

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



LOS ANGELES DIVISION.

EMPLOYEES' TIME TABLE No. 75

IN EFFECT

SUNDAY, NOVEMBER 2, 1924,

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 74, Dated August 31, 1924, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

W. K. ETTER,
General Manager,
Los Angeles, Cal.

K. H. GILLETTE,
Asst. Superintendent,
Los Angeles, Cal.

E. E. McCARTY,
Trainmaster,
San Bernardino, Cal.

O. F. HIGGINSON,
Chief Dispatcher,
San Bernardino, Cal.

H. MONROE,
H. E. CONNER,
A. F. LACKEY,
L. E. ERLEWINE,

A. W. PRICE,
A. W. MAYS,
C. H. STEDWELL,
C. R. PETERS,

J. R. HITCHCOCK,
Assistant General Manager,
Los Angeles, Cal.

E. O. BROWN,
Terminal Trainmaster,
Los Angeles, Cal.

A. G. WILD,
Trainmaster,
Los Angeles, Cal.

C. W. SMITH,
Night Chief Dispatcher,
San Bernardino, Cal.

Dispatchers,
San Bernardino, Cal.

R. H. TUTTLE,
Superintendent,
San Bernardino, Cal.

ALL DISTRICTS.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. The number of tons shown by the rate sheet as ordinary rating for engines, is based on the maximum grade, but between points where grades and other conditions are favorable more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to car limit or to full capacity of their engines.

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine. Outfit cars in trains or being switched must have air coupled and working and when set out must be placed with the engine.

5. No freight train will run more than forty miles without stop being made for inspection of train.

On freight trains of twenty cars or more on level track or descending grade and of thirty cars or more on ascending grades the engines must be detached before spotting to take water or fuel.

6. Rule 91: In addition to instructions contained therein, the following must be observed. A passenger train must not follow a freight train or light engine within less than ten minutes; a light engine must not follow a freight train within less than ten minutes, and light engines, moving in the same direction, must keep five minutes apart, except in closing up at stations, or where some form of block signal is used.

7. Rule 567 is abrogated except on Redlands, Redondo, Harbor, San Jacinto, Temecula, Escondido and Fallbrook districts, and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "proceed," and the lamp left burning. When the light is not displayed, trains will reduce speed, and if necessary to ascertain position of signal, must be stopped. If no operator on duty, position of signal will govern.

8. Rule 93: Yard limit boards are located as follows: Barstow, Leon-Victorville, Summit, San Bernardino, Pasadena, Los Angeles—Vegala, Fullerton, Orange, Santa Ana, Oceanside, San Diego (extending eastward to end of track east of National City), El Segundo, Torrance, Wilmington, Redondo, Perris, San Jacinto, Colton, Highgrove, Riverside, Corona and Atwood.

First-class trains, when ten minutes or more late, are required to move within yard limits at each Barstow, San Bernardino, Los Angeles—Vegala, Fullerton, Orange, and San Diego (extending eastward to end of track east of National City,) under control, and responsibility for accident will rest with the first-class train.

In case of fog or its equivalent, such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

The following yard limits are applicable to second-class and extra trains only: Leon-Victorville, Summit, Pasadena, El Segundo, Torrance, Wilmington, Redondo, Santa Ana, Oceanside, Colton, Highgrove, Riverside, Corona, Atwood, Perris and San Jacinto.

At Los Angeles, between west end of double track Third District and Signal 1404 Second District, there will be no superiority of trains; all trains and engines must move un-

der control, not exceeding eight miles per hour, expecting to find track occupied.

At San Bernardino, yard limits extend eastward, on First District to Highland Junction; westward on Second District to a point near eastward distant signal for yard Interlocker; westward on Third District passenger main track to point west of Sierra Power Spur; westward on Third District freight main track to Colton; westward on Redlands District to a point 1000 feet west of the switch at Victoria.

At San Bernardino, no train or engine may exceed a speed of eight miles per hour in the zone between Rialto Avenue on the Third District passenger main track, Mt. Vernon Avenue Viaduct Second District, Signal bridge at Fifth Street on First District and Third Street on Redlands District, within this zone there will be no superiority of trains and all movements must be under control, expecting to find track occupied.

At Barstow passenger yard, between puzzle switches at west end of yard and public crossing east of ice house, no train or engine may exceed eight miles per hour. The main tracks will be used without regard to superiority and all trains and engines must move under control, expecting to find track occupied.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains."

10. The following addition is made to Rule 86-A, and applies to both double and single track. An inferior train must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

11. Extra trains created by example 3, of Form "G," train order, must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

First class trains holding any of the orders described under examples 1, 2 and 4 of Form "E," must be governed by the requirements of Rule 92-A except as to the first station named in such orders and inferior trains will respect them accordingly.

In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

When helper engine is to be coupled into a train copies of all orders affecting movement of such train at or beyond the station where helper is attached must be provided for and delivered to engineman. Helper enginemen must not proceed without such orders.

An additional copy of all train orders and clearance cards shall be supplied for delivery to rear brakeman.

12. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

Trains entering sidings must not stop foul of main track to allow brakeman to get on. All movements on sidings must be under control.

13. Rule 5 (B), and last paragraph of Rule D-5: All trains will register at register stations.

At Summit first-class trains only will register and may use Form 903.

At Colton, first-class trains, and Eastward second class and extra trains may register by Form 903 and not check register.

At Highgrove, trains to and from the Temecula district only are required to register, Third district trains need not register, but must check register against superior trains which originate or terminate at Highgrove.

At Riverside, Union Pacific trains to or from the Santa Fe via Riverside Jct. will register in Santa Fe register kept in the Union Pacific office.

At Atwood, first-class trains may register by Form 903 and not check register.

At Fallbrook Junction, trains to and from Fallbrook District only are required to register.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe wheels and know that brakes are not sticking.

15. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

16. Audible signal "C", Rule 14 is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

17. Rule 1 (B): Standard clocks are located as follows: Barstow, San Bernardino, Los Angeles, Redondo Jct. (round house), Santa Ana, Oceanside, San Diego, National City (round house), and in the Union Pacific office at Riverside.

18. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required in Rule 3.

19. The speed of passenger trains will ordinarily be that prescribed in the schedule, but in case 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 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 of passenger trains thirty miles per hour, freight trains twenty miles per hour over switches and frogs entering or leaving turnouts at double track junctions (including the turn out at junction Third and Temecula District siding, Highgrove) not otherwise restricted. Maximum speed of all trains entering or leaving all other turnouts and crossovers ten miles per hour.

Trains in which are dead engines must observe the fol-

lowing: If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed 10 miles per hour or 6 minutes for each and every mile.

With rods down or disconnected but with all drivers on rail, speed of train must not exceed 15 miles per hour or 4 minutes for each mile, with all rods up and connected, speed of train may be increased to 20 miles per hour or 3 minutes for each mile run.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Within Los Angeles city limits, speed of all trains and engines is restricted to eight (8) miles per hour over any interstate, interurban or street railway crossing not interlocked and over any street or highway between Seventh Street and Water Street. Brakeman must ride on extreme forward end of all trains unless engine is on forward end and headed in direction train is moving. When engine is backing up on head end of train brakeman will ride on rear of tender. On freight lead all trains and engines must stop at least ten (10) feet before entering on Aliso Street and await proceed signal from flagman sent ahead to opposite side of Pacific Electric crossing. Flagman will not give proceed signal if an eastward Pacific Electric train shall have started to cross passenger main track.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
649-728.....	1	43	1	43	1	43
769-788.....	1	43	1	43	1	43
789-824.....	1	43	1	43	1	43
825-864 (Simple).....	1	43	1	43	1	43
825-864 (Compound).....	2	00	2	30	2	30
900-989.....	2	30	2	30	2	30
900-989 (Recounterbalanced).....	1	43	1	43	1	43
990-999.....	1	43	1	43	1	43
1226-1266 (Compound).....	1	12	1	43	1	30
1600-1673.....	2	30	2	30	2	30
1600-1673 (Recounterbalanced).....	1	43	1	43	1	43
1674-1693.....	1	43	1	43	1	43
1798-1799.....	1	43	1	43	1	43
1950-1991.....	1	43	1	43	1	43
3010-3020.....	1	43	1	43	1	43
3129-3159.....	1	43	1	43	1	43
3228-3258.....	1	43	1	43	1	43
2700-5500-6000 Union Pacific.....	1	43	1	43	1	43
7800 Union Pacific.....	1	12	1	43	1	30
3701-3750.....	1	05	1	43	1	43
3800-3890.....	1	43	1	43	1	43
Switch, no truck.....					3	00
All other Classes.....			1	43	1	30
All Classes, backing up.....					3	00
Maximum bet. Summit & Highland Jct.....					2	00

20. Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

21. Trainmen, enginemen or other employes having occasion to place fuses on double track should place them on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fuses so placed.

When doubling, running for water, or for any purpose it becomes necessary to leave portion of train on main track, a red flag by day and a red light by night must be placed in a conspicuous position on forward end of the head car, and in addition two torpedoes must be placed 1000 feet in advance thereof.

22. No train will leave its initial station on any district without receiving Clearance Card Form 902, except at National City and points where no telegraph offices are maintained or where no operator is on duty. No train will leave San Diego westward, Oceanside, Fullerton, Perris (when operator on duty) or Summit without receiving clearance card.

Union Pacific trains Eastward via Riverside Jct. must get Clearance Card (Form 902) before leaving Riverside.

23. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given. Trains must be stopped and this test made on all trains immediately before departure from Summit.

Rule 882: On passenger trains making this service test speed of train must not be less than fifteen miles per hour and engine brakes must be released so that it will be known that speed of train is reduced by application of brakes upon the train. The flagman must take position on retainer end of rear car and when he hears the exhaust caused by release of air give the engineman "proceed" signal. If brakes fail to release properly or "proceed" signal not received train must be stopped.

25. Rule 311: All employes are hereby notified that it is dangerous to stand erect upon cars, particularly cars of extraordinary height, while passing under First Street and Downey Avenue viaducts, and train shed at La Grande Station Los Angeles, and necessary precaution must be used by employes to protect themselves from injury at said points.

At San Bernardino the piers supporting viaduct at Mt. Vernon Ave., also foot viaduct near passenger station will not clear man on side of car.

26. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

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

27. Where upper quadrant three-position signals are installed, the following indications will be provided.

STOP—Arm horizontal, or red light.
PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.

PROCEED—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in automatic signal at night and the arm can be plainly seen trains will be governed by position of arm.

Where hooded indicators are located at switches the absence of light will indicate block obstructed, when light is seen block is clear.

Where "Daylight" Signals are installed the indications both day and night will be given by color of light. When no light displayed trains will stop and be governed by Rules 853 and 854.

28. Rule 221 is modified as follows: Operators having orders for any train must not give "proceed" signal to other

trains in the same direction for which they have no orders, but must instead issue clearance card (Form 902) in regular manner.

Rule 221-A. applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

29. Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, operators should deliver such orders at the heading in switch. Crews of trains which are clear of main track must not give proceed signal to approaching trains.

30. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C) of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, usual speed may be resumed.

31. Rule 418 is superseded by the following: Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

32. At station where meal has been served to train the conductor thereof must know that passengers have finished and are out of dining room and lunch counter before announcing departure.

33. Rule 469: Engine flues must not be sanded while passing dry grain fields or other places where damage from fire might result.

34. Conductors of freight trains descending grades Summit to Highland Junction, Pasadena to Water Street, Linda Vista to Sorrento, and Box Springs to Highgrove, must ride in cupola of caboose where they can observe air gauge and be prepared to signal brakemen, should it become necessary to control train by hand brakes or to apply air brakes from conductor's valve in response to stop signals given by trainmen in emergency cases.

35. Rule 5: At following stations, certain switches as named below (other than extreme) are designated as "heading in" points for trains required to take siding; trains holding main track to meet another will keep clear of such switches until opposing train shall have entered siding.

At Cucamonga, Westward trains taking siding use first crossover west of water tank.

At Cucamonga and San Dimas, Eastward trains taking siding use first crossover switch East of depot.

At Corona, Westward trains, crossover East of pump house.

At Placentia, Westward trains, crossover West of depot.

At San Onofre, Eastward trains, crossover East of warehouse.

At Carlsbad, Westward trains, crossover West of depot.

At Delmar, Westward trains, first crossover West of depot.

At Serra, Eastward trains, crossover West of pump house.

36. In automatic signal territory both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine or a car occupies the connection between the switches of such cross-over. One of the switches must be kept open until the movement through a cross-over is completed.

37. Empties should be handled in solid trains when practicable. When handled with loads in trains of fifty cars or

WESTWARD										Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Barstow	Grade Descending	Ruling Grade Ascending	TIME TABLE NO. 75 November 2, 1924	
First Class																
33	21	207	3	7	225	17	9	1	203							
FREIGHT	The Missionary	PASSENGER	California Limited	Fast Mail	PASSENGER	The Phoenix	The Navajo	The Scout	PASSENGER							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Miles				STATIONS.
AM 9.45	PM 3.00	AM 9.20	AM 9.00	AM 5.20	AM 4.05	AM 3.35	AM 2.00	AM 1.10	AM 1.00	Yard	FW TY					BARSTOW 6.1
	f 3.10	9.30	9.10	5.30	4.15	3.45	2.11	f 1.20	f 1.10	80		6.1	20.4	37.0		LENWOOD 5.6
	f 3.20	9.40	9.20	5.38	4.24	3.53	2.21	f 1.30	f 1.20	80	W	11.7	23.0	37.0		HICKS 9.4
	f 3.36	9.55	9.35	5.52	4.39	4.07	2.36	f 1.46	f 1.36	70	W	21.1	30.0	28.8		HELENDALE 5.0
	f 3.44	10.02	9.42	5.59	4.47	4.15	2.44	f 1.55	f 1.44	70		26.1	0	37.0		BRYMAN 5.5
	f 3.53	10.10	9.50	6.07	f 4.56	f 4.23	2.53	f 2.04	f 1.54	70		31.6	0	37.0		ORO GRANDE 3.7
	4.01	10.17	9.57	6.12	5.04	4.30	3.03	f 2.12	f 2.03			35.3	17.2	39.6		LEON 1.4
	s 4.07	10.20	10.00	6.15	s 5.10	s 4.35	s 3.11	s 2.21	s 2.11	80	FW Y	36.7	0	30.4		VICTORVILLE 4.4
	f 4.18	10.32	10.12	6.23	5.20	4.45	3.27	f 2.36	f 2.26			41.1	0	84.5		THORN 4.0
	f 4.28	10.42	10.22	6.31	f 5.29	4.53	3.40	f 2.48	f 2.38	70	W	45.1	0	84.5		HESPERIA 5.0
	f 4.38	10.52	10.32	6.40	5.40	5.05	3.52	f 3.00	f 2.50	66		50.1	0	86.8		LUGO 5.8
	s 5.00	11.10	s 10.50	s 6.58	s 6.00	s 5.25	s 4.10	s 3.20	s 3.10	70	Y	55.9	0	84.5		SUMMIT 2.7
	5.06	11.17	10.57	7.05	6.06	5.31	4.16	f 3.27	f 3.17	26		58.6	158.4	0		DELL 1.1
	5.09	11.20	11.00	7.07	6.09	5.33	4.19	f 3.30	f 3.20	70		59.7	158.4	0		GISH 2.7
	f 5.16	11.26	11.06	7.13	f 6.16	5.39	4.25	f 3.36	f 3.26	63	W	62.4	158.4	0		CAJON 3.8
	5.23	11.33	11.13	7.20	6.22	5.45	4.32	f 3.44	f 3.34			66.2	116.2	0		KEENBROOK 4.7
	f 5.31	11.41	11.21	7.27	6.29	5.53	4.40	f 3.52	f 3.42	70	Y	70.9	116.2	0		DEVORE 2.5
	5.35	11.44	11.24	7.31	6.32	5.56	4.44	f 3.56	f 3.46	10		73.4	116.2	0		VERDEMONT 2.5
	5.39	11.48	11.29	7.35	6.35	6.00	4.49	4.00	3.50			75.9	116.2	0		ONO 3.5
	5.45	11.54	11.35	7.40	6.40	6.05	4.55	4.05	3.55			79.4	116.2	0		HIGHLAND JUNC. 1.9
6.45 PM	5.50 PM	11.59 AM	11.40 AM	7.45 AM	6.45 AM	6.10 AM	5.00 AM	4.10 AM	4.00 AM	Yard	FW TY	81.3	51.7	64.4		SAN BERNARDINO
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							(81.3)
(9.0)	(28.7)	(30.5)	(30.5)	(33.6)	(30.5)	(31.4)	(27.1)	(27.1)	(27.1)	Average speed per hour						

No. 33 has no Time Table superiority.

LOS ANGELES DIVISION—FIRST DISTRICT

TIME TABLE NO. 75 November 2, 1924	Fulling Grade Ascending	Grade Descending	Telegraph and Telephone Offices and Booth Phones	Fuel, Water Taps Tables and Wyes	Capacity of Sidings	EASTWARD											
						First Class											
						10	204	102	104	2	8	208	4	18	226	22	34
						The Scout	PASSENGER	PASSENGER	PASSENGER	The Navajo	Santa Fe Eight	PASSENGER	California Limited	The Phoenix	PASSENGER	The Missionary	FREIGHT
STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
BARSTOW 6.1	20.4	37.0	P	FW TY	Yard	AM 3.10	AM 5.15			PM 1.30	PM 1.55	PM 3.40	PM 3.55	PM 10.00	PM 10.10	PM 10.20	AM 11.40
LENWOOD 5.6	23.0	37.0	B		80	2.59	f 5.04			1.19	f 1.43	3.30	3.45	9.50	10.00	10.10	
HICKS 9.4	30.0	39.0	DP	W	82	2.51	f 4.55			1.11	f 1.35	3.22	3.38	9.42	9.52	10.02	
HELENDALE 5.0	0	37.0	DP	W	70	f 2.37	f 4.40			12.57	f 1.21	3.07	3.27	9.28	9.38	9.48	
BRYMAN 5.5	0	37.0	B			2.29	f 4.32			12.50	f 1.13	3.00	3.21	9.22	9.32	9.42	
ORO GRANDE 3.7	17.2	39.6	P		89	f 2.21	f 4.23			12.43	f 1.05	2.53	3.14	f 9.15	9.25	9.35	
LEON 1.4	0	30.4	P		79	2.12	f 4.17			12.36	12.58	2.46	3.08	9.08	9.18	9.28	
VICTORVILLE 4.4	0	84.5	P	FW Y	80	s 2.10	s 4.15			s12.33	s12.55	2.44	3.06	s 9.06	9.16	9.26	
THORN 4.0	0	84.5	P		70	1.59	f 4.03			12.22	f12.43	2.36	2.59	8.56	9.06	9.16	
HESPERIA 5.0	0	86.8	DP	W	70	f 1.53	f 3.57			12.17	f12.36	2.31	2.54	8.51	9.01	9.11	
LUGO 5.8	0	84.5	P			1.45	3.49			12.10	f12.27	2.24	2.48	8.45	8.55	9.05	
SUMMIT 3.8	116.2	0	P	Y	70	s 1.35	s 3.40			s12.01 PM	s12.15 PM	2.15	2.40	s 8.35	8.45	8.55	
ALRAY 4.7	116.2	0	B		70	1.15	f 3.20			11.45	f11.55	2.00	2.25	8.17	8.27	8.37	
CAJON 3.8	116.2	0	P	W	63	f 1.00	f 3.06			11.33	f11.40	1.48	2.13	8.01	8.11	8.23	
KEENBROOK 4.7	116.2	0	B	W	70	12.49	f 2.57			11.24	f11.30	1.39	2.04	7.51	8.01	8.14	
DEVORE 2.5	116.2	0	DP	WY	70	12.37	f 2.47			11.14	f11.19	1.29	1.54	7.40	7.50	8.04	
VERDEMONT 2.5	116.2	0	B			12.30	2.42			11.08	f11.13	1.23	1.48	7.34	7.44	7.58	
ONO 3.5	116.2	0	B		70	12.23	2.37			11.02	11.07	1.17	1.42	7.28	7.38	7.52	
HIGHLAND JUNC. 1.9	51.7	64.4				12.15	2.30	AM 6.50	AM 10.45	10.55	11.00	1.10	1.35	7.20	7.30	7.45	
SAN BERNARDINO (83.3)			P	FW TY		12.10 AM	2.25 AM	6.45 AM	10.40 AM	10.50 AM	10.55 AM	1.05 PM	1.30 PM	7.15 PM	7.25 PM	7.40 PM	4.30 AM
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
.....Average speed per hour.....						(27.8)	(29.4)	(21.6)	(21.6)	(31.3)	(27.0)	(31.3)	(34.4)	(30.3)	(30.3)	(31.2)	(11.6)

No. 34 has no Time Table superiority

No. 33 has no Time Table Superiority

WESTWARD							Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Barstow	Ruling Grade Ascending	TIME TABLE NO. 75 November 2, 1924	Ruling Grade Ascending	Telegraph and Telephone Offices and South Phones	EASTWARD				
Second Class			First Class											First Class				
33	35	37	21	3	17	9								42	2	4	18	10
FREIGHT	FREIGHT	FREIGHT	The Missionary	California Limited	The Phoenix	The Navajo	PASSENGER	The Navajo	California Limited	The Phoenix	The Scout							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
PM 11.45	PM 10.30	PM 4.30	PM 6.10	AM 11.50	AM 6.15	AM 5.10	AM 10.30	AM 10.40	PM 1.20	PM 6.45	PM 11.59							
STATIONS																		
SAN BERNARDINO																		
	10.42	4.42	6.20	11.58	6.22	f 5.19	10.22	10.32	1.14	6.37	f 11.51							
	10.52	4.50	6.32 ¹⁸	PM 12.05	6.27	f 5.25	10.13	10.25	1.09	6.32 ²¹	f 11.45							
	11.00	4.57	6.40	12.10	6.31	f 5.30	10.07	10.20	1.05	6.27	f 11.40							
	11.03	4.59	6.42	12.12	6.33	f 5.32	10.05	10.18	1.03	6.25	f 11.38							
	11.06	5.02	6.44	12.14	6.35	f 5.34	10.02	10.16	1.01	6.23	f 11.35							
	11.12	5.07	6.48	12.17	6.38	f 5.39	9.57	10.12	12.58	6.20	f 11.31							
	11.25 ¹⁰	5.15	f 6.55	12.23	6.42	f 5.45	9.52	10.07	12.54	6.16	s 11.25 ³⁵							
	11.40	5.25	7.02	12.29	6.47	f 5.51	9.43	9.59	12.48	6.10	f 11.19							
	11.45	5.29	7.05	12.31	6.49	f 5.54	9.39	9.56	12.45	6.07	f 11.16							
	11.50	5.32	7.07	12.33	6.51	f 5.56	9.36	9.53	12.43	6.05	f 11.14							
	11.55	5.37	7.10	12.39 ⁴	6.54	f 5.59	9.31	9.50	12.39 ³	6.02	f 11.10							
	AM 12.05	5.56 ¹⁸	7.17	12.49	6.59	f 6.05	9.21	9.43	12.31	5.56 ³⁷	f 11.03							
	12.11	6.05	7.21	12.53	7.03	f 6.10	9.13	9.39	12.27	5.53	f 10.59							
	12.15	6.10	7.24	12.56	7.05	f 6.13	9.08	9.37	12.24	5.51	10.56							
	12.19	6.12	7.26	12.59	7.07	f 6.16	9.04	9.35	12.22	5.48	10.53							
	12.21	6.15	7.29	1.01	7.08	f 6.18	9.03	9.34	12.21	5.47	10.52							
	12.25	6.18	7.30	1.04	7.10	f 6.21	9.00	9.32	12.19	5.45	f 10.50							
	12.30	6.23	7.33	1.09	7.13	f 6.26	8.56	9.30	12.17	5.43	f 10.47							
	12.37	6.30	7.38	1.15	7.17	f 6.33	8.52	9.28	12.15	5.41	10.44							
	12.45	6.40	7.43	1.22	7.23	f 6.40	8.47	9.25	12.12	5.38	10.41							
	12.48	6.44	7.46	1.25	7.26	f 6.43	8.42	9.22	12.08	5.35	10.39							
	12.51	6.48	7.50	1.30	7.29	f 6.47	8.39	9.19	12.05	5.32	10.36							
	1.00	6.55	s 8.00	s 1.37 1.45	s 7.35	s 6.51 7.00	8.35	s 9.15	s 12.01 PM	s 5.28	s 10.32							
	1.02	6.57	8.02	1.47	7.37	7.02	8.27	9.07	11.54	5.21	10.25							
	1.04	6.58	8.03	1.48	7.38	f 7.03	8.25	9.06	11.53	5.20	10.24							
	1.07	7.02	8.07	1.51	7.41	f 7.07	8.22	9.03	11.50	5.18	10.21							
	1.09	7.04	8.08	1.54	7.42	7.08	8.20	9.02	11.49	5.17	10.20							
	1.15	7.08	8.12	1.58	7.45	7.13	8.16	8.58	11.45	5.14	10.15							
	1.25	7.18	8.20	2.06	7.51	7.21	8.08	8.52	11.37	5.07	10.08							
5.15 AM	1.35 AM	7.30 PM	8.30 PM	2.15 PM	8.00 ⁴² AM	7.30 AM	8.00 ¹⁷ AM	8.45 AM	11.30 AM	5.00 PM	10.00 PM							
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							

(11.0) (19.4) (19.9) (25.6) (24.7) (34.2) (25.6) ----- Average speed per hour ----- (23.9) (31.2) (32.6) (34.2) (30.1)

SAN JACINTO-TEMECULA DISTRICT

WESTWARD				EASTWARD							
Second Class	First Class	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Highgrove	Ruling Grade Ascending	TIME TABLE NO. 75		Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	First Class	Second Class
509	505					NO. 75	506			508	
MIXED	MIXED	No. Cars	Miles	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	NOVEMBER 2, 1924		MIXED	MIXED	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday										
	AM 10.20	34	W							AM 8.15	
	10.30	16		2.6	116.2					8.07	
	f10.45	24		7.1	116.2					f 7.57	
	f10.55	31		10.5	21.3					f 7.50	
	f11.04	16		13.4	0					f 7.44	
	11.15		Y	17.3	0					7.37	
	s11.18	36	FWY	18.2	0					7.35	
	11.35									s 7.30	
	s11.45	24		21.9	21.6					f 7.22	
	f11.57	13		24.3	49.3					f 7.12	
	PM 12.09	39		28.3	21.1					s 7.00	
	f12.20	15		32.3	52.8					f 6.48	
	s12.27	40		35.4	44.3					s 6.40	
	1.10				6.3					6.10 AM	
	1.20 PM	17	WY	37.6						AM 7.25	
	AM 11.30	36	FWY	18.2	0					7.08	
	11.48	15		26.5	19.8					7.00	
	11.58	28	Y	29.9	32.1					s 6.55	
	PM 12.05	19		31.9	57.6					s 6.50	
	12.12	28	Y	29.9	28.1					B 6.45	
	f12.25	11		34.3	0					f 6.32	
	s12.40	22		39.1	0					s 6.17	
	f12.50	11		41.7	0					f 6.07	
	1.00 PM	16	WT	44.8	0					5.55 AM	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday									AM	
(20.4)	(12.5)	Average speed per hour				(16.7)	(21.6)				

Alberhill is located at end of track 5.6 miles beyond Elsinore.

ESCONDIDO DISTRICT

WESTWARD				EASTWARD					
First Class	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Oceanside	Ruling Grade Ascending	TIME TABLE NO. 75		Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	First Class
61					NOVEMBER 2, 1924				62
MIXED			Miles		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			MIXED
Leave Daily Ex. Sunday									Arrive Daily Ex. Sunday
PM 4.30	19	WY	22.0						PM 3.20
f 4.40	0		18.7	83.4					f 3.05
s 4.50	19		17.2	15.8					s 2.55
f 5.05	4		13.3	70.3					f 2.40
s 5.20	12		10.1	116.2					s 2.25
f 5.35	4		6.5	116.2					f 2.10
5.55 PM	0	Y	1.0	87.6					1.55 PM
6.00 PM	69	FW		0					1.50 PM
Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday
(14.7)	Average speed per hour				(14.7)				

FALLBROOK DISTRICT

WESTWARD				EASTWARD					
First Class	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Oceanside	Ruling Grade Ascending	TIME TABLE NO. 75		Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	First Class
63					NOVEMBER 2, 1924				64
MIXED			Miles		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			MIXED
Leave Daily Ex. Sunday									Arrive Daily Ex. Sunday
AM 10.00	130	FW	0						PM 12.50
AM 10.05	0		2.1	63.4					PM 12.45
f10.20	15		5.5	21.3					f12.30
f10.30	15		8.0	66.0					f12.20
f10.35	9		9.3	26.4					f12.15 PM
f11.01	9		16.3	132.0					f11.56
11.10 AM	61	WY	18.9	105.6					11.50 AM
Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday
(15.5)	Average speed per hour				(18.3)				

OLIVE DISTRICT

WESTWARD		Capacity of Sidings	TIME TABLE NO. 75		Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones
First Class	51		NOVEMBER 2, 1924			
PASSENGER						
Leave Daily						
AM 9.41						P
s 9.47	30			42.2		
9.55 AM				42.2		P
Arrive Daily						
(24.9)	Average speed per hour					

OLINDA DISTRICT

WESTWARD				EASTWARD					
Second Class	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Atwood	Ruling Grade Ascending	TIME TABLE NO. 75		Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	Second Class
29					NOVEMBER 2, 1924				30
FREIGHT			Miles		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			FREIGHT
Leave Daily Ex. Sunday									Arrive Daily Ex. Sunday
AM 7.50	Yard	F	4.2						AM 6.50
8.00	14		2.0	0					6.40
8.10 AM	74	YW	0	0					6.30 AM
Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday
(12.6)	Average speed per hour				(12.6)				

WESTWARD												Capacity of Stalls	Fuel, Water, Turk Tables and Wyes	Distance from San Bernardino	Ealing Grade Ascending	TIME TABLE NO. 75 November 2, 1924
First Class																
75	207	53	73	505	71	51	7	225	1	79	203	Yard	FW TY	Miles	STATIONS	
PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	PASSENGER	PASSENGER	Fast Mail	PASSENGER	The Scout	PASSENGER	PASSENGER					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	PM 12.05	AM 11.55		AM 9.55		AM 8.05	AM 7.55	AM 6.55	AM 5.30		AM 4.10			0.0	SAN BERNARDINO P. E. Crossing 3.0	
	s 12.13	s 12.02		s 10.07 ⁸		s 8.12	8.01	s 7.05	s 5.40		s 4.20			3.0	COLTON Union Pacific Crossing S. P. Co. Crossing 3.6	
	12.19	s 12.08		10.17 AM		s 8.17 ⁵⁰⁶ 8.25	8.06	7.12	f 5.47		f 4.28	74	W	6.4	HIGHGROVE 2.5	
	12.25 PM	12.13				8.31	8.10	7.17 AM	5.52		4.35 AM			9.1	RIVERSIDE JUNC. S. P. Co. Crossing Union Pacific Crossing 0.6	
		12.15 ⁵² s 4.25				s 8.35	s 8.15		s 6.00			Yard		9.7	RIVERSIDE 2.6	
		f 4.29				f 8.40	8.18		f 6.04			24		12.3	PACHAPPA 1.6	
		f 4.32				s 8.43	8.20		f 6.07			52	Y	13.9	CASA BLANCA 2.4	
		s 4.36				s 8.48	8.23		f 6.12			70		16.3	ARLINGTON 3.6	
		f 4.41				f 8.54	8.28		f 6.18			71		19.9	MAY P. E. Crossing 1.1	
		f 4.43				f 8.57	8.30		6.20			5		21.0	HAMNER 1.5	
		4.45				8.59	8.32		6.22			Yard	Y	23.5	PORPHYRY 1.5	
		s 4.49				s 9.05	s 8.35		s 6.30			72	W	24.0	CORONA 3.8	
		s 4.55				s 9.12 ⁸	8.40		f 6.38			70		27.3	PRADO 5.0	
		f 5.02				f 9.22	8.47		6.46			76		32.3	GYPSUM 4.3	
		5.08				9.30	8.53 ⁸		6.52			32		37.1	ESPERANZA 3.0	
		f 5.12				f 9.36	8.57		6.56			36		40.1	YORBA 1.2	
		s 5.15				s 9.40 AM	8.59		f 7.00			74	YW	41.3	ATWOOD 2.3	
		s 5.20					s 9.03		s 7.05			74		43.6	PLACENTIA 3.1	
	PM 9.15	s 5.28	PM 5.00		AM 11.40		s 9.10 9.20		s 7.15	AM 6.20		81		46.7	FULLERTON Union Pacific Crossing 2.4	
	9.19	5.35 ²²	5.03		11.44		9.24 ⁷²		7.20	6.25		38		49.1	BASTA 2.0	
	9.22	f 5.40	5.05		11.47		9.27		7.23	f 6.30		59		51.1	NORTHAM 1.9	
	9.24	f 5.43	5.08		11.50		9.30		7.26	f 6.34		70	W	53.0	LA MIRADA 4.2	
	9.29	f 5.50	5.14		11.55		9.35		7.32	f 6.42		70		57.2	SANTA FE SPRINGS 1.3	
	9.31	f 5.52	5.16		11.58		9.37		7.34	f 6.46		29		58.5	S. P. Co. Crossing LOS NIETOS P. E. Crossing 2.0	
	9.33 ¹³⁴	f 5.56	5.19 ²²		PM 12.01		9.40		7.37	f 6.50		70		60.5	RIVERA 2.5	
	9.36	f 6.00	5.24		12.04		9.44		7.45 ⁸	6.56		70		63.0	BANDINI 4.1	
	9.41	f 6.05	5.30		12.10		9.50		7.53	7.04		70		67.1	HOBART Union Pacific Crossing 1.4	
	9.44	f 6.07 ⁷⁶	5.33		12.13		9.53		7.57	f 7.06			FW TY	68.5	REDONDO JUNC. Union Pacific Crossing 2.0	
	9.50 PM	6.15 PM	5.40 PM		12.20 PM		10.00 AM		8.05 AM	7.15 AM		Yard	W	70.5	LOS ANGELES	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(70.5)	

(40.8) (27.3) (32.0) (35.5) (17.4) (35.5) (28.5) (36.7) (24.8) (21.7) (25.9) (21.8)

-----Average speed per hour-----

TIME TABLE NO. 75 November 2, 1924	Mileage Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD											
			First Class										Second Class	
			204	78	506	8	72	208	52	74	22	226	76	134
STATIONS		PASSENGER	PASSENGER	MIXED	Santa Fe Eight	PASSENGER	PASSENGER	PASSENGER	PASSENGER	The Missionary	PASSENGER	PASSENGER	FREIGHT	
		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
SAN BERNARDINO P. E. Crossing 3.0	54.8	P	AM 2.15		AM 8.45	AM 10.15			PM 12.55	PM 1.20	f 7.10	PM 7.20	AM 12.20	
COLTON Union Pacific Crossing S. P. Co. Crossing 3.6	55.8	P	s 2.05		s 8.33	s ⁵⁰⁶ 10.07			f 12.46	s 1.10		s 7.12	12.01 AM	
HIGHCROVE 2.5	52.8	P	f 1.57		8.25 ⁵¹ AM	s 10.00			12.38	s 1.01		6.55	7.05	11.48
RIVERSIDE JUNC. S. P. Co. Crossing Union Pacific Crossing 0.6	17.2		1.50 AM			9.54			12.32 PM	12.56		6.51	7.01 PM	11.41
RIVERSIDE 2.6	54.3	P				s 9.53				s ⁵³ 12.55		s 6.50		11.40
PACHAPPA 1.6	33.4	DP				f 9.43				f 12.47		6.41		11.29
CASA BLANCA 2.4	52.8	DP				s 9.40				s ⁵³ 12.43		6.38		11.26
ARLINGTON 3.6	56.8	DP				s 9.34				s ⁵³ 12.37		f 6.34		11.20
MAY P. E. Crossing 1.1	20.0	B				f 9.28				f 12.31		6.28		11.10
HAMNER 1.5	56.3					f 9.26				f 12.29		6.26		11.08
PORPHYRY 1.5	24.8	B				9.23				12.26		6.23		11.05
CORONA 3.8	52.8	P				s 9.20				s ⁵³ 12.23		s 6.20		11.00
PRADO 5.0	39.6	DP				s 9.12 ⁵¹				s ⁵³ 12.15		f 6.12		10.44
GYPSUM 4.3	56.0	B				f 9.02				f 12.05 PM		6.04		10.33
ESPERANZA 3.0	54.8					8.53 ⁷				11.57		5.57		10.24
YORBA 1.2	22.5	B				f 8.41				f 11.52		5.52		10.18
ATWOOD 2.3	42.2	P				f 8.38				f 11.50		f 5.50		10.15
PLACENTIA 3.1	42.2	DP				s 8.32				s ⁵³ 11.46		s 5.46		10.09
FULLERTON Union Pacific Crossing 2.4	33.4	P		AM 1.45		s 8.25	AM 9.30		11.40 AM	PM 3.35	s 5.40		PM 6.37	10.02
BASTA 2.0	19.2	B		1.40		8.14	9.24 ⁷			3.31	5.35 ⁵³		6.33	9.56
NORTHAM 1.9	25.9	DP		f 1.36		f 8.11	9.20			3.28	5.32		6.30	9.53
LA MIRADA 4.2	10.0	DP		f 1.33		f 8.07	9.18			3.26	5.29		6.28	9.49
SANTA FE SPRINGS 1.3	16.3	DP		1.27		f 8.01	9.13			3.21	5.24		6.23	9.41
LOS NIETOS S. P. Co. Crossing P. E. Crossing 2.0	13.7	DP		f 1.25		f 7.57	9.11			3.19	5.22		6.21	9.38
RIVERA 2.5	37.5	DP		f 1.21		f 7.52	9.08			3.16	5.19 ⁷³		6.18	9.33 ⁷⁵
BANDINI 4.1	26.2	B		f 1.16		f 7.45 ¹	9.04			3.13	5.14		6.15	9.18
HOBART Union Pacific Crossing 1.4	0.0	P		1.09		f 7.39	8.59			3.09	5.09		6.09	9.10
REDONDO JUNC. Union Pacific Crossing 2.0	0.0			1.07		f 7.37	8.57			3.07	5.07		6.07 ⁵³	9.05
LOS ANGELES (70.5)		P		1.00 AM		7.30 AM	8.50 AM			3.00 PM	5.00 PM		6.00 PM	8.55 PM
			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(21.8)	(31.7)	(18.6)	(25.6)	(35.5)	(23.7)	(28.0)	(40.8)	(32.5)	(28.7)	(38.6)	(20.6)

WESTWARD									Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Barstow	Ruling Grade Ascending	TIME TABLE NO. 75 November 12, 1924
First Class													
301	75	61	73	303	63	71	51	79			Miles		STATIONS
PASSENGER	PASSENGER	MIXED	PASSENGER	PASSENGER	MIXED	PASSENGER	PASSENGER	PASSENGER					NATIONAL CITY
Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					5.1
	PM 5.20					AM 7.40		AM 1.20	YARD	F W Y	273.1	13.1	MARKET ST. JUNC.
PM 9.17	5.32			PM 1.45		7.53		1.38			268.0	28.7	0.4
9.20 PM	^s 5.40 6.30 ⁷⁴		PM 2.00	1.50 PM		^s 7.55 8.30		^s 1.40 2.01	YARD	WY	267.6	40.2	SAN DIEGO
	6.40		2.09			8.40		2.14	65		262.2	63.4	5.4 MORENA
	6.44		2.13			8.44		f 2.24	21		259.3	61.9	2.9 LADRILLO
	6.47		2.16			f 8.47		f 2.31	53		257.1	54.0	2.2 ELVIRA
	6.50		2.20			8.51		2.36	40		254.5	116.2	2.6 SELWYN
	6.53		2.24			^s 8.55		^s 2.42	45	Y	253.0	0.0	1.5 LINDA VISTA
	7.00		2.31			f 9.02		f 2.53	70	W	249.1	54.8	3.9 SORRENTO
	f 7.07		f 2.39			^s 9.10		f 3.05	128	Y	244.0	52.8	5.1 DEL MAR
	7.10		2.43			f 9.14		f 3.10	16		241.3	52.8	2.2 SOLANA BEACH
	7.12		2.45			f 9.16		f 3.15	14		239.9	52.8	1.9 CARDIFF
	7.14		f 2.48			^s 9.19		f 3.19	39		238.1	61.9	1.8 ENCINITAS
	7.19		2.54			f 9.25		3.29	59		234.0	52.8	4.1 PONTO
	7.25		f 3.01			^s 9.33		f 3.39	87		229.3	47.2	4.7 CARLSBAD
	7.27	PM 5.55	3.04			9.36		3.43		Y	227.2	0.0	2.1 ESCONDIDO JUNC.
	^s 7.32	6.00 PM	^s 3.06 3.10		AM 10.00	^s 9.38 9.43		^s 3.45 3.55 ⁷⁸	130	F W	226.2	63.4	1.0 OCEANSIDE
	7.35		3.13		10.05 AM	9.46		4.00			224.1	65.4	2.1 FALLBROOK JUNC.
	7.38		3.17			9.49		f 4.09	59		221.7	52.8	2.4 STUART
	7.41		3.21			f 9.54		f 4.17	24		218.7	65.4	3.0 LAS FLORES
	7.47		3.28			f 10.01		4.28	29		213.6	6.1	5.1 AGRA
	7.53 ⁷⁶		3.35			f 10.08		f 4.39	68		208.7	0.0	4.9 SAN ONOFRE
	8.00		3.42			f 10.14		f 4.49	37		203.9	13.9	4.8 MATEO
	8.06		3.48			f 10.20		f 5.00	109	W	199.3	60.5	4.1 SERRA
	f 8.10		f 3.53			^s 10.26		f 5.06	54		197.2	67.6	2.6 SAN JUAN CAPISTRANO
	8.17		4.01			10.35 ⁷²		f 5.17	29		192.1	66.0	5.1 GALIVAN
	8.24		f 4.07			^s 10.45		f 5.25	64		188.1	0.0	4.0 EL TORO
	8.30		4.15 ⁷⁴			^s 10.53		f 5.35	37		182.9	21.6	5.2 IRVINE
	8.35		4.22			10.59		5.43	59		178.5	23.2	4.4 VENTA
	8.36		4.23			f 11.01		f 5.44	11		177.5	37.0	1.0 ALISO
	^s 8.42		^s 4.30			^s 11.07		^s 5.50	Yard	F W Y	175.5	32.1	2.0 SANTA ANA P. E. Crossing
	^s 8.52		^s 4.40			^s 11.15	AM 10.10	^s 5.58	53	Y	172.6	7.6	2.9 ORANGE S. P. Co. Crossing
	^s 9.02		^s 4.50			^s 11.23	^s 10.25	^s 6.08	65		167.3	6.1	4.8 ANAHEIM
	9.10 PM		4.57 PM			11.30 AM	10.35 AM	6.14 AM	82		165.0		2.8 FULLERTON
Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily					(108.1)

(7.0) (38.5) (12.0) (36.2) (6.0) (25.2) (35.2) (18.2) (25.1) ----- Average speed per hour

TIME TABLE NO. 75 November 2, 1924		Rating Grade Ascending	EASTWARD							
			First Class							
			78	302	304	72	64	62	74	76
STATIONS		Telegraph and Telephone Offices and Booth Phones	PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	MIXED	PASSENGER	PASSENGER
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
NATIONAL CITY			AM						PM	PM
5.1	26.4	DP	5.50						6.50	10.00
MARKET ST. JUNC.			5.34	AM	AM				6.34	9.42
0.4	0.0			8.00	10.00	PM			s 6.30 ⁷⁵	s 9.30
SAN DIEGO		P	5.30	AM	AM	12.40				
5.4	31.2	B	5.18			12.29			6.18	9.19
MORENA										
2.9	51.0	B	5.12			f12.26			6.14	9.15
LADRILLO										
2.2	0.0	B	f 5.07			f12.22			6.10	9.12
ELVIRA										
2.6	0.0	B	4.57			f12.18			6.07	9.08
SELWYN										
1.5	0.0	DP	s 4.54			s12.15			6.05	9.05
LINDA VISTA										
3.9	116.2	B	f 4.41			f12.02 PM			5.53	8.53
SORRENTO										
5.1	54.8	DP	f 4.30			s11.54			f 5.47	f 8.46
DEL MAR										
2.2	63.4	DP	f 4.25			f11.49			5.44	8.43
SOLANA BEACH										
1.9	63.4		f 4.22			f11.46			5.41	8.40
CARDIFF										
1.8	0.0	DP	f 4.20			s11.43			5.39	8.37
ENCINITAS										
4.1	63.4	B	4.13			f11.37			5.33	8.31
PONTO										
4.7	50.8	DP	f 4.05			s11.30			5.27	8.25
CARLSBAD										
2.1	52.8	B	4.02			11.27		PM 1.55	5.24	8.22
ESCONDIDO JUNC.										
1.0	0.0	P	4.00 ⁷⁰ s 3.55			s11.25	PM 12.50	1.50 PM	s 5.22	s 8.20
OCEANSIDE										
2.1	45.4	B	3.50			11.16	12.45 PM		5.13	8.12
FALLBROOK JUNC.										
2.4	63.4	B	f 3.45			11.14			5.10	8.09
STUART										
3.0	49.3	B	f 3.39			f11.10			5.06	8.05
LAS FLORES										
5.1	63.4	B	f 3.29			f11.02			4.59	7.58
AGRA										
4.9	68.9	DP	f 3.19			f10.57			4.53	7.53 ⁷⁵
SAN ONOFRE										
4.8	49.4	B	f 3.11			f10.51			4.47	7.47
MATEO										
4.1	5.0	NP	f 3.04			f10.46			4.42	7.42
SERRA										
2.6	0.0	DP	f 2.58			s10.42			f 4.37	f 7.38
SAN JUAN CAPISTRANO										
5.1	0.0	B	f 2.48			f10.35 ⁷¹			4.30	7.30
GALIVAN										
4.0	54.0	DP	f 2.40			s10.28			4.24	f 7.24
EL TORO										
5.2	63.4	DP	f 2.30			s10.18			4.15 ⁷³	7.16
IRVINE										
4.4	63.4	B	2.21			10.12			4.09	7.10
VENTA										
1.0	0.0		2.19			f10.10			4.08	7.09
ALISO										
2.0	0.0	DP	s 2.15			s10.07			s 4.05	s 7.05
SANTA ANA										
2.9	11.2	P	s 2.06			s 9.57			s 3.56	s 6.57
P. E. Crossing ORANGE										
4.8	48.1	DP	s 1.56			s 9.46			s 3.46	s 6.47
S. P. Co. Crossing ANAHEIM										
2.8	21.1	P	1.50 AM			9.38 AM			3.38 PM	6.41 PM
FULLERTON										
(108.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
Average speed per hour			(23.0)	(6.0)	(6.0)	(33.6)	(25.2)	(29.2)	(36.6)	(36.2)

LOS ANGELES DIVISION—REDLANDS AND REDONDO DISTRICTS

WESTWARD		REDLANDS DISTRICT										EASTWARD		
First Class		Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from San Bernardino	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	First Class			
105						NO. 75					102 104 106			
PASSENGER		November 2, 1924										PASSENGER PASSENGER PASSENGER		
Leave Daily												Arrive Daily Arrive Daily Arrive Daily		
PM 12.05		Yard	FW TY	Miles	STATIONS			AM 7.50	AM 11.50	PM 1.15				
				0	SAN BERNARDINO P. E. Crossing S. P. Co. Crossing 1.1			101.3						
	12.12	28		1.1	E. STREET 1.0			40.1			7.43	11.42	1.08	
	12.15	3		2.1	MILL STREET 2.6			13.7			7.41	11.39	1.06	
	12.20	7		4.7	VICTORIA 1.4			0			f 7.37	f 11.84	1.02	
	12.23	17		6.1	DREW 2.9			0			f 7.35	f 11.32	1.00	
	12.30 PM	32		9.0	REDLANDS 1.2			0			s 7.30	s 11.28	12.55 PM	
		5		10.2	EASTBERNE 1.4			0				7.22	11.20	
		9		11.6	CRAF 0.5			0				7.20	11.18	
		14	W	12.1	MENTONE 1.8			0			DP f 7.19	f 11.17		
		10		13.9	BROWNS 2.4			0				7.15	11.14	
		20		16.3	EAST HIGHLANDS 1.7			0			DP s 7.11	s 11.10		
		15		18.0	MOLINO 0.8			0				7.07	11.05	
		23		18.8	HIGHLAND 1.0			0			DP s 7.05	s 11.03		
		16		19.8	PATTON 1.8			0			DP f 7.02	s 11.00		
		14		21.6	DEL ROSA 1.2			0			DP f 6.58	f 10.53		
		7		22.8	VALENCIA 0.9			0			f 6.56	f 10.51		
		10		23.7	P. E. Crossing ARROWHEAD 1.8			0			DP f 6.54	f 10.49		
				25.5	HIGHLAND JUNC. 1.9			0				6.50 AM	10.45 AM	
		Yard	FW TY	27.4	SAN BERNARDINO						P	6.45 A. M.	10.40 A. M.	
Arrive Daily		(27.4)										Leave Daily	Leave Daily	Leave Daily
(21.7)		Average speed per hour										(23.4)	(23.4)	(27.0)

WESTWARD		REDONDO DISTRICT										EASTWARD		
Second Class		Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Los Angeles	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	Second Class			
141						NO. 75					142			
FREIGHT		November 2, 1924										FREIGHT		
Leave Daily Ex. Sunday												Arrive Daily Ex. Sunday		
AM 10.30		Yard	FW TY	Miles	STATIONS			AM 10.30	AM 11.50	PM 1.15				
				22.4	REDONDO BEACH P. E. Crossing 3.3			0.0			DP	AM 9.30		
f	10.40	7		19.1	MANHATTAN BEACH 1.1			0.0				f 9.10		
f	10.45	0		18.0	STANDARD PARK 1.0			0.0				f 9.00		
s	10.50 PM 12.30	25	Y	17.0	EL SECUNDO P. E. Crossing 1.3			40.0			DP	f 8.45		
f	12.35	26		15.7	WISEBURN 3.8			4.0				f 8.30		
f	12.50	28		11.9	INGLEWOOD 1.9			44.8			DP	f 8.15		
f	12.56	13		10.0	HYDE PARK 1.9			44.8				f 8.05		
f	1.02	14		8.1	WILDASIN P. E. Crossing 1.0			0.0				f 7.55		
f	1.05	12		7.1	SLAUSON 1.6			0.0				f 7.45		
f	1.10	21		5.5	WINGFOOT P. E. Crossing S. P. Co. Crossing 1.0			0.0			DP	s 7.35		
f	1.15	13		4.5	NADEAU 2.5			0.0				7.20		
	1.20 PM		FW TY	3.0	REDONDO JUNC. Union Pacific Crossing 2.0			0.0				7.10 AM		
	1.30 P. M.	Yard	W	0	LOS ANGELES						P	7.00 A. M.		
Arrive Daily Ex. Sunday		(22.4)										Leave Daily Ex. Sunday	(8.1)	
(15.3)		Average speed per hour										(8.1)		

HARBOR DISTRICT

WESTWARD		HARBOR DISTRICT										EASTWARD		
Second Class		Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from El Segundo	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	Second Class			
141						NO. 75					142			
FREIGHT		November 2, 1924										FREIGHT		
Leave Daily Ex. Sunday												Arrive Daily Ex. Sunday		
AM 10.30		Yard	FW TY	Miles	STATIONS			AM 10.30	AM 11.50	PM 1.15				
				13.2	WILMINGTON 4.7			52.8			DP			
		15		8.5	POZO 1.6			0.0						
		38	W	6.9	TORRANCE 3.8			48.4			DP			
		16		3.1	CAMINO 1.3			58.4						
		29		1.3	LAWNDALE 1.8			51.1						
		25	Y		EL SECUNDO						DP			
Arrive Daily Ex. Sunday		13.2										Leave Daily Ex. Sunday		
(15.3)		Average speed per hour										(8.1)		

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES AND SANTA FE COAST LINES HOSPITAL ASSOCIATION
 DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles. DR. A. TYROLER, Assistant Chief Surgeon, Kerckhoff Building, Los Angeles

LOS ANGELES DIVISION

- | | | |
|----------------------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------------|
| DR. W. F. FREEMAN, House Surgeon, Santa Fe Hospital, Los Angeles | DR. F. G. SANBORN, Arcadia | DR. F. J. GOBAR, Fullerton, Olinda |
| DR. J. S. FOX, Kerckhoff Bldg., Los Angeles | DR. JOHN E. HILL, Azusa | DR. J. W. UTTER, Anaheim |
| DR. T. P. MANNING, Oculist, Kerckhoff Building, Los Angeles | DR. H. CHAMBERLAIN, Glendora | DR. D. F. ROYER, Orange |
| DR. J. N. OSBURN, Oculist, Pacific Mutual Building, Los Angeles | DR. R. F. ROHLFING, San Dimas | DR. F. L. CHAPLINE, Orange |
| DR. H. SUGARMAN, Pacific Mutual Bldg., Los Angeles | DR. W. H. CRAIG, Upland | DR. H. BAER, Elsinore |
| DR. C. B. ADAMS, Detwiler Bldg., Los Angeles | DR. L. P. BARBOUR, Rialto | DR. F. K. STRASSER, Hemet |
| DR. R. W. MILLER, Oculist, 711 Chapman Building, Los Angeles | DR. J. N. BAYLIS, Division Surgeon, San Bernardino | DR. W. D. SHELDON, Perris |
| DR. W. W. MURPHY, Oculist, 516 Bradbury Building, Los Angeles | DR. W. W. SAVAGE, Oculist, San Bernardino | DR. A. MORGAN, Fallbrook |
| DR. HAROLD VAN METRE, Assistant Surgeon, Pacific Mutual Bldg., Los Angeles | DR. WALTER D. LENKER, Local Surgeon, San Bernardino | DR. J. V. LARZALERE, Escondido |
| DR. A. T. HEMBREE, Redondo | DR. A. L. HAENSZEL, Local Surgeon, Emg. Hosp., San Bernardino | DR. R. S. REID, Oceanside |
| DR. Z. T. MALABY, Pasadena | DR. B. C. ANDERSON, Barstow | DR. H. F. CRANDALL, Oceanside |
| | DR. A. C. PRATT, Barstow | DR. THOS. L. MAGEE, 1830 L St., San Diego |
| | DR. KENNETH DOLE, Redlands | DR. R. H. DONNELL, San Diego |
| | DR. CHARLES ENGEL, Colton | DR. T. C. LITTLE, San Diego |
| | DR. C. VAN ZWALENBURG, Riverside | DR. H. C. OATMAN, San Diego |
| | DR. W. S. DAVIS, Corona | DR. R. A. KOCHER, San Diego |
| | DR. C. D. BALL, Santa Ana | DR. M. H. ARNOLD, San Diego |
| | DR. W. C. DU BOISE, Santa Ana | DR. F. P. LENAHAN, Oculist, San Diego |
| | DR. J. H. COLE, Anaheim, Olinda | DR. E. S. COBURN, National City |
| | | DR. CARL S. OWEN, National City |

FIRST AID KITS HAVE BEEN PLACED IN CARE OF AGENTS AT SUMMIT, CAPISTRANO AND DELMAR

more, empties if in excess of ten, should be placed two thirds on head end and one third on rear, and if ten or less, should all be placed on rear. In trains of less than fifty cars, ten or less empties should be placed on head end, if more than ten, two thirds on head end and one third on rear. Local trains excepted.

38. Standard thermometers are located at Barstow, Victorville, Summit, Cajon and San Bernardino. Conductors of trains having perishable freight will be governed by instructions contained in S. F. R. D. Circular 2-H and special bulletins with respect to handling ventilators.

39. If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

40. Engineman and fireman must, when practicable, communicate to each other the indication of all signals affecting the movement of their train.

41. Enginemen having headlight obscured, as required by Rule 17 of the Book of Rules and Regulations of the Operating Department, must not again display light until rear of the opposing train has passed their engine.

When rules require the headlight to be displayed ELECTRIC headlights on engines may be dimmed:

- (a) In yards where switch engines are employed.
- (b) At meeting points AFTER switch has been lined for opposing train to enter siding as per Rule 89A.
- (c) Approaching another train in the act of receiving or discharging passengers.
- (d) When standing at station.
- (e) On double track as may be expedient or necessary when approaching trains running in the opposite direction.

42. Trains having work to do on the Cucamonga, Upland, Rialto, La Habra Valley, Bastanchury, Porphry, Prenda, Torrance Oil and Venta Spurs must obtain orders from the dispatcher authorizing the movement.

43. Rules 211-A and 744 are modified as follows: In manual or automatic block territory Form 19 train order may be used to restrict the superiority of trains, except that Form 31 must be used,

- (a) when block is out of service,
- (b) when necessary to restrict a train which is at blind siding or closed office,
- (c) when necessary to restrict a train which has been cleared, (see Rule 219)
- (d) when issuing order, example 3 of Form "G," giving right over all trains,
- (e) when reducing a time order,
- (f) when order is to be delivered superior train at meeting point,
- (g) when necessary to notify trains of obstructions or extremely unsafe condition of track or bridges,
- (h) when any portion of double track is used as single track.

Form 19 may be placed at points outside of block territory provided such orders are to be executed inside of block.

Operators having orders before clearing a train must fill out clearance card and repeat the address and order num-

bers to the dispatcher, who must make record of the train and orders in his train order book, and if correct and include all orders for the train at that Office give "O.K." with the time and his initials to the operator, who will endorse same on the clearance card and deliver as prescribed by rule. Clearance cards must not be filled out nor "O.K." given in advance of the approach of train.

44. Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory which the rear of the train having passed normal speed may be resumed.

Where two or more restricted areas are close together but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

45. Rule 854, Book of Rules and Regulations Operating Department is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

46. FLAG STOPS TO PICK UP REVENUE PASSENGERS.

Train	STOPS	PASSENGERS DESTINED
2	Any station	East of Albuquerque
4	Any station	East of Trinidad
10	Any station	East or North of Barstow
18	Any station—2nd Dist.	Via Cadiz or Belen and to points east of Needles where No. 22 stops.
22	Any station	Belen, South or East thereof, or via Cadiz and No. 18.
22	Los Nietos	or baggage, Belen East or South thereof
72	Any station	Santa Ana or East thereof
72	Los Nietos	or baggage for No. 4
73	Any station	East or north of Barstow
75	Linda Vista	Los Angeles or beyond

NOTE:—No. 4 will be flagged by Agents only when authorized by Trainmaster.

47. FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	STOPS	PASSENGERS FROM
1	Any station	East of Barstow
9	Any station	East of Barstow
3	Any station	Grand Canyon or East thereof
17	Any station	East of Cadiz
21	Any station—2nd Dist.	San Bernardino or East thereof
22	Any station—3rd Dist.	Los Angeles or Fourth District
71	Any station West of Fullerton	East of Fullerton
73	West of Santa Ana	Santa Ana and East thereof
74	Any station	East of Los Angeles
74	Linda Vista	Los Angeles
76	Any station	Los Angeles or East thereof

FIRST AND REDLANDS DISTRICTS.

48. Double track between San Bernardino and Barstow. Trains must keep to the left between San Bernardino and

overhead crossing at mile post 39 1/4 west of Victorville, and to the right between latter point and Barstow.

At bridge A. 35 (Mojave river) train movements through gauntlet are governed by automatic block signals. The indication given by signals 341 and 344 are superior to right class or direction subject to provisions of rule 854.

Automatic signals between Barstow and Hicks and between Summit and San Bernardino upper quadrant type, and between Hicks and bridge A. 35 (Mojave river) Day-light type.

Double track extends through Barstow passenger yard, tracks are numbered one to six, commencing at the station. Number one is Westward main track. Number four is Eastward main track.

Double track extends through San Bernardino passenger yard, the end of double track being the Interlocked switch located two hundred feet east of West yard Tower.

Commencing at passenger depot, tracks are numbered one to six. No. 1 is Westward main track. No. 4 is Eastward main track.

49. At Highland Junction Westward trains on either district may proceed without regard to over due first class trains on the other district but must not unnecessarily delay them.

50. At Summit spring switches are installed leading from: eastward passing track to eastward main track, normal position for eastward main track; another on stem of wye normally lined for west leg of wye; another at west wye switch normally lined for westward siding and another at west end of westward siding leading to westward main track, trailing movements through these switches must not exceed ten miles per hour, backward movements must not be attempted when trailing until switch lined by hand.

51. Rule 19: In addition to instructions contained therein the following must be observed: On double track when a train is turned out against the current of traffic by night, green lights must be displayed to the front and side, and to the rear a green light toward the inside and a red light to the opposite side.

52. Extra trains, the conductors and enginemen of which have been furnished clearance card (Form 902) and orders designated thereon, are authorized to move with the current of traffic on double track between San Bernardino and Leon, and between Oro Grande and Barstow, without Form "G" orders, but if provision has been made for the use of a section of double track as single track, no extra train may move over such section in either direction without having an order, Form "G."

53. Trains will not enter or leave Barstow yard until given signal by switch tender. Los Angeles Division trains will receive green flag or lamp signal. Trains leaving yard will call for route by one long blast of whistle.

Passenger trains must not exceed fifteen miles per hour and freight trains ten miles per hour over Puzzle switches.

54. Between San Bernardino and Victorville helper engines on freight trains must be placed behind caboose, except when wood frame or weak cars on rear, in which event helpers should be cut in ahead of the weak cars.

55. Passenger trains and light engines must not exceed twenty miles per hour and freight trains fifteen miles per hour, between slow boards at Scherer's quarry and through the "Narrows" west of Victorville.

Freight trains must not exceed thirty (30) miles per hour Summit to Victorville.

14 LOS ANGELES DIVISION

(Continued from page 13)

Passenger trains will consume not less than:
 6 minutes Summit to Dell. 2 minutes Dell to Gish.
 6 " Gish to Cajon.
 6 " Cajon to Keenbrook.
 7 " Keenbrook to Devore.
 3 " Devore to Verdernont.
 8 " Verdernont to Highland Junc.
 5 " Highland Junc. to San Bernardino,

and if stop is made will add the duration of such stop, plus one minute, to the minimum running time above prescribed.

Freight trains will consume four (4) minutes for each mile run Summit to Cajon, and three (3) minutes for each mile run Cajon to San Bernardino.

Westward freight trains must stop ten (10) minutes at Cajon and ten (10) minutes at Devore for cooling wheels and inspection of trains.

SECOND DISTRICT.

56. Automatic signals, upper quadrant type, between San Bernardino and Arcadia and between Los Angeles and Olga. Trains finding Signals 1404 and 1392 eastward and Signals 1381, 1391 and 1403 westward, in stop position, will stop and then, if signal does not clear, proceed under control through the block. This modifies Rule 854.

57. Point derail on Upland spur three-fourths of mile from junction with main track.

58. Trains meeting at stations named below will observe the following:

Arcadia: Eastward train holding main track, arriving first, should stop west of home signal for P. E. crossing, until westward train enters block.

Kincaid: Westward train holding main track arriving first should stop east of Signal 1181, until eastward train enters block, and eastward train arriving first holding main track should stop west of Signal 1184 until westward train enters block.

San Dimas: Eastward train holding main track and arriving first should stop before passing preliminary board near Mile Post 110, until westward train enters block.

Claremont: Westward train holding main track arriving first should stop east of preliminary board at Cataract Street, until eastward train enters block.

Wade: Westward train holding main track arriving first should stop east of Signal 921, until eastward train enters block.

Olga: Westward train, holding main track, arriving first, should stop east of preliminary board until Eastward train enters block.

59. Minimum time of passenger trains between Pasadena and Los Angeles, in either direction, is twenty-five minutes; this must not be exceeded when trains are late. Trains must not exceed twenty miles per hour through city limits of Pasadena, which extend from Lamanda Park to Raymond depot, and fifteen (15) miles per hour between slow boards at South Pasadena. Trains must not exceed forty miles per hour through city limits of La Verne and Azusa.

60. Not more than two of the 900-1600-3000-3700-3800 or similar heavy engines may be coupled together over bridge A-140 Los Angeles river and over bridge C-136 Garvanza Viaduct.

THIRD DISTRICT.

61. Double track with automatic signals between Los Angeles and Redondo Jct.—trains must keep to the right.

At Redondo Jct. time will apply at end of double track.

Automatic signals between Corona and Atwood. Trains

SPECIAL RULES

holding main track at meeting points in this territory will not open switch until opposing train is in sight.

Trains finding Eastward Signal No. 242 at Corona and Westward Signal 411 at Atwood, in "stop" position, will stop, and then if signal does not clear, proceed under control, through blocks. This modifies Rule 854.

62. When moving with current of traffic, on double track, between Redondo Junction and Los Angeles passenger station, all trains and engines will move without regard to superiority, governed by automatic block rules and signals, except that trains finding signals in stop position, will stop and then, if signal does not clear, may at once proceed under control through the block. This modifies Rule 853.

63. Between San Bernardino and Colton first-class trains will use passenger main track and other trains and yard engines will use freight main track unless train order authorizes movement via passenger track. Movements between San Bernardino and Colton by other than yard engines will be made only under time table or train order authority.

64. At San Bernardino, Eastward Second District passenger trains must stop at junction with Third District main track and Eastward Third District passenger trains must also stop at this junction unless each receives proceed signal from switch tender.

No. 506 arriving at San Bernardino will head through wye to Second District and back to station.

65. No. 7 and No. 51 are superior to No. 506.

No. 53 and No. 207 are superior to No. 208.

66. At Highgrove, the junction of Third and San Jacinto-Temecula district is the switch just east of Depot.

67. At Riverside, the coach track will be used as passing siding by first-class trains, unless otherwise directed by train order.

68. All trains working on Porphyry Spur must stop and flag over Ontario street, Corona, when moving down grade.

69. Point derail on Prenda Spur one-fourth mile from Junction with main track.

REDONDO, OLINDA AND OLIVE DISTRICTS.

70. Trains must not exceed a speed of fifteen miles per hour on the Olinda District.

Eastward trains on Olinda District will run through spring derail switch in main track on mile 4, five hundred feet east of P. E. crossing; westward trains will stop, line up this switch, and after using will throw to derail.

FOURTH DISTRICT.

71. Movement of all engines and trains between San Diego and National City, in either direction, will be made under yard limit rules and no train orders will be issued between these points. Train register will be kept in the round house at National City.

Automatic block signals between San Diego Station and Market Street Junc. all trains and engines will move between these points without regard to superiority governed by automatic signals and rules, trains finding signals in stop position will stop, wait one minute, and then if signal does not clear and train not approaching, may proceed under control through the block.

72. Nos. 61 and 62 are inferior to all regular and extra trains between Escondido Junc. and Oceanside and will move between these stations only under protection of flag.

Nos. 63 and 64 are inferior to all regular and extra trains between Oceanside and Fallbrook Junc. and will move between these stations only by train order or under protection of flag, except: No. 63 is superior from 10.00 a. m. to 10:30 a. m. and No. 64 is superior from 12:45 p. m. to 1:15 p.m. to all except first-class trains.

73. At San Diego, between main track switch opposite scale house and Market Street Junc., no train or engine may exceed eight miles per hour and must at all times move under control, expecting to find track occupied.

74. Freight trains will consume four (4) minutes for each mile run Linda Vista to Sorrento.

REDLANDS, SAN JACINTO, TEMECULA, FALLBROOK AND ESCONDIDO DISTRICTS.

75. No. 105 is superior to No. 106.

76. No. 63 is superior to No. 64.

77. Eastward freight trains must not exceed fifteen (15) miles per hour between Box Springs and M. P. 4.

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

LOCATION	Miles from Barstow	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Wild (Westward track)	16.8	8	West	Nos. 1, 8 and 21
Frost (Eastward track)	38.9	9	West	Freight only
Pine Lodge (Eastward track)	60.9	20	East and West	Freight only
Hudson (Westward track)	68.5	14	East	Freight only
SECOND DISTRICT				
Miles from Barstow				
Rialto Citrus Spur	85.8	Lgh. 1.8 m.	West	Freight only
Muscot	90.4	Lgh. 1.1	West	Freight only
Cucamonga Citrus Spur	95.8	Lgh. 5.0 m.	West	Freight only
Upland Citrus Spur	99.6	Lgh. 3.7 m.	East	Freight only
Forbes	111.8	20	East	Freight only
Chanman	126.8	9	West	Freight only
THIRD DISTRICT				
Miles from San Bernardino				
Prenda	16.2	37	East and West	Freight only
Coplen	26.3	15	West	51-52
Chester	29.3	38	East and West	Freight only
Scully	31.1	2	East	51-8-53-52
Horse Shoe Bend	36.2	0	None	51-8-53-52
Santa Ysabel	46.6	10	East	Freight only
Bastanchury	52.3	Lgh. 2.44 m.	West	Freight only
La Habra Valley Spur	60.9	Lgh. 3.44 m.	West	Freight only
La Habra V. Spur, East Whittier	64.3	4	West	Freight only
Stephens	57.1	Lgh. .66 m.	West	Freight only
Simons	62.7	23	East and West	Freight
Vezala	66.5	17	East and West	Freight only
FOURTH DISTRICT				
Miles from Barstow				
Venta Spur 178.8	181.7	11	East	Freight only
{ Tustin Myford Frances Browning	181.4	3	East	Freight only
	183.1	11	East and West	Freight only
	180.8	10	West	Freight only
	180.1	30	East and West	Freight only
Como	216.2	14	West	71-72
Don	231.8	5	East and West	71-72
Farr	247.8	80	East	Freight only
Reba	253.8	60	East and West	Freight only
Guerra	257.5	10	West	Freight only
Sunnyside	260.3	9	East and West	Freight only
Pacific Beach	263.0	30	East and West	Freight only
Hardy	264.1	2	West	Freight only
Old Town	264.1	2	West	Freight only
FALLBROOK DISTRICT				
Miles from Fallbrook				
Ranch House Stock	8.4	7	East and West	Freight only
REDLANDS DISTRICT				
Miles from San Bernardino				
Nevada Street	6.8	10	East	102-104
Yerxa	20.0	12	East and West	All trains
REDONDO DISTRICT				
Miles from Redondo Jct.				
Lawn	8.8	2	East	All trains
Rowley	17.7	4	East	Freight only
Hermosa Beach	18.7	8	West	All trains
HARBOR DISTRICT				
Miles from El Segundo				
Dudley	4.4	25	East	Freight only
Torrance Oil Spur	4.8	Lgh. 4.0 m.	West	Freight only
Shell	11.8	9	West	Freight only
TEMECULA DISTRICT				
Miles from Highgrove				
Anderson's	15.7	29	East and West	505-506
Lloyd	19.6	8	East	Freight only
Lakeview	25.1	Wye	East	Freight only
Cambern	27.5	1	East	Freight only
Sedco	32.0	5	East and West	All trains
Alberhill	37.5	30	East	Freight Only
SAN JACINTO DISTRICT				
Miles from San Jacinto				
Ellis	19.5	3	East	Freight only
Enfield	30.4	4	East	Freight only

FIRST DISTRICT Railroad Crossings at Grade and Interlockers

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
San Bernardino, Fifth St.	Crossover and yard lead.	Interlocker, Upper quadrant signals. Rule 780 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.	

REDLANDS DISTRICT

San Bernardino, Third St. Rialto Ave "E" Street	P. E. Crossing P. E. Crossing S. P. Crossing and industry track.	Stop. Send flagman ahead. Interlocker, Upper quadrant signals. Interlocker.	
Redlands Patton Arrowhead	P. E. Crossing P. E. Crossing P. E. Crossing	Eight miles per hour. Fifteen miles per hour. Fifteen miles per hour.	

SECOND DISTRICT

San Bernardino	Third district freight main tracks, Second district freight yard	Interlocker. Approach locking. Superior route second district main track Inferior route Westward to Third district. The indication given by interlocking signals will be superior to right, class or direction for movements which may be made within limits of such signals. Trains leaving yard will give signal for track upon which they are standing and follow with signal for route desired.	Third district — 0 Yard — 0000 Engine lead — 0 Track one 0 Track two 00 Track three 000 Track four 0000 Track five — Track six — 00 Track seven — 000 Track eight 0 Track nine 00 Track ten 000 Rubbish track — 000 Oil spur — 00 Second district to pre cooler — 0000 Pre cooler to Second district — 00000
Rialto Rialto Spur Cucamonga Spur Upland Spur Upland Claremont	P. E. Crossing P. E. Crossing P. E. Crossing P. E. Crossing P. E. Crossing P. E. Crossing, West end passing track and west end of house track.	Fifteen miles per hour. Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Fifteen miles per hour. Interlocker, Upper quadrant signals. Approach locking.	
San Dimas	P. E. Crossing and west end industry track	Interlocker, Upper quadrant signals. Approach locking.	
Azusa Ice House Spur Arcadia Arcadia Lamanda Park	P. E. Crossing S. P. Crossing P. E. Crossing P. E. Crossing and west end of passing track.	Gates, Normal position across Santa Fe tracks. Interlocker. Approach locking. Interlocker. Approach locking. Interlocker, Upper quadrant signals. Approach locking. Trains finding distant signals 1271 or 1282 in stop position will stop then proceed under control through block.	
Lake Ave. Los Robles Pasadena, Colorado Street Bellevue Drive Raymond Spur South Pasadena Highland Park 0.5 East	P. E. Crossing P. E. Crossing P. E. Crossing P. E. Crossing S. P. Crossing P. E. Crossing Union Pacific Crossing	Fifteen miles per hour. Fifteen miles per hour. Eight miles per hour. Fifteen miles per hour. Gates, Normal position across Santa Fe tracks. Fifteen miles per hour. Eight miles per hour. Gate, Normal position across Union Pacific track.	
Highland Park 0.4 East Water Street 0.7 East	P. E. Crossing Union Pacific Crossing	Eight miles per hour. Eight miles per hour. Gate, Normal position across Union Pacific track.	
Water Street Avenue 20 Los Angeles—Main Street Mission Tower	L. A. Ry. Crossing L. A. Ry Crossing S. P. Crossing and freight lead	Eight miles per hour. Eight miles per hour. Interlocker, Upper quadrant signals. Approach locking. No distant signal on freight main track approaching Tower going east. The Home signals which govern the movements of trains over the crossing are connected with the Automatic signals; when a train is in the block, towerman cannot clear signals although crossing may be clear and derails open on opposing route. Rule 780 is hereby 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.	Inferior routes, either direction — 0
Macy Street Aliso Street	L. A. Ry Crossing P. E. Crossing	Eight miles per hour. Eight miles per hour (see special Rule 19).	

"Approach locking" indicates that towerman cannot change route, (in less than two minutes,) after an approaching train on main track has entered block. Trains must not exceed forty miles per hour over any interlocked crossing not otherwise restricted.

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Feet
Victorville	120	Lakeview	849.0
Summit	323.6	Azusa	1500.0
Devore	280.0	Redondo Jct.	Main Line
San Bernardino	3rd Dist., Main Line	Del Mar	687.5
Casa Blanca	Prenda Branch	San Diego, Harasty St.	550.0
Porphyry	5000	Escondido	310.0
Atwood	Olinda Main Line	Fallbrook	600.0
Orange	Main Line	Linda Vista	Main Line
Perris	Main Line	National City	
Elsinore Junction	Main Line	South Stem	588.0
San Jacinto	571.0	West Stem	479.0
Lakeview Junction	Main Line	El Segundo	Main Line
		Wilmington	400.0

THIRD DISTRICT Railroad Crossings at Grade and Interlockers

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
San Bernardino, Rialto Ave.	P. E. Crossing	Interlocker, Upper quadrant signals	Passenger main track — Freight main track — 0000 To or from S. P. — 0 House Track — 00 To or from U. P. — 0
Colton	S. P., also Union Pacific Ry. Crossings, freight main track and house track.	Interlocker, Upper quadrant signals	
Riverside Junction	S. P., also Union Pacific Ry. Crossings and junctions.	Interlocker.	
Riverside, North Street	P. E. Crossing	Fifteen miles per hour.	Fourth district — 00 — Storage, One — 0 Storage, Two 000 — Packing house — 0 — West end house 00 — 0 Crossovers East end of yard 0 — 00
May	P. E. Crossing	Interlocker, Upper quadrant signals. Approach locking. Trains finding distant signals, 202 and 191 in stop position will stop then proceed under control through block.	
Porphyry Spur	P. E. Crossing	Stop. Send flagman ahead.	
Fullerton	Union Pacific Crossing	Interlocker, Upper quadrant signals, Approach locking.	
Fullerton—Basta	Union Pacific Crossing	Third District, Superior route Interlocker, Upper quadrant signals. Approach locking. Trains finding Eastward Signal 1622 and Westward Signal 1631 in stop position will stop then proceed under control.	
Bastanchury Spur	P. E. Crossing	Stop. Send flagman ahead.	
Bastanchury Spur	Union Pacific Crossing	Stop. Send flagman ahead.	
Los Nietos	P. E. Crossing and west end siding	Interlocker. Approach locking.	
Los Nietos	S. P. Crossing	Interlocker. Approach locking.	
Hobart	Union Pacific Crossing	Interlocker. Approach locking. Trains finding Eastward signal 1432 and Westward signal 1451 in stop position will stop and then may proceed under control.	
Redondo Junction	Union Pacific Crossing Redondo dist. and double track junction.	Interlocker, Upper quadrant signals. Approach locking. Trains finding westward distant signal No. 1441 in "stop" position will stop and then may proceed under control. The Home signals which govern the movements of trains over the crossing are connected with the Automatic signals; when a train is in the block, towerman cannot clear signals although crossing may be clear and derails open on opposing route. Rule 780 is hereby 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.	
Los Angeles, Seventh St.	L. A. Ry Crossing	Eight miles per hour.	

FOURTH DISTRICT

Anaheim 2.0 East Anaheim Sugar Fcty. Spur Orange 1.0 East	S. P. Crossing Union Pacific Crossing P. E. Crossing	Interlocker. Stop. Send flagman ahead Interlocker, Upper quadrant signals. Approach locking.	
Old Town 0.8 East San Diego, Arctic Street "H" Street	Pt. Loma Ry Crossing S. D. E. Ry Crossing S. D. E. Ry Crossing	Fifteen miles per hour. Eight miles per hour. Eight miles per hour. Gates, Normal position across Steamship Co's tracks.	
Between 22d and 24th Sts.	McCormick Lumber Co.	Eight miles per hour. Gates, Normal position across Lumber Co's tracks.	

OLIVE DISTRICT

Olive 1.7 West	S. P. Crossing	Stop—Rule 98.98A	
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OLINDA DISTRICT

Olinda 1.5 West	P. E. Crossing	Fifteen miles per hour. Gates, Normal position across P. E. tracks.	
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TEMECULA DISTRICT

Highgrove 1.5 West	S. P. Crossing	Interlocker.	
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REDONDO DISTRICT

Redondo Junc. Vernon Ave. Nadeau Park	L. A. Ry Crossing S. P. Crossing	Fifteen miles per hour. Interlocker.	
Wingfoot 0.3 East	P. E. Crossing	Interlocker.	
Slauson 0.5 East	L. A. Ry Crossing	Fifteen miles per hour.	
0.2 West	L. A. Ry Crossing	Fifteen miles per hour.	
0.2 East	P. E. Crossing	Fifteen miles per hour.	
Wildasin 0.5 West	L. A. Ry Crossing	Fifteen miles per hour.	
Hyde Park	P. E. Crossing	Fifteen miles per hour.	
El Segundo 0.5 West	P. E. Crossing	Interlocker.	
Redondo 0.5 West	P. E. Crossing	Fifteen miles per hour.	

JUNCTION SWITCHES

Normal position of junction switches will leave unbroken rail as follows:
 Oro Grande for eastward trains. Escondido Junc. for Fourth District trains.
 Leon for westward trains. Lakeview Junc. for Temecula District trains.
 Highland Junc. for First District trains. Perris for Temecula District trains.
 Highgrove for Third District trains. Elsinore Junc., east switch, for Elsinore trains.
 Atwood for Third District trains. El Segundo for Redondo District trains.
 Orange for Fourth District trains.
 Fallbrook Junc. for Fourth District trains.

LOCAL WATCH INSPECTORS

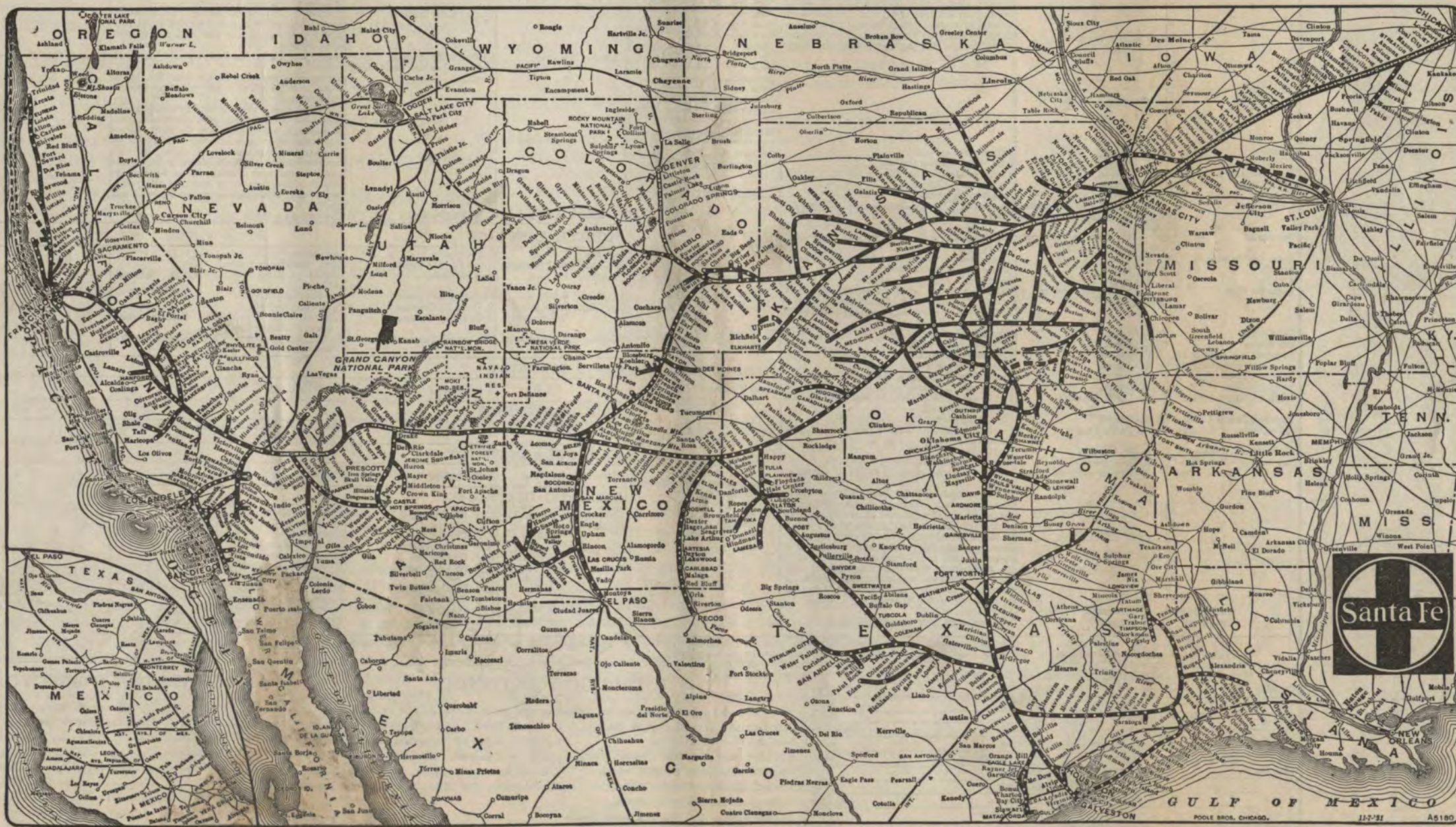
Newton Moore.... O. T. Johnson Building, Los Angeles
 J. McAuliffe 1952 East 1st Street, Los Angeles
 Carl G. Strock..... Santa Ana
 J. D. Morrow..... Oceanside.
 J. Jessop & Sons..... San Diego
 Chas. M. Hanf..... San Bernardino.
 H. C. Marsden..... Corona
 A. Protsch Redondo Beach
 F. M. Cagwin..... Hemet

SANTA FE SAFETY FIRST

X75

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

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



Santa Fe Through Lines De No Track Lines Under Construction Roads Connecting Lines