

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



LOS ANGELES DIVISION.

EMPLOYEES' TIME TABLE

IN EFFECT

Sunday, August 8, 1943,

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 123, Dated May 2, 1943,
and any Supplements thereto.

124

124

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

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

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

W. L. MORE,
Superintendent,
San Bernardino, Cal.

F. B. GRIM,
Assistant Superintendent,
San Bernardino, Cal.

J. W. MURPHY,
Assistant Superintendent,
Los Angeles, Cal.

A. B. COAKLEY,
P. T. COLLINS,
S. G. JACKSON,
S. ROGERS,
Trainmasters,
San Bernardino, Cal.

J. P. DONOVAN,
L. B. FREBORG,
Trainmasters,
Los Angeles, Cal.

J. C. SNYDER,
Chief Dispatcher,
San Bernardino, Cal.

W. B. CASH,
Night Chief Dispatcher,
San Bernardino, Cal.

L. E. ERLEWINE,
G. H. CUMMING,
Assistant Chief Dispatchers,
San Bernardino, Cal.

C. E. MACHEN,
G. H. FERRYMAN,
W. S. LOIT,
J. C. SELINGER,
M. H. SWANSON,
F. E. JACKSON,
E. O. CRUM,

E. L. MAYS,
D. W. LOWE,
J. E. BERRY,
E. M. BUTLER,
E. H. COLEMAN,
W. E. EBERT,
C. W. BURTON,
Dispatchers,
San Bernardino, Cal.

Timetable 124 was last saddleblanket
125 eff 9 July 44

ALL DISTRICTS

1. A copy of the book entitled, "The Atchison, Topeka and Santa Fe Railway System, Rules and Regulations of the Operating Department," revised 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," revised 1940, 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, Los Angeles, Union Station, First Street and yard office Ninth Street, Redondo Junction (roundhouse), San Diego passenger station and 22nd St. yard office, and National City (roundhouse).

Rule 3: At Riverside, conductors and enginemen of eastward Union Pacific trains, having complied with that company's Time Regulations before starting present trip, may proceed to San Bernardino, and on arrival conductors of such trains must compare time with their enginemen and following this with Santa Fe standard clock, and register for themselves and enginemen on the prescribed form.

Union Pacific passenger conductors and enginemen having compared with standard clock and registered on Santa Fe Form 1633 at Los Angeles Union Station, are relieved from making time comparison and registering on Form 1633 at San Bernardino.

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.

Cucamonga ..siding east of depot.	Fullerton ..siding west of depot.
San Dimas ..siding east of depot.	Placentia ..siding west of depot.
Arcadia ..siding east of depot.	Anaheim ..siding east of depot.
Santa Anita ..siding east of depot.	Capistrano ..siding east of depot.
Lamanda Park ..siding west of depot.	San Onofre ..siding east of depot.
Atwood ..siding west of depot.	Del Mar ..siding west of depot.

When a section of double track is used as single track time and train orders will apply at end of double track, usually the crossover. When more than one crossover, train order will specify which one to be used.

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, west crossover.
westward trains, east crossover.

San Dimas, eastward trains, crossover east of depot.

Kincaid, eastward trains, crossover.

Chapman, westward trains, crossover.

Corona, westward trains, crossover at Signal 233.

Placentia, westward trains, crossover at Signal 21.

Anaheim, eastward trains, second crossover east of depot.

Santa Ana, eastward trains, crossover west of depot.

San Onofre, eastward trains, crossover east of depot.

Del Mar, westward trains, crossover at Signal 2433.

7. Rule 10 (A): Temporary reduced speed signals (yellow flag, yellow disc, or yellow light), will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must

not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light), which indicates the end of the restricted area.

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

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

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.

Headlights will be displayed through tunnels.

9. Rule 82 (A): Bulletin boards and books are located at Barstow, San Bernardino, Corona, First Street, Union Station, Redondo Junction, Santa Ana, Oceanside, San Diego, and National City.

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

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

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

At register stations, conductors must personally register their trains, unless relieved therefrom by Form T order, except as provided in the following:

Barstow and San Bernardino, conductors of trains 17, 18, 21, 22, 203 and 204 may register by Form 903. Check of Third District train register at San Bernardino will be accepted as applying to end of double track, Colton and Riverside.

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

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

Fullerton, Fourth District, first-class trains may register by Form 903 and check register only against superior trains.

11. Rule 86: In addition to the provisions thereof, 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 and D-153: Yard limits are located at Barstow, Leon-Victorville; Summit, San Bernardino, Upland, Pasadena, Los Angeles, Riverside, Corona, Atwood, Fullerton, Orange, Santa Ana, Oceanside, Linda Vista, San Diego, Fallbrook, Escondido, Inglewood, El Segundo, Torrance, Wilmington, Redondo, March Field-Alessandro, San Jacinto, Perris-Ellis, Weisel, Alberhill and Elsinore.

At San Bernardino, between Highland Junction on First District, Signal 832 on Second District, M. P. 4 on Third District, and on Redlands District, just east of Highland Ave. team track and at M. P. 4 plus 4,500 feet near Victoria.

At Los Angeles, between Bridge A-139 on Second District, M. P. 148 plus 3,430 feet east on Third District, and M. P. 8 on Harbor District.

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

At Corona, between M. P. 1 on Elsinore District, and between Signals 222 and 252, Third District.

Within the following limits there is no superiority of trains; all trains and engines must move at restricted speed; responsibility for accident will rest with the approaching train:

San Bernardino: Between Fifth Street Tower and the interlocked signal opposite yard office.

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

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

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

San Bernardino-Colton: Between Signal 791 Highland Junction and Fifth Street Tower, San Bernardino, and between Rana and Colton Tower, 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. At San Bernardino yard office, enginemen may act upon information obtained from towerman by yardmaster or switch tender on duty.

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

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

Fallbrook Junction-Escondido Junction: Between Signal 2232 and Signal 2281.

At Escondido Junction and Fallbrook Junction, telephones and sirens are located adjacent to branch main tracks. Trains from branch not getting proceed signal promptly, or upon sound of siren, will immediately communicate with the operator, Oceanside, and be governed by his instructions.

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

13. Rule 97: Extra trains, the conductors and engineers 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 to end of double track, or from an intermediate station to a district terminal, or helper engines Summit to Victorville, without Form G train 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.

A Form G order will be required for all short movements between intermediate stations, except helper engines Summit to Victorville.

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.

Rule 103 (A): The second paragraph is abrogated.

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

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

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

16. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any district, except where 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, Oceanside, March Field, Hemet, Vista, Perris or Pier A Yard, (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.

17. Rule 221: The second paragraph is abrogated.

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

18. Between Summit and Highland Junction westward freight trains will use, starting at rear end, not less than one retainer for each 40 or more tons in train. On freight trains handling all empties, retainers may be used on alternate cars. The maximum tonnage per operative brake in freight trains Summit to San Bernardino is seventy-five tons.

The use of retainers on trains descending other grades will be left to the judgment of conductors and engineers. When retainers are used on a freight train, speed of such trains must not exceed twenty miles per hour.

19. Rule 310: Following is list of structures:

San Bernardino, Mount Vernon Avenue viaduct over roundhouse leads.

Los Angeles, } Viaduct over tracks to old depot.
First Street.

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

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

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

21.

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

California: Civil Code, Section 2188, provides:

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

Section 487 provides:

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

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

24. Rule 382: Revenue passengers, and employes holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

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

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

SPEED LIMITATIONS

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

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

Maximum speed of passenger trains, forty 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 permitted through turnouts is as follows:
No. 8 turnout, 10 m.p.h., 1 mile in 6 minutes.

No. 10 turnout, 15 m.p.h., 1 mile in 4 minutes.
No. 14 turnout, 30 m.p.h., 1 mile in 2 minutes.
No. 20 turnout, 40 m.p.h., 1 mile in 1½ minutes.
On No. 14 turnouts freight trains must reduce speed to 20 m.p.h., and on No. 20 turnouts to 30 m.p.h.

No. 8 turnouts are located within yards.
No. 10 turnouts are located on sidings, crossovers and junctions.

No. 14 turnouts are located at:

Highland Junction—Redlands District switch.
San Bernardino—Double track junction near West Yard Tower.

San Bernardino—Third District double track junction. Rialto Avenue near precooler.

Highgrove—Double track junction switch.
Highgrove—San Jacinto District junction switch.
Riverside Jct.—Union Pacific jct. switch and crossover.
Riverside—Double track junction switch, westward trains.

Fullerton—Junction crossover to Third District east of station.

Broadway—Junction switch.

Old Town—Double track junction switch, eastward trains.

No. 20 turnouts are located at:

Fullerton—Westward crossover to Third District east of station.

D. T. Junction—Double track junction switch, eastward trains.

Bandini—Double track junction switch, westward trains.

Maximum speed of all trains entering or leaving all other turnouts and crossovers, fifteen miles per hour.

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

Trains handling wrecking derricks, steam shovels, pile drivers or hoists must not exceed twenty-four miles per hour, (one mile in two minutes, thirty seconds), on any portion of the First, Second, Third, Fourth and Olive Districts, and fifteen miles per hour, (one mile in four minutes), on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

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

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

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

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

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Locomotives Mountain Type	All Locomotives Except Mountain Type
0-4-0	2-6-2	2-10-0	Includes	
0-6-0	2-8-0	2-10-2		
0-8-0	2-8-2	2-10-4	4-8-2	4-4-0
2-6-0	2-8-4		4-8-4	4-4-2
				4-6-0
				4-6-2

WESTWARD

First Class

BETWEEN BARSTOW AND SAN BERNARDINO

Trains will run as prescribed by Rule D-152. The movement of trains will be supervised by train dispatcher who will issue instructions to trains and operators, as may be required. When necessary to run trains against current of traffic, movement must be authorized by train order. Train dispatcher may authorize the running of extra trains, except work extras, and may authorize sections of a schedule at initial stations by numbered and O.K.'d clearance card, Form 902. Signals will be displayed as required by Rules 20 and 21. A train taking siding at an open office of communication to be passed by a following train, must secure clearance card, Form 902, before again occupying main track.

When the provisions of Rule 830 are suspended by train order, extra trains must clear trains shown in time table as first-class trains, as prescribed by Special Rule 11 and Rule 86.

An inferior train being delayed or overtaken by a superior train must allow the superior train to pass with the least possible delay. Trains having work to do at any point or standing to be delayed at any point other than ordinary station and water stops must first clear the main track unless permission is received from the train dispatcher to occupy main track.

At San Bernardino and Barstow freight trains will not pull out of yard and block lead until it has first been ascertained if signalman at tower is in position to handle train without delay.

WESTWARD											Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Railing Grade Descending	Railing Grade Ascending	Mile Posts	TIME TABLE
23	7	19	3	207	203	21	17	1	237	223						No. Cars
Grand Canyon Limited	Fast Mail Express	The Chief	California Limited	Passenger	Passenger	El Capitan	Super Chief	The Scout	Passenger	Passenger	Yard	FW TY	BARSTOW			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	★See Note Below	Leave Monday and Thursday	Leave Monday and Thursday	Leave Daily	Leave Daily	Leave Daily			6.1			
PM 5.55	PM 5.30	AM 7.30	AM 6.45	AM 6.25	AM 6.02	AM 5.37	AM 5.22	AM 5.15	AM 4.25	AM 2.00			LENWOOD			
6.05	5.40	7.40	6.56	6.37	6.10	5.47	5.32	5.25	4.35	2.11	73		5.7			
6.13	5.47	7.48	7.05	6.46	6.16	5.54	5.39	5.33	4.43	2.20	71		9.2			
6.23	5.57	7.58	7.17	6.59	6.26	6.05	5.50	5.44	4.53	2.32	84	W	4.9			
6.29	6.02	8.04	7.24	7.06	6.30	6.10	5.55	5.50	4.59	2.39	62		5.4			
6.35	6.08	8.10	7.32	7.14	6.35	6.15	6.00 ¹	6.00 ¹⁷	5.07	2.47	63		3.7			
6.40	6.13	8.15	7.38	7.20	6.40	6.20	6.05	6.07	5.14	2.53			1.4			
f 6.42	6.15	8.17	f 7.42	7.23	6.41	6.21	6.06	f 6.10	5.17	f 2.57	76	WY	1.4			
6.49	6.22	8.24	7.50	7.31	6.47	6.28	6.13	6.19	5.26	3.05			4.3			
6.57	6.30	8.32	7.58	7.39	6.54	6.36	6.21	6.27	5.34	3.13	61		4.1			
7.05	6.39	8.40	8.08	7.48	7.02	6.44	6.29	6.36	5.43	3.23	59		5.2			
7.20	6.53	8.55	8.24	8.04	7.15	6.57	6.42	6.51	5.58	3.39	61	Y	5.5			
7.26	7.00	9.01	8.31	8.11	7.21	7.04	6.49	6.58	6.05	3.46	22		2.8			
7.28	7.02	9.03	8.33	8.13	7.23	7.06	6.51	7.00	6.07	3.48	71		1.0			
7.34	7.08	9.09	f 8.39	8.19	7.29	7.12	6.57	7.06	6.13	3.54	64	W	2.7			
7.40	7.14	9.15	8.46	8.25	7.35	7.18	7.03	7.12	6.19	4.01			3.7			
7.47	7.21	9.22	8.54	8.32	7.42	7.25	7.10	7.19	6.26	4.09	82	Y	4.7			
7.51	7.25	9.26	8.59	8.35	7.45	7.29	7.14	7.23	6.30	4.14	5		2.5			
7.55	7.29	9.30	9.04	8.40	7.48	7.33	7.18	7.27	6.34	4.19	71		2.5			
8.00	7.34	9.35	9.09	8.45	7.53	7.38	7.23	7.33	6.39	4.24			8.5			
8.05 PM	7.40 PM	9.40 AM	9.15 AM	8.50 AM	7.58 AM	7.43 ¹ AM	7.28 AM	7.38 ²¹ AM	6.45 AM	4.30 AM	Yard	FW TY	1.9			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	★See Note Below	Arrive Monday and Thursday	Arrive Monday and Thursday	Arrive Daily	Arrive Daily	Arrive Daily			81.3			
(37.3)	(37.3)	(37.3)	(32.3)	(33.4)	(41.8)	(38.4)	(38.4)	(33.9)	(34.9)	(32.3)			(80.8)			

..... Average speed per hour

★ Note. No. 203 will be operated only on the schedule due to leave Barstow on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 21 and 203 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 21 and 203 not less than ten minutes.

TIME TABLE NO. 124 August 8, 1943	Ealing Grade Ascending	Ealing Grade Descending	Office of Communication and Booth Phones	Fuel, Water Turn Tables and Wyes	Capacity of Siding	EASTWARD										
						First Class										
						8	24	224	22	20	204	18	238	4	2	208
STATIONS						Fast Mail Express	Grand Canyon Limited	PASSENGER	El Capitan	The Chief	PASSENGER	Super Chief	PASSENGER	California Limited	The Scout	PASSENGER
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	★ See note below	Arrive Tuesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
BARSTOW 6.1	20.4	37.0	C	FW TY	Yard	AM 2.35	AM 5.00	PM 12.25	PM 3.00	PM 3.45	PM 7.55	PM 9.30	PM 10.20	PM 10.45	PM 11.25	PM 11.35
LENWOOD 5.7 HODGE 9.2	23.0	37.0	B		72	2.25	4.50	12.15	2.53	3.36	7.48	9.23	10.10	10.36	11.15	11.25
HELENDALE 4.9	0.0	37.0	B		84	2.20	4.43	12.07 PM	2.47	3.30	7.42	9.17	10.04	10.29	11.09	11.19
BRYMAN 5.4 ORO GRANDE 3.7	17.2	39.6	C	W	72	2.11	4.31	11.58	2.39	3.21	7.34	9.09	9.54	10.20	10.59	11.09
LEON 1.4	0.0	37.0	B			2.06	4.25	11.51	2.35	3.16	7.30	9.05	9.49	10.14	10.54	11.04
VICTORVILLE 4.3 THORN 4.1	0.0	84.5	B		78	2.01	4.18	f11.45	2.31	3.10	7.26	9.01	9.43	10.08	10.48	10.58
HESPERIA 5.2	0.0	84.5	B		82	1.56	4.11	11.39	2.27	3.06	7.22	8.57	9.37	10.04	10.42	10.52
LUGO 5.5	0.0	80.4	C	W Y	76	f 1.54	f 4.08	f11.36	2.26	3.04	7.21	8.56	9.34	f10.01	s10.39	10.49
SUMMIT 3.8	116.2	0.0	B		71	1.48	4.00	11.30	2.21	2.58	7.16	8.51	9.28	9.55	10.33	10.43
ALRAY 4.7	116.2	0.0	B		71	1.43	3.54	f11.24	2.17	2.53	7.12	8.47	9.23	9.50	10.28	10.38
CAJON 3.7	116.2	0.0	B			1.37	3.46	11.18	2.12	2.47	7.07	8.42	9.17	9.44	10.22	10.32
KEENBROOK 4.7	116.2	0.0	C	Y	80	f 1.30	f 3.38	11.10	2.04	2.40	7.00	8.34	9.10	f 9.37	f10.15	10.25
DEVORE 2.5	116.2	0.0	B		77	1.17	3.24	10.58	1.53	2.31	6.51	8.23	8.57	9.23	10.02	10.12
VERDEMONT 2.5	116.2	0.0	C	W	70	1.06	3.12	10.47	1.45	2.22	6.43	8.15	8.46	9.12	9.51	10.01
ONO 3.5	116.2	0.0	B	W	72	12.58	3.02	10.38	1.38	2.14	6.36	8.08	8.38	9.03	9.43	9.53
HIGHLAND JCT. 1.9	51.7	64.4	B	Y	72	12.48	2.51	10.28	1.29	2.05	6.28	7.59	8.28	8.53	9.33	9.43
SAN BERNARDINO			B			12.42	2.44	10.22	1.24	2.00	6.24	7.54	8.22	8.47	9.27	9.37
(82.8)			B		71	12.36	2.37	10.16	1.20	1.55	6.20	7.50	8.16	8.41	9.21	9.31
						12.30	2.30	10.10	1.15	1.50	6.15	7.45	8.10	8.35	9.15	9.25
			C	FW TY	Yard	12.25 AM	2.25 AM	10.05 AM	1.10 PM	1.45 PM	6.10 PM	7.40 PM	8.05 PM	8.30 PM	9.10 PM	9.20 PM
						Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily	★ See note below	Leave Tuesday and Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....						(38.2)	(32.1)	(35.5)	(45.2)	(41.4)	(47.3)	(45.2)	(36.5)	(36.8)	(36.8)	(36.8)

BETWEEN BARSTOW AND SAN BERNARDINO

Trains will run as prescribed by Rule D-152. The movement of trains will be supervised by train dispatcher who will issue instructions to trains and operators, as may be required. When necessary to run trains against current of traffic, movement must be authorized by train order. Train dispatcher may authorize the running of extra trains, except work extras, and may authorize sections of a schedule at initial stations by numbered and O.K.'d clearance card, Form 902. Signals will be displayed as required by Rules 20 and 21. A train taking siding at an open office of communication to be passed by a following train, must secure clearance card, Form 902, before again occupying main track.

When the provisions of Rule 830 are suspended by train order, extra trains must clear trains shown in time table as first-class trains, as prescribed by Special Rule 11 and Rule 86.

An inferior train being delayed or overtaken by a superior train must allow the superior train to pass with the least possible delay. Trains having work to do at any point or standing to be delayed at any point other than ordinary station and water stops must first clear the main track unless permission is received from the train dispatcher to occupy main track.

At San Bernardino and Barstow freight trains will not pull out of yard and block lead until it has first been ascertained if signalman at tower is in position to handle train without delay.

★ Note. No. 204 will be operated only on the schedule due to leave San Bernardino on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month and has no time table superiority except on these dates.

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 18, 22 and 204 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 18, 22 and 204 not less than ten minutes.

WESTWARD							EASTWARD											
First Class							First Class											
23	7	19	3	1	21	17	TIME TABLE			STATIONS								
Grand Canyon Limited	Fast Mail Express	The Chief	California Limited	The Scout	El Capitan	Super Chief	NO. 124			August 8, 1943								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Monday and Thursday	Leave Monday and Thursday	STATIONS			Grand Canyon Limited	Passenger	El Capitan	The Chief	Super Chief	California Limited	The Scout	Fast Mail Express	
PM 8.20 ⁴	PM 7.55	AM 9.50	AM 9.25	AM 7.55	AM 7.45	AM 7.30	SAN BERNARDINO			AM 2.15	PM 12.30	PM 1.05	PM 1.40	PM 7.35	PM 8.20 ²³	PM 9.00	AM 12.15	
8.29	8.03	9.59	9.35	8.05	7.53	7.38	3.6			0.0	2.04	12.18	12.58	1.33	7.28	8.13	8.53	12.06
8.33	8.09 ⁴	10.05	9.41	f 8.11	7.57	7.42	RIALTO			15.4	1.59	12.09	12.54	1.29	7.24	8.09 ⁷	8.49	12.01 AM
8.36	8.14	10.08	9.44	8.16	8.00	7.45	8.9			38.7	1.56	12.04 PM	12.51	1.26	7.21	8.03	8.45	11.58
8.42 ²	8.17	10.11	9.47	8.21	8.03	7.48	FONTANA			26.8	1.53	11.58	12.49	1.24	7.19	8.01	8.42 ²³	11.56
8.47	8.21	10.16	9.52	f 8.28	8.07	7.52	2.6			32.0	1.48	11.50	12.45	1.20	7.15	7.56	8.36	11.51
8.52	8.31 ²	10.21	9.57	s 8.35	8.11	7.56	KAISER			6.6	1.43	11.43	12.41	1.16	7.11	7.52	8.31 ⁷	11.47
8.58	8.36	10.27	10.03	8.42	8.16	8.01	2.3			42.0	1.37	11.34	12.36	1.11	7.06	7.46	8.26	11.42
9.01	8.39	10.29	10.05	8.46	8.18	8.03	ETIWANDA			59.1	1.34	11.28	12.34	1.09	7.04	7.43	8.24	11.40
9.02	8.41	10.31	10.07	f 8.49	8.19	8.04	4.0			65.8	1.30	11.24	12.32	1.07	7.02	7.40	8.22	11.38
9.05	8.44	10.34	10.10	f 8.54	8.22	8.07	CUCAMONGA			63.4	1.26	11.17	12.29	1.04	6.59	7.36	8.19	11.35
9.10	8.50	10.39	10.15	f 9.02	8.27	8.12	3.2			65.4	1.18	11.07	12.23	1.258	6.53	7.30	8.13	11.29
9.13	8.54	10.42	10.18	f 9.07	8.30	8.15	UPLAND			51.9	1.15	10.59	12.20	1.255	6.50	7.27	8.10	11.27
9.15	8.55	10.43	10.19	9.10	8.32	8.17	P. E. Crossing			92.3	1.13	10.55	12.18	1.253	6.48	7.25	8.08	11.25
9.18	8.58	10.45	10.22	9.14	8.35	8.20	3.9			60.7	1.09	10.52	12.16	1.251	6.46	7.22	8.05	11.22
9.21	9.01	10.48 ⁴²	10.25	f 9.18	8.38	8.23	CLAREMONT			64.4	1.06	10.48 ¹⁰	12.14	1.249	6.44	7.19	8.02	11.20
9.24	9.04	10.50	10.28	f 9.22	8.41	8.26	P. E. Crossing			77.9	1.04	10.43	12.12	1.247	6.42	7.17	8.00	11.18
9.27	9.07	10.52	10.31	9.26	8.44	8.29	1.9			63.4	1.02	10.40	12.10	1.245	6.40	7.15	7.58	11.16
9.30	9.10	10.55	10.37 ⁴²	9.29	8.46	8.31	POMONA			63.4	1.00	10.37 ³	12.08	1.243	6.38	7.13	7.56	11.14
9.33	9.13	10.57	10.42	9.32	8.47	8.32	1.2			63.4	12.58	10.33	12.07 PM	1.242	6.37	7.12	7.55	11.13
s 9.50	9.24	s 11.15	s 11.01	s 9.54	s 9.00	s 8.45	LA VERNE			79.9	12.46	10.20	11.56	1.230	s 6.27	s 7.00	s 7.43	s 11.00
9.55	9.31	11.22	11.07	f 10.01	9.06	8.51	2.3			114.0	12.37	10.10	11.49	1.219	6.18	6.51	7.34	10.49
9.57	9.33	11.23	11.12	10.08 ⁴²	9.08	8.53	SAN DIMAS			89.8	12.35	10.08 ¹	11.47	1.218	6.17	6.50	7.33	10.48
10.03	9.38	11.27	11.17	f 10.13	9.14	8.59	P. E. Crossing			96.4	12.31	10.04	11.44	1.215	6.14	6.46	7.29	10.44
10.12	9.45	11.34	11.25	10.20	9.21	9.06	4.2			114.9	12.23	9.57	11.38	1.207	6.07	6.38	7.22	10.37
10.16	9.48	11.36 ²²	11.30	10.22	9.23	9.08	GLEN DORA			63.5	12.21	9.55	11.36 ¹⁰	1.205	6.05	6.36	7.20	10.35
10.20 PM	9.50 PM	11.39 AM	11.34 AM	10.25 AM	9.25 AM	9.10 AM	2.5			89.8	12.19	9.54	11.34	1.204	6.04	6.34	7.19	10.34
10.30 PM	10.00 PM	11.50 AM	11.45 AM	10.30 AM	9.30 AM	9.15 AM	AZUSA			59.7	12.15	9.50	11.30	1.201	6.00	6.30	7.15	10.30
							1.1			31.7								
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday and Thursday	Arrive Monday and Thursday	KINCAID											
(27.4)	(28.5)	(29.7)	(25.5)	(23.0)	(33.9)	(33.9)	2.2											
.....Average speed per hour.....										(29.7)	(22.3)	(37.5)	(36.0)	(37.5)	(32.4)	(33.9)	(33.9)	

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 18, 21 and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 18, 21 and 22 not less than ten minutes.

SAN JACINTO DISTRICT

WESTWARD		TIME TABLE							EASTWARD	
Second Class	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Mile Posts	Ruling Grade Ascending	NO. 124	Ruling Grade Ascending	Office of Communication and Booth Phones	Second Class		
505					August 8, 1943			506		
MIXED								MIXED		
Leave Daily	No. Cars				STATIONS			Arrive Daily		
AM 9.25	42	W	0.0		HIGHGROVE S. P. Co. Crossing 2.5	0.0	C	PM 4.00		
9.32	14		2.7	116.2	LEMONA 4.5	0.0		3.40		
f 9.47	82		7.3	116.2	BOX SPRINGS 2.3	17.6		f 3.25		
f 9.52		Y	9.6	21.3	MARCH FIELD 1.1	17.6	C	f 3.16		
f 9.54	44		10.6	21.3	ALESSANDRO 2.9	47.5		f 3.12		
f10.00	24	Y	13.5	0.0	VAL VERDE 4.7	28.1		f 3.05		
s10.15	22	WY	18.3	0.0	PERRIS 3.9	63.4	C	s 2.55		
f10.27	23		3.7	21.6	ETHANAC 2.3	0.0		f 2.43		
f10.34	14		6.0	49.3	MENIFEE 3.9	42.2		f 2.35		
f10.46	36		9.9	21.1	WINCHESTER 4.4	0.0		f 2.23		
f10.59	15		14.3	52.8	EGAN 2.7	0.0		f 2.10		
s11.10	19		17.0	44.3	HEMET 2.3	63.4	C	s12.15		
11.40 AM	16	Y	19.3	6.3	SAN JACINTO		C	12.01 PM		
Arrive Daily					(37.5)			Leave Daily		

(19.6)Average speed per hour..... (16.8)

NO. 505 IS SUPERIOR TO NO. 506

No switch lights on San Jacinto District.

EL SINORE DISTRICT

WESTWARD		TIME TABLE							EASTWARD	
Second Class	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Mile Posts	Ruling Grade Ascending	NO. 124	Ruling Grade Ascending	Office of Communication and Booth Phones	Second Class		
509					August 8, 1943			508		
MIXED								MIXED		
Leave Daily Ex. Sunday	No. Cars				STATION			Arrive Daily Ex. Sunday		
PM 1.00	18	WY			ELSINORE 5.6	132.0	C	AM 11.50		
s 2.00	21		147.8	50.7	ALBERHILL 7.8	89.8	B	s11.25		
f 2.30	43			0.0	ARCILLA 8.5	68.6	B	f11.05		
3.05 PM	Yard	Y			F. E. Crossing PORPHYRY		B	10.40 AM		
Arrive Daily Ex. Sunday					(21.9)			Leave Daily Ex. Sunday		

(10.8)Average speed per hour..... (18.8)

No switch lights on Elsinore District.

REDLANDS DISTRICT

WESTWARD		TIME TABLE							EASTWARD	
Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Mile Posts	Ruling Grade Ascending	NO. 124	Ruling Grade Ascending	Office of Communication and Booth Phones	Second Class			
				August 8, 1943						
	No. Cars			STATIONS						
	Yard	FW TY	0.0	SAN BERNARDINO P. E. Crossing S. P. Co. Crossing 4.7	101.3		C			
10			4.6	VICTORIA 1.4	62.1	56.8				
17			5.9	DREW 2.9	116.2	116.2				
33			8.8	REDLANDS 3.2	116.2	116.2				
18	W		12.0	MENTONE 4.1	0.0	0.0				
29			16.2	EAST HIGHLANDS 2.5	70.5	70.5				
21			18.7	HIGHLAND 1.0	0.0	0.0				
16			19.7	PATTON 1.8	47.5	47.5				
14			21.5	DEL ROSA 2.1	25.8	25.8				
			23.5	P. E. Crossing ARROWHEAD 1.9	0.0	0.0				
			25.4	HIGHLAND JCT. (25.8)						

No switch lights on Redlands District.

OLIVE DISTRICT

WESTWARD		TIME TABLE				EASTWARD	
Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Mile Posts	Ruling Grade Ascending	NO. 124	Ruling Grade Ascending	Office of Communication and Booth Phones	Second Class
				August 8, 1943			
	No. Cars			STATIONS			
61			42.2	ATWOOD 2.4	42.2		C
20			42.2	OLIVE S. P. Co. Crossing 3.5	42.2		B
38				ORANGE			C
				(5.9)			

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

WESTWARD

Second Class			First Class											Capacity of Stallages	Fuel, Water, Tire, Tables and Wagon	Mile Posts	Rating Grade According	TIME TABLE
141	505	145	79	77	75	53	73	71	207	203	51	237	223					
FREIGHT	MIXED	FREIGHT	San Diegan	San Diegan	PASSENGER	PASSENGER	San Diegan	San Diegan	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER					
Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	AM 9.05					PM 1.30			AM 9.00	AM 7.58	AM 7.00	AM 6.55	AM 4.40	Yard		0.0		SAN BERNARDINO
	9.10					1.37			9.05	8.03	7.05	7.00	4.45	Yard		1.5	0.0	2.1 RANA
	f 9.13					s 1.40			f 9.10	8.05	s 7.09	7.05	f 4.50	Yard		2.9	0.0	1.4 COLTON
	9.15					1.41			9.11	8.06	7.10	7.06	4.51			3.2	0.0	0.3 S. P. and U. P. Crossings COLTON TOWER
	9.23 AM					s 1.46			9.16	8.11	s 7.15	7.11	4.56	61	W	6.7	28.1	8.5 HIGHGROVE
						1.49			9.20 AM	8.15 AM	7.20	7.15 AM	5.00 AM			9.2	29.1	2.6 S. P. Co. Crossing RIVERSIDE JCT. Union Pacific Jct.
						s 1.52					s 7.22					9.8	0.0	0.6 RIVERSIDE
						f 1.56					f 7.26			26		12.4	48.6	2.6 PACHAPPA
						s 1.58					f 7.28			46	Y	14.0	21.1	1.6 CASA BLANCA
						s 2.02					s 7.31			62		16.4	0.0	2.4 ARLINGTON
						f 2.07					7.35			63		19.7	0.0	3.3 MAY P. E. Crossing
						2.10					7.38			64	Y	22.8	0.0	3.1 PORPHYRY
						s 2.16					s 7.43			Yard	FW	24.1	0.0	1.3 CORONA
						f 2.22					f 7.49			77		29.2	24.8	6.1 PRADO DAM
						f 2.27					f 7.53			62		33.1	25.9	3.1 GYPSUM
						2.33					7.58			70		37.1	21.1	4.0 ESPERANZA
						s 2.39					s 8.03			62	YW	41.4	0.0	4.3 ATWOOD
						s 2.45					s 8.08			61		2.3	0.0	2.3 PLACENTIA
			PM 9.37	PM 6.17	s 3.12	s 2.55	PM 1.45	AM 9.43			s 8.13			70	W	165.0	0.0	3.0 FULLERTON Union Pacific Crossing
			9.40	6.20	3.18	2.58	1.48	9.47			8.16			82		162.5	0.0	2.8 BASTA
			9.42	6.22	3.22	f 3.02	1.51	9.50			f 8.20			72		160.5	12.7	2.0 BUENA PARK
			9.44	6.24	3.25	f 3.05	1.53	9.52			f 8.25					158.7	32.1	1.9 LA MIRADA
			9.48	6.28	3.36 ⁷⁶	f 3.11	1.57	9.57			f 8.32			79		154.4	40.6	4.3 SANTA FE SPRINGS
			9.49	6.29	3.42	f 3.15	1.58	9.58			s 8.35					153.1	27.2	1.3 LOS NIETOS P. E. Crossing
			9.50	6.30	3.43	3.16	1.59	9.59			8.36					152.1	0.0	1.0 D. T. JUNCTION
			9.51	6.31	3.45	f 3.19	2.00	10.01			f 8.38			61		151.2	0.0	0.9 RIVERA
			9.52	6.32	3.47	3.21	2.01	10.02			8.42					149.9	21.1	1.3 BANDINI
			9.56	6.36	3.52	f 3.27	2.05	10.06			8.48			Yard		146.7	39.6	3.2 HOBART Union Pacific Crossing
	PM 3.40		AM 10.03	6.44	3.58	f 3.34	2.13	10.14			f 8.55				FW TY	143.2	42.5	8.5 REDONDO JCT. Union Pacific Crossing
	3.48 PM		2.45 AM	10.06	6.48	f 3.38	2.17	10.18			f 8.59			Yard	W	141.1	40.1	2.0 FIRST STREET (70.5)
			10.09 PM	6.50 PM	4.05 PM	3.40 PM	2.20 PM	10.21 AM			9.02 AM				Y	140.1	69.7	1.0 MISSION TOWER
			10.15 PM	7.00 PM	4.15 PM	3.50 PM	2.30 PM	10.30 AM			9.10 AM			Yard			71.8	0.7 LOS ANGELES Union Station
Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(72.2)
(12.0)	(24.3)	(12.0)	(40.4)	(35.7)	(26.5)	(30.9)	(34.1)	(32.0)	(29.7)	(34.9)	(33.3)	(29.7)	(29.7)	Average speed per hour				

★ Note. No. 203 will be operated only on the schedule due to leave San Bernardino on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month and has no time table superiority except on these dates.
 Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 203 and 204 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 203 and 204 not less than ten minutes.

THIRD DISTRICT

LOS ANGELES DIVISION

TIME TABLE NO. 124 August 8, 1943	Ruling Grade Ascending	Office of Communica- tion and Booth Phones	Capacity of Seating	EASTWARD																
				First Class								Second Class								
				70	72	224	74	76	204	54	78	238	208	138	142	506	146	134	136	
			No. Cars	PASSENGER	San Diegan	PASSENGER	San Diegan	San Diegan	PASSENGER	PASSENGER	San Diegan	PASSENGER	PASSENGER	FREIGHT	FREIGHT	MIXED	FREIGHT	FREIGHT	FREIGHT	
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	*See Note below	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
SAN BERNARDINO P. E. Crossing	52.8	C				AM 9.55			PM 6.05	PM 7.45				PM 7.55	PM 9.07	AM 4.20		PM 4.30	AM 12.50	
1.4 RANA	52.8					9.49			5.59	7.38				7.47	9.02	4.08		4.18	12.40	
0.3 COLTON	52.8					f 9.45			5.57	s 7.35				7.42	f 8.57	4.03		f 4.15	12.36	
S. P. and U. P. Crossing COLTON TOWER	52.8	C				9.43			5.56	7.33				7.41	8.55	4.01		4.13	12.35	
3.5 HIGHGROVE	52.8	C	48			9.39			5.52	s 7.28				7.37	8.51	3.56		4.05 PM	12.27	
2.5 S. P. Co. Crossing RIVERSIDE JCT. Union Pacific Jct.	52.8					9.35 AM			5.49 PM	7.22				7.32 PM	8.47 PM	3.52			12.20	
0.6 RIVERSIDE	17.2	C	88							s 7.17						3.51			12.15	
2.6 PACHAPPA	52.8									f 7.09						3.44			12.07	
1.6 CASA BLANCA	33.4	C								f 7.06						3.38			12.03 AM	
2.4 ARLINGTON	52.8	C								f 7.02						3.31			11.55	
3.3 MAY P. E. Crossing	52.8	B								f 6.56						3.20			11.45	
3.1 PORPHYRY	52.8	B								6.51						3.13			11.40	
1.3 CORONA	24.8	C								s 6.49						3.10			11.35	
5.1 PRADO DAM	52.8	B								f 6.38						2.54			11.23	
3.1 GYPSUM	52.8	B								f 6.32						2.46			11.15	
4.1 ESPERANZA	52.8	B								6.25						2.36			11.05	
4.3 ATWOOD	52.8	C								f 6.20						2.26			10.55	
2.3 PLACENTIA	42.2	C								a 6.13						2.17			10.48	
3.0 FULLERTON Union Pacific Crossing	42.2	C	44	AM 1.07	AM 7.52		PM 12.33	PM 3.47		a 6.05	PM 8.47					2.11			10.40	PM 11.00
2.5 BASTA	33.4	B		1.03	7.49		12.30	3.44		6.01	8.44					2.06			10.32	10.56
2.0 BUENA PARK	19.2	C		1.01	7.47		12.28	3.42		f 5.59	8.42					2.02			10.28	10.51
1.9 LA MIRADA	25.9	B	75	12.59	7.45		12.26	3.40		f 5.55	8.40					1.58			10.24	10.47
4.3 SANTA FE SPRINGS	10.0	C		12.54	7.41		12.22	3.36 ⁷⁵		a 5.50	8.36					1.50			10.16	10.38
1.3 LOS NIETOS P. E. Crossing	16.3		21	12.52	7.40		12.21	3.35		f 5.45	8.35					1.47			10.14	10.36
1.0 D. T. JUNCTION	18.7			12.51	7.39		12.20	3.34		5.43	8.34					1.45			10.11	10.34
0.9 RIVERA	18.7	C		12.50	7.38		12.19	3.33		f 5.42	8.33					1.43			10.10	10.32
1.3 BANDINI	37.5	B		12.48	7.36		12.18	3.32		5.38	8.32					1.40			10.03	10.27
3.2 HOBART Union Pacific Crossing	26.2	C		12.44	7.33		12.14	3.28		5.34	8.28					1.30				10.23
3.5 REDONDO JCT. Union Pacific Crossing	0.0			12.39	7.28		12.09	3.23		f 5.29	8.23					1.24	AM 10.20	PM 9.35	9.50	10.15
2.0 FIRST STREET (89.8)	0.0	C		12.36	7.25		12.06	3.20		f 5.26	8.20					1.15 AM	10.15 AM	9.30 PM	9.45 PM	10.00 PM
1.0 MISSION TOWER	0.0			12.33 AM	7.23 AM		12.04 PM	3.18 PM		5.23 PM	8.18 PM									
0.7 LOS ANGELES Union Station	31.7	C		12.30 AM	7.20 AM		12.01 PM	3.15 PM		5.20 PM	8.15 PM									
(71.5)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	* See Note below	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.....				(29.7)	(48.0)		(48.0)	(48.0)	(34.1)	(33.0)	(48.0)	(30.3)	(27.3)	(22.6)	(24.0)	(15.8)	(24.0)	(22.6)	(23.9)	

* Note. No. 204 will be operated only on the schedule due to leave Riverside Junction on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month and has no time table superiority except on these dates.
 Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 203 and 204 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 203 and 204 not less than ten minutes.

WESTWARD

FALLBROOK DISTRICT							
WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Fallbrook Jct.	Rolling Grade Ascending	TIME TABLE NO. 124 August 8, 1943	Rolling Grade Ascending	EASTWARD
Second Class							Second Class
65							64
MIXED							MIXED
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS		Arrive Daily Ex. Sunday
AM 11.55			0.0		FALLBROOK JCT.	B	PM 3.09
PM 12.10	14		3.4	21.3	3.4 YSIDORA	f	2.58
f 12.18	14		5.9	66.0	2.6 CHAPPO	f	2.50
f 12.25	8		7.6	26.4	1.8 RANCH HOUSE	f	2.45
f 12.50	9		15.1	132.0	7.5 DE LUZ	f	2.15
1.00 PM	30	WY	16.9	105.6	1.8 FALLBROOK	C	2.00 PM
Arrive Daily Ex. Sunday					(16.9)		Leave Daily Ex. Sunday

(15.5) Average speed per hour (14.4)

NO. 65 IS SUPERIOR TO NO. 64

No switch lights on Fallbrook District.

ESCONDIDO DISTRICT							
WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Escondido Jct.	Rolling Grade Ascending	TIME TABLE NO. 124 August 8, 1943	Rolling Grade Ascending	EASTWARD
Second Class							Second Class
67							66
MIXED							MIXED
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS		Arrive Daily Ex. Sunday
PM 4.45	17	WY	21.1	83.4	ESCONDIDO 4.9	C	PM 3.55
f 5.00	17		16.2	70.3	3.3 SAN MARCOS	B	f 3.40
f 5.12	14		12.9		3.7 BUENA VISTA		f 3.30
f 5.25	19		9.2	116.2	1.4 FALDA	C	s 3.20
f 5.35	14		7.8	116.2	7.8 ESCONDIDO JCT.		f 3.05
5.50 PM		Y	0.0	87.6			2.50 PM
Arrive Daily Ex. Sunday					(21.1)		Leave Daily Ex. Sunday

(19.5) Average speed per hour (19.5)

No switch lights on Escondido District.

WESTWARD											
Second Class		First Class						Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Mile Posts	Rolling Grade Ascending
67	65	79	77	363	75	73	71				
MIXED	MIXED	San Diegan	San Diegan	PASSENGER	PASSENGER	San Diegan	San Diegan	No. Cars			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FWY	273.1	
										267.9	13.1
										267.5	28.7
										264.2	40.2
										262.1	40.2
										257.1	63.4
										254.5	54.0
										253.0	116.2
										249.1	0.0
										244.0	54.8
										241.9	52.8
										239.3	52.8
										238.1	52.8
										234.2	61.9
										229.3	52.8
										227.2	47.2
										226.2	0.0
										224.2	63.4
										221.7	65.4
										218.7	52.8
										213.3	65.4
										208.3	6.1
										203.7	0.0
										202.7	0.0
										199.3	13.9
										197.2	60.5
										192.6	67.6
										188.1	66.0
										182.9	0.0
										178.5	21.6
										175.5	37.0
										172.7	32.1
										167.3	7.6
										165.0	6.1
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Yard	WY	165.0	

(12.0) (12.0) (45.6) (47.3) (12.0) (30.1) (47.9) (46.2) Average speed per hour

TIME TABLE
NO. 124
August 8, 1943

STATIONS

- NATIONAL CITY 5.2
- MARKET ST. JCT. 0.4
- SAN DIEGO 3.8
- OLD TOWN 2.0
- MORENA 5.0
- ELVIRA 2.6
- SELWYN 1.5
- LINDA VISTA 3.9
- SORRENTO 5.0
- DEL MAR 2.1
- SOLANA BEACH 2.1
- CARDIFF 1.8
- ENCINITAS 3.9
- PONTO 4.9
- CARLSBAD 2.1
- ESCONDIDO JCT. 1.0
- OCEANSIDE 2.0
- FALLBROOK JCT. 2.6
- STUART 3.0
- LAS FLORES 4.8
- AGRA 5.1
- SAN ONOFRE 5.0
- SAN CLEMENTE 1.0
- POCHE 2.9
- (DOHENY PARK) SERRA 2.6
- SAN JUAN CAPISTRANO 4.6
- GALIVAN 4.5
- EL TORO 5.2
- IRVINE 4.4
- VENTA 2.9
- SANTA ANA 2.9
- ORANGE 4.9
- S. P. Co. Crossing ANAHEIM 2.7
- FULLERTON

(107.9)

Table with columns: TIME TABLE NO. 124, August 8, 1943, EASTWARD, First Class (70, 72, 74, 362, 76, 78), Second Class (136, 66, 64), STATIONS, Railing Grade Ascending, Office of Communication and Booth Phones, Arrival/Departure times.

Table with columns: WESTWARD, Second Class (141, 145), HARBOR DISTRICT, TIME TABLE NO. 124, August 8, 1943, STATIONS, Railing Grade Ascending, Office of Communication and Booth Phones, Arrival/Departure times, Capacity of Sidings, Fuel, Water, Turn Tables and Wyes, Mile Posts.

Table for REDONDO DISTRICT with columns: WESTWARD, EASTWARD, TIME TABLE NO. 124, August 8, 1943, STATIONS, Railing Grade Ascending, Office of Communication and Booth Phones, Arrival/Departure times, Capacity of Sidings, Fuel, Water, Turn Tables and Wyes, Mile Posts.

Average speed per hour..... (28.0) (33.5) (44.0) (8.0) (43.7) (43.7) (31.1) (12.0) (8.0)

No switch lights on Redondo District.

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE

LOCATION	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
FIRST DISTRICT						
Barstow Passenger Yard.....	6	00	6	00	6	00
Summit Wye	7	30	7	30	7	30
Summit to Cajon.....	2	00	4	00	2	00
Cajon to Devore.....	1	33	3	00	2	00
Devore to MP 78½.....	1	10	3	00	2	00
San Bernardino:						
Between MP 78½ and Base Line..	1	30	3	00	2	00
Between Base Line and 5th St...	2	00	3	00	2	00
Between Station and 5th St.						
Tower	4	00	4	00	4	00
Eastward, Summit to Hesperia....			2	30		
Union Pacific passenger trains will not exceed time table schedules, Summit to San Bernardino.						
SECOND DISTRICT						
Metropolitan, Rialto, Cucamonga & Upland Foothill Spurs.....	3	00	3	00	3	00
Between Pasadena and Highland Park	2	00	3	00	2	00
Between Highland Park and Broadway	2	24	2	24	2	24
Street Crossings in City of Los Angeles	4	00	4	00	4	00
THIRD DISTRICT						
Colton Westward over double track junction switch	4	00	4	00	4	00
Olinda, Prenda, Bastanchury & La Habra Valley Spurs.....	4	00	4	00	4	00
Vernon-Downey Road.....	5	00	5	00	5	00
Street Crossings in City of Los Angeles	4	00	4	00	4	00
OLIVE DISTRICT						
.....	1	12	2	00	1	30
FOURTH DISTRICT						
Psgr. Trains with Pacific type Engg.	0	48				
Psgr. Trains with Mountain Type (3700-51-65-85 class) Engg.....	0	51				
Venta Spur	4	00	4	00	4	00
Anaheim, over Center, Broadway & Santa Ana Streets.....	1	30	1	30	1	30
Between Old Town and San Diego Psgr. Station	3	00	3	00	3	00
REDLANDS DISTRICT						
.....	1	30	1	30	1	30
Redlands over Orange Street.....	4	00	4	00	4	00
HARBOR DISTRICT						
Over Street Crossings between Redondo Junction and 52nd St.....	5	00	5	00	5	00
Between 52nd St. and West Blvd...	4	00	4	00	4	00
Lairport, over Imperial Highway..	4	00	4	00	4	00
Torrance Oil Spur.....	2	24	2	24	2	24
Wilmington, over State Street and Ford Avenue	4	00	4	00	4	00
SAN JACINTO DISTRICT						
Between Highgrove and Perris....	2	00	2	00	2	00
Between Box Springs and MP 4...	4	00	4	00	4	00
Between Perris and San Jacinto..	3	00	3	00	3	00
ELSINORE AND ESCONDIDO DISTRICTS						
.....	2	24	2	24	2	24
FALLBROOK DISTRICT						
.....	3	00	3	00	3	00

ALL DISTRICTS

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

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE
In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour (one minute 30 seconds per mile).

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
797-813	1	43	1	43	1	43
909-989-3010	1	53	1	53	1	53
990-999	1	43	1	43	1	43
1226-1265	0	48	1	12	1	30
1297-1308	0	48	1	12	1	30
1322-1379	0	48	1	12	1	30
1413-1468	0	40	1	12	1	30
1621-1673	1	53	1	53	1	53
1674-1693	1	43	1	43	1	43
1798-1799	1	06	1	12	1	30
1800	1	12	1	12	1	30
1960-1991	1	43	1	43	1	43
3129-3158	1	43	1	43	1	43
3228-3257-4000	1	06	1	12	1	30
3456	0	36	1	12	1	30
3400	0	45	1	06	1	20
3500-3534	0	48	1	12	1	30
3700-3750	0	51	1	12	1	30
3751	0	40	1	12	1	30
3765-3785	0	40	1	12	1	30
3751-3764 (Summit-Cajon)					4	00
3765-3785 (Cajon-San Bdn)					3	00
UP 3900 (Summit-Victorville)					2	24
3800-3940	1	06	1	12	1	30
5001	1	06	1	12	1	30
Passenger Diesel (except Motor 7) ..	0	36			1	20
Passenger Diesel 7	0	40			1	20
Freight Diesels 100-101	0	45	1	06	1	20
Freight Diesels 102-103-104	0	51	1	06	1	20
Freight Diesels 105 and above.....	0	55	1	06	1	20
Gas-Electric Motors	1	00	1	30	1	00
5010-5400-5500-6000 Union Pacific....	1	20	1	20	1	30
2210 Union Pacific.....	1	00	1	20	1	30
2708-2714 Union Pacific.....	1	30	1	30	1	30
Other 2700 Union Pacific.....	1	20	1	20	1	30
3100 Union Pacific.....	0	51	1	20	1	30
3500 Union Pacific.....	1	43	1	43	1	43
8800 Union Pacific.....	1	12	1	30	1	30
3900 Union Pacific.....	1	00	1	20	1	30
7800 Union Pacific.....	0	51	1	20	1	30
Diesel Motors Union Pacific.....	0	40			1	20
Switch, no truck.....					3	00
All other Classes.....			1	43	1	43
All Classes, backing up.....	3	00	3	00	3	00
Maximum bet. Summit and Highland Jct., all Classes.....	2	00				

A tolerance of ten per cent is allowed on the above locomotives, in "Freight and Mixed" service, or running light. No tolerance on 5001 class.

conductor and each engineman on head end of train, who must have a copy before departing.

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

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

Rule 875: At Summit, westward trains and light engines must stop and make the test prescribed.

Rule 876: Trains must be stopped and this test made at: Summit—Trains in both directions.
Box Springs—Eastward trains.
Linda Vista—Trains in both directions.

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

Rule 879: At Summit, eastward trains will make the prescribed test before passing the east switch.

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

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

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

29. Rule 460: Engine flues must not be sanded while passing dry grain fields, tule lands, between San Bernardino and Ono, Devore and Lugo, between Water Street and Pasadena, Arcadia and Chapman, Horseshoe Bend and M. P. 32, or other places where fire might result.

SPRING SWITCHES

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

Station	Type	Location	Miles Per Hour	
			Passenger	Freight
Hesperia	Spring	West end westward siding	15	15
Lugo	Spring	West end westward siding	15	15
Summit	Spring	East end eastward siding	15	15
	Spring	West end westward siding	15	15
	Spring	Stem of wye (normally lined for west leg of wye)	10	10
	Spring	West switch west leg of wye (normally lined for westward siding)	10	10
Alray	Spring	East end eastward siding	15	15
Cajon	Spring	East end eastward siding	15	15
Keenbrook	Spring	East end eastward siding	15	15
Devore	Spring	East end eastward siding	15	15
San Bernardino	Spring	Roundhouse lead, Switches 2, 3, 4 and 24 (normally lined for lead)	10	10
	Spring	East and west end siding	15	15
Redondo Jct.	Spring	Outbound engine lead (normally lined for Butte St. lead)	10	10
	Spring	Inbound engine lead (normally lined for roundhouse)	10	10
Riverside	Spring	Outbound engine track 2 (normally lined for track 2)	10	10
	Spring	End of double track (Westward trains only)	25	20
Buena Park	Spring	West end westward siding	15	15
La Mirada	Spring	East end eastward siding	15	15
Santa Fe Spgs.	Spring	West end westward siding	15	15
Fallbrook Jct.	Spring	Junction switch	15	15
Escondido Jct.	Spring	Junction switch	15	15
Old Town	Spring	End of double track (Westward trains only)	25	20
	Spring	Stem of wye (normally lined for west leg of wye)	15	15

SPRING POINT DERAIL SWITCHES NORMALLY LINED FOR DERAIL

31. Leon—Adelanto Spur, one-fourth mile from junction with main track.

Ono, west end of Government Siding.

Rialto—Foothill Spur, three-fourths mile from junction with main track.

Cucamonga—Foothill Spur, 300 ft. north P. E. Crossing.

Upland—Foothill Spur, three-fourths mile from junction with main track.

Prenda Spur—One-fourth mile from junction with main track.

Olinda Spur—Mile Post 3½.

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

FIRST DISTRICT

32. Double track with automatic signals between Barstow and San Bernardino, trains will keep to left between San Bernardino and overhead bridge aA-40-X, 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 three-position, indicating "Proceed," "Medium speed" or "Restricted speed" from Signal 782 east of Highland Junction to Signal 572-A, west of Summit, inclusive.

33. Rule 830 (b): At Summit, westward trains finding Signal 561 on westbound main track or dwarf light signal governing movement off the wye track in "Stop" position must wait five (5) minutes before proceeding, unless the signal changes to indicate proceed.

At Summit, helper engines off passenger trains, after moving to clear will remain standing until train helped has departed.

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

SECOND AND THIRD DISTRICTS

35. 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.

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

SECOND DISTRICT

36. Automatic signals between San Bernardino and Arcadia and between Usado and Broadway. At meeting points between these limits, except as provided in Special Rule 37, trains holding main track will not line switch for opposing train until such train has passed next opposing signal.

Double track with automatic and interlocking signals between Broadway and Bandini.

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

Etiwanda: Eastward train holding main track, arriving first, should stop west of signal 942 until signal 932 assumes stop position.

Claremont: Westward train holding main track, arriving first, should stop east of preliminary board at Alexander Street until eastward train has passed next opposing signal.

Pomona: Westward train holding main track, arriving first, should stop east of preliminary board located 600 feet west of signal 1062 until signal 1063 assumes stop position.

San Dimas: Westward train holding main track, arriving first, should stop east of signal 1091 until eastward train has passed next opposing signal.

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

Arcadia: Eastward train holding main track, arriving first, should stop west of home signal for P. E. crossing, until westward train has passed next opposing signal.

Chapman: Westward train arriving first holding main track should stop east of preliminary board until opposing train has passed Lamanda Park.

Lamanda Park: Eastward train holding main track, arriving first, should stop west of home signal for P. E. crossing until westward train has passed next opposing signal.

Usado: Westward train holding main track, arriving first, should stop east of preliminary board at Fillmore Street until eastward train arrives.

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

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

39. Not more than two engines of the 3129 class, or heavier, may be coupled together over Bridge A-140 Los Angeles River and over Bridge C-136 Garvanza Viaduct.

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

THIRD DISTRICT

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

42. Manual Block between Colton Tower and Highgrove.

At Highgrove, Advance Manual Block Signal located at east end of siding, controlled by operator, will govern movements of eastward trains leaving siding, this signal approach lighted, circuit extends 500 feet west of signal.

Double track with automatic signals between Highgrove and Riverside. At Highgrove and Riverside, time and train orders will apply at end of double track.

Automatic signals between Riverside and Fullerton, at meeting points, train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

Double track with automatic and interlocking signals between Fullerton and D. T. Junction, and between Bandini and Broadway.

43. At Porphyry, westward train, arriving first and holding main track to meet an eastward train, must not pass Signal 221 until opposing train has passed next opposing signal, but when required to use the siding, may proceed to crossover opposite tool house, Corona, under provisions of Rule 93 and if occasion requires may be identified at latter point.

At Atwood, eastward train holding main track, to meet train moving via Olive District, will stop west of Signal 414 and will not line switch for Olive District until westward train has passed next opposing signal.

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

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

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

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

FOURTH DISTRICT

48. Automatic signals between Fullerton and Old Town; at meeting points, train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

Double track between Old Town and crossover at west end of 22nd Street freight yard between Market St. Jct. and National City. Trains will keep to left. Through San Diego passenger yard:

No. 2 is Eastward main track.

No. 5 is Westward main track.

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

San Clemente: Westward train holding main track, arriving first, should stop east of Signal 2042 until eastward train has passed next opposing signal.

At Orange: Fourth District trains required to take siding will use Olive District main track between junction switch at Chapman Avenue and crossover west end of yard.

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

HARBOR DISTRICT

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

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

FLAG STOPS TO PICK UP REVENUE PASSENGERS

Train	STOPS	PASSENGERS DESTINED
2	Any station, 2nd Dist.	San Bernardino or beyond
4	Any station	Williams or beyond
24	Any station	East of Belen
75	Any station	Santa Fe and Un. Pac. points East and North of Barstow
70	Los Nietos	So. Pac. points, Santa Barbara or North San Diego
71-73-77-79	Del Mar	Santa Ana, Los Angeles and beyond

FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	STOPS	PASSENGERS FROM
1	Any station—2nd Dist.	Barstow or beyond
3	Any station	Williams or beyond, and No. 21 at San Bernardino
7	Pasadena	Albuquerque or East
19	Any station	East of Albuquerque
23	Any station	East of Belen
70	Any station	Santa Fe and Un. Pac. points East or North of Barstow So. Pac. points, Santa Barbara or North
72	Fullerton	East of Barstow or West of Bakersfield
75	Los Nietos	South of Santa Ana
72-74-76-78	Del Mar	Los Angeles or Santa Ana
72-78	Linda Vista	Los Angeles or beyond
203	San Bernardino	To discharge passengers
74	Linda Vista	To discharge military men from Camp Anza from No. 51

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

LOCATION	Mile Post Location	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Jones Pit	27.5	90	Eastward track	Freight only
Adelanto Spur	34.4	Lgh. 5.0 m.	Westward track	Freight only
Frost	38.8	8	Eastward track	Freight only
Pine Lodge	60.9	45	East and West	Freight only
Zeolite Spur	76.7	13	Westward track	Freight only
Western Store Co. Spur	77.1	Lgh. 0.9 m.	East	Freight only
SECOND DISTRICT				
Rialto Foothill Spur	85.8	Lgh. 2.8 m.	West	Freight only
Muscat	90.4	Lgh. 1.1 m.	West	Freight only
Wade	92.5	24	East and West	Freight only
Rochester	95.0	12	East	42
Cucamonga Foothill Spur	95.8	Lgh. 5.0 m.	West	Freight only
Upland Foothill Spur	99.6	Lgh. 3.7 m.	East and West	Freight only
Metropolitan Spur	108.6	Lgh. 1.0 m.	West	Freight only
Forbes	111.6	67	East	Freight only
Duarte	121.0	16	East	42
Wilton	129.1	18	East and West	Siding
Usade	132.3	17	East and West	Siding
Raymond	132.7	22	West	Freight only
THIRD DISTRICT				
Prenda Spur (Prenda)	14.3	Lgh. 2.0 m.	East and West	Freight only
Taylor St. Spur	18.5	20	West	Freight only
Hamner	21.1	9	East and West	53-54
Horse Shoe Bend	35.5	0	None	51-54
Yorba	40.2	32	East and West	Freight only
Olinda Spur	41.4	Lgh. 4.0 m.	East and West	Freight only
} Daum Olinda	43.7	14	East and West	Freight only
	45.6	58	West	Freight only
Santa Ysabel	3.2	9	East	Freight only
Bastanchury Spur (Sunny Hills)	162.3	Lgh. 2.72 m.	West	Freight only
El Camino Spur	155.8	Lgh. 990 ft.	West	Freight only
Stephens	155.5	Lgh. 0.7 m.	West	Freight only
Wiltshire Spur	156.8	Lgh. 0.5 m.	West	Freight only
La Habra Vly Spur	154.6	Lgh. 3.44 m.	West	Freight only
} East Whittier	157.6	22	West	Freight only
FOURTH DISTRICT				
Aliso	177.5	9	West	Freight only
Venta Spur	178.7	Lgh. 5.8 m.	East	Freight only
} Browning Tustin Myford Frances Kathryn	180.8	34	West	Freight only
	181.5	25	East	Freight only
	181.3	9	East	Freight only
	183.1	34	East and West	Freight only
	183.9	25	East	Freight only
Como	180.1	54	East and West	Freight only
Don	216.2	11	East and West	Freight only
Farr	231.6	7	East and West	Freight only
Leucadia	236.4	0	None	Mail 72-77
Linda Vista Army Spur	253.0	Lgh. 5.5 m.	East and West	Freight only
Pacific Beach	260.3	13	East and West	Freight only
Cudahy	263.4	33	East and West	Freight only
FALLBROOK DISTRICT				
Ranch House Stock Marine Base	8.4	70	East and West	64-65
Marine Base Spur	10.5	6	East	64-65
ESCONDIDO DISTRICT				
Talca	3.7	7	East and West	66-67
REDLANDS DISTRICT				
Nevada Street	6.8	10	East	Freight only
Craf	11.4	9	East	Freight only
Browns	13.7	10	West	Freight only
Molino	17.9	13	West	Freight only
West Highlands	20.4	12	East and West	Freight only
HARBOR DISTRICT				
Lawn	8.8	2	East	Freight only
Dudmore	4.4	17	East	Freight only
Torrance Oil Spur	4.8	Lgh. 2.0 m.	West	Freight only
Alena Spur	5.3	Lgh. 2.0 m.	West	Freight only
SAN JACINTO DISTRICT				
Box Springs Quarry	6.1	42	East and West	Freight only
Mayer Farms	15.9	19	East and West	505-506
Granite Spur	14.5	Lgh. 5000 ft.	Wye	505-506
Ellis	19.1	6	East	505-506
ELSINORE DISTRICT				
Weisel Quarry	5.5	2	West	508-509
Weisel	6.2	43	East	508-509
Jameson	9.2	4	East	508-509
Durant	18.1	27	East	508-509

A. J. STROBEL, General Watch Inspector... Topeka, Kansas

LOCAL WATCH INSPECTORS

C. T. FOSTER.....	Santa Fe Depot, San Bernardino
T. J. O'Mara.....	Union Station, Los Angeles
G. D. DAVIDSON CO.....	445 S. Spring St., Los Angeles
M. D. DOOLEY.....	905 East 1st Street, Los Angeles
H. R. TROTT.....	424 North Sycamore Street, Santa Ana
A. C. HENZELL.....	Oceanside
ROLAND C. WILSON.....	623 B Street, San Diego
CHAS. M. HANF.....	San Bernardino
E. F. MANNERS.....	Barstow
EMMETT ENGLAND.....	608 Main Street, Corona
TAYLOR JACOBSEN.....	118 North Spadra Road, Fullerton
J. W. LE VAN.....	Hemet
JAS. PODMORE.....	6612 Pacific Blvd., Huntington Park
H. L. BRAUN.....	Victorville

JUNCTION SWITCHES

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

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

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, Medical Professional Building, Los Angeles, Cal.
 DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.

LOS ANGELES DIVISION

DR. GORDON GARNETT, Local Surgeon Los Angeles	DR. R. J. MacDONALD, Local Surgeon Barstow	DR. T. O. BURGER, Cnsltg. Surgeon San Diego
DR. J. N. OSBURN, Aurist and Oculist Los Angeles	DR. T. A. CARD, Local Surgeon.... Riverside	DR. A. C. DICK, Cnsltg. Surgeon... San Diego
DR. LEROY SHERRY, Local Surgeon Pasadena	DR. W. W. ROBLEE, Asst. Local Surgeon Riverside	DR. C. S. MARSDEN, Eye, Ear, Nose and Throat Specialist..... San Diego
DR. J. S. HIBBEN, Asst. Local Surgeon Pasadena	DR. JAMES FARRAGE, Local Surgeon Corona	DR. F. P. LENAHA, Consl. Oculist San Diego
DR. J. H. BREYER, Cnsltg. Surgeon Pasadena	DR. E. H. BRUNEMEIER, Local Surgeon Placentia	DR. W. D. ROLF, Local Surgeon National City
DR. E. W. HAYES, Local Surgeon. Monrovia	DR. G. W. OLSON, Local Surgeon... Fullerton	DR. J. G. HOCKING, Asst. Local Surgeon National City
DR. H. H. CHAMBERLAIN, Local Surgeon Glendora	DR. F. H. GOBAR, Asst. Local Surgeon Fullerton	DR. W. M. WILSON, Asst. Local Surgeon National City
DR. S. D. THOMASON, Local Surgeon San Dimas	DR. J. W. UTTER, Local Surgeon... Anaheim	DR. KENNETH DOLE, Local Surgeon Redlands
DR. SUTTEN H. GROFF, Local Surgeon Pomona	DR. G. A. PAIGE, Asst. Local Surgeon Anaheim	DR. HERMAN BAER, Local Surgeon Elsinora
DR. J. B. CRAIG, Local Surgeon..... Upland	DR. VERNE W. CARLSON, Local Surgeon..... Orange	DR. JAMES LONG, Local Surgeon... Hemet
DR. J. N. BAYLIS, Division Surgeon San Bernardino	DR. D. A. HARWOOD, Local Surgeon Santa Ana	DR. F. K. STRASSER, Cnsltg. Surgeon Hemet
DR. A. L. HAENSZEL, Local Surgeon San Bernardino	DR. J. D. BALL, Cnsltg. Surgeon. Santa Ana	DR. E. R. POWELL, Local Surgeon Fallbrook
DR. C. M. HADLEY, Oculist. San Bernardino	DR. P. H. ESSLINGER, Local Surgeon Capistrano	DR. C. A. S. KEMPER, Local Surgeon Escondido
DR. CHARLES E. CARMACK, Asst. Local Surgeon..... San Bernardino	DR. H. D. HOSKINS, Local Surgeon Oceanside	DR. J. V. LARZALERE, Cnsltg. Surgeon Escondido
DR. P. W. LAWLER, Local Surgeon Victorville	DR. S. H. SAVAGE, Local Surgeon... Del Mar	DR. J. W. BEEMAN, Local Surgeon. Torrance
DR. LYMAN E. THAYER, Asst. Local Surgeon..... Victorville	DR. R. O. PECK, District Surgeon. San Diego	DR. T. B. SMITH, Local Surgeon. Wilmington
	DR. A. E. MOORE, Consulting Surgeon San Diego	DR. E. H. ANTHONY, Local Surgeon Inglewood
		DR. W. C. BRUFF, Local Surgeon... Whittier

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

Railroad Crossings at Grade and Interlockers

FIRST DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Barstow (West End)	Main track and connecting crossovers	Interlocker. Color light type; semi-automatic; approach locking. Ten miles per hour. Indications superior to right, class or direction for movements within Home signal limits. Microphone, identified by sign board, is located on post adjacent to Eastward track approximately three miles West of Barstow Tower at mile post 3 plus 2000 feet. All Eastward trains must sound route signal for route desired as they approach microphone.	Against current of traffic — 0 Engine lead 00 — 0 Switching tail 0000 Tracks 1 to 10 incl. 0 — 00 Tracks 11 to 19 incl. — 0 — 0
San Bernardino, Fifth St.	Main Tracks, Crossover and yard lead.	Interlocker. Approach locking. Rule 782 is modified as follows: At 5th Street, San Bernardino when route is lined and signals will not clear trains may proceed without personal explanation when signalled by the towerman with yellow flag or lamp. Westward trains sound route signal approaching microphone located MP 18 plus 1300 feet.	Yard Lead 0000 Yard Lead against current of traffic — 0000

REDLANDS DISTRICT

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

SECOND DISTRICT

San Bernardino West Yard Tower	Second and third district main tracks, at west end of bridge A 83. End of double track and freight yard, at east end of bridge A 83. Junction of third district eastward main track with second district westward main track at Mt. Vernon viaduct.	Interlocker. Approach locking. Superior route second district main track. Inferior route Westward to Third district. 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 modified and it is permissible for engine-men to proceed without personal explanation when signalled by towerman with yellow flag or lamp.	Second district — Third district — 0 Yard to pre cooler — 00 Pre cooler to second district — 0000 House lead to main line — — Switch lead 0 — Yard lead 0000 Engine lead — 0 Second district to pre cooler — 000 Pre cooler to yard — 00 Westward main track against current of traffic — 0000 Eastward main track against current of traffic Get phone authy. from Towerman.
Rialto Spur Cueamonga Spur Upland Spur Upland Claremont	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	Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Fifteen miles per hour. Interlocker. Approach locking.	
San Dimas	P. E. Crossing and west end industry track.	Interlocker. Approach locking.	
Arcadia Arcadia Lamanda Park	S. P. Crossing P. E. Crossing P. E. Crossing and west end of passing track.	Interlocker. Approach locking. Interlocker. Approach locking. Interlocker. Approach locking.	
Pasadena, Colorado Street Raymond Spur	P. E. Crossing S. P. Crossing	Eight miles per hour. Gates, Normal position across Santa Fe tracks.	
Highland Park 0.6 East	Union Pacific Crossing	Eight Miles per hour. Gate, Normal position across Union Pacific track.	
Water Street 0.7 East	Union Pacific Crossing	Eight miles per hour. Gate, Normal position across Union Pacific track.	
Los Angeles—Main Street Mission Tower	L. A. Ry. Crossing S. P. and U. P. Crossing To and from Union Station	Interlocker. Approach locking. Indications superior to right, class or direction for movements within Home Signal limits. Rule 782 is modified and it is permissible for engine-men to proceed over crossing without personal explanation when authorized by telephone or signalled by towerman with yellow flag or lamp. Whistle signals for Mission Tower will be sounded passing microphones located 1,300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	Union Station 0 — Old main 00 — 0 Cudahy lead — 0 — Against current of traffic — 0000 S. P. Downey Ave. 000 — Calif. Cor. Spur 00 — 00

SAN JACINTO DISTRICT

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

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

Railroad Crossings at Grade and Interlockers

THIRD DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
San Bernardino, Rialto Ave. Rana Colton Tower	P. E. Crossing All switches S.P. and U.P. Crossings. End of double track and house track.	Interlocker. Interlocker. See Special Rule 12. Interlocker. Approach locking. Indications superior to right, class and direction for movements within home signal limits and to west switch of eastward passing track MP 4. Rule 782 is modified, and it is permissible for engine-men to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Westward main track against Current of traffic — 0000
Highgrove Riverside Junction	End of double track. S. P. Crossing and U. P. Junction.	Interlocker. Approach locking. Interlocker. Approach locking. Indications superior to right, class or direction for movements within Home Signal limits.	To or from U. P. — 0 From Santa Fe westward main to U. P. eastward main — 0 From U. P. westward main to Santa Fe eastward main — 0 From U. P. westward main to Santa Fe westward main — 0000
May Olinda Spur Fullerton	P. E. Crossing P. E. Crossing Junction Third and Fourth districts.	Interlocker. Approach locking. Stop. Send flagman ahead. Interlocker. Approach locking. Indications superior to right, class or direction within Home Signal limits, Third District, superior route. Interlocker. Approach locking. Stop.—Rule 98, A, B, C and D. Eight miles per hour. Interlocker. Approach locking.	Fourth district — 0
Basta Bastanchury Spur Bastanchury Spur Los Nietos Hobart	Union Pacific Crossing. P. E. Crossing Union Pacific Crossing P.E.Crossing and west end siding Union Pacific Crossing	Interlocker. Approach locking. Indications superior to right, class or direction, for movements within Home Signal limits. Rule 782 is modified and it is permissible for engine-men to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Eastbound yard lead — — 0 Westbound yard lead — — 0 To ice house 0 — 0 0 Against current of traffic — 0000
Redondo Junction	Union Pacific Crossing Harbor district and Third district double track.	Interlocker. Approach locking. Indications superior to right, class or direction, for movements within Home Signal limits. Rule 782 is modified and it is permissible for engine-men 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 00 — 0 To Harbor Dist. — 0 To 9th St. Yard — 0 — Lever Track 0 — 00 Against current of traffic — 0000

FOURTH DISTRICT

Anaheim 2.0 East Anaheim Sugar Fcty. Spur Santa Ana Wye	S. P. Crossing Union Pacific Crossing S. P. Crossings	Interlocker. Approach locking. Stop.—Rule 98, A, B, C and D. Stop.—Rule 98, A, B, C and D.	
San Diego, Kettner Blvd. MP 271.1	S. D. H. Ry. Crossing Navy Destroyer Base	Eight miles per hour Stop.—Rules 98, A, B, C and D.	

OLIVE DISTRICT

Olive 1.7 West	S. P. Crossing	Stop.—Rule 98, A, B, C and D.	
----------------	----------------	-------------------------------	--

ELSINORE DISTRICT

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

HARBOR DISTRICT

Redondo Junction 1.0 MI. East Nadeau	Union Pacific Crossing L. A. Ry. Crossing, Pas. Elev. S. P. Crossing	See Redondo Junction—Third District. Fifteen miles per hour. Automatic Interlocker approach lighting. No distant signals. Speed limit 10 miles per hour. When stopped by Home Signal flagman must go to crossing and if no train within limits on S. P. track will open box marked "Santa Fe release" and press button therein.—After two minutes signal for waiting train should indicate "proceed at restricted speed." If signal fails to so indicate, crossing may then be used only under flag protection in both directions on S. P. tracks.	
Wingfoot 0.3 MI. East 0.5 MI. East 1.0 MI. East 1.2 MI. West 0.7 MI. West 0.4 MI. West	P. E. Crossing L. A. Ry. Crossing, Avalon Bl. L. A. Ry. Crossing, Main St. L. A. Ry. Crossing, Broadway L. A. Ry. Crossing, Hoover Ar. L. A. Ry. Crossing, Vermont L. A. Ry. Crossing	Interlocker. Fifteen miles per hour. Fifteen miles per hour. Fifteen miles per hour. Fifteen miles per hour. Fifteen miles per hour. Fifteen miles per hour.	
Hyde Park 0.5 MI. East El Segundo 0.2 MI. West WestThenard 0.1 MI. West Tower	P. E. Crossing P. E. Crossing S. P. Crossing S. P. Crossing S. P. Crossing 2 U. P. Tracks	Interlocker. Interlocker. L. A. Municipal Terminal R. B. Interlocker. Interlocker. Interlocker. Santa Fe trains have preference unless flagged. Stop not required. Interlocker (Island Jet. plant).	
MP 14 + 500 ft. MP 14 + 840 ft.	P. E. Crossing		

REDONDO DISTRICT

Redondo 0.5 West	P. E. Crossing	Eight miles per hour.	
------------------	----------------	-----------------------	--

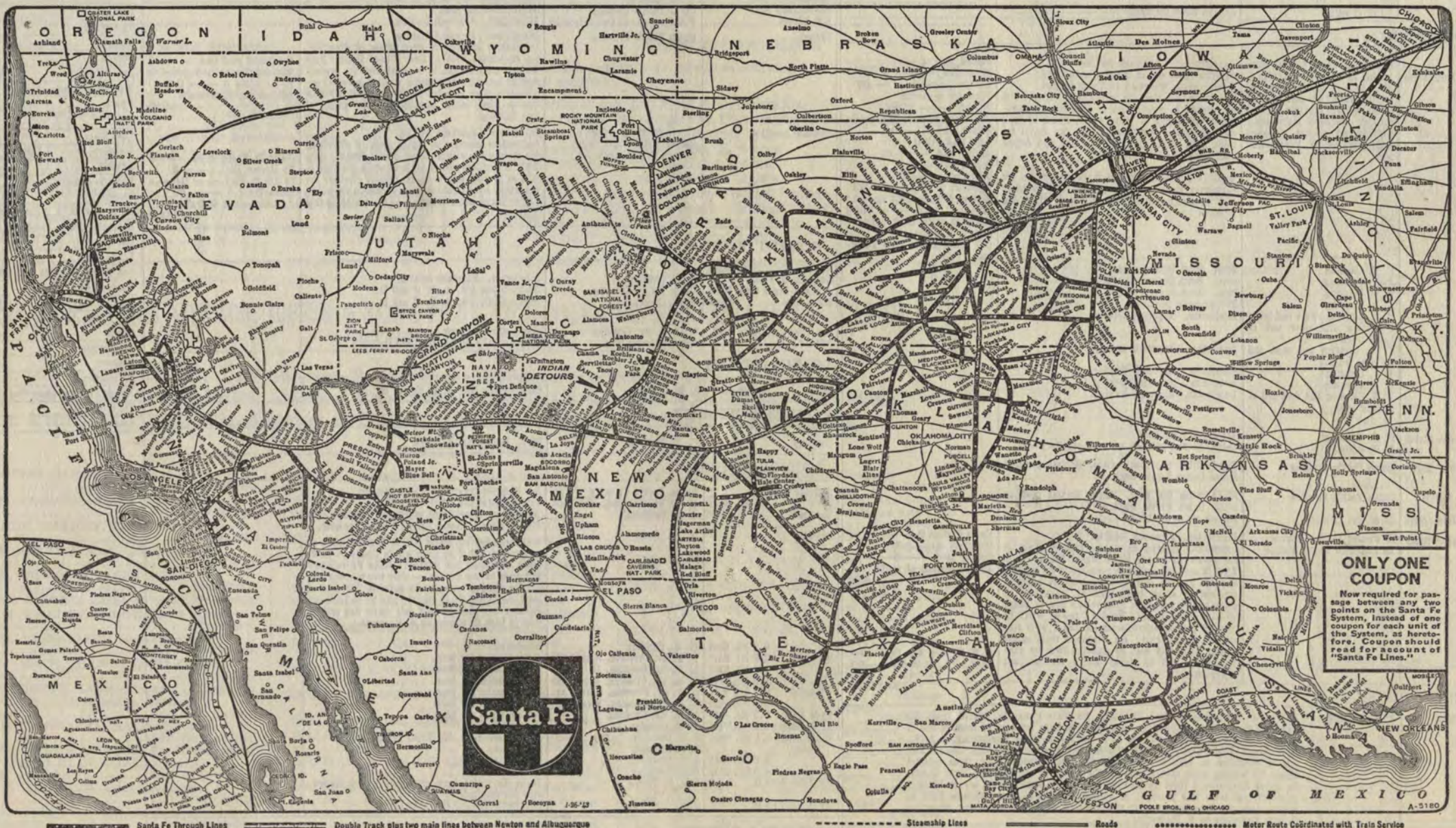
LENGTH OF STEMS OF WYES

Location	Feet
Victorville	118
Summit	804
Devore	805
San Bernardino 3rd Dist. Main Track	
San Bernardino Pre cooler Lead	
Upland Foothill Spur	
Asusa	640
Casa Blanca Prenda Spur	
Porphyry Elsinore Dist. Main Track	
Atwood Olinda Spur	
Redondo Junction Main Track	
Orange Main Track	
Santa Ana, S. P. Main Track	400
Esccondido Jct. Esccondido Dist. Main Track	
Del Mar	690
Linda Vista Camp Elliott Spur	
San Diego, Harasty Street Marine Base Spur	
National City	494
March Field March Field Spur	
Val Verde Granite Spur	
Perris	6384
San Jacinto	640
Elsinore	181
El Segundo Main Track	
Watson, Former Main Track	3800
Fallbrook	514
Esccondido	340

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
 Steamship Lines
 Roads
 Motor Routes Coordinated with Train Service