



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

TRAINMASTERS

- R. R. KINGTON Needles, Calif.
- E. GILLMORE Barstow, Calif.
- M. H. SWANSON San Bernardino, Calif.
- W. BAXTER San Bernardino, Calif.
- G. E. YOUNG San Bernardino, Calif.
- W. E. ADAMS San Bernardino, Calif.
- R. C. VAN AUSSDALL Fullerton, Calif.
- J. M. WATKINS Los Angeles, Calif.
- R. F. NORLING Los Angeles, Calif.
- J. O. PHILLIPS Los Angeles, Calif.
- C. F. LILLEY Los Angeles, Calif.
- J. W. TIEHEN Los Angeles, Calif.

ASSISTANT TRAINMASTERS

- R. L. DIXON Barstow, Calif.
- H. L. ROGERS Barstow, Calif.
- F. B. HATFIELD San Bernardino, Calif.
- C. K. SEAMAN Los Angeles, Calif.
- G. C. DADO Los Angeles, Calif.

ROAD FOREMEN OF ENGINES

- A. K. SMELLIE Los Angeles, Calif.
- W. W. GENTRY Barstow, Calif.
- D. KEMP Needles, Calif.
- J. H. LANE Phoenix, Ariz.

CHIEF DISPATCHER

- J. E. BERRY San Bernardino, Calif.

ASSISTANT CHIEF DISPATCHERS

- J. T. DAWE San Bernardino, Calif.
- E. L. MAYS San Bernardino, Calif.
- W. E. EBERT San Bernardino, Calif.
- E. M. BUTLER San Bernardino, Calif.

DISPATCHERS - SAN BERNARDINO

- | | |
|----------------|-----------------|
| W. S. LOIT | W. R. HANSEN |
| J. C. SELINGER | D. F. HODGES |
| E. O. CRUM | R. J. WYSOCKI |
| A. C. KIDD | R. D. HARPER |
| H. W. WITSKEN | G. A. WOLLERTON |
| C. W. BURTON | J. D. PINSON |
| F. O. PIERCE | T. H. ESHELMAN |
| W. D. EAKIN | D. L. BERRY |

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



**LOS ANGELES DIVISION
AND
LOS ANGELES TERMINAL**

**TIME TABLE No.
15**

IN EFFECT

Sunday, April 24, 1966
At 12:01 A.M.
Pacific Standard Time

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

J. N. LANDRETH
General Manager
LOS ANGELES, CALIF.

R. H. ADAMS
Asst. General Manager
LOS ANGELES, CALIF.

E. R. ROBERTSON
Asst. General Manager
LOS ANGELES, CALIF.

A. K. JOHNSON
Superintendent
SAN BERNARDINO, CALIF.

H. D. FISH
Superintendent
LOS ANGELES, CALIF.

Timetable 14 eff 31 Oct 65
16 eff 15 June 68

2 LOS ANGELES DIVISION

CADIZ DISTRICT

Capacity of Sidings In 30 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 15 April 24, 1966	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
Yard			PARKER YL		105.8	
	31.7		8.3			29.6
28			CALZONA		114.1	0.0
	30.6		5.9			
17			VIDAL		120.0	0.0
	30.6		11.6			
45			GROMMET		131.6	
	6.9		8.8			21.1
49			RICE YL		140.4	
	0.0		3.6			25.3
43			FREDA YL		144.0	30.6
	0.0		7.0			
57			SABLON		151.0	31.7
	0.0		4.8			
120			SALT MARSH		155.8	5.3
	29.6		13.4			
97			FISHEL		169.2	31.7
	29.6		21.3			
76			CADIZ YL		190.5	
			(84.7)			

Wye at Parker, Rice and Cadiz.

Offices of Communication at Parker and Cadiz; booth phones at all sidings, M.P. 173.6 and M.P. 179.6.

RIPLEY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 15 April 24, 1966	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
Yard			RIPLEY		49.4	42.8
	21.7		7.4			
			BLYTHE		42.0	10.6
55			21.6			
	83.4		COX		20.4	0.0
	68.6		2.6			
30			MIDLAND		17.8	0.0
	68.6		1.3			
11			STYX		16.5	83.4
	65.0		16.5			
49			RICE		0.0	
			(49.4)			

No switch lights on Ripley District.

Wye at Rice and Blythe.

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

Radio Communication at Blythe.

Yard limits Ripley to Rice, inclusive.

LUCERNE VALLEY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 15 April 24, 1966	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
58			CUSHENBURY		29.2	105.6
	0.0		3.1			
13			SPUR 5		26.1	105.6
	0.0		10.5			
14			BASS		15.6	75.0
	75.0		4.3			
2			SPUR 2		11.3	75.0
	0.0		4.3			
2			SPUR 1		7.0	75.0
	116.2		7.0			
			HESPERIA		0.0	
			(29.2)			

No switch lights on Lucerne Valley District.

Office of Communication at Cushenbury; booth phone at Hesperia.

Yard limits Cushenbury to Hesperia, inclusive.

REDLANDS DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 15 April 24, 1966	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
9			DEL ROSA		21.5	47.5
	81.3		1.8			
14			PATTON		19.7	0.0
	89.5		1.0			
25			HIGHLAND		18.7	70.5
	83.2		2.5			
47			EAST HIGHLANDS		16.2	0.0
	88.5		4.1			
17			MENTONE		12.0	116.2
	0.0		3.2			
31			REDLANDS		8.8	116.2
	101.3		8.8			
Yard			S. P. Crossing S. P. Crossing SAN BERNARDINO		0.0	
			(21.4)			

No switch lights on Redlands District.

Wye at San Bernardino.

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

Yard limits Del Rosa to San Bernardino, inclusive.

SAN JACINTO DISTRICT

Capacity of Sidings In 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 15 April 24, 1966	↑		
			STATIONS			
26			HIGHGROVE S. P. Crossing -2.5		0.0	
12	116.2		LEMONA -4.5		2.7	0.0
31	116.2		BOX SPRINGS -2.3		7.2	17.6
	21.3		MARCH FIELD -1.1		9.6	17.6
45	21.3		ALESSANDRO -2.9		10.6	47.5
22	0.0		VAL VERDE -4.7		13.5	28.1
20	0.0		PERRIS -3.8		18.3	63.4
21	21.6		ETHANAC -2.4		22.7	0.0
11	49.3		MENIFEE -3.9		25.0	42.2
34	21.1		WINCHESTER -4.2		28.9	0.0
13	52.8		EGAN -2.9		33.1	0.0
15	44.3		HEMET -2.3		36.0	63.4
9	6.3		SAN JACINTO		38.3	
			(37.5)			

No switch lights on San Jacinto District.
 Wye at March Field, Val Verde, Perris and San Jacinto.
 Office of Communication at March Field, Perris, Hemet and San Jacinto.
 Radio Communication at Perris.
 Booth phones at Highgrove, Alessandro, Val Verde, Ethanac, Menifee and Winchester.
 Yard limits Highgrove to San Jacinto, inclusive.

OLIVE DISTRICT

Capacity of Sidings In 50 ft. Cars	Rating Grade Descending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 15 April 24, 1966	↑		
			STATIONS			
Yard			ATWOOD -2.4		0.0	
21	42.2		OLIVE S. P. Crossing -3.4		2.4	42.2
62	42.2		ORANGE (5.8)		5.8	42.2

Rule 261 (TCS) in effect on main track between Atwood and Orange.
 Siding switches Olive not power controlled but are equipped with electric switch locks.
 Office of Communication at Orange; phone booth at Olive and Atwood.
 Wye at Atwood and Orange.

FALLBROOK DISTRICT

Capacity of Sidings In 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 15 April 24, 1966	↑		
			STATIONS			
48			FALLBROOK JCT. -6.0		0.0	
12	66.0		CHAPPO -2.4		5.9	62.7
46	26.4		JOFEGAN -6.7		8.4	0.0
6	132.0		U.S.M.C. Crossing DE LUZ -1.8		15.1	79.2
28	105.6		FALLBROOK (16.9)		16.9	0.0

No switch lights on Fallbrook District.
 Office of Communication at Fallbrook.
 Wye at Fallbrook Jct. and Fallbrook.
 Booth phone at Fallbrook Jct. and Jofegan.
 Yard limits Fallbrook Jct. to Fallbrook, inclusive.

ELSINORE DISTRICT

Capacity of Sidings In 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 15 April 24, 1966	↑		
			STATIONS			
17			ELSINORE -5.6		21.9	132.0
20	147.8		ALBERHILL -7.8		16.3	89.8
32	50.7		ARCILLA -8.5		8.5	68.6
Yard	0.0		S. P. Crossing PORPHYRY		0.0	
			(21.9)			

No switch lights on Elsinore District.
 Wye at Porphyry.
 Office of Communication at Elsinore; booth phone at Porphyry and Alberhill.
 Yard limits Elsinore to Porphyry, inclusive.

ESCONDIDO DISTRICT

Capacity of Sidings In 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓	NO. 15 April 24, 1966	↑		
			STATIONS			
25			ESCONDIDO -4.9		21.1	95.0
14	83.4		SAN MARCOS -7.0		16.2	116.2
10	116.2		VISTA -1.5		9.2	0.0
11	116.2		FALDA -8.4		7.8	116.2
	107.7		ESCONDIDO JCT. (21.8)		0.0	

No switch lights on Escondido District.
 Wye at Escondido and Escondido Jct.
 Office of Communication at Escondido and Vista; booth phone at Escondido Jct.
 Yard limits Escondido to Escondido Jct., inclusive.

4 LOS ANGELES DIVISION

NEEDLES DISTRICT

WESTWARD								TIME TABLE	Mile Post	Ruling Grade— Ascending— Feet Per Mile	Ruling Grade— Descending— Feet Per Mile	Capacity of Sidings in 50 ft. Cars		
FIRST CLASS														
205	115	19	7	103	23	17	1							
UP Passenger	Las Vegas Holiday Special	The Chief	Fast Mail Express	City of Los Angeles	The Grand Canyon	Super Chief - El Capitan	San Francisco Chief	NO. 15	STATIONS	Mile Post	Ruling Grade— Ascending— Feet Per Mile	Ruling Grade— Descending— Feet Per Mile	Capacity of Sidings in 50 ft. Cars	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	April 24, 1966						
		PM 5.00	AM 11.10		AM 3.40	AM 2.05	AM 1.10	AUTOMATIC BLOCK SYSTEM AT S TWO TRACKS AT S	NEEDLES YL	578.0			Yard	
		5.11	11.25		3.53	2.15	1.21		7.4	JAVA	585.6	74.4	0.0	107
		5.20	11.39		4.05	2.23	1.30		6.8	IBIS	592.4	73.9	0.0	146
		5.27	11.48		4.12	2.30	1.37		4.5	BANNOCK	597.0	73.9	0.0	107
		5.33	11.58		4.20	2.36	1.43		4.6	HOMER	601.5	73.9	0.0	135
		5.43	12.10		4.30	2.47	1.53		7.6	GOFFS	609.1	76.0	26.4	146
		5.50	12.17		4.38	2.54	2.00		9.6	FENNER	618.7	0.0	59.1	114
		5.55	12.23		4.44	2.59	2.05		7.5	ESSEX	626.2	0.0	57.0	
		6.01	12.29		4.51	3.05	2.11		8.5	DANBY	634.7	0.0	58.6	108
		6.11	12.39		5.02	3.15	2.21		13.4	CADIZ YL	648.1	0.0	53.0	146
		6.20	12.49		5.13	3.24	2.31		13.4	AMBOY	661.5	29.0	53.8	107
		6.27	12.57		5.20	3.30	2.37		7.8	BAGDAD	669.3	35.9	11.6	107
		6.35	1.07		5.29	3.38	2.45		7.3	SIBERIA	676.7	75.0	0.0	135
		6.48	1.23		5.42	3.52	2.58		9.5	ASH HILL	686.7	76.0	17.9	107
		6.54	1.30		5.49	3.58	3.04		6.7	LUDLOW	693.4	31.1	54.4	117
		7.07	1.45		6.03	4.14	3.19		13.2	PISGAH	706.6	57.0	49.1	132
		7.12	1.52		6.09	4.20	3.25		6.2	HECTOR	712.8	0.0	55.4	
		7.21	2.02	AM	6.20	4.30	3.35		12.8	NEWBERRY	725.6	29.5	39.6	146
PM 11.33	PM 6.33	7.31	2.11	AM 8.03	6.30	4.40	3.45		12.0	DAGGETT	737.6	40.6	13.7	
									4.0	NEBO	741.6	34.3	30.6	
s 11.51 PM	s 6.43 PM	s 7.50 PM	s 2.30 PM	s 8.15 AM	s 7.00 AM	s 5.00 AM	s 4.05 AM	4.8	BARSTOW	746.4	31.7	48.3	Yard	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(167.6)					
(29.3)	(52.8)	(59.2)	(50.3)	(44.0)	(50.3)	(57.5)	(57.5) Average speed per hour						

Between train sign located at west end of passenger yard Needles and block signal 5761 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

(Continued on Page 5)

NEEDLES DISTRICT

LOS ANGELES DIVISION 5

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 15 April 24, 1966		EASTWARD							
								FIRST CLASS							
								206	8	116	20	104	24	2	18
UP Pas- senger	Fast Mail Express	Las Vegas Holiday Special	The Chief	City of Los Angeles	The Grand Canyon	San Francisco Chief	Super Chief - El Capitan	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard	Y	C-R				STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
			74.4	0.0	578.0	NEEDLES YL		AM 7.40		PM 4.45		PM 9.15	PM 10.50	AM 1.55	
107		B	73.9	0.0	585.6	7.4 JAVA		7.25		4.29		8.50	10.30	1.39	
		B	104.5	0.0	592.4	6.8 IBIS		7.18		4.22		8.42	10.23	1.32	
		B	73.9	0.0	597.0	3.7 BANNOCK		7.14		4.18		8.37	10.19	1.28	
146		B	76.0	26.4	601.5	4.6 HOMER		7.09		4.14		8.32	10.15	1.24	
107		B	0.0	59.1	609.1	7.6 GOFFS		7.02		4.07		8.24	10.08	1.17	
107		B	0.0	57.0	618.7	9.6 FENNER		6.51		3.57		8.12	10.00	1.08	
107		B	0.0	58.6	626.2	7.5 ESSEX		6.42		3.50		8.00	9.52	1.00	
114		B	0.0	53.8	634.7	8.5 DANBY		6.33		3.43		7.50	9.46	12.53	
189	Y	C-R	29.0	53.8	648.1	13.4 CADIZ YL		6.20		3.32		7.36	9.36	12.41	
107		C	35.9	11.6	661.5	13.4 AMBOY		6.09		3.23		7.23	9.27	12.31	
100		B	75.0	0.0	669.3	7.8 BAGDAD		6.02		3.17		7.16	9.21	12.25	
107		B	121.4	17.9	676.7	7.3 SIBERIA		5.55		3.11		7.09	9.15	12.18	
146	Y	B	31.1	54.4	686.7	7.7 ASH HILL		5.46		3.02		6.59	9.06	12.09	
101		B	57.0	49.1	693.4	6.7 LUDLOW		5.39		2.56		6.52	9.00	12.03	
134		B	0.0	55.4	706.6	13.2 PISGAH		5.27		2.45		6.40	8.49	11.51	
107		B	29.5	39.6	712.8	6.2 HECTOR		5.21		2.39		6.35	8.44	11.45	
		B	40.6	13.7	725.6	12.8 NEWBERRY		5.12		2.30		6.26	8.35	11.36	
71		B	34.3	30.6	737.7	12.0 DAGGETT	AM 2.45	5.03	AM 11.40	2.22	PM 5.45	6.18	8.27	11.27	
Yard	Y	C-R	32.7	43.3	741.6	4.0 NEBO									
					746.4	4.8 BARSTOW	AM 2.30	4.55 AM	11.30 AM	2.15 PM	5.35 PM	6.10 PM	8.20 PM	11.20 PM	
						(165.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (35.2) (60.0) (52.8) (66.0) (52.8) (53.5) (66.0) (68.2)

(Continued from Page 4)

Helper locomotives at or near rear of train may use dynamic brake as follows:

Westward

Eastward

Goffs to Cadiz
Pisgah to Hector

Ash Hill to Bagdad
Goffs to Needles

Rule 251 in effect between Needles and M.P. 737.3.

Rule 261 (TCS) in effect on two main tracks between M.P. 737.3 and M.P. 743.7 and on three main tracks between M.P. 743.7 and M.P. 745.3 and are numbered north to south 1 - 2 and 3.

At Nebo siding switches equipped with electric switch locks be governed by instructions posted in phone box.

Trains must get clearance card before leaving Needles and Barstow; except, at Barstow east tower, may proceed on clear train order signal in lieu of clearance card.

6 LOS ANGELES DIVISION

FIRST DISTRICT

WESTWARD							TIME TABLE NO. 15 April 24, 1966	Mile Post	Ruling Grade Ascending— Feet Per Mile	Ruling Grade Descending— Feet Per Mile	Communications	Capacity of Sidings In 50 ft. Cars
FIRST CLASS												
205	19	115	7	103	23	17						
UP Passenger	The Chief	Las Vegas Holiday Special	Fast Mail Express	City of Los Angeles	The Grand Canyon	Super Chief - El Capitan						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
PM 11.55	PM 8.00	PM 6.43	PM 3.00	AM 8.20	AM 7.45	AM 5.10	BARSTOW YL	0.0			C-R	Yard
AM 12.02	8.07	6.51	3.08	8.28	7.52	5.17	6.1 LENWOOD	5.8	37.0	20.4	B	92
12.09	8.14	6.55	3.13	8.34	7.59	5.22	5.7 HODGE	11.8	39.1	35.9	B	120
12.16	8.21	7.01	3.21	8.41	8.05	5.29	9.2 HELENDALE	21.1	37.0	37.0	B	98
12.21	8.25	7.05	3.26	8.47	8.10	5.33	4.9 BRYMAN	26.1	37.0	0.0	B	144
12.27	8.30	7.09	3.31	8.53	8.15	5.38	5.4 ORO GRANDE YL	31.5	38.0	23.2	C	Yard
s 12.35	8.37	7.15	3.39	f 9.00	f 8.25	5.45	5.0 VICTORVILLE YL	36.7	37.0	37.0	C-R	100-146
12.43	8.43	7.21	3.47	9.07	8.33	5.52	4.3 THORN	41.1	84.5	0.0	B	
12.50	8.48	7.26	3.53	9.13	8.41	5.58	4.1 HESPERIA	45.1	83.4	0.0	B	144
12.59	8.53	7.32	3.59	9.19	8.50	6.04	5.2 LUGO	50.3	81.3	0.0	B	140
1.13	9.03	7.45	4.12	9.34	9.03	6.15	5.5 SUMMIT YL	55.9	84.5	0.0	C-R	122
							6.5		0.0	158.4		
1.28	9.17	8.00	4.29	9.50	9.19	6.29	CAJON	62.3	0.0	116.2	B	93
1.34	9.23	8.06	4.36	9.56	9.26	6.35	3.8 KEENBROOK	66.3	0.0	116.2	B	
1.42	9.30	8.13	4.44	10.04	9.34	6.42	4.7 DEVORE	71.0	0.0	116.2	B	126
1.49	9.36	8.20	4.51	10.12	9.41	6.48	5.0 ONO	76.0	64.4	104.5	B	143
s 2.00 AM	s 9.50 PM	s 8.32 PM	s 5.20 PM	s 10.25 AM	s 9.55 AM	s 7.00 AM	SAN BERNARDINO YL	81.3			C-R	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(80.8)					

(38.8) (44.1) (44.5) (34.7) (38.8) (37.3) (44.1) Average speed per hour

Rule 251 in effect between Barstow and San Bernardino.

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

Rule 320 (B): At Summit, westward trains finding Signal 561 on westward track in "Stop" position must wait five minutes before proceeding unless the signal changes to indicate "Proceed."

Rule 21(d) Form 2501-A: Prescribed test must be made on passenger trains at Summit, westward.

Westward freight trains with less than 4 units of operative dynamic brake (with less than 3 units ATSF 800-900 and UP 400 class engines) must stop not less than ten minutes at each Cajon and Devore to cool wheels and inspect train, when train weight exceeds 1275 tons per operative dynamic brake unit of engine (1700 tons for ATSF 800-900 and UP 400 class engines).

Between east and west towers at Barstow there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Between interlocked switches 5th Street and interlocked switches "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

- At following stations, crossover switches are equipped with electric locks:
- Victorville—Switches between two main tracks, just east of station, time release five minutes;
 - Summit—Switch from eastward siding to westward main track, opposite station, time release three minutes;
 - Cajon—East and west crossovers, time release five minutes;
 - Keenbrook—East and west crossovers, time release five minutes;
 - Devore—East and west crossovers, time release five minutes;
 - Ono—East and west crossovers, time release five minutes;
 - M.P. 79.6—Crossover, time release five minutes;
 - San Bernardino—Two main track crossovers between passenger yard and 5th Street, time release two minutes.

Trains must get clearance card before leaving Barstow and San Bernardino; except at Barstow west tower, and San Bernardino "A" yard office, may proceed with current of traffic on clear train order signal in lieu of clearance card.

(Continued on Page 7)

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Communications	Ruling Grade Descending— Feet Per Mile	Ruling Grade Ascending— Feet Per Mile	Mile Post	TIME TABLE NO. 15 April 24, 1966		EASTWARD						
								FIRST CLASS						
								206	8	116	20	24	104	18
								UP Passenger	Fast Mail Express	Las Vegas Holiday Special	The Chief	The Grand Canyon	City of Los Angeles	Super Chief - El Capitan
STATIONS						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard	Y	C-R			0.0	BARSTOW	YL	AM 2.25	AM 4.30	AM 11.30	PM 2.05	PM 5.20	PM 5.32	PM 11.10
104		B	37.0	20.4	5.8	LENWOOD		2.16	4.17	11.19	1.54	5.06	5.20	10.59
108		B	39.1	35.9	11.8	HODGE		2.10	4.12	11.15	1.50	5.02	5.16	10.55
148		B	37.0	37.0	21.1	HELENDALE		2.03	4.04	11.07	1.43	4.55	5.09	10.48
		B	37.0	0.0	26.1	BRYMAN		1.59	4.00	11.03	1.39	4.51	5.05	10.44
Yard		O	38.0	23.2	31.5	ORO GRANDE	YL	1.53	3.56	10.59	1.35	4.47	5.01	10.40
98		C-R	37.0	37.0	36.7	VICTORVILLE	YL	1.45	3.50	10.53	1.28	4.41	4.55	10.33
146		B	83.4	0.0	41.1	THORN		1.38	3.40	10.47	1.21	4.34	4.45	10.26
106		B	83.4	0.0	45.1	HESPERIA		1.34	3.36	10.43	1.17	4.30	4.41	10.22
		B	84.3	0.0	50.3	LUGO		1.29	3.31	10.39	1.12	4.25	4.36	10.17
126	Y	C-R	84.5	0.0	55.9	SUMMIT	YL	1.20	3.23	10.31	1.03	4.16	4.27	10.08
118		B	0.0	116.2	59.7	ALRAY		1.10	3.11	10.22	12.53	4.06	4.17	9.58
70		B	0.0	116.2	62.3	CAJON		1.00	3.00	10.12	12.42	3.55	4.07	9.48
115		B	0.0	116.2	68.3	KEENBROOK		12.53	2.52	10.04	12.34	3.47	3.57	9.40
128		B	0.0	116.2	71.0	DEVORE		12.44	2.42	9.56	12.26	3.38	3.49	9.32
106		B	0.0	116.2	76.0	ONO		12.36	2.31	9.49	12.18	3.29	3.39	9.23
Yard	Y	C-R	26.4	104.5	81.3	SAN BERNARDINO	YL	12.25 AM	2.20 AM	9.40 AM	12.08 PM	3.18 PM	3.30 PM	9.12 PM
						(82.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (41.5) (38.3) (45.2) (42.5) (40.8) (40.8) (42.2)

(Continued from Page 6)

The use of retainers on freight trains, Summit to San Bernardino, will be as follows:

1(a). When controlling LOCOMOTIVE HAS PRESSURE MAINTAINING and OPERATIVE DYNAMIC BRAKE, train may proceed without retainers at speed indicated in table below.

SUMMIT TO CAJON

TOTAL TRAIN TONNAGE				Average Tons Per Operative* Brake Speed as Indicated below		
No. Units With Operative Dynamic Brake				75 tons or less	76 to 95 tons	96 to 115 tons
1	2	3	4 or more**			
700 or less	1250 or less	1500 or less	1750 or less	20 MPH	20 MPH	20 MPH
701-1250	1251-1750	1501-2000	1751-2500	20 MPH	20 MPH	15 MPH
1251-1750	1751-2500	2001-2750	2501-4500	20 MPH	15 MPH	15 MPH
			4501 or more	15 MPH	15 MPH	15 MPH

*Must not exceed 115 tons per Operative Brake.
**Including 3 or more units ATSF 800-900 and UP 400 Class.

- (b). Speed may be increased 5 MPH, Cajon to San Bernardino.
- (c). Between Cajon and San Bernardino freight train speed is 35 MPH WHEN THE DYNAMIC BRAKE ALONE WILL CONTROL TRAIN SPEED. Should the use of air brakes become necessary, train will be reduced to that outlined in Rules 1 (a) and 1 (b).
- (d). If train with operative dynamic brake and pressure maintaining, restricted to 15 MPH as shown in table above, stops between Summit and Cajon for causes other than inoperative or impaired efficiency of dynamic brake, one retainer must be set in high pressure position for each seventy (70) tons in excess of 700 tons per locomotive unit before train brakes are released and recharged.

2. If DYNAMIC BRAKE BECOMES INOPERATIVE, or ITS EFFICIENCY IMPAIRED, on one or more units, and tonnage being handled is in excess of that authorized for remaining units with operative dynamic brakes, train must be stopped immediately. Before brakes are released, retainers must be set as follows:

- With train qualified by table for speed of 20 MPH—50% in L.P.
- With train qualified by table for speed of 15 MPH—50% in H.P.

3(a). When controlling LOCOMOTIVE DOES NOT HAVE PRESSURE MAINTAINING but DOES HAVE OPERATIVE DYNAMIC BRAKE, maximum tonnage will be 500 tons per unit of operative dynamic brake but not to exceed 2500 tons, train may proceed without the use of retainers.

(b). Trains exceeding 500 tons per unit of operative dynamic brake or total train weight exceeding 2500 tons, one retainer must be set in high pressure position for each seventy (70) tons in excess of 500 tons per operative unit of dynamic brake or when total train weight exceeds 2500 tons.

4. When controlling LOCOMOTIVE DOES NOT HAVE OPERATIVE DYNAMIC BRAKE and is NOT EQUIPPED WITH PRESSURE MAINTAINING, use retainers on all cars. Loaded cars must have retainers set in high pressure position, empty cars in low pressure position before leaving Summit. Short cycle method of braking must be used and total train weight must not exceed 70 tons per operative brake.

- 5(a). When retainers are required, not less than 10 must be set before leaving Summit.
- (b). When retainers are used on freight trains, speed must not exceed 20 MPH, Summit to San Bernardino.

6. If retainers are positioned before reaching Summit, or retainers are not required, and it is known by the conductor and engineer that the prescribed brake pipe pressure is indicated on the gauges, train may proceed without stopping; otherwise, Rule 942 will apply.

- 7. Helper locomotives at or near rear of train may use dynamic brake:
Westward—Summit to San Bernardino.
Eastward—Summit to Victorville.

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 15 April 24, 1966	EASTWARD			Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			FIRST CLASS			FIRST CLASS					
			19	17		8	20	18			
			The Chief	Super Chief - El Capitan		Fast Mail Express	The Chief	Super Chief - El Capitan			
Yard	Y	64.9	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily			
			PM 9.55	AM 7.05	SAN BERNARDINO YL 3.6	AM 2.05	PM 12.05 PM	PM 9.09	81.3	0.0	C-R
47	Y	32.4	10.02	7.12	RIALTO 3.8	1.56	11.55	8.59	84.9	15.4	B
		0.0			FONTANA YL 3.0				88.8	38.7	C
Yard		14.3	10.08	7.18	KAISER YL 2.0	1.51	11.49	8.54	91.8	37.7	C-R
54		14.3			ETIWANDA YL 3.9				93.7	32.0	B
50		56.4	10.15	7.24	CUCAMONGA 3.2	1.46	11.44	8.49	97.7	19.3	C
47	Y	30.6	10.19	7.28	UPLAND S. P. Crossing 3.9	1.43	11.41	8.46	100.9	42.2	C
56		0.0	10.24	7.33	CLAREMONT S. P. Crossing 1.9	1.39	11.37	8.42	104.8	59.1	C
64		0.0	10.32	7.40	POMONA 1.2	1.36	11.34	8.39	106.7	43.8	C
40		0.0			LA VERNE 2.4	1.34	11.30	8.35	107.9	63.4	B
42		0.0			SAN DIMAS S. P. Crossing 4.1				110.2	63.4	C
59		0.0	10.42	7.50	GLENDORA 2.5	1.27	11.23	8.28	114.4	63.4	B
	Y	39.6	10.45	7.53	AZUSA 1.4	1.24	11.20	8.25	116.9	75.0	C
41		0.0	10.47	7.56	KINCAID S. P. Crossing 2.0	1.22	11.18	8.23	118.2	81.3	B
50		26.4			BUTLER 2.3				120.2	60.7	B
72		75.0	10.52	8.00	MONROVIA 1.7	1.19	11.14	8.20	122.4	26.4	C
11		75.2			ARCADIA 1.6				124.2	0.0	C
39		73.9			SANTA ANITA 1.5				125.8	0.0	B
62		63.4	10.58	8.07	CHAPMAN 0.8	1.13	11.08	8.14	127.3	0.0	B
		78.1			LAMANDA PARK 3.6				128.0	95.0	B
34		0.0	11.18	8.25	PASADENA YL 2.0	1.00	10.55	8.00	131.7	114.6	C-R
		0.0			SOUTH PASADENA 0.5				133.7	88.7	B
34		0.0	11.26	8.33	OLGA 1.6	12.52	10.48	7.47	134.2	91.9	B
20		31.7			U. P. Crossing HIGHLAND PARK 2.9				135.9	106.9	B
71		0.0			U. P. Crossing WATER STREET YL 0.7				138.7	89.8	
		0.0	11.40	8.45	BROADWAY YL 0.6	12.34	10.34	7.34	139.4	37.0	
	Y	0.0			MISSION TOWER YL 0.8				140.1	59.7	C
Yard		0.0	11.55 PM	9.00 AM	LOS ANGELES YL Union Station (59.5)	12.30 AM	10.30 AM	7.30 PM		31.7	C
Yard		0.0			FIRST STREET YL 1.1				141.1		B-R
			Arrive Daily	Arrive Daily	(59.8)	Leave Daily	Leave Daily	Leave Daily			

(29.8) (31.0) Average speed per hour..... (37.6) (37.6) (36.1)

Trains must get clearance card before leaving San Bernardino and Los Angeles.
 Trains originating First Street must get clearance card before leaving Mission Tower.
 San Bernardino, interlocking signals when displaying a single yellow aspect will be "APPROACH-RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."
 Rule 251 in effect Mission Tower-First Street.
 Rule 261 (TCS) in effect Mission Tower-Broadway, two main tracks.

Between interlocked switches 5th Street and interlocked switches "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.
 At Los Angeles: Rules and Regulations of Union Station must be observed within terminal limits.
 Rule 312: At Union Station, Los Angeles, three interlocked signals in vertical alignment on Signal Bridge No. 1-A, governing eastward movements on Track 2. Lower signal governs route to AT&SF Second District.

HARBOR DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↙	NO. 15 April 24, 1966	↗			
STATIONS							
			LONG BEACH 2.5 S. P. Crossing West Thenard Tower 1.1				
Yard			Pier A Yard 2.0				O
Yard			WILMINGTON 1.4		28.0		B
89			WATSON 3.3		26.6	52.8	B
Yard	79.2		IRONSIDES 1.6		23.3	0.0	
Yard	24.3		TORRANCE 1.6		21.7	26.4	C
Yard	10.9		ALCOA 3.5		20.1	58.4	B
Yard	52.3		LAWNDALE 1.8		18.6	51.1	
	52.6		EL SEGUNDO S. P. Crossing 1.2		14.8	4.0	C-R
107			LAIRPORT 3.7		13.6	13.7	B
	26.4		INGLEWOOD 1.9		9.9	52.8	C
79			HYDE PARK 0.7		8.0	57.6	
13	0.0		VAN NESS 1.3		7.3	0.0	
22	10.5		WILDASIN 2.5		6.0	0.0	
75	18.5		WINGFOOT S. P. Crossing 2.0		3.5	0.0	B
Yard	21.1		S. P. Crossing MALABAR 1.5		1.5	0.0	
	52.8		REDONDO JCT. (28.0)		0.0	0.0	R

Wyes at Watson, El Segundo and Redondo Jct.

Should home signals at S. P. Railway crossing, one mile east of West Thenard Tower, fail to clear, call Towerman for instructions.

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.

Spring point derail located at 2414 feet east of MP 27, east end Watson Yard. Normal position set to derail for eastward movements.

Light indicators are located between Malabar and Wingfoot:

For eastward movement at MP 1.7 with 1000 foot approach circuit.

For westward movement at MP 2.3 with 1000 foot approach circuit.

Indicators are lighted continuously displaying Red aspect, except when engines or cars foul approach circuit, indicator will display a Green aspect if limits are unoccupied.

If indicator does not change to a Green aspect when engines or cars foul approach circuit, Stop must be made and movement must be protected.

When clearing the main track within the above limits, main track switch must not be returned to normal until engine and cars are clear of main track. Main track must not again be fouled without providing proper protection and in addition main track switch must be opened and wait five minutes.

Yard limits Pier A to Redondo Jct., inclusive.

REDONDO DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
		↙	NO. 15 April 24, 1966	↗			
STATIONS							
Yard			REDONDO BEACH 1.5		20.2	0.0	
7	42.2		HERMOSA BEACH 1.7		18.7	0.0	C
	42.2		MANHATTAN BEACH 2.2		17.0	52.8	
	47.5		EL SEGUNDO (5.4)		14.8		C-R

No switch lights on Redondo District.
Yard limits Redondo Beach to El Segundo, inclusive.

WESTWARD								TIME TABLE NO. 15 April 24, 1966	Mile Post	Ruling Grade Ascending— Feet Per Mile
FIRST CLASS										
115	7	77	75	103	23	73	205			
Las Vegas Holiday Special	Fast Mail Express	San Diegan	San Diegan	City of Los Angeles	The Grand Canyon	San Diegan	UP Pas- senger	STATIONS		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
PM 8.33	PM 5.25			AM 10.30	AM 10.00		AM 2.10	SAN BERNARDINO YL	0.0	
								2.2 RANA YL	1.6	25.0
								1.3 COLTON YL		0.0
8.42	5.35			10.39	10.10		2.20	S. P. Crossing	2.9	21.1
8.47	5.40			10.44	10.15		2.25	3.8 HIGHGROVE	6.7	21.1
8.50 PM	5.43			10.48 AM	10.17		2.30 AM	2.6 S. P. Crossing RIVERSIDE JCT.	9.2	
	5.45				10.25			0.6 RIVERSIDE YL	9.8	0.0
								4.2 CASA BLANCA	14.0	63.4
								2.4 ARLINGTON	16.4	21.1
								3.3 MAY	20.2	0.0
								3.1 PORPHYRY	22.8	0.0
	6.05			10.45				1.3 CORONA	24.1	0.0
								5.0 PRADO DAM	29.2	24.3
								7.2 ESPERANZA	36.4	21.1
	6.25				11.05			4.3 ATWOOD	40.6	0.0
		PM	PM			AM		2.3 PLACENTIA	43.0	10.6
	6.35	6.12	1.42		11.15	9.12		3.0 FULLERTON	165.0	0.0
	6.42	6.20	1.49		11.23	9.19		3.3 LA MIRADA	158.7	12.7
								4.3 SANTA FE SPRINGS	154.4	37.0
								1.3 LOS NIETOS S. P. Crossing	153.1	23.2
								0.9 D. T. JUNCTION S. P. Crossing	152.1	17.1
								1.0 PICO RIVERA	151.2	0.0
		6.30	2.00		11.34	9.30		1.3 BANDINI	151.2	22.7
	6.52	6.32	2.02		11.37	9.32		4.3 HOBART YL	149.8	19.0
	6.58	6.37	2.07		11.42	9.37		2.3 REDONDO JCT. U. P. Crossing	145.5	37.0
								2.1 FIRST STREET YL (70.4)	143.2	37.0
								0.9 MISSION TOWER YL	141.1	59.7
								0.8 LOS ANGELES YL Union Station	140.1	71.8
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(72.1)		

(34.9) (34.6) (35.6) (35.6) (33.0) (33.3) (35.6) (29.7)Average speed per hour

San Bernardino to and including Rana, interlocking signals when displaying a single yellow aspect will be "APPROACH-RESTRICTING" with the indication "PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION."

Rule 251 in effect at following locations:

- Between west end of Bridge 4.6 and Riverside Jct.
- Between La Mirada and D.T. Jct.
- Between Redondo Jct. Interlocking and Mission Tower.

Rule 261 (TCS) in effect at following locations:

- Main tracks San Bernardino to Bridge 4.6.

Main Tracks Riverside Jct. to La Mirada M.P. 159.5.

Main tracks D.T. Jct. to Redondo Jct.

Between interlocked switches 5th Street and interlocked switches "A" yard office at San Bernardino there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Trains originating First Street or Hobart must get clearance card before leaving Hobart.

Trains from Harbor District en route Third District must get clearance card before leaving Hobart.

(Continued on Page 11)

THIRD DISTRICT

LOS ANGELES DIVISION 11

Communications	Turn Tables and Wyes	Capacity of Sidings In 50 ft. Cars	Ruling grade Ascending Feet Per Mile	TIME TABLE		EASTWARD						
				NO. 15		FIRST CLASS						
				April 24, 1966		116	74	76	24	104	78	206
						Las Vegas Holiday Special	San Diegan	San Diegan	The Grand Canyon	City of Los Angeles	San Diegan	UP Passenger
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
C-R	Y	Yard	52.8	SAN BERNARDINO YL	3 TRKS.	AM 9.35			PM 3.10	PM 3.25		AM 12.13
			52.8	S. P. Crossing 1.5								
B		W-49 E-112	52.8	RANA YL	1.3							
B		W-114	52.8	COLTON YL	3.8	9.27			2.57	3.15		12.05
			52.8	S. P. Crossing 3.8								AM 11.58
C-R			52.8	HIGHGROVE	2.6	9.22			2.52	3.10		
			13.2	S. P. Crossing RIVERSIDE JCT.		9.17 AM			2.47	3.04 PM		11.53 PM
B		E-42	52.8	RIVERSIDE YL	0.6				s 2.45			
C	Y	99	52.8	CASA BLANCA	4.2							
O		62	52.8	ARLINGTON	2.4							
B		94	52.8	MAY	3.3							
B	Y	100	52.8	PORPHYRY	3.1							
C-R		167	52.8	CORONA	1.3							
B		94	52.8	PRADO DAM	5.0				s 2.25			
B		129	52.8	ESPERANZA	7.2							
B	Y		52.8	ATWOOD	4.3				2.06			
C			42.2	PLACENTIA	2.3							
C-R			42.2	FULLERTON	3.0		AM 8.05	AM 11.40	s 2.00		PM 7.25	
			33.4	U. P. Crossing 6.3								
B		E-96	9.2	LA MIRADA	4.3		7.56	11.31	1.46		7.16	
C		W-86	17.6	SANTA FE SPRINGS	1.3							
B			26.9	LOS NIETOS	0.9							
			4.2	S. P. Crossing D. T. JUNCTION	1.0		7.50	11.25	1.39		7.10	
C-R		Yard	0.0	PICO RIVERA	1.3		7.48	11.22	1.37		7.07	
B			52.8	BANDINI	4.3							
C-R		Yard	0.0	HOBART YL	2.3		7.42	11.15	1.30		7.00	
			0.0	U. P. Crossing REDONDO JCT.	2.1							
R	TY		0.0	FIRST STREET YL	0.9							
B-R		Yard	0.0	(69.7)								
C	Y		31.7	MISSION TOWER YL	0.8		7.32	11.03	1.18		6.48	
O				LOS ANGELES YL	Union Station		7.30 AM	11.00 AM	1.15 PM		6.45 PM	
				(71.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....						(30.7)	(43.7)	(39.2)	(37.3)	(26.3)	(38.2)	(27.6)

(Continued from Page 10)

Trains must get clearance card before leaving Los Angeles and San Bernardino; except at San Bernardino trains may proceed on clear train order signal in lieu of clearance card.

At San Bernardino: Train order signal West Yard Tower apply to trains moving via "B" yard, train order signal "A" Yard Office apply to trains moving via short route. Flashing red indication of train order signal "A" Yard Office, trains may proceed to West Yard Tower and be governed by indication of train order signal.

At Riverside Jct.: Eastward trains may proceed with current of traffic on clear train order signal in lieu of clearance card and display classification signals previously authorized.

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

Rule 85: Exchanging train orders, signals and numbers will not be required: Between San Bernardino and Bridge 4.6, Riverside Jct. and La Mirada, and D.T. Jct. and Redondo Jct.

12 LOS ANGELES DIVISION

FOURTH DISTRICT

Communications	Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending—Feet Per Mile	WESTWARD			TIME TABLE NO. 15 April 24, 1966	EASTWARD			Mile Post	Ruling Grade Ascending—Feet Per Mile	Turn Tables and Wyes
			FIRST CLASS				FIRST CLASS					
			77	75	73		74	76	78			
	Yard	31.1							273.1		Y	
		10.5	PM 4.00	AM 11.30	AM 7.00				269.3	26.4	T	
C-R	Yard	52.8	4.07	11.38	7.07		AM 10.25	PM 1.55	PM 9.40	0.0	Y	
B		35.1	4.07	11.38	7.07		10.12	1.43	9.27	31.0		
B	91	65.5								28.5		
B		113.5								51.7		
B		0.0								262.1		
B	98	54.2		PM						257.9	0.0	
C	67	52.8	s 4.33	s 12.03	s 7.31		s 9.45	s 1.19	s 9.04	253.0	116.2	
O	92	63.4	4.39	12.09	f 7.37		9.35	1.06	f 8.54	249.1	58.1	
B	116	63.4								244.0	63.4	
B	69	69.7								238.1	63.4	
B		15.8	s 4.57	s 12.27	s 7.55		s 9.25	s 12.55	s 8.42	233.8	64.4	
C-R	76	64.4								229.3	59.7	
B	92	70.8								227.2	7.4	
B	86	67.6								226.2	63.5	
B	97	23.8								224.1	67.1	
B	91	29.6	s 5.18	s 12.48	f 8.17		f 8.59	12.27	f 8.18	218.7	68.6	
B	33	0.5								214.2	69.0	
B	54	26.4								208.8	58.1	
B	98	60.5								204.8	5.3	
C	87	65.5	5.27		8.27					202.7	28.5	
B	98	67.3								199.8	0.0	
B	88	0.0								197.2	0.0	
C	119	12.0								192.6	73.9	
B	93	38.5								188.1	70.2	
O	125	30.6	s 5.54	s 1.25	s 8.52		s 8.30	s 11.59	s 7.45	182.9	63.4	
C	122	29.6	5.59		8.57		8.17			178.5	0.0	
C	60	22.7	f 6.05	f 1.35	f 9.04		f 8.10	f 11.45	f 7.30	175.5	14.3	
C-R			s 6.12	s 1.42	s 9.12		8.05	11.40	7.25	172.6	39.2	
			PM	PM	AM		AM	AM	PM	167.8	19.0	
			Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily			
						(107.7)						

(46.4) (46.4) (46.4) Average speed per hour. (43.7) (45.0) (45.3)

Trains must get clearance card before leaving San Diego during hours office open.

Rule 85: Exchanging train orders, signals and numbers will not be required between Old Town and Fullerton.

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

Rule 251 in effect between Old Town and San Diego.

Rule 261 (TCS) in effect at following locations:
Main tracks Old Town to Fullerton.
On sidings Ponto and Orange.

Speed limit through sidings: Ponto 40 MPH
Orange 30 MPH

Between crossover, yard office, located at Ash Street, at San Diego, and National City, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against other trains or engines.

Siding switches Carlsbad, San Clemente and Irvine not power controlled but equipped with electric switch locks.

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

2. Rule 2: Standard clocks are located at Needles, Parker, Blythe, Barstow (yard office and roundhouse), Victorville, San Bernardino (roundhouse, Rialto Ave. and "A" yard offices), Mission Tower, Los Angeles (Union Station, First St., and Hobart yard offices, Redondo Jct.), Fullerton, Pico Rivera, Oceanside, San Diego (yard office and Division Foreman's office).

Rule 3: Crews of Union Pacific and Southern Pacific trains, complying with their Companies' time regulations, may proceed over joint tracks.

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

3. Within traffic control system limits, where maximum speed exceeds 20 MPH a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, or passing or being passed by another train or engine.

4. Rule 80: Bulletin books are located at Needles, Parker, Blythe, Barstow, Victorville, San Bernardino, Kaiser, Corona, Fullerton, Pico Rivera, First Street, Union Station, Redondo Junction, Hobart, El Segundo, Torrance, Wilmington, Santa Ana, Oceanside, San Diego, and 22nd Street.

5.

6. Rule 93: Yard limits are located at:

Needles	Etiwanda to and including Fontana
Cadiz	Upland
Parker to Earp inclusive	Pasadena
Rice to Freda inclusive	Water Street to and including Hobart
Ripley District	Elsinore District
Barstow First District only	Riverside
Oro Grande	San Jacinto District
Victorville	Fallbrook District
Lucerne Valley District	Escondido District
Summit	Old Town to and including National City
San Bernardino to and including Colton	Harbor District
Redlands District	Redondo District

7. Rule 95 is amended; trains leaving San Bernardino on First and Third Districts and trains leaving Barstow on First and Needles Districts, where Rules 251 or 261 are in effect, may proceed on clear train order

signal in lieu of clearance card and will continue the display of classification signals previously authorized.

Any change in classification signals and numbers will be handled in the usual manner by numbered clearance card.

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

10. On all districts where Rule 251 is in effect, trains having work to do, or being delayed at any point other than ordinary station stops, must clear main track unless permission is received to occupy main track.

11. Rule 761: Following is list of structures:

- Inca, overhead conveyor on industry track;
- Barstow, viaduct over passenger yard tracks and house tracks 1 to 4, inclusive;
- San Bernardino, Mt. Vernon Ave. viaduct over roundhouse leads;
- Colton, East end track E Griffin Wheel Co.;
- Ellis, M.S.W. Shed;
- First Street, viaduct over old passenger tracks; and
- Los Angeles, Union Station, train sheds.

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

SPEED REGULATIONS

13. Derricks, cranes, pile drivers, spreaders* and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks M.P.H.	Pile Drivers	Other
		AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 M.P.H.	Machines Including Derrick AT-199775 M.P.H.
Needles, Cadiz, First, Second, Third and Fourth Districts	40	45	30
Any point on all other Districts	15	15	15

*Trains handling spreaders with wings folded and fastened must not exceed 45 M.P.H.

Pile drivers must be handled in train next to engine.

14 LOS ANGELES DIVISION

SPECIAL RULES

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light Frt.	LOCATION	M.P.H. Psgr. and Light Frt.
Needles District, Westward:			
Needles to Goffs	79 60	Lucerne Valley District:	
Goffs to Bagdad	90 60	Hesperia to M.P. 25.2	35 35
Bagdad to Pisgah	79 60	M.P. 25.2 to 29.2	20 20
Pisgah to Barstow	90 60	Redlands District 20 20	
Needles District, Eastward:			
Barstow to Pisgah	90 60	San Jacinto District:	
Pisgah to Bagdad	79 60	Highgrove to Box Springs	20 20
Bagdad to M.P. 642	90 60	Box Springs to Ethanac	40 40
M.P. 642 to Goffs	79 60	Ethanac to San Jacinto	25 25
Goffs to Needles	79 45	Elsinore District 25 25	
Cadiz District 50 49			
M.P. 154 to 158	30 30	Olive District 40 40	
Ripley District:			
Rice to Blythe	40 40	Fallbrook District 20 20	
Blythe to Ripley	20 20	Escondido District 20 20	
First District, Westward:			
Barstow to Oro Grande	90 60	Harbor District 30 30	
Oro Grande to San Bernardino	79 60	Redondo District 15 15	
First District, Eastward:			
San Bernardino to Lugo	79 60	Riverview Farms Spur 15 15	
Lugo to Barstow	90 60	Adelanto Spur 15 15	
Second District:			
San Bernardino to Upland	90 60	Rialto, Cucamonga, and Upland	
Upland to Los Angeles	65 60	Foothill Spurs, Muscat and	
Third District:			
San Bernardino to La Mirada	79 60	Metropolitan Spurs 15 15	
La Mirada to Los Angeles	65 60	Prenda and La Habra Valley Spurs 15 15	
Fourth District:			
National City to Sorrento	79 60	Irvine and Miramar Army Spurs 15 15	
Sorrento to Santa Ana	90 60	In freight and mixed service with dynamic	
South Main Track, M.P. 179.1		brake not in use maximum speed on	
to M.P. 176.7	40 40	descending grades as follows:	
Santa Ana to Fullerton	79 60	1.0 to 1.5% 30 MPH	
		1.5 to 2.0% 25 MPH	
		2.0 and over 15 MPH	

Between Needles and Victorville where present speed is shown 60 MPH for freight trains, be governed as follows when controlling locomotive has operative dynamic brake and train consist is as indicated below:

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	MPH	
2 or more	1750 or less	46 to 50 tons	65	
		45 tons or less	70	
3 or more	3249 or less	46 to 50 tons	65	
		45 tons or less	70	
4 or more	3250 or less	Number of Cars		
		50 to 54	65	
		55 or more	70	
		3251 to 3500	58 to 69	65
		70 or more	70	
		3501 to 3750	68 to 89	65
	90 or more	70		
	3751 to 4000	73 to 109	65	
	110 or more	70		
	4001 to 4250	80 or more	65	
	4251 to 4500	90 or more	65	
	4501 to 4750	100 or more	65	
4 or more	3250 or less	50 to 54	65	
		55 or more	70	
		3251 to 3500	55 to 59	65
	60 or more	70		
	3501 to 3750	60 to 64	65	
	65 or more	70		
3751 to 4000	60 to 74	65		
75 or more	70			
4001 to 4250	75 to 79	65		
80 or more	70			
4251 to 4500	80 to 89	65		
90 or more	70			
4501 to 4750	90 to 99	65		
100 or more	70			

Except between Goffs and Bagdad and Ludlow and Barstow,

LOCATION	M.P.H. Psgr. and Light Frt.
NEEDLES DISTRICT—WESTWARD	
"H" St. Crossing M.P. 578.1	15 15
15 Curves M.P. 578.1 to 587.1	55 55
3 Curves M.P. 587.1 to 587.8	40 40
3 Curves M.P. 587.8 to 589.3	55 55
3 Curves M.P. 589.3 to 593.3	65 60
Curve M.P. 593.3 to 593.8	45 45
11 Curves M.P. 593.8 to 603.3	65 60
2 Curves M.P. 603.3 to 609.1	70 70
4 Curves M.P. 609.1 to 672.1	75 70
10 Curves M.P. 672.1 to 678.1	65 60
Curve M.P. 678.1 to 678.5	40 40
Curve M.P. 678.5 to 679.9	60 60
Curve M.P. 679.9 to 680.3	40 40
3 Curves M.P. 680.3 to 682.7	60 60
2 Curves M.P. 682.7 to 683.4	50 50
2 Curves M.P. 683.4 to 686.2	65 60
2 Curves M.P. 686.2 to 688.4	75 70
Curve M.P. 688.4 to 688.9	65 60
Curve M.P. 688.9 to 689.5	70 70
4 Curves M.P. 689.5 to 694.9	50 50
10 Curves M.P. 694.9 to 702.0	65 60
2 Curves M.P. 702.0 to 709.6	70 70
3 Curves M.P. 709.6 to 710.6	60 60
Curve M.P. 710.6 to 745.4	50 50
2 Curves M.P. 745.4 to 745.7	40 40
NEEDLES DISTRICT—EASTWARD	
3 Curves M.P. 745.7 to 745.0	40 40
5 Curves M.P. 710.6 to 707.8	65 60
2 Curves M.P. 707.8 to 706.0	75 70
Curve M.P. 702.0 to 701.5	65 60
7 Curves M.P. 701.5 to 696.1	75 70
2 Curves M.P. 696.1 to 694.9	65 60
4 Curves M.P. 694.9 to 693.6	50 50
Curve M.P. 693.6 to 692.9	70 70
Curve M.P. 689.5 to 688.9	70 70
Curve M.P. 688.9 to 688.4	65 60
2 Curves M.P. 688.4 to 686.2	70 70
2 Curves and Grade M.P. 686.2 to 683.4	70 30
2 Curves and Grade M.P. 683.4 to 680.8x	55 30
2 Curves and Grade M.P. 680.8x to 677.8	65 30
5 Curves and Grade M.P. 677.8 to 674.5	75 45
5 Curves and Grade M.P. 674.5 to 671.4	70 45
6 Curves M.P. 646.1 to 640.9	80 70
2 Curves M.P. 640.9 to 638.8	75 70
3 Curves M.P. 631.0 to 628.7	75 70
10 Curves M.P. 625.5 to 613.8	65 60
6 Curves M.P. 613.8 to 609.1	75 70
2 Curves M.P. 609.1 to 608.4	65 60
3 Curves M.P. 599.0 to 597.9	65 45
Curve M.P. 593.4x to 591.6	75 45
2 Curves M.P. 591.6 to 589.2	70 45
3 Curves M.P. 589.2 to 587.7	60 45
3 Curves M.P. 587.7 to 587.1	40 40
14 Curves M.P. 587.1 to 578.1	60 45
"H" St. Crossing M.P. 578.1	15 15
CADIZ DISTRICT	
Track M.P. 107.2 to 111.1	45 40
Curve M.P. 165.2 to 165.5	45 40
Curve M.P. 183.0 to 183.2	45 40
RIPLEY DISTRICT	
3 Curves M.P. 14.6 to 15.2	25 25
4 Curves M.P. 15.6 to 16.4	20 20
4 Curves M.P. 16.7 to 17.7	30 30
5 Curves M.P. 34.6 to 36.4	30 30
FIRST DISTRICT—WESTWARD	
Curve M.P. 10.3 to 11.8	85 70
Curve M.P. 16.6 to 17.1	80 70

LOCATION	M.P.H. Psgr. and Light Frt.
FIRST DISTRICT—WESTWARD (Cont'd)	
Curve M.P. 19.7 to 20.3	80 70
Curve M.P. 30.8 to 31.8	80 70
2 Curves M.P. 31.8 to 33.8	60 60
Curve M.P. 33.8 to 34.0	40 40
4 Curves M.P. 34.0 to 36.6	55 55
Victorville M.P. 36.6 to 37.4	30 30
2 Curves M.P. 37.4 to 39.1	65 60
2 Curves M.P. 39.1 to 39.9	40 40
4 Curves M.P. 39.9 to 43.7	50 50
Curve M.P. 48.1 to 48.8	65 60
Curve M.P. 48.8 to 49.4	50 50
8 Curves M.P. 49.4 to 51.8	45 45
4 Curves M.P. 51.8 to 53.7	55 55
3 Curves M.P. 53.7 to 55.0	35 35
4 Curves M.P. 55.0 to 55.7	30 30
Summit and 3 Curves M.P. 55.7 to 56.7	20 20
Grade M.P. 56.7 to 58.0	30 20
2 Curves M.P. 58.0 to 58.4	25 20
Grade M.P. 58.4 to 62.2	30 20
Grade M.P. 62.2 to 72.1	40 35
Grade M.P. 72.1 to 80.8	50 35
FIRST DISTRICT—EASTWARD	
Curve M.P. 80.8 to 78.6	55 55
Curve M.P. 78.6 to 78.3	65 60
2 Curves M.P. 73.2 to 72.0	50 50
4 Curves M.P. 72.0 to 70.3	40 40
5 Curves M.P. 70.3 to 66.9	55 55
10 Curves M.P. 66.9 to 64.3x	40 40
19 Curves M.P. 64.3x to 56.4	30 30
Summit and 3 Curves M.P. 56.4 to 55.7	20 20
3 Curves M.P. 55.7 to 55.0	30 30
3 Curves M.P. 55.0 to 53.7	45 45
4 Curves M.P. 53.7 to 51.8	55 50
8 Curves M.P. 51.8 to 49.4	45 45
Curve M.P. 49.4 to 48.8	50 50
2 Curves M.P. 48.8 to 43.7	85 55
Curve M.P. 43.7 to 41.9	60 55
Curve M.P. 41.9 to 41.7	55 55
3 Curves M.P. 41.7 to 39.2	60 60
Curve M.P. 39.2 to 37.4	50 45
Victorville M.P. 37.4 to 36.6	30 30
3 Curves M.P. 36.6 to 34.6	60 60
2 Curves M.P. 34.6 to 33.8	40 40
2 Curves M.P. 33.8 to 31.8	60 60
Curve M.P. 31.8 to 30.8	80 70
Curve M.P. 20.3 to 19.7	80 70
Curve M.P. 17.1 to 16.6	80 70
Curve M.P. 11.8 to 10.3	85 70
Curve M.P. 0.2 to 0.0	25 25
SECOND DISTRICT	
San Bernardino and Rialto M.P.	
82.6 to 85.2	30 30
Fontana M.P. 88.5 to 88.9	50 50
4 Curves M.P. 98.2 to 100.5	75 60
Upland S.P. Crossing M.P. 101.0	40 40
Pomona M.P. 106.2 to 107.0	40 40
La Verne M.P. 107.0 to 108.8	45 45
3 Curves M.P. 111.8 to 114.2	55 55
Glendora M.P. 114.2 to 114.8	45 45
Curve M.P. 114.8 to 115.5	65 55
Azusa M.P. 116.6 to 117.5	40 40
2 Curves M.P. 117.9 to 119.0	65 55
Curve M.P. 119.5 to 119.7	55 50
3 Curves M.P. 122.2 to 125.0	65 55
M.P. 127.6 to 129.6	30 30
M.P. 129.6 to 131.2	20 20
M.P. 131.2 to 135.5	30 30
U.P. Crossing and 7 Curves M.P. 135.5 to 138.3	25 25
U.P. Crossing and 4 Curves M.P. 138.3 to 140.0	20 20
Curve M.P. 140.0 to 140.2	15 15

SPECIAL RULES

LOS ANGELES DIVISION 15

LOCATION	M.P.H. Psg. and Light Frt.	LOCATION	M.P.H. Psg. and Light Frt.
THIRD DISTRICT		FOURTH DISTRICT (Cont'd)	
2 Curves and Bridge 0.9 M.P. 0.0 to 0.9	15 15	Curve M.P. 245.8 to 245.5 Westward	60 60
4 Curves and Colton M.P. 0.9 to 2.1 Westward	20 20	Curve M.P. 244.6 to 244.4 Westward	75 60
3 Curves and Colton M.P. 2.1 to 3.2	20 20	3 Curves M.P. 244.4 to 245.8 Eastward	60 60
2 Curves M.P. 4.4 to 3.2 Eastward	30 30	2 Curves and Plaza St. Crossing M.P. 244.3 to 241.8	50 50
2 Curves M.P. 3.5 to 4.5 Westward	40 40	Curve M.P. 241.3 to 241.1	85 60
3 Curves M.P. 4.9 to 5.6 Westward	75 60	2 Curves M.P. 239.2 to 238.5	85 60
Curve M.P. 5.6 to 5.5 Eastward	75 60	Curve M.P. 237.8 to 237.4	80 60
3 Curves M.P. 6.4 to 6.8 Westward	45 45	Oceanside M.P. 227.0 to 225.5	30 30
3 Curves M.P. 6.8 to 6.4 Eastward	30 30	3 Curves M.P. 224.7 to 223.8	70 60
Curve M.P. 8.5 to 8.3 Eastward	75 60	2 Curves M.P. 209.0 to 208.2	70 60
Curve M.P. 9.4 to 9.6	60 60	12 Curves M.P. 207.7 to 201.2	75 60
4 Curves M.P. 9.6 to 10.0 Westward	30 30	Curve M.P. 200.3 to 199.9	45 45
3 Curves M.P. 10.4 to 11.7	65 60	Curve M.P. 199.4 to 199.1	65 60
2 Curves M.P. 11.9 to 12.5	50 50	3 Curves M.P. 198.6 to 197.9	35 35
Curve M.P. 14.7 to 14.9	75 60	2 Curves M.P. 197.4 to 197.0	60 60
3 Curves M.P. 15.5 to 16.7	55 55	Curve M.P. 195.9 to 195.8	75 60
Curve M.P. 16.9 to 17.1	65 60	2 Curves M.P. 194.2 to 193.5	85 60
Corona M.P. 22.5 to 25.8	30 30	Santa Ana M.P. 176.1 to 175.3	40 40
Curve M.P. 30.4 to 30.7 Westward	65 60	2 Curves M.P. 175.0 to 174.4	60 60
Curve M.P. 31.2 to 30.4 Eastward	65 60	7 Curves M.P. 173.8 to 172.0	40 40
Curve M.P. 31.3 to 31.8	50 50	Curve M.P. 170.3 to 169.2	75 60
2 Curves M.P. 32.2 to 32.8	60 60	Anaheim M.P. 168.1 to 167.7	40 40
3 Curves M.P. 33.6 to 35.1	50 50	Curve M.P. 166.9 to 166.6	75 60
3 Curves M.P. 35.2 to 37.1	65 60	Curve M.P. 165.9 to 165.3	50 50
2 Curves M.P. 37.5 to 38.5	60 60	Fullerton M.P. 165.2 to 164.7	30 30
Placentia M.P. 42.7 to 43.6	50 30		
2 Curves M.P. 45.2 to 45.7	55 55	REDLANDS DISTRICT	
Fullerton M.P. 165.2 to 164.7	30 30	San Bernardino, "G" St. Crossing M.P. 0.7	5 5
Curve M.P. 161.1 to 160.8	75 60	Crossing M.P. 0.7 to 3.1	15 15
Curve M.P. 156.6 to 155.9	60 60	Redlands, St. Crossing M.P. 8.9	15 15
Crossing and Curve M.P. 144.5 to 143.4	30 30	Mentone, St. Crossing M.P. 12.0	10 10
2 Curves M.P. 143.4 to 142.9	15 15	Molino Boulder Ave. M.P. 17.9	10 10
3 Curves M.P. 141.1 to 140.2	35 35	SAN JACINTO DISTRICT	
Curve M.P. 140.2 to 140.0	15 15	Main track turnout and curve M.P. 18 to 19.2	15 15
FOURTH DISTRICT		HARBOR DISTRICT	
San Diego M.P. 273.0 to 267.3	20 20	M.P. 0.0 to St. Crossing M.P. 1.6	12 12
San Diego M.P. 267.3 to 264.1	30 30	M.P. 1.6 to St. Crossing M.P. 8.3	15 15
3 Curves M.P. 262.7 to 261.2	70 60	St. Crossing M.P. 13.1	15 15
2 Curves M.P. 260.3 to 259.9	50 50	M.P. 20.0 to 23.0 Torrance	15 15
Curve M.P. 259.1 to 258.6	60 60	St. Crossing M.P. 27.9	15 15
3 Curves M.P. 258.5 to 257.9	40 40	ELSINORE DISTRICT	
6 Curves and Grade M.P. 257.8 to 253.7 Westward	65 60	13 Curves M.P. 1.7 to 4.0	15 15
6 Curves and Grade M.P. 253.7 to 257.8 Eastward	65 35	2 Curves M.P. 16.1 to 16.4	15 15
10 Curves M.P. 252.8 to 251.0	25 25	Curve M.P. 17.7 to 17.9	15 15
2 Curves M.P. 250.9 to 250.6	40 40	ESCONDIDO DISTRICT	
2 Curves M.P. 250.5 to 250.0	55 55	Hill St., M.P. 0.3	10 10
Curve M.P. 248.7 to 248.6	85 60	12 Curves and track M.P. 0.3 to 6.0	15 15

Station	Type	Location	MPH
NEEDLES DISTRICT			
Needles	I	M.P. 578.4 crossover main track to westward freight lead	30
	S	WE westward freight lead	30
Java	S	EE eastward siding; WE westward siding	30
Ibis	S	WE westward siding	30
Bannock	S	WE westward siding	30
Homer	S	WE westward siding	30
Goffs	S	EE eastward siding; WE westward siding	30
Fenner	S	WE westward siding; EE eastward siding	30
Essex	S	EE eastward siding	30
Danby	S	EE eastward siding	30
	S	WE westward siding	15
Cadiz	S	EE eastward siding	15
	S	WE westward siding	30
Amboy	S	EE eastward siding; WE westward siding	30
Bagdad	S	EE eastward siding; WE westward siding	15
Siberia	S	EE eastward siding	15
	S	WE westward siding	30
Ash Hill	S	EE eastward siding	30
	S	WE westward siding	15
Ludlow	S	EE eastward siding; WE westward siding	30
Pisgah	S	EE eastward siding; WE westward siding	30
Newberry	S	EE eastward siding; WE westward siding	30
Daggett	S	WE westward siding	15
	I	Two main track crossovers	50
	I	Turnout to Union Pacific main track	30
Barstow	I	M.P. 743.6 two main track crossovers	50
	I	M.P. 743.6 turnout outbound lead	50
	I	M.P. 743.7 crossover eastward to westward main track	30
	I	M.P. 743.7 turnout track 3	30
	I	M.P. 745 main track and crossover switches to yard	30
FIRST DISTRICT			
Barstow	I	WE eastward siding, M.P. 2.0	30
M.P. 2.7	S	WE westward siding	30
Lenwood	S	EE eastward siding; WE westward siding	30
Hodge	S	EE eastward siding; WE westward siding	30
Helendale	S	EE eastward siding; WE westward siding	30
Bryman	S	WE siding	30
Oro Grande	S	EE eastward siding	15
	S	WE westward siding	30
Victorville	S	EE eastward siding; WE westward siding	15
	S	WE westward siding, west of station	30
Thorn	S	EE siding	30
Hesperia	S	EE eastward siding; WE westward siding	30
Lugo	S	WE siding	30
Summit	S	EE eastward siding	15
	S	WE westward siding	30
Alray	S	EE siding	30
Cajon	S	EE eastward siding	15
	S	WE westward siding	30
Keenbrook	S	EE siding	15
Devore	S	EE eastward siding	15
	S	WE westward siding	30
Ono	S	EE eastward siding	15
	S	WE westward siding	30
SECOND DISTRICT			
San Bernardino	I	Crossover between main tracks east of Bridge 82.1	30
Kaiser	S	EE siding	15
Claremont	S	WE siding	15
Glendora	S	WE siding	15
Pasadena	S	EE and WE siding	15
Broadway	I	Two track junction switch	30
THIRD DISTRICT			
Rana	I	Junction switch and crossover	30
Colton	I	WE eastward siding, near Bridge 4.6	30
	I	Two-track junction switches, east and west ends of Bridge 4.6	40
Highgrove	I	Junction of eastward main with San Jacinto District	30
Riverside Junction	I	Union Pacific junction switch and crossover	30
Riverside	I	Two-track junction switch	30
Atwood	I	Two-track junction switch	40
	I	Olive District junction switch	40
Fullerton	I	Fourth District junction switch	50
	I	Two crossovers M.P. 45.5	50
La Mirada	I	Two crossovers	50
	I	Switch to industrial lead	15

(Continued on Page 16)

14. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Trailing movements, spring point details:	MPH
Adelanto Spur, one-fourth mile from main track	10
Cushenbury, M.P. 29.1, on both main track and siding	10
Rialto Foothill Spur, 300 ft. north S.P. Crossing	10
Cucamonga Foothill Spur, 300 ft. north S.P. Crossing	10
Metropolitan Spur, 4068 ft. from main track	10
Rana, switching lead	10
Prenda Spur, one-fourth mile from main track	10

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

- "I"—Interlocked Switch.
- "S"—Spring Switch.
- "E"—East End.
- "WE"—West End.

Station	Type	Location	MPH
THIRD DISTRICT (Continued)			
Santa Fe Springs	S	WE siding	15
D. T. Jct.	I	Two-track junction switch	40
Bandini	I	Two-track junction switch	40
M.P. 147-148	I	Main track crossovers and lead switch	40
Redondo Jct.	S	Outbound engine lead (normally lined for Butte St. lead); inbound engine lead (normally lined for roundhouse); outbound engine track 2 (normally lined for track 2); and east leg of wye	10
FOURTH DISTRICT			
Fullerton	I	Two-track junction switch	30
Orange	I	WE siding	30
	I	EE siding (main track)	40
Irvine	I	EE two tracks—M.P. 179.1	40
Ponto	I	EE and WE of siding	40
Miramar	I	WE two main tracks—M.P. 252.9	30
	I	Crossover—M.P. 253.7	30
Elvira	I	EE two main tracks—M.P. 257.9	40
Old Town	I	Two-track junction switch	30

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward		Backing or When Controlled From Rear Unit	
	Miles Per Hour	Light Miles Per Hour	Miles Per Hour	Dead In Train Miles Per Hour
Diesel and Gas-Electric				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344 (Except as listed below)	80	80	45	80
325 LAB, 326 LAB, 328A, 329 LAB, 330 LAB, 331 LAB, 332 L, 333 LAB, 334 LAB, 335 LAB, 337 LAB	90	90	45	90
100-289, 401-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2441, 2602-2606	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1460, 1600-1615	75	75	*45	75
RDC 191-192	85	85	50	85
M160	80	65	25	75
M190	80	65	25	75
U. P. Diesels				
900-978, 981-989, and 990 class	79	79	45	79
1000 class	35	35	35	35
100, 200, 300, 400, 700, 800, 1400 and 1600 classes	65	65	45	65
1800 class	50	50	45	35
S. P. Diesels				
4600 class	65	65	30	65
*Note: Forward speed applies when backing handling train controlled from leading unit.				
Diesels without dynamic brakes in use				
Ash Hill-Bagdad			24	
Goffs-Needles			24	
Summit to Victorville			30	
Summit-Cajon			15	
Cajon-San Bernardino			20	
Diesels with dynamic brakes in use				
Ash Hill-Siberia			Passenger Train Speeds	
Summit-San Bernardino				

15. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Rice for Cadiz District
 Cadiz for Eastward siding
 Hesperia for First District siding

San Bernardino-Redlands District for First District
 Highgrove for Third District
 Porphyry for Third District siding

Fallbrook Jct. for Fourth District siding
 El Segundo for Harbor District

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
NEEDLES, FIRST, AND REDLANDS DISTRICTS			
Needles: M.P. 578.4	Main track and connecting crossover.	Interlocking	Eastward main track — Westward main track against current of traffic —0 Westward freight lead —0—
Barstow East Tower	Main track and connecting crossovers.	Interlocking	Westward main track — Crossover to Track 30 —0 Crossover to westward freight lead —0— With current of traffic — Against current of traffic —0 East freight yard 0—
Barstow West Tower	Main track and connecting crossover. Eastward and westward sidings.	Interlocking	To Mojave District — 0 Against current of traffic —0 Engine lead 00—0 Switching tail 0000 Tracks 1 to 17 incl. 0—00 Tracks 18 to 30 incl. —0—0
San Bernardino: Fifth St.	Main track connecting crossover and yard lead.	Interlocking	Yard lead 0000 Yard lead against current of traffic —0000
San Bernardino: Rialto Avenue South E Street	S. P. Crossing. S. P. Crossing.	Stop and be governed by instructions in control box. 98-A, 98-B.	
At microphone locations shown below, all trains will sound signal for desired route:			
For westward trains:	San Bernardino	M.P. 77.5	For eastward trains: Barstow West Tower M.P. 7.0 Needles East switch Lenwood (for trains in siding). M.P. 584.2

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS (Continued)

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14(Z)
SECOND DISTRICT			
San Bernardino: West Yard Tower	Second and Third District main tracks at west end bridge 82.1. End of two tracks and freight yard at east end bridge 82.1. Main track, connecting crossover and Junction Third District "A" yard office.	Interlocking	Second District — Third District —0 A Yard to B Yard —00 B Yard to Second District —0000 House lead to main line — Switch lead 0— A Yard lead 0000 Engine lead —0 Second District to B Yard —000 B Yard to A Yard —00 From Union Pacific engine house: To Passenger Yard 00— To Second District 000—0 To B Yard 000—00 To Rana 000—0 Union Station 0— Old main 00—0 Cudahy lead —0 Against current of traffic —0000 S. P. Downey Ave. 000—
Rialto Foothill Spur	S. P. Crossing.	98-A, 98-B.	
Cucamonga Foothill Spur	S. P. Crossing.	98-A, 98-B.	
Upland Foothill Spur	S. P. Crossing.	98-A, 98-B.	
Upland	S. P. Crossing.	Main track, when home signals in stop position, 98-B, 320(A). Siding, westward trains, be governed by signal 1003. House track, 98-A, 98-B.	
Claremont	S. P. Crossing.	When home signals in stop position, 98-B, 320(A).	
San Dimas	S. P. Crossing.	When home signals in stop position, 98-B, 320(A).	
Kincaid	S. P. Crossing.	When home signals in stop position, 98-B, 320(A).	
Raymond Spur	S. P. Crossing.	Gates (normal position across Santa Fe track), 98-B.	
Highland Park (0.6 Mi. East)	U. P. Crossing.	When gate across Santa Fe track, 98-B.	
Water Street (0.7 Mi. East)	U. P. Crossing.	When gate across Santa Fe track, 98-B.	
Mission Tower	S. P. and U. P. Crossing. To and from LAUPT.	Interlocking. When necessary make movement governed by Rule 321(A), examination each interlocked switch and derail not required. Whistle signals for Mission Tower will be sounded passing microphones located 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	

THIRD DISTRICT

San Bernardino: Rialto Ave. Rana Colton Tower	S. P. Crossing. All switches. S. P. Crossing. Two track junction switches, Bridge 4.6.	Interlocking. Interlocking. Interlocking.	To or from U. P. —0 To or from S. P. 0— From Santa Fe westward main to U. P. eastward main —0 From U. P. westward main to Santa Fe eastward main —0 From U. P. westward main to Santa Fe westward main —0000 Inbound yard lead —0 Outbound yard lead —0 To ice house 0—00 Against current of traffic —0000 Butte St. Transfer 00—0 To Harbor Dist. —0 To 9th St. Yard —0— Levee Track 0—00 Against current of traffic —0000
Riverside Junction	S. P. and U. P. Crossing. Junctions, and Crossover.	Interlocking	
May	S. P. Junction.	TCS	
Fullerton	U. P. Crossing.	TCS	
Los Nietos	S. P. Crossing.	When home signals in stop positions, 98-B, 320(B).	
D. T. Junction	S. P. Crossing.	Interlocking.	
Hobart Yard: M.P. 147—M.P. 148	All tracks.	Interlocking.	
Hobart Tower	U. P. Crossing.	Interlocking	
Redondo Junction	U. P. Crossing.	Interlocking	

SAN JACINTO, ELSINORE, OLIVE AND FALLBROOK DISTRICTS

Highgrove (1.5 Mi. West)	S. P. Crossing.	Automatic interlocking, 321(D).	
Porphyry	S. P. Crossing.	98-A, 98-B.	
Olive (1.7 Mi. West)	S. P. Crossing.	TCS	
Jofegan (6.1 Mi. West)	U. S. M. C. Crossing.	98-A, 98-B.	

FOURTH DISTRICT

Anaheim (2.0 Mi. East)	S. P. Crossing.	TCS	
Anaheim Sugar Factory Spur	U. P. Crossing.	98-A, 98-B.	
National City	Navy Warehouse Crossing.	98-A, 98-B.	

HARBOR DISTRICT

Redondo Junction	U. P. Crossing.	See Redondo Junction, Third District.	
Nadeau	S. P. Crossing.	Automatic interlocking, 321(D), 10 MPH.	
Nadeau (0.3 Mi. East)	S. P. Crossing.	Interlocking.	
El Segundo (0.2 Mi. West)	S. P. Crossing.	98—10 MPH while head end is passing over crossing.	
West Thenard Tower: (0.1 Mi. West)	S. P. Crossing.	Interlocking.	
(0.7 Mi. East)	S. P. Crossing.	Interlocking.	

Other Stations or Tracks not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
NEEDLES DISTRICT			
Saltus	658.4	51	East and West
Klondike	682.0	74	West
Lavic	702.7	25	East
Minneola	731.7	107	West
Airport Spur	732.6	15	West
Gale	735.3	67	East and West
Cool Water	735.9	16	West

Location	Mile Posts	Car Capacity	Switch Connection
CADIZ DISTRICT			
Earp	107.3	32	West
Milligan	164.0		
Metropolitan Water Dist.	163.9	16	East and West
Pacific Salt Co.	163.7	4	East and West
Standard Chemical Co.	162.6	28	East and West
Chubbuck	172.7	11	West

Location	Mile Posts	Car Capacity	Switch Connection
RIPLEY DISTRICT			
Inca	22.6	31	West
Mesaville	33.0	10	West
Riverview Farms Spur	36.3	Lgh. 3.9 m.	West
Miller Farms	44.7	19	East

Location	Mile Posts	Car Capacity	Switch Connection
FIRST DISTRICT			
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track
Frost	38.8	8	Eastward track

Location	Mile Posts	Car Capacity	Switch Connection
LUCERNE VALLEY DISTRICT			
La Habra Products Inc.	23.5	14	East and West
Chas. Pfizer & Co. Inc.	26.2	26	East and West

Location	Mile Posts	Car Capacity	Switch Connection
REDLANDS DISTRICT			
Nevada Street	6.7	16	East and West
Craf	11.4	10	East
West Highlands	20.4	11	East and West

Location	Mile Posts	Car Capacity	Switch Connection
SECOND DISTRICT			
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	East and West
Muscat Spur	90.4	Lgh. 1.1 m.	West
Gallo Spur	94.6	46	West
Rochester	95.0	11	East
Cucamonga Foothill Spur	95.8	Lgh. 5.1 m.	West
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West
Metropolitan Spur	108.6	Lgh. 1.0 m.	West
Duarte	121.0	15	East and West
Raymond	132.7	16	West

Location	Mile Posts	Car Capacity	Switch Connection
THIRD DISTRICT			
Pachappa	12.4	26	East and West
Prenda Spur (Prenda)	14.3	Lgh. 2.1 m.	East and West
La Sierra	18.5	9	West

Location	Mile Posts	Car Capacity	Switch Connection
THIRD DISTRICT (Continued)			
Buena Park	160.5	44	East and West
Standard Oil Spur	160.8	9	East
Wilshire	156.8	58	East and West
Mojave Spurs	155.8	28	West
Stephens Spur	155.5	14	West
El Camino Spur	155.3	15	West
La Habra VI'y Spur (East Whittier)	154.6	Lgh. 3.4 m.	West

Location	Mile Posts	Car Capacity	Switch Connection
FOURTH DISTRICT			
Irvine Spur	178.7	Lgh. 6.8 m.	East
Browning	180.8	21	East
Tustin	181.5	25	East
Frances	183.1	36	East and West
Kathryn	183.9	24	East
Como	180.1	54	East and West
Stuart	221.7	50	East and West
San Diego G. & E. Co. Spur	231.3	35	East
Farr	231.6	6	West
Cardiff	239.8	11	East and West
Solana Beach	241.9	9	East
Miramar Navy Spur	253.0	Lgh. 5.5 m.	East and West
Pacific Beach	260.3	13	East and West
Cudahy	263.4	43	East and West

Location	Mile Posts	Car Capacity	Switch Connection
FALLBROOK DISTRICT			
Ranch House	7.6	7	East and West
Marine Base Spur	10.5	13	East and West

Location	Mile Posts	Car Capacity	Switch Connection
ESCONDIDO DISTRICT			
Talica	3.7	8	East and West
Buena	12.9	11	East and West

Location	Mile Posts	Car Capacity	Switch Connection
HARBOR DISTRICT			
Nadeau	2.5	7	East and West
Dudmore	19.1	17	East
Torrance Oil Spur	19.5	Lgh. 3.7 m.	West
Alcoa Spur	20.1	Lgh. 2.0 m.	West

Location	Mile Posts	Car Capacity	Switch Connection
SAN JACINTO DISTRICT			
Lily Cup	0.6	11	East and West
Box Springs Quarry	6.1	42	East and West
Mayer Farms	15.9	18	East and West
Granite Spur	14.5	Lgh. 0.9 m.	Wye
Ellis	19.9	16	East

Location	Mile Posts	Car Capacity	Switch Connection
ELSINORE DISTRICT			
Mining Spur	3.2	71	East and West
South Corona	5.0	0	None
Weisel	6.2	37	East

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet	Location	Feet	Location	Feet
Needles	401	Rialto	Foothill Spur	Orange	Main Track	Val Verde	Granite Spur
Cadiz	Cadiz District	Upland	Foothill Spur	Fallbrook Jct. ...	Fallbrook Dist. Main Track	Perris	1678
Ash Hill	410	Azusa	147	Escondido Jct. ...	Escondido Dist. Main Track	San Jacinto	640
Rice	Ripley District	Mission Tower	L.A.U.P.T.	Del Mar	690	El Segundo	Main Track
Blythe	504	Casa Blanca	Prenda Spur	Miramar	Camp Elliott Spur	Watson	3800
Summit	304	Porphyry	Elsinore Dist. Main Track	San Diego. Harasty Street	Marine Base Spur	Fallbrook	514
San Bernardino	3rd Dist. Main Track	Atwood	600	National City	1219	Escondido	340
San Bernardino	Precooler Lead	Redondo Junction	Main Track	March Field	March Field Spur		

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

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 DR. H. C. MATTHEWS, Emergency Surgeon

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DR. DAVID MEENS, Local Surgeon

FALLBROOK

DR. E. R. POWELL, Local Surgeon

ESCONDIDO

DR. E. R. HALEY, Local Surgeon

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	Grants	North of Barstow	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Holbrook		Clovis and beyond
7	Grants	Clovis and beyond	North of Barstow
	Boron	Edwards and beyond	Barstow and beyond
	Edwards	Mojave and beyond	Boron and beyond
8	Shafter	Wasco and beyond	Bakersfield and beyond
	Wasco	Corcoran and beyond	Shafter and beyond
	Corcoran	Hanford and beyond	Wasco and beyond
	Wasco, Shafter, Corcoran		Fresno and beyond
17	Flagstaff	San Bernardino and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
18	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	San Bernardino and beyond
19	Grants	South of Barstow	La Junta and beyond
	Victorville		Albuquerque and beyond
20	Victorville	Albuquerque and beyond	
	Grants	La Junta and beyond	South of Barstow
23	Laguna		Albuquerque and beyond
	Pico Rivera		Williams Jct. and beyond
24	Pico Rivera	Williams Jct. and beyond	
	73, 75, 77	Pico Rivera	Oceanside and beyond
73	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Orange, San Juan Capistrano and Encinitas		San Bernardino and beyond
	77	Orange	Los Angeles
76	San Clemente		Los Angeles
75, 77	Encinitas	Los Angeles	
74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		Los Angeles
76	Encinitas		Los Angeles

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

LOCAL TIME INSPECTORS

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 ALFRED WILLIAMS 849 Front St., Needles
 E. F. MANNERS Barstow
 BILL C. HOLMES 219 East Main St., Barstow
 DAVID D. JANTZ 15581 Seventh St., Victorville
 RUSSELL H. OLSEN 317 "E" St., San Bernardino
 FRED R. BAUMAN 138 E. Highland Ave., San Bernardino
 BERNARD J. ROOT 180 "J" St., San Bernardino
 SANTA FE JEWELERS 905 E. 1st St., Los Angeles

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 S. L. FINKEL 211 Hill St., Oceanside
 ARTHUR P. GAY Solana Beach
 EMERY GRANT 1015 Front St., San Diego

SPEED TABLE—FOR INFORMATION ONLY

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

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING**—Here's what happens:

Safe—Danger—

4 miles per hour	□	SAFE COUPLING SPEED
5 miles per hour	▣	Damage Begins
6 miles per hour	▢	2 1/4 times as damaging as 4 MPH
7 miles per hour	▣	3 times as damaging as 4 MPH
8 miles per hour	▣	4 times as damaging as 4 MPH
9 miles per hour	▣	5 times as damaging as 4 MPH
10 miles per hour	▣	6 times as damaging as 4 MPH

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

Handle freight carefully and keep our customers.

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

