

**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 Bldg., Los Angeles, Cal.
 DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Medical Professional Bldg., Los Angeles, Cal.
 DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Bldg., Los Angeles, Cal.

DR. GORDON GARNETT, Local Surgeon.....	Los Angeles
DR. J. N. OSBURN, Aurist and Oculist.....	Los Angeles
DR. LEROY SHERRY, Local Surgeon.....	Pasadena
DR. J. S. HIBBEN, Assistant Local Surgeon.....	Pasadena
DR. J. H. BREYER, Consulting Surgeon.....	Pasadena
DR. E. W. HAYES, Local Surgeon.....	Monrovia
DR. A. A. ADAMES, Assistant Local Surgeon.....	Monrovia
DR. H. H. CHAMBERLAIN, Local Surgeon.....	Glendora
DR. S. D. THOMASON, Local Surgeon.....	San Dimas
DR. SUTTEN H. GROFF, Local Surgeon.....	Pomona
DR. J. B. CRAIG, Local Surgeon.....	Upland
DR. J. N. BAYLIS, Division Surgeon.....	San Bernardino
DR. A. L. HAENSZEL, Local Surgeon.....	San Bernardino
DR. CHAUNCEY BAIRD, Shop Physician.....	San Bernardino
DR. J. H. SMITH, Local Surgeon.....	Colton
DR. P. W. LAWLER, Local Surgeon.....	Victorville
DR. LYMAN E. THAYER, Assistant Local Surgeon.....	Victorville
DR. R. J. MacDONALD, Local Surgeon.....	Barstow
DR. T. A. CARD, Local Surgeon.....	Riverside
DR. C. J. LORD, Assistant Local Surgeon.....	Riverside
DR. JAMES FARRAGE, Local Surgeon.....	Corona
DR. HARRY C. REYNOLDS, Local Surgeon.....	Arlington
DR. E. H. BRUNEMEIER, Local Surgeon.....	Placentia
DR. G. W. OLSON, Local Surgeon.....	Fullerton
DR. F. H. GOBAR, Assistant Local Surgeon.....	Fullerton
DR. J. H. LANG, Assistant Local Surgeon.....	Fullerton
DR. J. W. UTTER, Local Surgeon.....	Anaheim
DR. G. A. PAIGE, Assistant Local Surgeon.....	Anaheim
DR. VERNE W. CARLSON, Local Surgeon.....	Orange
DR. J. M. BURLEW, Local Surgeon.....	Santa Ana
DR. L. P. STRAYHORN, Assistant Local Surgeon.....	Santa Ana
DR. J. D. BALL, Consulting Surgeon.....	Santa Ana
DR. P. H. ESSLINGER, Local Surgeon.....	Capistrano
DR. H. D. HOSKINS, Local Surgeon.....	Oceanside
DR. S. H. SAVAGE, Local Surgeon.....	Del Mar
DR. HAROLD ENGLEHORN, Local Surgeon.....	San Diego
DR. R. O. PECK, District Surgeon.....	San Diego
DR. A. E. MOORE, Consulting Surgeon.....	San Diego
DR. T. O. BURGER, Consulting Surgeon.....	San Diego
DR. A. C. DICK, Consulting Surgeon.....	San Diego
DR. C. S. MARSDEN, Eye, Ear, Nose and Throat Specialist.....	San Diego
DR. F. P. LENAHAN, Consulting Oculist.....	San Diego
DR. W. D. ROLF, Local Surgeon.....	National City
DR. J. G. HOCKIN, Assistant Local Surgeon.....	National City
DR. KENNETH DOLE, Local Surgeon.....	Redlands
DR. HERMAN BAER, Local Surgeon.....	Elsinore
DR. JAMES LONG, Local Surgeon.....	Hemet
DR. F. K. STRASSER, Consulting Surgeon.....	Hemet
DR. E. R. POWELL, Local Surgeon.....	Fallbrook
DR. C. A. S. KEMPER, Local Surgeon.....	Escondido
DR. J. V. LARZALERE, Consulting Surgeon.....	Escondido
DR. J. W. BEEMAN, Local Surgeon.....	Torrance
DR. T. B. SMITH, Local Surgeon.....	Wilmington
DR. E. H. ANTHONY, Local Surgeon.....	Inglewood
DR. W. C. BRUFF, Local Surgeon.....	Whittier

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

F. B. GRIM, Assistant Superintendent, San Bernardino, Cal.	J. W. MURPHY, Assistant Superintendent, Los Angeles, Cal.	
A. B. COAKLEY, S. S. ALLISON	S. G. JACKSON, S. ROGERS,	
Trainmasters, San Bernardino, Cal.		
L. B. FREBORG, Trainmasters, Los Angeles, Cal.	J. P. DONOVAN,	
J. C. SNYDER, Chief Dispatcher, San Bernardino, Cal.	C. E. MACHEN, G. H. FERRYMAN, W. S. LOIT, J. C. SELINGER, M. H. SWANSON, F. E. JACKSON, E. O. CRUM, E. L. MAYS,	D. W. LOWE, J. E. BERRY, E. M. BUTLER, E. H. COLEMAN, W. E. EBERT, C. W. BURTON, CARL MAIER, F. O. PIERCE,
W. B. CASH, Night Chief Dispatcher, San Bernardino, Cal.	Dispatchers, San Bernardino, Cal.	
L. E. ERLEWINE, G. H. CUMMING, Assistant Chief Dispatchers, San Bernardino, Cal.		

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



COAST Santa Fe LINES

LOS ANGELES DIVISION

EMPLOYEES'

TIME TABLE No.

125

IN EFFECT

Sunday, July 9, 1944

**At 12:01 O'Clock A. M.
Pacific Standard Time**

Superseding Time Table No. 124, Dated August 8, 1943,
and any Supplements thereto.

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

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

C. R. TUCKER,
Asst. General Manager,
Los Angeles, Cal.

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

TIME TABLE

NO. 125

July 9, 1944

STATIONS

BARSTOW

6.1
LENWOOD

5.7
HODGE

9.2
HELENDALE

4.9
BRYMAN

5.4
ORO GRANDE

3.7
LEON

1.4
VICTORVILLE

4.3
THORN

4.1
HESPERIA

5.2
LUGO

5.5
SUMMIT

2.8
DELL

1.0
GISH

2.7
CAJON

3.7
KEENBROOK

4.7
DEVORE

2.5
VERDEMONT

2.5
ONO

3.5
HIGHLAND JCT.

1.9
SAN BERNARDINO

(80.8)

WESTWARD

FIRST CLASS

23

7

19

3

207

Grand
Canyon
Limited

Fast Mail
Express

The
Chief

California
Limited

Passenger

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

PM

PM

AM

AM

AM

5:55

5:30

7:30

6:45

6:25

6:05

5:40

7:40

6:56

6:37

6:13

5:47

7:48

7:05

6:46

6:23

5:57

7:58

7:17

6:59

6:29

6:02

8:04

7:24

7:06

6:40

6:13

8:15

7:38

7:20

6:42

6:15

8:17

7:42

7:23

6:49

6:22

8:24

7:50

7:31

6:57

6:30

8:32

7:58

7:39

7:05

6:39

8:40

8:08

7:48

7:20

6:53

8:55

8:24

8:04

7:26

7:00

9:01

8:31

8:11

7:28

7:02

9:03

8:33

8:13

7:34

7:08

9:09

8:39

8:19

7:40

7:14

9:15

8:46

8:25

7:47

7:21

9:22

8:54

8:32

7:51

7:25

9:26

8:59

8:35

7:55

7:29

9:30

9:04

8:40

8:00

7:34

9:35

9:09

8:45

8:05

7:40

9:40

9:15

8:50

PM

PM

AM

AM

AM

Arrive Daily

Arrive Daily

Arrive Daily

Arrive Daily

Arrive Daily

..... Average speed per hour

(37.3)

(37.3)

(37.3)

(32.3)

(33.4)

IN EFFECT

Sunday, July 9, 1944

At 12:01 O'Clock A.M.
Pacific Standard Time

Governing Time Table No. 125, dated August 2, 1943
and any subsequent changes

This time table is for the western use and guidance
of employees

C. E. WICKER
Gen'l. Mgr. of Div.
Los Angeles, Cal.

W. L. MORE
Superintendent
Los Angeles, Cal.

Faint, mostly illegible text and tables, likely representing a reverse side of the schedule or a detailed station list.

FIRST DISTRICT

LOS ANGELES DIVISION

3

WESTWARD						TIME TABLE	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Office of Communication and Booth Phones	Fuel, Water, Turn, Tables and Wye	Car Capacity of Sidings
FIRST CLASS												
203	21	17	1	237	223	NO. 125						
Passenger	El Capitan	Super Chief	The Scout	Passenger	Passenger	July 9, 1944						
★See Note	Leave Monday and Thursday	Leave Monday and Thursday	Leave Daily	Leave Daily	Leave Daily	STATIONS						
AM 6:02	AM 5:37	AM 5:22	AM 5:15	AM 4:25	AM 2:00	BARSTOW	0.0			O	FW TY	Yard
6:10	5:47	5:32	5:25	4:35	2:11	^{6.1} LENWOOD	6.2	37.0	20.4	B		92
6:16	5:54	5:39	5:33	4:43	2:20	^{5.7} HODGE	11.8	37.0	23.0	B		115
6:26	6:05	5:50	5:44	4:53	2:32	^{0.2} HELENDALE	21.1	28.8	30.0	O	W	94
6:30	6:10	5:55	5:50	4:59	2:39	^{4.9} BRYMAN	26.1	37.0	0.0	B		92
6:35	6:15	6:00 ¹	6:00 ¹⁷	5:07	2:47	^{5.4} ORO GRANDE	31.5	37.0	0.0	B		88
6:40	6:20	6:05	6:07	5:14	2:53	^{3.7} LEON	35.3	39.6	17.2			
6:41	6:21	6:06	^f 6:10	5:17	^f 2:57	^{1.4} VICTORVILLE	36.7	30.4	0.0	O	WY	94-97
6:47	6:28	6:13	6:19	5:26	3:05	^{4.3} THORN	41.1	84.5	0.0	B		
6:54	6:36	6:21	6:27	5:34	3:13	^{4.1} HESPERIA	45.1	88.4	0.0	B		94
7:02	6:44	6:29	6:36	5:43	3:23	^{5.2} LUGO	50.3	81.8	0.0	B		92
7:15	6:57	6:42	6:51	5:58	3:39	^{5.5} SUMMIT	55.9	84.5	0.0	O	Y	118
7:21	7:04	6:49	6:58	6:05	3:46	^{2.8} DELL	58.6	0.0	158.4	B		22
7:23	7:06	6:51	7:00	6:07	3:48	^{1.0} GISH	59.6	0.0	158.4	B		71
7:29	7:12	6:57	7:06	6:13	3:54	^{2.7} CAJON	62.4	0.0	158.4	O	W	90
7:35	7:18	7:03	7:12	6:19	4:01	^{3.7} KEENBROOK	66.3	0.0	116.2	B		
7:42	7:25	7:10	7:19	6:26	4:09	^{4.7} DEVORE	71.0	0.0	116.2	B	Y	122
7:45	7:29	7:14	7:23	6:30	4:14	^{2.5} VERDEMONT	73.5	0.0	116.2	B		5
7:48	7:33	7:18	7:27	6:34	4:19	² ONO	76.0	0.0	116.2	B		92
7:53	7:38	7:23	7:33	6:39	4:24	^{3.5} HIGHLAND JCT.	79.4	0.0	116.2			
7:58 AM	7:43 ¹ AM	7:28 AM	7:38 ²¹ AM	6:45 AM	4:30 ⁸ AM	SAN BERNARDINO	81.3	64.4	51.7	O	FW TY	Yard
★See Note	Arrive Monday and Thursday	Arrive Monday and Thursday	Arrive Daily	Arrive Daily	Arrive Daily	(80.8)						
(41.8)	(38.4)	(38.4)	(33.9)	(34.6)	(32.3)	..... Average speed per hour						

Car Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Office of Communication and Booth Phones	Ruling Grade Descending	Ruling Grade Ascending	Mile Posts	TIME TABLE NO. 125 July 9, 1944	EASTWARD					
							FIRST CLASS					
							8	24	224	22	20	204
							Fast Mail Express	Grand Canyon Limited	PASSENGER	EI Capitan	The Chief	PASSENGER
						STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	★See Note
Yard	FW TY	O			0.0	BARSTOW	AM 2:35	AM 5:00	PM 12:25	PM 3:00	PM 3:45	PM 7:55
102		O	37.0	20.4	6.2	LENWOOD	2:25	4:45	12:15	2:53	3:36	7:48
102		B	37.0	23.0	11.8	HODGE	2:20	4:34	12:07	2:47	3:30	7:42
102	W	O	39.0	30.0	21.1	HELEDALE	2:11	4:23	PM 11:58	2:39	3:21	7:34
		B	37.0	0.0	26.1	BRYMAN	2:06	4:16	11:51	2:35	3:16	7:30
102		B	37.0	0.0	31.5	ORO GRANDE	2:01	4:10	f 11:45	2:31	3:10	7:26
62			39.6	17.2	35.3	LEON	1:56	4:03	11:39	2:27	3:06	7:22
98	W Y	O	30.4	0.0	38.7	VICTORVILLE	f 1:54	f 3:59	s 11:36	2:26	3:04	7:21
101		B	84.5	0.0	41.1	THORN	1:48	3:44	11:30	2:21	2:58	7:16
102		B	84.5	0.0	45.1	HESPERIA	1:43	3:39	f 11:24	2:17	2:53	7:12
		B	86.8	0.0	50.3	LUGO	1:37	3:32	11:18	2:12	2:47	7:07
122	Y	O	84.5	0.0	55.9	SUMMIT	f 1:30	f 3:23	11:10	2:04	2:40	7:00
104		B	0.0	116.2	58.0	ALRAY	1:17	3:07	10:58	1:53	2:31	6:51
65	W	O	0.0	116.2	62.4	CAJON	1:06	2:55	10:47	1:45	2:22	6:43
109	W	B	0.0	116.2	66.3	KEENBROOK	12:58	2:44	10:38	1:38	2:14	6:36
122	Y	O	0.0	116.2	71.0	DEVORE	12:48	2:33	10:28	1:29	2:05	6:28
		B	0.0	116.2	73.5	VERDEMONT	12:42	2:25	10:22	1:24	2:00	6:24
101		O	0.0	116.2	76.0	ONO	12:36	2:17	10:16	1:20	1:55	6:20
			0.0	116.2	79.4	HIGHLAND JCT.	12:30	2:10	10:10	1:15	1:50	6:15
Yard	FW TY	O	64.4	51.7	81.3	SAN BERNARDINO	12:25 AM	2:05 AM	10:05 AM	1:10 PM	1:45 PM	6:10 PM
						(82.8)	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily	★See Note

..... Average speed per hour..... (38.2) (28.4) (35.5) (45.2) (41.4) (47.3)

FIRST AND REDLANDS DISTRICTS

LOS ANGELES DIVISION

EASTWARD					TIME TABLE
FIRST CLASS					
18	238	4	2	208	NO. 125
Super Chief	PASSENGER	California Limited	The Scout	PASSENGER	July 9, 1944
Arrive Tuesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS
PM 9:30	PM 10:20	PM 10:45	PM 11:25	PM 11:35	BARSTOW
9:23	10:10	10:36	11:15	11:25	6.1 LENWOOD
9:17	10:04	10:29	11:09	11:19	5.7 HODGE
9:09	9:54	10:20	10:59	11:09	9.2 HELENDALE
9:05	9:49	10:14	10:54	11:04	4.9 BRYMAN
9:01	9:43	10:08	10:48	10:58	5.4 ORO GRANDE
8:57	9:37	10:04	10:42	10:52	3.7 LEON
8:56	9:34	f 10:01	s 10:39	10:49	1.4 VICTORVILLE
8:51	9:28	9:55	10:33	10:43	4.3 THORN
8:47	9:23	9:50	10:28	10:38	4.1 HESPERIA
8:42	9:17	9:44	10:22	10:32	5.2 LUGO
8:34	9:10	f 9:37	f 10:15	10:25	5.5 SUMMIT
8:23	8:57	9:23	10:02	10:12	3.8 ALRAY
8:15	8:46	9:12	9:51	10:01	4.7 CAJON
8:08	8:38	9:03	9:43	9:53	3.7 KEENBROOK
7:59	8:28	8:53	9:33	9:43	4.7 DEVORE
7:54	8:22	8:47	9:27	9:37	2.5 VERDEMONT
7:50	8:16	8:41	9:21	9:31	2.5 ONO
7:45	8:10	8:35	9:15	9:25	3.5 HIGHLAND JCT.
7:40 PM	8:05 PM	8:30 PM	9:10 PM	9:20 PM	1.0 SAN BERNARDINO
Leave Tuesday and Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	(82.8)
(45.2)	(36.8)	(36.8)	(36.8)	(36.8)	..... Average speed per hour

★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		REDLANDS DISTRICT						EASTWARD
Car Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE		Mile Posts	Ruling Grade Ascending	Office of Communication and Booth Phone	
			NO. 125	July 9, 1944				
		STATIONS						
	Yard	FW TY	56.8	SAN BERNARDINO P. E. Crossing S. P. Co. Crossing	0.0		C	
	10		62.1	VICTORIA	4.8	101.3		
	17		116.2	DREW	5.9	0.0		
	33		116.2	REDLANDS	8.8	0.0	C	
	13	W	0.0	MENTONE	12.0			
	29		70.5	EAST HIGHLANDS	16.2		B	
	21		0.0	HIGHLAND	18.7		B	
	16		47.5	PATTON	19.7			
	14		25.8	DEL ROSA	21.5			
			0.0	P. E. Crossing ARROWHEAD	23.5			
			0.0	HIGHLAND JCT.	25.4	60.0		
				(25.6)				

No switch lights on Redlands District

WESTWARD								TIME TABLE	Mile Posts	Ruling Grade Ascending	Office of Communication and Booth Phones	Fuel, Water, Turn Tables and Wyes
FIRST CLASS												
23	7	19	3	1	21	17	NO. 125					
Grand Canyon Limited	Fast Mail Express	The Chief	California Limited	The Scout	El Capitan	Super Chief	July 9, 1944					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Monday and Thursday	Leave Monday and Thursday	STATIONS					
PM 8-20 ¹	PM 7-55	AM 9-50	AM 9-25	AM 7-55	AM 7-45	AM 7-30	SAN BERNARDINO	81.3			O	FW TY
8-29	8-03	9-59	9-35	8-05	7-53	7-38	3.6 RIALTO	84.9	63.4		O	
8-33	8-09 ¹	10-05	9-41	8-11	7-57	7-42	3.9 FONTANA	88.8	32.4		O	
8-36	8-14	10-08	9-44	8-16	8-00	7-45	2.6 KAISER	91.4	0.0		O	
8-42 ²	8-17	10-11	9-47	8-21	8-03	7-48	2.3 ETIWANDA	93.7	14.3			
8-47	8-21	10-16	9-52	8-28	8-07	7-52	4.0 OUCAMONGA	97.7	14.3		O	W
8-52	8-31 ²	10-21	9-57	8-35	8-11	7-56	3.2 UPLAND P. E. Crossing	100.9	57.5		O	Y
8-58	8-36	10-27	10-03	8-42	8-16	8-01	3.9 CLAREMONT P. E. Crossing	104.8	30.8		O	
9-01	8-39	10-29	10-05	8-46	8-18	8-03	1.9 POMONA	106.7	0.0		O	
9-02	8-41	10-31	10-07	8-49	8-19	8-04	1.2 LA VERNE	107.9	0.0		O	
9-05	8-44	10-34	10-10	8-54	8-22	8-07	2.3 SAN DIMAS P. E. Crossing	110.2	0.0		B	
9-10	8-50	10-39	10-15	9-02	8-27	8-12	4.2 GLENORA	114.4	0.0		O	W
9-13	8-54	10-42	10-18	9-07	8-30	8-15	2.5 AZUSA	116.9	0.0		O	Y
9-15	8-55	10-43	10-19	9-10	8-32	8-17	1.1 KINCAID	118.0	0.0		B	
9-18	8-58	10-45	10-22	9-14	8-35	8-20	2.2 BUTLER	120.2	0.0			
9-21	9-01	10-48 ¹²	10-25	9-18	8-38	8-23	2.2 MONROVIA	122.4	0.0		O	
9-24	9-04	10-50	10-28	9-22	8-41	8-26	1.8 S. P. Co. Crossing ARCADIA P. E. Crossing	124.2	52.1		B	
9-27	9-07	10-52	10-31	9-26	8-44	8-29	1.6 SANTA ANITA (S. Madre)	125.8	77.9		B	
9-30	9-10	10-55	10-37 ¹²	9-29	8-46	8-31	1.5 CHAPMAN	127.3	63.4		B	
9-33	9-13	10-57	10-42	9-32	8-47	8-32	0.7 LAMANDA PARK P. E. Crossing	128.0	63.4		O	W
9-50	9-24	11-15	11-01	9-54	9-00	8-45	3.6 PASADENA	131.7	79.9		O	
9-55	9-31	11-22	11-07	10-01	9-06	8-51	2.0 SOUTH PASADENA	133.7	0.0		B	
9-57	9-33	11-23	11-12	10-08 ¹²	9-08	8-53	0.5 OLGA	134.2	0.0		B	
10-03	9-38	11-27	11-17	10-13	9-14	8-59	1.7 Union Pacific R. R. Crossing HIGHLAND PARK	135.9	0.0		B	
10-12	9-45	11-34	11-25	10-20	9-21	9-06	2.8 Union Pacific R. R. Crossing WATER STREET	138.7	0.0			
10-16	9-48	11-36 ²²	11-30	10-22	9-23	9-08	0.7 BROADWAY	139.4	0.0			
10-20 PM	9-50 PM	11-39 AM	11-34 AM	10-25 AM	9-25 AM	9-10 AM	0.7 MISSION TOWER	140.1	0.0			Y
10-30 PM	10-00 PM	11-50 AM	11-45 AM	10-30 AM	9-30 AM	9-15 AM	0.7 LOS ANGELES Union Station (59.4)		0.0		O	
							1.0 FIRST STREET	141.1	0.0		O	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday and Thursday	Arrive Monday and Thursday	(59.7)					
(27.4)	(28.5)	(29.7)	(25.5)	(23.0)	(33.9)	(33.9)	..... Average speed per hour.....					

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.

SECOND DISTRICT

LOS ANGELES DIVISION

Car Capacity of Siding	Ruling Grade Ascending	TIME TABLE NO. 125 July 9, 1944	EASTWARD							
			FIRST CLASS							
			42	22	20	18	4	2	8	24
			Passenger	El Capitan	The Chief	Super Chief	California Limited	The Scout	Fast Mail Express	Grand Canyon Limited
STATIONS		Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard		SAN BERNARDINO	PM 12.30	PM 1.05	PM 1.40	PM 7.35	PM 8.20 ²³	PM 9.00	AM 12.15	AM 1.55
47	0.0	3.6 RIALTO	12.18	12.58	1.33	7.28	8.13	8.53	12.06	1.45
51	15.4	3.9 FONTANA	12.09	12.54	1.29	7.24	8.09 ⁷	8.49	12.01	1.40
101	38.7	2.6 KAISER	12.04	12.51	1.26	7.21	8.03	8.45	11.58	1.37
48	26.8	2.3 ETIWANDA	11.58	12.49	1.24	7.19	8.01	8.42 ²³	11.56	1.34
45	32.0	4.0 OUCAMONGA	11.50	12.45	1.20	7.15	7.56	8.36	11.51	1.29
43	6.6	3.2 UPLAND P. E. Crossing	11.43	12.41	1.16	7.11	7.52	8.31 ⁷	11.47	1.24
53	42.0	3.9 OLAREMONT P. E. Crossing	11.34	12.36	1.11	7.06	7.46	8.26	11.42	1.18
60	59.1	1.9 POMONA	11.28	12.34	1.09	7.04	7.43	8.24	11.40	1.15
36	43.8	1.2 LA VERNE	11.24	12.32	1.07	7.02	7.40	8.22	11.38	1.12
37	63.4	2.3 SAN DIMAS P. E. Crossing	11.17	12.29	1.04	6.59	7.36	8.19	11.35	1.08
55	65.8	4.2 GLEN DORA	11.07	12.23	12.58	6.53	7.30	8.13	11.29	1.00
	65.4	2.5 AZUSA	10.59	12.20	12.55	6.50	7.27	8.10	11.27	12.57
37	51.9	1.1 KINCAID	10.55	12.18	12.53	6.48	7.25	8.08	11.25	12.55
47	92.3	2.2 BUTLER	10.52	12.16	12.51	6.46	7.22	8.05	11.22	12.52
67	60.7	2.2 MONROVIA	10.48 ¹⁹	12.14	12.49	6.44	7.19	8.02	11.20	12.49
14	6.4	1.8 S. P. Co. Crossing ARCADIA P. E. Crossing	10.43	12.12	12.47	6.42	7.17	8.00	11.18	12.47
33	0.0	1.6 SANTA ANITA (S. Madre)	10.40	12.10	12.45	6.40	7.15	7.58	11.16	12.45
57	0.0	1.5 CHAPMAN	10.37 ³	12.08	12.43	6.38	7.13	7.56	11.14	12.43
20	0.0	0.7 LAMANDA PARK P. E. Crossing	10.33	12.07	12.42	6.37	7.12	7.55	11.13	12.42
29	95.3	3.6 PASADENA	10.20	11.56	12.30	6.27	7.00	7.43	11.00	12.30
8	114.0	2.0 SOUTH PASADENA	10.10	11.49	12.19	6.18	6.51	7.34	10.49	12.16
29	89.8	0.5 OLGA	10.08 ¹	11.47	12.18	6.17	6.50	7.33	10.48	12.15
16	96.4	1.7 Union Pacific R. R. Crossing HIGHLAND PARK	10.04	11.44	12.15	6.14	6.46	7.29	10.44	12.11
67	114.9	2.8 Union Pacific R. R. Crossing WATER STREET	9.57	11.38	12.07	6.07	6.38	7.22	10.37	12.03
	63.5	0.7 BROADWAY	9.55	11.36 ¹⁹	12.05	6.05	6.36	7.20	10.35	12.01
	89.8	0.7 MISSION TOWER	9.54	11.34	12.04	6.04	6.34	7.19	10.34	11.59
Yard	59.7	0.7 LOS ANGELES Union Station (59.4)	9.50	11.30	12.01	6.00	6.30	7.15	10.30	11.55
Yard	31.7	1.0 FIRST STREET								
		(59.7)	Leave Daily	Leave Tuesday and Friday	Leave Daily	Leave Tuesday and Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....			(22.3)	(37.5)	(36.0)	(37.5)	(32.4)	(33.9)	(33.9)	(29.7)

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.

TIME TABLE NO. 125 July 9, 1944	WESTWARD							
	SECOND CLASS			FIRST CLASS				
	141	505	145	79	77	75	53	73
	FREIGHT	MIXED	FREIGHT	San Diego	San Diego	PASSENGER	PASSENGER	San Diego
STATIONS	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
SAN BERNARDINO		AM 9.05					PM 1.30	
2.1 RANA		9.10					1.37	
1.4 COLTON		f 9.13					s 1.40	
0.3 S. P. and U. P. Crossings COLTON TOWER		9.15					1.41	
3.5 HIGHGROVE		9.23					s 1.46	
2.6 S. P. Co. Crossing RIVERSIDE JCT. Union Pacific Jct.		AM					1.49	
0.6 RIVERSIDE							s 1.52	
2.6 PACHAPPA							f 1.56	
1.6 OASA BLANCA							s 1.58	
2.4 ARLINGTON							s 2.02	
3.3 MAY P. E. Crossing							f 2.07	
3.1 PORPHYRY							2.10	
1.3 CORONA							s 2.16	
5.1 PRADO DAM							f 2.22	
3.1 GYPSUM							f 2.27	
4.0 ESPERANZA							2.33	
4.3 ATWOOD							s 2.39	
2.3 PLACENTIA				PM 9.02	PM 6.04	PM 3.08	s 2.45	PM
3.0 FULLERTON				9.05	6.07	3.12	s 2.55	1.32
2.5 Union Pacific Crossing BASTA				9.07	6.09	3.14	f 3.02	1.37
2.0 BUENA PARK				9.09	6.11	3.16	f 3.05	1.39
1.9 LA MIRADA				9.13	6.15	3.21	f 3.11	1.43
4.3 SANTA FE SPRINGS				9.15	6.16	3.22	f 3.15	1.44
1.3 LOS NIETOS P. E. Crossing				9.16	6.17	3.23	3.16	1.45
1.0 D. T. JUNCTION				9.17	6.18	3.24	f 3.19	1.46
0.9 RIVERA				9.19	6.19	3.26	3.21	1.47
1.3 BANDINI				9.24	6.22	3.33	f 3.27	1.51
3.2 HOBART Union Pacific Crossing				9.30	6.29	3.41	f 3.34	1.58
3.5 REDONDO JCT. Union Pacific Crossing	PM 3.40		AM 2.35	9.34	6.33	3.46	f 3.38	2.02
2.0 FIRST STREET (70.5)	3.48		2.45	9.37	6.35	3.50	f 3.40	2.05
1.0 MISSION TOWER	PM		AM	PM	PM	PM	PM	PM
0.7 LOS ANGELES Union Station				9.45 PM	6.45 PM	4.00 PM	3.50 PM	2.15 PM
(72.2)	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
..... Average speed per hour.....	(15.0)	(24.3)	(12.0)	(35.7)	(37.5)	(29.5)	(30.9)	(35.7)

★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 No. 203 not less than five minutes. Second class and extra trains and yard engines must clear the time of No. 203 not less than ten minutes.

THIRD DISTRICT

LOS ANGELES DIVISION

9

WESTWARD						TIME TABLE NO. 125 July 9, 1944	Mile Posts	Ruling Grade Ascending	Ruling Grade Descending	Office of Communication and Booth Phone	Fuel, Water, Turn Tables and Wyes	Car Capacity of Siding
FIRST CLASS												
71	207	203	51	237	223	STATIONS						
San Diego	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER							
Leave Daily	Leave Daily	★See Note Below	Leave Daily	Leave Daily	Leave Daily							
	AM 9.00	AM 7.58	AM 7.00	AM 6.55	AM 4.40	SAN BERNARDINO	0.0			O	FW TY	Yard
	9.05	8.03	7.05	7.00	4.45	2.1 RANA	1.5	0.0	52.8			
	f 9.10	8.05	s 7.09	7.05	f 4.50	1.4 COLTON	2.9	0.0	52.8			49
	9.11	8.06	7.10	7.06	4.51	0.3 S. P. and U. P. Crossings COLTON TOWER	3.2			O		
	9.16	8.11	s 7.15	7.11	4.56	3.5 HIGHGROVE	6.7	23.1	52.8	O	W	107
	9.20 AM	8.15 AM	7.20	7.15 AM	5.00 AM	2.6 S. P. Co. Crossing RIVERSIDE JCT. Union Pacific Jct.	9.2	20.1	52.8			
			s 7.22			0.6 RIVERSIDE	9.8	0.0	17.2	O		
			f 7.26			2.6 PACHAPPA	12.4	48.6	52.8			26
			f 7.28			1.6 OASA BLANCA	14.0	21.1	33.4	O	Y	91
			s 7.31			2.4 ARLINGTON	16.4	0.0	52.8	O		62
			7.35			3.3 MAY P. E. Crossing	19.7	0.0	52.8	B		88
			7.38			3.1 PORPHYRY	22.8	0.0	52.8	B	Y	64
			s 7.43			1.3 CORONA	24.1	0.0	24.8	O	FW	160
			f 7.49			5.1 PRADO DAM	29.2	24.3	52.8	B		89
			f 7.53			3.1 GYPSUM	33.1	25.9	52.8	B		88
			7.58			4.0 ESPERANZA	37.1	21.1	52.8	B		70
			s 8.03			4.3 ATWOOD	41.4	0.0	52.8	O	YW	175
			s 8.08			2.3 PLACENTIA	2.3	0.0	42.2	O		61
	AM 9.45		s 8.13			3.0 FULLERTON	165.0	0.0	42.2	O	W	87-89
	9.49		8.16			2.5 Union Pacific Crossing BASTA	162.5	0.0	33.4	B		32
	9.51		f 8.20			2.0 BUENA PARK	160.5	12.7	19.2	O		68
	9.53		f 8.25			1.9 LA MIRADA	158.7	32.1	25.9	B		
	9.57		f 8.32			4.3 SANTA FE SPRINGS	154.4	40.5	10.0	O		79
	9.58		s 8.35			1.3 LOS NIETOS P. E. Crossing	153.1	27.2	16.3			
	9.59		8.36			1.0 D. T. JUNCTION	152.1	0.0	13.7			
	10.01		f 8.38			0.9 RIVERA	151.2	0.0	13.7	O		89
	10.02		8.42			1.3 BANDINI	149.9	21.1	37.5	B		
	10.06		8.48			3.2 HOBART Union Pacific Crossing	146.7	89.6	26.2	O		Yard
	10.13		f 8.55			3.5 REDONDO JCT. Union Pacific Crossing	143.2	42.5	0.0		FW TY	
	10.17		f 8.59			2.0 FIRST STREET (70.5)	141.1	40.1	0.0	O	W	Yard
	10.20 AM		9.02 AM			1.0 MISSION TOWER	140.1	59.7	0.0		Y	
	10.30 AM		9.10 AM			0.7 LOS ANGELES Union Station		71.8	31.7	O		
Arrive Daily	Arrive Daily	★See Note Below	Arrive Daily	Arrive Daily	Arrive Daily	(72.2)						
(34.1)	(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.

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10 LOS ANGELES DIVISION

THIRD DISTRICT

Car Capacity of Siding	Fuel, Water, Turn Tables and Wyes	Office of Communication and Booth Phones	Ruling Grade Descending	Ruling Grade Ascending	Mile Posts	TIME TABLE NO. 125 July 9, 1944	EASTWARD					
							FIRST CLASS					
							70	72	224	74	76	204
							PASSENGER	San Diego	PASSENGER	San Diego	San Diego	PASSENGER
						STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	★See Note Below
Yard	FW TY	O	0.0	52.8	0.0	SAN BERNARDINO P. E. Crossing 1.4			AM 9:55			PM 6:05
			0.0	52.8	1.5	RANA 1.4			9:49			5:59
95			0.0	52.8	2.9	COLTON 0.3			9:45			5:57
		O			3.2	S. P. and U. P. Crossing COLTON TOWER 3.5			9:43			5:56
	W	O	23.1	52.8	6.7	HIGHGROVE 2.5			9:39			5:52
			29.1	52.8	9.2	S. P. Co. Crossing RIVERSIDE JCT. Union Pacific Jct. 0.6			9:35 AM			5:49 PM
38		O	0.0	17.2	9.8	RIVERSIDE 2.6						
26			48.6	52.8	12.4	PACHAPPA 1.6						
91	Y	O	21.1	33.4	14.0	CASA BLANCA 2.4						
62		O	0.0	52.8	16.4	ARLINGTON 3.3						
88		B	0.0	52.8	19.7	MAY P. E. Crossing 3.1						
64	Y	B	0.0	52.8	22.8	PORPHYRY 1.3						
160	FW	O	0.0	24.8	24.1	CORONA 5.1						
89		B	24.8	52.8	29.2	PRADO DAM 3.1						
88		B	25.9	52.8	33.1	GYPSUM 4.1						
70		B	21.1	52.8	37.1	ESPERANZA 4.3						
175	YW	O	0.0	52.8	41.4	ATWOOD 2.3						
61		O	0.0	42.2	2.3	PLACENTIA 3.0	AM	AM				
44	W	O	0.0	42.2	165.0	FULLERTON 2.5	1:07	8:12		PM	PM	
		B			162.5	Union Pacific Crossing BASTA 2.0	1:03	8:09		12:39	3:39	
		O	12.7	19.2	160.5	BUENA PARK 1.9	1:01	8:07		12:37	3:37	
75		B	32.1	25.9	158.7	LA MIRADA 4.3	12:59	8:05		12:35	3:35	
		O	40.5	10.0	154.4	SANTA FE SPRINGS 1.3	12:54	8:02		12:32	3:32	
			27.2	16.3	153.1	LOS NIETOS P. E. Crossing 1.0	12:52	8:01		12:31	3:31	
			0.0	13.7	152.1	D. T. JUNCTION 0.9	12:51	8:00		12:30	3:30	
89		O	0.0	13.7	151.2	RIVERA 1.3	12:50	7:59		12:29	3:29	
		B	21.1	37.5	149.9	BANDINI 3.2	12:48	7:58		12:28	3:28	
Yard		O	39.6	26.2	146.7	HOBART Union Pacific Crossing 3.5	12:44	7:55		12:25	3:25	
	FW TY		42.5	0.0	143.2	REDONDO JCT. Union Pacific Crossing 2.0	12:39	7:52		12:22	3:22	
Yard	W	O	40.1	0.0	141.1	FIRST STREET (89.8) 1.0	12:36	7:49		12:19	3:19	
	Y		59.7	0.0	140.1	MISSION TOWER 0.7	12:33 AM	7:47 AM		12:17 PM	3:17 PM	
		O	71.8	31.7		LOS ANGELES Union Station	12:30 AM	7:45 AM		12:15 PM	3:15 PM	
						(71.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	★See Note Below
Average speed per hour.....							(41.5)	(56.9)	(27.3)	(56.9)	(56.9)	(34.1)

★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 No. 204 not less than five minutes. Second class and extra trains and yard engines must clear the time of No. 204 not less than ten minutes.

EASTWARD										TIME TABLE NO. 125 July 9, 1944
FIRST CLASS				SECOND CLASS						
54	78	238	208	138	142	506	146	134	136	
PASSENGER	San Diegan	PASSENGER	PASSENGER	FREIGHT	FREIGHT	MIXED	FREIGHT	FREIGHT	FREIGHT	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
PM 7.45		PM 7.55	PM 9.07	AM 4.20		PM 4.30		AM 12.50		
7.38		7.47	9.02	4.08		4.18		12.40		
s 7.35		f 7.42	f 8.57	4.03		f 4.15		12.36		
7.33		7.41	8.55	4.01		4.13		12.35		
s 7.28		7.37	8.51	3.56		4.05 PM		12.27		
7.22		7.32 PM	8.47 PM	3.52				12.20		
s 7.17				3.51				12.15		
7.09				3.44				12.07		
f 7.06				3.38				12.03		
f 7.02				3.31				AM 11.55		
f 6.56				3.20				11.46		
6.51				3.13				11.40		
s 6.49				3.10				11.35		
f 6.38				2.54				11.23		
f 6.32				2.46				11.15		
6.25				2.36				11.05		
f 6.20				2.26				10.55		
s 6.13				2.17				10.48		
s 6.05	PM 8.27			2.11				10.40	PM 11.00	
6.01	8.24			2.06				10.32	10.55	
f 5.59	8.22			2.02				10.28	10.51	
f 5.55	8.20			1.58				10.24	10.47	
s 5.50	8.17			1.50				10.16	10.38	
f 5.45	8.16			1.47				10.14	10.36	
5.43	8.15			1.45				10.11	10.34	
f 5.42	8.14			1.43				10.08	10.32	
5.38	8.13			1.40				10.03	10.29	
5.34	8.10			1.30				9.57	10.23	
f 5.29	8.07			1.24	AM 10.20		PM 9.35	9.50	10.15	
f 5.26	8.04			1.15 AM	10.15 AM		9.30 PM	9.45 PM	10.00 PM	
5.23 PM	8.02 PM									
5.20 PM	8.00 PM									
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
(29.6)	(56.9)	(23.7)	(27.3)	(22.6)	(24.0)	(15.8)	(24.0)	(22.6)	(23.9)	

STATIONS
SAN BERNARDINO
P. E. Crossing
1.4
RANA
1.4
COLTON
0.3
S. P. and U. P. Crossing
COLTON TOWER
3.5
HIGHGROVE
2.5
S. P. Co. Crossing
RIVERSIDE JCT.
Union Pacific Jct.
0.6
RIVERSIDE
2.6
PACHAPPA
1.6
CASA BLANCA
2.4
ARLINGTON
3.3
MAY
P. E. Crossing
3.1
PORPHYRY
1.3
CORONA
5.1
PRADO DAM
3.1
GYP SUM
4.1
ESPERANZA
4.8
ATWOOD
2.3
PLACENTIA
3.0
FULLERTON
2.5
Union Pacific Crossing
BASTA
2.0
BUENA PARK
1.0
LA MIRADA
4.3
SANTA FE SPRINGS
1.3
LOS NIETOS
P. E. Crossing
1.0
D. T. JUNCTION
0.9
RIVERA
1.3
BANDINI
3.2
HOBART
Union Pacific Crossing
3.5
REDONDO JCT.
Union Pacific Crossing
2.0
FIRST STREET
(69.8)
1.0
MISSION TOWER
0.7
LOS ANGELES
Union Station
(71.5)

★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.

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WESTWARD

SECOND CLASS		FIRST CLASS							TIME TABLE	Mile Posts	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Office of Communication and Booth Phones
67	65	79	77	363	75	73	71						
MIXED	MIXED	San Diegan	San Diegan	PASSENGER	PASSENGER	San Diegan	San Diegan	NO. 125					
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	July 9, 1944					
								STATIONS					
				PM 1-16				NATIONAL CITY	273.1				
					AM 11-45	AM 11-30	AM 7-45	MARKET ST. JCT.	287.9	13.1		FWY O	
		PM 7-00	PM 4-00	PM 1-20				SAN DIEGO	287.5	28.7		WY O	
		7-10	4-10					OLD TOWN	284.2	40.2		B	
		7-12	4-12					MORENA	282.1	40.2		B	
		7-17	4-17					ELVIRA	257.1	63.4		B	
		7-20	4-20					SELWYN	254.5	54.0		B	
		7-22	4-22					LINDA VISTA	253.0	116.2		B	
		7-28	4-28					SORRENTO	249.1	0.0		Y O	
		7-33	4-33					DEL MAR	244.0	54.8		W B	
		7-35	4-35					SOLANA BEACH	241.9	52.8		Y O	
		7-37	4-37					CARDIFF	239.8	52.8			
		7-39	4-39					ENCINITAS	238.1	52.8		O	
		7-43	4-43					PONTO	234.2	61.9		B	
		7-47	4-47					CARLSBAD	229.3	52.8		O	
PM 5-50		7-49	4-49					ESCONDIDO JCT.	227.2	47.2		Y	
5-55 PM	AM 11-45	7-55	4-51 ⁷⁰					OCEANSIDE	226.2	0.0		FW O	
	11-55 AM	7-57	4-56					FALLBROOK JCT.	224.2	63.4		Y B	
		7-59	4-59					STUART	221.7	65.4		B	
		8-01	5-01					LAS FLORES	218.7	52.8		B	
		8-05	5-05					AGRA	218.8	65.4		B	
		8-09	5-09					SAN ONOFRE	208.8	6.1		O	
		8-14	5-14					SAN CLEMENTE	203.7	0.0			
		8-15	5-15					POCHE	202.7	0.0			
		8-18	5-18					SERRA	199.8	13.9		W O	
		8-21	5-21					CAPISTRANO	197.2	60.5		O	
		8-26	5-26					GALIVAN	192.6	67.6		B	
		8-32	5-32					EL TORO	188.1	66.0		O	
		8-36	5-36					IRVINE	182.9	0.0		O	
		8-39	5-40					VENTA	178.5	21.6		B	
		8-42 ⁷⁸	5-50					SANTA ANA	175.5	37.0		W Y O	
		8-51	5-55					ORANGE	172.7	32.1		Y O	
		8-57	6-00					S. P. Co. Crossing ANAHEIM	167.8	7.6		O	
		9-02 PM	6-04 PM					FULLERTON	165.0	6.1		W O	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(107.9)					
(12.0)	(12.0)	(50.3)	(49.5)	(6.0)	(30.5)	(50.3)	(51.1)	..... Average speed per hour				

FOURTH DISTRICT

LOS ANGELES DIVISION

Car Capacity of Siding	Ruling Grade Ascending	TIME TABLE NO. 126 July 9, 1944	EASTWARD									
			FIRST CLASS						SECOND CLASS			
			70	72	362	74	76	78	136	66	64	
			PASSENGER	San Diegoan	PASSENGER	San Diegoan	San Diegoan	San Diegoan	FREIGHT	MIXED	MIXED	
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
Yard		NATIONAL CITY							AM 3:30			
	26.4	5.2										
		MARKET ST. JOT.			PM 2:48				3:20			
	0.0	0.4	AM	AM		PM	PM	PM				
Yard		SAN DIEGO	5:15	10:30	2:45 PM	3:00	6:00	10:45	3:15			
	31.2	3.3										
5		OLD TOWN	4:59	10:17		2:47	5:47	10:32	3:02			
	31.2	2.1										
86		MORENA	4:55	10:13		2:43	5:43	10:28	2:58			
	51.0	5.0										
	0.0	ELVIRA	4:47	10:06		2:36	5:36	10:21	2:48			
	0.0	2.6										
	0.0	SELWYN	4:42	10:02		2:32	5:32	10:17	2:43			
	116.2	1.5										
	0.0	LINDA VISTA	f 4:37	9:58		2:28	5:28	10:14	2:40			
	92	3.9										
	54.8	SORRENTO	f 4:20	9:48		2:18	5:17	10:03	2:22			
	68	5.0										
	63.4	DEL MAR	f 4:05	9:41		2:11	5:10	9:56	2:12			
	8	2.1										
	63.4	SOLANA BEACH	f 3:58	9:38		2:08	5:07	9:53	2:08			
	11	2.1										
	0.0	CARDIFF	f 3:52	9:36		2:06	5:05	9:51	2:04			
	85	1.8										
	63.4	ENCINITAS	f 3:47	9:34		2:04	5:03	9:49	2:00			
	102	3.9										
	50.8	PONTO	f 3:36	9:30		2:00	4:59	9:45	1:52			
	69	4.9										
	52.8	CARLSBAD	f 3:30	9:26		1:56	4:55	9:41	1:42			
	0.0	2.1								PM 2:50		
	60	1.0									PM 3:24	
	45.4	OCEANSIDE	s 3:22	s 9:22		s 1:52	s 4:51 ⁷⁷	s 9:37	s 1:35	2:45 PM		
	85	2.0										
	63.4	FALLBROOK JOT.	3:07	9:15		1:45	4:43	9:30	1:17		3:09 PM	
	52	2.5										
	49.3	STUART	3:04	9:13		1:43	4:41	9:28	1:12			
	79	3.0										
	63.4	LAS FLORES	3:00	9:10		1:40	4:39	9:25	1:05			
	90	4.8										
	68.9	AGRA	2:54	9:05		1:35	4:34	9:20	12:55			
	92	5.1										
	49.4	SAN ONOFRE	f 2:44	9:00		1:30 ⁷⁵	4:29	9:15	12:44			
	33	5.0										
	57	1.0										
	0.0	POCHE	2:32	8:54 ⁷¹		1:24	4:23	9:09	12:31			
	92	2.9										
	0.0	SERRA	f 2:28	8:51		1:21	4:20	9:06	12:25			
	80	2.6										
	0.0	CAPISTRANO	f 2:20	8:48		1:18	4:17	9:03	12:20			
	92	4.6										
	54.0	GALIVAN	2:15	8:44		1:14	4:13	8:59	12:10			
	82	4.5										
	63.4	EL TORO	f 2:08	8:40		1:10	4:09	8:55	12:01			
	112	5.2										
	63.4	IRVINE	f 1:55	8:34		1:04 ⁷³	4:03	8:49	11:50			
	87	4.4										
	0.0	VENTA	1:48	8:30		1:00	4:00	8:45	11:40			
	118	2.9										
	11.2	SANTA ANA	s 1:43	s 8:27		s 12:57	s 3:57	s 8:42 ⁷⁹	s 11:30			
	48.1	2.9										
	0.0	ORANGE	s 1:30	8:20		12:50	3:50	8:35	11:18			
	54	4.9										
	21.1	S. P. Co. Crossing ANAHEIM	s 1:19	8:15		12:45	3:45	8:30	11:09			
		2.7										
		FULLERTON	1:09 AM	8:12 AM		12:42 PM	3:42 PM	8:27 PM	11:00 PM			
		(107.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
Average speed per hour.....			(25.0)	(44.5)	(8.0)	(44.5)	(44.5)	(44.5)	(30.8)	(12.0)	(8.0)	

14 LOS ANGELES DIVISION

SAN JACINTO DISTRICT

WESTWARD	Car Capacity of Sidings	Ruling Grade Ascending	TIME TABLE		Mile Posts	Ruling Grade Ascending	EASTWARD
SECOND CLASS			NO. 125				SECOND CLASS
505			July 9, 1944				506
MIXED							MIXED
Leave Daily			STATIONS				Arrive Daily
AM 9.25	42		HIGHGROVE S. P. Co. Crossing 2.5	0.0			PM 4.00
9.32	14	116.2	LEMONA 4.5	2.7	0.0		3.40
f 9.47	32	116.2	BOX SPRINGS 2.3	7.2	0.0	f	3.25
f 9.52		21.3	MARCH FIELD 1.1	9.6	17.6	f	3.16
f 9.54	44	21.3	ALESSANDRO 2.9	10.6	17.6	f	3.12
f 10.00	24	0.0	VAL VERDE 4.7	13.5	47.6	f	3.05
s 10.15	22	0.0	PERRIS 3.9	18.3	28.1	s	2.55
f 10.27	23	21.6	ETHANAC 2.3	3.7	63.4	f	2.43
f 10.34	14	49.3	MENIFEE 3.9	6.0	0.0	f	2.35
f 10.46	36	21.1	WINCHESTER 4.4	9.9	42.2	f	2.23
f 10.59	15	52.8	EGAN 2.7	14.3	0.0	f	2.10
s 11.10	19	44.3	HEMET 2.3	17.0	0.0	s	2.00
11.30		6.3			63.4	s	12.15
1.40 AM	16		SAN JACINTO	19.3			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.
Wye at March Field, Val Verde, Perris and San Jacinto; water at Perris.
Office of Communication at March Field, Perris, Hemet and San Jacinto.

FALLBROOK DISTRICT

WESTWARD	Car Capacity of Sidings	Ruling Grade Ascending	TIME TABLE		Mile Posts	Ruling Grade Ascending	EASTWARD
SECOND CLASS			NO. 125				SECOND CLASS
65			July 9, 1944				64
MIXED							MIXED
Leave Daily Ex. Sunday			STATIONS				Arrive Daily Ex. Sunday
AM 11.55	41		FALLBROOK JCT. 3.4	0.0			PM 3.09
f 12.10	14	21.3	YSIDORA 2.6	3.4	62.7	f	2.58
f 12.18	14	66.0	CHAPPO 2.4	5.9	10.6	f	2.50
f 12.25	70	26.4	STOCK PEN 6.7	8.4	0.0	f	2.41
f 12.50	9	132.0	DE LUZ 1.8	15.1	79.2	f	2.15
1.00 PM	30	105.6	FALLBROOK	16.9	0.0		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.
Water, wye, and Office of Communication at Fallbrook.
Water at Stock Pen.

ELSINORE DISTRICT

WESTWARD	Car Capacity of Sidings	Ruling Grade Ascending	TIME TABLE		Mile Posts	Ruling Grade Ascending	EASTWARD
SECOND CLASS			NO. 125				SECOND CLASS
509			July 9, 1944				508
MIXED							MIXED
Leave Daily Ex. Sunday			STATIONS				Arrive Daily Ex. Sunday
PM 1.00	18		ELSINORE 5.6	21.9			AM 11.50
s 2.00	21	147.8	ALBERHILL 7.8	16.3	132.0	s	11.25
f 2.30	43	50.7	ARCILLA 8.5	8.5	89.8	f	11.05
3.05 PM	Yard	0.0	P. E. Crossing PORPHYRY	0.0	68.6		10.40 AM
Arrive Daily Ex. Sunday			(21.9)				Leave Daily Ex. Sunday
(10.3)	..... Average speed per hour						(18.8)

No switch lights on Elsinore District.
Water and wye at Elsinore.
Office of Communication at Elsinore; booth phone at Alberhill and Arcilla.

OLIVE DISTRICT

WESTWARD	Car Capacity of Sidings	TIME TABLE		Ruling Grade Ascending	EASTWARD
		NO. 125			
		July 9, 1944			
			STATIONS		
	61		ATWOOD 2.4	42.2	
	20		OLIVE S. P. Co. Crossing 3.5	42.2	
	55		ORANGE		
	(5.9)				

Booth phone at Olive.

ESCONDIDO DISTRICT

WESTWARD	Car Capacity of Sidings	Ruling Grade Ascending	TIME TABLE		Mile Posts	Ruling Grade Ascending	EASTWARD
SECOND CLASS			NO. 125				SECOND CLASS
67			July 9, 1944				66
MIXED							MIXED
Leave Daily Ex. Sunday			STATIONS				Arrive Daily Ex. Sunday
PM 4.45	17		ESCONDIDO 4.0	21.1			PM 3.55
f 5.00	17	88.4	SAN MARCOS 3.3	16.2	95.0	f	3.40
f 5.12	14	70.3	BUENA 3.7	12.9	113.2	f	3.30
f 5.25	19	116.2	VISTA 1.4	9.2	116.2	s	3.20
f 5.35	14	116.2	FALDA 7.8	7.8	116.2	f	3.05
5.50 PM		87.6	ESCONDIDO JCT.	0.0	84.5		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.
Water and wye at Escondido.
Office of Communication at Escondido and Vista.

HARBOR DISTRICT

WESTWARD		Car Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 125 July 9, 1944	Mile Posts	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD	
SECOND CLASS									SECOND CLASS	
141	145								142	146
FREIGHT	FREIGHT								FREIGHT	FREIGHT
Arrive Daily	Leave Daily Ex. Monday								Arrive Daily	Arrive Daily Ex. Sunday
PM 1.30	AM 12.30	Yard			Pier A Yard 3.3			O	PM 12.35	PM 11.50
1.45 PM	12.45 AM				P.E., S.P., U.P. Crossings West Thenard Tower 1.1				12.20 PM	11.35 PM
		Yard	W		WILMINGTON	13.2		O		
PM 2.00	AM 12.55	80	Y	79.2	1.4 WATSON	11.8	52.8	O	PM 12.15	PM 11.30
2.08	1.03	75		24.3	3.3 IRONSIDES	8.5	0.0		12.03 PM	11.18
f 2.11	1.06	33	W	52.3	1.6 TORRANCE	6.9	48.4	O	11.59	11.15
2.14	1.09	84		52.3	1.6 ALCOA	5.3	48.4	B	11.53	11.09
2.19	1.14	18		0.0	2.3 MONACO	3.0	58.4		11.47	11.02
2.22	1.17	75		52.6	1.2 LAWDALE	1.8	51.1	O	11.44	10.59
a 2.26	a 1.21	22	Y	11.6	1.8 EL SEGUNDO P. E. Crossing	14.8	4.0	O	11.41	10.56
2.30	1.25	108	W	30.8	1.2 LAIRPORT	13.6	4.0	B	11.37	10.52
f 2.38	1.33	75		52.8	3.7 INGLEWOOD	9.9	44.8	O	11.30	10.45
2.43	1.36	12		0.0	1.9 HYDE PARK	8.0	44.8		11.19	10.34
2.47	1.42	21		10.6	0.7 VAN NESS	7.3	0.0		11.14	10.29
2.56	1.51	70		18.5	1.3 WILDASIN	6.0	0.0		11.04	10.19
3.14	2.09	19		0.1	2.5 WINGFOOT P. E. Crossing	3.5	0.0	O	10.46	10.01
3.25	2.20	50		52.8	2.0 S. P. Co. Crossing MALABAR	1.5	0.0		10.32	9.46
3.40 PM	2.35 AM		FW TY		1.5 REDONDO JCT.	0.0			10.20 AM	9.35 PM
Arrive Daily	Arrive Daily Ex. Monday				(31.0)				Leave Daily	Leave Daily Ex. Sunday
(17.7)	(18.6)	..... Average speed per hour						(16.9)	(16.9)	

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

REDONDO DISTRICT

WESTWARD	Car Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 125 July 9, 1944	Mile Posts	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
	Yard							
	7		42.2	REDONDO BEACH	20.2	0.0		
	21		42.2	1.5 HERMOSA BEACH	18.7	0.0	B	
	22	Y	0.0	1.7 MANHATTAN BEACH	17.0	52.8		
				2.2 EL SEGUNDO	14.8		O	
				(5.4)				

No switch lights on Redondo District.

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

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

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. Rule 1 (B): Standard clocks are located at Barstow, Victorville, San Bernardino-Telegraph office, Santa Fe and U.P. Roundhouses, Mill St., Yard office; Los Angeles: Union Station, First Street, Ninth Street and Hobart Yard offices, Redondo Junction Roundhouse, San Diego passenger station and 22nd St. yard office, and National City Roundhouse.

Rule 3: Crews of Union Pacific trains, having complied with that Company's time regulations, may proceed over joint track.

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

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

- Cucamonga, eastward trains, west crossover.
- Cucamonga, westward trains, east crossover.
- San Dimas, eastward trains, crossover east of depot.
- Kincaid, eastward trains, crossover.
- Chapman, westward trains, crossover.
- Corona, westward trains, crossover at Signal 233.
- Placentia, westward trains, crossover at Signal 21.

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

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

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

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

At register stations, conductors must personally register their trains, unless relieved therefrom by Form T order, except 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, 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 Fullerton.

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

7. Rule 86: In addition to the provisions thereof, where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

8. Rule 93: Yard limits are located at Barstow, 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, Watson-Wilmington, Redondo, March Field-Alessandro, Hemet-San Jacinto, Perris-Ellis, Weisel, Alberhill and Elsinore.

At San Bernardino, between M. P. 79 plus 2,700 ft. on First District, Signal 832 on Second District, M. P. 4 plus 2,900 ft. on Third District, and on Redlands District, just east of Highland Ave. team track and at M. P. 4 plus 4,500 ft. near Victoria.

At Los Angeles, between Bridge A-139 on Second District, M. P. 148 plus 3,430 feet east on Third District, and M. P. 8 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 details. Telephones are located at Broadway junction switch and at spur track switches. When interlocking signals remain in "Stop" position or switches remain locked, conductor of train or foreman of yard engine detained by same, must call towerman, giving location and train or engine number, and if track is clear and route properly lined, may be authorized by towerman to proceed;

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

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

10. 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.

11. 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 March Field, Hemet, Vista, Perris, Watson or Pier A Yard, when operator on duty, without receiving clearance card, Form 902.

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

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

12. 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.

13. 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 tons.

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

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

14. Rule 310: Following is list of structures:

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

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

15.

16. 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."

17. 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.

18. 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.

SPEED LIMITATIONS

MAXIMUM SPEED FOR ENGINES IN MINUTES AND 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 (except 1420)	0	40	1	12	1	30
1420	0	48	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
3765-3785-2900	0	40	1	12	1	30
3751-3764					4	00
3765-3785-2900					3	00
UP 3800-3900					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
3800-3900 Union Pacific	1	00	1	20	1	30
7800 Union Pacific	0	51	1	20	1	30
Diesel Motors Union Pacific	0	40			1	20
Switch, no truck					3	00
All other Classes					1	43
All Classes, backing up	3	00	3	00	3	00
Maximum bet. Summit and Highland Jct., all Classes					2	00

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE

Except as otherwise restricted, maximum speed for freight and mixed trains, 50 MPH (1 min. 12 secs. per mile), with no tolerance allowed.

In freight and mixed service on descending grades of over one per cent, the maximum is 40 MPH (1 min. 30 secs. 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:						
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, Penda, 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						
Psg. Trains with Pacific type Engines	0	48				
Psg. Trains with Mountain type (3700-51-65-85) class Engines	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 Psg. Station	3	00	3	00	3	00
REDLANDS DISTRICT						
Redlands over Orange Street	1	30	1	30	1	30
	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
Wilmingon, 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

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

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

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

Locations

Passenger—30 MPH; Freight—20 MPH

San Bernardino, crossover at Jct. 2nd and 3rd Dists., east of Bridge A-83.

Rana, Jct. switch and crossover.

Colton, both ends of Bridge B-5, Santa Ana River, double track jct. switches.

Highgrove, eastward track, jct. with San Jacinto Dist.
 Riverside Jct., Union Pacific jct. switch and crossover.
 Riverside, double track jct. switch, westward trains.
 Fullerton, eastward crossover to 3rd Dist. east of station.
 Broadway, double track jct. switch.
 Orange, west end secondary main track.
 Linda Vista, west end secondary main track.
 Old Town, double track jct. switch, eastward trains.

Passenger—40 MPH; Freight—30 MPH

Fullerton, westward crossover from 4th Dist., east of station.
 DT Junction, double track jct. switch, eastward trains.
 Bandini, double track jct. switch, westward trains.
 Orange, east end, secondary main track.
 Venta, east end, secondary main track.
 Elvira, east end, secondary main track.

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	
0-4-0	2-6-2	2-10-0	Mountain Type Includes	All Locomotives Except Mountain Type Include
0-6-0	2-8-0	2-10-2	4-8-2	4-4-0
0-8-0	2-8-2	2-10-4	4-8-4	4-4-2
2-6-0	2-8-4			4-6-0
				4-6-2

SPRING SWITCHES

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

SPEED LIMIT 10 MILES PER HOUR:

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

SPEED LIMIT—PASSENGER, 25 MPH; FREIGHT, 20 MPH:

- Riverside End of double track (westward trains only)

SPEED LIMIT 15 MILES PER HOUR:

- MP 2 + 3600' .. West end Barstow west lead
- Lenwood East and west siding
- Hodge East and west siding
- Helendale East and west siding
- Bryman West end siding
- Oro Grande East and west siding
- Victorville East and west siding
- Thorn East end siding
- Hesperia East and west siding
- Lugo West end siding
- Summit East and west siding
- San Diego Stem of wye (normally lined for west leg)
- Alray East end siding
- Gish West end siding
- Cajon East and west siding
- Keenbrook East end siding
- Devore East and west siding
- Ono East and west siding
- Olga East and west siding
- Basta West end siding
- Buena Park West end siding
- La Mirada East end siding
- Santa Fe
- Springs West end siding

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

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

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes it 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.

22. 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.

SPRING POINT DERAIL SWITCHES NORMALLY LINED FOR DERAIL

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

Ono, west end of Government Siding.

Rialto—Foothill Spur, 1700 ft. south of entrance gate to ammunition depot, and 300 ft. north of P.E. Crossing.

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

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

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

24. 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.)

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

Double track extends through Barstow passenger yard. Tracks are numbered one to seven. Beginning at 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.

25. 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.

26. Westward freight trains must stop ten minutes at Cajon and ten minutes at Devore for cooling wheels and inspection of trains, except this stop may be omitted at Devore when train is handled by Diesel locomotive on which dynamic brake is operative and in use.

SECOND AND THIRD DISTRICTS

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

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

SECOND DISTRICT

28. Automatic signals between San Bernardino and Arcadia and between Usado and Broadway. At meeting points between these limits, except as provided in Special Rule 29, 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.

29. 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.

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

31. 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.

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

THIRD DISTRICT

33. Double track with automatic and interlocking signals between San Bernardino and Riverside except single track over Santa Ana River Bridge B-5 west of Colton where signal indications superior to right class and direction.

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.

Between San Bernardino and Riverside, between Fullerton and D. T. Junction and between Bandini and Los Angeles, trains will run as prescribed by Rule D-152.

Between Bandini and D. T. Junction all movements controlled by C.T.C.

34. 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.

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

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

FOURTH DISTRICT

37. Between Fullerton and Old Town, all movements controlled by C.T.C.

Double track between Old Town and crossover at west end of 22nd Street freight yard MP 268 $\frac{3}{4}$. 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.

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

RULES GOVERNING MOVEMENT UNDER CENTRALIZED TRAFFIC CONTROL

38. Between the limits described below trains will operate under CENTRALIZED TRAFFIC CONTROL. Signal indications will be authority for train movement and supersede time table superiority, but will not dispense with the use or observance of other signals and/or rules whenever and wherever they may be required:

Between BANDINI and D.T. JUNCTION.

Between FULLERTON and OLD TOWN.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BANDINI—for westward movement.

D.T. JUNCTION—for eastward movement.

VENTA—for westward movement.

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

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

Additional main track paralleling existing main track:

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

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

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

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

RULES GOVERNING MOVEMENT UNDER RULE D-152

39. Between Barstow and San Bernardino, between San Bernardino and Riverside, between Fullerton and D. T. Junction, and between Bandini and Los Angeles, trains will be run as prescribed by Rule D-152. The movement of trains will be supervised by train dispatcher, who will issue such instructions to conductors, enginemen and operators as required. When necessary to single a portion of the track, or operate trains against current of traffic, movement must be authorized by train order.

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

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

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

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

Trains having work to do, or being delayed at any point other than ordinary station and water stops, must clear main track unless permission is received to occupy main track.

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

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Victorville	113	Escondido Jet. Escondido Dist. Main Track	
Summit	304	Del Mar	690
Devore	305	Linda Vista	Camp Elliott Spur
San Bernardino	3rd Dist. Main Track	San Diego, Harasthy Street Marine Base Spur	
San Bernardino	Precooler Lead	National City	494
Upland	Foothill Spur	March Field	March Field Spur
Azusa	640	Val Verde	Granite Spur
Casa Blanca	Prenda Spur	Perris	6384
Porphyry	Elsinore Dist. Main Track	San Jacinto	640
Atwood	Olinda Spur	Elsinore	181
Redondo Junction	Main Track	El Segundo	Main Track
Orange	Main Track	Watson, Former Main Track	3800
Santa Ana, S. P. Main Track	400	Fallbrook	514
Fallbrook Jet.	Fallbrook Dist. Main Track	Escondido	340

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

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 78 plus 300 feet.	Yard Lead 0000 Yard Lead against current of traffic — 0000

REDLANDS DISTRICT

Rialto Ave. "E" 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 enginemen to proceed without personal explanation when signalled by towerman with yellow flag or lamp.	Second district — Third district — 0 Yard to precocler — 00 Precocler to second district — 0000 House lead to main line — Switch lead 0 — Yard lead 0000 Engine lead — 0 Second district to precocler — 000 Precocler 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 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.	Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Fifteen miles per hour. Interlocker. Approach locking.	
San Dimas Arcadia Arcadia Lamanda Park Pasadena, Colorado Street Raymond Spur Highland Park 0.6 East Water Street 0.7 East Los Angeles—Main Street	P. E. Crossing and west end industry track. S. P. Crossing. P. E. Crossing. P. E. Crossing and west end of passing track. P. E. Crossing. S. P. Crossing. Union Pacific Crossing. Union Pacific Crossing. L. A. Ry. Crossing.	Interlocker. Approach locking. Interlocker. Approach locking. Interlocker. Approach locking. Interlocker. Approach locking. Eight miles per hour. Gates, Normal position across Santa Fe tracks. Eight Miles per hour. Gate, Normal position across Union Pacific track. Eight Miles per hour. Gate, Normal position across Union Pacific track. Fifteen miles per hour.	From Union Pacific engine house To Passenger Yard 000 — To Second District 000 — 0 To B Yard 000 — 00 To Rana 000 — 0
Mission Tower	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 enginemen 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 1300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	Union Station 0 — Old main 00 — 0 Cudahy lead — 0 Against current of traffic — 0000 S. P. Downey Ave. 000 — Calif. Cor. Spur 00 — 00

THIRD DISTRICT

San Bernardino, Rialto Ave. Rana Colton Tower	P. E. Crossing. All switches. S. P. and U. P. Crossings.	Interlocker. Interlocker. See Special Rule 8. Interlocker. Approach locking. Indications superior to right, class and direction for movements within home signal limits. Rule 782 is modified, and it is permissible for enginemen to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Westward main track against current of traffic — 0000 (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
Riverside Junction	S. P. Crossing and U. P. Junction.	Interlocker. Approach locking. Indications superior to right, class or direction for movements within Home Signal limits.	Fourth district — 0
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. Interlocker. Approach locking.	Eastbound yard lead — 0 Westbound yard lead — 0 To ice house 0 — 00 Against current of traffic — 0000
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 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 00 — 0 To Harbor Dist. — 0 To 9th St. Yard — 0 Levee Track 0 — 00 Against current of traffic — 0000
Redondo Junction	Union Pacific Crossing. Harbor district and Third district double track.	Interlocker. Approach locking. Indications superior to right, class or direction, for movements within Home Signal limits. Rule 782 is modified and it is permissible for enginemen to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	

FOURTH DISTRICT

Anaheim 2.0 East Anaheim Sugar Fcty. Spur Santa Ana	S. P. Crossing. Union Pacific Crossing. S. P. Crossing.	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. E. Ry. Crossing. Navy Destroyer Base.	Eight miles per hour. Stop.—Rule 98, A, B, C and D.	

"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

OLIVE DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
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.	
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HARBOR DISTRICT

Redondo Junction	1.0 Mi. East	Union Pacific Crossing. L. A. Ry. Crossing, Pac. Blvd. 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.	
Nadeau				
	0.3 Mi. East	P. E. Crossing.	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. Interlocker.	
Wingfoot	0.5 Mi. East	L. A. Ry. Crossing, Avalon Bl.	Fifteen miles per hour.	
	1.0 Mi. East	L. A. Ry. Crossing, Main St.	Fifteen miles per hour.	
	1.2 Mi. West	L. A. Ry. Crossing, Broadway	Fifteen miles per hour.	
Wildasin	0.7 Mi. West	L. A. Ry. Crossing, Hoover	Fifteen miles per hour.	
	0.4 Mi. West	L. A. Ry. Crossing, Vermont	Fifteen miles per hour.	
Hyde Park	0.5 Mi. East	L. A. Ry. Crossing.	Fifteen miles per hour.	
El Segundo	0.2 Mi. West	P. E. Crossing.	Interlocker.	
West Thenard Tower	0.1 Mi. West	P. E. Crossing. S. P. Crossing.	Interlocker. L. A. Municipal Terminal R. R. Interlocker.	
	0.7 Mi. East	S. P. Crossing.	Interlocker.	
	0.9 Mi. East	P. E. Crossing.	Interlocker.	
MP 14+500 ft.		2 U. P. Tracks.	Santa Fe trains have preference unless flagged. Stop not required.	
MP 14+840 ft.		P. E. Crossing.	Interlocker (Island Jct. plant).	

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.
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FLAG STOPS TO PICK UP REVENUE PASSENGERS

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

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	523 B Street, San Diego
CHAS. M. HANF	San Bernardino
E. F. MANNERS	Barstow
TAYLOR JACOBSEN	118 North Spadra Road, Fullerton
J. W. LE VAN	Hemet
JAS. PODMORE	6612 Pacific Blvd., Huntington Park
A. LETCHER	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.

SPECIAL RULES

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 Spur	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
Usado	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
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	155.3	Lgh. 990 ft.	West	Freight only
Stephens Spur	155.5	Lgh. 0.7 m.	West	Freight only
Wilshire Spur	156.8	Lgh. 0.5 m.	West	Freight only
La Habra VI'y Spur	154.6	Lgh. 3.44 m.	West	Freight only
East Whittier	157.6	22	West	Freight only

REDLANDS DISTRICT

Nevada Street	6.8	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

LOS ANGELES DIVISION

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

Location	Mile Post Location	Car Capacity	Switch Connection	Flag Stops for Trains
FOURTH DISTRICT				
Aliso	177.5	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	7.6	8		64-65
Marine Base Spur	10.5	6	East	64-65

ESCONDIDO DISTRICT

Talica	3.7	7	East and West	66-67
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HARBOR DISTRICT

Nadeau	2.5	0		
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
Aleoa 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



SANTA FE SAFETY FIRST



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

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

