STAINS, WEAR 1750

The Atchison, Topeka & Santa Fe Railway Co.

Coast Lines

LOS ANGELES DIVISION.

EMPLOYES' TIME TABLE

112

IN EFFECT

Sunday, June 2, 1940,

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 111, Dated January 14, 1940, and any Supplements thereto.

112

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

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

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

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

J. W. MURPHY,
Assistant Superintendent,
Harbor District and
Los Angeles Yard,
Los Angeles, Cal.

F. B. GRIM,
H. A. SUGARS,
Trainmasters,
San Bernardino, Cal.

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

C. R. PETERS,
Night Chief Dispatcher,
San Bernardino, Cal.

L. E. ERLEWINE,
R. C. PIERCE,
C. E. MACHEN,

E. G. TIBBOT,
J. C. SNYDER,
G. H. FERRYMAN,
W. B. CASH,

Dispatchers,
San Bernardino, Cal.

Timetable 113 eff 27 October 1940

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 1928, must be in the hands of all employes whose duties are in any way prescribed thereby.

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

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

4. Rule 1 (B): Standard clocks are located at Barstow, San Bernardino, Los Angeles, Union Station, First Street and yard office Ninth Street, Redondo Junction (roundhouse), San Diego and National City (roundhouse).

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

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

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

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

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

Cucamonga, eastward trains, crossover at Signal 974.
westward trains, crossover at Signal 971.
San Dimas, eastward trains, crossover east of depot.
Kincaid, eastward trains, crossover.
Chapman, westward trains, crossover.
Corona, westward trains, crossover at Signal 233.
Placentia, westward trains, crossover at Signal 21.
Anaheim, eastward trains, second crossover east of depot.
Santa Ana, eastward trains, crossover west of depot.
San Onofre, eastward trains, crossover east of depot.
Del Mar, westward trains, crossover at Signal 2433.

7. Rule 10 (A): Temporary reduced speed signals (yellow flag, yellow disc, or yellow light), will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light), which indicates the end of the restricted area.

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

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

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

Electric headlights must be dimmed:

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

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

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

Headlight will be displayed through tunnels.

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

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

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

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

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

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

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

At First Street, first class trains will not register.

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

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

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

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

At Los Angeles, between Bridge A-139 on Second District, M. P. 148¼ 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.

—o—

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 the passenger station and National City.

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

—o—

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.

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

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

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

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

13. Rule 97: Extra trains, the conductors and enginemen of which have been furnished clearance card, Form 902, numbered and OK'd by the train dispatcher, and orders designated thereon, are authorized to move with the current of traffic on double track from a district terminal to a district terminal, or from an intermediate station to a district terminal, without Form G train orders; but if provision has been made for the use of a section of double track as single track no extra train may move over such section in either direction without having an order Form G.

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

Third District trains will secure clearance card Form 902 before departure at San Bernardino.

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

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

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

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

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

16. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any district, except where office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher.

No train will leave Fullerton, Oceanside, Hemet, Vista, Perris or Pier A Yard, (when operator on duty), without receiving clearance card, Form 902.

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

17. Rule 221: The second paragraph is abrogated.

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

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

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

19. Rule 310: Following is list of structures:

San Bernardino, Mount Vernon Avenue viaduct over roundhouse leads.

Los Angeles, First Street. { Train shed and First Street viaduct over tracks to Old Depot.

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

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

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

21. Rule 314: No freight train will run more than seventy-five miles without stopping for inspection.

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

California: Civil Code, Section 2188, provides:

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

Section 487 provides:

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

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

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

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

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

SPEED LIMITATIONS

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

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

Maximum speed of passenger trains, forty miles per hour, freight trains, twenty miles per hour, over switches and frogs entering or leaving turnouts at double track junctions not otherwise restricted.

Maximum speed permitted through turnouts is as follows:

No. 8 turnout, 10 m.p.h., 1 mile in 6 minutes.
No. 10 turnout, 15 m.p.h., 1 mile in 4 minutes.
No. 14 turnout, 30 m.p.h., 1 mile in 2 minutes.
No. 20 turnout, 40 m.p.h., 1 mile in 1½ minutes.

On No. 14 turnouts freight trains must reduce speed to 20 m.p.h., and on No. 20 turnouts to 30 m.p.h.

No. 8 turnouts are located within yards.

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

No. 14 turnouts are located at:

Highland Junction—Redlands District switch.

San Bernardino—Double track junction near West Yard Tower.

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

Highgrove—Double track junction switch.

Highgrove—San Jacinto District junction switch.

Riverside Jct.—Union Pacific jct. switch and crossover.

Riverside—Double track junction switch.

Atwood—Olive District junction switch.

Fullerton—Fourth District junction switch.

Orange—Fourth District junction switch east end of yard.

Hobart—Double track junction switch.

Broadway—Junction switch.

No. 20 turnouts—None.

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

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

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

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

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

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

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

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

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

WESTWARD

First Class

221	7	23	205	19	3	123	17	203	21	1	217	207	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Ruling Grade Descending	Ruling Grade Ascending	Mile Posts	TIME TABLE NO. 112 June 2, 1940
Pacific Limited	Fast Mail Express	Grand Canyon Limited	PASSENGER	The Chief	California Limited	El Tovar	Super Chief	Streamliner	El Capitan	The Scout	Challenger	PASSENGER						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Monday and Thursday	★See Note Below	Leave Monday and Thursday	Leave Daily	Leave Daily	Leave Daily	No. Cars					STATIONS
PM 4.15	PM 4.10	PM 3.05	PM 1.25	AM 7.40	AM 7.15	AM 6.50	AM 5.32	AM 4.22	AM 4.02	AM 3.35	AM 3.25	AM 3.10	Yard	FW TY			0.0	BARSTOW
															20.4	37.0		6.1
4.25	4.19	3.15	1.34	7.50	7.25	7.00	5.40	4.29	4.10	3.45	3.35	3.20	78				6.2	LENWOOD
															23.0	37.0		5.7
4.33	4.26	3.23	1.41	7.58	7.33	7.08	5.46	4.35	4.16	3.52	3.42	3.28	71				11.8	HODGE
															30.0	28.8		9.2
4.43	4.35	3.34	1.51	8.08	7.44	7.18	5.55	4.44	4.25	4.03	3.53	3.40	62	W			21.1	HELENDALE
															0.0	37.0		4.9
4.49	4.41	3.40	1.57	8.14	7.50	7.24	5.59	4.48	4.29	4.10	4.00	3.47	62				26.1	BRYMAN
															0.0	37.0		5.4
4.55	4.46	3.46	2.03	8.20	7.56	7.30	6.04	4.53	4.34	4.16	4.06	3.54	63				31.5	ORO GRANDE
															17.2	39.6		3.7
5.00	4.50	3.51	2.08	8.25	8.01	7.35	6.09	4.58	4.39	4.21	4.11	3.59					35.3	LEON
															0.0	30.4		1.4
f 5.02	4.52	f 3.53	2.10	8.27	f 8.03	7.37	6.10	4.59	4.40	f 4.23	4.13	4.01	76	W Y			36.7	VICTORVILLE
															0.0	84.5		4.3
5.08	4.58	4.04	2.17	8.33	8.14	7.44	6.16	5.05	4.46	4.30	4.20	4.08					41.1	THORN
															0.0	83.4		4.1
5.16	5.06	4.12	2.25	8.41	8.22	7.52	6.23	5.12	4.53	4.37	4.27	4.15	61				45.1	HESPERIA
															0.0	81.8		5.2
5.23	5.14	4.20	2.33	8.49	8.30	8.00	6.30	5.20	5.00	4.45	4.35	4.23	59				50.3	LUGO
															0.0	84.5		5.5
5.35	5.26	4.35	2.45	9.01	8.44	8.12	6.43	5.33	5.13	5.02	4.52	4.40	61	Y			55.9	SUMMIT
															158.4	0.0		2.8
5.41	5.32	4.41	2.51	9.07	8.51	8.19	6.49	5.39	5.19	5.09	4.59	4.47	22				58.6	DELL
															158.4	0.0		1.0
5.43	5.34	4.43	2.53	9.09	8.53	8.21	6.51	5.41	5.21	5.11	5.01	4.49	71				59.6	GISH
															158.4	0.0		2.7
5.49	5.40	4.49	2.59	9.15	f 8.59	8.27	6.57	5.47	5.27	5.17	5.07	4.56	64	W			62.4	CAJON
															116.2	0.0		3.7
5.55	5.46	4.55	3.05	9.21	9.05	8.33	7.03	5.53	5.33	5.23	5.13	5.02					66.3	KEENBROOK
															116.2	0.0		4.7
6.02	5.53	5.02	3.12	9.28	9.12	8.40	7.10	6.00	5.40	5.30	5.20	5.10	82	Y			71.0	DEVORE
															116.2	0.0		2.5
6.06	5.57	5.06	3.16	9.32	9.16	8.44	7.14	6.03	5.44	5.34	5.24	5.14	5				73.5	VERDEMONT
															116.2	0.0		2.5
6.10	6.00	5.10	3.20	9.35	9.20	8.48	7.18	6.06	5.48	5.38	5.28	5.18	71				76.0	ONO
															116.2	0.0		3.5
6.15	6.05	5.15	3.25	9.40	9.25	8.53	7.23	6.11	5.53	5.43	5.33	5.23					79.4	HIGHLAND JCT.
															51.7	64.4		1.9
6.20 PM	6.10 PM	5.20 PM	3.32 PM	9.45 AM	9.30 AM	9.00 AM	7.28 AM	6.16 AM	5.58 AM	5.48 AM	5.40 AM	5.30 AM	Yard	FW TY			81.3	SAN BERNARDINO
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday and Thursday	★See Note Below	Arrive Monday and Thursday	Arrive Daily	Arrive Daily	Arrive Daily						(80.8)
(38.8)	(40.4)	(35.9)	(38.2)	(38.8)	(35.9)	(37.3)	(41.8)	(42.6)	(41.8)	(36.5)	(35.9)	(34.7)						.....Average speed per hour

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

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

EASTWARD

First Class

TIME TABLE NO. 113 June 2, 1940	Rising Grade Ascending	Rising Grade Descending	Office of Communication and Booth Phones	Fuel, Water Turn Tracks and Wyes	Capacity of Sidings	206	8	24	214	20	22	124	204	4	18	2	208	218
						PASSENGER	Fast Mail Express	Grand Canyon Limited	Pacific Limited	The Chief	El Capitan	El Tovar	Streamliner	California Limited	Super Chief	The Scout	PASSENGER	Challenger
STATIONS						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	★See note below	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily
BARSTOW			C	FW TY	Yard	AM 2.28	AM 3.00	PM 12.15	PM 12.35	PM 3.15	PM 4.45	PM 6.05	PM 9.50	PM 11.05	PM 11.15	AM 12.25	AM 12.40	AM 1.05
6.1	20.4	37.0																
LENWOOD			B		72	2.19	2.51	12.06	12.25	3.06	4.38	5.56	9.42	10.56	11.08	12.15	12.30	12.56
5.7	23.0	37.0																
HODGE			B		84	2.13	2.45	12.01 PM	12.18	3.00	4.32	5.50	9.36	10.51	11.02	12.09 AM	12.24	12.49
9.2	30.0	39.0																
HELENDALE			B	W	72	2.04	2.36	11.51	12.08	2.51	4.24	5.41	9.28	10.41	10.54	11.59	12.13	12.38
5.2	0.0	37.0																
BRYMAN			B			1.59	2.31	11.46	12.02 PM	2.46	4.20	5.36	9.24	10.36	10.50	11.54	12.07	12.32
5.1	0.0	37.0																
ORO GRANDE			B		78	1.54	2.26	11.41	f11.56	2.41	4.16	5.31	9.19	10.31	10.46	11.48	12.01 AM	12.26
3.7	17.2	39.6																
LEON			B		62	1.49	2.21	11.36	11.50	2.36	4.12	5.26	9.15	10.26	10.42	11.42	11.55	12.20
1.4	0.0	30.4																
VICTORVILLE			C	W Y	76	1.47	f 2.19	f11.34	f11.48	2.34	4.11	5.24	9.14	f10.24	10.41	s11.39	11.53	12.18
4.3	0.0	84.5																
THORN			B		71	1.41	2.13	11.28	11.42	2.28	4.06	5.18	9.09	10.18	10.36	11.33	11.47	12.12
4.1	0.0	84.5																
HESPERIA			B		71	1.36	2.08	11.23	f11.37	2.23	4.02	5.13	9.05	10.13	10.32	11.28	11.42	12.07
5.2	0.0	86.8																
LUGO			B			1.30	2.02	11.17	11.31	2.17	3.57	5.07	9.00	10.07	10.27	11.22	11.36	12.01 AM
5.5	0.0	84.5																
SUMMIT			C	Y	67	1.23	f 1.55	f11.10	11.24	2.10	3.50	5.00	8.53	f10.00	10.20	f11.15	11.29	11.54
3.8	116.2	0.0																
ALRAY			B		77	1.10	1.42	10.58	11.12	1.58	3.41	4.45	8.44	9.48	10.11	11.02	11.16	11.41
4.7	116.2	0.0																
CAJON			C	W	70	1.00	1.31	f10.48	11.02	1.50	3.34	4.33	8.37	9.38	10.04	10.51	11.06	11.26
3.7	116.2	0.0																
KEENBROOK			B	W	72	12.52	1.23	10.40	10.53	1.43	3.28	4.24	8.31	9.30	9.58	10.43	10.58	11.15
4.7	116.2	0.0																
DEVORE			B	Y	72	12.42	1.13	10.30	10.43	1.35	3.21	4.13	8.24	9.20	9.51	10.33	10.48	11.03
2.5	116.2	0.0																
VERDEMONT			B			12.37	1.07	10.25	10.37	1.30	3.17	4.07	8.20	9.15	9.47	10.27	10.42	10.55
2.5	116.2	0.0																
ONO			B		71	12.32	1.01	10.20	10.31	1.25	3.13	4.01	8.16	9.10	9.43	10.21	10.36	10.48
3.5	116.2	0.0																
HIGHLAND JCT.						12.27	12.55	10.15	10.25	1.20	3.09	3.55	8.12	9.05	9.39	10.15	10.30	10.41
1.9	51.7	64.4																
SAN BERNARDINO			C	FW TY	Yard	12.22 AM	12.50 AM	10.10 AM	10.20 AM	1.15 PM	3.05 PM	3.50 PM	8.08 PM	9.00 PM	9.35 PM	10.10 PM	10.25 PM	10.35 PM
(82.8)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily	★See note below	Leave Daily	Leave Tuesday and Friday	Leave Daily	Leave Daily	Leave Daily
Average speed per hour						(39.5)	(38.2)	(39.8)	(36.9)	(41.4)	(49.7)	(36.9)	(48.7)	(39.8)	(49.7)	(36.9)	(36.9)	(33.2)

★ 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							Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Mile Posts	Ruling Grade Ascending	TIME TABLE NO. 112 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD							
First Class														First Class							
7	19	3	123	17	1	21								42	20	22	124	4	18	2	8
Fast Mail Express	The Chief	California Limited	El Tovar	Super Chief	The Scout	El Capitan								MOTOR	The Chief	El Capitan	El Tovar	California Limited	Super Chief	The Scout	Fast Mail Express
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Monday and Thursday	Leave Daily	Leave Monday and Thursday	No. Cars				STATIONS			Arrive Daily	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	Arrive Daily	Arrive Tuesday and Friday	Arrive Daily	Arrive Daily
PM 6.20	AM 9.50	AM 9.35	AM 9.05	AM 7.30	AM 6.05[21]	AM 6.00[1]	Yard	FW TY	81.3		SAN BERNARDINO	0.0	C	PM 12.20	PM 1.10	PM 3.00	PM 3.45	PM 8.55	PM 9.30	PM 10.00	AM 12.40
										63.4	3.6										
6.29	9.59	9.45	9.14	7.36	6.15	6.06	53		84.9		P. E. Crossing RIALTO	15.4	C	s12.12	1.03	2.53	3.37	8.48	9.23	9.52	12.32
										32.4	3.9										
6.34	10.05	9.51	9.20	7.41	f 6.23	6.11	57		88.8		FONTANA	38.7	B	s12.05 PM	12.59	2.49	3.31	8.43	9.19	9.46	12.28
										0.0	3.7										
6.38	10.10	9.55	9.25	7.44	6.30	6.14	24		92.5		WADE	26.8	B	11.59	12.55	2.45	3.27	8.39	9.15	9.42	12.24
										14.3	1.2										
6.39	10.11	9.57	9.27	7.45	f 6.32	6.15	27		93.7		ETIWANDA	32.0		f11.57	12.54	2.44	3.26	8.38	9.14	9.41	12.23
										14.3	3.9										
6.43	10.16	10.02	9.32	7.49	f 6.40	6.19	51	W	97.7		CUCAMONGA	6.6	C	s11.50	12.50	2.40	3.21	8.34	9.10	9.36	12.19
										57.5	3.2										
6.47	10.21	10.07	9.36	7.52	s 6.46	6.22	49	Y	100.9		UPLAND P. E. Crossing	42.0	C	s11.45	12.47	2.36	3.17	8.30	9.06	9.32	12.15
										30.8	3.9										
6.52	10.27	10.13	9.42	7.57	6.53	6.27	59		104.8		CLAREMONT P. E. Crossing	59.1	C	s11.37	12.42	2.31	3.11	8.25	9.01	9.26	12.10
										0.0	1.9										
6.55	10.29	10.15	9.44	7.59	6.56	6.29	66		106.7		POMONA	43.8	C	s11.31	12.40	2.29	3.09	8.22	8.59	9.24	12.07
										0.0	1.2										
6.56	10.31	10.17	9.46	8.00	f 6.59	6.30	43		107.9		LA VERNE	63.4	C	s11.28	12.38	2.27	3.07	8.20	8.57	9.22	12.05
										0.0	2.4										
6.59	10.34	10.20	9.49	8.03	f 7.03	6.33	43		110.2		SAN DIMAS P. E. Crossing	65.8	B	s11.22	12.35	2.24	3.04	8.16	8.54	9.19	12.01 AM
										0.0	4.1										
7.03	10.39	10.25	9.54	8.07	7.11	6.37	62	W	114.4		GLENDORA	65.4	C	s11.14	12.29	2.19	2.58	8.10	8.49	9.13	11.55
										0.0	2.5										
7.06	10.42	10.28	9.57	8.09	f 7.15	6.39		Y	116.9		AZUSA	51.9	C	s11.09	12.26	2.16	2.55	8.07	8.46	9.10	11.52
										0.0	1.2										
7.07	10.43	10.29	9.58	8.11	7.18	6.41	43		118.0		KINCAID	92.3		11.06	12.24	2.15	2.53	8.06	8.45	9.08	11.51
										0.0	2.1										
7.09	10.45	10.31	10.00	8.13	7.22	6.43	54		120.2		BUTLER	60.7		11.03	12.22	2.13	2.50	8.04	8.43	9.05	11.49
										0.0	2.2										
7.11	10.48	10.35	10.03	8.15	7.25	6.45	74		122.4		MONROVIA	6.4	C	f10.58	12.20	2.11	2.47	8.02	8.41	9.02	11.47
										52.1	1.7										
7.13	10.50	10.38	10.05	8.17	f 7.28	6.47	14		124.2		S. P. Co. Crossing ARCADIA P. E. Crossing	0.0	B	f10.55	12.18	2.09	2.45	8.00	8.39	9.00	11.45
										77.9	1.6										
7.15	10.52[42]	10.41	10.08	8.19	7.32	6.49	40		125.8		SANTA ANITA (S. Madre)	0.0	B	f10.52[19]	12.16	2.07	2.43	7.58	8.37	8.58	11.43
										63.4	1.5										
7.17	10.55	10.44[42]	10.10	8.21	7.35	6.51	68		127.3		CHAPMAN	0.0	B	10.44[3]	12.14	2.06	2.41	7.56	8.36	8.56	11.41
										63.4	0.8										
7.18	10.57	10.47	10.12	8.22	7.37	6.52	25	W	128.0		LAMANDA PARK P. E. Crossing	95.3	C	f10.37	12.12	2.05	2.40	7.55	8.35	8.55	11.40
										79.9	3.6										
7.29	s11.18	s11.05	s10.25[42]	s 8.35	s 8.00	s 7.05	35		131.7		PASADENA	114.0	C	s10.25[123]	s12.01 PM	s 1.55	s 2.30	s 7.45	s 8.25	s 8.45	s11.30
										0.0	2.1										
7.34	11.24	11.12	10.32	8.40	f 8.07	7.10	4		133.7		SOUTH PASADENA	89.8	B	f10.10	11.51	1.48	2.19	7.36	8.18	8.34	11.19
										0.0	0.5										
7.35[4]	11.25	11.13	10.33	8.41	8.08	7.11	34		134.2		OLGA	96.4	B	10.08	11.50	1.47	2.18	7.35[7]	8.17	8.33	11.18
										0.0	1.7										
7.40	11.29	11.18	10.38	8.45	f 8.13	7.15	20		135.9		Union Pacific R. R. Crossing HIGHLAND PARK	114.9	B	f10.04	11.46	1.43	2.14	7.29	8.13	8.29	11.14
										0.0	2.9										
7.47	11.36	11.26	10.46	8.52	8.20	7.22	71		138.7		Union Pacific R. R. Crossing WATER STREET	63.5		9.57	11.39	1.36	2.07	7.22	8.06	8.22	11.07
										0.0	0.7										
7.49	11.37[20]	11.28	10.48	8.54	8.21	7.24			139.4		BROADWAY	89.8		9.55	11.37[19]	1.35	2.05	7.20	8.05	8.20	11.05
										0.0	0.6										
7.52 PM	11.40 AM	11.30 AM	10.50 AM	8.55 AM	8.23 AM	7.25 AM		Y	140.1		MISSION TOWER	59.7		9.54 AM	11.34 AM	1.34 PM	2.04 PM	7.19 PM	8.04 PM	8.19 PM	11.04 PM
										0.0	0.7										
8.00 PM	11.50 AM	11.40 AM	11.00 AM	9.00 AM	8.30 AM	7.30 AM	Yard				LOS ANGELES Union Station (59.4)	31.7	C	9.50 AM	11.30 AM	1.30 PM	2.00 PM	7.15 PM	8.00 PM	8.15 PM	11.00 PM
										0.0	1.1										
							Yard		140.7		FIRST STREET		C								
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday and Thursday	Arrive Daily	Arrive Monday and Thursday					(59.8)			Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily	Leave Daily	Leave Tuesday and Friday	Leave Daily	Leave Daily
(35.6)	(29.7)	(28.5)	(31.0)	(39.6)	(24.7)	(39.6)					.....Average speed per hour.....			(23.7)	(35.6)	(39.6)	(33.9)	(35.6)	(39.6)	(33.9)	(35.6)

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

SAN JACINTO DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Mile Posts	Ruling Grade Ascending	TIME TABLE NO. 112 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
Second Class 505 MIXED								Second Class 506 MIXED
Leave Daily Ex Sunday	No. Cars				STATIONS			Arrive Daily Ex. Sunday
AM 11.20	42	W	0.0		HIGHGROVE S. P. Co. Crossing		C	PM 4.40
				116.2	2.5	0.0		
11.27	14		2.7		LEMONA			4.30
				116.2	4.5	0.0		
f11.43	32		7.2		BOX SPRINGS			f 4.15
				21.3	2.3	17.6		
f11.49		Y	9.6		MARCH FIELD			f 4.06
				21.3	1.1	17.6		
f11.52	28		10.6		ALESSANDRO			f 4.02
				0.0	2.9	47.5		
f11.59	24		13.5		VAL VERDE			f 3.55
				0.0	4.7	28.1		
PM s12.15	22	WY	18.3		PERRIS		C	s 3.45
				21.6	3.9	63.4		
f12.27	23		3.7		ETHANAC			f 3.33
				49.3	2.3	0.0		
f12.34	14		6.0		MENIFEE			f 3.25
				21.1	3.9	42.2		
f12.46	36		9.9		WINCHESTER		B	f 3.13
				52.8	4.4	0.0		
f12.59	15		14.3		EGAN			f 3.00
				44.3	2.7	0.0		
s 1.10 1.30	19		17.0		HEMET		C	2.50 s 2.15
				6.3	2.3	63.4		
1.40 PM	16	Y	19.3		SAN JACINTO		C	2.00 PM
Arrive Daily Ex. Sunday					(37.5)			Leave Daily Ex. Sunday
(18.8)					.....Average speed per hour.....			(18.0)

NO. 505 IS SUPERIOR TO NO. 506

No switch lights on San Jacinto District.

ELSINORE DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 112 June 2, 1940	Ruling Grade Ascending	Mile Posts	Office of Communication and Booth Phones	EASTWARD
Second Class 509 MIXED								Second Class 508 MIXED
Leave Daily Ex. Sunday	No. Cars			STATION				Arrive Daily Ex. Sunday
PM 1.00	18	W Y		ELSINORE		21.9	C	AM 11.50
			147.8	5.6	132.0			
s 2.00	21			ALBERHILL		16.3	B	s11.25
			50.7	7.8	89.8			
f 2.30	43			ARCILLA		8.5	B	f11.05
			0.0	8.5	68.6			
3.05 PM	Yard	Y		P. E. Crossing PORPHYRY		0.0	B	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.

REDLANDS DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Mile Posts	Ruling Grade Ascending	TIME TABLE NO. 112 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
	No. Cars				STATIONS			
	Yard	FW TY	0.0		SAN BERNARDINO P. E. Crossing S. P. Co. Crossing		C	
				56.8	4.7	101.3		
	10		4.6		VICTORIA			
				62.1	1.4	0.0		
	17		5.9		DREW			
				116.2	2.9	0.0	C	
	33		8.8		REDLANDS			
				116.2	3.2	0.0		
	13	W	12.0		MENTONE			
				0.0	4.1	88.5	B	
	29		16.2		EAST HIGHLANDS			
				70.5	2.5	83.2	C	
	21		18.7		HIGHLAND			
				0.0	1.0	89.5		
	16		19.7		P. E. Crossing PATTON			
				47.5	1.8	81.3		
	14		21.5		DEL ROSA			
				25.8	2.1	20.1		
			23.5		P. E. Crossing ARROWHEAD			
				0.0	1.9	60.0		
			25.4		HIGHLAND JCT.			
					(25.6)			

No switch lights on Redlands District.

OLIVE DISTRICT

WESTWARD	Capacity of Sidings	TIME TABLE NO. 112 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
First Class 53 MOTOR					
Leave Daily	No. Cars	STATIONS			
PM 2.30	63	ATWOOD		C	
		2.4	42.2		
s 2.36	22	OLIVE S. P. Co. Crossing		B	
		3.5	42.2		
2.42 PM	38	ORANGE		C	
Arrive Daily		(5.9)			
(29.5)		.....Average speed per hour.....			

WESTWARD

Second Class			First Class															
141	505	145	77	221	23	75	73	205	53	71	51	203	217	207	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Mile Posts	Ruling Grade Ascending	TIME TABLE NO. 112 June 2, 1940
FREIGHT	MIXED	FREIGHT	PASSENGER	Pacific Limited	Grand Canyon Limited	SAN DIEGAN	PASSENGER	PASSENGER	MOTOR	SAN DIEGAN	MOTOR	Streamliner	Challenger	PASSENGER					
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	★ See Note Below	Leave Daily	Leave Daily	No. Cars				STATIONS
	AM 11.00			PM 6.25	PM 5.30			PM 3.37	PM 1.20		AM 7.00	AM 6.16	AM 5.48	AM 5.38	Yard	FW TY	0.0		SAN BERNARDINO
	11.06			6.30	5.35			3.41	1.27		7.04	6.20	5.53	5.43	Yard		1.5	52.4	2.1 RANA
	f11.08			f 6.35	5.37			3.44	s 1.30		s 7.07	6.23	f 5.56	5.46	Yard		2.9	52.4	1.4 COLTON
	11.10			6.36	5.38			3.45	1.31		7.08	6.24	5.57	5.47			3.2	0.0	0.3 S. P. and U. P. Crossings COLTON TOWER
	11.18 AM			6.41	5.42			3.50	s 1.36		s 7.13	6.29	6.03	5.53	42	W	6.7	23.1	3.5 HIGHGROVE
				6.45 PM	5.45			3.55 PM	1.39		7.16	6.35 AM	6.08 AM	5.58 AM			9.2	29.1	2.5 S. P. Co. Crossing RIVERSIDE JCT. Union Pacific Jct.
					s 5.48				s 1.42		s 7.22				38		9.8	0.0	0.6 RIVERSIDE
					5.52				f 1.46		f 7.26				27		12.4	48.6	2.6 PACHAPPA
					5.54				f 1.48		f 7.28				47	Y	14.0	21.1	1.6 CASA BLANCA
					5.57				s 1.52		s 7.31				64		16.4	0.0	2.4 ARLINGTON
					6.01				f 1.57		7.35				64		19.7	0.0	3.3 MAY P. E. Crossing
					6.05				2.00		7.38				64	Y	22.8	0.0	3.1 PORPHYRY
					s 6.10				s 2.06		s 7.43				Yard	FW	24.1	0.0	1.3 CORONA
					6.18				f 2.12		f 7.49				77		29.2	24.3	5.1 PRADO DAM
					6.24[54]				f 2.17		f 7.53				63		33.0	25.9	3.1 GYPSUM
					6.31				2.23		7.58				70		37.1	21.1	4.1 ESPERANZA
					6.37				s 2.29 PM		s 8.03				63	YW	41.4	0.0	4.3 ATWOOD
					f 6.42						s 8.08				69		2.3	0.0	2.3 PLACENTIA
			PM 9.52		s 6.50	PM 6.10	PM 5.20		PM 3.05	AM 9.50[72]	s 8.13				84	W	165.0	0.0	3.0 FULLERTON Union Pacific Crossing
			9.56		6.55	6.13	5.24		3.09	9.53	8.17				34		162.5	0.0	2.5 BASTA
			9.58		6.58	6.15	5.26		f 3.12	9.55	f 8.20				70		160.5	12.7	2.0 BUENA PARK
			10.00		7.01	6.17	5.28		f 3.16	9.57	f 8.23				64		158.7	32.1	1.9 LA MIRADA
			10.05		7.07	6.21	5.33		f 3.22	10.01	f 8.28				80		154.4	40.5	4.3 SANTA FE SPRINGS
			10.07		7.10	6.23	5.35		f 3.25	10.03	f 8.30						153.1	27.2	1.3 S. P. Co. Crossing LOS NIETOS P. E. Crossing
			10.09[134]		7.13	6.25	5.38[54]		f 3.29	10.05	f 8.36[24]				63		151.2	0.0	1.9 RIVERA
			10.12		7.18	6.28	5.41		f 3.33	10.08	8.41				57		148.6	21.1	2.6 BANDINI
			10.14[136]		7.21	6.30	5.43		3.35	10.10	8.44				Yard		146.7	39.6	1.9 HOBART Union Pacific Crossing
PM 3.15		AM 2.10	10.19		7.27	6.35	5.48		f 3.41	10.15	f 8.50					FW TY	143.2	42.5	3.5 REDONDO JCT. Union Pacific Crossing
3.25 PM		2.20 AM	10.22		7.30	6.38	5.51		f 3.45	10.18	f 8.54				Yard	W	141.1	40.1	2.0 FIRST STREET (70.5)
			10.25 PM		7.33 PM	6.41 PM	5.54 PM		3.48 PM	10.21 AM	9.00 AM					Y	140.1	59.7	1.0 MISSION TOWER
			10 30 PM		7.40 PM	6.45 PM	6.00 PM		3.55 PM	10.25 AM	9.10 AM				Yard			71.8	0.7 LOS ANGELES Union Station
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	★ See Note Below	Arrive Daily	Arrive Daily					(72.2)
(12.0)	(24.3)	(12.0)	(40.4)	(29.4)	(33.3)	(43.9)	(38.4)	(32.7)	(33.5)	(43.9)	(33.3)	(32.7)	(29.4)	(29.4)					.....Average speed per hour

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

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 203 and 204 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 203 and 204 not less than ten minutes.

EASTWARD

TIME TABLE NO. 112 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phones	First Class											Second Class					
			24	72	214	74	54	76	204	208	218	78	206	138	142	506	146	134	136
			Grand Canyon Limited	PASSENGER	Pacific Limited	San Diegan	MOTOR	San Diegan	Streamliner	PASSENGER	Challenger	PASSENGER	PASSENGER	FREIGHT	FREIGHT	MIXED	FREIGHT	FREIGHT	FREIGHT
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	★See Note below	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday
SAN BERNARDINO P. E. Crossing		C	AM 10.00		AM 10.12		PM 7.30		PM 8.05	PM 10.17	PM 10.27		AM 12.17	AM 4.20		PM 5.10		AM 12.45	
1.4	52.8		9.56		10.05		7.22		7.59	10.10	10.20		12.12	4.08		4.58		12.33	
RANA																			
1.4	52.8		9.54		f10.02		s 7.19		7.56	10.07	f10.17		12.10	4.05		f 4.55		12.25	
COLTON																			
0.3	52.8																		
S. P. and U. P. Crossing																			
COLTON TOWER		C	9.53		10.01		7.16		7.55	10.06	10.16		12.09	4.04		4.53		12.24	
3.5	52.8																		
HIGHGROVE		C	9.49		9.56		s 7.11		7.51	10.02	10.12		12.05 AM	3.57		4.45 PM		12.17	
2.5	52.8																		
S. P. Co. Crossing																			
RIVERSIDE JCT.			9.46		9.52 AM		7.06		7.48 PM	9.57 PM	10.07 PM		11.59 PM	3.52				12.10	
Union Pacific Jct.																			
0.6	17.2													3.51				12.09	
RIVERSIDE		C	s 9.45				s 7.05												
2.6	52.8													3.44				12.01 AM	
PACHAPPA			9.40				f 6.57												
1.6	33.4													3.38				11.58	
CASA BLANCA		C	9.38				f 6.55												
2.4	52.8													3.31				11.53	
ARLINGTON		C	9.35				f 6.51												
3.3	52.8													3.20				11.45	
MAY		B	9.31				f 6.47												
P. E. Crossing																			
3.1	52.8													3.13				11.40	
PORPHYRY		B	9.27				6.43												
1.3	24.8													3.10				11.37	
CORONA		C	s 9.25				s 6.40												
5.1	52.8													2.54				11.29	
PRADO DAM		B	9.17				f 6.30												
3.1	52.8													2.46				11.19	
GYPSUM		B	9.12				f 6.24[23]												
4.1	52.8													2.36				11.11	
ESPERANZA		B	9.06				6.16												
4.3	52.8													2.26				11.02	
ATWOOD		C	9.00				f 6.10												
2.3	42.2													2.17				10.53	
PLACENTIA		C	8.57				s 6.06												
3.0	42.2													2.11				10.48	PM 10.58
FULLERTON		C	s 8.53	s AM 9.50[71]		PM 1.00	s 6.01	PM 8.20				AM s12.10							
Union Pacific Crossing																			
2.5	33.4													2.06				10.43	10.53
BASTA		B	8.48	9.44		12.57	5.55	8.17				12.07							
2.0	19.2													2.02				10.39	10.49
BUENA PARK		C	8.46	9.42		12.55	f 5.53	8.15				12.05							
1.9	25.9													1.58				10.35	10.45
LA MIRADA		B	8.44	9.40		12.53	f 5.50	8.13				12.03 AM							
4.3	10.0													1.50				10.25	10.35
SANTA FE SPRINGS		C	8.39	9.35		12.49	s 5.45	8.09				11.58							
1.3	16.8													1.47				10.20	10.30
S. P. Co. Crossing			8.38	9.33		12.48	f 5.42	8.08				11.56							
LOS NIETOS																			
P. E. Crossing																			
1.9	13.7													1.43				10.09[77]	10.26
RIVERA		C	8.36[51]	9.31		12.46	f 5.38[73]	8.06				11.54							
2.6	37.5													1.38				9.58	10.20
BANDINI		B	8.33	9.28		12.44	f 5.34	8.04				11.51							
1.9	26.2													1.30				9.54	10.14[77]
HOBART		B	8.30	9.25		12.42	5.32	8.02				11.48							
Union Pacific Crossing																			
3.5	0.0													1.24	AM 10.20		PM 9.35	9.47	10.07
REDONDO JCT.			8.25	9.20		12.38	f 5.28	7.58				11.42							
Union Pacific Crossing																			
2.0	0.0													1.15 AM	10.15 AM		9.30 PM	9.40 PM	10.00 PM
FIRST STREET		C	8.22	9.17		12.35	f 5.25	7.55				11.38							
(69.8)																			
1.0	0.0																		
MISSION TOWER			8.19 AM	9.14 AM		12.33 PM	5.23 PM	7.53 PM				11.35 PM							
0.7	31.7																		
LOS ANGELES		C	8.15 AM	9.10 AM		12.30 PM	5.20 PM	7.50 PM				11.30 PM							
Union Station																			
(71.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	★ See Note below	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Saturday
Average speed per hour.....			(40.9)	(38.4)	(27.3)	(51.2)	(33.0)	(51.2)	(32.1)	(27.3)	(27.3)	(38.4)	(30.3)	(22.6)	(24.0)	(15.8)	(24.0)	(22.6)	(24.7)

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

Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 203 and 204 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 203 and 204 not less than ten minutes.

FALLBROOK DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Fallbrook Jct.	Ruling Grade Ascending	TIME TABLE NO. 112 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
Second Class 65 MIXED								Second Class 64 MIXED
Leave Tuesday Thursday and Saturday	No. Cars		Miles		STATIONS			Arrive Tuesday Thursday and Saturday
AM 11.35			0.0		FALLBROOK JCT.		B	PM 1.55
				21.3	3.4	62.7		
f11.45	14		3.4		YSIDORA			f 1.45
				66.0	2.6	10.6		
f11.54	14		5.9		CHAPPO			f 1.35
				26.4	1.6	0.0		
f11.59	8		7.6		RANCH HOUSE			f 1.30
				132.0	7.1	79.2		
PM f12.20	8		14.7		DE LUZ			f 1.09
				105.6	2.2	0.0		
12.30 PM	30	WY	16.9		FALLBROOK		C	1.00 PM
Arrive Tuesday Thursday and Saturday					(16.9)			Leave Tuesday Thursday and Saturday
(18.4)					.....Average speed per hour.....			(18.4)

NO. 65 IS SUPERIOR TO NO. 64

No switch lights on Fallbrook District.

ESCONDIDO DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Escondido Jct.	Ruling Grade Ascending	TIME TABLE NO. 112 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
Second Class 67 MIXED								Second Class 66 MIXED
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday
PM 4.45	17	WY	21.1		ESCONDIDO		C	PM 3.55
				83.4	4.9	95.0		
f 5.00	17		16.2		SAN MARCOS		B	f 3.40
				70.3	3.3	113.2		
f 5.12	14		12.9		BUENA			f 3.30
				116.2	3.7	116.2		
s 5.25	19		9.2		VISTA		C	s 3.20
				116.2	3.6	116.2		
f 5.35	4		5.6		FALDA			f 3.05
				87.6	5.6	84.5		
5.50 PM		Y	0.0		ESCONDIDO JCT.			2.50 PM
Arrive Daily Ex. Sunday					(21.1)			Leave Daily Ex. Sunday
(19.5)					.....Average speed per hour.....			(19.5)

No switch lights on Escondido District.

WESTWARD

Second Class 67 MIXED	Second Class 65 MIXED	First Class 303 PASSENGER	77 PASSENGER	75 SAN DIEGAN	73 PASSENGER	53 MOTOR	71 SAN DIEGAN	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles Posts	Ruling Grade Ascending
Leave Daily Ex. Sunday	Lv. Tuesday, Thursday and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars			
								Yard	FWY	273.1	
		PM 8.23								267.9	13.1
		8.25 PM	PM 7.30	PM 4.05	PM 2.30		AM 7.45	Yard	WY	267.5	28.7
			7.37	4.13	2.38		7.53	58		262.1	40.2
			7.44	4.19	2.44		7.59	47		257.1	63.4
			7.47	4.22	2.51[74]		8.02	39		254.5	54.0
			7.50	4.25	2.55		8.05	25	Y	253.0	116.2
			7.57	4.31	f 3.02		8.11	62	W	249.1	0.0
			f 8.03	4.37	s 3.10		8.17	68	Y	244.0	54.8
			8.05	4.40	f 3.13		8.20	8		241.9	52.8
			8.07	4.42	f 3.16		8.22	11		239.8	52.8
			8.09	4.44	f 3.19		8.24	32		238.1	52.8
			8.13	4.48	3.26		8.28	46		234.2	61.9
			8.18	4.53	f 3.31		8.33	38		229.3	52.8
PM 5.50			8.20	4.55	3.33		8.35		Y	227.2	47.2
5.55 PM	AM 11.30		s 8.26	s 4.58	s 3.40		s 8.38	Yard	FW	226.2	0.0
	11.35 AM		8.29	5.01	3.43		8.41			224.2	63.4
			8.32	5.04	3.46		8.44	52		221.7	65.4
			8.35	5.07	3.50		8.47	53		218.7	52.8
			8.41	5.12	3.57		8.52	25		213.8	65.4
			8.46	5.17	f 4.04		8.57	36		208.8	6.1
			8.53	5.23	f 4.12		9.03	33		203.7	0.0
			9.00[76]	5.27	f 4.18		9.07	72	W	199.8	13.9
			9.05	5.30	s 4.23		9.10	44		197.2	60.5
			9.12	5.36	4.30		9.16	72		192.6	67.6
			9.18	5.42	f 4.37		9.22	51		188.1	66.0
			9.24	5.47	f 4.44		9.27	47		183.9	0.0
			9.29	5.51	4.50		9.31	52		178.5	21.6
			s 9.35	s 5.56	s 4.58		s 9.36	Yard	W Y	175.5	37.0
			s 9.40	6.01	s 5.05	PM 2.47	9.41	Yard	Y	172.7	32.1
			f 9.45	6.07	s 5.11	s 2.57	9.47	62		167.8	7.6
			s 9.50 PM	6.10 PM	s 5.18 PM	s 3.02 PM	9.50[72] AM	84	W	165.0	6.1
Arrive Daily Ex. Sunday	Ar. Tuesday, Thursday and Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
(12.0)	(24.0)	(12.0)	(43.8)	(49.1)	(36.5)	(30.4)	(49.1)				

.....Average speed per hour

TIME TABLE NO. 112 June 2, 1940

STATIONS		Ruling Grade Ascending
NATIONAL CITY		
	5.2	13.1
MARKET ST. JCT.		
	0.4	28.7
SAN DIEGO		
	5.4	40.2
MORENA		
	5.0	63.4
ELVIRA		
	2.6	54.0
SELWYN		
	1.5	116.2
LINDA VISTA		
	3.9	0.0
SORRENTO		
	5.0	54.8
DEL MAR		
	2.1	52.8
SOLANA BEACH		
	2.1	52.8
CARDIFF		
	1.8	52.8
ENCINITAS		
	3.9	61.9
PONTO		
	4.9	52.8
CARLSBAD		
	2.1	47.2
ESCONDIDO JCT.		
	1.0	0.0
OCEANSIDE		
	2.0	63.4
FALLBROOK JCT.		
	2.5	65.4
STUART		
	3.0	52.8
LAS FLORES		
	4.8	65.4
AGRA		
	5.1	6.1
SAN ONOFRE		
	5.0	0.0
SAN CLEMENTE		
	3.9	13.9
(DOHENY PARK) SERRA		
	2.6	60.5
SAN JUAN CAPISTRANO		
	4.6	67.6
GALIVAN		
	4.5	66.0
EL TORO		
	5.2	0.0
IRVINE		
	4.4	21.6
VENTA		
	2.9	37.0
SANTA ANA		
	2.9	32.1
ORANGE S. P. Co. Crossing		
	4.9	7.6
ANAHEIM		
	2.7	6.1
FULLERTON		
(107.9)		

TIME TABLE NO. 112 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD First Class 78 PASSENGER Arrive Daily	72 PASSENGER Arrive Daily	74 SAN DIEGAN Arrive Daily	304 PASSENGER Arrive Daily	76 SAN DIEGAN Arrive Daily	Second Class 136 FREIGHT Arrive Daily Ex. Sunday	64 MIXED Ar. Tuesday Thursday and Saturday	66 MIXED Arrive Daily Ex. Sunday
STATIONS										
NATIONAL CITY		C						AM 3.30		
5.2	26.4									
MARKET ST. JCT.						PM 6.47		3.20		
0.4	0.0									
SAN DIEGO		C	AM 3.30	PM 12.30	PM 3.10	6.45 PM	PM 10.30	3.15		
5.4	31.2							s 3.10		
MORENA		B	3.19	12.20	3.01		10.21	2.58		
5.0	51.0									
ELVIRA		B	3.13	12.14	2.55		10.15	2.48		
2.6	0.0									
SELWYN		B	3.09	12.10	2.51[73]		10.11	2.43		
1.5	0.0									
LINDA VISTA		B	3.06	f12.08 PM	2.48		10.08	2.40		
3.9	116.2									
SORRENTO		B	f 2.55	11.58	2.39		9.59	2.22		
5.0	54.8									
DEL MAR		C	f 2.48	f11.49	2.33		9.53	2.12		
2.1	63.4									
SOLANA BEACH			f 2.44	11.45	2.30		9.50	2.08		
2.1	68.4									
CARDIFF			f 2.40	11.43	2.28		9.48	2.04		
1.8	0.0									
ENCINITAS		C	f 2.36	f11.40	2.26		9.46	2.00		
3.9	63.4									
PONTO		B	2.29	11.34	2.22		9.42	1.52		
4.9	50.8									
CARLSBAD		C	f 2.21	11.26	2.17		9.37	1.42		
2.1	52.8									
ESCONDIDO JCT.			2.17	11.22	2.15		9.35	1.38		PM 2.50
1.0	0.0									
OCEANSIDE		C	s 2.15	s11.20	s 2.13		s 9.33	s 1.35	PM 2.00	2.45 PM
2.0	45.4									
FALLBROOK JCT.		B	2.04	11.12	2.08		9.28	1.17	1.55 PM	
2.5	63.4									
STUART		B	2.01	11.09	2.05		9.25	1.12		
3.0	49.3									
LAS FLORES		B	1.56	11.05	2.02		9.22	1.05		
4.8	63.4									
AGRA		B	1.49	10.58	1.57		9.17	12.55		
5.1	68.9									
SAN ONOFRE		C	f 1.40	10.51	1.50		9.10	12.44		
5.0	49.4									
SAN CLEMENTE		B	f 1.30	f10.44	1.44		9.04	12.33		
3.9	5.0									
(DOHENY PARK) SERRA		C	f 1.24	10.40	1.40		9.00[77]	12.25		
2.6	0.0									
SAN JUAN CAPISTRANO		C	f 1.19	f10.37	1.37		8.57	12.20		
4.6	0.0									
GALIVAN		B	1.12	10.31	1.32		8.52	12.10		
4.5	54.0									
EL TORO		B	f 1.05	10.26	1.27		8.47	12.01 AM		
5.2	63.4									
IRVINE		C	f12.57	10.20	1.21		8.41	11.50		
4.4	63.4									
VENTA		B	12.50	10.14	1.17		8.37	11.40		
2.9	0.0									
SANTA ANA		C	s12.45	s10.10	s 1.13		s 8.33	s11.30		
2.9	11.2									
ORANGE		C	s12.32	s10.03	1.08		8.28	11.14		
4.9	48.1									
S. P. Co. Crossing ANAHEIM		C	s12.20	s 9.56	1.03		8.23	11.04		
2.7	21.1									
FULLERTON		C	12.13 AM	9.50[71] AM	1.00 PM		8.20 PM	10.58 PM		
(107.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Lv. Tuesday Thursday and Saturday	Leave Daily Ex. Sunday
Average speed per hour.....			(31.2)	(38.3)	(47.2)	(12.0)	(47.2)	(24.3)	(24.0)	(12.0)

HARBOR DISTRICT

WESTWARD Second Class 141 FREIGHT	145 FREIGHT	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Mile Posts	Ruling Grade Ascending	TIME TABLE NO. 112 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD Second Class 142 FREIGHT	146 FREIGHT
Leave Daily Ex. Sunday	Leave Daily	No. Cars				STATIONS			Arrive Daily Ex. Sunday	Arrive Daily
PM 1.30	AM 12.30	Yard				Pier A Yard 3.3		C	PM 12.10	PM 11.25
1.45	12.45					West Thenard Tower 1.1			11.55 AM	11.10
		Yard		13.2		WILMINGTON 1.4				
PM 2.00	AM 12.55		Y	11.8	79.2	WATSON 3.3	52.8	B	AM 11.50	PM 11.05
2.08	1.03	13		8.5	24.3	IRONSIDES 1.6	0.0		11.38	10.53
f 2.11	1.06	33	W	6.9	52.3	TORRANCE 3.9	48.4	C	s11.35	10.50
2.19	1.14	13		3.0	0.0	MONACO 1.2	58.4		11.22	10.37
2.22	1.17	26		1.8	52.6	LAWNDALE 1.8	51.1		11.19	10.34
s 2.26	s 1.21	23	Y	14.8	11.6	EL SEGUNDO P. E. Crossing 1.2	4.0	C	s11.16	s10.31
2.30	1.25	106		13.6	30.8	LAIRPORT 3.7	4.0		11.12	f10.27
f 2.38	1.33	25		9.9	52.8	INGLEWOOD 1.9	44.8	B	s11.05	10.20
2.43	1.38	12		8.0	0.0	HYDE PARK 0.7	44.8		10.54	10.09
2.45	1.40	21		7.3	10.5	VAN NESS 1.3	0.0		10.51	10.06
2.50	1.45	11		6.0	18.5	WILDASIN 2.5	0.0		10.45	10.00
3.00	1.55	19		3.5	0.1	WINGFOOT P. E. Crossing 1.0	0.0		10.35	9.50
3.05	2.00	12		2.5	52.8	NADEAU S. P. Co. Crossing 2.5	0.0		10.30	9.45
3.15 PM	2.10 AM		FW TY	0.0		REDONDO JCT.			10.20 AM	9.35 PM
Arrive Daily Ex. Sunday	Arrive Daily					(31.0)			Leave Daily Ex. Sunday	Leave Daily
(17.7)	(18.6)					.....Average speed per hour.....			(16.8)	(16.8)

No switch lights on Harbor District.

REDONDO DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Mile Posts	Ruling Grade Ascending	TIME TABLE NO. 112 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
	No. Cars				STATIONS			
	Yard		20.4	42.2	REDONDO BEACH P. E. Crossing 1.7	0.0	C	
	8		18.7	42.2	HERMOSA BEACH 1.7	0.0		
	20		17.0	0.0	MANHATTAN BEACH 2.2	52.8		
	23	Y	14.8		EL SEGUNDO		C	
					(5.6)			

No switch lights on Redondo District.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

In freight and mixed service on descending grades of over one per cent, the maximum is 40 miles per hour (one minute 30 seconds per mile).

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
797-813	1	43	1	43	1	43
909-989	1	53	1	53	1	53
990-999	1	43	1	43	1	43
1226-1265	0	40	1	12	1	30
1297-1308	0	40	1	12	1	30
1322-1379	0	40	1	12	1	30
1413-1468	0	40	1	12	1	30
3500-3534	0	40	1	12	1	30
1621-1673	1	53	1	53	1	53
1674-1693	1	43	1	43	1	43
1798-1799	1	12	1	12	1	30
1960-1991	1	43	1	43	1	43
3129-3158	1	43	1	43	1	43
3228-3257	1	06	1	12	1	30
3456	0	36	1	12	1	30
3703-3750	0	51	1	12	1	30
3751-3764	0	48	1	12	1	30
3765-3775	0	48	1	12	1	30
3765-3775 (Summit-Cajon)	.....		.....		4	00
(Cajon-San Bdno)	.....		.....		3	00
(Summit-Victorville)	.....		.....		2	24
3830-3940	1	06	1	12	1	30
5001	1	06	1	12	1	30
Diesel Motors	0	36	.....		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
2703-2705-2712-2715 Union Pacific	1	00	1	30	1	30
Other 2700 Union Pacific	1	20	1	20	1	30
3100 Union Pacific	0	51	1	20	1	30
3500 Union Pacific	1	43	1	43	1	43
8800 Union Pacific	1	12	1	30	1	30
3900 Union Pacific	1	00	1	20	1	30
7800 Union Pacific	0	51	1	20	1	30
Diesel Motors Union Pacific	0	40	.....		1	20
Switch, no truck	.....		.....		3	00
All other Classes	.....		1	43	1	43
All Classes, backing up	3	00	3	00	3	00
Maximum bet. Summit and Highland Jct., all Classes					2	00

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

Maximum speed of freight trains fifty miles per hour when handled by locomotives with maximum speed in passenger service 50 m.p.h. or greater. No tolerance.

FIRST DISTRICT

Barstow passenger yard, ten miles per hour between interlocker at west end and stock yard switch east of depot.

Summit, eight miles per hour turning on wye.

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

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

Passenger trains will consume not less than:

5 minutes Summit to Dell
2 " Dell to Gish
6 " Gish to Cajon
6 " Cajon to Keenbrook
7 " Keenbrook to Devore
3 " Devore to Verdemont
7 " Verdemont to Highland Jct.
4 " Highland Jct. to San Bernardino

and if stop is made, add the duration of stop, plus one minute, to the above.

Eastward freight trains, Summit to Hesperia, 24 miles per hour, one mile in two minutes 30 seconds.

San Bernardino: between Base Line and Mile Post 78½, forty miles per hour; between Base Line and Fifth Street, thirty miles per hour; on 10 degree curve between passenger station and Fifth Street Tower fifteen miles per hour.

SECOND DISTRICT

Metropolitan, Rialto, Cucamonga and Upland Foothill spurs, twenty miles per hour.

Between Pasadena and Highland Park, passenger trains, thirty miles per hour and freight trains, twenty miles per hour.

Between Highland Park and Broadway, all trains, twenty-five miles per hour.

Within Los Angeles city limits over all street or highway crossings, to and including Aliso Street, fifteen miles per hour.

THIRD DISTRICT

Colton, westward trains, fifteen miles per hour over double-track junction switch.

Olinda, Prenda, Bastanchury and La Habra Valley spurs, fifteen miles per hour.

OLIVE DISTRICT

Passenger trains, fifty miles per hour and freight trains, thirty miles per hour.

FOURTH DISTRICT

Venta spur, fifteen miles per hour.

Anaheim, over Center, Broadway and Santa Ana streets, forty miles per hour.

Passenger trains with Diesel motors ninety miles per hour, with Pacific type seventy-five miles per hour, and with Mountain type sixty-five miles per hour.

REDLANDS DISTRICT

Forty miles per hour.

Redlands, over Orange Street, fifteen miles per hour.

HARBOR DISTRICT

Fifteen miles per hour over street crossings between Redondo Junction and West Boulevard.

Lairport, over Imperial Highway, fifteen miles per hour.

Torrance Oil Spur, twenty-five miles per hour.

Wilmington, over State Street and Ford Avenue, fifteen miles per hour.

SAN JACINTO DISTRICT

Between Highgrove and Perris, thirty miles per hour, except Box Springs to Mile Post 4, fifteen miles per hour.

Between Perris and San Jacinto, twenty miles per hour.

ELSINORE AND ESCONDIDO DISTRICTS

Twenty-five miles per hour.

FALLBROOK DISTRICT

Twenty miles per hour.

ALL DISTRICTS

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

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

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

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

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

Rule 876: Trains must be stopped and this test made at:

Summit—Trains in both directions.
Box Springs—Eastward trains.
Linda Vista—Trains in both directions.

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

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

28. Rule 701: Red lights will be used in dwarf signals to indicate "Stop."

29. Rule 460: Engine flues must not be sanded while passing dry grain fields, tule lands, between Devore and Lugo, between Water Street and Pasadena, or other places where fire might result.

SPRING SWITCHES

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

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

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

West switch westward siding, normally lined for westward main track.

Cajon—East switch eastward siding.

Alray—East switch eastward siding.

Keenbrook—East switch eastward siding.

Devore—East switch eastward siding.

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

Los Angeles Yard—Redondo Jct., outbound engine lead switch normally lined for Butte Street lead, and inbound engine lead switch normally lined for roundhouse lead; distance 140 feet between these switches; and outbound engine track No. 2 switch normally lined for Track No. 2; all are mechanical switchmen and may be run through when lined either way.

Redondo Jct. Third District—Switch from east leg of wye to eastward main track normally lined for eastward main track.

Hobart—End of double track, normally lined for westward trains. Eastward trains trail through.

Riverside—End of double track, normally lined for eastward trains, westward trains trail through.

San Diego—Stem of wye, normally lined for west leg of wye.

Maximum speed trailing through spring switches must not exceed 25 miles per hour.

Reverse movements must not be attempted until switches are properly lined by hand. If stop is made with train on spring switch, care must be taken to control slack action and avoid backward movement.

Trains finding signals or point indicators, immediately

(Continued on Page 13)

in advance of facing point spring switches, indicating stop, must examine points before proceeding.

Except on main tracks spring switches are not protected by point indicators or signals.

SPRING POINT DERAIL SWITCHES NORMALLY LINED FOR DERAIL

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

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

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

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

Olinda Spur—Mile Post 3½.

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

FIRST DISTRICT

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

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

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

On eastward track, automatic signals are three-position, indicating "Proceed," "Medium speed" or "Restricted speed" from Signal 782 east of Highland Junction to Signal 572-A, west of Summit, inclusive.

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

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

SECOND AND THIRD DISTRICTS

35. Within Los Angeles city limits, brakeman must ride on extreme forward end of all trains unless engine is on forward end and headed in direction train is moving. When engine is backing up on head end of train, brakeman will ride on rear of tender.

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

SECOND DISTRICT

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

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

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

Etiwanda: Eastward train holding main track, arriving first, should stop west of signal 934 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.

Azusa: Westward train, arriving first, holding main track, should stop east of signal 1161 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.

Olga: Westward train holding main track, arriving first, should stop east of preliminary board until eastward train has arrived at west switch.

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

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

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

THIRD DISTRICT

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

42. Manual Block between Colton Tower and Highgrove.

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

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

Automatic signals between Riverside and Hobart, 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.

43. Double track with automatic and interlocking signals between Hobart and Broadway.

At Hobart, time and train orders will apply at end of double track.

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.

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

At Basta, eastward train holding main track, to meet westward train, must remain west of preliminary sign, located at telephone booth, until Signal 1624 assumes stop position.

At Rivera, train occupying main track east of Signal 1512 prevents the clearing of the westward home signal at P. E. crossing, Los Nietos.

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

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

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

47. Nos. 51 and 53 will back into Union Station.

FOURTH DISTRICT

48. Automatic signals between Fullerton and San Diego; 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.

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

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

OLIVE DISTRICT

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

HARBOR DISTRICT

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

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

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

FLAG STOPS TO PICK UP REVENUE PASSENGERS

Train	STOPS	PASSENGERS DESTINED
2	Any station, 2nd Dist.	San Bernardino or beyond
24	Any station, 3rd Dist.	East of San Bernardino
73	Any station	Santa Fe and Un. Pac. points East and North of Barstow
		So. Pac. points, Santa Barbara or North
124-4	Any station	Williams or beyond
72	Los Nietos and La Mirada	San Diego
71-75	Del Mar	Santa Ana, Los Angeles and beyond
76	Fullerton	Santa Ana, Oceanside, Del Mar and San Diego from No. 23

FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	STOPS	PASSENGERS FROM
24	Any station—East of Fullerton	Los Angeles or Fourth District
1	Any station—2nd Dist.	Barstow or beyond
7	Any station—2nd Dist.	Barstow or beyond
7	Pasadena	San Bernardino
19	Any station	East of Albuquerque
23	Any station—3rd Dist.	San Bernardino or beyond
72	Any station	Santa Fe and Un. Pac. Points East or North of Barstow
		So. Pac. points, Santa Barbara or North
123	Any station	Williams or beyond
3	Any station	Williams or beyond, and No. 21 at San Bernardino
74-76	Del Mar	Los Angeles or Santa Ana
203	San Bernardino	To discharge passengers

A. J. STROBEL, General Watch Inspector....Topeka, Kansas
J. H. MACE, Asst. Gen. Watch Inspector (Roadway and Station Service).....Kansas City, Mo.

LOCAL WATCH INSPECTORS

G. D. DAVIDSON CO., 445 S. Spring St. and Union Passenger Station .....Los Angeles
J. McAULIFFE.....1972 East 1st Street, Los Angeles
H. R. TROTT.....424 North Sycamore Street, Santa Ana
A. C. HENZELL.....Oceanside
J. JESSOP & SONS.....San Diego
CHAS. M. HANF.....San Bernardino
E. F. MANNERS.....Barstow
H. W. SCHLEMER, Traveling Watch Inspector.....Pasadena
Fullerton, on 10th and 24th, each month.
Azusa, on 11th and 25th, each month.
Corona, on 12th and 26th, each month.

JUNCTION SWITCHES

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

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

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES AND SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.
DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Medical Professional Building, Los Angeles, Cal.
DR. RICHARD FLAMSON, Assistant to Chief Surgeon, Pacific Mutual Building, Los Angeles, Cal.

LOS ANGELES DIVISION

DR. W. D. CHIPMAN, Local Surgeon ..... Los Angeles
DR. J. N. OSBURN, Aurist and Oculist ..... Los Angeles
DR. LEROY SHERRY, Local Surgeon ..... Pasadena
DR. J. S. HIBBEN, Asst. Local Surgeon ..... Pasadena
DR. J. H. BREYER, Cnsltg. Surgeon ..... Pasadena
DR. E. W. HAYES, Local Surgeon..Monrovia
DR. H. H. CHAMBERLAIN, Local Surgeon ..... Glendora
DR. S. D. THOMASON, Local Surgeon ..... San Dimas
DR. R. G. WIRTH, Local Surgeon...Pomona
DR. J. B. CRAIG, Local Surgeon.....Upland
DR. W. S. CHERRY, Local Surgeon...Rialto
DR. J. N. BAYLIS, Division Surgeon .....San Bernardino
DR. J. C. CARMACK, Local Surgeon .....San Bernardino
DR. A. L. HAENSZEL, Cnsltng Surgeon .....San Bernardino
DR. C. M. HADLEY, Oculist.San Bernardino
DR. F. W. LAWLER, Local Surgeon ..... Victorville
DR. R. J. MacDONALD, Local Surgeon ..... Barstow
DR. J. M. GIBBONS, Asst. Local Surgeon ..... Barstow
DR. N. B. LAWRENCE, Local Surgeon ..... Colton
DR. T. A. CARD, Local Surgeon...Riverside
DR. W. W. ROBLEE, Asst. Local Surgeon ..... Riverside
DR. D. D. ROOS, Local Surgeon.....Corona
DR. E. H. BRUNEMEIER, Local Surgeon ..... Placentia
DR. G. W. OLSON, Local Surgeon..Fullerton
DR. F. H. GOBAR, Asst. Local Surgeon ..... Fullerton
DR. I. J. WATERMAN, Local Surgeon .....Santa Fe Springs
DR. J. W. UTTER, Local Surgeon..Anaheim
DR. G. A. PAIGE, Asst. Local Surgeon ..... Anaheim
DR. T. B. RHONE, Local Surgeon....Orange
DR. D. A. HARWOOD, Local Surgeon ..... Santa Ana
DR. C. M. HARWOOD, Asst. Local Surgeon ..... Santa Ana
DR. J. D. BALL, Cnsltg. 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. O. S. HARBAUGH, District Surgeon ..... San Diego
DR. J. E. REEVES, Local Surgeon.San Diego
DR. F. G. HOLLANDER, Asst. Local Surgeon .....San Diego
DR. C. S. MARSDEN, JR., Asst. Local Surgeon ..... San Diego
DR. T. O. BURGER, Cnsltg. Surgeon ..... San Diego
DR. C. S. MARSDEN, Eye, Ear, Nose and Throat Specialist.....San Diego
DR. C. R. LOUNSBERRY, Dermatologist ..... San Diego
DR. F. P. LENAHAN, Consl. Oculist ..... San Diego
DR. C. S. OWEN, Local Surgeon ..... National City
DR. W. D. ROLPH, Asst. 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, Cnsltg. Surgeon ..... Hemet
DR. J. A. JETTON, Local Surgeon.Fallbrook
DR. C. A. S. KEMPER, Local Surgeon ..... Escondido
DR. J. V. LARZALERE, Cnsltg. Surgeon ..... Escondido
DR. J. W. BEEMAN, Local Surgeon.Torrance
DR. T. B. SMITH, Local Surgeon.Wilmington

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.

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				
Frost	38.8	8	Eastward track	Freight only
Pine Lodge	60.9	45	East and West	Freight only
SECOND DISTRICT	Mile Post Location			
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	West	Freight only
Muscat	90.4	Lgh. 1.1m.	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	20	East and West	Siding
Usado	132.3	20	East and West	Siding
Raymond	132.7	22	West	Freight only
THIRD DISTRICT	Mile Post Location			
Prenda Spur (Prenda)	14.3	Lgh 2.0 m.	East and West	Freight only
Hamner	21.1	11	East and West	53-54
Horse Shoe Bend	35.5	0	None	53-54
Yorba	40.2	33	East and West	Freight only
Olinda Spur — Daum	41.4	Lgh. 4.0 m.	East and West	Freight only
Olinda Spur — 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	155.5	Lgh. .67 m.	West	Freight only
Wilshire Spur	156.8	Lgh. 0.5 m	West	Freight only
La Habra Vl'y Spur — East Whittier	154.6	Lgh. 3.44 m.	West	Freight only
	157.6	22	West	Freight only
FOURTH DISTRICT	Mile Post Location			
Aliso	177.5	9	West	Freight only
Venta Spur — Browning	178.7	Lgh. 5.8 m.	East	Freight only
Venta Spur — Tustin	180.8	34	West	Freight only
Venta Spur — Myford	181.5	25	East	Freight only
Venta Spur — Frances	181.3	9	East	Freight only
Venta Spur — Kathryn	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	72-73
Farr	231.6	7	East and West	Freight only
Leucadia	236.4	0	None	Mail 78-73
Reba	247.7	0	None	Freight only
Pacific Beach	260.3	13	East and West	Freight only
Cudahy	263.4	33	East and West	Freight only
Old Town	264.1	5	West	Freight only
FALLBROOK DISTRICT	Mile Post Location			
Ranch House Stock	8.4	8	East and West	64-65
ESCONDIDO DISTRICT	Mile Post Location			
Talica	3.7	7	East and West	66-67
REDLANDS DISTRICT	Mile Post Location			
Nevada Street	6.8	10	East	Freight only
Eastberne	10.1	5	West	Freight only
Craf	11.4	9	East	Freight only
Browns	13.7	10	West	Freight only
Molino	17.9	13	West	Freight only
West Highlands	20.4	12	East and West	Freight only
HARBOR DISTRICT	Mile Post Location			
Lawn	8.8	2	East	Freight only
Dudmore	4.4	17	East	Freight only
Torrance Oil Spur	4.8	Lgh. 2.0m.	West	Freight only
SAN JACINTO DISTRICT	Mile Post Location			
Box Springs Quarry	6.1	42	East and West	Freight only
Anderson	15.9	19	East and West	505-506
Ellis	19.1	6	East	505-506
ELSINORE DISTRICT	Mile Post Location			
Weisel Quarry	5.5	21	East and West	508-509
Weisel	6.2	43	East	508-509
Jameson	9.2	4	East	508-509
Durant	18.1	27	East	508-509

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. 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 1300 feet.	Yard Lead 0000 Yard Lead against current of traffic ——0000

REDLANDS DISTRICT

San Bernardino, Third St.	P. E. Crossing	Stop. Send flagman ahead:	
Rialto Ave.	P. E. Crossing	Interlocker.	
"E" Street	S. P. Crossing and industry track	Interlocker.	
Patton	P. E. Crossing	Fifteen miles per hour.	
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 movement 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 precooler— — 00 Precooler to second district— — 0000 House lead to main line— — Switch lead 0 —— Yard lead 0000 Engine lead— — 0 Second district to precooler— — 000 Precooler to yard— — 00 Westward main track against current of traffic —— 0000 Eastward main track against current of traffic Get phone authy. from Towerman.
Rialto	P. E. Crossing	Fifteen miles per hour.	
Rialto Spur	P. E. Crossing	Stop. Send flagman ahead.	
Cucamonga Spur	P. E. Crossing	Stop. Send flagman ahead.	
Upland Spur	P. E. Crossing	Stop. Send flagman ahead.	
Upland	P. E. Crossing	Fifteen miles per hour.	
Claremont	P.E. Crossing. West end passing track and west end of house track.	Interlocker. Approach locking.	
San Dimas	P. E. Crossing and west end industry track.	Interlocker. Approach locking.	
Arcadia	S. P. Crossing	Interlocker. Approach locking.	
Arcadia	P. E. Crossing	Interlocker. Approach locking.	
Lamanda Park	P. E. Crossing and west end of passing track.	Interlocker. Approach locking.	
Lake Ave.	P. E. Crossing	Fifteen miles per hour.	
Pasadena, Colorado Street	P. E. Crossing	Eight miles per hour.	
Bellevue Drive	P. E. Crossing	Fifteen miles per hour.	
Raymond Spur	S. P. Crossing	Gates, Normal position across Santa Fe tracks.	
Highland Park 0.5 East	Union Pacific Crossing	Eight Miles per hour Gate, Normal position across Union Pacific track.	
Water Street 0.7 East	Union Pacific Crossing	Eight miles per hour. Gate, Normal position across Union Pacific track.	
Los Angeles—Main Street	L. A. Ry Crossing	Fifteen miles per hour.	
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 1,300 feet east of signal 1381 for westward train movements; 200 feet west of signal 1391 for yard movements, and at signal 1404 for eastward movements.	Union Station 0—— Old main 00——0 Cudahy lead ——0——' Against current of traffic ——0000
Aliso Street	P. E. Crossing	Fifteen miles per hour.	S. P. Downey Ave. 000—— Calif. Cor. Spur 00——00

SAN JACINTO DISTRICT

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

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

Railroad Crossings at Grade and Interlockers

THIRD DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
San Bernardino, Rialto Ave.	P. E. Crossing	Interlocker.	
Rana	All switches	Interlocker. See Special Rule 12.	
Colton Tower	S.P. and U.P. Crossings. End of double track and house track.	Interlocker. Rule 782 is modified and it is permissible for enginemen to proceed over crossing without personal explanation when signaled 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
Highgrove	End of double track.	Interlocker. Approach locking.	
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.	
May	P. E. Crossing	Interlocker. Approach locking.	
Olinda Spur	P. E. Crossing	Stop. Send flagman ahead.	
Fullerton	Junction Third and Fourth districts, East end siding.	Interlocker. Approach locking. Indications superior to right, class or direction within Home Signal limits, Third District, superior route.	Fourth district ——0
Fullerton—Basta	Union Pacific Crossing.	Interlocker. Approach locking.	
Bastanchury Spur	P. E. Crossing	Stop.—Rule 98, A. B. C and D.	
Bastanchury Spur	Union Pacific Crossing	Eight miles per hour.	
Los Nietos	P.E. Crossing and west end siding	Interlocker. Approach locking.	
Los Nietos	S.P. Crossing and east end siding	Interlocker. Approach locking.	
Hobart	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 signaled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Eastbound yard lead — — 0 Westbound yard lead —— 0 To ice house 0 —— 0 0 Against current of traffic ——0000
Redondo Junction	Union Pacific Crossing Harbor district and Third district double track.	Interlocker. Approach locking. Indications superior to right, class or direction, for movements within Home Signal limits. Rule 782 is modified and it is permissible for enginemen to proceed over crossing without personal explanation when signaled 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

FOURTH DISTRICT

Anaheim 2.0 East	S. P. Crossing	Interlocker.	
Anaheim Sugar Fcty. Spur	Union Pacific Crossing	Stop.—Rule 98, A, B, C and D.	
Santa Ana Wye	S. P. Crossings	Stop—Rule 98, A, B, C and D.	
San Diego, Kettner Blvd.	S. D. E. Ry Crossing	Eight miles per hour	
Market Street	S. D. E. Ry Crossing	Eight miles per hour. Gates, Normal position across S. D. E. Ry. tracks.	

OLIVE DISTRICT

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

ELSINORE DISTRICT

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

HARBOR DISTRICT

Redondo Junction		Union Pacific Crossing	See Redondo Junction—Third District.
1.0 Mi. East		L. A. Ry Cross'g, Pac. Blv.	Fifteen miles per hour.
Nadeau		S. P. Crossing	Automatic Interlocker approach lighting. No distant signals. Speed limit 10 miles per hour. When stopped by Home Signal flagman must go to crossing and if no train within limits on S. P. track will open box marked "Santa Fe release" and press button therein.—After two minutes signal for waiting train should indicate "proceed at restricted speed." If signal fails to so indicate, crossing may then be used only under flag protection in both directions on S. P. tracks.
	0.3 Mi. East	P. E. Crossing	Interlocker.
Wingfoot	0.5 Mi. East	L. A. Ry Crss'g, Avalon Bl.	Fifteen miles per hour.
	1.0 Mi. East	L. A. Ry Crss'g, Main St.	Fifteen miles per hour.
	1.2 Mi. West	L. A. Ry Crss'g, Broadway	Fifteen miles per hour.
Wildasin	0.7 Mi. West	L. A. Ry Crss'g, Hoover Ave.	Fifteen miles per hour.
	0.4 Mi. West	L. A. Ry Crss'g, 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		U. P. and P. E. Crossings	Interlocker. Los Angeles Municipal Terminal R. R.
		S. P. and P. E. Crossings	
	1.2 Mi. East	U. P. Crossing and industry spurs.	Santa Fe trains have preference unless flagged Stop not required.

REDONDO DISTRICT

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

LENGTH OF STEMS OF WYES

Location	Feet
Victorville	113
Summit	304
Devore	305
San Bernardino	3rd Dist. Main Track
San Bernardino	Precooler Lead
Upland	Foothill Spur
Azusa	640
Casa Blanca	Prenda Spur
Porphyry	Elsinore Dist. Main Track
Atwood	Olinda Spur
Redondo Junction	Main Track
Orange	Main Track
Santa Ana, S. P. Main Track	400
Escondido Jct.	Escondido Dist. Main Track
Del Mar	690
Linda Vista	200
San Diego, Harasthy Street	Marine Base Spur
National City	481
March Field	March Field Spur
Perris	6384
San Jacinto	640
Elsinore	181
El Segundo	Main Track
Watson, Former Main Track	3800
Fallbrook	514
Escondido	340

SANTA FE
SAFETY FIRST

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

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

