

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

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.
DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.
DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

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

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

J. T. GROUNDWATER,
D. G. RUEGG,
Trainmasters,
Needles, Calif.

C. E. ROLLINS,
Trainmaster,
Barstow, Calif.

J. E. BERRY,
Chief Dispatcher,
San Bernardino, Calif.

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

H. C. BAUGHN,
M. H. SWANSON,
G. E. YOUNG,
R. L. BANION,
Trainmasters,
San Bernardino, Calif.

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

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

L. B. FREBORG,
J. W. BARRIGER,
G. H. DOTSON,
R. F. NORLING,
Trainmasters,
Los Angeles, Calif.

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

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



COAST Santa Fe LINES

**LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL**

TIME TABLE No.

165

IN EFFECT

Sunday, July 27, 1958

**At 12:01 A. M.
Pacific Standard Time**

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

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



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

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

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

2 LOS ANGELES DIVISION

CADIZ DISTRICT



Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 165 July 27, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
						
			STATIONS			
Yard			PARKER YL		105.8	
28	31.7		8.3 CALZONA		114.1	31.7
17	31.7		5.9 VIDAL		120.0	0.0
45	31.7		11.6 GROMMET		131.6	0.0
49	10.5		8.8 RICE YL		140.4	21.1
43	0.0		3.6 FREDA		144.0	31.7
57	0.0		7.0 SABLON		151.0	30.6
120	0.0		4.8 SALTMARSH		155.8	31.7
97	31.7		13.4 FISHEL		169.2	5.3
76	31.7		21.3 CADIZ YL		190.5	31.7
			(84.7)			

Wye at Parker, Rice and Cadiz.

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

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



LUCERNE VALLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 165 July 27, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
						
			STATIONS			
58			CUSHENBURY YL		29.2	
2	0.0		3.1 SPUR 5		26.1	105.6
2	0.0		5.4 SPUR 4		20.7	105.6
14	0.0		5.1 BASS		15.6	75.0
2	75.0		4.3 SPUR 2		11.3	75.0
2	0.0		4.3 SPUR 1		7.0	75.0
	116.2		7.0 HESPERIA		0.0	75.0
			(29.2)			

No switch lights on Lucerne Valley District.

Office of communication at Cushenbury; booth phone at Hesperia.

RIPLEY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 165 July 27, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
						
			STATIONS			
Yard			RIPLEY YL		49.4	42.8
21.7			7.4			
			BLYTHE YL		42.0	
55	83.4		21.6 COX		20.4	10.6
	68.6		2.6			0.0
30			MIDLAND YL		17.8	
11	68.6		1.3 STYX		16.5	0.0
49	65.0		16.5 RICE YL		0.0	83.4
			(49.4)			



No switch lights on Ripley District.

Wye at Rice and Blythe.

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

Trains must get numbered clearance card before leaving Blythe.

REDLANDS DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 165 July 27, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
						
			STATIONS			
9			DEL ROSA YL		21.5	47.5
14	81.3		1.8 PATTON YL		19.7	0.0
25	89.5		1.0 HIGHLAND YL		18.7	70.5
47	83.2		2.5 EAST HIGHLANDS YL		16.2	0.0
17	88.5		4.1 MENTONE YL		12.0	116.2
31	0.0		3.2 REDLANDS YL		8.8	116.2
Yard	101.3		9.0 S. P. Crossing P. E. Crossing SAN BERNARDINO YL		0.0	
			(21.6)			

No switch lights on Redlands District.

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

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

Trains must get numbered clearance card before leaving San Bernardino.

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 165 July 27, 1958			
STATIONS						
26	116.2		HIGHGROVE S. P. Crossing YL		0.0	0.0
12	116.2		LEMONA		2.7	0.0
31	21.3		BOX SPRINGS YL		7.2	17.6
	21.3		MARCH FIELD YL		9.6	17.6
45	0.0		ALESSANDRO YL		10.6	47.5
22	0.0		VAL VERDE YL		13.5	28.1
20	21.6		PERRIS YL		18.3	63.4
21	49.3		ETHANAO YL		22.7	0.0
11	21.1		MENIFEE YL		25.0	42.2
34	52.8		WINCHESTER		28.9	0.0
13	44.3		EGAN		33.1	0.0
15	6.3		HEMET YL		36.0	63.4
9			SAN JACINTO YL		38.3	
(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.
Booth phones at Alessandro, Val Verde, Ethanac, Menifee and Winchester.
Trains must get numbered clearance card before leaving San Jacinto.

OLIVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Descending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 165 July 27, 1958			
STATIONS						
Yard			ATWOOD		0.0	42.2
21	42.2		OLIVE S. P. Crossing		2.4	42.2
62	42.2		ORANGE		5.8	42.2
(5.8)						

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

FALLBROOK DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 165 July 27, 1958			
STATIONS						
48	66.0		FALLBROOK JCT. YL		0.0	62.7
12	26.4		CHAPPO YL		5.9	0.0
46	132.0		JOFEGAN YL		8.4	79.2
6	105.6		U.S.M.C. Crossing DE LUZ YL		15.1	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.
Train and engine movements will be made governed by Rule 93.

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 165 July 27, 1958			
STATIONS						
17	147.8		ELSINORE YL		21.9	132.0
20	50.7		ALBERHILL YL		16.3	89.8
32	0.0		ARCILLA		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.

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 165 July 27, 1958			
STATIONS						
25	83.4		ESCONDIDO YL		21.1	95.0
14	70.3		SAN MARCOS YL		16.2	113.2
11	116.2		BUENA YL		12.9	116.2
10	116.2		VISTA YL		9.2	116.2
11	87.6		FALDA YL		7.8	84.5
			ESCONDIDO JCT. YL		0.0	
(21.1)						

No switch lights on Escondido District.
Wye at Escondido.
Office of Communication at Escondido and Vista.
Train and engine movements will be made governed by Rule 93.

WESTWARD

FIRST CLASS

19	107	115	7	209	123	103	17	1	205
The Chief	Passenger	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief - El Capitan	San Francisco Chief	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 4.40			AM 11.30		AM 4.00		AM 1.36	AM 12.55	
4.51			11.45		4.15		1.47	1.06	
5.00			11.59 PM		4.29		1.56	1.15	
5.07			12.08		4.38		2.03	1.22	
5.13			12.18		4.48		2.09	1.28	
5.23			12.30		5.00		2.19	1.38	
5.30			12.37		5.08		2.26	1.45	
5.35			12.43		5.14		2.31	1.50	
5.41			12.49		5.22		2.37	1.56	
5.51			12.59		5.33		2.47	2.06	
6.00			1.09		5.46		2.56	2.16	
6.07			1.17		5.53		3.02	2.22	
6.15			1.27		6.03		3.10	2.30	
6.21			1.35		6.11		3.16	2.36	
6.28			1.43		6.18		3.23	2.43	
6.34			1.50		6.25		3.29	2.49	
6.49			2.05		6.41		3.44	3.04	
6.55			2.11		6.48		3.50	3.10	
7.05			2.22		7.01		4.01	3.20	
7.10	PM 6.58	PM 6.43	2.27	AM 9.48	7.07	AM 5.43	4.06	3.25	AM 12.18
7.16	7.01	6.46	2.31	9.51	7.13	5.46	4.11	3.32	12.21
7.19	7.01	6.46	2.34	9.51	7.16	5.46	4.14	3.35	12.21
s 7.30 PM	7.08 PM	6.53 PM	s 2.50 PM	s 10.00 AM	s 7.30 AM	s 5.53 AM	s 4.22 AM	s 3.45 AM	s 12.30 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 165

July 27, 1958

STATIONS

STATIONS	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Capacity of Sidings in 50 ft. Cars
NEEDLES YL	578.0			Yard
7.4				
JAVA	585.6	74.5	0.0	107
6.8				
IBIS	592.4	73.9	0.0	146
4.5				
BANNOCK	597.0	73.9	0.0	107
4.6				
HOMER	601.5	73.9	0.0	185
7.6				
GOFFS	609.1	73.9	30.0	109
9.6				
FENNER	618.7	0.0	52.8	114
7.5				
ESSEX	626.2	0.0	52.8	
8.5				
DANBY	634.7	0.0	52.8	108
13.4				
CADIZ	648.1	0.0	52.8	146
10.3				
SALTUS	658.4	26.4	52.8	
3.1				
AMBOY	661.5	26.4	11.6	107
7.8				
BAGDAD	669.3	35.9	11.6	107
7.3				
SIBERIA	676.7	75.0	0.0	185
5.2				
KLONDIKE	682.0	75.0	0.0	72
4.3				
ASH HILL	686.7	75.0	0.0	107
6.7				
LUDLOW	693.4	26.4	52.8	117
13.2				
PISGAH	706.6	52.8	44.0	132
6.2				
HECTOR	712.8	0.0	52.8	73
12.8				
NEWBERRY	725.6	26.4	39.6	146
6.0				
MINNEOLA	731.7	26.4	0.0	107
6.0				
DAGGETT	737.6	38.2	13.0	107
4.0				
NEBO	741.6	31.7	31.7	68
4.8				
BARSTOW YL	746.4	31.7	31.7	Yard

(167.6)

(59.2) (52.8) (52.8) (50.3) (44.0) (47.9) (52.8) (60.6) (59.2) (44.0) ... Average speed per hour

Signal System Two in effect between Needles and Barstow.

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

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

(Continued on Page 5)

NEEDLES DISTRICT

LOS ANGELES DIVISION

TIME TABLE NO. 165 July 27, 1958 STATIONS					EASTWARD										
					FIRST CLASS										
					206	8	116	210	20	108	124	104	2	18	
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Passenger	Fast Mail Express	Passenger	Passenger	The Chief	Passenger	The Grand Canyon	Passenger	San Francisco Chief	Super Chief - El Capitan	
Yard	FW TY	O			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
						AM s 6.55			PM s 6.15		PM s 8.25		PM s 11.55	AM s 2.07	
107		B	74.5	0.0		6.43			6.02		8.13		11.40	1.54	
		B	73.9	0.0		6.36			5.54		8.06		11.33	1.46	
		B	104.5	0.0		6.30			5.50		8.00		11.29	1.42	
		B	73.9	0.0		6.24			5.46		7.54		11.24	1.38	
146		B	73.9	30.0		6.15			5.39		7.45		11.18	1.31	
107		B	0.0	52.8		6.04			5.29		7.35		11.07	1.20	
107		B	0.0	52.8		5.54			5.21		7.26		10.58	1.12	
114		B	0.0	52.8		5.45			5.13		7.17		10.50	1.04	
189	Y	C	0.0	52.8		5.30			5.02		7.02		10.39	12.52	
51		B	26.4	52.8											
107		C	11.6	26.4											
100		B	35.9	11.6		5.16			4.53		6.48		10.30	12.43	
107		B	75.0	0.0		5.09			4.47		6.41		10.24	12.37	
107		B	121.4	0.0		5.02			4.41		6.33		10.18	12.31	
146	Y	B	26.4	52.8		4.53			4.32		6.24		10.09	12.22	
101		C	52.8	44.0		4.46			4.26		6.18		10.03	12.16	
134		B	0.0	52.8		4.34			4.14		6.06		9.51	12.04	
		B	26.4	39.6		4.29			4.09		6.01		9.46	11.59	
107		B	26.4	0.0		4.20			4.00		5.52		9.36	11.50	
		B	38.2	13.0		4.15			3.56		5.47		9.32	11.46	
104		C	31.7	31.7		AM 2.50	4.11	AM 11.40	PM 3.35	3.52	PM 5.30	5.43	PM 8.11	9.28	11.42
71		B	31.7	31.7		2.45	4.07	11.37	3.30	3.49	5.27	5.40	8.08	9.25	11.39
Yard	FW TY	C				2.35 AM	4.00 AM	11.30 AM	3.25 PM	3.45 PM	5.20 PM	5.35 PM	8.01 PM	9.20 PM	11.35 PM
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
						(165.0)									
Average speed per hour....					(35.2)	(56.6)	(52.8)	(52.8)	(66.0)	(52.8)	(58.2)	(52.8)	(63.9)	(65.1)	

(Continued from Page 4)

Rule 251 in effect between Needles and Barstow.

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

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

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

WESTWARD

FIRST CLASS

19	107	115	7	209	123	103	17	205
The Chief	Passenger	Passenger	Fast Mail Express	Passenger	The Grand Canyon	Passenger	Super Chief - El Capitan	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 7.35	PM 7.08	PM 6.53	PM 3.20	AM 10.03	AM 7.45	AM 5.53	AM 4.27	AM 12.40
7.42	7.15	6.59	3.27	10.09	7.52	5.59	4.33	12.49
7.47	7.20	7.03	3.32	10.14	7.59	6.04	4.38	12.57
7.55	7.28	7.10	3.40	10.22	8.05	6.11	4.45	1.06
7.59	7.32	7.14	3.44	10.26	8.10	6.16	4.49	1.11
8.03	7.36	7.19	3.49	10.31	8.15	6.20	4.54	1.17
8.10	7.43	7.26	3.57	10.39	8.25	6.28	5.01	1.25
8.18	7.51	7.33	4.04	10.46	8.33	6.35	5.08	1.33
8.23	7.56	7.38	4.09	10.51	8.41	6.40	5.13	1.40
8.28	8.01	7.43	4.14	10.56	8.50	6.45	5.18	1.49
8.40	8.13	7.55	4.27	11.09	9.03	6.58	5.30	2.03
8.55	8.28	8.10	4.42	11.24	9.19	7.13	5.45	2.18
9.01	8.34	8.16	4.48	11.30	9.26	7.19	5.51	2.24
9.09	8.42	8.24	4.54	11.38	9.34	7.27	5.59	2.32
9.16	8.48	8.31	5.01	11.45	9.41	7.34	6.06	2.39
s 9.28 PM	s 9.03 PM	s 8.42 PM	s 5.20 PM	s 12.01 PM	s 9.55 AM	s 7.45 AM	s 6.17 AM	s 2.50 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

TIME TABLE

NO. 165

July 27, 1958

STATIONS

	Mile Post	Ruling Grade Ascending	Ruling Grade Descending	Communications	Capacity of Sidings in 50 Ft. Cars
BARSTOW YL	0.0			C	Yard
6.1					
LENWOOD	6.2	37.0	20.4	B	92
5.7					
HODGE	11.8	37.0	23.0	B	120
9.2					
HELENDALE	21.1	28.8	30.0	B	98
4.9					
BRYMAN	26.1	37.0	0.0	B	144
5.4					
ORO GRANDE YL	31.5	37.0	0.0	C	Yard
5.1					
VICTORVILLE YL	36.7	39.6	17.2	C	100-146
4.3					
THORN	41.1	84.5	0.0	C	100-146
4.1					
HESPERIA	45.1	83.4	0.0	B	144
5.2					
LUGO	50.3	81.8	0.0	B	140
5.5					
SUMMIT YL	55.9	84.5	0.0	C	122
6.5			158.4		
CAJON	62.4	0.0	116.2	B	95
3.7					
KEENBROOK	66.3	0.0	116.2	B	
4.7					
DEVORE	71.0	0.0	116.2	B	126
5.0					
ONO	76.0	64.4	116.2	B	143
5.4					
SAN BERNARDINO YL	81.3			C	Yard

(80.8)

(42.9) (42.2) (44.5) (40.4) (41.1) (37.3) (43.3) (44.1) (37.3) Average speed per hour

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

Rule 251 in effect between Barstow and San Bernardino.

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

Between 5th Street Tower and "A" yard office, San Bernardino, there is no superiority of trains. Trains and engines within these limits must

proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 10 miles per hour. Between these points main track may be used not protecting against regular and extra trains and engines.

Rule D-151: Trains will keep to left between San Bernardino and overhead bridge X39.1, between Thorn and Victorville.

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

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

(Continued on Page 7)

FIRST DISTRICT

						EASTWARD										
						FIRST CLASS										
						206	8	116	210	20	124	108	104	18		
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. 165 July 27, 1958										
Yard	FW TY	O			0.0	STATIONS										
104		B	37.0	20.4	6.2	BARSTOW YL	AM 2.30	AM 3.40	AM 11.30	PM 3.20	PM 3.40	PM 5.25	PM 5.20	PM 8.01	PM 11.30	
106		B	37.0	23.0	11.8	6.1	LENWOOD	2.23	3.32	11.21	3.11	3.29	5.16	5.11	7.52	11.21
148		B	39.0	30.0	21.1	5.7	HODGE	2.18	3.27	11.17	3.07	3.25	5.11	5.06	7.48	11.17
		B	37.0	0.0	26.1	9.2	HELENDALE	2.11	3.18	11.10	2.59	3.18	5.04	4.59	7.41	11.10
Yard		C	37.0	0.0	31.5	4.9	BRYMAN	2.07	3.14	11.06	2.55	3.14	5.00	4.55	7.37	11.06
98	FY	O	39.6	17.2	36.7	5.4	ORO GRANDE YL	2.03	3.08	11.02	2.51	3.10	4.55	4.50	7.33	11.02
146		B	84.5	0.0	41.1	5.1	VICTORVILLE YL	s 1.55	s 3.00	10.55	s 2.43	3.03	f 4.44	4.44	7.26	10.55
106		B	84.5	0.0	45.1	4.3	THORN	1.48	2.50	10.48	2.35	2.56	4.33	4.38	7.19	10.48
126	Y	O	84.5	0.0	50.3	4.1	HESPERIA	1.44	2.46	10.44	2.30	2.52	4.29	4.34	7.15	10.44
118		B	0.0	116.2	55.9	5.2	LUGO	1.39	2.41	10.39	2.25	2.47	4.24	4.29	7.10	10.39
70		B	0.0	116.2	59.7	3.8	SUMMIT YL	1.30	2.33	10.31	2.16	2.38	4.15	4.20	7.01	10.30
115		B	0.0	116.2	62.4	4.7	ALRAY	1.20	2.21	10.20	2.06	2.28	4.05	4.10	6.52	10.22
128		B	0.0	116.2	66.3	3.7	CAJON	1.10	2.10	10.10	1.53	2.17	3.52	4.00	6.42	10.12
106		B	0.0	116.2	71.0	4.7	KEENBROOK	1.03	2.02	10.03	1.44	2.09	3.42	3.54	6.35	10.05
Yard	FW TY	C	64.4	116.2	76.0	5.0	DEVORE	12.54	1.52	9.58	1.35	2.01	3.33	3.48	6.27	9.57
					81.3	5.4	ONO	12.46	1.41	9.51	1.26	1.53	3.24	3.40	6.19	9.48
							SAN BERNARDINO YL	12.35 AM	1.30 AM	9.40 AM	1.15 PM	1.43 PM	3.13 PM	3.30 PM	6.08 PM	9.37 PM
						(82.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour, . . .						(43.2)	(38.2)	(45.2)	(39.7)	(42.5)	(37.6)	(42.2)	(44.0)	(44.0)		

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

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

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

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 165 July 27, 1958	EASTWARD			Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS					
			19	17		20	18	8			
			The Chief	Super Chief - El Capitan		The Chief	Super Chief - El Capitan	Fast Mail Express			
		Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily					
Yard	FW TY	63.4	PM 9.34	AM 6.20	SAN BERNARDINO YL	PM 1.40	PM 9.34	AM 1.20	81.3		O
123	Y	32.4	9.40	6.26	3.6 RIALTO	1.32	9.27	1.08	84.9	0.0	O
94		0.0			3.8 FONTANA				88.8	15.4	B
Yard		14.3	9.46	6.32	3.0 KAISER YL	1.27	9.22	12.59	91.3	38.7	O
50		14.3	9.51	6.37	2.0 ETIWANDA				93.7	26.8	B
47	Y	57.5	9.54	6.40	3.9 CUCAMONGA	1.22	9.17	12.53	97.7	32.0	O
56		30.8	9.58	6.44	3.2 UPLAND YL	1.19	9.14	12.48	100.9	6.6	O
64		0.0	10.01	6.46	P. E. Crossing CLAREMONT	1.14	9.10	12.43	104.8	42.0	B
40		0.0	10.03		1.9 POMONA s	1.10 s	9.07	12.40	106.7	59.1	O
42		0.0			1.2 LA VERNE	1.06	9.04	12.38	107.9	43.8	O
59		0.0	10.10	6.56	2.3 SAN DIMAS				110.2	63.4	B
	Y	0.0	10.13	6.59	P. E. Crossing GLENORA	12.59	8.57	12.30	114.4	65.8	O
41		0.0	10.15	7.01	4.1 AZUSA			12.27	116.9	65.4	O
50		0.0			2.5 KINCAID	12.53	8.52	12.25	118.2	51.9	B
72		52.1	10.19	7.05	P. E. Crossing BUTLER				120.2	92.3	B
11		77.9			2.0 MONROVIA	12.49	8.48	12.20	122.4	60.7	O
39		63.4			1.7 P. E. Crossing ARCADIA				124.2	6.4	B
62		63.4	10.25	7.11	1.6 SANTA ANITA (S. Madre)				125.8	0.0	B
34		79.9	s 10.39	s 7.25	1.5 CHAPMAN	12.44	8.43	12.14	127.3	0.0	B
34		0.0			0.8 LAMANDA PARK				128.0	95.3	O
20		0.0	10.47	7.35	3.6 PASADENA YL s	12.31 s	8.30	s 12.01 AM	131.7	114.0	O
71		0.0			2.1 SOUTH PASADENA				133.7	89.8	B
		0.0			0.5 OLGA	12.21	8.20	11.50	134.2	96.4	B
		0.0			1.7 U. P. Crossing HIGHLAND PARK				135.9		B
		0.0	11.02	7.49	2.8 U. P. Crossing WATER STREET YL				138.7	114.9	
		0.0			0.7 BROADWAY YL	12.06	8.05	11.35	139.4	63.5	
	Y	0.0	11.05	7.52	0.6 MISSION TOWER YL	12.04	8.03	11.33	140.1	89.8	
Yard		0.0	11.15 PM	8.00 AM	0.8 LOS ANGELES YL	12.01 PM	8.00 PM	11.30 PM		59.7	O
Yard		0.0			Union Station (59.4)					31.7	O
					1.1 FIRST STREET YL				141.1		O
			Arrive Daily	Arrive Daily	(59.7)	Leave Daily	Leave Daily	Leave Daily			

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

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

Rule 251 in effect Mission Tower-First Street.

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

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

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

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

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

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

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

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

HARBOR DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 165 July 27, 1958	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			SECOND CLASS			SECOND CLASS				
			141 Freight Leave Daily	145 Freight Leave Daily		142 Freight Arrive Daily	146 Freight Arrive Daily			
					STATIONS					
					LONG BEACH 2.5 S.P., U.P., P.E. Crossings West Thenard Tower 1.1					
Yard			PM 5.40	AM 4.40	Pier A Yard 3.3	PM 3.15	AM 12.15			O
			5.55	4.55	P.E., S.P., U.P. Crossings West Thenard Tower 1.1	3.00	12.01 AM			
Yard					WILMINGTON YL 1.4			28.0		B
89	Y	79.2	6-10	5-05	WATSON YL 3.3	2-43	11-44	26.6		B
80		24.3	6-18	5-13	IRONSIDES YL 1.6	2-33	11-32	23.3	52.8	
Yard		52.3	6-21	5-16	TORRANCE YL 1.6	2-27	11-26	21.7	0.0	O
Yard		0.0	6-24	5-19	ALCOA YL 3.5	2-21	11-20	20.1	48.4	B
83		52.6	6-32	5-27	LAWNDALE YL 1.8	2-13	11-10	18.6	58.4	
	Y	11.6	6-36	5-31	EL SEGUNDO YL P. E. Crossing 1.2	2-09	11-05	14.8	51.1	O
107		30.8	6-40	5-35	LAIRPORT YL 3.7	2-05	11-01	13.6	4.0	B
79		52.8	6-48	5-43	INGLEWOOD YL 1.9	1-56	10-51	9.9	4.0	O
13		0.0	6-53	5-48	HYDE PARK YL 0.7	1-47	10-43	8.0	44.8	
22		10.5	6-57	5-52	VAN NESS YL 1.3	1-42	10-38	7.3	44.8	
75		18.5	7-06	6-01	WILDASIN YL 2.5	1-34	10-31	6.0	0.0	
18		0.1	7-24	6-19	WINGFOOT YL P. E. Crossing 2.0	1-19	10-18	3.5	0.0	B
Yard		52.8	7-35	6-30	S. P. Crossing MALABAR YL 1.6	1-07	10-07	1.5	0.0	
	FW TY		7-50 PM	6-45 AM	REDONDO JCT. YL 1.6	1-00 PM	10-01 PM	0.0	0.0	
			Arrive Daily	Arrive Daily	(31.0)	Leave Daily	Leave Daily			

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

Trains must get numbered clearance card before leaving First Street.

REDONDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 165 July 27, 1958	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			WESTWARD			EASTWARD				
			↓	↑		↑	↓			
					STATIONS					
Yard					REDONDO BEACH YL 1.5			20.2		
7		42.2			HERMOSA BEACH YL 1.7			18.7	0.0	B
		42.2			MANHATTAN BEACH YL 2.2			17.0	0.0	
	Y	0.0			EL SEGUNDO YL 1.6			14.8	52.8	O
					(5.4)					

No switch lights on Redondo District.

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

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

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

WESTWARD												TIME TABLE	Mile Post	Rolling Grade Ascending	
FIRST CLASS															
107	115	81	79	7	77	75	209	123	73	103	71	205	STATIONS	Mile Post	Rolling Grade Ascending
Passenger	Passenger	San Diegan	San Diegan	Fast Mail Express	San Diegan	San Diegan	Passenger	The Grand Canyon	San Diegan	Passenger	San Diegan	Passenger			
Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	Leave Daily			
PM 9.05	PM 8.43			PM 5.40			PM 12.05	AM 10.00		AM 7.50		AM 2.55			
													SAN BERNARDINO	0.0	
													2.2 RANA	1.5	0.0
													1.3 COLTON	2.9	0.0
9.14	8.52			5.49			12.15	10.10		7.59		3.05	S. P. and U. P. Crossings	2.9	23.1
9.19	8.57			5.54			12.20	10.15		8.04		3.10	HIGHGROVE	6.7	29.1
9.23 PM	9.00 PM			5.57			12.25 PM	10.17		8.08 AM		3.15 AM	RIVERSIDE JCT. U. P. Jct.	9.2	
				6.00				10.25					RIVERSIDE	9.8	0.0
													CASA BLANCA	14.0	48.6
													ARLINGTON	16.4	0.0
													MAY	19.7	0.0
													P. E. Crossing	19.7	0.0
													PORPHYRY	22.8	0.0
				6.18				10.50					CORONA	24.1	24.3
													PRADO DAM	29.2	25.9
													GYPSON	32.2	21.1
													ESPERANZA	36.4	0.0
				6.36				11.12					ATWOOD	40.6	0.0
													PLACENTIA	43.0	0.0
		PM 8.55	PM 6.50	6.45	PM 5.06	PM 1.55		11.23	AM 10.47		AM 7.20		FULLERTON	165.0	0.0
		9.00	6.55	6.50	5.12	2.02		11.29	10.52		7.25		BUENA PARK	160.5	12.7
													LA MIRADA	158.7	32.1
													SANTA FE SPRINGS	154.4	40.5
													LOS NIETOS	153.1	27.2
													P. E. Crossing	153.1	0.0
													D. T. JUNCTION	152.1	0.0
													S. P. Crossing	152.1	0.0
													RIVERA	151.2	0.0
													BANDINI	149.8	21.1
													HOBART	145.5	39.6
													U. P. Crossing	145.5	42.5
													REDONDO JCT.	143.2	40.1
													U. P. Crossing	143.2	40.1
													FIRST STREET	141.1	59.7
													(70.5)	141.1	59.7
													MISSION TOWER	140.1	71.8
													LOS ANGELES		
													Union Station		
													(72.2)		
(33.0)	(34.9)	(43.9)	(34.1)	(32.4)	(31.3)	(30.7)	(29.7)	(33.3)	(35.7)	(33.0)	(38.4)	(29.7)	... Average speed per hour		

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

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

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

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

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

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

Nos. 71, 73, 75, 77, and 79 will back from Mission Tower to Union Station.

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

THIRD DISTRICT

LOS ANGELES DIVISION

				EASTWARD											
				FIRST CLASS											
				206	70	116	72	210	74	124	108	104	76	78	80
				Passenger	San Diegan	Passenger	San Diegan	Passenger	San Diegan	The Grand Canyon	Passenger	Pas-senger	San Diegan	San Diegan	San Diegan
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only	Arrive Daily
C	FW TY	Yard	52.8	TIME TABLE											
				NO. 165 July 27, 1958											
STATIONS															
				SAN BERNARDINO YL											
				P. E. Crossing											
				1.5											
				RANA YL											
				1.3											
B		W-49	52.8	COLTON YL											
		E-112		S. P. and U. P. Crossing											
				3.8											
B		W-114	52.8	HIGHGROVE											
				2.6											
				S. P. Crossing											
C			52.8	RIVERSIDE JCT. YL											
				U. P. Jct.											
				0.6											
B		E-42	17.2	RIVERSIDE YL											
			52.8	4.2											
C	Y	99	52.8	CASA BLANCA											
				2.4											
C		62	52.8	ARLINGTON											
				3.3											
B		94	52.8	MAY											
				P. E. Crossing											
				3.1											
B	Y	100	52.8	PORPHYRY											
				1.3											
C		167	52.8	CORONA											
				5.0											
B		94	52.8	PRADO DAM											
				3.1											
B		95	52.8	GYPSUM											
				4.1											
B		129	52.8	ESPERANZA											
				4.3											
C	Y	179	42.2	ATWOOD											
				2.3											
C		69	42.2	PLACENTIA											
				3.0											
C	W94-74	E-74	33.4	FULLERTON YL											
				U. P. Crossing											
				4.5											
C	W-74		25.9	BUENA PARK											
				1.8											
B		E-96	10.0	LA MIRADA											
				4.3											
C		W-86	16.3	SANTA FE SPRINGS											
				1.3											
				LOS NIETOS											
				P. E. Crossing											
				1.0											
B			13.7	D. T. JUNCTION											
				S. P. Crossing											
				1.0											
C		Yard	13.7	RIVERA											
				1.3											
B			37.5	BANDINI											
				4.3											
C	F	Yard	26.2	HOBART YL											
				U. P. Crossing											
				2.3											
	FW TY		0.0	REDONDO JCT. YL											
				U. P. Crossing											
				2.1											
C		Yard	0.0	FIRST STREET YL											
				(69.8)											
				0.9											
	Y		0.0	MISSION TOWER YL											
				0.8											
C			31.7	LOS ANGELES YL											
				Union Station											
				(71.5)											
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only	Leave Daily
Average speed per hour....				(27.6)	(51.2)	(27.6)	(51.2)	(30.3)	(43.9)	(37.3)	(30.3)	(30.7)	(43.9)	(51.2)	(38.4)

(Continued from Page 10)

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

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

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

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

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

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

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

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

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

WESTWARD						TIME TABLE	Mile Post	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications
FIRST CLASS										
81	79	77	75	73	71	NO. 165				
San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	July 27, 1958				
Lv. Sun. & *Holidays Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun. & *Holidays	STATIONS				
						NATIONAL CITY YL	273.1			
						3.8 22ND STREET YL	269.3	13.1	Y	O
						1.8 SAN DIEGO YL	267.5	28.7	T	
						3.3 OLD TOWN YL	264.2	40.2	FY	O
						2.1 MORENA	262.1	40.2		B
						5.0 ELVIRA	257.1	63.4		B
						4.1 MIRAMAR	253.0	116.2	Y	O
						3.9 SORRENTO	249.1	0.0		B
						5.0 DEL MAR	244.0	54.8		B
						0.0 ENCINITAS	238.1	52.8	Y	O
						3.9 PONTO	234.2	61.9		O
						4.0 CARLSBAD	229.3	52.8		B
						2.1 ESCONDIDO JOT.	227.2	47.2		O
						1.0 OCEANSIDE	226.2	0.0	Y	B
						2.0 FALLBROOK JOT.	224.2	63.4	F	O
						5.5 LAS FLORES	218.7	65.4	Y	B
						4.8 AGRA	213.8	65.4		B
						4.4 SAN ONOFRE	209.4	6.1		B
						5.7 SAN CLEMENTE	203.7	0.0		B
						1.0 POCHE	202.7	0.0		B
						2.9 SERRA	199.8	13.9		B
						2.6 SAN JUAN CAPISTRANO	197.2	60.5		B
						4.6 GALIVAN	192.6	67.6		O
						4.5 EL TORO	188.1	66.0		B
						5.2 IRVINE	182.9	0.0		B
						4.4 VENTA	178.5	21.6		B
						2.9 SANTA ANA	175.5	37.0	Y	O
						4.9 ORANGE	172.7	32.1	Y	O
						4.9 S. P. Crossing ANAHEIM	167.8	7.6		O
						2.7 FULLERTON YL	165.0	6.1		O
						(107.9)				

(53.4) (57.4) (48.7) (53.8) (50.3) (55.8)Average speed per hour

Signal System One in effect between San Diego and Fullerton.
 Rule 251 in effect between Old Town and San Diego.
 Between crossover, yard office, located Ash Street, San Diego, and National City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined (but not exceeding 10 miles per hour

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

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

(Continued on Page 13)

FOURTH DISTRICT

Capacity of Sidings in 30 Ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 165 July 27, 1958		EASTWARD					
				FIRST CLASS					
				80	70	72	74	76	78
			San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan	San Diegan
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun. & *Holidays Only
Yard	26.4	NATIONAL CITY YL							
	0.0	22ND STREET YL							
Yard	31.2	SAN DIEGO YL	s 3.00	s 9.30	s 12.15	s 3.45	s 7.30	s 10.00	
	31.2	OLD TOWN YL	2.45	9.13	11.59	3.30	7.15	9.47	
91	51.0	MORENA							
	0.0	ELVIRA							
	116.2	MIRAMAR	2.33	9.02	11.48	3.18	7.03	9.35	
98	54.8	SORRENTO							
67	63.4	DEL MAR	s 2.20	s 8.48	s 11.35	s 3.05	s 6.50	s 9.22	
92	63.4	ENCINITAS	f 2.14				f 6.42		
116	50.8	PONTO							
69	52.8	CARLSBAD							
	0.0	ESCONDIDO JCT.							
76	45.4	OCEANSIDE	s 2.00	s 8.23	s 11.14	s 2.40	s 6.25	s 9.05	
92	63.4	FALLBROOK JCT.							
86	63.4	LAS FLORES							
97	68.9	AGRA							
91	49.4	SAN ONOFRE							
33	5.0	SAN OLEMENTE	s 1.30	f 7.58	f 10.52	2.18	f 6.03		
54	0.0	POCHE							
98	0.0	SERRA							
87	0.0	SAN JUAN CAPISTRANO			f 10.43		5.55		
98	54.0	GALIVAN							
88	63.4	EL TORO	1.05						
119	63.4	IRVINE	12.59						
93	0.0	VENTA							
125	11.2	SANTA ANA	s 12.50	s 7.30	s 10.22	s 1.50	s 5.35	s 8.15	
122	48.1	ORANGE	f 12.38		f 10.10				
60	21.1	S. P. Crossing ANAHEIM	f 12.31		f 10.05		5.25		
		FULLERTON YL	12.25 AM	7.15 AM	10.00 AM	1.35 PM	5.20 PM	8.00 PM	
		(107.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun. & *Holidays Only
Average speed per hour.....			(39.6)	(45.5)	(45.5)	(47.2)	(47.2)	(51.2)	

(Continued from Page 12)

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

Speed limit through sidings: Ponto 40 MPH
Orange 30 MPH

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

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

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

Trains must get numbered clearance card before leaving San Diego.

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

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

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

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

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

3.

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

5. Rules 83 and 83 (A): At Barstow, Trains 17, 18, 19, 20, 103, 104, 107, 108, 115, 116, 205 and 206, and eastward Union Pacific freight trains, and at San Bernardino, all first class trains may register by Form 903.

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

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

6.

7. Rule 93: Yard limits are located at:

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

8. Rule 104 (A) is amended:

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

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

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

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

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

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

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

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

9. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station and water stops, must clear main track unless permission is received to occupy main track. Operators will show on clearance card the number of instruction messages (Form 934-Sp1) delivered therewith.

10. The maximum tonnage per operative brake in freight trains, Summit to San Bernardino, is 70 tons except it is 110 tons for cars 64825-64999 when loaded and changeover lever in load position.

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

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

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

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

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

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

11. Rule 761: Following is list of structures:

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

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

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

Section 487 provides:

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

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

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

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

- Summit, westward; and
- Box Springs, eastward.

SPEED REGULATIONS

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

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

SPECIAL RULES

LOS ANGELES DIVISION 15

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

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
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 M.P. 642	100	60			
M.P. 642 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			
Summit to Lugo: Freight trains, thirty miles per hour.					
Lugo to Hesperia: Freight trains, forty miles per hour.					
Second District:					
San Bernardino to Santa Anita	100	60			
Santa Anita to Los Angeles	79	60			
Third District:					
San Bernardino to Fullerton	79	60			
Fullerton to Bandini	100	60			
Bandini to Los Angeles	79	60			
Fourth District:					
National City to Sorrento	79	60			
Sorrento to Santa Ana	90	60			
South Main Track, M.P. 179.1 to M.P. 176.7	40	40			
Santa Ana to Fullerton	79	60			
Lucerne Valley District:					
Hesperia to M.P. 25.2	35	35			
M.P. 25.2 to M.P. 29.2	20	20			
Redlands District					
San Jacinto District:					
Highgrove to Box Springs	15	15			
Box Springs to Perris	30	30			
Perris to San Jacinto	25	25			
Elsinore District	25	25			
Olive District	30	25			
Fallbrook District	20	20			
Escondido District	20	20			
Harbor District	30	30			
Redondo District	15	15			
Riverland Farms Spur	15	15			
Adelanto Spur	15	15			
Rialto, Cucamonga, and Upland Foot-Hill Spurs, Muscat and Metropolitan Spurs	15	15			
Prenda and La Habra					
Valley Spurs	15	15			
Venta and Miramar Army Spurs	15	15			
In freight and mixed service on descending grades of over one per cent, the maximum is 30 miles per hour with dynamic brake not in use.					
Where street or highway crossings are shown, speed limit applies only while head end of train is passing.					
NEEDLES DISTRICT—WESTWARD					
11 ^H St. Crossing M.P. 578.1	15	15			
15 Curves M.P. 578.6 to 586.9	55	55			
3 Curves M.P. 587.1 to 587.8	40	40			
3 Curves M.P. 588.1 to 589.3	55	55			
3 Curves M.P. 589.9 to 593.0	65	60			
Curve M.P. 593.3 to 593.8	45	45			
NEEDLES DISTRICT—WESTWARD (Continued)					
11 Curves M.P. 594.7 to 603.3	65	60			
2 Curves M.P. 608.3 to 609.1	70	60			
20 Curves M.P. 609.5 to 624.3	90	60			
8 Curves M.P. 638.9 to 646.2	95	60			
Curve M.P. 655.7 to 656.0	95	60			
4 Curves M.P. 669.6 to 671.7	75	60			
10 Curves M.P. 672.1 to 677.5	65	60			
Curve M.P. 678.1 to 678.5	40	40			
Curve M.P. 679.1 to 679.2	60	60			
Curve M.P. 679.9 to 680.3	40	40			
3 Curves M.P. 680.9 to 681.8	60	60			
2 Curves M.P. 682.7 to 683.4	50	50			
2 Curves M.P. 685.2 to 686.2	65	60			
2 Curves M.P. 686.8 to 688.1	75	60			
Curve M.P. 688.4 to 688.9	65	60			
Curve M.P. 689.2 to 689.5	70	60			
4 Curves M.P. 693.7 to 694.9	50	50			
10 Curves M.P. 695.4 to 702.0	65	60			
2 Curves M.P. 707.8 to 709.4	70	60			
3 Curves M.P. 709.6 to 710.6	60	60			
3 Curves M.P. 711.3 to 714.9	90	60			
8 Curves M.P. 737.3 to 744.8	90	60			
Curve M.P. 745.0 to 745.3	50	50			
2 Curves M.P. 745.4 to 745.7	40	40			
NEEDLES DISTRICT—EASTWARD					
3 Curves M.P. 745.7 to 745.0	40	40			
6 Curves M.P. 744.8 to 738.8	90	60			
3 Curves M.P. 714.8 to 711.3	90	60			
5 Curves M.P. 710.6 to 707.8	65	50			
2 Curves M.P. 707.6 to 706.0	75	60			
Curve M.P. 702.0 to 701.5	65	60			
7 Curves M.P. 700.8 to 696.7	75	60			
2 Curves M.P. 696.1 to 695.4	65	60			
4 Curves M.P. 694.9 to 693.6	50	50			
Curve M.P. 693.1 to 692.9	70	60			
Curve M.P. 689.5 to 689.2	70	60			
Curve M.P. 688.9 to 688.4	65	60			
2 Curves M.P. 688.1 to 686.8	75	60			
2 Curves and Grade M.P. 686.2 to 683.4	70	30			
2 Curves and Grade M.P. 683.4 to 680.8	55	30			
2 Curves and Grade M.P. 680.8 to 677.8	65	30			
5 Curves and Grade M.P. 677.8 to 674.5	75	40			
2 Curves and Grade M.P. 674.5 to 673.2	70	40			
3 Curves and Grade M.P. 673.2 to 671.4	75	40			
Curve M.P. 656.0 to 655.7	95	60			
6 Curves M.P. 646.1 to 641.3	80	60			
2 Curves M.P. 640.9 to 638.8	75	60			
3 Curves M.P. 631.0 to 628.7	75	60			
10 Curves M.P. 625.5 to 613.8	65	60			
6 Curves M.P. 613.4 to 609.2	75	60			
2 Curves M.P. 609.1 to 608.4	65	60			
3 Curves M.P. 599.0 to 597.9	65	40			
Curve M.P. 593.4x to 592.3	75	40			
2 Curves M.P. 591.6 to 589.9	70	40			
3 Curves M.P. 589.2 to 588.2	60	40			
3 Curves M.P. 587.7 to 587.1	40	40			
14 Curves M.P. 586.9 to 578.6	60	40			
11 ^H 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			
6 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					
4 Curves M.P. 15.6 to 16.4	20	20			

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
FIRST DISTRICT—WESTWARD					
Curve M.P. 10.3 to 11.0	80	60			
Curve M.P. 11.1 to 11.8	85	60			
Curve M.P. 16.6 to 17.1	80	60			
Curve M.P. 19.7 to 20.3	80	60			
Curve M.P. 30.8 to 31.1	80	60			
2 Curves M.P. 31.8 to 33.3	60	60			
Curve M.P. 33.8 to 34.0	40	40			
4 Curves M.P. 34.1 to 36.4	55	55			
Victorville M.P. 36.6 to 37.4	30	30			
2 Curves M.P. 38.2 to 38.8	65	60			
2 Curves M.P. 39.1 to 39.9	40	40			
4 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			
8 Curves M.P. 49.4 to 51.8	45	45			
4 Curves M.P. 52.0 to 53.7	55	55			
3 Curves M.P. 53.7 to 55.0	45	45			
4 Curves M.P. 55.0 to 55.7	30	30			
Summit & 3 Curves M.P. 55.7 to 56.7	20	20			
Grade M.P. 56.7 to 58.0	30	15			
2 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 78.9	40	40			
Curve M.P. 78.6 to 78.3	65	60			
2 Curves M.P. 73.2 to 72.0	50	50			
4 Curves M.P. 72.0 to 70.3	40	40			
5 Curves M.P. 69.1 to 67.1	55	55			
10 Curves M.P. 66.9 to 62.9	40	40			
19 Curves M.P. 64.3x to 56.9	30	30			
Summit & 3 Curves M.P. 56.4 to 55.7	20	20			
3 Curves M.P. 55.7 to 55.0	30	30			
3 Curves M.P. 54.8 to 53.7	45	30			
4 Curves M.P. 53.6 to 52.0	55	30			
2 Curves M.P. 51.8 to 51.3	45	30			
Curve M.P. 51.2 to 51.1	40	30			
5 Curves M.P. 51.0 to 49.4	45	30			
Curve M.P. 49.1 to 48.8	50	40			
2 Curves M.P. 48.4 to 47.2	85	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			
3 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			
3 Curves M.P. 36.4 to 34.6	60	60			
Curve M.P. 34.0 to 33.8	40	40			
2 Curves M.P. 33.3 to 31.8	60	60			
Curve M.P. 31.1 to 30.8	80	60			
3 Curves M.P. 30.1 to 27.4	95	60			
Curve M.P. 20.3 to 19.7	80	60			
Curve M.P. 17.1 to 16.6	80	60			
Curve M.P. 11.8 to 11.1	85	60			
Curve M.P. 11.0 to 10.3	80	60			
Curve M.P. 1.5 to 0.3	55	35			
Curve M.P. 0.2 to 0.0	25	25			
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			
4 Curves M.P. 98.2 to 100.5	75	60			
Upland P.E. Crossing M.P. 101.0	40	40</			

MAXIMUM SPEED OF ENGINES

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

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	36	100	..	58	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

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point details: MPH

Adelanto Spur, one-fourth mile from main track	10
Cushenbury, MP 29.1, on both main track and siding	10
Rialto Foothill Spur, 300 ft. north P.E. Crossing	10
Cucamonga Foothill Spur, 300 ft. north P.E. Crossing	10
Upland Foothill Spur, 300 ft. north P.E. Crossing	10
Metropolitan Spur, 4068 ft. from main track	10
Rana, switching lead	10
Prenda Spur, one-fourth mile from main track	10

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

- "I"—Interlocked Switch.
- "S"—Spring Switch.
- "CTC"—Dual Control.
- "EE"—East End.
- "WE"—West End.

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

Station	Type	Location	MPH
NEEDLES DISTRICT (Continued)			
Danby	S	EE eastward siding	30
		WE westward siding	15
Cadiz		EE eastward siding	15
		WE westward siding	30
Amboy		EE eastward siding; WE westward siding	30
Bagdad		EE eastward siding; WE westward siding	15
Siberia		EE eastward siding	15
		WE westward siding	30
Ash Hill		EE eastward siding	30
		WE westward siding	15
Ludlow		EE eastward siding; WE westward siding	30
Pisgah		EE eastward siding; WE westward siding	30
Newberry		EE eastward siding; WE westward siding	30
Daggett	I	WE westward siding	15
Barstow	I	MP 743½, heading in and out switches, eastward track, and crossover	30
		MP 745, main track and crossover switches to yard	30
FIRST DISTRICT			
Barstow	I	WE eastward siding, MP 2.0	30
MP 2.7	S	WE westward siding	30
Lenwood		EE eastward siding; WE eastward siding	30
		EE eastward siding; WE westward siding	30
Hodge		EE eastward siding; WE westward siding	30
Helendale		EE eastward siding; WE westward siding	30
Bryman		WE siding	30
Oro Grande		EE eastward siding	15
		WE westward siding	30
Victorville		EE eastward siding; WE westward siding	15
		WE westward siding, west of station	30
Thorn		EE siding	30
Hesperia		EE eastward siding; WE westward siding	30
Lugo		WE siding	30
Summit		EE eastward siding; WE westward siding	15
Alray		EE siding	30
Cajon		EE eastward siding; WE westward siding	15
Keenbrook		EE siding	15
Devore		EE eastward siding	15
		WE westward siding	30
Ono		EE eastward siding	15
		WE westward siding	30
SECOND DISTRICT			
San Bernardino	I	Crossover between main tracks east of Bridge 82.1	30
Kaiser	S	EE siding	15
Claremont	S	WE siding	15
Glendora	S	WE siding	15
Santa Anita	S	EE and WE siding	15
Chapman	S	EE and WE siding	15
Pasadena	S	EE and WE siding	15
Olga	S	EE and WE siding	15
Broadway	I	Two track junction switch	30
THIRD DISTRICT			
Rana	I	Junction switch and crossover	30
Colton	I	WE eastward siding, near Bridge 4.6	30
		Two track junction switches, east & west ends of Bridge 4.6-40	30
Highgrove	I	Junction of eastward main with San Jacinto District	30
Riverside Junction	CTC	Union Pacific junction switch and crossover	30
Riverside	CTC	Two track junction switch	30
Atwood	CTC	West switch siding	30
Fullerton	CTC	EE Third District siding	30
	CTC	WE Third District siding	15
	CTC	Two-track junction switch	20
	S	WE westward siding, west of depot	15
Buena Park	S	WE siding	15
La Mirada	S	EE siding	15
Santa Fe Springs	S	WE siding	15
D. T. Jct.	CTC	Two track junction switch	40
Bandini	CTC	Two track junction switch	40
M.P. 147-148	I	Main track crossovers and lead switch	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye	10
FOURTH DISTRICT			
Fullerton	CTC	Two-track junction switch	30
Orange	CTC	West switch siding	30
	CTC	EE main track—MP 173.0	40
Venta	CTC	EE two tracks—MP 179.1	40
Ponto	CTC	EE and WE of siding	40
Miramar	CTC	WE two main tracks—MP 252.9	30
Elvira	CTC	EE two main tracks—MP 257.4	40
Dul Town	CTC	Two track junction switch	30

18. JUNCTION SWITCHES

Normal position of junction switches is as follows:

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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

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

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

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

SECOND DISTRICT

San Bernardino: West Yard Tower	Second and third district main tracks at west end bridge 82.1. End of two tracks and freight yard at east end bridge 82.1. Junction third district, Mt. Vernon viaduct.	Interlocking	Second district — Third district — 0 A Yard to B Yard — — 00 B Yard to second district — — 0000 House lead to main line — — Switch lead 0 — A Yard Lead 0000 Engine lead — — 0 Second district to B Yard — — 000 B Yard to A Yard — — 00 From Union Pacific engine house: To Passenger Yard 000 — To Second District 000 — 0 To B Yard 000 — 00 To Rana 000 — 0
Rialto Foothill Spur Cucamonga Foothill Spur Upland Foothill Spur Upland	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing.	98-A, 98-B. 98-A, 98-B. 98-A, 98-B.	
Claremont San Dimas Kincaid Arcadia Raymond Spur Highland Park (0.6 Mi. East) Water Street (0.7 Mi. East) Mission Tower	P. E. Crossing. P. E. Crossing. P. E. Crossing. P. E. Crossing. S. P. Crossing. U. P. Crossing. U. P. Crossing. S. P. and U. P. Crossing. To and from LAUPT.	Main track, when home signals in stop position, 98-B, 509(a). Siding, westward trains, be governed by signal 1003. House track, 98-A, 98-B. When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). When home signals in stop position, 98-B, 509(a). Gates (normal position across Santa Fe track), 98-B. When gate across Santa Fe track, 98-B. When gate across Santa Fe track, 98-B. Interlocking. When necessary make movement governed by Rule 606(a), examination each interlocked switch and deraill 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 Cudaly lead — 0 — Against current of traffic — 0000 S. P. Downey Ave. 000 —

THIRD DISTRICT

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

SAN JACINTO, ELSINORE, OLIVE AND FALLBROOK DISTRICTS

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

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

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

When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

LENGTH OF STEMS OF WYES

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

Other Tracks not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT				FOURTH DISTRICT			
Lavic	702.7	25	East	Venta Spur	178.7	Lgh. 6.8 m.	East
Airport Spur	732.6	15	West	Browning	180.8	35	East
Gale	735.3	67	East & West	Tustin	181.5	25	East
CADIZ DISTRICT				Frances	183.1	36	East and West
Earp	107.3	32	West	Kathryn	183.9	24	East
Milligan	164.0	14	East & West	Como	180.1	54	East and West
RIPLEY DISTRICT				Don	216.2	10	West
Inca	22.6	31	West	Stuart	221.7	50	East and West
Mesaville	35.0	10	West	San Diego G. & E. Co. Spur	231.3	35	East
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West	Farr	231.6	6	West
Miller Farms	44.7	19	East	Cardiff	239.8	11	East and West
FIRST DISTRICT				Solana Beach	241.9	9	East
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Frost	38.8	8	Eastward track	Pacific Beach	260.3	13	East and West
Verdemont	73.5	5	West	Cudahy	263.4	43	East and West
SECOND DISTRICT				FALLBROOK DISTRICT			
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West	Ranch House	7.6	7	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West	Marine Base Spur	10.5	13	East and West
Etiwanda	93.7	54	East and West	ESCONDIDO DISTRICT			
Pio Spur	94.6	46	West	Talica	3.7	8	East and West
Rochester	95.0	11	East	HARBOR DISTRICT			
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West	Nadeau	2.5	7	East and West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Monaco	17.8	13	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Dudmore	19.1	17	East
Duarte	121.0	15	East and West	Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Wilton	129.1	19	East and West	Alcoa Spur	20.1	Lgh. 2.0 m.	West
Usado	132.3	18	East and West	SAN JACINTO DISTRICT			
Raymond	132.7	16	West	Lily Cup	0.6	11	East and West
THIRD DISTRICT				Box Springs Quarry	6.1	42	East and West
Pachappa	12.4	26	East and West	Mayer Farms	15.9	18	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West	Granite Spur	14.5	Lgh. 5000 ft.	Wye
La Sierra	18.5	9	West	Ellis	19.9	16	East
Standard Oil Spur	160.8	9	East	ELSINORE DISTRICT			
Wilshire	156.8	58	East and West	Mining Spur	3.2	71	East and West
Mojave Spurs	155.8	28	West	South Corona	5.0	0	None
Stephens Spur	155.5	14	West	Weisel	6.2	37	East
El Camino Spur	155.3	15	West	Jameson	9.2	5	East
La Habra Vly Spur (East Whittier)	154.6	Lgh. 3.43 m.	West	Durant	18.1	27	West
REDLANDS DISTRICT							
Nevada Street	6.7	16	East and West				
Craf	11.4	10	East				
Molino	17.9	12	West				
West Highlands	20.4	11	East and West				

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

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

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

LOCAL TIME INSPECTORS

TOM FINLEY Parker
 ALFRED WILLIAMS 849 Front St., Needles
 E. F. MANNERS 107 E. Main St., Barstow
 HOMER E. OLIVER 412 Seventh St., Victorville
 MILTON W. BLAIR Santa Fe Depot, San Bernardino
 RUSSELL H. OLSON 317 "E" St., San Bernardino
 FRED R. BAUMAN 138 E. Highland Ave., San Bernardino
 R. REY MENDOZA 145 "I" St., Colton
 G. D. DAVIDSON CO. 445 S. Spring St., Los Angeles
 SANTA FE JEWELERS 905 E. 1st St., Los Angeles
 M. D. DOOLEY 6667 1/2 Whittier Blvd., Los Angeles
 BRUCE M. BARNES 4832 Whittier Blvd., Los Angeles
 MARK R. NOBLITT, SR. 6805 So. Western Ave., Los Angeles
 RALPH C. OAKLEY 211 East Queen St., Inglewood
 H. W. OSTERMIER 6822 Pacific Blvd., Huntington Park
 GEORGE R. FINLEY, JR. 182 East Compton Blvd., Compton
 C. GORDON McCLURE 118 North Spadra Road, Fullerton
 GERALD D. LAROCQUE 424 North Sycamore Street, Santa Ana
 S. L. FINKEL 211 Hill St., Oceanside
 LOWELL C. WARD, SR. 2020 Galveston St., San Diego
 C. H. McCORMACK 833 Roosevelt, National City

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

Safe — Danger —

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

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

Handle freight carefully and keep our customers.

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

A.P. SMITH
 4119 FRANKLIN AVE
 LOS ANGELES 27



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.)

