5.03	3.43	1.23	LENWOOD	6.2			B		92
				5.7		37.0	23.0			
5.39	5.08	3.48	1.30	HODGE	11.8			B		120
				9.2		28.8	30.0			
5.46	5.15	3.56	1.40	HELENDALE	21.1			B		98
				4.9		37.0	0.0			
5.51	5.19	4.00	1.46	BRYMAN	26.1			B		98
				5.4		37.0	0.0			
5.55	5.24	4.05	1.53	ORO GRANDE	31.5			C		90
				5.1		39.6	17.2			
6.03	5.31	4.12	s 2.03	VICTORVILLE YL	36.7			C	Y	100-100
				4.3		84.5	0.0			
6.10	5.38	4.19	2.11	THORN	41.1			B		
				4.1		83.4	0.0			
6.15	5.43	4.25	2.20	HESPERIA	45.1			B		99
				5.2		81.8	0.0			
6.20	5.48	4.31	2.30	LUGO	50.3			B		98
				5.5		84.5	0.0			
6.33	6.00	4.43	2.43	SUMMIT YL	55.9			C	Y	122
				3.8		0.0	158.4			
6.42	6.09	4.52	2.52	GISH	59.6			B		71
				2.7		0.0	158.4			
6.48	6.15	4.58	2.58	CAJON	62.4			C		95
				3.7		0.0	116.2			
6.54	6.21	5.04	3.04	KEENBROOK	66.3			B		
				4.7		0.0	116.2			
7.02	6.29	5.12	3.12	DEVORE	71.0			B		126
				5.0		0.0	116.2			
7.09	6.36	5.19	3.19	ONO	76.0			B		96
				3.5		0.0	116.2			
7.14	6.41	5.24	3.23	HIGHLAND JCT.	79.4					
				1.9		64.4	51.7			
s 7.20 AM	s 6.47 AM	s 5.30 AM	s 3.30 AM	**SAN BERNARDINO** YL	81.3			C	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.8)						
(43.3)	(44.1)	(42.9)	(35.9)	.....Average speed per hour						

AUTOMATIC BLOCK SYSTEM — ATS — TWO TRACKS

(Continued from Page 8)

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

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

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

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

At 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.

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	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Post	TIME TABLE NO. 148 June 6, 1954 — STATIONS	EASTWARD — FIRST CLASS 8 Fast Mail Express — Arrive Daily	210 Passenger — Arrive Daily	22 El Capitan — Arrive Daily	108 Passenger — Arrive Daily	24 The Grand Canyon — Arrive Daily	20 The Chief — Arrive Daily
Yard	FW TY	C			0.0	BARSTOW YL	AM s 3.45	PM s 2.23	PM s 4.58	PM 5.20	PM s 6.05	PM s 7.28
			37.0	20.4		6.1						
104		B			6.2	LENWOOD	3.35	2.10	4.49	5.11	5.52	7.19
			37.0	23.0		5.7						
106		B			11.8	HODGE	3.29	2.05	4.45	5.07	5.47	7.15
			39.0	30.0		9.2						
108		B			21.1	HELENDALE	3.20	1.58	4.38	5.00	5.38	7.08
			37.0	0.0		4.9						
		B			26.1	BRYMAN	3.15	1.54	4.34	4.56	5.33	7.04
			37.0	0.0		5.4						
108		C			31.5	ORO GRANDE	3.08	1.49	4.30	4.52	5.26	7.00
			39.6	17.2		5.1						
98	Y	C			36.7	VICTORVILLE YL	s 3.00	f 1.42	4.23	4.45	f 5.18	6.53
			84.5	0.0		4.3						
105		B			41.1	THORN	2.52	1.36	4.16	4.38	5.10	6.46
			84.5	0.0		4.1						
106		B			45.1	HESPERIA	2.47	1.31	4.12	4.34	5.05	6.42
			86.8	0.0		5.2						
		B			50.3	LUGO	2.42	1.25	4.07	4.29	5.00	6.37
			84.5	0.0		5.5						
126	Y	C			55.9	SUMMIT YL	2.33	1.16	3.58	4.20	4.51	6.28
			0.0	116.2		3.8						
118		B			59.7	ALRAY	2.21	1.04	3.49	4.11	4.39	6.19
			0.0	116.2		4.7						
70		C			62.4	CAJON	2.10	12.54	3.39	4.01	4.28	6.09
			0.0	116.2		3.7						
115		B			66.3	KEENBROOK	2.02	12.48	3.32	3.55	4.20	6.02
			0.0	116.2		4.7						
128		B			71.0	DEVORE	1.53	12.40	3.24	3.47	4.11	5.54
			0.0	116.2		5.0						
106		B			76.0	ONO	1.41	12.30	3.17	3.39	3.59	5.47
			0.0	116.2		3.5						
					79.4	HIGHLAND JCT.	1.36	12.25	3.12	3.35	3.54	5.42
			64.4	51.7		1.9						
Yard	FW TY	C			81.3	SAN BERNARDINO YL	1.30 AM	12.20 PM	3.07 PM	3.30 PM	3.48 PM	5.37 PM
						(82.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
						Average speed per hour.....	(36.8)	(40.4)	(44.8)	(45.2)	(36.3)	(44.8)

AUTOMATIC BLOCK SYSTEM — AUTOMATIC TRAIN STOP — TWO TRACKS

EASTWARD

FIRST CLASS

TIME TABLE NO. 148 June 6, 1954

104 Passenger	18 Super Chief	124 The Grand Canyon	238 Passenger	STATIONS
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
PM 8.27	PM s10.30	PM s11.30	PM s11.45	BARSTOW YL
				6.1
8.19	10.21	11.20	11.33	LENWOOD
				5.7
8.14	10.17	11.14	11.28	HODGE
				9.2
8.06	10.10	11.05	11.19	HELENDALE
				4.9
8.02	10.06	11.00	11.14	BRYMAN
				5.4
7.58	10.02	10.53	11.09	ORO GRANDE
				5.1
7.51	9.55	10.45	s11.01	VICTORVILLE YL
				4.3
7.44	9.48	10.37	10.53	THORN
				4.1
7.40	9.44	10.32	10.49	HESPERIA
				5.2
7.35	9.39	10.27	10.44	LUGO
				5.5
7.26	9.30	10.18	10.34	SUMMIT YL
				3.8
7.17	9.21	10.06	10.23	ALRAY
				4.7
7.07	9.11	9.55	10.12	CAJON
				3.7
7.01	9.05	9.47	10.04	KEENBROOK
				4.7
6.55	8.56	9.38	9.55	DEVORE
				5.0
6.48	8.48	9.26	9.45	ONO
				3.5
6.43	8.42	9.21	9.40	HIGHLAND JCT.
				1.9
6.38 PM	8.37 PM	9.15 PM	9.35 PM	SAN BERNARDINO YL
Leave Daily	Leave Daily	Leave Daily	Leave Daily	(82.8)
(45.6)	(36.8)	(36.8)	(38.2)	.....Average speed per hour

AUTOMATIC BLOCK SYSTEM — AUTOMATIC TRAIN STOP — TWO TRACKS

Signal System One in effect between San Bernardino and Barstow, except on eastward track from Signal 782 to Signal 572A where Signal System Two 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.

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

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

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

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

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

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

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

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

Highland Junction—Crossover, time release five minutes.

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

REDLANDS DISTRICT

TIME TABLE NO. 148 June 6, 1954

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
Yard	FW TY			SAN BERNARDINO YL P. E. Crossing S. P. Crossing		0.0		C
		116.2		9.0			101.3	
31				REDLANDS		8.8		B
		116.2		3.2			0.0	
17				MENTONE		12.0		
		0.0		4.1			88.5	
47				EAST HIGHLANDS		16.2		B
		70.5		2.5			83.2	
25				HIGHLAND		18.7		B
		0.0		1.0			89.5	
14				PATTON		19.7		
		47.5		1.8			81.3	
Spur				DEL ROSA P. E. Crossing		21.5		
		25.8		4.0			60.0	
				HIGHLAND JCT.		25.4		
				(25.6)				

No switch lights on Redlands District

Trains must get numbered clearance card before leaving San Bernardino.

WESTWARD FIRST CLASS			TIME TABLE NO. 148 June 6, 1954				
19	17	21					
The Chief	Super Chief	El Capitan					
Leave Daily	Leave Daily	Leave Daily	STATIONS	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
PM 8.44	AM 6.50	AM 5.33	**SAN BERNARDINO** YL	81.3		C	FW TY
			3.6		63.4		
8.49	6.56	5.39	RIALTO	84.9		C	Y
			3.8		32.4		
8.52 124			FONTANA	88.8		B	
			3.0		0.0		
8.55	7.02	5.45	KAISER	91.3		C	
			2.0		14.3		
			ETIWANDA	93.7		B	
			3.9		14.3		
9.00	7.07	5.50	CUCAMONGA	97.7		C	
			3.2		57.5		
9.03	7.10	5.53	UPLAND YL P. E. Crossing	100.9		C	Y
			3.9		30.8		
9.08	7.14	5.57	CLAREMONT P. E. Crossing	104.8		C	
			1.9		0.0		
9.10	7.16	6.00	POMONA	106.7		C	
			1.2		0.0		
9.12	7.18	6.02	LA VERNE	107.9		C	
			2.3		0.0		
			SAN DIMAS P. E. Crossing	110.2		B	
			4.1		0.0		
9.20	7.26	6.10	GLENDORA	114.4		C	
			2.5		0.0		
9.23	7.29	6.13	AZUSA	116.9		C	Y
			1.3		0.0		
9.25	7.31	6.15	KINCAID P. E. Crossing	118.2		B	
			2.0		0.0		
			BUTLER	120.2		B	
			2.3		0.0		
9.30	7.36	6.20	MONROVIA	122.4		C	
			1.7		52.1		
9.33	7.38	6.22	P. E. Crossing ARCADIA	124.2		B	
			1.6		77.9		
			SANTA ANITA (S. Madre)	125.8		B	
			1.5		63.4		
			CHAPMAN	127.3		B	
			0.8		63.4		
9.39	7.45	6.29	LAMANDA PARK	128.0		C	
			3.6		79.9		
s 9.55	s 7.54	s 6.42	PASADENA YL	131.7		C	
			2.1		0.0		
			SOUTH PASADENA	133.7		B	
			0.5		0.0		
10.04	8.05	6.50	OLGA	134.2		B	
			1.7		0.0		
			U. P. Crossing HIGHLAND PARK	135.9		B	
			2.8		0.0		
			U. P. Crossing WATER STREET	138.7			
			0.7		0.0		
10.19	8.19	7.04	BROADWAY (2 M.T.)	139.4			
			0.6		0.0		
10.22 PM	8.22 AM	7.07 AM	MISSION TOWER (2 M.T.)	140.1			Y
			0.8		0.0		
10.30 PM	8.30 AM	7.15 AM	**LOS ANGELES** YL Union Station (59.4) (2 TRKS.)			C	
			1.1		0.0		
			FIRST STREET	141.1		C	
Arrive Daily	Arrive Daily	Arrive Daily	(59.7)				
(33.6)	(35.6)	(34.9)	.....Average speed per hour				

AUTOMATIC BLOCK SYSTEM — AUTOMATIC TRAIN STOP

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

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

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

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

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

(Continued on Page 13)

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 148 June 6, 1954	EASTWARD FIRST CLASS 22 El Capitan	20 The Chief	18 Super Chief	124 The Grand Canyon	8 Fast Mail Express
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		SAN BERNARDINO YL	s PM 3.04	s PM 5.34	s PM 8.34	s PM 9.05	s AM 1.20
	0.0	3.6					
123		RIALTO	2.56	5.26	8.26	8.56	1.12
	15.4	3.8					
94		FONTANA				8.52 19	
	38.7	3.0					
105		KAISER	2.48	5.18	8.18	8.40	1.05
	26.8	2.0					
54		ETIWANDA					
	32.0	3.9					
50		CUCAMONGA	2.44	5.14	8.13	8.35	12.59
	6.6	3.2					
47		UPLAND YL P. E. Crossing	2.41	5.11	8.09	8.31	12.55
	42.0	3.9					
56		CLAREMONT P. E. Crossing	2.36	5.06	8.05	8.24	12.51
	59.1	1.9					
64		POMONA	2.34	5.04	8.02	f 8.21	12.49
	43.8	1.2					
40		LA VERNE	2.31	5.02	8.00	8.17	12.47
	63.4	2.3					
42		SAN DIMAS P. E. Crossing					
	65.8	4.1					
59		GLENDORA	2.23	4.53	7.53	8.08	12.38
	65.4	2.5					
		AZUSA				8.04	
	51.9	1.3					
41		KINCAID P. E. Crossing	2.18	4.48	7.48	8.02	12.32
	92.3	2.0					
50		BUTLER					
	60.7	2.3					
72		MONROVIA	2.14	4.44	7.44	7.57	12.28
	6.4	1.7					
11		P. E. Crossing ARCADIA	2.12	4.42	7.42	7.55	12.26
	0.0	1.6					
39		SANTA ANITA (S. Madre)					
	0.0	1.5					
62		CHAPMAN					
	0.0	0.8					
		LAMANDA PARK	2.08	4.38	7.38	7.50	12.21
	95.3	3.6					
34		PASADENA YL	s 1.58	s 4.28	s 7.28	s 7.40	s 12.10 AM
	114.0	2.1					
		SOUTH PASADENA					
	89.8	0.5					
34		OLGA	1.45	4.15	7.15	7.28	11.48
	96.4	1.7					
20		U. P. Crossing HIGHLAND PARK					
	114.9	2.8					
71		U. P. Crossing WATER STREET					
	63.5	0.7					
		BROADWAY (2 M.T.)	1.34	4.04	7.04	7.15	11.35
	89.8	0.6					
		MISSION TOWER (2 M.T.)	1.33 PM	4.03 PM	7.03 PM	7.14 PM	11.34 PM
	59.7	0.8					
Yard		LOS ANGELES YL Union Station (59.4) (2 TRKS.)	1.30 PM	4.00 PM	7.00 PM	7.10 PM	11.30 PM
	31.7	1.1					
Yard		FIRST STREET					
		(59.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Average speed per hour.....	(37.9)	(37.9)	(37.9)	(31.0)	(32.4)

AUTOMATIC BLOCK SYSTEM — AUTOMATIC TRAIN STOP

(Continued from Page 12)

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

Rule 251 in effect Mission Tower-First Street.

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

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

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

TIME TABLE NO. 148 June 6, 1954	WESTWARD									
	SECOND CLASS		FIRST CLASS							
	141	145	107	79	83	7	77	75	209	73
	Freight	Freight	Passenger	San Diegan	Passenger	Fast Mail Express	San Diegan	Passenger	Passenger	San Diegan
STATIONS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
SAN BERNARDINO YL (3 TRKS.)			PM 8.55			PM 4.30			PM 1.15	
2.2										
RANA (TWO TRACKS)										
1.3										
COLTON S. P. and U. P. Crossings			9.03			4.38			1.25	
3.8										
HIGHGROVE			9.08			4.44			1.30	
2.6										
S. P. Crossing RIVERSIDE JCT. U. P. Jct.			9.13 PM			4.47			1.35 PM	
0.6										
RIVERSIDE YL (CTC)						4.50				
4.2										
CASA BLANCA										
2.4										
ARLINGTON										
3.3										
MAY P. E. Crossing										
3.1										
PORPHYRY										
1.3										
CORONA						5.08				
5.0										
PRADO DAM										
3.1										
GYPSUM										
4.1										
ESPERANZA						5.23 54				
4.3										
ATWOOD						5.30				
2.3										
PLACENTIA										
3.0										
FULLERTON YL (TWO TRACKS)				PM 8.50	PM 6.48	5.41	PM 4.50	PM 3.30		PM 1.35
2.5										
U. P. Crossing BASTA										
2.0										
BUENA PARK				8.55	6.54	5.48	4.55	3.37		1.40
1.8										
LA MIRADA								f 3.39		
4.3										
SANTA FE SPRINGS								3.44		
1.3										
LOS NIETOS P. E. Crossing										
1.0										
D. T. JUNCTION S. P. Crossing										
1.0										
RIVERA (CTC)								3.50		
1.3										
BANDINI				9.06	7.06	5.59	5.06	3.52		1.52
4.3										
HOBART U. P. Crossing				9.09	7.10	6.03	5.09	3.56		1.55
2.3	PM 8.20	AM 6.45								
REDONDO JCT. U. P. Crossing (TWO TRACKS)										
2.1										
FIRST STREET (70.5)	8.30	6.55		9.18	7.18	6.13	5.16	4.06		2.02
0.9	PM	AM								
MISSION TOWER				9.22 PM	7.20 PM	6.18 PM	5.18 PM	4.12 PM		2.04 PM
0.8										
LOS ANGELES YL Union Station				9.30 PM	7.30 PM	6.30 PM	5.30 PM	4.25 PM		2.15 PM
(72.2)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....	(12.6)	(12.6)	(33.0)	(38.4)	(36.6)	(36.1)	(38.4)	(27.9)	(29.7)	(38.4)

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

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

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

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.

(Continued on Page 15)

WESTWARD — FIRST CLASS							TIME TABLE NO. 148 June 6, 1954							
81	123	23	103	71	51	237			Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
Passenger	The Grand Canyon	The Grand Canyon	Passenger	San Diegan	Passenger	Passenger								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS							
	AM 9.38	AM 8.05	AM 7.25		AM 6.00	AM 3.40	**SAN BERNARDINO** YL	3 TRKS.	0.0			C	FW TY	Yard
							2.2			0.0	52.8			
							RANA		1.5					
							1.3			0.0	52.8			
	9.46	8.13	7.33		s 6.10	s 3.50	COLTON S. P. and U. P. Crossings	TWO TRACKS	2.9			B		49
							3.8			23.1	52.8			
	9.52	8.19	7.38		s 6.16	3.55	HIGHGROVE		6.7			B		114
							2.6			29.1	52.8			
	9.55	8.22	7.43 AM		6.21	4.00 AM	S. P. Crossing RIVERSIDE JCT. U. P. Jct.		9.2			C		
							0.6			0.0	17.2			
	s 9.58	s 8.25			s 6.30		RIVERSIDE YL		9.8			B		
							4.2			48.6	52.8			
					s 6.37		CASA BLANCA		14.0			B	Y	99
							2.4			0.0	52.8			
					s 6.41		ARLINGTON		16.4			B		62
							3.3			0.0	52.8			
							MAY P. E. Crossing		19.7			B		94
							3.1			0.0	52.8			
							PORPHYRY		22.8			B	Y	100
							1.3			0.0	24.8			
	f10.15	f 8.45			s 6.50		CORONA	CTC	24.1			C		167
							5.0			24.3	52.8			
					f 6.56		PRADO DAM		29.2			B		94
							3.1			25.9	52.8			
					f 7.01		GYPSUM		32.2			B		95
							4.1			21.1	52.8			
							ESPERANZA		36.4			B		129
							4.3			0.0	52.8			
	10.34	9.04			s 7.11		ATWOOD		40.6			B	Y	179
							2.3			0.0	42.2			
					s 7.16		PLACENTIA		43.0			C		69
AM 11.18	f10.43	f 9.13		AM 7.50	s 7.27		3.0			0.0	42.2			
							FULLERTON YL		165.0			C		94-74
							2.5			0.0	33.4			
							U. P. Crossing BASTA		162.5			B		31
							2.0			12.7	19.2			
11.23	10.50	9.20		7.55	f 7.33		BUENA PARK	TWO TRACKS	160.5			B		74
							1.8			32.1	25.9			
					f 7.37		LA MIRADA		158.7			B		
							4.3			40.5	10.0			
					f 7.43		SANTA FE SPRINGS		154.4			C		86
							1.3			27.2	16.3			
					s 7.46		LOS NIETOS P. E. Crossing		153.1					
							1.0			0.0	13.7			
							D. T. JUNCTION S. P. Crossing		152.1			B		
							1.0			0.0	13.7			
					f 7.51		RIVERA	CTC	151.2			C		95
							1.3			21.1	37.5			
11.35	11.01	9.31		8.06	7.53		BANDINI		149.8			B		
							4.3			39.6	26.2			
11.39	11.06	9.36		8.09	7.58		HOBART U. P. Crossing		145.5			C		Yard
							2.3			42.5	0.0			
					f 8.03		REDONDO JCT. U. P. Crossing	TWO TRACKS	143.2				FW TY	
							2.1			40.1	0.0			
11.46	11.16	9.46		8.16	f 8.07		**FIRST STREET** (70.5)		141.1			C		Yard
							0.9			59.7	0.0			
11.48 AM	11.20 AM	9.50 AM		8.19 AM	8.10 AM		MISSION TOWER		140.1				Y	
							0.8			71.8	31.7			
11.59 AM	11.30 AM	10.00 AM		8.30 AM	8.20 AM		**LOS ANGELES** YL Union Station					C		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(72.2)							
(37.5)	(38.7)	(37.7)	(33.0)	(38.4)	(30.9)	(29.7)	.....Average speed per hour							

ABS — AUTOMATIC TRAIN STOP — ABS

(Continued from Page 14)

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 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.

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.

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. 148 June 6, 1954 STATIONS		EASTWARD FIRST CLASS 80 Passenger Arrive Daily	72 San Diegan Arrive Daily	74 San Diegan Arrive Daily	210 Passenger Arrive Daily	82 Passenger Arrive Daily	108 Passenger Arrive Daily
Yard	FW TY	C			0.0	ABS	SAN BERNARDINO YL	3 TRKS.				PM s12.15		PM s 3.28
			0.0	52.8			P. E. Crossing 1.5							
					1.5		RANA							
			0.0	52.8			1.3	TWO TRACKS						
112		B			2.9		COLTON					12.07		3.20
			23.1	52.8			S. P. and U. P. Crossing 3.8							
		B			6.7		HIGHGROVE					12.02 PM		3.15
			29.1	52.8			2.6							
		C			9.2		S. P. Crossing RIVERSIDE JCT.					11.57 AM		3.10 PM
							U. P. Jct.							
			0.0	17.2			0.6							
42		B			9.8		RIVERSIDE YL							
			48.6	52.8			4.2							
99	Y	B			14.0		CASA BLANCA							
			0.0	52.8			2.4							
62		B			16.4		ARLINGTON	CENTRALIZED TRAFFIC CONTROL						
			0.0	52.8			3.3							
94		B			19.7		MAY							
			0.0	52.8			P. E. Crossing 3.1							
100	Y	B			22.8		PORPHYRY							
			0.0	24.8			1.3							
167		C			24.1		CORONA							
			24.8	52.8			5.0							
94		B			29.2		PRADO DAM							
			25.9	52.8			3.1							
95		B			32.2		GYPSUM							
			21.1	52.8			4.1							
129		B			36.4		ESPERANZA							
			0.0	52.8			4.3							
179	Y	B			40.6		ATWOOD							
			0.0	42.2			2.3							
69		C			43.0		PLACENTIA							
			0.0	42.2			3.0							
74		C			165.0		FULLERTON YL		AM s 6.56	AM s 8.43	AM s10.28		PM s 1.26	
			0.0	33.4			2.5							
		B			162.5	ABS AUTOMATIC TRAIN STOP	U. P. Crossing BASTA							
			12.7	19.2			2.0							
		B			160.5		BUENA PARK	TWO TRACKS	6.52	8.39	10.24		1.22	
			32.1	25.9			1.8							
96		B			158.7		LA MIRADA							
			40.5	10.0			4.3							
		C			154.4		SANTA FE SPRINGS							
			27.2	16.3			1.3							
					153.1		LOS NIETOS							
			0.0	13.7			P. E. Crossing 1.0							
		B			152.1		D. T. JUNCTION		6.45	8.32	10.17		1.15	
			0.0	13.7			S. P. Crossing 1.0	CTC						
95		C			151.2		RIVERA							
			21.1	37.5			1.3							
		B			149.8		BANDINI							
			39.6	26.2			4.3							
Yard		C			145.5		HOBART		6.40	8.26	10.11		1.10	
			42.5	0.0			U. P. Crossing 2.3							
	FW TY				143.2	ABS	REDONDO JCT.	TWO TRACKS						
			40.1	0.0			U. P. Crossing 2.1							
Yard		C			141.1		FIRST STREET (69.8)		6.34	8.19	10.04		1.04	
			59.7	0.0			0.9							
	Y				140.1		MISSION TOWER		6.32	8.17	10.02		1.02	
			71.8	31.7			0.8							
		C					LOS ANGELES YL Union Station		AM 6.30 AM	AM 8.15 AM	AM 10.00 AM		PM 1.00 PM	
							(71.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
							Average speed per hour.....		(59.1)	(54.9)	(54.9)	(30.3)	(59.1)	(30.3)

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

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.

(Continued on Page 17)

EASTWARD

FIRST CLASS							SECOND CLASS		TIME TABLE	
24	76	104	54	78	238	70	142	146	NO. 148	
The Grand Canyon	San Diegan	Passenger	Passenger	San Diegan	Passenger	Passenger	Freight	Freight	June 6, 1954	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS	
PM s 3.43		PM s 6.33	PM 6.45		PM s 9.25				SAN BERNARDINO YL (P. E. Crossing)	3 TRKS.
									1.5	
									RANA	
									1.3	TWO TRACKS
3.35		6.25	s 6.34		s 9.15				COLTON (S. P. and U. P. Crossing)	
									3.8	
3.30		6.20	s 6.25		9.06				HIGHGROVE	
									2.6	
3.25		6.15 PM	6.20		9.00 PM				S. P. Crossing RIVERSIDE JCT. (U. P. Jct.)	
									0.6	
s 3.20			s 6.15						RIVERSIDE YL	
									4.2	
			f 5.56						CASA BLANCA	
									2.4	
			f 5.51						ARLINGTON	
									3.3	
			f 5.47						MAY (P. E. Crossing)	
									3.1	
									PORPHYRY	
									1.3	
s 2.52			s 5.40						CORONA	
									5.0	
			f 5.33						PRADO DAM	
									3.1	
			f 5.29						GYPSUM	
									4.1	
			5.23 7						ESPERANZA	
									4.3	
2.32			f 5.18						ATWOOD	
									2.3	
			s 5.15						PLACENTIA	
									3.0	
s 2.25	PM s 3.58		s 5.10	PM s 7.28		PM s 11.48			FULLERTON YL	
									2.5	
									U. P. Crossing BASTA	
									2.0	
2.11	3.54		f 5.03	7.24		11.43			BUENA PARK	
									1.5	
			f 5.00						LA MIRADA	
									4.3	
			f 4.56						SANTA FE SPRINGS	
									1.3	
			f 4.53						LOS NIETOS (P. E. Crossing)	
									1.0	
2.00	3.47		4.50	7.17		11.35			D. T. JUNCTION (S. P. Crossing)	CTC
									1.0	
			f 4.49						RIVERA	
									1.3	
									BANDINI	
									4.3	
1.54	3.41		4.41	7.11		11.27			HOBART (U. P. Crossing)	
									2.3	
			4.37				PM 1.00	AM 12.01	REDONDO JCT. (U. P. Crossing)	
									2.1	
1.45	3.34		f 4.34	7.04		11.21	12.55 PM	AM 11.55 PM	FIRST STREET (69.8)	
									0.9	
1.43	3.32		4.32	7.02		11.18			MISSION TOWER	
									0.8	
PM 1.40 PM	PM 3.30 PM		PM 4.30 PM	PM 7.00 PM		PM 11.15 PM			LOS ANGELES YL (Union Station)	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	(71.5)	
(34.9)	(54.9)	(30.3)	(31.8)	(54.9)	(21.8)	(46.5)	(25.2)	(21.0)	.....Average speed per hour	

ABS — AUTOMATIC TRAIN STOP — TWO TRACKS — CENTRALIZED TRAFFIC CONTROL — CTC

(Continued from Page 16)

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

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

Siding switches in CTC territory are dual controlled except at Rivera.

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

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.

WESTWARD — FIRST CLASS

79	83	77	75	73	81	71
San Diegan	Passenger	San Diegan	Passenger	San Diegan	Passenger	San Diegan
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM	PM	PM	PM	AM	AM	AM
7.00	5.00	3.00	12.01	11.45	9.30	6.00
7.07	5.07	3.07	12.08	11.52	9.37	6.07
		3.11[82]	**12.12**[74]			
				PM		
7.18	5.18	3.20	f12.23	12.03	9.47	6.18
	5.27[76]		f12.29			
f 7.28	f 5.32	f 3.30	f12.35	f12.13	f 9.57	f 6.28
			f12.38			
			f12.41			
	f 5.37		f12.45		**f10.02**[72]	f 6.33
			f12.55			
s 7.45	s 5.48	s 3.48	s 1.25	s12.30	s10.14	s 6.45
			f 1.52			
	f 6.06	4.06	f 2.00		f10.32	f 7.04
			2.04[82]			
8.09[73]			f 2.09			
	f 6.14		f 2.15	1.00	f10.40	
		4.26[76]	f 2.30		**10.51**[74]	**7.21**[80]
			s 2.36			
s 8.38	s 6.31	s 4.38	s 2.55	s 1.23	s11.01	s 7.34
	f 6.34		s 3.05		f11.05	
	f 6.40		s 3.15	**1.30**[82]	f11.11	
s 8.50 PM	s 6.48 PM	s 4.50 PM	s 3.20 PM	s 1.35 PM	s11.18 AM	7.50 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
(55.8)	(56.8)	(55.8)	(30.7)	(55.8)	(56.8)	(55.8)

TIME TABLE NO. 148 June 6, 1954

STATIONS	Mile Post	Ruling Grade Ascending	Fuel, Water, Term Tables and Wyes	Communications
NATIONAL CITY YL	273.1		Y	C
3.8		13.1		
22ND STREET YL	269.3		T	
1.8		28.7		
SAN DIEGO YL (ABS; 2 TRKS.)	267.5		Y	C
3.3		40.2		
OLD TOWN	264.2			B
2.1		40.2		
MORENA	262.1			B
5.0		63.4		
ELVIRA (2 M.T.)	257.1			B
4.1		116.2		
LINDA VISTA (2 M.T.)	253.0		Y	B
3.9		0.0		
SORRENTO (AUTOMATIC TRAIN STOP; CENTRALIZED TRAFFIC CONTROL)	249.1			B
5.0		54.8		
DEL MAR	244.0		Y	B
2.1		52.8		
SOLANA BEACH	241.9			B
2.1		52.8		
CARDIFF	239.8			B
1.8		52.8		
ENCINITAS	238.1			B
3.9		61.9		
PONTO	234.2			B
4.9		52.8		
CARLSBAD	229.3			B
2.1		47.2		
ESCONDIDO JCT.	227.2		Y	B
1.0		0.0		
OCEANSIDE	226.2			C
2.0		63.4		
FALLBROOK JCT.	224.2		Y	B
2.5		65.4		
STUART	221.7			B
3.0		52.8		
LAS FLORES	218.7			B
4.8		65.4		
AGRA	213.8			B
5.1		6.1		
SAN ONOFRE	208.8			B
5.0		0.0		
SAN CLEMENTE	203.7			B
1.0		0.0		
POCHE	202.7			B
2.9		13.9		
SERRA	199.8			B
2.6		60.5		
SAN JUAN CAPISTRANO	197.2			B
4.6		67.6		
GALIVAN	192.6			B
4.5		66.0		
EL TORO	188.1			B
5.2		0.0		
IRVINE	182.9			B
4.4		21.6		
VENTA (2 M.T.)	178.5			B
2.9		37.0		
SANTA ANA (2 M.T.)	175.5		Y	C
2.9		32.1		
ORANGE	172.7		Y	B
4.9		7.6		
S. P. Crossing ANAHEIM	167.8			B
2.7		6.1		
FULLERTON YL	165.0			C
(107.9)				

.....Average speed per hour

Signal System One in effect between San Diego and Fullerton.

Between crossover, yard office, located Ash Street, San Diego, and National City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour between Ash Street and "F" Street). Between these points main track may be used not protecting against regular and extra trains and engines.

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

Rule 251 in effect between Old Town and San Diego.

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

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

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

Trains must get numbered clearance card before leaving San Diego.

TIME TABLE NO. 148 June 6, 1954

EASTWARD — FIRST CLASS

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	STATIONS	80 Passenger Arrive Daily	72 San Diegan Arrive Daily	74 San Diegan Arrive Daily	82 Passenger Arrive Daily	76 San Diegan Arrive Daily	78 San Diegan Arrive Daily	70 Passenger Arrive Daily
Yard	26.4	NATIONAL CITY YL							
	0.0	22ND STREET YL							
Yard	31.2	SAN DIEGO YL (ABS; 2 TRKS.)	AM 9.00	AM 10.45	PM 12.30	PM 3.30	PM 6.00	PM 9.30	AM 3.45
	31.2	OLD TOWN	8.50	10.35	12.20	3.20	5.50	9.20	3.25
91	51.0	MORENA			12.12 75	3.11 77			
	0.0	ELVIRA (2 M.T.)							
	116.2	LINDA VISTA (2 M.T.)	8.32	10.20	12.02 PM	3.02	5.36	9.06	f 3.00
98	54.8	SORRENTO					5.27 83		f 2.48
67	63.4	DEL MAR	f 8.18	f 10.08	f 11.50	f 2.48	f 5.22	f 8.52	f 2.35
Spur	63.4	SOLANA BEACH							f 2.25
11	0.0	CARDIFF							f 2.20
92	63.4	ENCINITAS	f 8.10	10.02 81		f 2.40		f 8.46	f 2.15
116	50.8	PONTO							
69	52.8	CARLSBAD							f 2.00
	0.0	ESCONDIDO JCT.							
76	45.4	OCEANSIDE	s 7.58	s 9.45	s 11.35	s 2.28	s 5.05	s 8.35	s 1.50
92	63.4	FALLBROOK JCT.							
50	49.3	STUART							
86	63.4	LAS FLORES							
97	68.9	AGRA							
91	49.4	SAN ONOFRE			11.13		4.45		f 1.17
33	5.0	SAN CLEMENTE	f 7.36			f 2.06		f 8.14	f 1.09
54	0.0	POCHE				2.04 75			
98	0.0	SERRA		9.19				8.09 79	f 1.01
87	0.0	SAN JUAN CAPISTRANO	f 7.30			f 1.58			f 12.55
98	54.0	GALIVAN							
88	63.4	EL TORO	7.21 71		10.51 81		4.26 77		f 12.40
119	63.4	IRVINE							f 12.32
93	0.0	VENTA (2 M.T.)							
125	11.2	SANTA ANA	s 7.10	s 8.57	s 10.42	s 1.40	s 4.12	s 7.42	s 12.20
122	48.1	ORANGE	f 7.06			f 1.36			s 12.10
60	21.1	S. P. Crossing ANAHEIM	f 7.01			f 1.30 73			s 12.01
		FULLERTON YL	6.56 AM	8.43 AM	10.28 AM	1.26 PM	3.58 PM	7.28 PM	AM 11.50 PM
		(107.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Average speed per hour.....	(49.5)	(50.3)	(50.3)	(49.5)	(50.3)	(50.3)	(26.1)

AUTOMATIC TRAIN STOP — CENTRALIZED TRAFFIC CONTROL

Signal System One in effect between Fullerton 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 "F" Street). Between these points main track may be used not protecting against regular and extra trains and engines.

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

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.

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.

HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD SECOND CLASS 141 Freight Leave Daily	WESTWARD SECOND CLASS 145 Freight Leave Daily	TIME TABLE NO. 148 June 6, 1954 STATIONS	EASTWARD SECOND CLASS 146 Freight Arrive Daily	EASTWARD SECOND CLASS 142 Freight Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
					LONG BEACH					
					2.5					
					S.P., U.P., P.E. Crossings West Thenard Tower					
					1.1					
Yard			PM 6.10	AM 4.40	Pier A Yard	AM 2.15	PM 3.15			C
					3.3					
			6.25 PM	4.55 AM	P.E., S.P., U.P. Crossings West Thenard Tower	2.00 AM	3.00 PM			
					1.1					
Yard					WILMINGTON YL			28.0		B
			PM	AM	1.4	AM	PM			
90	Y		6.40	5.05	WATSON YL	1.44	2.43	26.6		B
		79.2			3.3				52.8	
80			6.48	5.13	IRONSIDES	1.34	2.33	23.3		
		24.3			1.6				0.0	
34			6.51	5.16	TORRANCE YL	1.28	2.27	21.7		C
		52.3			1.6				48.4	
91			6.54	5.19	ALCOA YL	1.22	2.21	20.1		B
		52.3			2.3				48.4	
16			6.59	5.24	MONACO	1.17	2.16	17.8		
		0.0			1.2				58.4	
83			7.02	5.27	LAWNDALE YL	1.14	2.13	16.6		
		52.6			1.8				51.1	
	Y		s 7.06	s 5.31	EL SEGUNDO YL P. E. Crossing	s 1.10	s 2.09	14.8		C
		11.6			1.2				4.0	
107			7.10	5.35	LAIRPORT YL	1.06	2.05	13.6		B
		30.8			3.7				4.0	
79			7.18	5.43	INGLEWOOD YL	12.57	1.56	9.9		C
		52.8			1.9				44.8	
14			7.23	5.48	HYDE PARK	12.48	1.47	8.0		
		0.0			0.7				44.8	
22			7.27	5.52	VAN NESS	12.43	1.42	7.3		
		10.5			1.3				0.0	
75			7.36	6.01	WILDASIN	12.35	1.34	6.0		
		18.5			2.5				0.0	
18			7.54	6.19	WINGFOOT P. E. Crossing	12.20	1.19	3.5		B
		0.1			2.0				0.0	
Yard			8.05	6.30	S. P. Crossing MALABAR	12.08	1.07	1.5		
		52.8			1.5				0.0	
	FW TY		8.20 PM	6.45 AM	REDONDO JCT.	12.01 AM	1.00 PM	0.0		
			Arrive Daily	Arrive Daily	(31.0)	Leave Daily	Leave Daily			
			(14.3)	(14.9)	..Average speed per hour..	(13.9)	(13.8)			

Trains must get numbered clearance card before leaving First Street.

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.

REDONDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 148 June 6, 1954 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
Yard				REDONDO BEACH YL		20.2		
		42.2		1.5			0.0	
7				HERMOSA BEACH YL		18.7		B
		42.2		1.7			0.0	
22				MANHATTAN BEACH YL		17.0		
		0.0		2.2			52.8	
	Y			EL SEGUNDO YL		14.8		C
				(5.4)				

No switch lights on Redondo District.

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

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

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

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

3. . . . . .

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

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

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

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

5. Rules 83 and 83 (A): At Barstow, Trains 17, 18, 19, 20, 21, 22, 103, 104, 107, 108, and eastward Union Pacific freight trains, and at San Bernardino, all first class trains except 51 and 54 may register by Form 903.

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

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

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

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

Yard limits are continuous between the following points:

At San Bernardino, between M.P. 79 plus 1662 ft. on First District, M.P. 82 plus 4325 ft. on Second District, M.P. 4 plus 264.5 ft. on Third District, and on Redlands District, at M.P. 24 plus 3330 ft. and at M.P. 4 plus 4503 ft.

At Los Angeles, between Bridge M.P. 138 plus 814 ft. on Second District, M.P. 148 plus 3429 feet 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.

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

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

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

LOCATION	No Dynamic Brakes in Use	Dynamic Brakes in Use
Summit to M.P. 78	1 retainer per 50 tons*	1 retainer per 70 tons

*Summit to Cajon, on trains handled by locomotive with no dynamic brakes in use and tonnage exceeds an average of 50 tons per retainer, all retainers must be used, and a sufficient number must be placed in high pressure position on loaded cars to provide adequate brake pressure. Cajon to M.P. 78, retainers may be changed to low pressure position.

On diesel operated freight trains with dynamic brakes in use, 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.

10. Rule 761: Following is list of structures:

Inca, overhead conveyor of Utah Construction Company;

Barstow, viaduct over passenger yard tracks and house tracks 1 to 4, inclusive;

San Bernardino, Mt. Vernon Ave. viaduct over roundhouse leads;

Los Angeles, First Street, viaduct over old passenger tracks.

Los Angeles, Union Station, train sheds.

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

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

Section 487 provides:

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

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

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

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

SPEED REGULATIONS

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

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:

30 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.

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

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

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour Psgr.	Frt.
Needles District, Westward:		
Needles to Goffs	79	60
Goffs to Bagdad	100	60
Bagdad to Pisgah	79	60
Pisgah to Barstow	100	60
Needles District, Eastward:		
Barstow to Pisgah	100	60
Pisgah to Bagdad	79	60
Bagdad to Siam	100	60
Siam to Goffs	79	60
Goffs to Needles	79	40
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.		
Cadiz District	59	40
Ripley District	30	30
First District, Westward:		
Barstow to Oro Grande	100	60
Oro Grande to San Bernardino	79	60
First District, Eastward:		
San Bernardino to Lugo	79	60
Lugo to Barstow	100	60
Second District, West & East:		
San Bernardino to Santa Anita	100	55
Santa Anita to Los Angeles	79	55
Third District, West & East:		
San Bernardino to Fullerton	79	55
Fullerton to Hobart	100	55
Hobart to Los Angeles	79	55
Fourth District, West & East:		
National City to Sorrento	79	50
Sorrento to Santa Ana	90	50
Santa Ana to Fullerton	79	50
Redlands District	30	30
San Jacinto District	30	30
Elsinore District	25	25
Olive District	30	25
Fallbrook District	20	20
Escondido District	25	25
Harbor District	30	30
Redondo District	15	15
Riverview Farms Spur	15	15
Adelanto Spur	15	15
Rialto, Cucamonga, and Upland Foothill Spurs, Muscat and Metropolitan Spurs	15	15
Prenda, Sunny Hills and La Habra Valley Spurs	15	15
Venta and Linda Vista Army Spurs	15	15
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		
In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour.		
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.		
NEEDLES DISTRICT—WESTWARD		
Needles St. Crossing M.P. 578.1	15	15
Curves M.P. 578.6 to 587.0	55	50
Curves M.P. 587.0 to 587.9	40	40
Curves M.P. 587.9 to 589.3	55	55
Curves M.P. 589.3 to 593.3	65	60
Curve M.P. 593.3 to 593.8	45	45
Curve M.P. 593.8 to 603.3	65	60
Curves M.P. 603.3 to 609.1	75	60
Curves M.P. 669.6 to 673.3	75	60
Curves M.P. 673.3 to 678.1	60	60
NEEDLES DISTRICT—WESTWARD (Continued)		
Curve M.P. 678.1 to 678.5	40	40
Curve M.P. 678.5 to 679.9	60	60
Curve M.P. 679.9 to 680.3	40	40
Curves M.P. 680.3 to 683.4	50	50
Curves M.P. 683.4 to 686.2	65	60
Curves M.P. 686.2 to 688.4	75	60
Curves M.P. 688.4 to 689.0	65	60
Curves M.P. 689.0 to 693.6	75	60
Curves M.P. 693.6 to 694.9	45	45
Curves M.P. 694.9 to 702.0	65	60
Curves M.P. 702.0 to 709.6	75	60
Curves M.P. 709.6 to 710.6	65	50
Curves M.P. 710.6 to 714.8	95	60
Curves M.P. 737.3 to 745.0	95	60
Curve M.P. 745.0 to 745.4	50	50
Curves M.P. 745.4 to 745.7	40	40
NEEDLES DISTRICT—EASTWARD		
Curves M.P. 745.7 to 745.0	40	40
Curves M.P. 745.0 to 738.8	95	60
Curves M.P. 714.8 to 710.6	95	60
Curves M.P. 710.6 to 706.0	65	50
Curves M.P. 706.0 to 702.0	75	60
Curve M.P. 702.0 to 701.5	65	60
Curves M.P. 701.5 to 696.1	75	60
Curves M.P. 696.1 to 694.9	65	60
Curves M.P. 694.9 to 693.6	50	50
Curves M.P. 693.6 to 688.9	75	60
Curve M.P. 688.9 to 688.4	65	60
Curves M.P. 688.4 to 686.2	75	60
Curves and Grade M.P. 686.2 to 683.4	75	30
Curves and Grade M.P. 683.4 to 680.8x	55	30
Curves and Grade M.P. 680.8x to 677.8	70	30
Curves and Grade M.P. 677.8 to 668.9	75	40
Curves M.P. 646.1 to 641.7	85	60
Curves M.P. to 641.7 to 625.5	75	60
Curves M.P. 625.5 to 608.3	70	60
Curves and Grade M.P. 608.3 to 601.5	79	40
Curves and Grade M.P. 601.5 to 592.0	70	40
Curves and Grade M.P. 592.0 to 587.9	60	40
Curves and Grade M.P. 587.9 to 587.1	40	40
Curves and Grade M.P. 587.1 to 578.6	60	40
Needles St. Crossing M.P. 578.1	15	15
CADIZ DISTRICT		
Curve M.P. 107.2 to 107.4	20	20
Track M.P. 107.4 to 111.0	45	40
Curves M.P. 115.2 to 118.8	50	40
Curve M.P. 165.2 to 165.5	45	40
Curve M.P. 183.0 to 183.2	45	40
RIPLEY DISTRICT		
Curves M.P. 15.6 to 16.4	20	20
FIRST DISTRICT—WESTWARD		
Curve M.P. 10.3 to 11.0	85	60
Curve M.P. 11.1 to 11.8	90	60
Curve M.P. 16.6 to 17.1	85	60
Curve M.P. 19.7 to 20.3	85	60
Curves M.P. 21.1 to 21.4	90	60
Curve M.P. 30.8 to 31.1	85	60
Curves M.P. 31.8 to 33.3	60	50
Curve M.P. 33.8 to 34.0	40	30
Curves M.P. 34.1 to 36.6	55	40
Victorville M.P. 36.6 to 37.6	30	30
Curve M.P. 37.6 to 39.1	70	60
Curves M.P. 39.1 to 39.9	40	40
Curves M.P. 40.6 to 43.7	50	50
Curve M.P. 48.1 to 48.3	65	60
Curve M.P. 48.8 to 49.1	50	50
Curves M.P. 49.4 to 51.8	45	40
Curves M.P. 52.0 to 53.7	55	50
Curves M.P. 53.7 to 55.0	45	40
Curve M.P. 55.0 to 55.7	30	30
FIRST DISTRICT—WESTWARD (Continued)		
Summit M.P. 55.7 to 56.7	20	20
Grade M.P. 56.7 to 58.0	30	15
Curves M.P. 58.0 to 58.4	25	15
Grade M.P. 58.4 to 62.2	30	15
Grade M.P. 62.2 to 72.1	40	20
Grade M.P. 72.1 to 78.5	50	20
San Bernardino M.P. 78.5 to 79.9	40	20
San Bernardino M.P. 79.9 to 80.8	30	20
San Bernardino Passenger Yard	10	10
FIRST DISTRICT EASTWARD		
San Bernardino Passenger Yard	10	10
San Bernardino M.P. 80.8 to 79.9	30	30
San Bernardino M.P. 79.9 to 78.5	40	40
Curves M.P. 72.0 to 70.3	40	40
Curves M.P. 66.9 to 62.6	40	40
Curves M.P. 64x.3 to 56.9	30	30
Summit M.P. 56.4 to 55.7	20	20
Curve M.P. 55.7 to 55.0	30	30
Curves M.P. 54.8 to 53.7	45	30
Curves M.P. 53.6 to 52.0	55	30
Curves M.P. 51.8 to 51.3	45	30
Curve M.P. 51.2 to 51.1	40	30
Curves M.P. 51.0 to 49.4	45	30
Curve M.P. 49.1 to 48.8	50	40
Curve M.P. 48.3 to 48.1	65	40
Curve M.P. 47.4 to 47.2	90	40
Curve M.P. 43.7 to 43.5	60	40
Grade M.P. 43.5 to 42.5	90	40
Curve M.P. 41.9 to 41.7	55	40
Curves M.P. 41.1 to 39.5	60	40
Curve M.P. 39.2 to 38.9	50	40
Victorville M.P. 37.4 to 36.6	30	30
Curves M.P. 36.4 to 34.6	60	60
Curve M.P. 34.0 to 33.8	40	30
Curves M.P. 33.3 to 31.8	60	50
Curve M.P. 31.1 to 30.8	85	60
Curve M.P. 20.4 to 19.7	85	60
Curve M.P. 17.1 to 16.6	85	60
Curve M.P. 11.8 to 11.1	90	60
Curve M.P. 11.0 to 10.3	85	60
Curve M.P. 1.5 to 0.3	55	35
Curve M.P. 0.2 to 0.0	25	25
Summit to Lugo: Freight trains, thirty miles per hour.		
Lugo to Hesperia: Freight trains, forty miles per hour.		
San Bernardino, between Fifth Street Tower and yard office just west of passenger station, speed limit ten miles per hour.		
SECOND DISTRICT		
San Bernardino and Rialto M.P. 82.6 to 85.2	30	30
Fontana M.P. 88.5 to 88.9	50	50
Curves M.P. 98.2 to 100.5	79	55
Upland P.E. Crossing M.P. 101.0	25	25
Curves M.P. 102.4 to 102.8	70	55
Pomona M.P. 106.2 to 107.0	40	40
La Verne M.P. 107.0 to 108.8	45	45
Curve M.P. 109.0 to 109.3	79	55
Curve M.P. 110.6 to 111.4	70	55
Curves M.P. 111.8 to 112.8	55	50
Curves M.P. 113.9 to 116.6 Westward	65	55
Curves M.P. 116.6 to 113.9 Eastward	65	55
Azusa M.P. 116.6 to 117.5	40	40
Curves M.P. 117.9 to 119.0	65	55
Curve M.P. 119.5 to 119.7	55	55
Curves M.P. 122.2 to 125.0	65	55
Pasadena M.P. 127.6 to 132.8	20	20
Colorado St. 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	25
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		
Curve and Bridge C-1 M.P. 0.0 to 0.5.	15	15
Curves and Colton M.P. 0.5 to 2.1 Westward	20	20
Curves and Colton M.P. 2.1 to 3.2	20	20
Curves M.P. 3.2 to 4.4 Eastward	30	30
Curves M.P. 3.5 to 4.0 Westward	45	35
Main track on turnout M.P. 4.4 to 4.5 Westward	40	40
Main track on turnout M.P. 4.5 to 4.4 Eastward	40	40
Main track turnout M.P. 4.9 to 4.8 Eastward	40	40
Curves M.P. 4.9 to 5.6 Westward	75	55
Curve M.P. 5.6 to 5.5 Eastward	75	55
Curves M.P. 6.4 to 6.8 Westward	45	35
Curves M.P. 6.8 to 6.4 Eastward	30	30
Curve M.P. 8.3 to 8.5	75	55
Curve M.P. 9.6 to 9.4 Eastward	60	55
Curves M.P. 9.6 to 10.0 Westward	30	30
Curves M.P. 10.4 to 11.7	65	55
Curve M.P. 11.9 to 12.5	40	40
Curve M..P 14.7 to 14.9	75	55
Curves M.P. 15.5 to 16.7	55	55
Curve M.P. 16.9 to 17.1	65	55
P.E. Crossing M.P. 20.3	60	40
Curve M.P. 21.8 to 22.8	65	55
THIRD DISTRICT (Continued)		
Corona M.P. 23.5 to 24.4	30	30
Curve M.P. 25.0 to 25.6	75	55
Curves M.P. 27.8 to 29.3 Westward	75	55
Curves M.P. 30.1 to 27.8 Eastward	75	55
Curves M.P. 31.2 to 30.4 Eastward	65	55
Curve M.P. 30.4 to 30.7 Westward	65	55
Slide Area M.P. 31.3 to 31.8	20	20
Curves M.P. 32.2 to 32.8	60	55
Curves M.P. 33.6 to 34.2	40	40
Curve M.P. 34.5 to 35.1	50	50
Curves M.P. 35.2 to 37.1	70	55
Curves M. P. 37.5 to 38.5	60	55
Curves M.P. 39.4 to 41.6	75	55
Placentia M.P. 42.7 to 43.6	50	30
Curve M.P. 45.2 to 45.7 Westward	55	55
Fullerton M.P. 165.2 to 164.7	30	30
Main track crossover M.P. 165.1 to 165.2 Eastward	30	30
Curve M.P. 163.9 to 163.5	95	55
Curve M.P. 161.1 to 160.8	80	55
Curve M.P. 156.6 to 155.9	60	55
Curve M.P. 154.2 to 153.8 Westward.	80	55
Curve M.P. 152.9 to 152.5 Westward.	70	55
Curves M.P. 152.5 to 154.2 Eastward	80	55
Curves M.P. 152.2 to 152.1 Westward	40	40
Curves M.P. 151.7 to 150.1	85	55
Curves M.P. 149.9 to 150.0 Eastward	40	40
Hobart M.P. 144.6 to 146.8 Eastward	75	55
Hobart M.P. 146.7 to 144.8 Westward	75	55
Downey Road Vernon M.P. 144.5	30	30
Curves M.P. 143.4 to 142.9	15	15
Curves M.P. 141.1 to 140.4	35	35
FOURTH DISTRICT		
San Diego M.P. 273.0 to 267.3	20	20
Crosby St. Crossing M.P. 269.4	10	10
San Diego M.P. 267.3 to 264.1	30	30
Curve M.P. 262.7 to 261.2	75	50
Curves M.P. 260.3 to 259.9	50	45
Curve M.P. 259.1 to 258.6	60	50
Curves M.P. 258.5 to 258.2	40	40
Curves M.P. 258.0 to 257.5 Westward	50	40
Curves M.P. 257.2 to 253.7 Westward	65	50
Curves M.P. 257.2 to 257.7 Eastward on Main	50	50
Curves M.P. 257.4 to 257.7 Eastward on Second Main	40	40
Curves M.P. 255.5 to 253.7 Eastward	65	35
Curves M.P. 252.8 to 251.0	25	20
Curves M.P. 250.9 to 250.6	40	30
Curves M.P. 250.5 to 250.0 Westward	55	40
Curves M.P. 250.5 to 250.0 Eastward	55	50
Curve M.P. 245.8 to 245.5 Westward	60	50
Curves M.P. 244.4 to 245.8 Eastward	60	50
Curve M.P. 244.3 to 244.1	50	50
Curve M.P. 243.8 to 243.5	70	50
Curve M.P. 237.8 to 237.4	85	50
Curve M.P. 225.7 to 225.5	55	50
Curves M.P. 224.7 to 223.8	75	50
Curves M.P. 209.0 to 208.2	75	50
Curves M.P. 207.7 to 201.2	80	50
Curve M.P. 200.3 to 199.9	45	45
Curves M.P. 199.4 to 199.1	65	50
Curves M.P. 198.6 to 197.9	35	35
Curves M.P. 197.4 to 197.0	60	50
Curve M.P. 195.9 to 195.8	80	50
Curves M.P. 179.0 to 179.1 Eastward on Second Main	40	40
Curves M.P. 176.1 to 175.3	40	40
Curves M.P. 175.0 to 174.4	60	50
Curves M.P. 173.8 to 172.0	40	40
Curve M.P. 170.3 to 169.2	75	50
Anaheim M.P. 168.1 to 167.7	40	40
Curve M.P. 166.9 to 166.6	75	50
Main track Crossover M.P. 165.3 to 165.2 Westward	30	30
Curve M.P. 165.9 to 165.3	55	50
Fullerton M.P. 165.2 to 164.7	30	30
REDLANDS DISTRICT		
San Bernardino, "G" St. Crossing M.P. 0.7	5	5
Redlands, St. Crossing M.P. 8.9	15	15
Molino, Boulder Ave. M.P. 17.9	10	10
Curves M.P. 24.7 to 24.8	15	15
SAN JACINTO DISTRICT		
Highgrove to Box Springs	15	15
Perris to San Jacinto	25	25
HARBOR DISTRICT		
M.P. 0.0 to St. Crossing M.P. 1.6	12	12
M.P. 1.6 to St. Crossing M.P. 8.3	15	15
St. Crossing M.P. 13.1	15	15
M.P. 20.0 to 23.0 Torrance	15	15
St. Crossing M.P. 27.9	15	15
St. Crossing M.P. 28.9	15	15
ELSINORE DISTRICT		
Curves M.P. 1.7 to 4.0	15	15
Curves M.P. 16.1 to 16.4	15	15
Curve M.P. 17.7 to 17.9	15	15
ESCONDIDO DISTRICT		
Highway No. 101, M.P. 0.3	10	10
Curves and track M.P. 0.3 to 6.0	15	15

MAXIMUM SPEED OF LOCOMOTIVES

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

SPEED TABLE—FOR INFORMATION ONLY

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

16. 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
Cadiz ..... 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

Speed Limit 15 Miles Per Hour: (Continued)

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 east leg of wye), and west leg of wye

Speed Limit 30 Miles Per Hour:

Needles ..... West end, westward freight lead
Java ..... East end eastward siding; west end westward siding
Ibis ..... West end westward siding
Bannock ..... East end eastward siding; west end westward siding
Goffs ..... East end eastward siding
Fenner ..... West end westward siding
Essex ..... East end eastward siding
Amboy ..... 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. 2.7 ..... 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 precooler spur
Metropolitan Spur, 4068 ft. from main track
Rana, switching lead
Prenda Spur, one-fourth mile from main track

17. 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
Escondido Jct.—CTC Controlled
El Segundo for Harbor District trains
Watson for Harbor District trains

LENGTH OF STEMS OF WYES

Location	Feet
Needles	505
Cadiz	Cadiz District
Ash Hill	410
Rice	Ripley District
Blythe	504
Victorville	113
Summit	304
San Bernardino	3rd Dist. Main Track
San Bernardino	Precooler Lead
Rialto	Foothill Spur
Upland	Foothill Spur
Azusa	147
Casa Blanca	Prenda Spur
Porphyry	Elsinore Dist. Main Track
Atwood	1395
Redondo Junction	Main Track
Orange	Main Track
Santa Ana, S.P. Main Track	400
Fallbrook Jct.	Fallbrook Dist. Main Track
Escondido Jct.	Escondido Dist. Main Track
Del Mar	690
Linda Vista	Camp Elliott Spur
San Diego	Harasthy Street Marine Base Spur
National City	1219
March Field	March Field Spur
Val Verde	Granite Spur
Perris	1678
San Jacinto	640
Elsinore	181
El Segundo	Main Track
Watson, Former Main Track	3800
Fallbrook	514
Escondido	340

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
NEEDLES, FIRST, AND REDLANDS DISTRICTS			
Needles M.P. 574+4380	Main track and connecting crossover.	Interlocking.	Westward main track — Track 20 —00—
Daggett	All switches east of station except transfer tracks No. 1 and No. 2.	Interlocking.	Eastward U. P. trains, U. P. main track — — 0 Against current of traffic ——0
Barstow East Tower	Main track and connecting crossover. M.P. 743+3683 M.P. 745+3713	Interlocking.	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— —
Barstow West Tower	Main track and connecting crossovers. Eastward and Westward Sidings.	Interlocking. Ten miles per hour. Microphone is located on post adjacent to Eastward track at M.P. 7. At Lenwood, for trains on eastward siding, microphone is located at east switch. All Eastward trains must sound route signal for route desired as they approach microphone. When signal displays stop indication at east or west end of Westward Siding or west end of Eastward Siding, communicate with towerman and secure authority before fouling main track.	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 Tracks. Crossover and yard lead.	Interlocking. Westward trains sound route signal approaching microphone located M.P. 78 plus 300 feet.	Yard Lead 0000 Yard Lead against current of traffic ——0000
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; Daggett—At Signal 7321 For eastward trains: Barstow—Ten poles east of M.P. 750; Daggett—Five poles east of Signal 7402			
SECOND DISTRICT			
San Bernardino, West Yard Tower	Second and third district main tracks, at west end of bridge A-83. End of double track and freight yard, at east end of bridge A-83. Junction of third district eastward main track with second district westward main track at Mt. Vernon viaduct.	Interlocking. Superior route second district main track. Inferior route westward to Third district. Trains or engines leaving west end A Yard will give whistle signal indicating track on which approaching, then give whistle signal for route desired.	Second district —— Third district —— 0 Yard to precooler — — 00 Precooler to second district — — 0000 House lead to main line — — Switch lead 0 —— Yard lead 0000 Engine lead — — 0 Second district to precooler — — 000 Precooler to yard — — 00 Westward main track against current of traffic —— 0000 Eastward main track against current of traffic, get phone authy. from Towerman From Union Pacific engine house: To Passenger Yard 000—— To Second District 000——0 To B Yard 000——00 To Rana 000——0
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland Claremont	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. West end siding and west end of house track.	Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Twenty-five miles per hour. Interlocking. Main track movements governed by indications of signals 1012 and 1003. When signal 1012 or 1003 are in stop position be governed by rule 98-B. Westward trains leaving siding governed by main track signal indication. Movements on house track governed by rule 98-A.	
San Dimas	P. E. Crossing.	Movements over crossing governed by indication of Signals 1103 and 1104. When either in stop position, be governed by Rules 98-B and 509(a).	
Kincaid	P.E. Crossing	Signals 1181 and 1184 govern main track; Signals 1183 and 1186, siding. When either in stop position, be governed by Rules 98-B and 509(a).	
Arcadia	P. E. Crossing.	Signals 1241 and 1242 govern main track; Signals 1243 and 1244, siding. When either in stop position, be governed by Rules 98-B and 509(a).	
Raymond Spur Highland Park 0.6 Mi. East Water Street 0.7 Mi. East Los Angeles: Main Street Mission Tower	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.	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.	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
	Double Track Junction Switches at Bridge B-5.	At Santa Ana River Bridge B-5 communicate with towerman by telephone and be governed by his instructions.	To or from U. P. ——0 From Santa Fe westward main to U. P. eastward main — —0 From U. P. westward main to Santa Fe eastward main — —0 From U. P. westward main to Santa Fe westward main ——0000
Riverside Junction	S. P. Crossing and U. P. Junction.	Interlocking.	Fourth district ——0
May	P. E. Crossing.	Interlocking. CTC controlled.	
Fullerton Basta Sunny Hills Spur Sunny Hills Spur Los Nietos	Junction Third and Fourth Districts. U. P. Crossing. P. E. Crossing. U. P. Crossing. P. E. Crossing.	Interlocking. CTC controlled. Interlocking. CTC controlled. Stop. Rule 98, A, B, C and D. Eight miles per hour. Eastward main track movements be governed by Signal 1522 (with current of traffic) and Rules 98(B) and 509(b); Signal 1521 (against current of traffic) and Rule 98(B). Westward main track movements be governed by Signal 1531 (with current of traffic) and Rules 98(B) and 509(b); Signal 1524 (against current of traffic) and Rule 98(B).	
D. T. Junction Hobart	S. P. Crossing. U. P. Crossing.	Interlocking. CTC controlled. Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	Eastbound yard lead — — 0 Westbound yard lead —— 0 To ice house 0 —— 0 0 Against current of traffic ——0000
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.	Butte St. Transfer 00 —— 0 To Harbor Dist. —— 0 To 9th St. Yard —— 0 —— Levee Track 0 —— 00 Against current of traffic ——0000

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

FOURTH DISTRICT

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

OLIVE DISTRICT

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

ELSINORE DISTRICT

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

HARBOR DISTRICT

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

SAN JACINTO DISTRICT

Highgrove 1.5 Mi. West	S. P. Crossing.	Automatic Interlocking. Rule 606(c).

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

NEEDLES DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Lavic	702.7	25	East	Freight only
Airport Spur	732.6	15	West	Freight only
Gale	735.3	67	East & West	Freight only

CADIZ DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Milligan	164.0	4	East	Freight 117-118

RIPLEY DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West	Freight only

FIRST DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Freight only
Frost	38.8	8	Eastward track	Freight only
Verdemont	73.5	5	West	Freight only

SECOND DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West	Freight only
Muscat Spur	90.4	Lgh. 1.1 m.	West	Freight only
Pio Spur	94.6	46	West	Freight only
Rochester	95.0	11	East	Freight only
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Freight only
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Freight only
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Freight only
Duarte	121.0	15	East and West	Freight only
Wilton	129.1	19	East and West	Siding
Usado	132.3	18	East and West	Siding
Raymond	132.7	16	West	Freight only

THIRD DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
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
Mojave Spurs	155.8	28	West	Freight only
Stephens Spur	155.5	14	West	Freight only
El Camino Spur	155.3	15	West	Freight only
La Habra Vl'y Spur	154.6	Lgh. 3.43 m.	West	Freight only
East Whittier	157.6	26	West	Freight only

REDLANDS DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Nevada Street	6.7	16	East and West	Freight only
Craf	11.4	10	East	Freight only
Mentone	12.8	19	East and West	Freight only
Molino	17.9	12	East	Freight only
West Highlands	20.4	11	East and West	Freight only

FOURTH DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Venta Spur	178.7	Lgh. 6.8 m.	East	Freight only
Browning	180.8	35	East	Freight only
Tustin	181.5	25	East	Freight only
Frances	183.1	36	East and West	Freight only
Kathryn	183.9	24	East	Freight only
Como	180.1	54	East and West	Freight only
Don	216.2	10	West	Freight only
San Diego G. & E. Co. Spur	231.3	35	East	Freight only
Farr	231.6	6	West	Freight only
Linda Vista Army Spur	253.0	Lgh. 5.5 m.	East and West	Freight only
Pacific Beach	260.3	13	East and West	Freight only
Cudahy	263.4	43	East and West	Freight only

FALLBROOK DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Ranch House	7.6	7	East and West	Freight only
Marine Base Spur	10.5	13	East and West	Freight only

ESCONDIDO DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Talica	3.7	8	East and West	Freight only

HARBOR DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Nadeau	2.5	0		
Dudmore	19.1	17	East	Freight only
Torrance Oil Spur	19.5	Lgh. 3.7 m.	West	Freight only
Alcoa Spur	20.1	Lgh. 2.0 m.	West	Freight only

SAN JACINTO DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Box Springs Quarry	6.1	42	East and West	Freight only
Mayer Farms	15.9	18	East and West	Freight only
Granite Spur	14.5	Lgh. 5000 ft.	Wye	Freight only
Ellis	0.9	16	East	Freight only

ELSINORE DISTRICT

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
Mining Spur	3.2	71	East and West	Freight only
Weisel	6.2	37	East	Freight only
Jameson	9.2	5	East	Freight only
Durant	18.1	27	West	Freight only

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Edwards, Shafter, Wasco, Hanford, Empire, Riverbank, Escalon, Pittsburg, Pinole		Beyond Belen
2	Pinole, Riverbank, Empire, Edwards	Beyond Belen	
19	Flagstaff	Los Angeles	Newton and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman		Newton and beyond
	Victorville, Pomona, Monrovia		Albuquerque and beyond
20	Pomona, Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Williams	Albuquerque and beyond	Barstow 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
	Pomona		Albuquerque and beyond
22	Pomona	Albuquerque and beyond	
	Williams	Albuquerque and beyond	Barstow and beyond
23	Holbrook	Prescott and beyond Barstow and beyond	Clovis and beyond
	Flagstaff	Prescott and beyond Barstow and beyond	Winslow and beyond
	Kingman	Barstow and beyond	Clovis and beyond
24	Kingman	Clovis and beyond	
	Flagstaff	Belen and beyond	Barstow and beyond and south of Ash Fork
	Holbrook	Clovis and beyond	Barstow and beyond Prescott and beyond
123	Grants		Albuquerque and beyond
	Holbrook		La Junta and beyond
	Kingman		Albuquerque and beyond
	Victorville		Albuquerque and beyond
124	Los Angeles to San Bernardino	Barstow and beyond	
	Victorville	Williams and beyond	
	Kingman	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	
	Holbrook	Albuquerque and beyond	
	Grants	Albuquerque and beyond	
62	Empire	Fresno and beyond	Stockton and beyond
	Corcoran, Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
	Pittsburg		Fresno and beyond
71	Fullerton		Oceanside and beyond

A. J. STROBEL, General Watch Inspector.....Topeka, Kansas

LOCAL TIME INSPECTORS

ALFRED WILLIAMS .....849 Front St., Needles
E. F. MANNERS.....107 E. Main St., Barstow
HOMER E. OLIVER.....412 Seventh St., Victorville
MILTON W. BLAIR.....Santa Fe Depot, San Bernardino
H. W. HANF.....435 E St., San Bernardino
FRED R. BAUMAN.....105 E. Highland Ave., San Bernardino
A. J. McKINNON.....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.....6667½ Whittier Blvd., Los Angeles
FRED H. DOWNS.....4832 Whittier Blvd., Los Angeles
H. W. OSTERMIER .....6822 Pacific Blvd., Huntington Park
C. GORDON McCLURE .....118 North Spadra Road, Fullerton
GERALD D. LAROCQUE.....424 North Sycamore Street, Santa Ana
S. L. FINKEL.....211 Hill St., Oceanside
ROLAND C. WILSON .....521 B Street, San Diego
C. H. McCORMACK.....833 Roosevelt, National City

SANTA FE SAFETY FIRST

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

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