SURGEONS OF THE SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. JOHN N. OSBURN, 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. E. W. HAYES, Local Surgeon.....Monrovia
DR. A. A. ADAMES, Assistant 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. J. N. BAYLIS, Division Surgeon.....San Bernardino
DR. A. L. HAENSZEL, Local Surgeon.....San Bernardino
Local Surgeon, Emergency Hospital.....San Bernardino
DR. J. H. SMITH, Local Surgeon.....Colton
DR. P. W. LAWLER, Local Surgeon.....Victorville
DR. LYMAN E. THAYER, 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. JAMES FARRAGE, Local Surgeon.....Corona
DR. HARRY C. REYNOLDS, Local Surgeon.....Arlington
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. J. M. BURLEW, 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. FRED E. ABBOTT, Assistant Local Surgeon.....Oceanside
DR. A. C. DICK, Local Surgeon.....Del Mar
DR. S. H. SAVAGE, Local Surgeon.....(Solana Beach) Del Mar
DR. O. S. HARBAUGH, 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. ROLF, Local Surgeon.....National City
DR. GEORGE S. McNAMARA, Assistant Local Surgeon.....National City
DR. KENNETH DOLE, Local Surgeon.....Redlands
DR. R. B. REID, Local Surgeon.....Perris
DR. HERMAN BAER, Local Surgeon.....Elsinore
DR. JAMES LONG, Local Surgeon.....Hemet
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, F. N. STUPPI, 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,
M. H. SWANSON,
F. E. JACKSON,
E. O. CRUM,
A. C. KIDD,
Dispatchers, San Bernardino, Cal.

E. L. MAYS,
E. M. BUTLER,
E. H. COLEMAN,
C. W. BURTON,
C. W. MAIER,
F. O. PIERCE,
E. N. THOMAS,
W. D. EAKIN;

J. E. BERRY,
W. E. EBERT,
Assistant Chief Dispatchers,
San Bernardino, Cal.

The Atchison, Topeka and Santa Fe Railway Co.

COAST Santa Fe LINES

LOS ANGELES DIVISION

TIME TABLE No. 130

IN EFFECT

Sunday, June 8, 1947

At 12:01 A. M.
Pacific Standard Time

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

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

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

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

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

Barstow—Between East and West Towers; and not to exceed 10 MPH between Signal 7453 and West Tower.

San Bernardino—Between 5th Street Tower and interlocked signal opposite yard office west of passenger station.

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

Between Barstow and San Bernardino trains will run as prescribed by Rule D-152.

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

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

On eastward track, automatic signals are three-position, indicating "Proceed," "Medium speed" or "Restricted speed" from Signal 782 east of Highland Junction to Signal 572-A, west of Summit, inclusive.

Rule 830 (b): At Summit, westward trains finding Signal 561 on westward main 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 Cajon and ten minutes at Devore to cool wheels and inspect train, except this stop may be omitted at Devore when train is handled by Diesel locomotive with dynamic brakes in operation.

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

Victorville—Switches between westward and eastward main tracks, just east of station;

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

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

TIME TABLE

NO. 130

June 8, 1947

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK

STATIONS	WESTWARD FIRST CLASS 7 Fast Mail Express Leave Daily	203 Passenger Leave Daily	201 Passenger Leave Daily	23 The Grand Canyon Leave Daily	103 Passenger Leave Daily
BARSTOW	PM 3.50	AM 11.15	AM 7.47	AM 6.45	AM 5.28
6.1					
LENWOOD	3.58	11.23	7.55	6.54	5.34
5.7					
HODGE	4.04	11.29	8.01	7.02	5.39
9.2					
HELENDALE	4.12	11.38	8.11	7.12	5.46
4.9					
BRYMAN	4.17	11.43	8.17	7.17	5.51
5.4					
ORO GRANDE	4.22	11.50	8.24	7.22	5.55
5.1					
VICTORVILLE	4.30	11.58 PM	8.32	7.31	6.03
4.3					
THORN	4.38	12.05	8.39	7.38	6.10
4.1					
HESPERIA	4.44	12.11	8.45	7.44	6.15
5.2					
LUGO	4.50	12.18	8.52	7.52	6.20
5.5					
SUMMIT	5.03	12.29	9.03	8.07	6.33
3.8					
GISH	5.12	12.38	9.12	8.16	6.42
2.7					
CAJON	5.18	12.44	9.18	8.22	6.48
3.7					
KEENBROOK	5.24	12.50	9.24	8.28	6.54
4.7					
DEVORE	5.32	12.58	9.32	8.36	7.02
2.5					
VERDEMONT	5.36	1.04	9.38	8.40	7.06
2.5					
ONO	5.39	1.08	9.42	8.44	7.09
3.5					
HIGHLAND JCT.	5.44	1.13	9.48	8.49	7.14
1.9					
SAN BERNARDINO	s 5.50 PM	s 1.20 PM	s 9.55 AM	s 8.55 AM	s 7.20 AM
(80.8)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Average speed per hour.....	(40.4)	(38.7)	(37.9)	(37.3)	(43.3)

TIME TABLE

NO. 130

June 8, 1947

WESTWARD

FIRST CLASS

17	19	3	1	237	STATIONS	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
Streamliner	The Chief	California Limited	The Scout	Passenger							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
AM 5.00	AM 4.20	AM 3.25	AM 2.10	AM 1.55	**BARSTOW**	0.0			C	FW TY	Yard
					6.1		37.0	20.4			
5.08	4.28	3.34	2.20	2.03	LENWOOD	6.2			C		92
					5.7		37.0	23.0			
5.14	4.34	3.42	2.28	2.09	HODGE	11.8			B		120
					9.2		28.8	30.0			
5.22	4.42	3.52	2.38	2.19	HELENDALE	21.1			B	W	98
					4.9		37.0	0.0			
5.27	4.47	3.57	2.44	2.25	BRYMAN	26.1			B		98
					5.4		37.0	0.0			
5.32	4.52	4.03	2.50	2.31	ORO GRANDE	31.5			B		90
					5.1		39.6	17.2			
5.40	5.00	f 4.12	2.58	s 2.39	VICTORVILLE	36.7			C	WY	100-100
					4.3		84.5	0.0			
5.48	5.08	4.19	3.06	2.47	THORN	41.1			B		
					4.1		83.4	0.0			
5.54	5.14	4.25	3.15	2.56	HESPERIA	45.1			B		99
					5.2		81.8	0.0			
6.00	5.20	4.33	3.24	3.06	LUGO	50.3			B		98
					5.5		84.5	0.0			
6.13	5.33	4.48	3.39	3.18	SUMMIT	55.9			C	Y	122
					3.8		0.0	158.4			
6.22	5.42	4.58	3.49	3.29	GISH	59.6			B		71
					2.7		0.0	158.4			
6.28	5.48	5.05	3.55	3.37	CAJON	62.4			C	W	95
					3.7		0.0	116.2			
6.34	5.54	5.12	4.02	3.45	KEENBROOK	66.3			B		
					4.7		0.0	116.2			
6.42	6.02	5.20	4.10	3.53	DEVORE	71.0			B	Y	126
					2.5		0.0	116.2			
6.46	6.06	5.24	4.14	3.58	VERDEMONT	73.5			B		5
					2.5		0.0	116.2			
6.49	6.09	5.28	4.19	4.03	ONO	76.0			C		96
					3.5		0.0	116.2			
6.54	6.14	5.33	4.26	4.08	HIGHLAND JCT.	79.4					
					1.9		64.4	51.7			
s 7.00 AM	s 6.20 AM	s 5.40 AM	s 4.35 AM	s 4.15 AM	**SAN BERNARDINO**	81.3			C	FW TY	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.8)						
(40.4)	(40.4)	(35.9)	(33.4)	(34.6)	.....Average speed per hour						

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK

TIME TABLE
NO. 130
June 8, 1947

EASTWARD
FIRST CLASS

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Posts	STATIONS	8 Fast Mail Express	204 Passenger	202 Passenger	20 The Chief	24 The Grand Canyon
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	FW TY	C			0.0	**BARSTOW**	s AM 3.45	s PM 1.24	s PM 3.24	s PM 4.30	s PM 5.55
104		C	37.0	20.4	6.2	6.1 LENWOOD	3.36	1.15	3.16	4.20	5.45
106		B	37.0	23.0	11.8	5.7 HODGE	3.30	1.10	3.11	4.15	5.38
108	W	B	39.0	30.0	21.1	9.2 HELENDALE	3.21	1.01	3.04	4.05	5.27
		B	37.0	0.0	26.1	4.9 BRYMAN	3.16	12.57	3.00	4.00	5.22
108		B	37.0	0.0	31.5	5.4 ORO GRANDE	3.09	12.52	2.55	3.55	5.17
98	WY	C	39.6	17.2	36.7	5.1 VICTORVILLE	s 3.01	12.45	2.47	3.48	5.08
105		B	84.5	0 .0	41.1	4.3 THORN	2.53	12.38	2.40	3.41	5.00
106		B	84.5	0.0	45.1	4.1 HESPERIA	2.48	12.33	2.36	3.36	4.54
		B	86.8	0.0	50.3	5.2 LUGO	2.43	12.28	2.30	3.30	4.46
126	Y	C	84.5	0.0	55.9	5.5 SUMMIT	2.34	12.19	2.21	3.21	4.37
118		B	0.0	116.2	59.7	3.8 ALRAY	2.21	12.11	2.11	3.07	4.22
70	W	C	0.0	116.2	62.4	4.7 CAJON	2.10	12.01 PM	2.01	2.57	4.12
115	W	B	0.0	116.2	66.3	3.7 KEENBROOK	2.02	11.54	1.54	2.51	4.03
128	Y	B	0.0	116.2	71.0	4.7 DEVORE	1.53	11.46	1.46	2.42	3.53
		B	0.0	116.2	73.5	2.5 VERDEMONT	1.47	11.41	1.41	2.36	3.47
106		C	0.0	116.2	76.0	2.5 ONO	1.41	11.36	1.36	2.31	3.41
			0.0	116.2	79.4	3.5 HIGHLAND JCT.	1.36	11.31	1.31	2.26	3.36
Yard	FW TY	O	64.4	51.7	81.3	1.9 **SAN BERNARDINO**	1.30 AM	11.25 AM	1.25 PM	2.20 PM	3.30 PM
						(82.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
						Average speed per hour.....	(36.8)	(41.7)	(41.7)	(38.2)	(34.3)

AUTOMATIC BLOCK SYSTEM

DOUBLE TRACK

EASTWARD

FIRST CLASS

104	238	4	18	2
Passenger	Passenger	California Limited	Streamliner	The Scout
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 8.27	PM s10.35	PM s11.10	PM s11.25	AM s12.20
8.19	10.27	11.01	11.17	12.12
8.14	10.22	10.55	11.12	12.07 AM
8.06	10.13	10.46	11.05	11.59
8.02	10.09	10.41	11.01	11.54
7.58	10.04	10.34	10.57	11.49
7.51	s 9.57	f10.26	10.50	11.41
7.44	9.49	10.18	10.43	11.34
7.40	9.44	10.13	10.39	11.28
7.35	9.39	10.08	10.34	11.20
7.26	9.30	9.59	10.25	11.10
7.17	9.21	9.46	10.16	10.58
7.07	9.11	9.35	10.06	10.48
7.01	9.04	9.27	10.00	10.40
6.55	8.56	9.18	9.52	10.30
6.51	8.51	9.12	9.48	10.25
6.48	8.46	9.06	9.44	10.19
6.43	8.40	9.01	9.40	10.13
6.38 PM	8.35 PM	8.55 PM	9.35 PM	10.08 PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(45.6)	(41.4)	(36.8)	(45.2)	(37.6)

TIME TABLE

NO. 130

June 8, 1947

STATIONS

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK

BARSTOW
6.1
LENWOOD
5.7
HODGE
9.2
HELENDALE
4.9
BRYMAN
5.4
ORO GRANDE
5.1
VICTORVILLE
4.3
THORN
4.1
HESPERIA
5.2
LUGO
5.5
SUMMIT
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

(82.8)

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On eastward track, automatic signals are three-position, indicating "Proceed", "Medium speed" or "Restricted speed" from Signal 782 east of Highland Junction to Signal 572-A, west of Summit, inclusive.

Rule 830 (b): At Summit, westward trains finding Signal 561 on westward main track in "Stop" position must wait five minutes before proceeding, unless the signal changes to indicate "Proceed".

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

Victorville—Switches between westward and eastward main tracks, just east of station;

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

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

(45.6) (41.4) (36.8) (45.2) (37.6) .....Average speed per hour

REDLANDS DISTRICT

WESTWARD

TIME TABLE

NO. 130

June 8, 1947

EASTWARD

STATIONS

Capacity of Sidings In 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending			Mile Posts	Ruling Grade Ascending	Communications
Yard	FW TY			SAN BERNARDINO P. E. Crossing S. P. Crossing	0.0		C
		56.8		4.7		101.3	
9				VICTORIA	4.6		
		62.1		1.4		0.0	
15				DREW	5.9		
		116.2		2.9		0.0	
31				REDLANDS	8.8		B
		116.2		3.2		0.0	
17	W			MENTONE	12.0		
		0.0		4.1		88.5	
47				EAST HIGHLANDS	16.2		B
		70.5		2.5		83.2	
25				HIGHLAND	18.7		B
		0.0		1.0		89.5	
14				PATTON	19.7		
		47.5		1.8		81.3	
13				DEL ROSA P. E. Crossing	21.5		
		25.8		4.0		60.0	
				HIGHLAND JCT.	25.4		
				(25.6)			

No switch lights on Redlands District

WESTWARD

FIRST CLASS

17	19	3	1
Streamliner	The Chief	California Limited	The Scout
Leave Daily	Leave Daily	Leave Daily	Leave Daily
AM 7.03	AM 6.30	AM 5.50	AM 4.45
7.09	6.38	5.58	4.55
7.13	6.43	6.03	5.01
7.15	6.46	6.07	5.06
7.17	6.49	6.10	5.11
7.20	6.53	6.15	5.18
7.23	6.58	6.20	5.25
7.28	7.03	6.24	5.32
7.30	7.05	6.26	5.36
7.32	7.07	6.28	5.39
7.35	7.11	6.31	5.45
7.40	7.16	6.36	5.53
7.43	7.20	6.39	6.00
7.45	7.22	6.41	6.02
7.47	7.25	6.44	6.05
7.50	7.28	6.48	6.07
7.52	7.32	6.51	6.12
7.55	7.36	6.53	6.18
7.57	7.38	6.56	6.21
7.59	7.40	6.59	6.24
s 8.12	s 7.55	s 7.13	s 6.40
8.18	8.01	7.20	6.46
8.20	8.04	7.23	6.52
8.24	8.10	7.28	6.57
8.31	8.17	7.34	7.04
8.34	8.19	7.36	7.06
8.36 AM	8.21 AM	7.38 AM	7.08 AM
8.45 AM	8.30 AM	7.45 AM	7.15 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
(34.9)	(29.7)	(31.0)	(23.8)

TIME TABLE

NO. 130

June 8, 1947

AUTOMATIC BLOCK SYSTEM

DOUBLE TRACK

STATIONS	Mile Posts	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
SAN BERNARDINO	81.3		C	FW TY
3.6		63.4		
RIALTO	84.9		C	Y
3.9		32.4		
FONTANA	88.8		B	
2.6		0.0		
KAISER	91.4		C	
2.3		14.3		
ETIWANDA	93.7		B	
4.0		14.3		
CUCAMONGA	97.7		C	W
3.2		57.5		
UPLAND P. E. Crossing	100.9		C	Y
3.9		30.8		
CLAREMONT P. E. Crossing	104.8		C	
1.9		0.0		
POMONA	106.7		C	
1.2		0.0		
LA VERNE	107.9		C	
2.3		0.0		
SAN DIMAS P. E. Crossing	110.2		B	
4.2		0.0		
GLENDORA	114.4		C	W
2.5		0.0		
AZUSA	116.9		C	Y
1.1		0.0		
KINOAID	118.0		B	
2.2		0.0		
BUTLER	120.2		B	
2.2		0.0		
MONROVIA	122.4		C	
1.8		52.1		
S. P. Crossing ARCADIA P. E. Crossing	124.2		B	
1.6		77.9		
SANTA ANITA (S. Madre)	125.8		B	
1.5		63.4		
CHAPMAN	127.3		B	
0.7		63.4		
LAMANDA PARK P. E. Crossing	128.0		C	W
3.6		79.9		
PASADENA	131.7		C	
2.0		0.0		
SOUTH PASADENA	133.7		B	
0.5		0.0		
OLGA	134.2		B	
1.7		0.0		
U. P. Crossing HIGHLAND PARK	135.9		B	
2.8		0.0		
U. P. Crossing WATER STREET	138.7			
0.7		0.0		
BROADWAY	139.4			
0.7		0.0		
MISSION TOWER	140.1			Y
0.7		0.0		
LOS ANGELES Union Station (59.4)			C	
1.0		0.0		
FIRST STREET	141.1		C	
(59.7)				

. . . . Average speed per hour

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

San Bernardino—Between 5th Street Tower and interlocked signal opposite yard office west of passenger station.

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

Between San Bernardino and Broadway, trains holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal, except at:

Kaiser—Eastward train holding main track, arriving first, stop west of Signal 922 until westward train enters siding. Westward train holding main track, arriving first, stop east of Mile Post 90 until eastward train enters siding.

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 at M. P. 105 plus 318 feet 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.

(Continued on Page 7)

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 130 June 8, 1947 — STATIONS		EASTWARD — FIRST CLASS					
				42	20	4	18	2	8
				Passenger	The Chief	California Limited	Streamliner	The Scout	Fast Mail Express
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		AUTOMATIC BLOCK SYSTEM	SAN BERNARDINO	PM 12.50	PM s 2.15	PM s 8.45	PM s 9.32	PM s10.00	AM s 1.20
123	0.0		3.6						
94	15.4		RIALTO	s12.40	2.07	8.37	9.25	9.53	1.12
105	38.7		3.9 FONTANA	s12.29	2.03	8.32	9.21	9.49	1.08
54	26.8		2.6 KAISER	12.24	2.00	8.28	9.18	9.46	1.05
50	32.0		2.3 ETIWANDA	f12.20	1.58	8.24	9.15	9.43	1.03
47	6.6		4.0 CUCAMONGA	s12.15	1.54	8.19	9.11	9.38	12.59
56	42.0		3.2 UPLAND P. E. Crossing	s12.08	1.50	8.14	9.08	9.34	12.55
64	59.1		3.9 CLAREMONT P. E. Crossing	PM s11.59	1.44	8.07	9.03	9.29	12.51
40	43.8		1.9 POMONA	s11.55	1.42	8.04	9.00	9.26	12.49
42	63.4		1.2 LA VERNE	s11.50	1.39	8.03	8.58	9.25	12.47
59	65.8		2.3 SAN DIMAS P. E. Crossing	s11.44	1.36	8.00	8.55	9.21	12.44
	65.4		4.2 GLENDORA	s11.34	1.30	7.56	8.50	9.15	12.38
41	51.9		2.5 AZUSA	s11.26	1.27	7.53	8.47	9.11	12.34
50	92.3		1.1 KINCAID	11.22	1.24	7.51	8.46	9.09	12.32
72	60.7		2.2 BUTLER	11.19	1.22	7.49	8.44	9.05	12.30
11	6.4		2.2 MONROVIA	f11.15	1.20	7.46	8.42	9.02	12.28
39	0.0		1.8 S. P. Crossing ARCADIA P. E. Crossing	f11.10	1.17	7.44	8.40	9.00	12.26
62	0.0		1.6 SANTA ANITA (S. Madre)	f11.07	1.15	7.42	8.38	8.58	12.24
25	0.0		1.5 CHAPMAN	11.04	1.13	7.40	8.36	8.56	12.22
34	95.3		0.7 LAMANDA PARK P. E. Crossing	f11.01	1.12	7.39	8.35	8.55	12.21
	114.0		3.6 PASADENA	s10.50	s 1.00	s 7.30	s 8.25	s 8.43	s12.10 AM
	89.8		2.0 SOUTH PASADENA	10.37	12.49	7.19	8.19	8.34	11.49
34	96.4		0.5 OLGA	10.35	12.48	7.18	8.17	8.33	11.48
20	114.9		1.7 U. P. Crossing HIGHLAND PARK	f10.25	12.45	7.14	8.14	8.29	11.45
71	63.5		2.8 U. P. Crossing WATER STREET	10.18	12.37	7.07	8.08	8.22	11.37
	89.8	DOUBLE TRACK	0.7 BROADWAY	10.16	12.35	7.05	8.06	8.20	11.35
	59.7		0.7 MISSION TOWER	10.14 AM	12.34 PM	7.04 PM	8.04 PM	8.19 PM	11.34 PM
Yard			0.7 LOS ANGELES Union Station (59.4)	10.10 AM	12.30 PM	7.00 PM	8.00 PM	8.15 PM	11.30 PM
Yard	31.7		1.0 FIRST STREET						
			(59.7)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	(22.3)	(33.9)	(33.9)	(38.7)	(33.9)	(32.4)

(Continued from Page 6)

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

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.

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.

TIME TABLE
NO. 130
June 8, 1947

WESTWARD

STATIONS		SECOND CLASS 141 Freight Leave Daily	SECOND CLASS 505 Mixed Leave Daily Ex. Sunday	SECOND CLASS 145 Freight Leave Daily Ex. Monday	FIRST CLASS 79 San Diegan Leave Daily	FIRST CLASS 7 Fast Mail Express Leave Daily	FIRST CLASS 77 San Diegan Leave Daily	FIRST CLASS 75 Passenger Leave Daily	FIRST CLASS 53 Passenger Leave Daily	FIRST CLASS 203 Passenger Leave Daily	FIRST CLASS 73 San Diegan Leave Daily
SAN BERNARDINO	3 TRKS.		AM 9.05			PM 6.00			PM 1.40	PM 1.25	
2.1											
RANA	DOUBLE TRACK		9.13			6.05			1.46	1.30	
1.4											
COLTON S. P. and U. P. Crossings			f 9.16			6.08			s 1.52	1.33	
3.8											
HIGHGROVE			s 9.23 AM			6.14			s 1.58	1.40	
2.5											
S. P. Crossing RIVERSIDE JCT. U. P. Jct.						6.17			2.02	1.45 PM	
0.6											
RIVERSIDE						6.20			s 2.10		
4.2											
CASA BLANCA						6.25			s 2.15		
2.4											
ARLINGTON						6.28			s 2.20		
3.3											
MAY P. E. Crossing						6.32[54]			2.24		
3.1											
PORPHYRY						6.35			2.29		
1.3											
CORONA	C T C					6.38			s 2.35[24]		
5.1											
PRADO DAM						6.43			2.41		
3.1											
GYPSUM						6.48			f 2.46		
4.1											
ESPERANZA						6.53			2.52		
4.3											
ATWOOD						6.57			s 2.57		
2.3											
PLACENTIA						7.01			s 3.01		
3.0					PM		PM	PM			PM
FULLERTON					9.17	7.06	5.47	5.08	s 3.06		1.47
2.5											
U. P. Crossing BASTA					9.20	7.10	5.50	5.12	3.09		1.50
2.0											
BUENA PARK					9.22	7.13	5.52	5.14	f 3.12		1.52
1.9											
LA MIRADA					9.24	7.16	5.54	5.16	f 3.15		1.54
4.3											
SANTA FE SPRINGS					9.28	7.21	5.58	5.21	f 3.22		1.58
1.3											
LOS NIETOS P. E. Crossing					9.30	7.24	5.59	5.22	f 3.25		1.59
1.0											
D. T. JUNCTION					9.31	7.26	6.00	5.23	3.27		2.01
0.9											
RIVERA	C T C				9.32	7.30	6.02	5.24	f 3.29		2.02
1.3											
BANDINI					9.34	7.33	6.04	5.26	3.33		2.03
3.2											
HOBART U. P. Crossing					9.39	7.37	6.08	5.33	3.38		2.07
3.5		PM		AM							
REDONDO JCT. U. P. Crossing	DOUBLE TRACK	3.40		2.35	9.45	7.44	6.13	5.41	3.45		2.14
2.0											
FIRST STREET (70.5)		3.48		2.45	9.49	7.48	6.16	5.46	3.49		2.18
1.0		PM		AM							
MISSION TOWER					9.52 PM	7.52 PM	6.18 PM	5.50 PM	3.52 PM		2.20 PM
0.7											
LOS ANGELES Union Station					10.00 PM	8.00 PM	6.30 PM	6.00 PM	4.00 PM		2.30 PM
(72.2)		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
.....Average speed per hour.....		(15.0)	(24.3)	(12.0)	(35.7)	(36.1)	(35.7)	(29.5)	(30.9)	(29.4)	(35.7)

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

San Bernardino—Between 5th Street Tower and interlocked signal opposite yard office west of passenger station.

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

Nos. 51, 53, 71, 73 and 77 will back from Mission Tower to Union Station.

Between San Bernardino and west end of Bridge B-5, trains will run in accordance with Special Rule 10.

Between west end of Bridge B-5 and Riverside, between Fullerton and D.T. Junction, and between Bandini and Mission Tower, trains will run as prescribed by Rule D-152.

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.

WESTWARD

FIRST CLASS

201	23	71	103	51	237
Passenger	The Grand Canyon	San Diegan	Passenger	Passenger	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
AM 10.00	AM 9.00		AM 7.25	AM 7.00	AM 4.25
10.05	9.05		7.30	7.05	4.30
10.08	9.08		7.33	s 7.10	s 4.34
10.15	9.14		7.39	s 7.16	4.40
10.20 AM	9.17		7.43 AM	7.21	4.45 AM
	s 9.20			s 7.25	
	9.25			s 7.32	
	9.28			s 7.36	
	9.32			7.40	
	9.35			7.43	
	f 9.38			s 7.48	
	9.43			f 7.55	
	9.48			f 8.00	
	9.53			8.05	
	9.57			s 8.10	
	10.01			s 8.15	
	f 10.06	AM 10.00		s 8.27 72	
	10.10	10.04		8.30	
	10.13	10.06		f 8.33	
	10.16	10.08		f 8.37	
	10.21	10.12		f 8.43	
	10.24	10.13		s 8.46	
	10.26	10.14		8.48	
	10.30	10.16		f 8.50	
	10.33	10.17		8.54	
	10.37	10.21		8.59	
	10.44	10.28		f 9.05	
	10.48	10.32		f 9.09	
	10.52 AM	10.35 AM		9.12 AM	
	11.00 AM	10.45 AM		9.20 AM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
(29.4)	(36.1)	(34.1)	(32.7)	(30.9)	(29 4)

TIME TABLE
NO. 130
June 8, 1947

STATIONS	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Communications	Fuel, Water, Turn Tables and Wyes	Capacity of Sidings in 50 ft. Cars
SAN BERNARDINO (3 TRKS. / AUTO. BLK. SYS.)	0.0			O	FW TY	Yard
2.1		0.0	52.8			
RANA	1.5					
1.4		0.0	52.8			
COLTON S. P. and U. P. Crossings (DOUBLE TRACK)	2.9			B		49
3.8		23.1	52.8			
HIGHGROVE	6.7			O	W	114
2.5		29.1	52.8			
S. P. Crossing RIVERSIDE JCT. U. P. Jct.	9.2					
0.6		0.0	17.2			
RIVERSIDE	9.8			O		
4.2		48.6	52.8			
CASA BLANCA	14.0			B	Y	99
2.4		0.0	52.8			
ARLINGTON	16.4			B		62
3.3		0.0	52.8			
MAY P. E. Crossing	19.7			B		94
3.1		0.0	52.8			
PORPHYRY	22.8			B	Y	100
1.3		0.0	24.8			
CORONA	24.1			O	FW	167
5.1		24.3	52.8			
PRADO DAM	29.2			B		94
3.1		25.9	52.8			
GYPSUM	32.3			B		95
4.1		21.1	52.8			
ESPERANZA	36.4			B		129
4.3		0.0	52.8			
ATWOOD	40.7			O	YW	179
2.3		0.0	42.2			
PLACENTIA	43.0			B		69
3.0		0.0	42.2			
FULLERTON (CTC / DOUBLE TRACK)	165.0			O	W	94-74
2.5		0.0	33.4			
U. P. Crossing BASTA (AUTO. BLK. SYS.)	162.5			B		31
2.0		12.7	19.2			
BUENA PARK	160.5			O		74
1.9		32.1	25.9			
LA MIRADA	158.7			B		
4.3		40.5	10.0			
SANTA FE SPRINGS	154.4			O		86
1.3		27.2	16.3			
LOS NIETOS P. E. Crossing	153.1					
1.0		0.0	13.7			
D. T. JUNCTION	152.1					
0.9		0.0	13.7			
RIVERA (CTC)	151.2			O		95
1.3		21.1	37.5			
BANDINI	149.9			B		
3.2		89.6	26.2			
HOBART U. P. Crossing (AUTO. BLK. SYS. / DOUBLE TRACK)	146.7			O		Yard
3.5		42.5	0.0			
REDONDO JCT. U. P. Crossing	143.2				FW TY	
2.0		40.1	0.0			
FIRST STREET (70.5)	141.1			O		Yard
1.0		59.7	0.0			
MISSION TOWER	140.1				Y	
0.7		71.8	31.7			
LOS ANGELES Union Station				O		
(72.2)						

.....Average speed per hour

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

San Bernardino—Between 5th Street Tower and interlocked signal opposite yard office west of passenger station.

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

Nos. 51, 53, 71, 73 and 77 will back from Mission Tower to Union Station.

Between San Bernardino and west end of Bridge B-5, trains will run in accordance with Special Rule 10.

Between west end of Bridge B-5 and Riverside, between Fullerton and D.T. Junction, and between Bandini and Mission Tower, trains will run as prescribed by Rule D-152.

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.

TIME TABLE NO. 130 June 8, 1947

EASTWARD — FIRST CLASS

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Communications	Ruling Grade Descending	Ruling Grade Ascending	Mile Posts		STATIONS		70 Passenger San Diegan Arrive Daily	72 Passenger San Diegan Arrive Daily	204 Passenger San Diegan Arrive Daily	74 Passenger San Diegan Arrive Daily
Yard	FW TY	C			0.0	AUTO. BLK. SYS.	**SAN BERNARDINO** P. E. Crossing	3 TRKS.			AM s11.20	
			0.0	52.8			1.4					
			0.0	52.8	1.5		RANA				11.15	
112		B			2.9		1.4 COLTON S. P. and U. P. Crossing	DOUBLE TRACK			11.12	
			23.1	52.8			3.8					
	W	C	29.1	52.8	6.7		HIGHGROVE				11.07	
					9.2		2.5 S. P. Crossing RIVERSIDE JCT. U. P. Jct.				11.02 AM	
			0.0	17.2			0.6					
42		C	48.6	52.8	9.8		RIVERSIDE					
							4.2					
99	Y	B	0.0	52.8	14.0		CASA BLANCA					
							2.4					
62		B	0.0	52.8	16.4		ARLINGTON					
							3.3					
94		B			19.7		MAY P. E. Crossing	CENTRALIZED TRAFFIC CONTROL				
			0.0	52.8			3.1					
100	Y	B	0.0	24.8	22.8		PORPHYRY					
							1.3					
167	FW	C	24.8	52.8	24.1		CORONA					
							5.1					
94		B	25.9	52.8	29.2		PRADO DAM					
							3.1					
95		B	21.1	52.8	32.3		GYPSUM					
							4.1					
129		B	0.0	52.8	36.4		ESPERANZA					
							4.3					
179	YW	C	0.0	42.2	40.7		ATWOOD					
							2.3					
69		B	0.0	42.2	43.0		PLACENTIA					
							3.0					
74	W	C	0.0	33.4	165.0		FULLERTON		AM s 1.07	AM 8.27 51		PM 12.13
							2.5					
		B	12.7	19.2	162.5	AUTO. BLK. SYS.	U. P. Crossing BASTA		1.03	8.24		12.10
							2.0					
		C	32.1	25.9	160.5		BUENA PARK		1.01	8.22		12.08
							1.9					
96		B	40.5	10.0	158.7		LA MIRADA		12.59	8.20		12.06
							4.3					
		C	27.2	16.3	154.4		SANTA FE SPRINGS		12.54	8.17		12.03
							1.8					
					153.1		LOS NIETOS P. E. Crossing		12.52	8.16		12.02
			0.0	13.7			1.0					
			0.0	13.7	152.1		D. T. JUNCTION		12.51	8.15		12.01 PM
95		C	21.1	37.5	151.2		0.9 RIVERA	CTC	12.50	8.14		11.59
		B	39.6	26.2	149.9		1.3 BANDINI		12.48	8.13		11.58
							3.2					
Yard		C			146.7	AUTO. BLK. SYS.	HOBART U. P. Crossing	DOUBLE TRACK	12.44	8.10		11.55
			42.5	0.0			3.5					
	FW TY				143.2		REDONDO JCT. U. P. Crossing		12.39	8.07		11.52
			40.1	0.0			2.0					
Yard		C			141.1		**FIRST STREET** (69.8)		12.36	8.04		11.49
			59.7	0.0			1.0					
	Y				140.1		MISSION TOWER		12.33	8.02		11.47
			71.8	31.7			0.7		AM	AM		AM
		C					**LOS ANGELES** Union Station		12.30 AM	8.00 AM		11.45 AM
							(71.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
							.....Average speed per hour.....		(41.5)	(56.9)	(30.3)	(54.9)

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

EASTWARD

FIRST CLASS							SECOND CLASS			TIME TABLE NO. 130 June 8, 1947		
202	24	76	104	54	78	238	142	506	146			
Passenger	The Grand Canyon	San Diegan	Passenger	Passenger	San Diegan	Passenger	Freight	Mixed	Freight			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	STATIONS		
PM s 1.20	PM s 3.25		PM s 6.33	PM 7.20		PM s 8.25		PM 4.30		**SAN BERNARDINO** P. E. Crossing	AUTO. BLK. SYS.	3 TRKS.
1.15	3.18		6.28	7.13		8.18		4.18		1.4 RANA		DOUBLE TRACK
1.12	3.14		6.25	s 7.10		s 8.12		f 4.15		1.4 COLTON S. P. and U. P. Crossing		
1.07	3.07		6.20	s 7.00		8.05		4.05 PM		3.8 HIGHGROVE		
1.02 PM	3.02		6.15 PM	6.54		8.00 PM				2.5 S. P. Crossing RIVERSIDE JCT. U. P. Jct.		
	s 3.00			s 6.52						0.6 RIVERSIDE		CENTRALIZED TRAFFIC CONTROL
	2.49			f 6.41						4.2 CASA BLANCA		
	2.46			f 6.36						2.4 ARLINGTON		
	2.42			f 6.32[7]						3.3 MAY P. E. Crossing		
	2.37			6.24						3.1 PORPHYRY		
	f 2.35[53]			s 6.22						1.3 CORONA		
	2.28			f 6.12						5.1 PRADO DAM		
	2.23			f 6.06						3.1 GYPSUM		
	2.18			6.00						4.1 ESPERANZA		
	2.13			f 5.54						4.3 ATWOOD		
	2.10	PM		s 5.48	PM					2.3 PLACENTIA		
	s 2.05	3.57		s 5.43	7.57					3.0 FULLERTON		DOUBLE TRACK
	1.58	3.54		5.38	7.54					2.5 U. P. Crossing BASTA	AUTO. BLK. SYS.	
	1.56	3.52		f 5.35	7.52					2.0 BUENA PARK		
	1.54	3.50		f 5.32	7.50					1.9 LA MIRADA		
	1.50	3.47		f 5.28	7.47					4.3 SANTA FE SPRINGS		
	1.49	3.46		f 5.25	7.46					1.3 LOS NIETOS P. E. Crossing		
	1.48	3.45		5.22	7.45					1.0 D. T. JUNCTION		
	1.47	3.44		f 5.21	7.44					0.9 RIVERA		CTC
	1.45	3.43		5.18	7.43					1.3 BANDINI		
	1.42	3.40		5.14	7.40					3.2 HOBART U. P. Crossing	AUTO. BLK. SYS.	DOUBLE TRACK
	1.38	3.37		5.09	7.37		AM 10.20		PM 9.35	3.5 REDONDO JCT. U. P. Crossing		
	1.35	3.34		5.06	7.34		10.15 AM		9.30 PM	2.0 **FIRST STREET** (69.8)		
	1.33 PM	3.32 PM		5.03 PM	7.32 PM					1.0 MISSION TOWER		
	1.30 PM	3.30 PM		5.00 PM	7.30 PM					0.7 **LOS ANGELES** Union Station		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	(71.5)		
(30.3)	(37.3)	(56.9)	(30.3)	(30.6)	(56.9)	(21.8)	(24.0)	(15.8)	(24.0)	.....Average speed per hour.....		

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

San Bernardino—Between 5th Street Tower and interlocked signal opposite yard office west of passenger station.

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

Nos. 51, 53, 71, 73 and 77 will back from Mission Tower to Union Station.

Between San Bernardino and west end of Bridge B-5, trains will run in accordance with Special Rule 10.

Between west end of Bridge B-5 and Riverside, between Fullerton and D.T. Junction, and between Bandini and Mission Tower, trains will run as prescribed by Rule D-152.

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.

WESTWARD

FIRST CLASS

79	77	363	75	73	71
San Diegan	San Diegan	Passenger	Passenger	San Diegan	San Diegan
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		PM 3.10			
PM 7.15	PM 3.45	3.15	PM 1.45	AM 11.45	AM 8.00
		PM			
7.25	3.51		1.52	11.55	8.06
7.29	3.53		1.55	11.57	8.08
7.32	3.58		2.02[74]	PM 12.02	8.14
7.37	4.03		f 2.12[74]	12.07	8.18
7.43	4.09		f 2.19	12.13	8.24
7.48	4.14		f 2.28	12.18	8.29
7.50	4.16		f 2.31	12.20	8.31
7.52	4.18		f 2.35	12.22	8.33
7.54	4.20		f 2.40	12.24	8.35
7.58	4.23		2.46	12.27	8.38
8.02	4.27		f 2.54	12.31	8.42
8.04	4.29		2.57	12.33	8.44
s 8.10	s 4.34		s 3.05	s 12.38	s 8.50
8.12	4.38		3.12	12.40	8.52
8.14	4.41		3.15	12.42	8.54
8.16	4.44		3.19	12.44	8.56
8.20	4.48[76]		3.25	12.48	9.01
8.24	4.52		f 3.30	12.52	9.05
8.29	4.57		f 3.38	12.55	9.09
8.30	4.58		3.41	12.56[74]	9.10[72]
8.33	5.01		f 3.46	12.59	9.13
8.36[78]	5.04		f 3.51	1.02	9.18
8.41	5.09		4.01	1.08	9.23
8.47	5.15		f 4.10	1.14	9.29
8.51	5.19		s 4.18[76]	1.19	9.33
8.54	5.23		4.26	1.22	9.36
s 8.57	s 5.33		s 4.40	s 1.32	s 9.45
9.06	5.38		s 4.50	1.37	9.50
9.12	5.43		s 4.56	1.42	9.55
9.17 PM	5.47 PM		s 5.06 PM	1.47 PM	10.00 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
(50.3)	(50.3)	(4.8)	(30.5)	(50.3)	(51.1)

TIME TABLE

NO. 130

June 8, 1947

STATIONS	Mile Posts	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications
NATIONAL CITY	273.1		FWY	C
5.2		13.1		
MARKET ST. JCT.	267.9			
0.4		28.7		
SAN DIEGO	267.5		WY	C
3.3		40.2		
OLD TOWN	264.2			B
2.1		40.2		
MORENA	262.1			B
5.0		63.4		
ELVIRA	257.1			B
2.6		54.0		
SELWYN	254.5			
1.5		116.2		
LINDA VISTA	253.0		Y	C
3.9		0.0		
SORRENTO	249.1		W	B
5.0		54.8		
DEL MAR	244.0		Y	B
2.1		52.8		
SOLANA BEACH	241.9			
2.1		52.8		
CARDIFF	239.8			
1.8		52.8		
ENCINITAS	238.1			B
3.9		61.9		
PONTO	234.2			
4.9		52.8		
CARLSBAD	229.3			B
2.1		47.2		
ESCONDIDO JCT.	227.2		Y	
1.0		0.0		
OCEANSIDE	226.2		FW	C
2.0		63.4		
FALLBROOK JCT.	224.2		Y	B
2.5		65.4		
STUART	221.7			B
3.0		52.8		
LAS FLORES	218.7			B
4.8		65.4		
AGRA	213.8			B
5.1		6.1		
SAN ONOFRE	208.8			B
5.0		0.0		
SAN CLEMENTE	203.7			
1.0		0.0		
POCHE	202.7			
2.9		13.9		
SERRA	199.8		W	B
2.6		60.5		
CAPISTRANO	197.2			C
4.6		67.6		
GALIVAN	192.6			B
4.5		66.0		
EL TORO	188.1			B
5.2		0.0		
IRVINE	182.9			B
4.4		21.6		
VENTA	178.5			B
2.9		37.0		
SANTA ANA	175.5		W Y	C
2.9		32.1		
ORANGE	172.7		Y	B
4.9		7.6		
S. P. Crossing ANAHEIM	167.8			B
2.7		6.1		
FULLERTON	165.0		W	C
(107.9)				

A. B. S. — D. T. — CENTRALIZED TRAFFIC CONTROL

.....Average speed per hour

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

San Diego—Between crossover west of passenger station yard office and National City.

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

Between Old Town and San Diego, trains will run as prescribed by Rule D-152.

Through San Diego passenger yard:
No. 2 is Eastward main track.
No. 5 is Westward main track.

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

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

TIME TABLE

NO. 130

June 8, 1947

EASTWARD

FIRST CLASS

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	STATIONS		70	72	362	74	76	78
				Passenger	San Diegan	Passenger	San Diegan	San Diegan	San Diegan
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	26.4	NATIONAL CITY				PM			
		5.2				2.02			
	0.0	MARKET ST. JCT.	D T	AM	AM		PM	PM	PM
Yard		0.4							
	31.2	SAN DIEGO		5.15	10.45	2.00 PM	2.30	6.15	10.15
		3.3							
	31.2	OLD TOWN		4.59	10.32		2.17	6.02	10.03
		2.1							
91	51.0	MORENA		4.55	10.28		2.13	5.58	9.59
		5.0							
	0.0	ELVIRA		4.47	10.21		**2.06**[75]	5.51	9.52
		2.6							
	0 0	SELWYN							
		1.5							
	116.2	LINDA VISTA		f 4.37	10.13		**1.58**[75]	5.43	9.46
		3.9							
98	54.8	SORRENTO		f 4.20	10.03		1.48	5.32	9.35
		5.0							
67	63.4	DEL MAR		f 4.05	9.56		1.41	5.25	9.28
		2.1							
8	63.4	SOLANA BEACH		f 3.58	9.53		1.38	5.22	9.25
		2.1							
11	0.0	CARDIFF		f 3.52	9.51		1.36	5.20	9.23
		1.8							
92	63.4	ENCINITAS		f 3.47	9.49		1.34	5.18	9.21
		3.9							
116	50.8	PONTO		3.36	9.45		1.30	5.14	9.18
		4.9							
69	52 8	CARLSBAD		f 3.30	9.41		1.26	5.10	9.14
		2.1							
	0.0	ESCONDIDO JCT.		3.24	9.39		1.24	5.08	9.12
		1.0							
76	45 4	OCEANSIDE		s 3.22	s 9.37		s 1.22	s 5.06	s 9.10
		2.0							
92	63.4	FALLBROOK JCT.		3.07	9.30		1.17	4.58	9.03
		2.5							
50	49 3	STUART		3.04	9.28		1.15	4.56	9.01
		3.0							
86	63.4	LAS FLORES		3.00	9.25		1.12	4.54	8.58
		4.8							
97	68.9	AGRA		2.54	9.20		1.07	**4.48**[77]	8.53
		5.1							
91	49.4	SAN ONOFRE		f 2.44	9.15		1.02	4.44	8.48
		5.0							
33	5.0	SAN CLEMENTE		f 2.35	9.11		12.57	4.39	8.43
		1.0							
54	0.0	POCHE		2.32	**9.10**[71]		**12.56**[73]	4.38	8.42
		2.9							
98	0.0	SERRA		f 2.28	9.06		12.50	4.35	8.39
		2.6							
87	0.0	CAPISTRANO		f 2.20	9.03		12.47	4.32	**8.36**[79]
		4.6							
98	54.0	GALIVAN		2.15	8.59		12.43	4.28	8.29
		4.5							
88	63.4	EL TORO		f 2.08	8.55		12.39	4.24	8.25
		5.2							
119	63.4	IRVINE		f 1.55	8.49		12.33	**4.18**[75]	8.19
		4.4							
93	0.0	VENTA		1.48	8.45		12.30	4.15	8.15
		2.9							
125	11.2	SANTA ANA		s 1.43	s 8.42		s 12.27	s 4.12	s 8.12
		2.9							
	48.1	ORANGE		s 1.30	8.35		12.21	4.05	8.05
		4.9							
60	21.1	S P. Crossing ANAHEIM		s 1.19	8.30		12.16	4.00	8.00
		2.7							
		FULLERTON		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)

CENTRALIZED TRAFFIC CONTROL

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed:

San Diego—Between crossover west of passenger station yard office and National City.

Between Old Town and crossover at west end of 22nd Street freight yard MP 268¾, trains will keep to left.

Between Old Town and San Diego, trains will run as prescribed by Rule D-152.

Through San Diego passenger yard:

No. 2 is Eastward main track.

No. 5 is Westward main track.

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

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

SAN JACINTO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD SECOND CLASS 505 Mixed Leave Daily Ex. Sunday	TIME TABLE NO. 130 June 8, 1947 STATIONS	EASTWARD SECOND CLASS 506 Mixed Arrive Daily Ex. Sunday	Mile Posts	Ruling Grade Ascending
26		AM 9.25	HIGHGROVE S.P. Crossing	PM 4.00	0.0	
	116.2		2.5			0.0
12	116.2	9.32	LEMONA	3.40	2.7	
			4.5			0.0
31		f 9.47	BOX SPRINGS	f 3.25	7.2	
	21.3		2.3			17.6
	21.3	f 9.52	MARCH FIELD	f 3.16	9.6	
			1.1			17.6
66		f 9.54	ALESSANDRO	f 3.12	10.6	
	0.0		2.9			47.5
22		f10.00	VAL VERDE	f 3.05	13.5	
	0.0		4.7			28.1
20		s10.15	PERRIS	s 2.55	18.3	
	21.6		3.9			63.4
21		f10.27	ETHANAC	f 2.43	3.7	
	49.3		2.3			0.0
11		f10.34	MENIFEE	f 2.35	6.0	
	21.1		3.9			42.2
34		f10.46	WINCHESTER	f 2.23	9.9	
	52.8		4.4			0.0
13		f10.59	EGAN	f 2.10	14.3	
	44.3		2.7			0.0
15		s11.10 11.30	HEMET	2.00 s12.15	17.0	
	6.3		2.3			63.4
13		11.40 AM	SAN JACINTO	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 SECOND CLASS 65 Freight Leave Daily Ex. Sunday	TIME TABLE NO. 130 June 8, 1947 STATIONS	EASTWARD SECOND CLASS 64 Freight Arrive Daily Ex. Sunday	Mile Posts	Ruling Grade Ascending
48		AM 10.35	FALLBROOK JCT.	PM 3.09	0.0	
	21.3		3.4			62.7
12		f10.50	YSIDORA	f 2.58	3.4	
	66.0		2.6			10.6
12		f11.00	CHAPPO	f 2.50	5.9	
	26.4		2.4			0.0
74		f11.25	JOFEGAN	f 2.41	8.4	
	132.0		6.7			79.2
6		f11.50	DE LUZ	f 2.15	15.1	
	105.6		1.8			0.0
28		11.59 AM	FALLBROOK	2.00 PM	16.9	
		Arrive Daily Ex. Sunday	(16.9)	Leave Daily Ex. Sunday		

(12.1) ....Average speed per hour.... (14.7)

No. 65 is superior to No. 64.
No switch lights on Fallbrook District.
Water, wye, and Office of Communication at Fallbrook.
Water at Jofegan.

ELSINORE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD SECOND CLASS 509 Mixed Leave Daily Ex. Sunday	TIME TABLE NO. 130 June 8, 1947 STATIONS	EASTWARD SECOND CLASS 508 Mixed Arrive Daily Ex. Sunday	Mile Posts	Ruling Grade Ascending
17		PM 1.00	ELSINORE	AM 11.50	21.9	
	147.8		5.6			132.0
20		s 2.00	ALBERHILL	s11.25	16.3	
	50.7		7.8			89.8
62		f 2.30	ARCILLA	f11.05	8.5	
	0.0		8.5			68.6
Yard		3.05 PM	P. E. Crossing PORPHYRY	10.40 AM	0.0	
		Arrive Daily Ex. Sunday	(21.9)	Leave Daily Ex. Sunday		

(10.5) ....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	WESTWARD	TIME TABLE NO. 130 June 8, 1947 STATIONS		EASTWARD	Ruling Grade Ascending
Yard		ATWOOD	CTC		
		2.4			42.2
21		OLIVE S. P. Crossing			
		3.4			42.2
62		ORANGE			
		(5.8)			

Booth phone at Olive.

ESCONDIDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD SECOND CLASS 67 Freight Leave Daily Ex. Sunday	TIME TABLE NO. 130 June 8, 1947 STATIONS	EASTWARD SECOND CLASS 66 Freight Arrive Daily Ex. Sunday	Mile Posts	Ruling Grade Ascending
25		PM 4.45	ESCONDIDO	AM 11.55	21.1	
	83.4		4.9			95.0
14		f 5.00	SAN MARCOS	f11.40	16.2	
	70.3		3.3			113.2
11		f 5.12	BUENA	f11.30	12.9	
	116.2		3.7			116.2
10		f 5.25	VISTA	s11.15	9.2	
	116.2		1.4			116.2
11		f 5.35	FALDA	f10.55	7.8	
	87.6		7.8			84.5
		5.50 PM	ESCONDIDO JCT.	10.35 AM	0.0	
		Arrive Daily Ex. Sunday	(21.1)	Leave Daily Ex. Sunday		

(19.5) ....Average speed per hour.... (15.8)

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 SECOND CLASS 141 Freight Leave Daily	WESTWARD SECOND CLASS 145 Freight Leave Daily Ex. Monday	TIME TABLE NO. 130 June 8, 1947 STATIONS	EASTWARD SECOND CLASS 142 Freight Arrive Daily	EASTWARD SECOND CLASS 146 Freight Arrive Daily Ex. Sunday	Mile Posts	Ruling Grade Ascending	Communications
					LONG BEACH					
					2.5 S.P., U.P., P.E. Crossings West Thenard Tower					
Yard			PM 1.30	AM 12.30	1.1 Pier A Yard	PM 12.35	PM 11.50			C
			1.45 PM	12.45 AM	3.3 P.E., S.P., U.P. Crossings West Thenard Tower	12.20 PM	11.35 PM			
Yard	W				1.1 WILMINGTON			28.0		B
			PM	AM	1.4	PM	PM			
90	Y	79.2	2.00	12.55	WATSON	12.15	11.30	26.6	52.8	B
80		24.3	2.08	1.03	3.3 IRONSIDES	12.03 PM	11.18	23.3	0.0	
34	W	52.3	f 2.11	1.06	1.6 TORRANCE	s11.59	11.15	21.7	48.4	C
91		52.3	2.14	1.09	1.6 ALCOA	11.53	11.09	20.1	48.4	B
16		0.0	2.19	1.14	2.3 MONACO	11.47	11.02	17.8	58.4	
83		52.6	2.22	1.17	1.2 LAWNDALE	11.44	10.59	16.6	51.1	
24	Y	11.6	s 2.26	s 1.21	1.8 EL SEGUNDO P. E. Crossing	s11.41	s10.56	14.8	4.0	C
107	W	30.8	2.30	1.25	1.2 LAIRPORT	11.37	f10.52	13.6	4.0	B
79		52.8	f 2.38	1.33	3.7 INGLEWOOD	s11.30	10.45	9.9	44.8	C
14		0.0	2.43	1.36	1.9 HYDE PARK	11.19	10.34	8.0	44.8	
22		10.5	2.47	1.42	0.7 VAN NESS	11.14	10.29	7.3	0.0	
75		18.5	2.56	1.51	1.3 WILDASIN	11.04	10.19	6.0	0.0	
18		0.1	3.14	2.09	2.5 WINGFOOT P. E. Crossing	10.46	10.01	3.5	0.0	B
Yard		52.8	3.25	2.20	2.0 S. P. Crossing MALABAR	10.32	9.46	1.5	0.0	
	FW TY		3.40 PM	2.35 AM	1.5 REDONDO JCT.	10.20 AM	9.35 PM	0.0		
			Arrive Daily	Arrive Daily Ex. Monday	(31.0)	Leave Daily	Leave Daily Ex. Sunday			
			(17.7)	(18.6)	....Average speed per hour....	(16.9)	(16.9)			

No. 145 is superior to No. 142. No. 141 is superior to No. 146.
No switch lights on Harbor District.

REDONDO DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 130 June 8, 1947 STATIONS	EASTWARD	Mile Posts	Ruling Grade Ascending	Communications
Yard		42.2		REDONDO BEACH		20.2	0.0	
				1.5				
7		42.2		HERMOSA BEACH		18.7	0.0	B
				1.7				
22		0.0		MANHATTAN BEACH		17.0	52.8	
				2.2				
22	Y			EL SEGUNDO		14.8		C
				(5.4)				

No switch lights on Redondo District.

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

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

900-1600 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.

ALL DISTRICTS

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

2. Rule 1 (B): 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.

3. Rule 5: On single track, time applies at the siding switch where opposing trains enter siding. On double track, time applies at station sign. When a section of double track is used as single track, time and train orders apply at end of double track, or crossover. When more than one crossover, train order will specify which one to be used. Trains handling passengers or mail must not pass point where such traffic is received or discharged before scheduled time.

At following stations, designated switches are "heading-in" points:

Cucamonga, eastward trains, west crossover.
Cucamonga, westward trains, east crossover.
San Dimas, eastward trains, crossover east of depot.
Kincaid, eastward trains, crossover.
Chapman, westward trains, crossover.

4. Rule 10 (A): Temporary reduced speed signals (yellow flag, yellow disc, or yellow light), will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light), which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be permanently reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains.

Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of a green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

5. Rule 82 (A): 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, Oceanside, San Diego, and National City.

6. Rule S-83 is amended to read: A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left.

Rule 83 (A): The second paragraph is amended to read: Before leaving a register station at which it is necessary for the conductor to check the train register, he must fill out Form 1514 and deliver same personally to each engineman of his train.

Riverside, Union Pacific trains will register their arrival and/or departure at Riverside Jct. in Santa Fe register at Union Pacific depot.

At register stations, conductors must personally register their trains, unless relieved therefrom by Form T order, except at Barstow, Trains 17, 18, 103, 104, 201 and 202, and at San Bernardino, Trains 17, 18, 19, 20, 23, 24, 103, 104, 201 and 202 may register by Form 903. Check of Third District train register at San Bernardino will be accepted as applying to end of double track, Riverside.

Los Angeles, check of train register at Union Station or First Street will be accepted as applying to end of double track at Broadway and at Fullerton.

At First Street, first class trains will not register except those originating or terminating.

7. Rule 86 is amended to read: Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

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

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.

First class trains moving against the current of traffic within yard limits must move at restricted speed.

9. . . . . .

10. At following locations, between limits described, all trains and engines will move governed by automatic and/or interlocking signals, whose indications are superior to class and direction:

Between Signal 791, Highland Jct., and Fifth Street Tower, San Bernardino, when moving with the current of traffic;

On the three main tracks in either direction between interlocked signal opposite yard office just west of San Bernardino passenger station and Rana, all switches interlocked; and,

On the two main tracks, in either direction, between Rana and east end of Bridge B-5, and on the single track over Bridge B-5, west of Colton Tower.

Between Rana and Colton Tower, switches not interlocked; before entering or fouling main track crews will obtain permission from towerman by telephone.

When interlocking signal remains in "stop" position, conductor of train, or foreman of engine, detained by same, must telephone towerman, giving train or engine number, and if track is clear and route properly lined, may be authorized by towerman to proceed. At San Bernardino yard office, enginemen may act upon information obtained from towerman by yardmaster or switch tender on duty;

Broadway-Hobart: Between Mission Tower and Hobart, moving with the current of traffic, and on the two main tracks in either direction between Broadway and Mission Tower;

Crossover switches at Downey Avenue and all spur track switches between Broadway and Mission Tower are electrically locked. Spur tracks have pipe-connected derails. Telephones are located at Broadway junction switch and at spur track switches. When interlocking signals remain in "Stop" position or switches remain locked, conductor of train or foreman of yard engine detained by same, must call towerman, giving location and train or engine number, and if track is clear and route properly lined, may be authorized by towerman to proceed;

Second class, extra trains, and yard engines moving under these provisions must avoid delay to first class trains.

11. Rule 97: In addition to the provisions thereof, on double track, with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by numbered and OK'd clearance card, Form 902.

12. Rule 104 (A): The first paragraph is amended as follows:

At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

Rule 104 (D): 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.

13. Rule 204: In addition to the provisions thereof, additional copy of train orders and clearance cards shall be furnished for delivery to rear brakeman.

14. Rule 210: 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 clearance card, Form 902, numbered and OK'd by the train dispatcher.

No train will leave March Field, Hemet, Vista, Perris, or Pier A Yard, when operator on duty, without receiving clearance card, Form 902.

At Orange and Atwood, trains to and from Olive District are authorized to proceed on signal indication without clearance card, Form 902, except when C.T.C. is inoperative.

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

Union Pacific trains eastward, via Riverside Jct., must receive clearance card, Form 902, before leaving Union Pacific station at Riverside.

Enginemen must show train orders and clearance cards to firemen, and, when practicable, to head brakemen; conductors, when practicable, must show them to brakemen. Brakemen and firemen are required to read orders, see that the information on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

15. Rule 221: The second paragraph is abrogated.

Rule 221 (A) applies only to trains taking siding at stations where the train order signal is located between the siding switches.

16. 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, westward track, 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.

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

Pasadena to Los Angeles, westward, and on Rialto Foothill spur, freight trains handling tonnage averaging 60 tons, or more, per operative brake will use retainers.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

17. Rule 310: Following is list of structures:

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

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

18. Rule 313: The presence of more than two men on either footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

19. Rule 356: On passenger trains, conductor or brakeman shall pass through train not less frequently than once each forty-five minutes to safeguard the comfort of passengers.

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."

20. Rule 360 is modified as follows: Station announcements will be omitted between the hours of 10:00 p.m. and 6:00 a.m., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

21. Rule 382: 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.

22. Rule 632 is revised as follows: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

23. Rule 711 is amended to read:

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

24. Rule 872: The second and third paragraphs are amended to read:

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

Rule 876: Trains and engines must stop and make the prescribed test at:

Summit—westward and eastward.
Box Springs—eastward.
Linda Vista—westward and eastward.

In making this test before descending heavy grades be governed as follows: When trains are brought to a stop by the use of automatic air brakes, the brakes shall be released and when fully released on rear car an application must then be made to know that brakes are working through train and applied on rear car, when they shall be again released and when fully released and recharged on rear car, train may proceed.

Rule 879: At Summit, when no stop is made, westward trains must reduce speed to 20 MPH and make the prescribed test before descending grade.

25. Rules 10(f) and 701: Red lights will be used in dwarf signals to indicate "Stop".

Rules 705 and 706: Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or enginemen from protecting their train as provided for by the rules.

Headout signals located at end of sidings on double track at certain non-interlocked stations are track controlled.

At certain non-continuous interlocked stations, signals are changed to track controlled during period interlocking plant is closed.

Under either such circumstances, if the indication of such signal is "Stop" when train is ready to leave siding, main track switch should be opened and after waiting five minutes, train may proceed, protecting as provided by Rule 99.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

SPEED REGULATIONS

26. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

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.
Fullerton, east crossover east of station for 4th Dist. westward trains.
Broadway, double track jct. switch.
Orange, west end secondary main track M. P. 171.2.
Linda Vista, west end secondary main track M. P. 252.9.
Old Town, double track jct. switch, eastward trains.

Passenger—40 MPH; Freight—30 MPH

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

Trains moving against the current of traffic on double track must not exceed twenty miles per hour around sharp curves, approaching and passing over spring switches, and where view is obscure and use whistle freely.

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

All Freight and Switch Locomotives include types:

0—4—0	2—6—2	2—10—0
0—6—0	2—8—0	2—10—2
0—8—0	2—8—2	2—10—4
2—6—0	2—8—4	

25 MPH 35 MPH

Passenger Locomotives

Mountain Type Includes	All Locomotives Except Mountain Type Include
4—8—2	4—4—0
4—8—4	4—4—2
	4—6—0
	4—6—2
	4—6—4

MAXIMUM SPEED FOR TRAINS

LOCATION	Passenger Miles Per Hr.	Passenger Time Per Mile Min.	Passenger Time Per Mile Sec.	Freight Miles Per Hr.	Freight Time Per Mile Min.	Freight Time Per Mile Sec.
First District	100	..	36	60	1	..
Second District	100	..	36	60	1	..
Third District	100	..	36	60	1	..
Fourth District	90	..	40	50	1	12
Redlands District	30	2	..	30	2	..
San Jacinto District	30	2	..	30	2	..
Elsinore District	25	2	24	25	2	24
Olive District	50	1	12	30	2	..
Fallbrook District	20	3	..	20	3	..
Escondido District	25	2	24	25	2	24
Harbor District	30	2	..	30	2	..
Redondo District	15	4	..	15	4	..
Adelanto Spur	15	4	..	15	4	..
Rialto, Cucamonga, and Upland Foothill Spurs, Muscat and Metropolitan Spurs	15	4	..	15	4	..
Prenda, Sunny Hills and La Habra Valley Spurs	15	4	..	15	4	..
Venta and Linda Vista Army Spurs	15	4	..	15	4	..

Maximum speed for passenger trains handling one or more heavyweight cars is 90 miles per hour.

In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour (one minute 30 seconds per mile).

FIRST DISTRICT WESTWARD						
Curve M.P. 10.3 to 11.0	85	..	42	50	1	12
Curve M.P. 11.1 to 11.8	90	..	40	50	1	12
Curve M.P. 16.6 to 17.1	85	..	42	50	1	12
Curve M.P. 19.7 to 20.3	85	..	42	50	1	12
Curves M.P. 21.1 to 21.4	90	..	40	50	1	12
Curve M.P. 30.8 to 31.1	85	..	42	50	1	12
Curves M.P. 31.8 to 33.3	60	1	..	50	1	12
Curve M.P. 33.8 to 34.0	40	1	30	30	2	..
Curves M.P. 34.1 to 35.6	55	1	05	40	1	30
Victorville M.P. 36.5 to 37.1	30	2	..	30	2	..
Rock Cut M.P. 37.2 to 37.4	20	3	..	20	3	..
Curves M.P. 38.2 to 38.8	70	..	51	50	1	12
Curves M.P. 39.1 to 39.9	40	1	30	30	2	..
Curves M.P. 40.6 to 43.7	50	1	12	40	1	30
Curve M.P. 48.1 to 48.3	65	..	55	50	1	12
Curve M.P. 48.8 to 49.1	55	1	05	40	1	30
Curves M.P. 49.4 to 51.8	45	1	20	35	1	43
Curves M.P. 52.0 to 53.6	55	1	05	35	1	43
Curves M.P. 53.7 to 54.7	45	1	20	35	1	43
Summit M.P. 55.0 to 56.4	20	3	..	20	3	..
Grade M.P. 56.4 to 58.0	30	2	..	15	4	..
Curves M.P. 58.0 to 58.4	25	2	24	15	4	..
Grade M.P. 58.4 to 62.2	30	2	..	15	4	..
Grade M.P. 62.2 to 72.1	40	1	30	20	3	..
Grade M.P. 72.1 to 78.5	50	1	12	20	3	..
San Bernardino M.P. 78.5 to 79.9	40	1	30	20	3	..
San Bernardino M.P. 79.9 to 80.8	30	2	..	20	3	..
San Bernardino Passenger Yard	10	6	..	10	6	..
FIRST DISTRICT EASTWARD						
San Bernardino Passenger Yard	10	6	..	10	6	..
San Bernardino M.P. 80.8 to 79.9	30	2	..	30	2	..
San Bernardino M.P. 79.9 to 78.5	40	1	30	40	1	30
Curves M.P. 72.0 to 70.3	40	1	30	30	2	..
Curves M.P. 66.9 to 62.6	40	1	30	30	2	..
Curves M.P. 64x.3 to 56.5	30	2	..	25	2	24
Summit M.P. 56.4 to 54.5	20	3	..	20	3	..
Curves M.P. 54.1 to 53.7	45	1	20	24	2	30
Curves M.P. 53.6 to 52.0	55	1	05	24	2	30
Curves M.P. 51.8 to 51.3	45	1	20	24	2	30
Curve M.P. 51.2 to 51.1	40	1	30	24	2	30
Curves M.P. 50.8 to 49.4	45	1	20	24	2	30
Curve M.P. 49.1 to 48.8	50	1	12	24	2	30
Curve M.P. 48.3 to 48.1	65	..	55	24	2	30
Curve M.P. 47.4 to 47.2	90	..	40	24	2	30
Grade M.P. 47.2 to 43.7	95	..	38	40	1	30
Curve M.P. 43.7 to 43.5	60	1	..	40	1	30
Grade M.P. 43.5 to 41.9	90	..	40	40	1	30
Curve M.P. 41.9 to 41.7	55	1	05	40	1	30
Curves M.P. 41.1 to 39.5	60	1	..	40	1	30
Curve M.P. 39.2 to 38.9	50	1	12	35	1	43
Rock Cut M.P. 37.4 to 37.2	20	3	..	20	3	..
Victorville M.P. 37.1 to 36.5	30	2	..	30	2	..
Curves M.P. 36.4 to 35.6	60	1	..	45	1	20
Curve M.P. 34.0 to 33.8	40	1	30	30	2	..
Curves M.P. 33.3 to 31.8	60	1	..	50	1	12
Curve M.P. 31.1 to 30.8	85	..	42	50	1	12
Curve M.P. 20.4 to 19.7	85	..	42	50	1	12
Curve M.P. 17.1 to 16.6	85	..	42	50	1	12
Curve M.P. 11.8 to 11.1	90	..	40	50	1	12
Curve M.P. 11.0 to 10.3	85	..	42	50	1	12
Curve M.P. 1.5 to 0.3	55	1	05	35	1	43
Curve M.P. 0.2 to 0.0	25	2	24	25	2	24

Summit to Hesperia: Steam or diesel operated freight trains without dynamic brakes must not exceed twenty-four miles per hour.

Summit to Lugo: Diesel operated freight trains with dynamic brakes in operation thirty miles per hour.

Lugo to Hesperia: Diesel operated freight trains with dynamic brakes in operation forty miles per hour.

San Bernardino, between Fifth Street Tower and yard office just west of passenger station, speed limit ten miles per hour.

SECOND DISTRICT						
Curve M.P. 82.6 to 82.8	45	1	20	30	2	..
Rialto M.P. 84.7 to 85.2	30	2	..	30	2	..
Curve M.P. 95.9 to 96.0	95	..	38	50	1	12
Curves M.P. 98.2 to 100.5	80	..	45	50	1	12

LOCATION	Passenger Miles per Hr.	Passenger Time per Mile Min.	Passenger Time per Mile Sec.	Freight Miles per Hr.	Freight Time per Mile Min.	Freight Time per Mile Sec.
SECOND DISTRICT (Continued)						
Upland P.E. Crossing M.P. 101.0	25	2	24	25	2	24
Curves M.P. 102.4 to 102.8	70	..	51	50	1	12
La Verne M.P. 107.5 to 108.6	40	1	30	40	1	30
Curve M.P. 109.0 to 109.3	90	..	40	50	1	12
Curve M.P. 110.6 to 111.4	70	..	51	50	1	12
Curves M.P. 111.8 to 112.8	55	1	05	35	1	43
Curves M.P. 113.9 to 115.5	65	..	55	50	1	12
Curves M.P. 115.8 to 116.6	70	..	51	50	1	12
Azusa M.P. 116.6 to 117.0	40	1	30	35	1	43
Curves M.P. 117.9 to 119.0	65	..	55	50	1	12
Curve M.P. 119.5 to 119.7	55	1	05	45	1	20
Curves M.P. 122.2 to 125.0	65	..	55	45	1	20
Pasadena M.P. 127.6 to 132.8	20	3	..	20	3	..
P.E. Crossing M.P. 131.4	8	7	30	8	7	30
So. Pasadena M.P. 133.3 to 134.8	15	4	..	15	4	..
Los Angeles M.P. 135.5 to 139.1	25	2	24	20	3	..
U.P. Crossing M.P. 135.5	8	7	30	8	7	30
U.P. Crossing M.P. 138.3	8	7	30	8	7	30
Curves M.P. 139.2 to 139.6	20	3	..	20	3	..
THIRD DISTRICT						
Curve M.P. 0.0 to 0.2	15	4	..	15	4	..
Curves & Colton M.P. 0.2 to 4.0	30	2	..	30	2	..
Main line Westward on turnout M.P. 4.4 to 4.5 Eastward	40	1	30	30	2	..
Main line Eastward on turnout M.P. 4.5 to 4.4 Eastward	40	1	30	30	2	..
Main line turnout M.P. 4.9 to 4.8 Eastward	40	1	30	30	2	..
Curves M.P. 4.9 to 5.6 Westward	80	..	45	50	1	12
Curve M.P. 5.6 to 5.5 Eastward	80	..	45	50	1	12
Curves M.P. 6.4 to 6.8	45	1	20	30	2	..
Curve M.P. 8.3 to 8.5 Westward	85	..	42	50	1	12
Curve M.P. 8.5 to 8.3 Eastward	90	..	40	50	1	12
Curve M.P. 9.4 to 9.6	60	1	..	45	1	20
Curves M.P. 9.6 to 10.0 Westward	30	2	..	20	3	..
Curves M.P. 10.4 to 11.7 Westward	65	..	55	50	1	12
Curves M.P. 11.7 to 10.4 Eastward	65	..	55	45	1	20
Curve M.P. 11.9 to 12.5	40	1	30	30	2	..
Curve M.P. 14.7 to 14.9	80	..	45	50	1	12
Curve M.P. 15.5 to 15.6	50	1	12	35	1	43
Curves M.P. 16.1 to 16.7	55	1	05	40	1	30
Curve M.P. 16.9 to 17.1	65	..	55	50	1	12
Curve M.P. 21.8 to 22.1	85	..	42	50	1	12
Curves M.P. 22.5 to 24.4	65	..	55	50	1	12
Curve M.P. 25.5 to 25.6 Westward	85	..	42	50	1	12
Curves M.P. 27.8 to 30.5 Westward	85	..	42	50	1	12
Curves M.P. 31.2 to 25.0 Eastward	85	..	42	50	1	12
Slide Area M.P. 31.3 to 31.8	20	3	..	20	3	..
Curves M.P. 32.2 to 32.8	70	..	51	50	1	12
Curves M.P. 33.6 to 35.1 Westward	45	1	20	40	1	30
Curves M.P. 34.2 to 33.6 Eastward	45	1	20	40	1	30
Curve M.P. 35.1 to 34.5 Eastward	50	1	12	40	1	30
Curves M.P. 35.2 to 37.1 Westward	65	..	55	50	1	12
Curves M.P. 37.5 to 38.5 Westward	60	1	..	50	1	12
Curves M.P. 38.5 to 36.1 Eastward	60	1	..	50	1	12
Curve M.P. 39.5 to 39.6	80	..	45	50	1	12
Curves M.P. 40.6 to 41.5	85	..	42	50	1	12
Curves M.P. 42.8 to 43.7	70	..	51	50	1	12
Curves M.P. 45.2 to 45.7 Westward	55	1	05	20	3	..
Curves M.P. 45.7 to 45.2 Eastward	55	1	05	30	2	..
Main line Crossover M.P. 165.1 to 165.2 Eastward	30	2	..	20	3	..
Curve M.P. 163.9 to 163.5	95	..	38	50	1	12
Curve M.P. 161.1 to 160.8	80	..	45	50	1	12
Curve M.P. 156.6 to 155.9	80	..	45	50	1	12
Curve M.P. 154.2 to 152.5	80	..	45	50	1	12
Br. C-152 M.P. 152.0 to 151.8	25	2	24	25	2	24
Curve M.P. 151.6 to. 151.4 Westward	60	1	..	50	1	12
Curve M.P. 150.1 to 150.5 Eastward	60	1	..	50	1	12
Curves M.P. 150.1 to 149.9	40	1	30	30	2	..
Vernon M.P. 144.5	30	2	..	30	2	..
Curves M.P. 143.4 to 142.9	15	4	..	15	4	..
Curves M.P. 141.1 to 140.4	35	1	43	35	1	43
FOURTH DISTRICT						
San Diego M.P. 271 plus 200 feet	20	3	..	20	3	..
San Diego M.P. 267.5 to 264.1	30	2	..	20	3	..
Curve M.P. 262.7 to 262.4	75	..	48	50	1	12
Curves M.P. 261.9 to 261.1	80	..	45	50	1	12
Curves M.P. 260.3 to 259.9	50	1	12	45	1	20
Curve M.P. 259.1 to 258.6 Eastward	60	1	..	50	1	12
Curves M.P. 258.5 to 258.2	40	1	30	25	2	24
Curves M.P. 258.0 to 257.5 Westward	50	1	12	40	1	30
Curves M.P. 257.2 to 253.7 Westward	65	..	55	50	1	12
Curves M.P. 257.2 to 257.7 Eastward on Main	50	1	12	35	1	43
Curves M.P. 257.3 to 257.7 Eastward on Secondary	40	1	30	30	2	..
Curves M.P. 255.5 to 253.7 Eastward	65	..	55	35	1	43
Curves M.P. 252.8 to 251.0	25	2	24	20	3	..
Curves M.P. 250.9 to 250.6	40	1	30	30	2	..
Curves M.P. 250.5 to 250.0 Westward	55	1	05	40	1	30
Curves M.P. 250.0 to 250.5 Eastward	60	1	..	50	1	12
Curves M.P. 248.6 to 246.7	90	..	40	50	1	12
Curve M.P. 245.8 to 245.5 Westward	60	1	..	50	1	12
Curve M.P. 245.2 to 245.0 Westward	90	..	40	50	1	12
Curves M.P. 244.4 to 245.8 Eastward	60	1	..	50	1	12
Curve M.P. 244.3 to 244.1	50	1	12	45	1	20
Curve M.P. 243.8 to 243.5	70	..	51	50	1	12
Curves M.P. 241.7 to 241.1	80	..	45	50	1	12

LOCATION	Passenger Miles per Hr.	Passenger Time per Mile Min.	Passenger Time per Mile Sec.	Freight Miles per Hr.	Freight Time per Mile Min.	Freight Time per Mile Sec.
FOURTH DISTRICT (Continued)						
Curves M.P. 239.3 to 238.4	90	..	40	50	1	12
Curve M.P. 237.8 to 237.4	85	..	42	50	1	12
Curve M.P. 236.9 to 236.6	95	..	38	50	1	12
Curves M.P. 230.6 to 230.0	70	..	51	50	1	12
Curves M.P. 229.4 to 228.0	85	..	42	50	1	12
Curve M.P. 225.7 to 225.5	50	1	12	35	1	43
Curves M.P. 224.7 to 223.8	70	..	51	50	1	12
Curve M.P. 222.6 to 222.4	95	..	38	50	1	12
Curves M.P. 217.4 to 214.9 Westward	95	..	38	50	1	12
Curves M.P. 212.8 to 217.4 Eastward	95	..	38	50	1	12
Curves M.P. 213.1 to 212.0 Westward	90	..	40	50	1	12
Curve M.P. 210.7 to 210.4 Westward	95	..	38	50	1	12
Curves M.P. 210.4 to 212.7 Eastward	90	..	40	50	1	12
Curves M.P. 209.0 to 208.2	75	..	48	50	1	12
Curve M.P. 207.7 to 207.1	80	..	45	50	1	12
Curves M.P. 206.9 to 205.4	90	..	40	50	1	12
Curves M.P. 205.2 to 203.7	80	..	45	50	1	12
Curves M.P. 203.0 to 201.2	95	..	38	50	1	12
Curve M.P. 200.3 to 200.0	45	1	20	35	1	43
Curve M.P. 199.3 to 199.1	65	..	55	50	1	12
Curves M.P. 198.6 to 197.9	35	1	43	25	2	24
Curves M.P. 197.4 to 197.0	55	1	05	40	1	30
Curve M.P. 195.9 to 195.8	80	..	45	50	1	12
Curves M.P. 195.1 to188.1 Westward	90	..	40	50	1	12
Curves M.P. 194.0 to 195.1 Eastward	90	..	40	50	1	12
Curves M.P. 193.0 to 193.6 Eastward	95	..	38	50	1	12
Curves M.P. 188.1 to 190.4 Eastward	95	..	38	50	1	12
Curve M.P. 187.2 to 186.8 Westward	95	..	38	50	1	12
Curves M.P. 179.0 to 179.1 Eastward on Secondary	40	1	30	30	2	..
Curves M.P. 176.1 to 175.3 Westward	50	1	12	30	2	..
Curves M.P. 175.3 to 176.1 Eastward	40	1	30	30	2	..
Curves M.P. 175.0 to 174.4	60	1	..	45	1	20
Curves M.P. 173.8 to 172.0	40	1	30	30	2	..
Curve M.P. 170.3 to 169.2	85	..	42	50	1	12
Anaheim M.P. 168.1 to 167.7	40	1	30	40	1	30
Curve M.P. 166.9 to 166.6 Westward	85	..	42	50	1	12
Curve M.P. 165.9 to 165.3	55	1	05	30	2	..
Main line Crossover M.P. 165.3 to 165.2 Westward	40	1	30	30	2	..
REDLANDS DISTRICT						
Redlands, St. Crossing M.P. 8.9	15	4	..	15	4	..
SAN JACINTO DISTRICT						
Highgrove to Box Springs	15	4	..	15	4	..
Perris to San Jacinto	20	3	..	20	3	..
HARBOR DISTRICT						
M.P. 0.0 to St. Crossing M.P. 1.6	12	5	..	12	5	..
M.P. 1.6 to St. Crossing M.P. 8.3	15	4	..	15	4	..
St. Crossing M.P. 13.1	15	4	..	15	4	..
St. Crossing M.P. 27.9	15	4	..	15	4	..
St. Crossing M.P. 28.9	15	4	..	15	4	..
OLIVE DISTRICT						
S. P. RR Crossing M.P. 4.2	15	4	..	15	4	..

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service: Passenger Min.	Passenger Sec.	Freight and Mixed Min.	Freight and Mixed Sec.	Light Min.	Light Sec.
797-813	1	43	1	43	1	43
909-989-3010	1	53	1	53	1	53
990-999	1	43	1	43	1	43
1226-1265	0	48	1	00	1	30
1297-1308	0	48	1	00	1	30
1322-1379	0	48	1	00	1	30
1413-1468 (except 1420)	0	40	1	00	1	30
1420	0	48	1	00	1	30
1621-1673	1	53	1	53	1	53
1674-1693	1	43	1	43	1	43
1798-1799	1	06	1	06	1	30
1800	1	12	1	12	1	30
1960-1991	1	43	1	43	1	43
3129-3158	1	43	1	43	1	43
3160, 4000	1	06	1	06	1	30
3409, 3411, 3443-3445 and 3449	0	45	1	00	1	20
Other 3400 Class	0	40	1	00	1	20
3450	0	40	1	00	1	20
3460	0	36	1	00	1	30
3500-3534	0	48	1	00	1	30
3700-3750	0	51	1	00	1	30
2917, 2918, 2921, 2926, 2927, 2929	0	40	1	00	1	30
Other 2900 Class	0	45	1	00	1	30
3751, 3765	0	45	1	00	1	30
3776-3780, 3782-3785	0	40	1	00	1	30
Other 3776 Class	0	45	1	00	1	30
3751-3764 (Summit-Cajon)	.....		.....		4	00
3765-3785-2900 (Cajon-San Bdno)	.....		.....		3	00
UP 800-3800-3900 (Summit-Victorville)	.....		.....		2	24
3800-3940	1	06	1	06	1	30
5001	1	00	1	00	1	30
Passenger Diesels 1-6, 8-9, 11-15	0	36	..	..	1	20
Passenger Diesel 7	0	40	..	..	1	20
Passenger Diesels 16-21, 51-53, 158-168	0	38	1	00	1	20

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Freight Diesels 100-157, 169-179	0	55	1	00	1	20
Gas-Electric Motors	1	00	1	30	1	00
UP 800	0	40	1	12	1	30
5010-5400-5500-6000 Union Pacific	1	20	1	20	1	30
2210 Union Pacific	1	00	1	20	1	30
2708-2714 Union Pacific	1	30	1	30	1	30
Other 2700 Union Pacific	1	20	1	20	1	30
3100 Union Pacific	0	51	1	20	1	30
3500 Union Pacific	1	43	1	43	1	43
8800 Union Pacific	1	12	1	30	1	30
3800-3900 Union Pacific	1	00	1	20	1	30
7800 Union Pacific	0	51	1	20	1	30
Diesel Motors Union Pacific	0	40	.....		1	20
Switch, no truck	.....		.....		3	00
All other Classes	.....		1	43	1	43
All Classes, backing up	3	00	3	00	3	00
Maximum bet. Cajon and Highland Jct., all Classes					2	00

SPRING SWITCHES

27. In heading in or out over the following spring switches, trains or engines must not exceed indicated speed. Trailing movements through spring switches must not be reversed until switch has been properly lined. Trains finding signals, immediately in advance of facing point spring switches, in stop position, must examine points before proceeding.

SPEED LIMIT 10 MILES PER HOUR:

Victorville ..... Stem of wye (normally lined for east leg of wye)
Summit ..... Stem of wye (normally lined for west leg)
West switch west leg of wye (normally lined for westward siding)
San Bernardino ..... Roundhouse lead switches 2, 3, 4 and 24 (normally lined for lead)
West leg of wye to house lead.
Redondo Jct. ..... Outbound engine lead (normally lined for Butte St. lead)
Inbound engine lead (normally lined for roundhouse)
Outbound engine track 2 (normally lined for track 2)
East leg of wye.

SPEED LIMIT 15 MILES PER HOUR:

Hodge ..... West switch, westward siding.
Helendale ..... East end eastward siding, west end westward siding.
Bryman ..... West end siding.
Oro Grande ..... East switch eastward siding and west switch westward siding.
Victorville ..... East switch eastward siding and west switch westward siding.
Thorn ..... East end siding.
Hesperia ..... East switch eastward siding and west switch westward siding.
Lugo ..... West end siding.
Summit ..... East switch eastward siding and west switch westward siding.
Gish ..... West end siding.
Cajon ..... East end eastward siding and west end westward siding.
Keenbrook ..... East end siding.
Devore ..... East end eastward siding.
Ono ..... East switch eastward siding.
Glendora ..... West end of siding.
Santa Anita ..... East and west ends of siding.
Chapman ..... East and west ends of siding.
Pasadena ..... East end of siding.
Olga ..... East and west ends of siding.
Buena Park ..... West end siding.
La Mirada ..... East end siding.
Santa Fe Springs ..... West end siding.
Fullerton ..... West end westward siding, west of depot.
San Diego ..... Stem of wye (normally lined for west leg), and west leg of wye.

SPEED LIMIT 25 MILES PER HOUR·

M.P. 2 + 3600' ..... West end westward siding.
Lenwood ..... East switch eastward siding and west switch westward siding.
Hodge ..... East switch eastward siding.
Victorville ..... West switch westward siding, west of station.
Alray ..... East end siding.
Devore ..... West switch westward siding.
Ono ..... West switch westward siding.

SPRING POINT DERAIL SWITCHES NORMALLY LINED FOR DERAIL

28. Adelanto Spur, one-fourth mile from main track.
Ono, west end of Government Siding.
Rialto Foothill Spur, 1700 ft. south of entrance gate to ammunition depot, and 300 ft. north of P.E. Crossing.
Cucamonga Foothill Spur, 300 ft. north P. E. Crossing.
Upland Foothill Spur, 300 ft. north P. E. Crossing.
Rana, switching lead.
Prenda Spur, one-fourth mile from main track.
Trailing movements through above switches must not exceed ten miles per hour and reverse movement must not be attempted until switch is properly lined.

JUNCTION SWITCHES

29. Normal position of junction switches will leave unbroken rail as follows:

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

RULES GOVERNING MOVEMENT UNDER CENTRALIZED TRAFFIC CONTROL (CTC)

30. Between stations included in CTC brackets on schedule pages, trains and engines will operate under CENTRALIZED TRAFFIC CONTROL. Signal indications will be authority for train movement and supersede time table superiority, but will not dispense with the use or observance of other signals and/or rules whenever and wherever they may be required.

Siding switches are dual controlled except at Rivera, Venta, San Clemente, Stuart and Carlsbad.

All except dual controlled switches are HAND operated and electrically locked. Telephones connected with Control Station are located near each HAND-THROW switch. The electric lock is automatically released when train approaches on main track after such train has occupied the track circuit in which the switch is located for predetermined intervals, depending upon location.

When a train or engine is clear of main track with HAND-THROW switch lined for main track, permission must be obtained by telephone from Control Station before unlocking the switch or fouling the main track.

Telephones connected with Control Station are located in door of instrument house adjacent to each dual controlled switch; instructions or information received by telephone from Control Stations must be repeated to Control Station, stating name and occupation of the employe and train number

When a train is stopped by a STOP signal, member of crew will communicate with Control Station by telephone, and be governed by instructions. If authorized by Control Station to proceed all switches in that block must be examined before moving over them and train moved at restricted speed to next signal without sending flagman ahead. A train stopped by a STOP and PROCEED signal may proceed at once at restricted speed without sending flagman ahead, but will examine all switches before moving over them.

A train stopped by a STOP signal and crew unable to communicate with Control Station may proceed in accordance with Rule 830(a), first placing all dual controlled switches in that route on HAND operation; then, after train has passed next opposing signal, restore and lock all dual controlled switches to MOTOR operation and report to Control Station at first available point of communication.

Trains stopped or delayed after having passed intermediate signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

DUAL CONTROLLED SWITCHES may be operated either by MOTOR or by HAND. Before such switch is HAND operated permission, including time and working limits, must be obtained from Control Station (except under special protection as noted above when communication has failed) and selector lever changed from MOTOR to HAND position. Signals governing movement over this switch will indicate STOP when lever is in HAND position. The crew authorized to operate the switch will consider the indications of these signals suspended and make necessary movements. Trainmen must notify enginemen that selector lever is in HAND position before making such movements, stating the time and working limits, also when switch is returned to MOTOR control. In operating a dual controlled switch by HAND undue force must not be used in operating either lever.

DUAL CONTROLLED SWITCHES must be restored to MOTOR position and train must be in clear of governing signals at or before the expiration of time authorized for HAND operation and Control Station notified. If selector lever is restored to MOTOR position before expiration of time limit, it must not again be changed to HAND position without permission from the Control Station.

If any part of a train passes a signal governing the route over a DUAL CONTROLLED switch and reverse movement is made so that train is again back of Signal, Control Station must be notified at once and before the signal is again passed.

Before a train or engine may do work on the main track in CTC territory permission, including time and working limits, must be obtained from Control Station. Train or engine may then move in either direction within the working limits at restricted speed but must be clear of the main track at or before expiration of time limit and must report to Control Station when clear, and must comply with Rule 99 unless relieved of such by control operator. If additional working time is required it must be obtained from Control Station before authorized time limit has expired.

In CTC territory, where helper engines are to be attached or detached, and part of the movement is to be made against signal in stop position, account train occupying block, permission must be obtained from Control Station operator, and operator must ascertain that switch is properly locked before giving this permission. In event this cannot be done, the movement must be made in accordance with hand-control instructions.

Trains entering CTC territory will continue the display of classification signals previously authorized. Trains originating in CTC territory will display classification signals as authorized by clearance card, Form 902, numbered and OK'd by train dispatcher. At Atwood, proceed on signal indication in lieu of clearance card, Form 902. Rule 14 (k) is modified as follows: "In CTC territory, if a train fails to answer signal, the train displaying signals need not stop."

Illumination of small white light on side of phone booth at Dual Controlled Switch is indication to crews standing at that switch that control operator wishes to communicate with them by telephone.

All instructions received by telephone from the Control Station must be repeated back to the Control Station.

Additional main track paralleling existing main track:

Between No. 14 turnout, located at MP 171 plus 1170 feet and No. 20 turnout just west of Orange depot;

Between crossover at east siding switch Santa Ana and No. 20 turnout at Venta; and

Between No. 14 turnout at west switch Linda Vista and No. 20 turnout at east end of Elvira,

will be known and designated as SECONDARY MAIN TRACK, with main track rules applying.

FLASHER TYPE yellow signals are located in advance of No. 20 turnouts at:

D. T. JUNCTION—for eastward movement.

VENTA—for westward movement.

COLTON—for eastward movement at east end of Bridge B-5.

Flashing Yellow Signal Indication: Proceed, not exceeding forty (40) miles per hour for passenger trains, or thirty (30) miles per hour for freight trains.

RULES GOVERNING MOVEMENT UNDER RULE D-152

31. Between Barstow and San Bernardino, between San Bernardino and Riverside, between Fullerton and D. T. Junction, between Bandini and Los Angeles, and between Old Town and San Diego, trains will be run as prescribed by Rule D-152. The movement of trains will be supervised by train dispatcher, who will issue instructions on D-152 message form to conductors, enginemen and operators. Operators will show on Clearance Card, Form 902, the number of D-152 message forms delivered therewith. When necessary to single a portion of the track, or operate trains against current of traffic, movement must be authorized by train order.

The dispatcher may authorize the running of extra trains, except work extras, from initial or intermediate stations, and sections of a schedule train from initial stations by numbered and OK'd clearance card, Form 902. Signals will be displayed as indicated on clearance card, Form 902, and as required by Rules 20 and 21.

When a train shown as first-class in time table has been cleared with clearance card, Form 902, and displaying signals in accordance with Rule 20, and track is singled for short distance between intermediate stations, it will not be necessary to issue Form F orders. Extra trains must have Form G orders for all single track movements.

When the provisions of Rule 830 are suspended by train order, extra trains must clear trains shown in time table as first-class, as prescribed by Rule 86.

A train that is being delayed or is overtaken by another train must permit such train to pass with least possible delay.

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.

At district terminals between Barstow and Los Angeles freight trains must secure permission from dispatcher, operator or signalman before occupying main track.

LENGTH OF STEMS OF WYES

Location	Feet
Victorville	113
Summit	304
Devore	305
San Bernardino	3rd Dist. Main Track
San Bernardino	Precooler Lead
Rialto	Foothill Spur
Upland	Foothill Spur
Azusa	194
Casa Blanca	Prenda Spur
Porphyry	Elsinore Dist. Main Track
Atwood	1395
Redondo Junction	Main Track
Orange	Main Track
Santa Ana, S. P. Main Track	400
Fallbrook Jct.	Fallbrook Dist. Main Track

Location	Feet
Escondido Jct.	Escondido Dist. Main Track
Del Mar	690
Linda Vista	Camp Elliott Spur
San Diego,	Harasthy Street Marine Base Spur
National City	1219
March Field	March Field Spur
Val Verde	Granite Spur
Perris	6384
San Jacinto	640
Elsinore	181
El Segundo	Main Track
Watson, Former Main Track	3800
Fallbrook	514
Escondido	340

RAILROAD CROSSINGS AT GRADE AND INTERLOCKERS

FIRST DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Barstow (West End)	Main track and connecting crossovers. Eastward and Westward Sidings.	Interlocker. Color light type; semi-automatic; approach locking. Ten miles per hour. Microphone, identified by sign board, 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 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.	Interlocker. Approach locking. Rule 782 is modified as follows: At 5th street, San Bernardino when route is lined and signals will not clear trains may proceed without personal explanation when signalled by the towerman with yellow flag or lamp. Westward trains sound route signal approaching microphone located MP 78 plus 300 feet.	Yard Lead 0000 Yard Lead against current of traffic ——0000

REDLANDS DISTRICT

Rialto Ave. "E" Street Arrowhead	P. E. Crossing. S. P. Crossing and industry track. P. E. Crossing.	Interlocker. Stop. Send flagman ahead: Fifteen miles per hour.	

RAILROAD CROSSINGS AT GRADE AND INTERLOCKERS

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.	Interlocker. Approach locking. Superior route second district main track. Inferior route Westward to Third district. Trains leaving yard will give signal for track upon which they are standing and follow with signal for route desired. Rule 782 is modified and it is permissible for enginemen to proceed without personal explanation when signalled by towerman with yellow flag or lamp.	Second district —— Third district —— 0 Yard to precooler — — 00 Precooler to second district — — 0000 House lead to main line — — Switch lead 0 —— Yard lead 0000 Engine lead — — 0 Second district to precooler — — 000 Precooler to yard — — 00 Westward main track against current of traffic —— 0000 Eastward main track against current of traffic Get phone authy. from Towerman From Union Pacific engine house To Passenger Yard 000—— To Second District 000——0 To B Yard 000——00 To Rana 000——0
Rialto Spur	P. E. Crossing.	Stop. Send flagman ahead.	
Cucamonga Spur	P. E. Crossing.	Stop. Send flagman ahead.	
Upland Spur	P. E. Crossing.	Stop. Send flagman ahead.	
Upland	P. E. Crossing.	Twenty-five miles per hour.	
Claremont	P. E. Crossing. West end siding and west end of house track.	Interlocker. Approach locking.	
San Dimas	P. E. Crossing and west end industry track.	Interlocker. Approach locking.	
Arcadia	S. P. Crossing.	Interlocker. Approach locking.	
Arcadia	P. E. Crossing.	Interlocker. Approach locking.	
Lamanda Park	P. E. Crossing and west end of siding.	Interlocker. Approach locking.	
Pasadena, Colorado Street	P. E. Crossing.	Eight miles per hour.	
Raymond Spur	S. P. Crossing.	Gates, Normal position across Santa Fe tracks.	
Highland Park 0.6 East	U. P. Crossing.	Eight Miles per hour. Gate, Normal position across U. P. track.	
Water Street 0.7 East	U. P. Crossing.	Eight Miles per hour. Gate, Normal position across U. P. track.	
Los Angeles—Main Street	L. A. Ry. Crossing.	Fifteen miles per hour.	
Mission Tower	S. P. and U. P. crossing To and from Union Station.	Interlocker. Approach locking. Rule 782 is modified and it is permissible for enginemen to proceed over crossing without personal explanation when authorized by telephone or signaled by towerman with yellow flag or lamp. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	Union Station 0—— Old main 00——0 Cudahy lead ——0—— Against current of traffic ——0000 S. P. Downey Ave. 000—— Calif. Cor. Spur 00——00

THIRD DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
San Bernardino, Rialto Ave.	P. E. Crossing.	Interlocker.	
Rana	All switches.	Interlocker. See Special Rule 8.	
Colton Tower	S. P. and U. P. Crossings.	Interlocker. Approach locking. Indications superior to right, class and direction for movements within home signal limits. Rule 782 is modified, and it is permissible for enginemen to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Westward main track against current of traffic ——0000
Riverside Junction	Double Track Junction Switches at Bridge B5. S. P. Crossing and U. P. Junction.	At Santa Ana River Bridge B5 communicate with towerman by telephone and be governed by his instructions. Interlocker. Approach locking. Indications superior to right, class or direction for movements within Home Signal limits.	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
May	P. E. Crossing.	Interlocker—CTC Controlled.	From U. P. westward main to Santa Fe westward main ——0000
Olinda Spur	P. E. Crossing.	Stop. Send flagman ahead.	
Fullerton	Junction Third and Fourth districts.	Interlocker. Approach locking. Indications superior to right, class or direction within Home Signal limits. Third District, superior route.	Fourth district ——0
Basta	Union Pacific Crossing.	When signal displays stop indication at west end of Westward Siding, communicate with towerman and secure authority before fouling main track.	
Sunny Hills Spur	P. E. Crossing.	Interlocker. Approach locking.	
Sunny Hills Spur	Union Pacific Crossing.	Stop.—Rule 98, A, B, C and D.	
Los Nietos	P. E. Crossing and west end siding.	Eight miles per hour.	
Hobart	Union Pacific Crossing.	Interlocker. Approach locking. Interlocker. Approach locking. Indications superior to right, class or direction, for movements within Home Signal limits. Rule 782 is modified and it is permissible for enginemen to proceed over crossing without personal explanation when signaled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Eastbound yard lead — — 0 Westbound yard lead —— 0 To ice house 0 —— 0 0 Against current of traffic ——0000
Redondo Junction	Union Pacific Crossing. Harbor district and Third district double track.	Interlocker. Approach locking. Indications superior to right, class or direction, for movements within Home Signal limits. Rule 782 is modified and it is permissible for enginemen to proceed over crossing without personal explanation when signaled by towerman with yellow flag or lamp, while standing on the tracks of this Railway. When signal displays stop indication at east leg of wye, communicate with towerman and secure authority before fouling main track.	Butte St. Transfer 00 —— 0 To Harbor Dist. —— 0 To 9th St. Yard —— 0 —— Levee Track 0 —— 00 Against current of traffic ——0000

"Approach locking" indicates that towerman cannot change route (in less than two minutes) after an approaching train on main track has entered block.

FOURTH DISTRICT

Anaheim 2.0 East	S. P. Crossing.	Interlocker. Approach locking.	
Anaheim Sugar Fcty. Spur	Union Pacific Crossing.	Stop.—Rule 98, A, B, C and D.	
Santa Ana Wye	S. P. Crossing.	Stop.—Rule 98, A, B, C and D.	
San Diego, Kettner Blvd.	S. D. E. Ry. Crossing.	Eight miles per hour.	
San Diego, Market St.	S. D. E. Ry. Crossing	Eight miles per hour.	
MP 271.1	Navy Destroyer Base.	Interlocker. When signal at "Stop" and crossing not occupied, open key controller box on relay case at crossing and follow written instructions therein.	
National City	Navy Warehouse Crossing.	Eight miles per hour.	

OLIVE DISTRICT

Olive 1.7 West	S. P. Crossing.	Interlocker—CTC Controlled.	

ELSINORE DISTRICT

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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKERS

HARBOR DISTRICT

Redondo Junction	1.0 Mi. East	Union Pacific Crossing.	See Redondo Junction—Third District.
		L. A. Ry. Crossing, Pac. Blvd.	Fifteen miles per hour.
Nadeau		S. P. Crossing.	Automatic Interlocker approach lighting. No distant signals. Speed limit 10 miles per hour.
			When stopped by Home Signal flagman must go to crossing and if no train within limits on S. P. track will open box marked "Santa Fe release" and press button therein.—After two minutes signal for waiting train should indicate "proceed at restricted speed." If signal fails to so indicate, crossing may then be used only under flag protection in both directions on S. P. tracks.
	0.8 Mi. East	P. E. Crossing.	Interlocker.
Wingfoot	0.5 Mi. East	L. A. Ry. Crossing, Avalon Bl.	Fifteen miles per hour.
	1.0 Mi. East	L. A. Ry. Crossing, Main St.	Fifteen miles per hour.
	1.2 Mi. West	L. A. Ry. Crossing, Broadway	Fifteen miles per hour.
Wildasin	0.7 Mi. West	L. A. Ry. Crossing, Hoover	Fifteen miles per hour.
	0.4 Mi. West	L. A. Ry. Crossing, Vermont	Fifteen miles per hour.
Hyde Park	0.5 Mi. East	L. A. Ry. Crossing.	Fifteen miles per hour.
El Segundo	0.2 Mi. West	P. E. Crossing.	Interlocker.
West Thenard Tower	0.1 Mi. West	P. E. Crossing.	Interlocker. L. A. Municipal Terminal R. R.
		S. P. Crossing	Interlocker.
	0.7 Mi. East	S. P. Crossing	Interlocker.
		S. P. Crossing, Manuel Yd. lead.	Stop—Rule 98, A, B, C, and D.
	0.9 Mi. East	P. E. Crossing.	Interlocker.
MP 28+4460		2 U. P. Tracks.	Santa Fe trains have preference unless flagged. Stop not required.

SAN JACINTO DISTRICT

Highgrove 1.5 West	S. P. Crossing.	Automatic Interlocker approach lighting. No distant signals. Speed limit 20 miles per hour. When stopped by home signal flagman must go to crossing and if no train is between home signals on S. P. or is seen to be approaching on S. P., open release compartment in door of relay house and operate the "Santa Fe" release according to instructions posted in compartment. After three minutes signal for waiting train should indicate "proceed" or red indicator light located on signal mast should light up showing that S. P. home signals are at "stop," in either case train may proceed. If neither happens and red indicator light at release does not light up, crossing may then be used only under flag protection in both directions on S. P. tracks.

Sidings, Spurs and Flag Stops not shown on face of Time Table

Location	Mile Post Location	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Freight only
Frost	38.8	8	Eastward track	Freight only
Pine Lodge	60.9	42	East and West	Freight only
Zeolite Spur	76.7	13	Westward track	Freight only
Western Stove Co. Spur	77.1	Lgh. 0.9 m.	East	Freight only
SECOND DISTRICT				
Rialto Foothill Spur	85.8	Lgh. 2.8 m.	West	Freight only
Muscat Spur	90.4	Lgh. 1.1 m.	West	Freight only
Wade	92.5	23	East and West	Freight only
Rochester	95.0	11	East	42
Cucamonga Foothill Spur	95.8	Lgh. 5.0 m.	West	Freight only
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Freight only
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Freight only
Forbes	111.6	24	East and West	Freight only
Duarte	121.0	15	East	42
Wilton	129.1	18	East and West	Siding
Usado	132.3	17	East and West	Siding
Raymond	132.7	16	West	Freight only
THIRD DISTRICT				
Pachappa	12.4	26	East and West	Freight only
Prenda Spur (Prenda)	14.3	Lgh. 2.0 m.	East and West	Freight only
Taylor St. Spur	18.5	19	West	Freight only
Sunny Hills	162.3	Lgh. 2.72 m.	West	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 Vl'y Spur	154.6	Lgh. 3.44 m.	West	Freight only
East Whittier	157.6	22	West	Freight only
REDLANDS DISTRICT				
Nevada Street	6.8	13	East	Freight only
Craf	11.4	10	East	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

Sidings, Spurs and Flag Stops not shown on face of Time Table

Location	Mile Post Location	Car Capacity	Switch Connection	Flag Stops for Trains
FOURTH DISTRICT				
Aliso	177.5	8	West	Freight only
Venta Spur	178.7	Lgh. 5.8 m.	East	Freight only
Browning	180.8	35	West	Freight only
Tustin	181.5	18	East	Freight only
Myford	181.3	8	East	Freight only
Frances	183.1	35	East and West	Freight only
Kathryn	183.9	24	East	Freight only
Como	180.1	54	East and West	Freight only
Don	216.2	10	East and West	Freight only
Farr	231.6	6	East and West	Freight only
Leucadia	236.4	0	None	
Linda Vista Army Spur	253.0	Lgh. 5.5 m.	East and West	Freight only
Pacific Beach	260.3	13	East and West	Freight only
Cudahy	263.4	33	East and West	Freight only
FALLBROOK DISTRICT				
Ranch House	7.6	6		64-65
Marine Base Spur	10.5	6	East	64-65
ESCONDIDO DISTRICT				
Talica	3.7	6	East and West	66-67
HARBOR DISTRICT				
Nadeau	2.5	0		
Lawn	8.8	2	East	Freight only
Dudmore	19.1	17	East	Freight only
Torrance Oil Spur	19.5	Lgh. 2.0 m.	West	Freight only
Alcoa Spur	20.1	Lgh. 2.0 m.	West	Freight only
SAN JACINTO DISTRICT				
Box Springs Quarry	6.1	42	East and West	Freight only
Mayer Farms	15.9	18	East and West	505-506
Granite Spur	14.5	Lgh. 5000 ft.	Wye	505-506
Ellis	19.1	8	East	505-506
ELSINORE DISTRICT				
Weisel Quarry	5.5	2	West	508-509
Weisel	6.2	37	East	508-509
Jameson	9.2	5	East	508-509
Durant	18.1	27	East	508-509

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

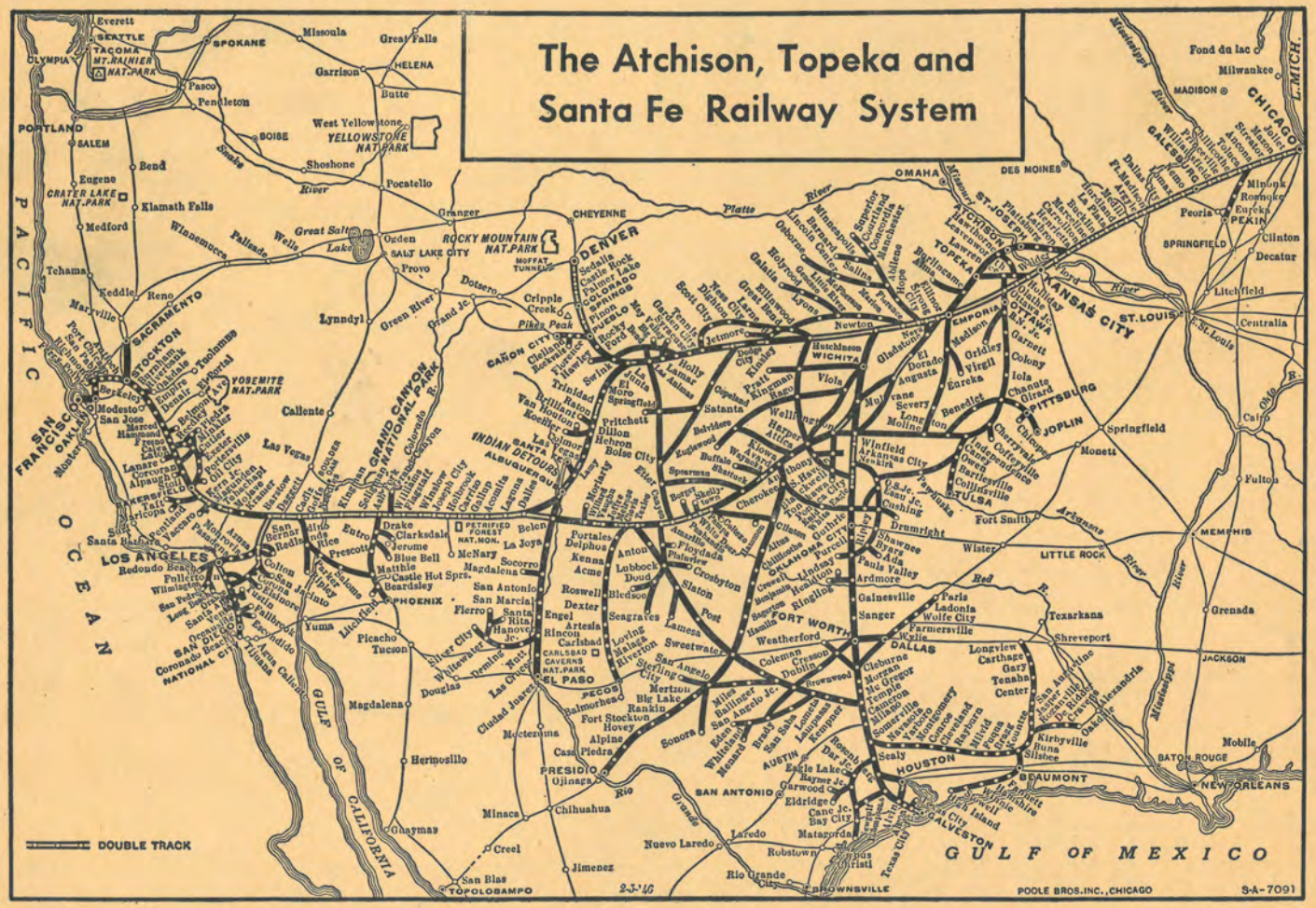
TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	Belen and beyond
	San Bernardino to Los Angeles		Barstow and beyond
2	Los Angeles to San Bernardino	Barstow and beyond	
	Madera	Beyond Bakersfield	Stockton; 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
17 El Capitan	Williams	Coach passengers only, Barstow and beyond	Coach passengers only, Albuquerque and beyond
	Ash Fork		Coach passengers only, for south of Ash Fork from Albuquerque and beyond
18 El Capitan	Ash Fork	Coach passengers only, from Prescott and South destined Albuquerque and beyond	
	Williams	Coach passengers only, Albuquerque and beyond	Coach passengers only, Barstow 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	
23	Holbrook	Prescott and beyond	Clovis and beyond
	Flagstaff	Barstow and beyond	Belen and beyond
	Bakersfield to Oakland		Bakersfield and beyond
	Victorville	Los Angeles	Williams, also Belen and beyond
24	Victorville	Williams and beyond	Los Angeles
	Flagstaff	Belen and beyond	Barstow and beyond
	Holbrook	Clovis and beyond	Prescott 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
ALFRED LETCHER.....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 East 1st Street, Los Angeles
JAS. PODMORE.....6612 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 and F. Book of Rules.)