

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



LOS ANGELES DIVISION.

EMPLOYEES' TIME TABLE No. 89

IN EFFECT

SUNDAY, JUNE 9, 1929,

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 88, Dated March 3, 1929, 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.

F. J. MacKIE
Assistant General
Manager,
Los Angeles, Cal.

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

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

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

H. A. SUGARS,
Trainmaster,
San Bernardino, Cal.

V. H. WILSON
Trainmaster,
San Bernardino, Cal.

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

L. E. ERLEWINE,
Night Chief Dispatcher,
San Bernardino, Cal.

H. MONROE,
C. W. SMITH,
H. E. CONNER,
A. F. LACKEY,

Dispatchers,
San Bernardino, Cal.

A. W. PRICE,
A. W. MAYS,
C. R. PETERS,
R. C. PIERCE,
C. E. MACHEN,

ALL DISTRICTS

1. A copy of the book entitled, "The Atchison, Topeka and Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1927, and the book, "Rules and Regulations for the Maintenance of Way and Structures," dated 1928, must be in the hands of all employes whose duties are in any way prescribed thereby.

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

3. The number of tons shown by 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 are required to fill out trains to car limit or to full capacity of their engines.

4. Rule 1 (B): Standard clocks are located at Barstow, San Bernardino, Corona, Los Angeles (Fourth Street and Telegraph Office), Redondo Junction (Round House), Santa Ana, Oceanside, San Diego, National City (Round House), and in the Union Pacific office at Riverside.

Rule 3. At Barstow and Riverside, conductors of Union Pacific trains will compare time with their enginemen on arrival and after comparison with standard clock register on Form 1633 Standard, for themselves and enginemen.

5. Rule 5: At stations named below, schedule time and train orders apply at switch where opposing train enters siding. First-class trains must not pass the point where traffic is received or discharged before time shown in schedule.

Cucamongasiding east of depot.
 San Dimassiding east of depot.
 Duartesiding west of depot.
 Arcadiasiding east of depot.
 Santa Anitasiding east of depot.
 Lamanda Park.....siding west of depot.
 Atwoodsiding west of depot.
 Placentiasiding west of depot.
 Anaheimsiding east of depot.
 Capistranosiding west of depot.
 San Onofresiding east of depot.
 Carlsbadsiding west of depot.
 Del Marsiding west of depot.

6. Rule 88: At following stations, the designated switches are "heading-in" points for trains which are required to take siding, and train holding main track shall remain clear until opposing train shall have cleared:

Cucamonga, eastward trains, crossover at Signal 974.
 westward trains, crossover at Signal 971.
 San Dimas, eastward trains, crossover east of depot.
 Corona, westward trains, crossover at Signal 233.
 Placentia, westward trains, crossover west of depot.

Anaheim, eastward trains, crossover east of depot.
 Santa Ana, eastward trains, crossover west of depot.
 Capistrano, eastward trains, crossover near west end of siding.

Serra, eastward trains, crossover near west end of siding.
 San Onofre, eastward trains, crossover east of depot.
 Del Mar, westward trains, crossover west of depot.

7. Rule 10 (A): Permanent slowboards are located 1500 feet in advance of curves, bridges, or other points where speed of trains is permanently restricted. Where two or more restricted areas are close together, but one board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

8. Rule 17: In addition to the provisions thereof, trains on siding at night must not display headlight until rear of train on the main track has passed.

Electric headlights must be dimmed:

(a) At meeting points by trains on main track after switch has been lined for opposing train to enter siding, as prescribed by Rule S-89 (A).

(b) Approaching another train in the act of receiving or discharging passengers.

(c) On double track as may be expedient when trains are approaching from opposite direction.

9. Rule 82 (A): Bulletin Boards and Books are located at Barstow, Victorville, San Bernardino, Corona, Los Angeles, Redondo Junction, Santa Ana, Oceanside, San Diego, and National City.

10. Rules 83 (A) and 343: At register stations, conductors must personally register their trains, unless relieved therefrom by Form T train order, except as provided below.

At San Bernardino eastward first-class trains may register by Form 903, and need not check register.

At Riverside, Union Pacific trains will register their arrival and/or departure at Riverside Jct. in Santa Fe register at Union Pacific office. Santa Fe first class and westward extra trains may register by Form 903 and need not check register.

11. Rule 86 is amended as follows: Within automatic block signal territory, except when signals are inoperative, an inferior train must clear a first-class train, or a superior train created by Example (3) of Form G train order, in the same direction, not less than five minutes and must clear the block sufficiently to prevent delay.

12. Rule 93: Yard limits are located at Barstow, Leon-Victorville, Summit, San Bernardino, Pasadena, Los Angeles, Riverside, Corona, Atwood, Olinda, Fullerton, Orange, Santa Ana, Oceanside, San Diego, Fallbrook, Escondido, El Segundo, Torrance, Wilmington, Redondo, San Jacinto, Alberhill, Elsinore, and Temecula.

At San Bernardino, between Highland Junction on First and Redlands Districts, Signal 832 on Second District, M. P. 4 on Third District, and M. P. 4 plus 4500 feet near Victoria on Redlands District.

At Los Angeles, between Bridge A-139 on Second District, M. P. 147 on Third District, and M. P. 8 on Harbor District.

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

At Corona, between M. P. 4 on Temecula District, and between Signals 222 and 252.

Rule 711: At following stations, between limits described all trains and engines will move governed by automatic and/or interlocking signals, whose indications are superior to class and direction:

San Bernardino-Colton: Between Signal 791 Highland Jct. and Fifth Street Tower, San Bernardino, and between Rana and Colton moving with the current of traffic.

On the three main tracks in either direction between interlocked signal opposite yard office, San Bernardino, and Rana, all switches interlocked. When interlocking signal remains in "Stop" position, conductor of train or foreman of engine detained by same must telephone towerman giving train or engine number and if track is clear and route properly lined, may be authorized by towerman to proceed. This modifies Rule 782.

Between Fifth Street Tower and the interlocked signal opposite yard office there is no superiority of trains, all trains and engines must move at restricted speed, governed by Rule 93.

Los Angeles-Hobart: Between Mission Tower and Signal 1404, Turner Street, Second District, and between Signal 1412, Fourth Street and Signal 1452, Hobart, Third District, when moving with current of traffic.

Between Signal 1404, Turner Street, and Signal, 1412, Fourth Street, there is no superiority of trains, all trains and engines must move at restricted speed, governed by Rule 93.

Oceanside: Between Signal 2232, Fallbrook Jct. and Signal 2281, Escondido Jct.

San Diego: Between the passenger station and Market Street Jct.

Between Market Street Jct. and National City there is no superiority of trains, all trains and engines must move at restricted speed, governed by Rule 93.

13. Rule 97: Extra trains, the conductors and enginemen of which have been furnished clearance card, Form 902, numbered and OK'd by the train dispatcher, and orders designated thereon, are authorized to move with the current of traffic on double track from a district terminal to a district terminal, or from an intermediate station to a district terminal, without Form G train order; 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.

A Form G order will be required for all short movements between intermediate stations.

14. Rule 103: In addition to the provisions thereof, cars must not be cut off upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

15. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any District, except where the office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher. No train will leave Fullerton, Ocean-side, San Diego westward, or Perris when operator on duty, without receiving clearance card, Form 902.

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

16. Rule 221: The second paragraph is abrogated.

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

17. 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.

18. Rule 310: Following is list of structures:

- San Bernardino, Mount Vernon Avenue viaduct.
- Los Angeles, Passenger station train shed.
- First Street viaduct.

19. Rule 314: No freight train will run more than fifty miles without stop for inspection, except between Ocean-side and Santa Ana.

20. Rule 356: California: Civil Code, Section 2188, provides:

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

Section 487 provides:

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

21.

22. Rule 391: Standard thermometers are located at San Bernardino, Cajon, Summit, Victorville, and Barstow.

Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-I, supplements thereto, and special bulletins with respect to handling ventilators.

SPEED LIMITATIONS

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

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

Maximum speed 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 not otherwise restricted. Maximum speed of all trains entering or leaving all other turnouts and crossovers, ten miles per hour.

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

Trains handling wrecking derricks, steam shovels, or pile-drivers, must not exceed twenty-four miles per hour (one mile in two minutes, thirty seconds) on any portion of the First, Second, Third, Fourth, and Olive Districts, and fifteen miles per hour (one mile in four minutes) on all other districts.

Trains having dead engines in tow must observe the following speed:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, ten miles per hour (six minutes for each mile).

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

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

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE					
CLASS	Service				
	Passenger		Freight and Mixed		Light
	Min.	Sec.	Min.	Sec.	Min. Sec.
468-497	0	51	1	43	1 30
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	1	43	1	43	1 43
900-989	1	43	1	43	1 43
990-999	1	43	1	43	1 43
1226-1266	0	51	1	43	1 30
1270-1289	0	51	1	43	1 30
1297-1308	0	51	1	43	1 30
1309-1388	0	51	1	43	1 30
1400-1478	0	51	1	43	1 30
3500-3534-3600	0	51	1	43	1 30
1600-1673	1	43	1	43	1 43
1674-1693	1	43	1	43	1 43
1798-1799	1	43	1	43	1 43
1950-1989	1	43	1	43	1 43
3010-3020	1	43	1	43	1 43
3129-3158	1	43	1	43	1 43
3223-3258	1	43	1	43	1 43
3700-3750	1	05	1	43	1 43
3751	0	55	1	43	1 43
3800-3915	1	43	1	43	1 43
5010-5500-6000 Union Pacific	1	43	1	43	1 43
2700 Union Pacific	1	20	1	43	1 43
3100 Union Pacific	0	51	1	43	1 30
7800-8800 Union Pacific	1	12	1	43	1 43
Switch, no truck	3	00	3	00	3 00
All other Classes			1	43	1 43
All Classes, backing up	3	00	3	00	3 00
Maximum bet. Summit and Highland Jct., all Classes					2 00

A tolerance of ten (10) per cent is allowed on the above excepting engines whose maximum is 70 miles per hour (one mile in 51 seconds).

ALL DISTRICTS

Forty miles per hour over interlocking crossings, not otherwise restricted.

FIRST DISTRICT

Barstow, puzzle switches, passenger trains fifteen miles per hour, freight trains ten miles per hour.

Summit, eight miles per hour turning on wye.

Summit to Cajon, freight trains, four minutes for each mile run.

Cajon to San Bernardino, freight trains, three minutes for each mile run.

Passenger trains will consume not less than:

- 6 minutes Summit to Dell
- 2 " Dell to Gish
- 6 " Gish to Cajon
- 6 " Cajon to Keenbrook
- 7 " Keenbrook to Devore
- 3 " Devore to Verdemon
- 8 " Verdemon to Highland Jct.
- 5 " Highland Jct. 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.

SECOND DISTRICT

Cucamonga and Upland spurs, twenty miles per hour.

Between Pasadena and Los Angeles, passenger trains, twenty-five miles per hour and freight trains, twenty miles per hour.

Within Los Angeles city limits over any interstate, interurban, or street railway crossing not interlocked and over any street or highway between Water Street and Los Angeles passenger station, eight miles per hour.

THIRD DISTRICT

Highgrove, passenger trains thirty miles per hour and freight trains twenty miles per hour over switch at Junction of Third and San Jacinto Districts.

Colton, Westward trains, ten miles per hour over double-track junction switch.

FOURTH DISTRICT

Linda Vista to Mile Post 250, freight trains, four minutes for each mile run.

HARBOR DISTRICT

Between El Segundo and Wilmington and on Torrance Oil Spur, twenty-five miles per hour.

Over Eleventh Avenue, Van Ness Avenue, and Sixty-Seventh Street, ten miles per hour.

SAN JACINTO DISTRICT

Box Springs to Mile Post 4, freight trains, four minutes for each mile run.

FALLBROOK DISTRICT

All trains, three minutes for each mile run.

(Continued on Page 13)

WESTWARD

First Class

WESTWARD														Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Grade Descending	Ruling Grade Ascending	Miles from Barstow	TIME TABLE	
33	203	19	21	219	23	101	7	207	3	17	221	1	9						No. Cars	Yard
FREIGHT	PASSENGER	The Chief	The Missionary	PASSENGER	Grand Canyon Limited	PASSENGER	Fast Mail	PASSENGER	California Limited	The Phoenix	PASSENGER	The Scout	The Navajo					June 9, 1929		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 3.30	PM 11.10	PM 2.50	PM 1.10	PM 12.35	AM 9.30		AM 4.30	AM 4.15	AM 4.05	AM 3.50	AM 3.20	AM 2.30	AM 2.00				0.0		BARSTOW	
	f 11.22	3.00	1.20	12.45	9.40		4.40	4.25	4.15	4.00	3.30	f 2.40	2.12	80			20.4	37.0	6.2	LENWOOD
	f 11.33	3.08	f 1.29	12.53	9.49		4.47	4.33	4.23	4.08	3.40	f 2.50	2.22	73	W		23.0	37.0	5.6	HODGE
	f 11.48	3.20	f 1.40	1.05	10.02		4.58	4.45	4.35	4.20	3.54	f 3.03	2.40	70	W		30.0	28.8	9.4	HELENDALE
	f 11.57	3.27	1.47	1.12	10.10		5.05	4.52	4.42	4.27	4.02	f 3.10	2.48	70			0.0	37.0	4.9	BRYMAN
	AM f 12.07	3.35	s 1.55	1.20	10.17		5.12	4.59	4.49	4.35	4.10	f 3.18	2.58	70			0.0	37.0	5.4	ORO GRANDE
	f 12.14	3.41	2.01	1.26	10.23		5.18	5.05	4.55	4.41	4.16	3.25	3.04				17.2	39.6	3.7	LEON
	s 12.20	3.43	s 2.05	1.28	10.25		5.20	5.07	4.57	f 4.43	f 4.20	s 3.30	s 3.08	80	FW Y		0.0	30.4	1.4	VICTORVILLE
	f 12.32	3.52	2.15	1.37	10.37		5.28	5.16	5.06	4.52	4.30	3.40	3.19				0.0	84.5	4.4	THORN
	f 12.45	4.02	f 2.24	1.47	10.48		5.36	5.25	5.15	5.02	4.40	f 3.50	3.32	70	W		0.0	84.5	4.0	HESPERIA
	f 1.00	4.12	2.35	1.57	11.00		5.45	5.34	5.24	5.12	4.50	4.03	3.44	66			0.0	86.8	4.8	LUGO
	s 1.25	4.27	s 2.50	2.12	11.18		5.58	5.48	5.38	5.27	5.10	s 4.25	s 4.00	70	Y		0.0	84.5	5.9	SUMMIT
	f 1.32	4.33	2.56	2.18	11.24		6.04	5.54	5.44	5.33	5.17	f 4.32	4.07	26			158.4	0.0	2.8	DELL
	f 1.35	4.35	2.58	2.20	11.26		6.06	5.56	5.46	5.35	5.19	4.34	4.09	70			158.4	0.0	1.0	GISH
	f 1.42	4.41	f 3.04	2.26	11.32		6.12	6.02	5.52	5.41	5.26	f 4.40	4.15	72	W		158.4	0.0	2.7	CAJON
	f 1.49	4.47	3.10	2.32	11.38		6.18	6.08	5.58	5.47	5.32	f 4.47	4.22				116.2	0.0	3.8	KEENBROOK
	f 1.57	4.54	f 3.17	2.39	11.45		6.25	6.15	6.05	5.54	5.40	f 4.55	4.29	80	Y		116.2	0.0	4.7	DEVORE
	f 2.01	4.58	3.20	2.43	11.48		6.28	6.18	6.08	5.58	5.43	f 4.58	4.32	10			116.2	0.0	2.5	VERDEMONT
	2.05	5.02	3.24	2.47	11.52		6.32	6.22	6.12	6.02	5.47	5.02	4.36	80			116.2	0.0	2.5	ONO
	2.11	5.08	3.32	2.53	11.58	AM 7.26	6.38	6.28	6.18	6.08	5.53	5.08	4.42				116.2	0.0	3.5	HIGHLAND JCT.
10.00 PM	2.20 AM	5.15 PM	3.40 PM	3.00 PM	12.05 PM	7.35 AM	6.45 AM	6.35 AM	6.25 AM	6.15 AM	6.00 AM	5.15 AM	4.50 AM	Yard	FW TY		51.7	64.4	1.9	SAN BERNARDINO
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							(81.1)

(12.5)

(25.6)

(33.5)

(32.4)

(33.5)

(31.4)

(12.6)

(36.0)

(34.7)

(34.7)

(33.5)

(30.4)

(29.5)

(28.6)

..... Average speed per hour

No. 33 has no Time Table superiority.

WESTWARD															EASTWARD								
Second Class		First Class							Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Barstow	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Office of Communication and Board Phones	First Class						
35	37	19	21	23	41	3	17	9					No. Cars	Miles			NO. 89	STATIONS	42	2	24	18	4
FREIGHT	FREIGHT	The Chief	The Missionary	Grand Canyon Limited	PASSENGER	California Limited	The Phoenix	The Navajo			June 9, 1929			PASSENGER	The Navajo	Grand Canyon Limited	The Phoenix	California Limited	The Chief	The Hopi			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
PM 10.20	PM 5.30	PM 5.20	PM 3.50	PM 12.15	AM 7.45	AM 6.35	AM 6.25	AM 5.10	YARD	FW TY	81.3	SAN BERNARDINO	C	AM 10.35	AM 11.25	PM 2.20	PM 7.35	PM 7.45	PM 11.30	AM 1.15			
	10.32	5.42	5.30	3.58	12.25	s 7.53	6.45	6.33	60		84.9	3.6	C	s 10.27	11.18	2.12	7.28	7.38	11.23	1.07			
	10.42	5.50	5.36	4.04	12.31	s 7.59	6.53	6.39	63		89.0	P. E. Crossing RIALTO 4.1	C	s 10.21	11.13	2.07	7.22	7.33	11.18	1.01			
	10.50	5.57	5.40	4.08	12.35	f 8.03	7.01	6.44	27		92.5	3.5	B	f 10.15	11.09	2.03	7.18	7.29	11.14	12.56			
	10.53	5.59	5.42	4.10	12.37	f 8.05	7.04	6.46	29		93.7	1.2	B	f 10.13	11.07	2.01	7.16	7.27	11.12	12.54			
	11.07 ²⁰	6.07	5.47	4.15	12.42	s 8.12	7.12	6.51	88	W	97.7	ETIWANDA 4.0	C	s 10.08	11.02	1.56	7.11	7.22	11.07 ³⁵	12.49			
	11.20	6.14	5.53	f 4.20	12.48	s 8.18	7.18	6.56	f 5.44	55	Y	3.2	C	s 10.02	10.57	1.52	7.07	7.17	11.02	f 12.44			
	11.30	6.22	5.59	4.26	12.54	s 8.25	7.26	7.02	5.51	66		UPLAND P. E. Crossing 4.0	C	s 9.54	10.51	1.45	7.00	7.11	10.56	12.37			
	11.34	6.26	6.01	4.28	12.56	s 8.29	7.30	7.04	5.55	58		CLAREMONT P. E. Crossing 1.8	C	s 9.50	10.48	1.42	6.57	7.09	10.54	12.34			
	11.36	6.28	6.03	4.30	12.58	s 8.32	7.34	7.06	5.57	48		1.2	C	s 9.47	10.46	1.40	6.55	7.07	10.52	12.32			
	11.44	6.33	6.06	4.33	1.01	s 8.37	7.40	7.09	6.00	49		2.3	C	s 9.42	10.43	1.37	6.52	7.04	10.49	12.29			
	11.52	6.41 ¹⁸ 6.58 ⁴	6.12	4.39	1.07	s 8.44	7.47	7.15	6.06	69	W	SAN DIMAS P. E. Crossing 4.2	C	s 9.34	10.36	1.31	6.46 ³⁷	6.58 ³⁷	10.43	12.22			
	11.58	7.05	6.15	4.42	1.10	s 8.50	7.52	7.18	6.09	43	Y	2.5	C	s 9.28	10.32	1.27	6.42	6.55	10.40	12.18			
AM 12.05	7.15	6.17	4.44	1.12	f 8.52	7.55	7.20	6.11	74		116.9	1.2	C	f 9.25	10.30	1.25	6.40	6.53	10.38	12.16			
12.13 ⁸	7.20	6.20	4.47	1.15	8.55	8.00	7.23	6.14	60		118.1	2.2	C	f 9.25	10.30	1.25	6.40	6.53	10.38	12.16			
12.18	7.22	6.21	4.48	1.16	f 8.56	8.01	7.24	6.15	14		120.3	BUTLER 0.7	B	9.21	10.27	1.22	6.37	6.50	10.35	12.13 ³⁵			
12.21	7.25	6.23	f 4.50	1.19 ²⁴	s 9.00	8.04	7.26	f 6.17	79		121.0	1.4	C	f 9.20	10.26	1.21	6.36	6.49	10.34	12.12			
12.27	7.30	6.26	4.53	1.21	s 9.04	8.09	7.29	6.20	30		122.4	MONROVIA 1.8	C	s 9.17	10.24	1.19 ²³	6.34	6.47	10.32	12.10			
12.34	7.37	6.30 ¹⁸	4.57	1.25	s 9.10 ⁴²	8.14	7.33	6.24	45		124.2	S. P. Co. Crossing ARCADIA P. E. Crossing 1.6	C	s 9.13	10.21	1.17	6.32	6.45	10.30	12.07			
12.37	7.40	6.33	4.59	1.27	9.14	8.16	7.35	6.26	71		125.8	0.9	C	s 9.10 ⁴¹	10.19	1.15	6.30 ¹⁹	6.43	10.28	12.04			
12.45	7.47	6.38 ⁴	5.02	1.30	s 9.17	8.20	7.38	6.29	31	W	126.7	CHAPMAN 1.3	B	9.07	10.18	1.14	6.27	6.42	10.27	12.03			
12.48	7.50	6.41	5.05	1.33	9.19	8.23	7.43	6.34	18		128.0	LAMANDA PARK P. E. Crossing 1.1	C	s 9.05	10.16	1.12	6.25	6.38 ¹⁹	10.25	12.01 AM			
12.55	7.58	s 6.48	s 5.15	s 1.45	s 9.35	s 8.40	s 7.56	s 6.45	41		129.1	WILTON 2.4	C	9.01	10.13	1.08	6.22	6.35	10.22	11.57			
12.57	8.00	6.50	5.17	1.47	9.39	8.44 ⁴²	7.58	6.47	22		131.5	PASADENA 0.7	C	s 8.53	s 10.05	s 1.00	s 6.15	s 6.28	s 10.15	s 11.48			
12.59	8.01	6.51	5.18	1.48	f 9.40	8.45	7.59	6.48	Spur 21		132.2	0.4		8.44 ³	9.52	12.52	6.07	6.21	10.07	11.40			
1.03	8.05	6.54	5.21	1.51	s 9.44	8.49	8.02	6.51	5		132.6	RAYMOND 1.0	C	f 8.38	9.51	12.51	6.06	6.20	10.06	11.39			
1.05	8.06	6.56	5.23	1.53	9.48 ²	8.50	8.03	6.53	40		133.6	SOUTH PASADENA 0.5	C	s 8.36	9.49	12.48	6.03	6.18	10.03	11.35			
1.10	8.10	7.01	5.28	1.57	f 9.56	8.55	8.08	6.58	26		134.1	OLGA 1.7	B	8.32	9.48 ⁴¹	12.47	6.02	6.17	10.02	11.34			
1.18	8.16	7.08	5.36	2.05	10.05	9.02	8.14	7.06	35		135.3	Union Pacific R. R. Crossing HIGHLAND PARK 3.2	B	f 8.29	9.44	12.44	5.59	6.14	9.59	11.30			
1.22	8.20	7.11	5.40	2.09	10.10	9.08	8.19 ⁴²	7.10			139.0	Union Pacific R. R. Crossing WATER STREET S. P. Co. Crossing 1.0	C	8.22	9.37	12.37	5.52	6.07	9.52	11.22			
1.30 AM	8.30 PM	7.15 PM	5.45 PM	2.15 PM	10.15 AM	9.15 AM	8.25 AM	7.15 AM	YARD	FW T	140.0	MISSION TOWER 1.1	C	8.19 ¹⁷	9.34	12.34	5.49	6.04	9.49	11.19			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			141.1	LOS ANGELES	C	8.15 AM	9.30 AM	12.30 PM	5.45 PM	6.00 PM	9.45 PM	11.15 PM			

SAN JACINTO DISTRICT

WESTWARD	TIME TABLE						EASTWARD	
Second Class	NO. 89						Second Class	
505	June 9, 1929						506	
MIXED							MIXED	
Leave Daily Ex. Sunday	No. Cars	Fuel, Water Turn Tables and Wyes	Miles from Highgrove	Rolling Grade Ascending	STATIONS	Rolling Grade Ascending	Office of Communication and Booth Phones	Arrive Daily Ex. Sunday
AM 11.55	34	W	0.0		HIGHGROVE S. F. Co. Crossing	0.0	C	PM 6.05
PM 12.03	16		2.5	116.2	2.5 LEMONA	0.0		5.55
f 12.20	24		7.0	116.2	4.5 BOX SPRINGS	17.6	f	5.40
f 12.30			9.3	21.3	2.3 MARCH FIELD	17.6	C	f 5.30
f 12.32	31		10.3	21.3	1.0 ALESSANDRO	47.5	B	f 5.27
f 12.40	16		13.3	0.0	3.0 VAL VERDE	27.5	B	f 5.20
12.48		Y	17.2	0.0	3.9 LAKEVIEW JCT.	28.1		5.12
s 1.00	36	WY	18.0	0.0	0.8 PERRIS	63.4	C	s 5.10 s 4.45
f 1.12	24		21.9	21.6	3.9 ETHANAC	0.0	B	f 4.33
f 1.20	13		24.2	49.3	2.3 MENIFEE	42.2	f	4.25
f 1.32	39		28.1	21.1	3.9 WINCHESTER	0.0	B	f 4.13
f 1.45	15		32.5	52.8	4.4 EGAN	0.0	f	4.00
s 1.55 2.45	40		35.2	44.3	2.7 HEMET	0.0	C	s 3.50 s 3.25
2.55 PM	17	Y	37.5	6.3	2.3 SAN JACINTO	63.4	C	3.15 PM
Arrive Daily Ex. Sunday					(37.5)			Leave Daily Ex. Sunday

(17.3)

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

(18.8)

NO. 505 IS SUPERIOR TO NO. 506

TEMECULA DISTRICT

WESTWARD	TIME TABLE						EASTWARD	
Second Class	NO. 89						Second Class	
507	June 9, 1929						508	
MIXED							MIXED	
Leave Daily Ex. Sunday	No. Cars	Fuel, Water Turn Tables and Wyes	Miles from Porphyry	Rolling Grade Ascending	STATION	Rolling Grade Ascending	Office of Communication and Booth Phones	Arrive Daily Ex. Sunday
PM 12.20	36	Y	0.0		PORPHYRY P. E. Crossing	0.0	B	PM 6.30
f 12.45	45		8.5	68.6	8.5 ARCILLA	50.7	B	f 5.55
s 1.20	28		16.3	89.8	7.8 ALBERHILL	147.8	C	s 5.30
s 1.50	19	W	21.9	132.0	5.6 ELSINORE	62.9	C	s 4.25
f 1.56	28	Y	23.9	57.6	2.0 ELSINORE JCT.	32.1	B	f 4.10
f 2.05	28		28.3	57.6	4.4 WILDOMAR	63.4	f	3.50
s 2.15	22		33.1	0.0	4.8 MURRIETA	47.2	C	s 3.35
f 2.25	11		35.8	0.0	2.7 LINDA ROSA	28.4	C	f 3.25
2.35 PM	11	WT	38.8	0.0	3.0 TEMECULA		C	3.15 PM
Arrive Daily Ex. Sunday					(38.8)			Leave Daily Ex. Sunday

(17.2)

.....Average speed per hour.....

(11.9)

NO. 507 IS SUPERIOR TO NO. 508

REDLANDS DISTRICT

WESTWARD	TIME TABLE						EASTWARD	
FIRST CLASS	NO. 89						FIRST CLASS	
101	June 9, 1929						104	
PASSENGER							PASSENGER	
Leave Daily	No. Cars	Fuel, Water Turn Tables and Wyes	Miles from San Bernardino	Rolling Grade Ascending	STATIONS	Rolling Grade Ascending	Office of Communication and Booth Phones	Arrive Daily
AM 6.35	Yard	FW TY	0.0		SAN BERNARDINO P. E. Crossing S. F. Co. Crossing	56.8	C	PM 1.10
6.45	7		4.7	62.1	4.7 VICTORIA	101.8	f	1.00
6.48	17		6.1	62.1	1.4 DREW	0.0	f	12.57
s 6.57	32		9.0	116.2	2.9 REDLANDS P. E. Crossing	0.0	C	s 12.53
s 7.02	14	W	12.2	116.2	3.2 MENTONE	0.0	C	s 12.44
s 7.08	20		16.3	0.0	4.1 EAST HIGHLANDS	88.5	C	s 12.35
s 7.12	23		18.8	70.5	2.5 HIGHLAND	83.2	C	s 12.30
s 7.14	16		19.8	0.0	1.0 P. E. Crossing PATTON	89.5	C	s 12.27
f 7.18	14		21.6	47.5	1.8 DEL ROSA	81.3	C	f 12.23
f 7.22	10		23.7	25.8	2.1 P. E. Crossing ARROWHEAD	20.1	B	f 12.19
7.26 AM			25.5	0.0	1.8 HIGHLAND JCT.	60.0		12.15
7.35 A.M.	Yard	FW TY	27.4	64.4	1.9 SAN BERNARDINO	51.7	C	12.10 P.M.
Arrive Daily					(27.4)			Leave Daily

(27.4)

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

(27.4)

OLINDA DISTRICT

WESTWARD	TIME TABLE						EASTWARD	
Second Class	NO. 89						Second Class	
29	June 9, 1929						30	
FREIGHT							FREIGHT	
Leave Daily Ex. Sunday	No. Cars	Fuel, Water Turn Tables and Wyes	Miles from Atwood	Rolling Grade Ascending	STATIONS	Rolling Grade Ascending	Office of Communication and Booth Phones	Arrive Daily Ex. Sunday
AM 7.50	Yard	F	4.0	0.0	OLINDA P. E. Crossing	121.4	C	AM 6.50
8.00	14		2.3	0.0	1.7 DAUM	121.4		6.40
8.10 AM	74	YW	0.0	0.0	2.3 ATWOOD		C	6.30 AM
Arrive Daily Ex. Sunday					(4.0)			Leave Daily Ex. Sunday

(12.0)

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

(12.0)

WESTWARD

WESTWARD													Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from San Bernardino	Ruling Grade Ascending	TIME TABLE
33	505	75	73	219	53	71	7	207	221	1	79	203					No. Cars
Freight	MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	Fast Mail	PASSENGER	PASSENGER	The Scout	PASSENGER	PASSENGER	Yard	FW TY	0.0	SAN BERNARDINO	
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY		2.1	
PM 11.00	AM 11.30			PM 3.10	PM 1.30		AM 6.55	AM 6.45	AM 6.10	AM 5.30		AM 2.35	Yard		2.1	RANA	
	11.36			3.14	1.35		6.59	6.49	6.15	5.35		2.40	Yard		2.1	COLTON	
	f 11.38			s 3.18	s 1.40		7.02	6.52	s 6.19	s 5.39		s 2.45	Yard		3.5	S. P. and U. P. Crossings	
	²²⁰ 11.40			3.19	1.41		7.03	6.53	6.20	5.40		2.46			3.8	COLTON TOWER	
	11.50 AM			3.24	s 1.47		7.09	6.59	6.25	s 5.45		f 2.54	74	W	7.3	HIGHGROVE	
				3.30 PM	1.53		7.15	7.05 AM	6.29 AM	5.49		3.00 AM			9.8	RIVERSIDE JCT. S. P. Co. Crossing Union Pacific Junct.	
					s 2.00		s 7.20			s 5.55			59		10.4	RIVERSIDE	
					f 2.04		7.26			f 6.00			30		18.0	PACHAPPA	
					f 2.07		7.29			f 6.02			52	Y	14.6	CASA BLANCA	
					s 2.11		7.34			f 6.06			71		17.0	ARLINGTON	
					f 2.16		7.38			f 6.11			71		20.3	MAY P. E. Crossing	
					2.20		7.41			6.15			Yard	Y	23.2	PORPHYRY	
					s 2.25		s 7.46			s 6.20			90	FW	24.7	CORONA	
					s 2.32		7.51			f 6.26			70		28.5	PRADO	
					f 2.40		7.58			6.33			71		33.6	GYPSUM	
					2.47		8.04			6.40			32		37.7	ESPERANZA	
					f 2.53		8.09			6.45			37		40.8	YORBA	
					2.56 PM		8.11			f 6.48			74	YW	42.0	ATWOOD	
							8.15			s 6.53			76		44.3	PLACENTIA	
							s 8.25			s 7.00	AM 6.45		81		47.4	FULLERTON Union Pacific Crossing	
							8.29			7.05	6.50		38		50.1	BASTA	
							f 3.57	11.42	8.32	7.07	f 6.53		60		51.8	BUENA PARK	
							f 3.59	11.44	8.34	7.10	f 6.56		70	W	53.6	LA MIRADA	
							f 4.04	11.49	8.39	7.17	f 7.03		90		58.0	SANTA FE SPRINGS	
							f 4.06	11.51	8.41	7.19	f 7.05		30		59.2	LOS NIETOS S. P. Co. Crossing P. E. Crossing	
							f 4.09	11.54	8.44	7.22	f 7.08		71		61.2	RIVERA	
							f 4.13	11.57	8.47	7.25	7.11		60		63.7	BANDINI	
							f 4.18	PM 12.02	8.52	7.30	7.16		Yard		66.7	HOBART Union Pacific Crossing	
							f 4.22	12.06	8.56	7.36	f 7.22		FW TY		69.2	REDONDO JCT. Union Pacific Crossing	
							4.00 AM	9.30 PM	5.40 PM	4.30 PM	12.15 PM	9.05 AM	Yard	W	71.2	LOS ANGELES	
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(71.2)	
(14.2)	(21.9)	(40.8)	(35.7)	(29.4)	(33.9)	(35.7)	(32.9)	(29.4)	(30.9)	(31.6)	(31.7)	(23.5)				Average speed per hour	

No. 33 has no Time Table superiority.

OLIVE DISTRICT

WESTWARD	Capacity of Sidings	TIME TABLE NO. 89 June 9, 1929	Ruling Grade Ascending	Office of Communication and Booth Phones
First Class				
53				
PASSENGER				
Leave Daily	No. Cars	STATIONS		
PM 3.00	74	ATWOOD	42.2	C
s 3.10	23	OLIVE S. P. Co. Crossing	42.2	B
3.20 PM	53	ORANGE		C
Arrive Daily		(5.9)		

(17.7) Average speed per hour

THIRD DISTRICT

TIME TABLE NO. 89 June 9, 1929		Railroad Grade Ascending	Office of Communication and Booth Phones	EASTWARD														
				First Class								Second Class						
				78	204	72	220	10	74	52	76	208	222	22	138	506	134	136
				PASSENGER	PASSENGER	PASSENGER	PASSENGER	The Scout	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	The Missionary	FREIGHT	MIXED	FREIGHT
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
SAN BERNARDINO P. E. Crossing 1.4			AM 1.25		AM 11.51	PM 12.55		PM 7.30		PM 8.07	PM 9.42	PM 10.00	AM 5.20	PM 6.40	AM 12.20			
RANA 1.4			1.17		11.44	12.49		7.24		8.00	9.35	9.54	5.05	6.30	12.06			
COLTON S. P. and U. P. Crossing 0.3			f 1.15		f 11.42	12.46		s 7.21		7.57	f 9.32	s 9.50	5.00	f 6.25	12.02			
COLTON TOWER 3.5			1.14		11.40 ⁵⁰⁵	12.44		7.19		7.56	9.30	9.48	4.59	6.23	12.01 AM			
HIGHGROVE 2.5			f 1.09		11.36	12.39		s 7.15		7.52	9.26	9.42	4.52	6.15 PM	11.54			
RIVERSIDE JCT. S. P. Co. Crossing Union Pacific Junct. 0.6			1.04 AM		11.32 AM	12.36		7.09		7.47 PM	9.22 PM	9.36	4.45		11.47			
RIVERSIDE 2.6						s 12.35		s 7.08				s 9.35	4.43		11.46			
PACHAPPA 1.6						12.30		f 6.59				9.24	4.23		11.34			
CASA BLANCA 2.4						12.28		f 6.56				9.21	4.20		11.30			
ARLINGTON 3.3						12.25		f 6.51				9.17	4.15		11.26			
MAY P. E. Crossing 2.9						12.19		f 6.44				9.11	4.08		11.19			
PORPHYRY 1.5						12.15		6.38				9.07	4.00		11.14			
CORONA 3.8						s 12.13		s 6.35				s 9.05	3.55		11.10			
PRADO 5.1						12.05 PM		f 6.27				8.55	3.35		10.53			
GYPSUM 4.1						11.58		f 6.21				8.45	3.24		10.42			
ESPERANZA 3.1						11.52		6.16				8.38	3.14		10.31			
YORBA 1.2						11.47		6.12				8.33	3.06		10.23			
ATWOOD 2.3						11.45		f 6.10				8.31	3.02		10.20			
PLACENTIA 3.1						f 11.42		s 6.06				f 8.27	2.46		10.10			
FULLERTON Union Pacific Crossing 2.7			s AM 1.45		s AM 10.03	s 11.35 ⁷¹	PM 3.18	s 6.00	s PM 8.03			s 8.20	2.40		10.02	PM 10.25		
BASTA 1.7			1.40		9.59	11.26	3.14	5.54	7.59			8.12	2.22		9.56	10.19		
BUENA PARK 1.8			f 1.36		9.57	11.23	3.12	f 5.52	7.57			8.09	2.18		9.52	10.15		
LA MIRADA 4.4			f 1.33		9.55	11.20	3.10	s 5.50	7.55			8.06	2.14		9.48	10.11		
SANTA FE SPRINGS 1.2			1.27		9.50	11.14	3.05	s 5.44	7.50			8.00	2.06		9.40	10.03		
LOS NIETOS P. E. Crossing 2.0			f 1.25		9.48	11.12	3.03	s 5.42	7.48			7.58	2.03		9.37	10.00		
RIVERA 2.5			f 1.21		9.45	11.08	3.00	f 5.39	7.45			7.55	1.59		9.32	9.55		
BANDINI 3.0			f 1.16		9.42	11.03	2.57	f 5.35	7.42			7.51	1.54		9.27	9.50		
HOBART Union Pacific Crossing 2.5			1.12		9.39	10.58	2.54	f 5.29 ⁷⁸	7.39			7.47	1.47		9.19 ⁷⁵	9.43		
REDONDO JCT. Union Pacific Crossing 2.0			1.07		9.35	10.52	2.50	f 5.25	7.35			7.42	1.40		9.10	9.35		
LOS ANGELES (70.5)			1.00 AM		9.30 AM	10.45 AM	2.45 PM	5.20 PM	7.30 PM			7.35 PM	1.30 AM		9.00 PM	9.25 PM		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		
Average speed per hour.....		(31.7)	(26.3)	(43.2)	(28.7)	(32.6)	(43.2)	(32.6)	(43.2)	(27.3)	(27.3)	(29.2)	(18.8)	(15.8)	(21.1)	(23.8)		

WESTWARD

Second Class		First Class							Capacity of Slidings	Fuel, Water, Turn Tables and Wyes	Miles from Barstow	Elev. Grade Ascending	TIME TABLE NO. 89 June 9, 1929
61	63	75	73	303	53	71	351	79					
MIXED	MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	PASSENGER	No. Cars	Yard	F W Y	Miles	STATIONS
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
		PM 5.15	PM 1.30 ⁷²			AM 8.20		AM 1.30				273.0	NATIONAL CITY
		5.32	1.47	AM 10.25		8.37		AM 4.45				267.8	5.2 MARKET ST. JCT.
		s 5.35 ⁷⁴	s 1.50	10.30 AM		s 8.40		s 1.50		YARD	WY	267.4	0.4 SAN DIEGO
		6.30	2.10			9.00		4.50 AM				262.0	5.4 MORENA
		6.38	2.18			9.08		2.25	66			259.2	2.8 LADRILLO
		6.42	2.22			9.12		f 2.31	19			257.1	2.1 ELVIRA
		6.45	f 2.25			9.15		f 2.36	54			254.5	2.6 SELWYN
		6.48	2.28			9.18		2.42	38			253.0	1.5 LINDA VISTA
		6.51	f 2.31			9.21		f 2.46	30	Y		249.1	3.9 SORRENTO
		6.58	f 2.39			9.28		f 2.58 ¹³⁶	71	W		244.1	5.0 DEL MAR
		7.04	s 2.47			f 9.34		f 3.11	77	Y		242.0	2.1 SOLANA BEACH
		7.06	f 2.50			9.36		f 3.17	11			239.9	2.1 CARDIFF
		7.08	f 2.53			9.38		f 3.22	15			238.1	1.8 ENCINITAS
		7.10	s 2.56			9.40		f 3.28	37			234.2	3.9 PONTO
		7.15	f 3.02			9.45		3.38	54			229.3	4.9 CARLSBAD
		7.20	f 3.09			9.50		f 3.48	44			227.2	2.1 ESCONDIDO JCT.
	PM 7.10	7.23	3.12			9.53		3.55		Y		226.2	1.0 OCEANSIDE
	7.15 PM	PM 12.05	s 7.30	s 3.20 ⁶²		s 10.00		s 4.00 ⁷⁸		Yard	F W	224.2	2.0 FALLBROOK JCT.
		12.10 PM	7.33	3.23		10.03		4.16				221.6	2.6 STUART
			7.36	f 3.27		10.06		f 4.23	59			213.7	2.9 LAS FLORES
			7.40	f 3.31		10.10		f 4.30	60			213.9	4.8 AGRA
			7.47	f 3.38		10.17		4.42	29			208.8	5.1 SAN ONOFRE
			7.53	f 3.45		10.23		f 4.55	60			204.0	4.8 MATEO
			8.00	f 3.52		10.30		f 5.05	39			199.9	4.1 SERRA
			8.06	f 3.58		10.36		f 5.17	82	W		197.3	2.6 SAN JUAN CAPISTRANO
			8.10	s 4.05 ⁷⁴		10.40		f 5.24	50			192.5	4.8 GALIVAN
			8.17	4.13		10.47		f 5.35	26			188.2	4.3 EL TORO
			8.24	f 4.21		10.54 ⁷²		f 5.45	59			183.0	5.2 IRVINE
			8.30	f 4.28		11.00		f 5.55	38			178.6	4.4 VENTA
			8.35 ⁷⁶	4.34		11.05		6.05	60			175.6	3.0 SANTA ANA
			8.40	s 4.41		s 11.12		s 6.15		Yard	F W Y	172.7	P. E. Crossing 2.9 ORANGE
			8.45	s 4.47		PM 3.30 ⁷⁴	s 11.18	s 6.25	53	Y		167.8	4.9 ANAHEIM
			8.52	s 4.55		s 3.41	s 11.25	s 6.35	71			165.0	2.8 FULLERTON
		8.55 PM	s 4.59 PM			s 3.47 PM	s 11.30 AM	s 6.40 AM	81				(108.0)

TIME TABLE NO. 89 June 9, 1929	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD											
			First Class					Second Class						
			78	304	72	74	352	76	64	62	136			
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
NATIONAL CITY 5.2	26.4	C	AM 5.55		PM 1.30 ⁷³	PM 6.10			PM 11.25				AM 4.30	
MARKET ST. JCT. 0.4	0.0		5.38	AM 9.03	1.13	5.53	PM 8.44		11.08				4.13	
SAN DIEGO 5.4	31.2	C	s 5.35 5.30	9.05 AM	1.10 \$12.45	s 5.50 ⁷⁵ 5.45	8.40 PM		11.05 \$11.00				4.10 s 4.00	
MORENA 2.8	51.0	B	5.14		12.36	5.36			10.50				3.40	
LADRILLO 2.1	0.0	B	5.08		12.33	5.33			10.46				3.35	
ELVIRA 2.6	0.0	B	f 5.04		12.30	5.30			f 10.43				3.31	
SELWYN 1.5	0.0	B	4.58		12.27	5.27			10.39				3.25	
LINDA VISTA 3.9	116.2	B	f 4.55		12.25	5.25			f 10.36				3.20	
SORRENTO 5.0	54.8	B	f 4.41		12.15	5.15			f 10.25				2.58 ⁷⁹	
DEL MAR 2.1	63.4	C	f 4.30		f 12.09	5.09			s 10.18				2.42	
SOLANA BEACH 2.1	63.4		f 4.25		12.06	5.06			f 10.14				2.38	
CARDIFF 1.8	0.0		f 4.22		12.03	5.03			f 10.10				2.34	
ENCINITAS 3.9	63.4	C	f 4.20		12.01 PM	5.01			f 10.07				2.30	
PONTO 4.9	50.8	B	4.13		11.56	4.56			10.01				2.20	
CARLSBAD 2.1	52.8	C	f 4.05		11.50	4.50			f 9.54				2.10	
ESCONDIDO JCT. 1.0	0.0	B	4.02		11.47	4.47			9.51				PM 3.25	2.05
OCEANSIDE 2.0	45.4	C	s 4.00 3.55 ⁷⁹		\$11.45	s 4.45			s 9.49	PM 2.15	3.20 ⁷³		s 2.00	
FALLBROOK JCT. 2.6	63.4	B	3.50		11.38	4.38			9.42	2.10 PM			1.35	
STUART 2.9	49.3	B	f 3.45		11.35	4.35			f 9.38				1.30	
LAS FLORES 4.8	63.4	B	f 3.40		11.32	4.32			f 9.34				1.25	
AGRA 5.1	68.9	B	f 3.32		11.26	4.26			f 9.27				1.13	
SAN ONOFRE 4.8	49.4	C	f 3.24		11.20	4.20			f 9.20				1.00	
MATEO 4.1	5.0	B	f 3.16		11.14	4.14			9.12				12.50	
SERRA 2.6	0.0	C	f 3.09		11.09	4.09			f 9.05				12.40	
SAN JUAN CAPISTRANO 4.8	0.0	C	f 3.04		11.06	4.05 ⁷³			s 9.00				12.30	
GALIVAN 4.3	54.0	B	f 2.56		11.00	3.59			8.54				12.20	
EL TORO 5.2	63.4	C	f 2.50		10.54 ⁷¹	3.53			f 8.48				12.08 AM	
IRVINE 4.4	63.4	C	f 2.40		10.45	3.46			f 8.41				11.50	
VENTA 3.0	0.0	B	2.31		10.38	3.40			f 8.35 ⁷⁵				11.38	
SANTA ANA 2.9	11.2	C	s 2.25		\$10.33	s 3.36			s 8.28				11.30	
P. E. Crossing ORANGE 4.9	48.1	C	s 2.15		\$10.23	3.30 ⁵³			s 8.20				10.55	
S. F. Co. Crossing ANAHEIM 2.8	21.1	C	s 2.00		\$10.15	3.23			s 8.11				10.40	
FULLERTON (108.0)		C	1.50 AM		10.08 AM	3.18 PM			8.05 PM				10.25 PM	
Average speed per hour			(27.5)	(8.0)	(36.6)	(38.8)	(6.0)	(33.2)	(24.0)	(12.0)	(18.0)			

ESCONDIDO DISTRICT										
WEST- WARD	Capacity of Slings	Fuel, Water, Turn Tables and Wyes	Miles from Escondido Jct.	Ruling Grade Ascending	TIME TABLE NO. 89 June 9, 1929	Ruling Grade Ascending	Office of Communication and Booth Phones	EAST- WARD	Capacity of Slings	Fuel, Water, Turn Tables and Wyes
Second Class								Second Class		
61								62		
MIXED								MIXED		
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday		
PM 5.45	19	WY	21.1		ESCONDIDO 4.9	95.0	C	PM 4.45		
f 6.05	19		16.2	83.4	SAN MARCOS 3.3	113.2	B	f 4.35		
f 6.20	17		12.9	70.3	BUENA 3.7	116.2		f 4.20		
s 6.35	12		9.2	116.2	VISTA 3.6	116.2	C	s 4.05		
f 6.50	4		5.6	116.2	FALDA 5.6	84.5		f 3.40		
7.10 PM	0	Y	0.0	87.6	ESCONDIDO JCT. 1.0	0.0	B	3.25 PM		
7.15 PM	69	FW		0.0	OCEANSIDE		C	3.20 PM		
Arrive Daily Ex. Sunday					(22.1)			Leave Daily Ex. Sunday		
(15.6)	Average speed per hour						(16.5)			

FALLBROOK DISTRICT										
WEST- WARD	Capacity of Slings	Fuel, Water, Turn Tables and Wyes	Miles from Fallbrook Jct.	Ruling Grade Ascending	TIME TABLE NO. 89 June 9, 1929	Ruling Grade Ascending	Office of Communication and Booth Phones	EAST- WARD	Capacity of Slings	Fuel, Water, Turn Tables and Wyes
Second Class								Second Class		
63								64		
MIXED								MIXED		
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday		
PM 12.05	130	FW			OCEANSIDE 2.0	45.4	C	PM 2.15		
PM 12.10	0		0.0	63.4	FALLBROOK JCT. 3.4	62.7	B	PM 2.10		
f 12.16	15		3.4	21.3	YSIDORA 2.6	10.6		f 1.55		
f 12.25	15		6.0	66.0	CHAPPO 1.2	0.0		f 1.45		
f 12.30	9		7.2	26.4	RANCH HOUSE 7.5	79.2		f 1.40		
f 12.50	9		14.7	132.0	DE LUZ 2.2	0.0		f 1.21		
1.00 PM	61	WY	16.9	105.6	FALLBROOK		C	1.15 PM		
Arrive Daily Ex. Sunday					(18.9)			Leave Daily Ex. Sunday		
(22.6)	Average speed per hour						(20.6)			
NO. 63 IS SUPERIOR TO NO. 64										

REDONDO DISTRICT

WESTWARD		TIME TABLE						EASTWARD	
Second Class	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Redondo Jct.	Ruling Grade Ascending	NO. 89		Ruling Grade Ascending	Second Class	
141					June 9, 1929			142	
FREIGHT					STATIONS		Arrive Daily Ex. Sunday		
Leave Daily Ex. Sunday	No. Cars		Miles						
PM 2.30	Yard	WT	20.4		REDONDO BEACH		C	PM 1.10	
f 2.40	20		18.7	42.2	1.7	HERMOSA BEACH	0.0	f 12.50	
f 2.45	7		17.0	42.2	1.7	MANHATTAN BEACH	0.0	f 12.40	
2.55 PM	25	Y	14.8	0.0	2.2	EL SEGUNDO	C	12.30 PM	
Arrive Daily Ex. Sunday	(5.6)								Leave Daily Ex. Sunday
(13.4)		Average speed per hour						(8.4)	

HARBOR DISTRICT

WESTWARD		TIME TABLE						EASTWARD	
Second Class	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Redondo Jct.	Ruling Grade Ascending	NO. 89		Ruling Grade Ascending	Second Class	
141					June 9, 1929			142	
FREIGHT					STATIONS		Arrive Daily Ex. Sunday		
Leave Daily Ex. Sunday	No. Cars		Miles						
	Yard	Y	27.9		WILMINGTON		C		
	15		23.2	79.2	4.7	POZO	52.8		
	38	W	21.6	24.3	1.6	TORRANCE	0.0		
	16		17.7	52.3	3.9	CAMINO	48.4		
	29		16.5	0.0	1.2	LAWNDALE	58.4		
PM 3.30	25	Y	14.8	52.8	1.7	EL SEGUNDO		PM 12.15	
f 3.40	26		13.6	11.6	1.2	P. E. Crossing	40.0	f 12.05 PM	
f 4.00	28		9.8	30.8	3.8	WISEBURN	4.0		
f 4.10	13		8.0	52.8	1.8	INGLEWOOD	0.0	f 11.50	
f 4.15	40		7.3	0.0	0.7	HYDE PARK	44.8	f 11.40	
f 4.25	14		5.9	10.5	1.4	VAN NESS	0.0	f 11.35	
f 4.30	12		5.1	15.7	0.8	WILDASIN	0.0	f 11.25	
f 4.40	21		3.5	18.5	1.6	P. E. Crossing	0.0	f 11.18	
f 4.50	13		2.4	0.1	1.1	SLAUSON	0.0	f 11.10	
5.10 PM		FW TY	0.0	52.8	2.4	WINGFOOT			
5.30 P.M.	Yard	W		29.0	2.0	P. E. Crossing	0.0	10.52 AM	
Arrive Daily Ex. Sunday	(29.9)								Leave Daily Ex. Sunday
(8.9)		Average speed per hour						(10.7)	

(Continued from Page 3)

24. Rule 875: At Summit, in addition to those required by the rule, Westward trains and light engines must stop and make the test prescribed.

Rule 876: In addition to what is required by the rule, trains must be stopped and this test made as follows:

Summit—Trains in both directions.

Box Springs—Eastward trains.

Linda Vista—Trains in both directions.

Rule 879: At Summit, Eastward trains will make the prescribed test before passing the East siding switch.

25. Rule 701: Red or purple lights may be used in dwarf signals to indicate "Stop."

26. Rule 460: Engine flues must not be sanded while passing dry grain fields, tule lands, or other places where fire might result.

27. Spring switches located as follows:

Summit—East end eastward siding, normally lined for eastward main track.

Stem of wye, normally lined for west leg of wye.

West end of west wye track, normally lined for westward siding.

West end of westward siding, normally lined for westward main track.

San Bernardino Yard—Round House lead, switches 2-3-4-24 normally lined for lead.

Redondo Jct.—Inbound engine lead switch, normally lined for Round House.

Outbound engine lead switch, normally lined for switch lead.

Trailing movements through above switches must not exceed ten miles per hour and backward movement must not be attempted until switch is properly lined.

Hobart—End of double track, normally lined for westward trains. Eastward trains trail through and must not attempt backward movement until switch is properly lined. Westward trains finding automatic Signal 1453 in "Stop" position, must stop and examine this switch. Speed limit twenty miles per hour in either direction.

SPRING POINT DERAIL SWITCHES

28. Rialto—Foothill Spur, three-fourths mile from junction with main track, normally lined for derail.

Cucamonga—Foothill Spur, 300 ft. north P. E. Crossing, normally lined for derail.

Uplands—Foothill Spur, three-fourths mile from junction with main track, normally lined for derail.

Prenda Spur—One-fourth mile from junction with main track, normally lined for derail.

Olinda District—Mile Post 4, normally lined for derail.

Trailing movements through above switches must not exceed ten miles per hour and backward movement must not be attempted until switch is properly lined.

SECOND AND THIRD DISTRICTS

29. Within Los Angeles city limits, 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.

FIRST DISTRICT

30. Double track with automatic signals between Barstow and San Bernardino, trains will keep to left between San Bernardino and overhead bridge aA-40-A, between Thorn and Victorville. (See Rule D-151.)

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

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

On eastward track, automatic signals are two-position only, indicating "Proceed" or "Restricted speed" from Signal 782 at Highland Junction to Signal 582-A, west of Summit, inclusive.

31. The maximum tonnage per operative brake in freight trains, Summit to San Bernardino, is seventy-five tons.

32. Trains will not enter nor leave Barstow Yard until given signal with green flag or lamp by switch tender. Trains leaving yard will call for Los Angeles Division by one long blast of whistle.

33. Rule 830 (b): At Summit, westward trains finding Signal 561 in "Stop" position must wait five (5) minutes before proceeding.

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

SECOND DISTRICT

35. Automatic signals between San Bernardino and Arcadia and between Olga and Los Angeles. At meeting points within these limits, except as provided in Special Rule 36, trains holding main track will not line switch for opposing train until such train enters block. Double track between Mission Tower and Los Angeles.

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

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

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

Kincaid: Eastward train arriving first, holding main track, should stop west of Signal 1184 until westward train enters block.

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

Olga westward train holding main track, arriving first, should stop east of preliminary board until eastward train enters block.

37. Train movements on Rialto, Cucamonga and Upland spurs must be authorized by train order.

38. Not more than two of the 900-3700-3800 or similar heavy engines may be coupled together over Bridge A-140 Los Angeles River and over Bridge C-136 Garvanza Viaduct.

39. At San Bernardino, eastward trains must stop at junction of Second and Third Districts, near yard office unless proceed signal is received from the switch tender.

THIRD DISTRICT

40. Double track with automatic signals between Rana and Colton. At Colton, time will apply at end of double track which is the first interlocked switch east of southern Pacific crossing. Eastward passing track is the siding west of Southern Pacific crossing and westward passing track is siding east thereof.

41. Double track with automatic signals between Signal 1412 Los Angeles yard and Signal 1452, Hobart.

42. Manual Block between Colton Tower and Riverside Jct. Automatic signals between Riverside and Atwood. At meeting points trains holding main track will not line switch for opposing train until such train enters block.

At Porphyry, westward train arriving first and holding main track to meet an eastward train must not pass signal 221 until opposing train enters block.

At Yorba, westward train arriving first and holding main track to meet an eastward train must not pass signal 401 until signal 403 assumes stop position.

43. At Basta, eastward train arriving first and holding main track to meet an opposing train, will stop back of preliminary board at distant signal until westward train passes home signal at tower.

44. At San Bernardino, eastward trains must stop at junction of Second and Third Districts, near yard office unless proceed signal received from switch tender.

45. At Riverside, the coach track just east of Seventh Street will be used by first-class trains required to take siding unless otherwise directed.

46. At Corona-Porphyry, engines working on the "high line" must stop and flag over Ontario Street when descending grade.

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

FOURTH DISTRICT

48. Movements on Venta Spur must be authorized by train order.

OLIVE AND HARBOR DISTRICTS

49. No. 53 leaving Orange will back from station to wye on Olive District.

50. Movements on Torrance Oil Spur must be authorized by train order.

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, Cal.
 DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.
 DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.

LOS ANGELES DIVISION

DR. W. D. CHIPMAN, Local Surgeon
 Los Angeles
 DR. T. B. SMITH, Local Surgeon
 Wilmington
 DR. J. S. LANCASTER, Local Surgeon
 Torrance
 DR. A. T. HEMBREE, Local Surgeon
 Redondo
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 Pasadena
 DR. J. S. HIBBEN, Assistant Local Surgeon
 Pasadena
 DR. C. D. LOCKWOOD, Consulting Surgeon
 Pasadena
 DR. D. L. CARMICHAEL, Local Surgeon
 Arcadia
 DR. G. E. DARROW, Local Surgeon...Azusa
 DR. H. CHAMBERLAIN, Local Surgeon
 Glendora
 DR. R. F. ROHLFING, Local Surgeon
 DR. S. D. THOMASON.....San Dimas
 DR. W. H. CRAIG, Local Surgeon...Upland
 DR. J. B. CRAIG, Associate Surgeon.Upland
 DR. L. P. BARBOUR, Local Surgeon..Rialto
 DR. J. N. BAYLIS, Division Surgeon
 San Bernardino

DR. R. M. MOOSE, Oculist...San Bernardino
 DR. WALTER D. LENKER, Local Surgeon
 San Bernardino
 DR. A. L. HAENSZEL, Surgeon
 San Bernardino
 DR. J. A. GRAHAM, Local Surgeon.Barstow
 DR. S. B. RICHARDS, Local Surgeon
 Victorville
 DR. F. W. McCORKLE, Asst. Local Surgeon
 Victorville
 DR. KENNETH DOLE, Local Surgeon
 Redlands
 DR. CHARLES ENGEL, Local Surgeon
 Colton
 DR. C. VAN ZWALENBURG, Local Surgeon
 Riverside
 DR. THOMAS A. CARD, Assistant Local
 SurgeonRiverside
 DR. W. S. DAVIS, Local Surgeon...Corona
 DR. C. D. BALL, Consulting Surgeon
 Santa Ana
 DR. W. C. DU BOISE, Assistant Local
 SurgeonSanta Ana
 DR. D. A. HARWOOD, Local Surgeon
 Santa Ana
 DR. E. T. HALL, Local Surgeon...Fullerton

DR. R. V. GRAVES, Local Surgeon.Fullerton
 DR. GUY L. KAY, Local Surgeon..Placentia
 DR. W. W. DAVIS, Local Surgeon....Brea
 DR. GEO. A. PAIGE, Local Surgeon
 Anaheim, Olinda
 DR. J. W. UTTER, Local Surgeon..Anahelm
 DR. D. F. ROYER, Local Surgeon...Orange
 DR. F. L. CHAPLINE, Assistant Local
 Surgeon..... Orange
 DR. H. BAER, Local Surgeon..... Elsinore
 DR. F. K. STRASSER, Local Surgeon.Hemet
 DR. A. MORGAN, Local Surgeon..Fallbrook
 DR. J. V. LARZALERE, Local Surgeon
 Escondido
 DR. R. S. REID, Local Surgeon...Oceanside
 DR. H. F. CRANDALL, Local Surgeon
 Oceanside
 DR. H. C. OATMAN, Division Surgeon
 San Diego
 DR. R. H. DONNELL, Asst. Local Surgeon
 San Diego
 DR. M. H. ARNOLD, Local Surgeon
 San Diego
 DR. F. P. LENAHAN, Oculist.....San Diego
 DR. E. S. COBURN, Local Surgeon
 National City
 DR. CARL S. OWEN, Assistant Local
 SurgeonNational City
 DR. W. D. ROLPH, Assistant Local Surgeon
 National City

FIRST AID KITS ARE LOCATED AT SUMMIT, SANTA ANA AND OCEANSIDE

FLAG STOPS TO PICK UP REVENUE PASSENGERS.

Train	STOPS	PASSENGERS DESTINED
22	Any station	East of San Bernardino
10	Any station	East or North of Barstow
18	Any station—2nd Dist.	Via Cadiz or to connect with No. 22 at San Bernardino
71-75	Any station	Santa Fe and Un. Pac. points, East and North of Barstow
2-4-24-18	Highland Park	So. Pac. points, Santa Barbara or North
74	Orange	East of Albuquerque and Cadiz San Diego, from train 53

NOTE:—Nos. 2, 4, 8, 18, 20, and 24 will be flagged by Agents only when authorized by Trainmaster. No. 20 will only be flagged for passengers destined Hutchinson and east and when Pullman space purchased or available.

FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

Train	STOPS	PASSENGERS FROM
1	Any station	East of Barstow
2	Summit	San Bernardino or West thereof
10	Highgrove and Colton	West of Riverside
22	Any Station—East of Fullerton	From Los Angeles or Fourth District
9	Any station	East of Barstow
3-23	Any station	Grand Canyon or East thereof
17	Any station	East of Cadiz or from No. 1
19	Any station	East of Albuquerque
21	Any Station—2nd Dist.	San Bernardino or East thereof
72-74	Any station	Santa Fe and Un. Pac. Points, East or North of Barstow
		So. Pac. points, Santa Barbara or North

GENERAL WATCH INSPECTOR

R. D. Montgomery.....Topeka, Kas.

LOCAL WATCH INSPECTORS

G. D. Davidson Co., 445 S. Spring St., Los Angeles
 J. McAuliffe.....1972 East 1st Street, Los Angeles
 Carl G. Strock.....Santa Ana
 C. B. Heckert.....Oceanside
 J. Jessop & Sons.....San Diego
 Chas. M. Hanf.....San Bernardino
 A. F. Protsch.....Redondo Beach
 Dave Carlson.....Trav. Clock Inspr., Los Angeles
 Chas H. Howe.....Victorville
 David LandowsBarstow

JUNCTION SWITCHES

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

Highland Jct. for First District trains. Orange for Fourth District trains.
 San Bernardino-Redlands District for First District trains. Fallbrook Jct. for Fourth District trains.
 Highgrove for Third District trains. Escondido Jct. for Fourth District trains.
 Porphyry for Third District trains. Lakeview Jct. for San Jacinto District trains.
 Atwood for Third District trains. Elsinore Jct. east switch for Elsinore trains.
 El Segundo for Harbor District trains.

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	16.8	19	Westward track	21-22	
Frost	38.9	9	Eastward track	Freight only	
Pine Lodge	60.9	20	East and West	Freight only	
Lime Spur	61.6	18	Eastward track	Freight only	
SECOND DISTRICT					
Rialto Citrus Spur	85.8	Lgh. 1.8 m.	West	Freight only	
Grape Spur	90.2	6	East	Freight only	
Muscat	90.4	Lgh. 1.1m.	West	Freight only	
Rochester	95.0	9	East	41-42	
Cucamonga Citrus Spur	95.8	Lgh. 5.0 m.	West	Freight only	
Upland Citrus Spur	99.6	Lgh. 3.7 m.	East and West	Freight only	
Forbes	111.6	20	East	Freight only	
THIRD DISTRICT					
Prenda Spur	14.2	Lgh. 2.0 m.	East and West	Freight only	
Hamner	21.8	12	East and West	53-52	
Coplen	26.1	15	West	1-52	
Chester	29.1	38	East and West	Freight only	
Scully	30.9	2	East	1-52-53	
Horse Shoe Bend	35.4	0	None	1-53-52	
Santa Ysabel	44.5	10	East	Freight only	
Bastanchury Spur	49.4	Lgh. 2.44 m.	West	Freight only	
Stephens	56.8	Lgh. .66 m.	West	Freight only	
La Habra Valley Spur	57.3	Lgh. 3.44 m.	West	Freight only	
La Habra V. Spur, East Whittier	60.0	4	West	Freight only	
Simons	62.7	23	East and West	Freight	
FOURTH DISTRICT					
Aliso	177.6	11	West	Freight only	
Venta Spur 178.8	Tustin	181.5	11	East	Freight only
	Myford	181.2	3	East	Freight only
	Frances	183.0	10	East and West	Freight only
	Kathryn	183.8	20	East	Freight only
	Browning	180.7	10	West	Freight only
Como	180.2	30	East and West	Freight only	
Don	216.2	14	East and West	73-76	
Farr	231.7	5	East and West	73-76	
Lucadia	236.5	0	None	Mail 73-79	
Reba	247.6	80	East	Freight only	
Vitro	251.3	3	West	Freight only	
Guerra	253.8	60	East and West	Freight only	
Pacific Beach	260.3	18	East and West	73-76	
Hardy	263.3	30	East and West	Freight only	
Old Town	264.0	2	West	Freight only	
FALLBROOK DISTRICT					
Raneh House Stock	8.4	7	East and West	63-64	
REDLANDS DISTRICT					
Nevada Street	7.0	10	East	101-104	
Eastberne	10.2	5	West	101-104	
Craf	11.5	9	East	Freight only	
Browns	13.8	10	East and West	Freight only	
Molino	18.0	15	West	Freight only	
Yerza	20.5	12	East and West	Freight only	
Valencia	22.7	7	West	Freight only	
HARBOR DISTRICT					
Lawn	10.8	2	East	141-142	
Dudley	21.3	25	East	Freight only	
Torrance Oil Spur	21.7	Lgh. 4.0m.	West	Freight only	
Watson	28.7	9	West	Freight only	
SAN JACINTO DISTRICT					
Anderson	15.7	29	East and West	505-506	
Lakeview Spur	17.2	Lgh. 8.0 m.	East and West	Freight only	
Lloyd On Lakeview Spur	19.6	8	East	Freight only	
Lakeview On Lakeview Spur	25.1	Wye	East	Freight only	
Ellis	19.2	3	East	505-506	
TEMECULA DISTRICT					
Weisel	6.2	40	East	507-508	
Jameson	9.3	4	East	507-508	
Durant	18.6	25	East	507-508	
Sedco	25.9	5	East and West	507-508	
ESCONDIDO DISTRICT					
Talica	3.7	10	East	61-62	

Railroad Crossings at Grade and Interlockers

FIRST DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
San Bernardino, Fifth St.	Crossover and yard lead.	Interlocker. Rule 782 is modified as follows: At 5th Street, San Bernardino when route is lined and signals will not clear trains may proceed without personal explanation when signalled by the towerman with yellow flag or lamp.	

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. 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	Second and third district main tracks, at west end of bridge A 83. End of double track and freight yard, at east end of bridge A 83. Junction of third district eastward passenger main track with second district westward main track at Mt. Vernon viaduct.	Interlocker. Approach locking. Superior route second district main track inferior route Westward to Third district. 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. Rule 782 is hereby modified and it is permissible for enginemen to proceed without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Second district — Third district — O Yard to pre cooler — — O O Pre cooler to second district — — O O O O House lead to main line — — Switch lead O — — — Yard lead O O O O Engine lead — — O Second district to pre cooler — — O O O Pre cooler to yard — — O O Westward main track against current of traffic O O O Eastward main track against current of traffic Get phone authy. from Towerman.
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. Approach locking.	
Dimas Asusa Ice House Spur Arcadia Arcadia Lamanda Park	P. E. Crossing and west end industry track P. E. Crossing S. P. Crossing P. E. Crossing P. E. Crossing and west end of passing track.	Interlocker. Approach locking. Gates, Normal position across Santa Fe tracks. Interlocker. Approach locking. Interlocker. Approach locking. Interlocker. Approach locking.	
Lake Ave. Pasadena, Colorado Street Bellevue Drive Raymond Spur South Pasadena Highland Park 0.5 East	P. E. Crossing P. E. Crossing P. E. Crossing S. P. Crossing P. E. Crossing Union Pacific Crossing	Fifteen miles per hour. Eight miles per hour. Fifteen miles per hour. Gates, Normal position across Santa Fe tracks. Fifteen miles per hour. Fifteen 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	Fifteen 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 end of double track.	Eight miles per hour. Eight miles per hour. Interlocker Approach locking	
Aliso Street	P. E. Crossing	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 782 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. Eight miles per hour.	Old main track. Either direction — O Cudahy lead — — O — — Against current of traffic — — O O O O

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

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Feet
Victorville	120	Lakeview Junction	Main Line
Summit	323.6	Lakeview	849.0
Devore	280.0	Upland	Spur
San Bernardino	3rd Dist., Main Line	Asusa	1500.0
Casa Blanca	Frenda Branch	Redondo Jct.	Main Line
Porphyry	Temecula Main Line	Del Mar	387.5
Atwood	Olinda Main Line	San Diego, Harasthy St.	550.0
Orange	Main Line	Esecondido	310.0
Perris	6384	Fallbrook	600.0
Elainore Junction	900	Linda Vista	Main Line
San Jacinto	571.0	National City	479.0
		El Segundo	Main Line
		Wilmington	3989.2

Railroad Crossings at Grade and Interlockers

THIRD DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
San Bernardino, Rialto Ave. Rana	P. E. Crossing All switches	Interlocker. Interlocker.	
Colton	S. P. and U. P. Crossings. End of double track and house track.	Interlocker.	Westward main track against Current of traffic — — O O O O To or from U. P. — — — — O
Riverside Junction	S. P. Crossing and U. P. Junction.	Interlocker. Westward, upper arm governs Santa Fe route, lower arm U. P. route.	
May	P. E. Crossing	Interlocker. Approach locking.	
Fullerton	Junction Third and Fourth districts, crossovers East end of passing and storage tracks and certain others.	Interlocker. Approach locking Third District, Superior route	Fourth district — — O O — — Storage, One — — — — O Storage, Two O O O — — — Packing house O O O O — — West end house O O — — O Crossovers East end of yard O — — O O
Fullerton—Basta	Union Pacific Crossing.	Interlocker Approach locking.	
Bastanchury Spur Bastanchury Spur Los Nietos Los Nietos	P. E. Crossing Union Pacific Crossing P. E. Crossing and west end siding S. P. Crossing and east end siding	Gate. Normal position across Santa Fe tracks. Stop. Send flagman ahead. Interlocker. Approach locking. Interlocker. Approach locking.	
Hobart	Union Pacific Crossing	Interlocker. Approach locking. The Home signals are connected with the Automatic signals; when train in block, towerman cannot clear signals although crossing may be clear and derails open on opposing route. Rule 782 is modified and it is permissible for enginemen to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Yard — — — — O Crossover O — — — — O O Against current of traffic — — — — O O O O
Redondo Junction	Union Pacific Crossing Redondo district and Third district double track.	Interlocker. Approach locking. The Home signals are connected with the Automatic signals; when train in block, towerman cannot clear signals although crossing may be clear and derails open on opposing route. Rule 782 is modified and it is permissible for enginemen to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Butte St. Transfer O O O — — To Redondo Dist. — — — — O To 9th St. Yard — — — — O Levee Track O — — — — O O Against current of traffic — — — — O O O O

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. Approach locking.	
San Diego, Arctic Street Market Street	S. D. E. Ry Crossing S. D. E. Ry Crossing	Eight miles per hour. Eight miles per hour. Gates, Normal position across S. D. E. Ry. 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 A B C and D	
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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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SAN JACINTO DISTRICT

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

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

Redondo Junction Pacific Boulevard Nadeau Park	Union Pacific Crossing L. A. Ry Crossing S. P. Crossing P. E. Crossing	See Redondo Junction—Third District. Eight miles per hour. Interlocker. Interlocker.	
Wingfoot 0.3 East	L. A. Ry Crossing	Interlocker.	
Slauson 0.5 East	L. A. Ry Crossing	Eight miles per hour.	
Waldon 0.2 West	L. A. Ry Crossing	Eight miles per hour.	
Wildasin 0.2 East	P. E. Crossing	Eight miles per hour.	
Hyde Park 0.5 West	L. A. Ry Crossing	Eight miles per hour.	
El Segundo 0.5 West	L. A. Ry. Crossing P. E. Crossing	Eight miles per hour. Interlocker.	

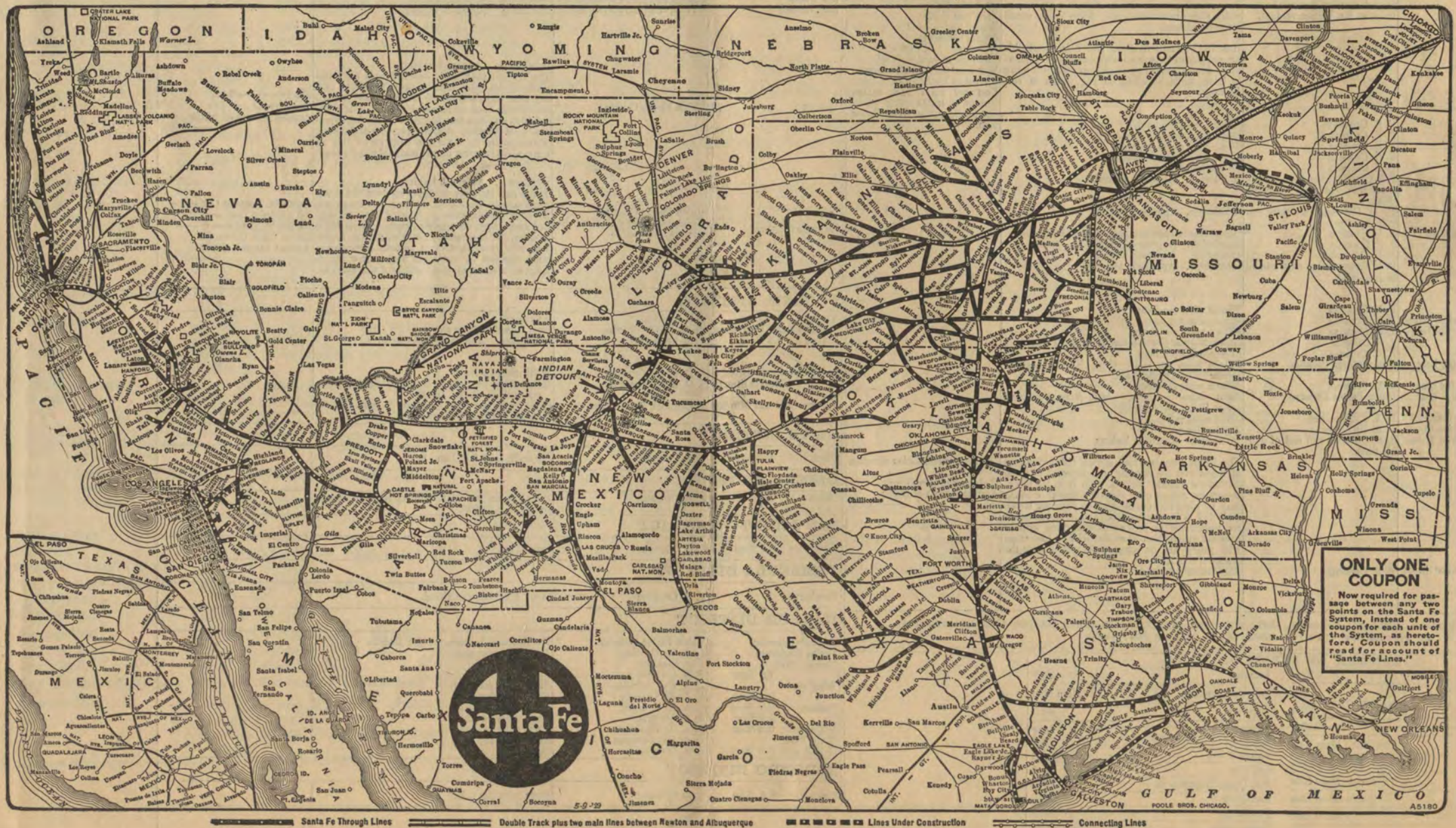
REDONDO DISTRICT

Redondo 0.5 West	P. E. Crossing	Eight miles per hour.	
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SANTA FE SAFETY FIRST

“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.)



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of Santa Fe Lines.

Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Connecting Lines