

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

....., Chief Surgeon, Los Angeles, Cal.

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

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

DR. GORDON GARNETT, Local Surgeon..... Los Angeles
 DR. J. S. HIBBEN, Local Surgeon..... Pasadena
 DR. J. R. TEVIOTDALE, Assistant Local Surgeon..... Pasadena
 DR. E. W. HAYES, Local Surgeon..... Monrovia
 DR. H. H. CHAMBERLAIN, Local Surgeon..... Glendora
 DR. S. D. THOMASON, Local Surgeon..... San Dimas
 DR. CARROL 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. R. H. GWARTNEY, Emergency Hospital..... San Bernardino
 DR. J. H. SMITH, Local Surgeon..... Colton
 DR. P. W. LAWLER, Local Surgeon..... Victorville
 DR. HORACE D. ORR, Assistant Local Surgeon..... Victorville
 DR. D. M. PARKER, Local Surgeon..... Barstow
 DR. C. A. GRAYBILL, Assistant Local Surgeon..... Barstow
 DR. T. A. CARD, Local Surgeon..... Riverside
 DR. C. J. LORD, Assistant Local Surgeon..... Riverside
 DR. HARRY C. REYNOLDS, Local Surgeon..... Arlington
 DR. N. H. MELLOR, Local Surgeon..... Corona
 DR. E. H. BRUNEMEIER, Local Surgeon..... Placentia
 DR. G. W. OLSON, Local Surgeon..... Fullerton
 DR. F. H. GOBAR, Assistant Local Surgeon..... Fullerton
 DR. J. H. LANG, Assistant Local Surgeon..... Fullerton
 DR. C. GLENN CURTIS, Local Surgeon..... Brea
 DR. J. W. UTTER, Local Surgeon..... Anaheim
 DR. ERWIN H. KERSTEN, Assistant Local Surgeon..... Anaheim
 DR. THOMAS B. RHONE, Local Surgeon..... Orange
 DR. VERNE W. CARLSON, Assistant Local Surgeon..... Orange
 DR. E. A. MILLER, Local Surgeon..... Santa Ana
 DR. L. P. STRAYHORN, Assistant Local Surgeon..... Santa Ana
 DR. P. H. ESSLINGER, Local Surgeon..... Capistrano
 DR. H. D. HOSKINS, Local Surgeon..... Oceanside
 DR. A. C. DICK, Local Surgeon..... Del Mar
 DR. S. H. SAVAGE, Local Surgeon..... (Solana Beach) Del Mar
 DR. O. S. HARBAUGH, District Surgeon..... San Diego
 DR. F. G. HOLLANDER, Local Surgeon..... San Diego
 DR. C. S. MARSDEN, JR., Assistant Local Surgeon..... San Diego
 DR. H. W. GEISTWEIT, JR., Ear, Nose and Throat Specialist..... San Diego
 DR. GEORGE L. KILGORE, Eye Specialist..... San Diego
 DR. W. D. ROLPH, Local Surgeon..... National City
 DR. GEO. A. MROSS, Assistant Local Surgeon..... National City
 DR. KENNETH DOLE, Local Surgeon..... Redlands
 DR. R. B. REID, Local Surgeon..... Perris
 DR. J. C. LONG, Local Surgeon..... Hemet
 DR. HERMAN BAER, Local Surgeon..... Elsinore
 DR. E. R. POWELL, Local Surgeon..... Fallbrook
 DR. MARTIN B. GRAYBILL, Local Surgeon..... Escondido
 DR. J. W. BEEMAN, Local Surgeon..... Torrance
 DR. T. B. SMITH, 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 Summit, San Bernardino, Corona, Los Angeles, Oceanside, San Diego, on all locomotives, and with all regularly assigned extra gangs.

F. B. GRIM,
Assistant Superintendent,
San Bernardino, Cal.

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

A. B. COAKLEY, S. G. JACKSON,
Trainmasters,
San Bernardino, Cal.

L. B. FREBORG, E. R. ROBERTSON,
Trainmasters,
Los Angeles, Cal.

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

C. E. MACHEN,
G. H. FERRYMAN,
W. S. LOIT,
J. C. SELINGER,
F. E. JACKSON,
E. O. CRUM,
A. C. KIDD,

E. L. MAYS,
E. H. COLEMAN,
W. E. EBERT,
C. W. BURTON,
F. O. PIERCE,
W. D. EAKIN,

J. E. BERRY,
E. M. BUTLER,
Assistant Chief Dispatchers,
San Bernardino, Cal.

Dispatchers, San Bernardino, Cal.

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



**LOS ANGELES DIVISION
TIME TABLE No.**

135

IN EFFECT

Sunday, January 16, 1949

At 12:01 A. M.
Pacific Standard Time

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

E. E. McCARTY,
General Manager,
Los Angeles, Cal.

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

A. J. SMITH,
Superintendent,
San Bernardino, Cal.

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

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

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

Rule 251 in effect between Barstow and San Bernardino.

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

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

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

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

Westward freight trains must stop ten minutes at both Cajon and Devore to cool wheels and inspect train, except these stops may be eliminated when trains handling 4000 tons or less with four unit diesel locomotives, and trains handling 3000 tons or less with three unit diesel locomotives, provided dynamic brakes in operation on all units.

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

Victorville—Switches between two tracks, just east of station;

Summit—Switch from eastward siding to westward track, opposite station.

To operate switch, remove lock from lever and wait three minutes.

Over Bridge A-35, westward, between Oro Grande and Victorville:

Maximum speed 5000, 5001 and 5011 class engines single, 35 MPH, doublehead with any class, 15 MPH.

Maximum speed 2900, 3460, 3751, 3765, 3776 classes and 3800 class (20,000 gallon tender), single 55 MPH, doublehead with any class, 35 MPH.

Maximum speed Union Pacific engines 3930 to 4024, single or doublehead, 15 MPH.

Barstow-San Bernardino: Signal System 1 in effect, except on eastward track from signal 782 to signal 572A where Signal System 2 is in effect.

TIME TABLE NO. 135 January 16, 1949		WESTWARD				
		FIRST CLASS				
		7	203	23	201	103
		Fast Mail Express	Passenger	The Grand Canyon	Passenger	Passenger
STATIONS		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
BARSTOW YL 6.1 LENWOOD 5.7 HODGE 9.2 HELENDALE 4.9 BRYMAN 5.4 ORO GRANDE 5.1 VICTORVILLE YL 4.3 THORN 4.1 HESPERIA 5.2 LUGO 5.5 SUMMIT YL 3.8 GISH 2.7 CAJON 3.7 KEENBROOK 4.7 DEVORE 2.5 VERDEMONT 2.5 ONO 3.5 HIGHLAND JCT. 1.9 SAN BERNARDINO YL		PM 3.40 3.48 3.54 4.02 4.07 4.12 4.20 4.28 4.34 4.40 4.53 5.02 5.08 5.14 5.22 5.26 5.29 5.34 s 5.40 PM	AM 11.25 11.33 11.39 11.47 11.52 11.57 12.05 12.13 12.19 12.25 12.38 12.47 12.53 12.59 1.07 1.11 1.14 1.19 s 1.25 PM	AM 6.30 6.39 6.47 6.57 7.02 7.07 7.16 7.23 7.29 7.37 7.52 8.01 8.07 8.13 8.21 8.25 8.29 8.34 s 8.40 AM	AM 6.25 6.33 6.39 6.48 6.53 6.59 7.07 7.14 7.20 7.27 7.39 7.48 7.54 8.00 8.08 8.14 8.18 8.23 s 8.30 AM	AM 5.28 5.34 5.39 5.46 5.51 5.55 6.03 6.10 6.15 6.20 6.33 6.42 6.48 6.54 7.02 7.06 7.09 7.14 s 7.20 AM
(80.8)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....		(40.4)	(40.4)	(37.3)	(38.8)	(43.3)

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

WESTWARD						TIME TABLE NO. 135 January 16, 1949	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	
FIRST CLASS													STATIONS
17	19	21	3	237	1								
Super Chief	The Chief	El Capitan	California Limited	Passenger	The Scout								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
AM 5.05	AM 4.30	AM 3.50	AM 3.25	AM 2.00	AM 1.55	BARSTOW YL	0.0			C	FW TY	Yard	
5.12	4.38	3.57	3.34	2.08	2.03	6.1 LENWOOD	6.2	37.0	20.4	C		92	
5.17	4.44	4.02	3.42	2.14	2.09	5.7 HODGE	11.8	37.0	23.0	B		120	
5.25	4.52	4.10	3.52	2.24	2.19	9.2 HELENDALE	21.1	28.8	30.0	B	W	98	
5.30	4.57	4.15	3.57	2.30	2.25	4.9 BRYMAN	26.1	37.0	0.0	B		98	
5.35	5.02	4.20	4.03	2.36	2.31	5.4 ORO GRANDE	31.5	37.0	0.0	B		90	
5.42	5.10	4.27	f 4.12	s 2.44	2.39	5.1 VICTORVILLE	36.7	39.6	17.2	C	WY	100-100	
5.49	5.18	4.34	4.19	2.52	2.47	4.3 THORN	41.1	84.5	0.0	B			
5.55	5.24	4.40	4.25	3.01	2.56	4.1 HESPERIA	45.1	83.4	0.0	B		99	
6.01	5.30	4.46	4.33	3.11	3.06	5.2 LUGO	50.3	81.8	0.0	B		98	
6.13	5.43	4.58	4.48	3.23	3.18	5.5 SUMMIT	55.9	84.5	0.0	C	Y	122	
6.22	5.52	5.07	4.58	3.34	3.29	3.8 GISH	59.6	0.0	158.4	B		71	
6.28	5.58	5.13	5.05	3.42	3.37	2.7 CAJON	62.4	0.0	158.4	C	W	95	
6.34	6.04	5.19	5.12	3.50	3.45	3.7 KEENBROOK	66.3	0.0	116.2	B			
6.42	6.12	5.27	5.20	3.58	3.53	4.7 DEVORE	71.0	0.0	116.2	B		126	
6.46	6.16	5.31	5.24	4.03	3.58	2.5 VERDEMONT	73.5	0.0	116.2	B		5	
6.49	6.19	5.34	5.28	4.08	4.03	3.3 ONO	76.0	0.0	116.2	C		96	
6.54	6.24	5.39	5.33	4.13	4.08	3.5 HIGHLAND JOT.	79.4	0.0	116.2				
s 7.00 AM	s 6.30 AM	s 5.45 AM	s 5.40 AM	s 4.20 AM	s 4.15 AM	SAN BERNARDINO YL	81.3	64.4	51.7	C	FW TY	Yard	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.8)							

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

(42.4) (40.4) (42.4) (35.9) (34.6) (34.6) Average speed per hour

							TIME TABLE													
							NO. 185													
							January 16, 1949													
							EASTWARD													
							FIRST CLASS													
							8	204	202	20	22	24								
							Fast Mail Express	Passenger	Passenger	The Chief	El Capitan	The Grand Canyon								
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
							AM	PM	PM	PM	PM	PM								
Yard	FW TY	O				0.0														
104		O	37.0	20.4	6.2															
106		B	37.0	23.0	11.8															
108	W	B	39.0	30.0	21.1															
		B	37.0	0.0	26.1															
108		B	37.0	0.0	31.5															
98	WY	O	39.6	17.2	36.7															
105		B	84.5	0.0	41.1															
106		B	84.5	0.0	45.1															
		B	86.8	0.0	50.3															
126	Y	O	84.5	0.0	55.9															
118		B	0.0	116.2	59.7															
70	W	O	0.0	116.2	62.4															
115	W	B	0.0	116.2	66.3															
128		B	0.0	116.2	71.0															
		B	0.0	116.2	73.5															
106		O	0.0	116.2	76.0															
		O	0.0	116.2	79.4															
Yard	FW TY	O	64.4	51.7	81.3															
							(82.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
Average speed per hour							(36.8)	(41.4)	(41.4)	(38.2)	(45.2)	(34.3)								

STATIONS	
BARSTOW	YL
6.1	
LENWOOD	
5.7	
HODGE	
9.2	
HELENDALE	
4.9	
BRYMAN	
5.4	
ORO GRANDE	
5.1	
VICTORVILLE	YL
4.3	
THORN	
4.1	
HESPERIA	
5.2	
LUGO	
5.5	
SUMMIT	YL
3.8	
ALRAY	
4.7	
CAJON	
3.7	
KEENBROOK	
4.7	
DEVORE	
2.5	
VERDEMONT	
2.5	
ONO	
3.5	
HIGHLAND JCT.	
1.9	
SAN BERNARDINO	YL

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

FIRST DISTRICT

LOS ANGELES DIVISION

EASTWARD

FIRST CLASS

104	4	18	238	2
Passenger	California Limited	Super Chief	Passenger	The Scout
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 8:27	PM 11:10	PM 11:30	PM 11:55	AM 12:20
8:19	11:01	11:21	11:46	12:10
8:14	10:55	11:17	11:41	12:05 AM
8:06	10:46	11:10	11:32	11:57
8:02	10:41	11:06	11:27	11:52
7:58	10:34	11:02	11:22	11:47
7:51	10:26	10:55	11:15	11:39
7:44	10:18	10:48	11:07	11:32
7:40	10:13	10:44	11:02	11:27
7:35	10:08	10:39	10:56	11:20
7:26	9:59	10:30	10:46	11:10
7:17	9:46	10:21	10:37	10:58
7:07	9:35	10:11	10:27	10:48
7:01	9:27	10:05	10:19	10:40
6:55	9:18	9:57	10:11	10:30
6:51	9:12	9:53	10:06	10:25
6:48	9:06	9:49	10:01	10:19
6:43	9:01	9:45	9:56	10:13
6:38 PM	8:55 PM	9:40 PM	9:50 PM	10:08 PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

TIME TABLE

NO. 135

January 16, 1949

STATIONS

AUTOMATIC BLOCK SYSTEM	BARSTOW YL	TWO TRACKS
	6.1	
	LENWOOD	
	5.7	
	HODGE	
	9.2	
	HELENDALE	
	4.9	
	BRYMAN	
	5.4	
	ORO GRANDE	
	5.1	
	VICTORVILLE YL	
	4.3	
	THORN	
	4.1	
	HESPERIA	
	5.2	
LUGO		
5.5		
SUMMIT YL		
3.8		
ALRAY		
4.7		
CAJON		
3.7		
KEENBROOK		
4.7		
DEVORE		
2.5		
VERDEMONT		
2.5		
ONO		
3.5		
HIGHLAND JCT.		
1.9		
SAN BERNARDINO YL		

(82.8)

(45.6) (36.8) (45.2) (39.7) (37.6) Average speed per hour

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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 tracks, just east of station;

Summit—Switch from eastward siding to westward track, opposite station.

To operate switch, remove lock from lever and wait three minutes.

Barstow-San Bernardino: Signal System 1 in effect, except on eastward track from signal 782 to signal 572A where Signal System 2 is in effect.

REDLANDS DISTRICT

Capacity of Sidings In 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending	Communications
				NO. 135				
				January 16, 1949				
				STATIONS				
Yard	FW TY			SAN BERNARDINO YL		0.0		C
9		56.8		P. E. Crossing				
15		62.1		S. P. Crossing			101.3	
31		116.2		4.7		4.6	0.0	
17	W	116.2		VICTORIA		5.9	0.0	
47		0.0		1.4		8.8	0.0	B
25		70.5		DREW		12.0	88.5	
14		0.0		2.9		16.2	83.2	B
13		47.5		REDLANDS		18.7	89.5	B
		25.8		3.2		19.7	81.3	
				MENTONE		21.5	60.0	
				4.1		25.4		
				EAST HIGHLANDS				
				2.5				
				HIGHLAND				
				1.0				
				PATTON				
				1.8				
				DEL ROSA				
				P. E. Crossing				
				4.0				
				HIGHLAND JCT.				

(25.6)

No switch lights on Redlands District

WESTWARD					TIME TABLE	Mile Posts	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
FIRST CLASS									
17	19	3	21	1	NO. 135				
Super Chief	The Chief	California Limited	El Capitan	The Scout	January 16, 1949				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
AM 7:03	AM 6:35	AM 5:50 ²¹	AM 5:48 ³	AM 4:25	SAN BERNARDINO YL	81.3		O	FW TY
7:09	6:42	5:58	5:54	4:37	3.6 RIALTO	84.9	63.4	O	Y
7:13	6:47	6:03	5:58	4:43	3.9 FONTANA	88.8	32.4	B	
7:15	6:50	6:07	6:00	4:46	2.6 KAISER	91.4	0.0	O	
7:17	6:52	6:10	6:02	4:50	2.3 ETIWANDA	93.7	14.3	B	
7:20	6:55	6:15	6:05	4:57	4.0 CUCAMONGA	97.7	14.3	O	W
7:23	7:00	6:20	6:08	5:05	3.2 UPLAND YL	100.9	57.5	O	Y
7:28	7:04	6:24	6:13	5:14	P. E. Crossing 3.9 CLAREMONT	104.8	30.8	O	
7:30	7:06	6:26	6:15	5:18	P. E. Crossing 1.9 POMONA	106.7	0.0	O	
7:32	7:08	6:28	6:17	5:22	1.2 LA VERNE	107.9	0.0	O	
7:35	7:12	6:31	6:20	5:28	2.3 SAN DIMAS	110.2	0.0	B	
7:40	7:17	6:36	6:25	5:36	P. E. Crossing 4.2 GLENDORA	114.4	0.0	O	W
7:43	7:20	6:39	6:28	5:44	2.5 AZUSA	116.9	0.0	O	Y
7:45	7:22	6:41	6:30	5:47	1.1 KINCAID	118.0	0.0	B	
7:47	7:25	6:44	6:32	5:50	2.2 BUTLER	120.2	0.0	B	
7:50	7:27	6:48	6:35	5:55	2.2 MONROVIA	122.4	0.0	O	
7:52	7:31	6:51	6:37	6:00	1.8 S. P. Crossing ARCADIA	124.2	52.1	B	
7:55	7:34	6:53	6:40	6:05	P. E. Crossing 1.6 SANTA ANITA (S. Madre)	125.8	77.9	B	
7:57	7:36	6:56	6:42	6:08	1.5 CHAPMAN	127.3	63.4	B	
7:59	7:38	6:59	6:44	6:10	0.7 LAMANDA PARK	128.0	63.4	O	W
s 8:12	s 7:55	s 7:13	s 6:57	s 6:30	P. E. Crossing 3.6 PASADENA YL	131.7	79.9	O	
	8:01	7:20		6:37	2.0 SOUTH PASADENA	133.7	0.0	B	
	8:04	7:23	7:05	6:41	0.5 OLGA	134.2	0.0	B	
	8:10	7:28	7:09	6:47	1.7 U. P. Crossing HIGHLAND PARK	135.9	0.0	B	
	8:17	7:34	7:16	6:55	2.8 U. P. Crossing WATER STREET	138.7	0.0		
	8:19	7:36	7:19	6:58	0.7 BROADWAY	139.4	0.0		
8:36 AM	8:21 AM	7:38 AM	7:21 AM	7:03 AM	0.7 MISSION TOWER	140.1	0.0		Y
8:45 AM	8:30 AM	7:45 AM	7:30 AM	7:15 AM	0.7 LOS ANGELES YL		0.0	O	
					Union Station (59.4)		0.0	O	
					1.0 FIRST STREET	141.1	0.0	O	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(59.7)				

(34.9) (31.1) (31.0) (34.9) (21.0) Average speed per hour

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:

Etiwanda—Eastward train holding main track, arriving first, stop west of signal 942 until signal 932 assumes stop position;

Claremont—Westward train holding main track, arriving first, stop east of preliminary board 400 feet east of M. P. 105 until eastward train has passed next opposing signal;

Pomona—Westward train holding main track, arriving first, stop east of preliminary board located 600 feet west of signal 1062 until signal 1063 assumes stop position;

San Dimas—Westward train holding main track, arriving first, stop east of signal 1091 until eastward train has passed next opposing signal;

Kincaid—Westward train holding main track arriving first stop east of signal 1171 until eastward train has passed next opposing signal;

SECOND DISTRICT

LOS ANGELES DIVISION

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	TIME TABLE		EASTWARD						
		NO. 135		FIRST CLASS						
		January 16, 1949		42	20	22	4	18	2	8
		STATIONS		Passenger	The Chief	E! Capitan	California Limited	Super Chief	The Scout	Fast Mail Express
Yard			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		SAN BERNARDINO YL	PM 12.50	PM 2.15	PM 3.07	PM 8.45	PM 9.37	PM 10.00	AM 1.20	
123	0.0	3.6 RIALTO	s 12.40	2.07	2.59	8.37	9.29	9.53	1.12	
94	15.4	3.9 FONTANA	s 12.31	2.03	2.54	8.32	9.24	9.49	1.08	
105	38.7	2.6 KAISER	12.23	2.00	2.51	8.28	9.21	9.46	1.05	
54	26.8	2.3 ETIWANDA	f 12.19	1.58	2.49	8.25	9.19	9.43	1.03	
50	32.0	4.0 CUCAMONGA	s 12.11	1.54	2.46	8.20	9.16	9.38	12.59	
47	6.0	3.2 UPLAND YL	s 12.06	1.50	2.43	8.17	9.13	9.34	12.55	
56	42.0	P. E. Crossing 3.9 CLAREMONT	s 11.55	1.44	2.38	8.12	9.08	9.29	12.51	
64	59.1	P. E. Crossing 1.9 POMONA	s 11.50	1.42	2.36	8.09	9.06	9.26	12.49	
40	43.8	1.2 LA VERNE	s 11.44	1.39	2.34	8.06	9.04	9.25	12.47	
42	63.4	2.3 SAN DIMAS	s 11.38	1.36	2.30	8.03	9.00	9.21	12.44	
59	65.8	P. E. Crossing 4.2 GLEN DORA	s 11.30	1.30	2.25	7.57	8.55	9.15	12.38	
	65.4	2.5 AZUSA	s 11.22	1.26	2.23	7.53	8.53	9.11	12.34	
41	51.9	1.1 KINCAID	11.18	1.24	2.21	7.51	8.51	9.09	12.32	
50	92.3	2.2 BUTLER	11.15	1.22	2.18	7.49	8.48	9.05	12.30	
72	60.7	2.2 MONROVIA	f 11.11	1.20	2.16	7.46	8.46	9.02	12.28	
11	6.4	1.8 S. P. Crossing ARCADIA	f 11.06	1.17	2.14	7.44	8.44	9.00	12.26	
39	0.0	P. E. Crossing 1.6 SANTA ANITA (S. Madre)	f 11.01	1.15	2.12	7.42	8.42	8.58	12.24	
62	0.0	1.5 CHAPMAN	10.58	1.13	2.10	7.40	8.40	8.56	12.22	
25	0.0	0.7 LAMANDA PARK	f 10.56	1.12	2.09	7.39	8.39	8.55	12.21	
34	95.3	P. E. Crossing 3.6 PASADENA YL	s 10.45	s 1.00	s 2.00	s 7.30	s 8.30	s 8.43	s 12.10	
	114.0	2.0 SOUTH PASADENA	f 10.30	12.50		7.20		8.35	11.50	
34	89.8	0.5 OLGA	10.27	12.48	1.47	7.18	8.17	8.33	11.48	
20	96.4	1.7 U. P. Crossing HIGHLAND PARK	f 10.23	12.45	1.44	7.14	8.14	8.29	11.45	
71	114.9	2.8 U. P. Crossing WATER STREET	10.16	12.37	1.38	7.07	8.08	8.22	11.37	
	63.5	0.7 BROADWAY	10.14	12.35	1.36	7.05	8.06	8.20	11.35	
	89.8	0.7 MISSION TOWER	10.13	12.34	1.34	7.04	8.04	8.19	11.34	
Yard	59.7	0.7 LOS ANGELES YL	10.10	12.30	1.30	7.00	8.00	8.15	11.30	
Yard	81.7	Union Station (59.4) 1.0 FIRST STREET	AM	PM	PM	PM	PM	PM	PM	
		(59.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

AUTOMATIC BLOCK SYSTEM

2 M.T.
2 TRKS.

Average speed per hour (22.3) (33.9) (36.7) (33.9) (36.7) (33.9) (32.4)

(Continued from Page 6)

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

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

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

Train movements on Rialto, Cucamonga and Upland Foothill

spurs and Metropolitan spur must be authorized by train order.

Not more than two engines of the 3129 class, or heavier, may be coupled together over Bridge A-140 Los Angeles River and over Bridge C-136 Garvanza Viaduct, and Union Pacific engines 3930 to 4024 must not be operated over these bridges.

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

San Bernardino-Los Angeles: Signal System 1 in effect.
Rule 251 in effect Mission Tower-First Street.
Rule 261 in effect Mission Tower-Broadway two main tracks.

TIME TABLE NO. 135 January 16, 1949		WESTWARD									
		SECOND CLASS			FIRST CLASS						
		141	505	145	79	7	77	75	55	203	73
STATIONS		Freight	Mixed	Freight	San Diegan	Fast Mail Express	San Diegan	Passenger	Passenger	Passenger	San Diegan
STATIONS		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
AUTO. BLK. SYS.	SAN BERNARDINO YL		AM						PM	PM	
	2.1		9.05			PM			1.40	1.30	
	RANA		9.13			5.55			1.46	1.35	
	1.4										
	COLTON		f 9.16			5.58			s 1.52	1.40	
	S. P. and U. P. Crossings										
	3.8		s 9.23			6.04			s 1.58	1.45	
	HIGHGROVE		AM								
	2.5										
	S. P. Crossing										
	RIVERSIDE JCT.					6.07			2.02	1.50	
	U. P. Jct.									PM	
	0.6										
	RIVERSIDE YL					6.10			s 2.10		
	4.2										
CASA BLANCA					6.15			s 2.15			
2.4											
ARLINGTON					6.18			s 2.20			
3.3											
MAY											
P. E. Crossing					6.22			2.24			
3.1											
PORPHYRY					6.25			2.29			
1.3											
CORONA					6.28			s 2.35 ²⁴			
5.1											
PRADO DAM					6.33			2.45			
3.1											
GYP SUM					6.38 ⁵⁴			f 2.51			
4.1											
ESPERANZA					6.43			2.57			
4.3											
ATWOOD					6.47			s 3.02			
2.3											
PLACENTIA					6.51			s 3.06			
3.0											
FULLERTON YL					PM 9.17	6.56	PM 5.47	PM 5.08	s 3.12	PM 1.47	
2.5											
U. P. Crossing											
BASTA								5.12	3.15		
2.0											
BUENA PARK					9.22	7.03	5.52	5.14	f 3.18	1.52	
1.9											
LA MIRADA					9.24	7.05	5.54	5.16	f 3.21	1.54	
4.3											
SANTA FE SPRINGS					9.28	7.09	5.58	5.21	f 3.29	1.58	
1.3											
LOS NIETOS								5.23	f 3.33		
P. E. Crossing											
1.0											
D. T. JUNCTION					9.31	7.12	6.00	5.24	3.35	2.01	
0.9											
RIVERA					9.32	7.14	6.02	5.26	f 3.37	2.02	
1.3											
BANDINI					9.34	7.16	6.04	5.28	3.42	2.03	
3.2											
HOBART					9.39	7.20	6.08	5.33	3.47	2.07	
U. P. Crossing											
3.5											
REDONDO JCT.		PM	AM		9.45	7.27	6.13	5.41	f 3.54	2.14	
U. P. Crossing		7.20	3.45								
2.0											
FIRST STREET					9.49	7.31	6.16	5.46	f 3.58	2.18	
(70.5)											
1.0											
MISSION TOWER					9.52	7.35	6.18	5.50	4.02	2.20	
0.7					PM	PM	PM	PM	PM	PM	
LOS ANGELES YL					10.00	7.45	6.30	6.00	4.10	2.30	
Union Station					PM	PM	PM	PM	PM	PM	
(72.2)		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Average speed per hour	(12.0)	(24.3)	(12.0)	(85.7)	(37.7)	(35.7)	(29.5)	(28.9)	(29.4)	(35.7)	

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. 51, 55, 71, 73 and 77 will back from Mission Tower to Union Station.

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

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

WESTWARD						TIME TABLE NO. 135 January 16, 1949	STATIONS	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 Ft. Cars
FIRST CLASS													
71	23	201	103	51	237								
San Diegan	The Grand Canyon	Passenger	Passenger	Passenger	Passenger								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
	AM 8.45	AM 8.35	AM 7.25	AM 7.00	AM 4.30								
	8.50	8.40	7.30	7.05	4.35								
	8.53	8.43	7.33	s 7.10	s 4.40								
	8.59	8.48	7.39	s 7.16	4.45								
	9.02	8.55 AM	7.43 AM	7.21	4.50 AM								
	s 9.05			s 7.25									
	9.10			s 7.32									
	9.13			s 7.36									
	9.17			7.40									
	9.20			7.43									
	f 9.23			s 7.48									
	9.28			f 7.55									
	9.33			f 8.00									
	9.38			8.05									
	9.42			s 8.10									
	9.46			s 8.15									
AM 10.00	f 9.51			s 8.27 ⁷²									
	9.55			8.30									
10.06	9.58			f 8.33									
10.08	10.00			f 8.37									
10.12	10.04			f 8.43									
	10.06			s 8.46									
10.14	10.07			8.48									
10.16	10.09			f 8.50									
10.17	10.11			8.54									
10.21	10.15			8.59									
10.28	10.22			9.05									
10.32	10.26			f 9.09									
10.35 AM	10.30 AM			9.12 AM									
10.45 AM	10.40 AM			9.20 AM									
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
(34.1)	(37.7)	(29.4)	(32.7)	(30.9)	(29.4)	Average speed per hour							

(Continued from Page 8)

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

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

Over Bridge C-1 between San Bernardino and Rana, short

route, and Bridge A-144 between Redondo Jct. and Hobart (westward only):

Maximum speed 5000, 5001 and 5011 class engines, single only, 20 MPH.

Maximum speed 2900, 3460, 3751, 3765, 3776 classes and 3800 class (20,000 gallon tender), single or doublehead 20 MPH.

Union Pacific engines 3930 to 4024 must not be operated over Bridge C-1 and are restricted to maximum speed of 10 MPH over Bridge A-144.

San Bernardino-Los Angeles: Signal System 1 in effect.

EASTWARD										TIME TABLE	
FIRST CLASS							SECOND CLASS			NO. 135	
202	24	76	104	54	78	238	142	506	146	January 16, 1949	
Passenger	The Grand Canyon	San Diegan	Passenger	Passenger	San Diegan	Passenger	Freight	Mixed	Freight	STATIONS	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		
PM s 1-45	PM s 3-25		PM s 6-33	PM 7-50		PM s 9-40		PM 4-30		SAN BERNARDINO YL	
1-40	3-18		6-28	7-43		9-35		4-18		P. E. Crossing 1.4	
1-37	3-14		6-25	s 7-40		s 9-30		f 4-15		RANA 1.4	
1-32	3-07		6-20	s 7-30		9-22		4-05		COLTON 1.4	
1-27 PM	3-02		6-15 PM	7-24		9-17 PM		PM		S. P. and U. P. Crossing 3.8	
	s 3-00			s 7-22						HIGHGROVE 2.5	
	2-49			f 7-11						S. P. Crossing 0.6	
	2-46			f 7-06						RIVERSIDE YL 4.2	
	2-42			f 7-02						CASA BLANCA 2.4	
	2-37			6-54						ARLINGTON 3.3	
	f 2-35 ⁵⁵			s 6-52						MAY 3.1	
	2-28			f 6-43						P. E. Crossing 3.1	
	2-23			f 6-38 ⁷						PORPHYRY 1.3	
	2-18			6-30						CORONA 5.1	
	2-13			s 6-24						PRADO DAM 3.1	
	2-10			s 6-18						GYPSUM 4.1	
	s 2-05	PM 3-57		s 6-13	PM 7-57					ESPERANZA 4.3	
	1-58			6-08						ATWOOD 2.3	
	1-56	3-52		f 6-05	7-52					PLACENTIA 3.0	
	1-54	3-50		f 6-02	7-50					FULLERTON YL 2.5	
	1-50	3-47		s 5-58	7-47					U. P. Crossing 2.0	
	1-49			f 5-55						BASTA 2.0	
	1-48	3-45		5-52	7-45					BUENA PARK 1.9	
	1-47	3-44		f 5-51	7-44					LA MIRADA 4.3	
	1-45	3-43		5-48	7-43					SANTA FE SPRINGS 1.3	
	1-42	3-40		5-44	7-40					LOS NIETOS 1.0	
	1-38	3-37		5-39	7-37					P. E. Crossing 1.0	
	1-35	3-34		5-36	7-34					D. T. JUNCTION 0.9	
	1-33	3-32		5-33	7-32					RIVERA 1.3	
	PM 1-30	PM 3-30		PM 5-30	PM 7-30					BANDINI 3.2	
	PM	PM		PM	PM					HOBART 3.5	
										U. P. Crossing 3.5	
										REDONDO JCT. 2.0	
										U. P. Crossing 2.0	
										FIRST STREET (69.8) 1.0	
										MISSION TOWER 0.7	
										LOS ANGELES YL Union Station	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	(71.5)	
(30.3)	(37.3)	(56.9)	(30.3)	(30.6)	(56.9)	(23.7)	(24.0)	(15.8)	(24.0) Average speed per hour	

(Continued from Page 10)

near yard office, prepared to stop, and "stop" unless proceed signal is received, given with yellow flag or light. Such proceed signal merely indicates the route is properly lined.

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

Over Bridge C-1 between San Bernardino and Rana, short route, and Bridge A-144 between Redondo Jct. and Hobart (westward only):

Maximum speed 5000, 5001 and 5011 class engines, single only, 20 MPH.

Maximum speed 2900, 3460, 3751, 3765, 3776 classes and 3800 class (20,000 gallon tender), single or doublehead, 20 MPH.

Union Pacific engines 3930 to 4024 must not be operated over Bridge C-1 and are restricted to maximum speed of 10 MPH over Bridge A-144.

Flasher type signal, yellow indication, governs eastward movements through turnout, east end of Bridge B-5. Maximum speed for trains: Passenger, 40 MPH; freight, 30 MPH.

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

San Bernardino-Los Angeles: Signal System 1 in effect.

WESTWARD						TIME TABLE	Mile Posts	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications
FIRST CLASS										
79	77	363	75	73	71	NO. 185				
San Diegan	San Diegan	Passenger	Passenger	San Diegan	San Diegan	January 16, 1949				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
						NATIONAL CITY	273.1	13.1	FWY	O
						5.2 MARKET ST. JCT.	267.9	28.7		
						0.4 SAN DIEGO YL	267.5	40.2	WY	O
						3.3 OLD TOWN	264.2	40.2		B
						2.1 MORENA	262.1	63.4		B
						5.0 ELVIRA	257.1	116.2		B
						4.1 LINDA VISTA	253.0	0.0	Y	C
						3.9 SORRENTO	249.1	54.8	W	B
						2.1 DEL MAR	244.0	52.8	Y	B
						2.1 SOLANA BEACH	241.9	52.8		
						1.8 CARDIFF	239.8	52.8		
						3.9 ENCINITAS	238.1	61.9		B
						4.9 PONTO	234.2	52.8		
						2.1 CARLSBAD	229.3	47.2		B
						1.0 ESCONDIDO JCT.	227.2	0.0	Y	
						2.0 OCEANSIDE	226.2	63.4	FW	O
						2.5 FALLBROOK JCT.	224.2	65.4	Y	B
						3.0 STUART	221.7	52.8		B
						4.8 LAS FLORES	218.7	65.4		B
						5.1 AGRA	213.8	6.1		B
						5.0 SAN ONOFRE	208.8	0.0		B
						1.0 SAN CLEMENTE	203.7	0.0		
						2.9 POCHE	202.7	13.9		
						2.6 SERRA	199.8	60.5	W	B
						4.6 CAPISTRANO	197.2	67.6		O
						4.5 GALIVAN	192.6	66.0		B
						5.2 EL TORO	188.1	0.0		B
						4.4 IRVINE	182.9	21.6		B
						2.9 VENTA	178.5	37.0		B
						2.9 SANTA ANA YL	175.5	32.1	WY	O
						4.9 ORANGE	172.7	7.6	Y	B
						S. P. Crossing ANAHEIM	167.8	6.1		B
						2.7 FULLERTON YL	165.0		W	O
						(107.9)				

(50.3) (50.3) (4.8) (30.5) (50.3) (51.1) Average speed per hour

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

Rule D-151: Between Old Town and crossover at west end of 22nd Street freight yard M P 268¾, trains will keep to left.

Rule 251 in effect between Old Town and San Diego.

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

Through San Diego passenger yard:
No. 2 is eastward track.
No. 5 is westward track.

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

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

Flasher type signal, yellow indication, governs westward movements through turnout, M.P. 179.1. Maximum speed for trains: Passenger, 40 MPH; freight 30 MPH.

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

Fullerton-San Diego: Signal System 1 in effect.

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 135 January 16, 1949		EASTWARD					
				FIRST CLASS					
				70	72	362	74	76	78
				Passenger	San Diegan	Passenger	San Diegan	San Diegan	San Diegan
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	26.4	NATIONAL CITY							
	0.0	MARKET ST. JCT.			PM 1.47				
Yard	31.2	SAN DIEGO YL	AM 5.15	AM 10.45	PM 1.45	PM 2.30	PM 6.15	PM 10.15	
	31.2	OLD TOWN	4.59	10.35		2.20	6.02	10.03	
91	51.0	MORENA	4.55	10.33		2.18	5.58	9.59	
	0.0	ELVIRA	4.47	10.26		2.12 ⁷⁵	5.51	9.52	
	116.2	LINDA VISTA	f 4.37	10.18		2.04 ⁷⁵	5.43	9.46	
98	54.8	SORRENTO	f 4.20	10.09		1.54	5.32	9.35	
67	63.4	DEL MAR	f 4.05	10.02		1.47	5.25	9.28	
8	63.4	SOLANA BEACH	f 3.58						
11	0.0	CARDIFF	f 3.52						
92	63.4	ENCINITAS	f 3.47	9.55		1.40	5.18	9.21	
116	50.8	PONTO	3.36	9.51		1.36	5.14	9.18	
69	52.8	CARLSBAD	f 3.30	9.47		1.32	5.10	9.14	
	0.0	ESCONDIDO JCT.	3.24	9.45		1.30	5.08	9.12	
76	45.4	OCEANSIDE	s 3.22	s 9.43		s 1.28	s 5.06	s 9.10	
92	63.4	FALLBROOK JCT.	3.07	9.36		1.24	4.5	9.03	
50	49.3	STUART	3.04	9.34		1.22	4.56	9.01	
86	63.4	LAS FLORES	3.00	9.31		1.19	4.54	8.58	
97	68.9	AGRA	2.54	9.26		1.14	4.48 ⁷⁷	8.53	
91	49.4	SAN ONOFRE	f 2.44	9.21		1.09	4.44	8.48	
33	5.0	SAN OLEMENTE	f 2.35						
54	0.0	POCHE	2.32	9.16		1.03	4.38	8.42	
98	0.0	SERRA	f 2.28	9.13 ⁷¹		12.59 ⁷³	4.35	8.39	
87	0.0	CAPISTRANO	f 2.20	9.09		12.55	4.32	8.36 ⁷⁰	
98	54.0	GALIVAN	2.15	9.04		12.49	4.28	8.29	
88	63.4	EL TORO	f 2.08	9.00		12.45	4.24	8.25	
119	63.4	IRVINE	f 1.55	8.54		12.39	4.18 ⁷⁵	8.19	
93	0.0	VENTA	1.48	8.50		12.35	4.15	8.15	
125	11.2	SANTA ANA YL	s 1.43	s 8.46		s 12.32	s 4.12	s 8.12	
	48.1	ORANGE	s 1.30	8.35		12.21	4.05	8.05	
60	21.1	S. P. Crossing ANAHEIM	s 1.19	8.30		12.16	4.00	8.00	
		FULLERTON YL	1.09 AM	8.27 AM		12.13 PM	3.57 PM	7.57 PM	
		(107.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (25.0) (44.5) (12.0) (44.8) (44.5) (44.5)

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

Rule D-151: Between Old Town and crossover at west end of 22nd Street freight yard M P 268¾, trains will keep to left.

Rule 251 in effect between Old Town and San Diego.

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

Through San Diego passenger yard:

No. 2 is eastward track.

No. 5 is westward track.

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

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

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

Fullerton-San Diego: Signal System 1 in effect.

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
		SECOND CLASS	NO. 135	SECOND CLASS		
		505	January 16, 1949	506		
		Mixed		Mixed		
		Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday		
26	116.2	AM 9.25	HIGHGROVE E. P. Crossing 2.5	PM 4.00	0.0	0.0
12	116.2	9.32	LEMONA 4.5	3.40	2.7	0.0
31	21.3	f 9.47	BOX SPRINGS 2.3	f 3.25	7.2	17.6
	21.3	f 9.52	MARCH FIELD YL 1.1	f 3.16	9.6	17.6
66	0.0	f 9.54	ALESSANDRO YL 2.9	f 3.12	10.6	47.5
22	0.0	f 10.00	VAL VERDE 4.7	f 3.05	13.5	28.1
20	21.6	s 10.15	PERRIS YL 3.9	s 2.55	18.3	63.4
21	49.3	f 10.27	ETHANAC 2.3	f 2.43	3.7	0.0
11	21.1	f 10.34	MENIFEE 3.9	f 2.35	6.0	42.2
34	52.8	f 10.46	WINCHESTER 4.4	f 2.23	9.9	0.0
13	44.3	f 10.59	EGAN 2.7	f 2.10	14.3	0.0
15	6.3	s 11.10 11.30	HEMET YL 2.3	s 2.00 12.15	17.0	63.4
13		11.40 AM	SAN JACINTO YL 2.3	12.01 PM	19.3	
		Arrive Daily Ex. Sunday	(37.5)	Leave Daily Ex. Sunday		

(19.6) . . . Average speed per hour . . . (16.8)

No. 505 is superior to No. 506.
No switch lights on San Jacinto District.
Wye at March Field, Val Verde, Perris and San Jacinto; water at Perris.
Office of Communication at March Field, Perris, Hemet and San Jacinto.

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
			NO. 135			
			January 16, 1949			
			STATIONS			
48	21.3		FALLBROOK JCT. 3.4		0.0	62.7
12	66.0		YSIDORA 2.6		3.4	10.6
12	26.4		CHAPPO 2.4		5.9	0.0
74	132.0		JOFEGAN 0.7		8.4	79.2
6	105.6		DE LUZ 1.8		15.1	0.0
28			FALLBROOK YL		16.9	
			(16.9)			

. . . Average speed per hour . . .

No switch lights on Fallbrook District.
Water, wye, and Office of Communication at Fallbrook.
Water at Joiegan.

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
		SECOND CLASS	NO. 135	SECOND CLASS		
		509	January 16, 1949	508		
		Mixed		Mixed		
		Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday		
17	147.8	AM 11.30 PM	ELSINORE YL 5.6	AM 10.50	21.9	132.0
20	50.7	s 12.10	ALBERHILL YL 7.8	s 10.25	16.3	89.8
62	0.0	f 12.40	ARCILLA 8.5	f 10.05	8.5	68.6
Yard		1.30 PM	P. E. Crossing PORPHYRY	9.40 AM	0.0	
		Arrive Daily Ex. Sunday	(21.9)	Leave Daily Ex. Sunday		

(11.0) . . . Average speed per hour . . . (18.8)

No switch lights on Elsinore District.
Water and wye at Elsinore.
Office of Communication at Elsinore; booth phone at Alberhill and Arcilla.

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
			NO. 135			
			January 16, 1949			
			STATIONS			
Yard			ATWOOD 2.4		42.2	
21			OLIVE S. P. Crossing 3.4		42.2	
62			ORANGE			
			(5.8)			

Booth phone at Olive.
Rule 261 in effect Atwood-Orange.
Atwood-Orange: Signal System 1 in effect.

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
			NO. 135			
			January 16, 1949			
			STATIONS			
25	83.4		ESCONDIDO YL 4.9		21.1	95.0
14	70.3		SAN MARCOS 3.3		16.2	113.2
11	116.2		BUENA 3.7		12.9	116.2
10	116.2		VISTA YL 1.4		9.2	116.2
11	87.6		FALDA 7.8		7.8	84.5
			ESCONDIDO JCT.		0.0	
			(21.1)			

. . . Average speed per hour . . .

No switch lights on Escondido District.
Water and wye at Escondido.
Office of Communication at Escondido and Vista.

HARBOR DISTRICT

Capacity of Sidings In 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 135 January 16, 1949	EASTWARD		Mile Posts	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141	145		142	146			
			Freight	Freight		Freight	Freight			
		Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
				LONG BEACH 2.5						
				S.P., U.P., P.E. Crossings West Thenard Tower 1.1						
Yard			PM 5.10	AM 1.40	Pier A Yard 3.3	PM 4.15	AM 1.00			O
			5.25 PM	1.55 AM	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	4.00 PM	12.45 AM			
Yard	W				WILMINGTON YL 1.4			28.0		B
90	Y	79.2	PM 5.40	AM 2.05	WATSON YL 3.3	PM 3.55	AM 12.40	26.6	52.8	B
80		24.3	5.48	2.13	IRONSIDES 1.6	3.43	12.28	23.3	0.0	
34	W	52.3	s 5.51	2.16	TORRANCE YL 1.6	s 3.39	12.25	21.7	48.4	C
91		52.3	5.54	2.19	ALCOA 2.3	3.33	12.19	20.1	48.4	B
16		0.0	5.59	2.24	MONACO 1.2	3.27	12.12	17.8	58.4	
83		52.6	6.02	2.27	LAWNDALE 1.8	3.24	12.09	16.6	51.1	
24	Y	11.6	s 6.06	s 2.31	EL SEGUNDO YL P. E. Crossing 1.2	s 3.21	s 12.06	14.8	4.0	O
107	W	30.8	6.10	2.35	LAIRPORT 3.7	3.17	s 12.02	13.6	4.0	B
79		52.8	s 6.18	2.43	INGLEWOOD YL 1.9	s 3.10	AM 11.55	9.9	44.8	O
14		0.0	6.20	2.46	HYDE PARK 0.7	2.56	11.37	8.0	44.8	
22		10.5	6.27	2.52	VAN NESS 1.3	2.54	11.34	7.3	0.0	
75		18.5	6.36	3.01	WILDASIN 2.5	2.44	11.16	6.0	0.0	
18		0.1	6.54	3.19	WINGFOOT P. E. Crossing 2.0	2.26	11.01	3.5	0.0	B
Yard		52.8	7.05	3.30	S. P. Crossing MALABAR 1.5	2.12	10.50	1.5	0.0	
	FW TY		7.20 PM	3.45 AM	REDONDO JCT. 1.5	2.00 PM	10.40 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(31.0)	Leave Daily	Leave Daily			
			(14.3)	(14.9)	... Average speed per hour...	(13.8)	(13.3)			

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

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

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

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

REDONDO DISTRICT

Capacity of Sidings In 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 135 January 16, 1949	EASTWARD		Mile Posts	Ruling Grade Ascending	Communications
			STATIONS							
Yard				REDONDO BEACH YL 1.5			20.2	0.0		
7		42.2		HERMOSA BEACH 1.7			18.7	0.0	B	
22		42.2		MANHATTAN BEACH 2.2			17.0	52.8		
22	Y	0.0		EL SEGUNDO YL 1.5			14.8		O	
				(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 Barstow, Victorville, San Bernardino (telegraph office, Santa Fe and U.P. roundhouses, Mill St. yard office), Los Angeles (Union Station, First St., Ninth St. and Hobart yard offices, roundhouse), San Diego (station and 22nd St. yard office), and National City roundhouse.

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

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

3.

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

5. Rule 83 (A): At Barstow, Trains 17, 18, 21, 22, 103, 104, 201 and 202, and at San Bernardino, Trains 17, 18, 19, 20, 21, 22, 23, 24, 103, 104, 201 and 202 may register by Form 903.

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

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

6. Rule 93: Yard limits are located at Barstow, Victorville, Summit, San Bernardino, Upland, Pasadena, Los Angeles, Riverside, Fullerton, Santa Ana, San Diego, Fallbrook, Vista, Escondido, Inglewood, El Segundo, Torrance, Watson-Wilmington, Redondo Beach, March Field-Alessandro, Hemet-San Jacinto, Perris-Ellis, Weisel, Alberhill, and Elsinore.

Yard limits are continuous between the following points:

At San Bernardino, between M.P. 78 plus 2792 ft. on First District, Signal 832 on Second District, M.P. 4 plus 2,900 ft. on Third District, and on Redlands District, at M.P. 24.6 and at M.P. 4 plus 4,500 ft. near Victoria.

At Los Angeles, between Bridge A-139 on Second District, M.P. 148 plus 3,430 feet east on Third District, and M.P. 8 plus 1,284 ft. on Harbor District.

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

7. 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.

8. Rule 104 (E): In addition to the provisions thereof, at certain sidings on heavy descending grades, hand throw derails will be normally locked off rail, except when engines or cars are left unattended on siding.

9. Rule 211: In addition to the provisions thereof, no train will leave its initial station on any district, except when office is closed or not maintained, without receiving numbered clearance card.

No train will leave Vista, Perris, or Pier "A" Yard, when operator on duty, without receiving clearance card.

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

At Orange and Atwood, trains to and from Olive District are authorized to proceed on signal indication when operating under Rule 261.

Union Pacific trains eastward, via Riverside Jct., must receive clearance card before leaving Union Pacific station at Riverside.

10. On all districts where Rule 251 is in effect, operators will show on Clearance Card the number of instruction messages (Form 934 Sp1) delivered therewith.

11. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen except on freight trains as follows:

Summit to Highland Junction, on steam or diesel operated freight trains without dynamic brakes, one retainer for each 40 or more tons in train. On freight trains handling all empties, retainers may be used on alternate cars. On diesel operated freight trains with dynamic brakes in operation, one retainer for each 70 tons.

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

12. Rule 761: Following is list of structures: San Bernardino, Mt. Vernon Ave. viaduct over roundhouse leads. Los Angeles, First Street, viaduct over old passenger tracks.

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

Section 487 provides:

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

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

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

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

SPEED REGULATIONS

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

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

Passenger—30 MPH; Freight—20 MPH

- 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.
- Broadway, two track jct. switch.
- Orange, west end main track M.P. 171.2.
- Linda Vista, west end two main tracks M.P. 252.9.
- Old Town, two track jct. switch, eastward trains.

Passenger—40 MPH; Freight—30 MPH

- Colton, two track jct. switches, both ends of Bridge B-5.
- Fullerton, east crossover east of station for 4th Dist. westward trains.
- D. T. Junction, two track jct. switch, westward trains.
- Bandini, two track jct. switch, eastward trains.
- Orange, east end main track—M.P. 173.0.
- Venta, east end two main tracks—M.P. 179.1.
- Ponto, east and west ends of siding.
- Elvira, east end two main tracks—M.P. 257.4.

Trains handling wrecking derricks, steam shovels, pile drivers or hoists must not exceed twenty-four miles per hour (one mile in two minutes, thirty seconds), on any portion of the First, Second, Third, Fourth and Olive Districts, and fifteen miles per hour (one mile in four minutes), on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Trains having dead engines in tow must observe the following speed: If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, ten miles per hour (six minutes for each mile);

With rods down or disconnected, but with all drivers on rail, fifteen miles per hour (four minutes for each mile);

With all rods up and connected, twenty miles per hour (three minutes for each mile).

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

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

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Victorville	113	Casa Blanca	Prenda Spur	Escondido Jct.	Escondido Dist. Main Track	Perris	6384
Summit	304	Porphyry	Elsinore Dist. Main Track	Del Mar	690	San Jacinto	640
San Bernardino	3rd Dist. Main Track	Atwood	1395	Linda Vista	Camp Elliott Spur	Elsinore	181
San Bernardino	Precooler Lead	Redondo Junction	Main Track	San Diego	Harasthy Street Marine Base Spur	El Segundo	Main Track
Rialto	Foothill Spur	Orange	Main Track	National City	1219	Watson, Former Main Track	3800
Upland	Foothill Spur	Santa Ana, S.P.	Main Track	March Field	March Field Spur	Fallbrook	514
Azusa	194	Fallbrook Jct.	Fallbrook Dist. Main Track	Val Verde	Granite Spur	Escondido	340

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

FIRST AND REDLANDS DISTRICTS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
Barstow (West End)	Main track and connecting crossovers. Eastward and Westward Sidings.	Interlocking. Semi-automatic. Ten miles per hour. Microphone is located on post adjacent to Eastward track at M.P. 7. At Lenwood, for trains on eastward siding, microphone is located at east switch. All Eastward trains must sound route signal for route desired as they approach microphone. When signal displays stop indication at east or west end of Westward Siding or west end of Eastward Siding, communicate with towerman and secure authority before fouling main track.	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. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required. 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.	

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. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	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 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
Rialto Spur Cucamonga Spur Upland Claremont San Dimas Arcadia Arcadia Lamanda Park Pasadena, Colorado Street Raymond Spur Highland Park 0.6 Mi. East Water Street 0.7 Mi. East Los Angeles: Main Street Mission Tower	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. West end siding and west end of house track. P. E. Crossing and west end industry track. S. P. Crossing. P. E. Crossing. P. E. Crossing and west end of siding. P. E. Crossing. S. P. Crossing. U. P. Crossing. U. P. Crossing. L. A. T. L. Crossing. S. P. and U. P. Crossing to and from Union Station.	Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Twenty-five miles per hour. Interlocking. Interlocking. Interlocking. Interlocking. Eight miles per hour. Gates, normal position across Santa Fe tracks. Eight Miles per hour. Gate, normal position across U. P. track. Eight Miles per hour. Gate, normal position across U. P. track. Fifteen miles per hour. Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	

THIRD DISTRICT

San Bernardino, Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. and U. P. Crossings.	Interlocking. Interlocking. Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	Westward main track against current of traffic — 0000
Riverside Junction	Double Track Junction Switches at Bridge B-5. S. P. Crossing and U. P. Junction.	At Santa Ana River Bridge B-5 communicate with towerman by telephone and be governed by his instructions. Interlocking.	To or from U. P. — 0 From Santa Fe westward main to U. P. eastward main — 0 From U. P. westward main to Santa Fe eastward main — 0 From U. P. westward main to Santa Fe westward main — 0000 Fourth district — 0
May Fullerton	P. E. Crossing. Junction Third and Fourth Districts.	Interlocking. CTC controlled. Interlocking. CTC controlled.	
Basta	U. P. Crossing.	Interlocking. CTC controlled.	Eastbound yard lead — 0 Westbound yard lead — 0 To ice house 0 — 0 Against current of traffic — 0000
Sunny Hills Spur Sunny Hills Spur Los Nietos Hobart	P. E. Crossing. U. P. Crossing. P. E. Crossing and west end siding. U. P. Crossing.	Stop. Rule 98, A, B, C and D. Eight miles per hour. Interlocking. Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	
Redondo Junction	U. P. Crossing. Harbor district and two tracks Third district.	Interlocking. When necessary to make movement as provided by Rule 606(a), examination of each interlocked switch and derail is not required.	Butte St. Transfer 00 — 0 To Harbor Dist. — 0 To 9th St. Yard — 0 Levee Track 0 — 00 Against current of traffic — 0000

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

FOURTH DISTRICT

Location	Tracks Governed	Rules
Anaheim 2.0 East Anaheim Sugar Fcty. Spur Santa Ana M.P. 271.1 National City	Wye S. P. Crossing. U. P. Crossing. S. P. Crossing. Navy Destroyer Base. Navy Warehouse Crossing.	Interlocking. Stop. Rule 98, A, B, C and D. Stop. Rule 98, A, B, C and D. Interlocking. Rule 606(c). Eight miles per hour.

OLIVE DISTRICT

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

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

Redondo Junction	1.0 Mi. East	U. P. Crossing. L. A. T. L. Crossing, Pac. Blvd.	See Redondo Junction, Third District. Fifteen miles per hour.
Nadeau	0.3 Mi. East	S. P. Crossing. P. E. Crossing.	Automatic Interlocking. No distant signals. Speed limit 10 miles per hours. Rule 606(c). Interlocking.
Wingfoot	0.5 Mi. East 1.2 Mi. West	L. A. T. L. Crossing, Avalon Blvd. L. A. T. L. Crossing, Broadway	Fifteen miles per hour. 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.
West Thenard Tower	0.1 Mi. West	P. E. Crossing. S. P. Crossing.	Interlocking. L. A. Municipal Terminal R. R. Interlocking.
	0.7 Mi. East	S. P. Crossing. S. P. Crossing, Manuel Yd. lead.	Interlocking. Stop. Rule 98, A, B, C and D.
	0.9 Mi. East	P. E. Crossing. 2 U. P. Tracks.	Interlocking. Santa Fe trains have preference unless flagged. Stop not required.
M.P. 28+4460			

SAN JACINTO DISTRICT

Highgrove 1.5 Mi. West	S. P. Crossing.	Automatic Interlocking. No distant signals. Speed limit 20 miles per hour. Rule 606(c).
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Sidings, Spurs and Flag Stops not shown on face of Time Table

Location	Mile Post Location	Car Capacity	Switch Connection	Flag Stops for Trains	Location	Mile Post Location	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT					FOURTH DISTRICT				
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Freight only	Venta Spur	178.7	Lgh. 5.8 m.	East	Freight only
Frost	38.8	8	Eastward track	Freight only	Browning	180.8	35	West	Freight only
Zeollite Spur	76.7	13	Westward track	Freight only	Tustin	181.5	18	East	Freight only
Western Stove Co. Spur	77.1	Lgh. 0.9 m.	East	Freight only	Frances	183.1	35	East and West	Freight only
SECOND DISTRICT					FALLBROOK DISTRICT				
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	West	Freight only	Ranch House	7.6	6		
Muscat Spur	90.4	Lgh. 1.1 m.	West	Freight only	Marine Base Spur	10.5	6	East	
Wade	92.5	23	East and West	Freight only	ESCONDIDO DISTRICT				
Rochester	95.0	11	East	42	Talica	3.7	8	East and West	
Cucamonga Foothill Spur	95.8	Lgh. 5.0 m.	West	Freight only	HARBOR DISTRICT				
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Freight only	Nadeau	2.5	0		
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Freight only	Lawn	8.8	2	East	Freight only
Forbes	111.6	24	East and West	Freight only	Dudmore	19.1	17	East	Freight only
Duarte	121.0	15	East	42	Torrance Oil Spur	19.5	Lgh. 2.0 m.	West	Freight only
Wilton	129.1	18	East and West	Siding	Alcoa Spur	20.1	Lgh. 2.0 m.	West	Freight only
Usado	132.3	17	East and West	Siding	SAN JACINTO DISTRICT				
Raymond	132.7	16	West	Freight only	Box Springs Quarry	6.1	42	East and West	Freight only
THIRD DISTRICT					ELSINORE DISTRICT				
Pachappa	12.4	26	East and West	Freight only	Mining Spur	3.2	71	East and West	508-509
Prenda Spur (Prenda)	14.3	Lgh. 2.0 m.	East and West	Freight only	Weisel	6.2	37	East	508-509
Taylor St. Spur	18.5	19	West	Freight only	Jameson	9.2	5	East	508-509
Sunny Hills	162.3	Lgh. 2.72 m.	West	Freight only	Durant	18.1	27	East	508-509
Standard Oil Spur	160.8	9	East	Freight only					
Wilshire	156.8	58	East and West	Freight only					
Stephens Spur	155.5	Lgh. 0.7 m.	West	Freight only					
El Camino Spur	155.3	Lgh. 990 ft.	West	Freight only					
La Habra V'y Spur	154.6	Lgh. 3.44 m.	West	Freight only					
East Whittier	157.6	22	West	Freight only					
Haddock Engrs.— Pacific Pipe Line Spur	149.7	44	East	Freight only					
REDLANDS DISTRICT									
Nevada Street	6.8	13	East	Freight only					
Craf	11.4	10	East	Freight only					
Mentone	12.8	19	East and West	Freight only					
Browns	13.7	8	West	Freight only					
Molino	17.9	12	West	Freight only					
West Highlands	20.4	11	East and 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	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	Belen and beyond
	San Bernardino to Los Angeles		Barstow and beyond
2	Los Angeles to San Bernardino	Barstow and beyond	
	Madera	Beyond Bakersfield	Stockton; also Richmond and beyond
	Bakersfield to Seligman		Bakersfield and beyond San Bernardino and beyond
	Wingate Thoreau Laguna	Belen and beyond	
	Seligman to Belen		Barstow and beyond
3	Albuquerque to Barstow		Albuquerque and beyond
	San Bernardino to Los Angeles		Williams or beyond Phoenix to Cadiz
4	Los Angeles to San Bernardino	Williams and beyond Cadiz to Phoenix	
	Williams to Albuquerque	Albuquerque and beyond	Seligman and beyond
19	Kingman		Newton and beyond
	San Bernardino to Los Angeles		Albuquerque and beyond
20	Monrovia Pomona Claremont Upland	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Flagstaff	Kansas City and beyond	
21	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		For South of Ash Fork from Albuquerque and beyond
22	Ash Fork	From Prescott and South destined Albuquerque and beyond	
	Williams	Albuquerque and beyond	Barstow and beyond
23	Holbrook	Prescott and beyond Barstow and beyond	Clovis and beyond
	Flagstaff	Barstow and beyond	Belen and beyond
	Muroc	Beyond Bakersfield	Beyond Seligman
	Bakersfield to Oakland		Bakersfield and beyond
	Victorville	Los Angeles	Williams, also Belen and beyond
24	Victorville	Williams and beyond	Los Angeles
	Muroc	Beyond Albuquerque and Belen	Beyond Bakersfield
	Flagstaff	Belen and beyond	Barstow and beyond
	Holbrook	Clovis and beyond	Prescott and beyond Barstow and beyond
62	Corcoran Shafter Wasco		Stockton and beyond
72	Fullerton		East of Barstow West of Bakersfield
73	Fullerton		Fourth District points, destined Williams, also Belen and beyond
71-73 77-79	Del Mar	Santa Ana, also Los Angeles and beyond	
72-74 76-78	Del Mar		Los Angeles or Santa Ana
103	San Bernardino		To discharge passengers

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

LOCAL WATCH INSPECTORS

- E. F. MANNERS 107 E. Main St., Barstow
- HOMER E. OLIVER 307 Seventh St., Victorville
- MILTON W. BLAIR Santa Fe Depot, San Bernardino
- H. W. HANF 435 E St., San Bernardino
- G. D. DAVIDSON CO. 445 S. Spring St., Los Angeles
- M. D. DOOLEY 905 E. 1st St., Los Angeles
- JAS. PODMORE 6622 Pacific Blvd., Huntington Park
- TAYLOR JACOBSEN 118 North Spadra Road, Fullerton
- GERALD D. LAROCQUE 424 North Sycamore Street, Santa Ana
- S. L. FINKEL 211 Hill St., Oceanside
- ROLAND C. WILSON 523 B Street, San Diego
- C. H. McCORMACK 24 W. 8th St., National City



SANTA FE SAFETY FIRST



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

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

