

# The Atchison, Topeka & Santa Fe Railway Co.



## Coast Lines



### LOS ANGELES DIVISION.

# EMPLOYEES' TIME TABLE No. 91

IN EFFECT

**SUNDAY, AUGUST 10, 1930,**

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 90, Dated June 1, 1930, and any Supplements thereto.

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

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

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

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

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

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

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

W. H. HOPKINS,  
Acting Trainmaster,  
San Bernardino, Cal.

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

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

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

C. E. MACHEN,

Dispatchers,  
San Bernardino, Cal.

A. W. PRICE,  
A. W. MAYS,  
L. E. ERLEWINE,  
R. C. PIERCE,



## ALL DISTRICTS

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

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

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

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

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

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

Cucamonga .....siding east of depot.  
 San Dimas .....siding east of depot.  
 Duarte .....siding west of depot.  
 Arcadia .....siding east of depot.  
 Santa Anita .....siding east of depot.  
 Lamanda Park.....siding west of depot.  
 Highgrove .....siding east of depot.  
 Atwood .....siding west of depot.  
 Placentia .....siding west of depot.  
 Anaheim .....siding east of depot.  
 Capistrano .....siding east of depot.  
 San Onofre .....siding east of depot.  
 Carlsbad .....siding west of depot.  
 Del Mar .....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.  
 Highgrove, eastward trains, crossover east of depot.  
 Corona, westward trains, crossover at Signal 233.  
 Placentia, westward trains, crossover at Signal 21.  
 Anaheim, eastward trains, crossover east of depot.  
 Santa Ana, eastward trains, crossover west of depot.  
 Serra, eastward trains, crossover near west end of siding.

San Onofre, eastward trains, crossover east of depot.

Del Mar, westward trains, crossover at Signal 2433.

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

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

Electric headlights must be dimmed:

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

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

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

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

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

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

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

At Hobart, first class trains may register by Form 903 and need not check register.

At Los Angeles, second class and extra trains via Second District moving in both directions between Mission Tower and Hobart under provisions of Special Rule 12, will not be required to register or check register at Los Angeles passenger station, except check for superior trains which may have become due subsequent to check at Hobart.

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

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

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. 147 on Third District, and M. P. 8 on Harbor District.

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

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

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

San Bernardino-Colton: Between Signal 791 Highland Jct. and Fifth Street Tower, San Bernardino, and between Rana and Colton 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. This modifies Rule 782.

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

Los Angeles-Hobart: Between Mission Tower and Signal 1404, Turner Street, Second District, and between Signal 1411, Sixth Street and Signal 1462, Hobart, Third District, when moving with current of traffic.

Between Signal 1404, Turner Street, and Signal, 1411, Sixth Street, there is no superiority of trains, all trains and engines must move at restricted speed, governed by Rule 93.

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

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

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

Second class, extra trains and yard engines moving under above 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 order; but if provision has been made for the use of a section of double track as single track no extra train may move over such section in either direction without having an order Form G.

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



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

15. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any District, except where the office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher, except at Los Angeles, eastward, Second District, extra trains having secured clearance card Form 902 at Hobart are not required to secure clearance card at Los Angeles passenger station. No train will leave Fullerton, Oceanside, San Diego westward, or Perris (when operator on duty), without receiving clearance card, Form 902.

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

16. Rule 221: The second paragraph is abrogated.

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

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

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

18. Rule 310: Following is list of structures:

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

First Street viaduct.

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

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

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

Section 487 provides:

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

21. . . . .

22. Rule 391: Standard thermometers are located at 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**

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

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

Maximum speed of passenger trains, thirty miles per hour; freight trains, twenty miles per hour over switches and frogs entering or leaving turnouts at double-track junctions not otherwise restricted. Maximum speed of all trains entering or leaving all other turnouts and crossovers, ten miles per hour.

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

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

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

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

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

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

CLASS	MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE					
	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
468-497	0	51	1	43	1	30
649-728	1	43	1	43	1	43
769-788	1	43	1	43	1	43
789-824	1	43	1	43	1	43
825-864	1	43	1	43	1	43
900-989	1	52	1	52	1	52
990-999	1	52	1	52	1	52
1226-1266	0	51	1	43	1	30
1270-1289	0	51	1	43	1	30
1297-1308	0	51	1	43	1	30
1309-1388	0	51	1	43	1	30
1400-1478	0	51	1	43	1	30
3500-3534-3600	0	51	1	43	1	30
1600-1673	1	52	1	52	1	52
1674-1693	1	52	1	52	1	52
1798-1799	1	52	1	52	1	52
1950-1989	1	43	1	43	1	43
3010-3020	1	52	1	52	1	52
3129-3158	1	43	1	43	1	43
3228-3258	1	43	1	43	1	43
3700-3750	1	05	1	43	1	43
3751	0	55	1	43	1	43
3800-3915	1	43	1	43	1	43
5010-5500-6000 Union Pacific	1	43	1	43	1	43
2700 Union Pacific	1	20	1	43	1	43
3100 Union Pacific	0	51	1	43	1	30
7800-8800 Union Pacific	1	12	1	43	1	43
Switch, no truck	3	00	3	00	3	00
All other Classes	.....		1	43	1	43
All Classes, backing up	3	00	3	00	3	00
Motors—M-107, M-130, M-131, M-180	1	00	1	00	1	00
Maximum bet. Summit and Highland Jct., all Classes	.....		2	00	.....	

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

**ALL DISTRICTS**

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

**FIRST DISTRICT**

Barstow 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 Barstow, passenger trains with 3700 class engines, will consume not less than one hour ten minutes.

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

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

Passenger trains will consume not less than:

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

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

**SECOND DISTRICT**

Cucamonga and Upland spurs, twenty miles per hour.

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

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

**THIRD DISTRICT**

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

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

Olinda and Prenda spurs, fifteen miles per hour.

**FOURTH DISTRICT**

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

Venta spur, fifteen miles per hour.

**HARBOR DISTRICT**

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

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

**SAN JACINTO DISTRICT**

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

Between Perris and San Jacinto, twenty-five miles per hour.

**TEMECULA AND ESCONDIDO DISTRICTS**

Twenty-five miles per hour.

**FALLBROOK DISTRICT**

All trains, three minutes for each mile run.



WESTWARD													Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Grade Descending	Sailing Grade Ascending	Miles from Barstow	TIME TABLE			
First Class																		No. Cars	Miles	NO. 91	
33	203	21	219	19	23	101	17	207	3	221	7	9								August 10, 1930	
FREIGHT	PASSENGER	The Missionary	PASSENGER	The Chief	Grand Canyon Limited	MOTOR	The Phoenix	PASSENGER	California Limited	PASSENGER	Fast Mail	The Navajo	Yard	FW TY	Miles	STATIONS					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily									
PM 3.30	PM 11.10	PM 1.15	PM 12.55	PM 12.45	AM 8.00		AM 4.15	AM 3.50	AM 3.30	AM 2.55	AM 2.50	AM 2.30			0.0	BARSTOW					
	f 11.22	1.25	1.05	12.55	8.10		4.25	4.01	3.41	3.06	3.00	2.40	80		20.4	6.2	LENWOOD				
	f 11.33	f 1.33	1.13	1.03	8.18		f 4.32	4.10	3.50	3.15	3.08	2.48	73	W	28.0	11.8	HODGE				
	f 11.48	f 1.45	1.25	1.15	8.30		4.43	4.22	4.02	3.28	3.19	3.00	70	W	30.0	21.2	HELENDALE				
	f 11.57	1.52	1.32	1.22	8.37		4.50	4.29	4.09	3.36	3.26	3.07	70		0.0	26.1	BRYMAN				
	f 12.07	f 2.00	1.39	1.29	8.45		4.57	4.36	4.16	3.45	3.33	f 3.15	70		0.0	31.5	ORO GRANDE				
	f 12.14	2.05	1.45	1.35	8.51		5.03	4.42	4.22	3.51	3.37	3.20			17.2	35.2	LEON				
	s 12.20	s 2.10	1.48	1.38	8.53		f 5.06	4.44	4.24	f 3.55	3.39	s 3.25	80	FW Y	0.0	36.6	VICTORVILLE				
	f 12.32	2.18	1.55	1.45	9.02		5.14	4.53	4.33	4.05	3.47	3.33			0.0	41.0	THORN				
	f 12.45	f 2.26	2.03	1.53	9.11		5.22	5.01	4.41	4.15	3.55	3.41	70		0.0	45.0	HESPERIA				
	f 1.00	2.34	2.11	2.01	9.19		5.30	5.10	4.50	4.26	4.04	3.50	66		0.0	49.8	LUGO				
	s 1.25	s 2.48	2.28	2.18	9.36		5.44	5.27	5.07	4.45	4.20	s 4.05	70	Y	0.0	55.7	SUMMIT				
	f 1.32	2.54	2.34	2.24	9.42		5.50	5.33	5.14	4.53	4.27	4.11	26		158.4	56.5	DELL				
	f 1.35	2.56	2.36	2.26	9.44		5.52	5.35	5.16	4.55	4.29	4.13	70		158.4	59.5	GISH				
	f 1.42	f 3.02	2.42	2.32	9.50		5.58	5.41	5.22	5.01	4.35	f 4.19	72	W	158.4	62.2	CAJON				
	f 1.49	3.08	2.48	2.38	9.56		6.04	5.47	5.28	5.07	4.41	4.25			116.2	66.0	KEENBROOK				
	f 1.57	f 3.15	2.55	2.45	10.03		6.11	5.54	5.35	5.14	4.48	f 4.32	80	Y	116.2	70.7	DEVORE				
	f 2.01	3.18	2.58	2.48	10.07		6.14	5.58	5.38	5.18	4.52	4.35	10		116.2	73.2	VERDEMONT				
	2.05	3.22	3.02	2.52	10.11		6.18	6.02	5.42	5.22	4.56	4.38	80		116.2	75.7	ONO				
	2.11	3.28	3.08	2.58	10.17	AM 6.51	6.24	6.08	5.48	5.28	5.02	4.43			116.2	79.2	HIGHLAND JCT.				
10.00 PM	2.20 AM	3.35 PM	3.15 PM	3.05 PM	10.25 AM	7.00 AM	6.30 AM	6.15 AM	5.55 AM	5.35 AM	5.08 AM	4.50 AM	Yard	FW TY	51.7	81.1	SAN BERNARDINO				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(81.1)				
(12.5)	(25.6)	(34.7)	(34.7)	(34.7)	(33.5)	(12.6)	(36.0)	(33.5)	(33.5)	(30.4)	(35.3)	(33.5)			Average speed per hour						

No. 33 has no Time Table superiority.



FIRST DISTRICT

LOS ANGELES DIVISION

TIME TABLE NO. 91 August 10, 1930	Ruling Grade Ascending	Grade Descending	Office of Communication and Booth Phones	Fuel, Water Ture Tables and Wyes	Capacity of Sidings	EASTWARD											34	
						First Class												
						8	204	104	220	2	24	18	4	208	222	22		20
						The Hopi	PASSENGER	PASSENGER	PASSENGER	The Navajo	Grand Canyon Limited	The Phoenix	California Limited	PASSENGER	PASSENGER	The Missionary		The Chief
STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
<b>BARSTOW</b> 6.2	20.4	37.0	C	FW TY	Yard	AM 3.20	AM 4.05		PM 2.30	PM 3.15	PM 4.55	PM 10.15	PM 10.25	PM 10.40	AM 12.35	AM 12.50	AM 1.00	AM 11.40
LENWOOD 5.6	23.0	37.0	B		80	3.11	f 3.55		2.20	3.05	4.45	10.04	10.14	10.30	12.25	12.39	12.50	
HODGE 9.4	30.0	39.0	C		82	3.04	f 3.47		2.13	f 2.57	4.38	9.56	10.06	10.22	12.17	f12.31	12.42	
HELENDALE 4.9	0.0	37.0	C	W	80	2.52	f 3.35		2.02	f 2.46	4.27	9.45	9.55	10.10	12.05 AM	f12.19	12.31	
BRYMAN 5.4	0.0	37.0	B			2.46	f 3.29		1.56	2.40	4.21	9.38	9.48	10.04	11.59	12.13	12.25	
ORO GRANDE 3.7	17.2	39.6	C		89	2.40	f 3.21		1.49	f 2.34	4.14	9.32	9.42	9.58	f11.53	f12.06	12.19	
LEON 1.4	0.0	30.4	B		79	2.35	f 3.16		1.43	2.29	4.09	9.27	9.37	9.53	11.48	12.01 AM	12.14	
VICTORVILLE 4.4	0.0	84.5	C	FW Y	80	s 2.32	s 3.14		1.40	s 2.27	4.07	s 9.25	9.35	9.51	f11.46	s11.59	12.12	
THORN 4.0	0.0	84.5	B		82	2.25	f 3.05		1.31	2.17	3.59	9.14	9.24	9.43	11.38	11.49	12.05	
HESPERIA 4.8	0.0	86.8	B		80	2.19	f 2.59		1.25	2.12	3.54	9.09	9.19	9.38	11.33	f11.44	12.01 AM	
LUGO 5.9	0.0	84.5	B			2.13	2.53		1.19	2.06	3.48	9.03	9.13	9.32	11.27	11.38	11.55	
SUMMIT 3.8	116.2	0.0	C	Y	76	2.04	f 2.44		1.10	1.58	3.40	8.55	9.05	9.23	11.18	s11.30	11.47	
ALRAY 4.7	116.2	0.0	B		85	1.50	f 2.30		12.56	1.45	3.25	8.38	8.48	9.10	11.05	11.14	11.32	
CAJON 3.8	116.2	0.0	C	W	80	1.39	f 2.19		12.45	1.34	3.11	8.25	8.35	8.59	10.54	f11.02	11.19	
KEENBROOK 4.7	116.2	0.0	B	W	80	1.29	f 2.09		12.35	1.24	3.00	8.15	8.25	8.49	10.44	10.51	11.09	
DEVORE 2.5	116.2	0.0	B	Y	80	1.18	f 1.58		12.24	1.14	2.50	8.05	8.15	8.39	10.34	f10.41	10.59	
VERDEMONT 2.5	116.2	0.0	B			1.12	1.52		12.18	1.08	2.44	7.59	8.09	8.33	10.28	10.34	10.54	
ONO 3.5	116.2	0.0	B		80	1.06	1.46		12.12	1.02	2.38	7.53	8.03	8.27	10.22	10.27	10.48	
HIGHLAND JCT. 1.9	51.7	64.4				12.59	1.39	AM 11.35	12.05	12.55	2.30	7.45	7.55	8.20	10.15	10.20	10.40	
<b>SAN BERNARDINO</b>			C	FW TY		12.55 AM	1.35 AM	11.30 AM	12.01 PM	12.50 PM	2.25 PM	7.40 PM	7.50 PM	8.15 PM	10.10 PM	10.15 PM	10.35 PM	4.30 AM
(83.1)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....						(34.4)	(33.2)	(22.8)	(33.2)	(34.4)	(33.2)	(32.1)	(32.1)	(34.4)	(34.4)	(32.1)	(34.4)	(11.0)

No. 34 has no Time Table superiority.



WESTWARD									EASTWARD												
Second Class		First Class							Capacity of Stings	Fuel, Water, Turf Tables and Wyes	Miles from Barstow	Ruling Grade Ascending	TIME TABLE NO. 91 August 10, 1930	Ruling Grade Ascending	Office of Communication and Booth Phones	First Class					
35	37	21	19	23	41	17	3	9								2	24	18	4	20	8
Freight	Freight	The Missionary	The Chief	Grand Canyon Limited	MOTOR	The Phoenix	California Limited	The Navajo								The Navajo	Grand Canyon Limited	The Phoenix	California Limited	The Chief	The Hopli
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
PM 10.30 <sup>20</sup>	PM 5.30	PM 3.45	PM 3.10	AM 10.35	AM 7.15	AM 6.40	AM 6.05	AM 5.00	YARD	81.3	SAN BERNARDINO	C	PM 12.20	PM 2.20	PM 7.35	PM 7.45	PM 10.30 <sup>35</sup>	AM 12.45			
10.42	5.42	3.53	3.18	10.43	s 7.23	6.48	6.15	5.08	60	84.9	3.6 P. E. Crossing	C	12.10	2.12	7.28	7.38	10.23	12.37			
10.50	5.50	3.59	3.24	10.49	s 7.29	6.54	6.21	5.14	63	89.0	4.1 RIALTO	C	12.02 PM	2.07	7.22	7.33	10.18	12.31			
10.57	5.57	4.03	3.28	10.53	f 7.33	6.58	6.26	5.18	27	92.5	3.5 FONTANA	B	11.56	2.03	7.18	7.29	10.14	12.26			
11.02	5.59	4.05	3.30	10.55	f 7.35	7.00	6.28	5.20	29	93.7	1.2 WADE	B	f 11.53	2.01	7.16	7.27	10.12	12.24			
11.14	6.07	4.10	3.35	11.00	s 7.42	7.05	6.34	5.25	88	97.7	4.0 ETIWANDA	C	f 11.47	1.56	7.11	7.22	10.07	12.19			
11.20	6.14	f 4.16	3.40	11.05	s 7.48	7.10	6.39	f 5.30	55	100.9	3.2 CUCAMONGA	C	s 11.41	1.52	7.07	7.17	10.02	f 12.14			
11.30	6.22	4.22	3.45	11.10	s 7.55	7.16	6.46	5.36	66	104.9	4.0 UPLAND P. E. Crossing	C	s 11.33	1.45	7.00	7.11	9.56	12.07			
11.34	6.26	4.24	3.48	11.12	s 7.59	7.18	6.50	5.39	71	106.7	1.8 CLAREMONT P. E. Crossing	C	f 11.28	1.42	6.57	7.09	9.54	12.04			
11.36	6.28	4.26	3.50	11.14	s 8.02	7.20	6.54	5.41	48	107.9	1.2 POMONA	C	s 11.24	1.40	6.55	7.07	9.52	12.02 AM			
11.40	6.33	4.29	3.53	11.18 <sup>2</sup>	s 8.07	7.23	6.59	5.44	49	110.2	2.3 LA VERNE	C	s 11.18 <sup>23</sup>	1.37	6.52	7.04	9.49	11.59			
11.52 <sup>8</sup>	6.41 <sup>18</sup> 6.58 <sup>4</sup>	4.35	3.58	11.24	s 8.14	7.30	7.06	5.50	69	114.4	4.2 SAN DIMAS P. E. Crossing	C	s 11.07	1.31	6.46 <sup>37</sup>	6.58 <sup>37</sup>	9.43	11.52 <sup>35</sup>			
11.58	7.05	4.39	4.01	11.27	s 8.20	7.34	7.10	5.54	43	116.9	2.5 GLENORA	C	s 11.00	1.27	6.42	6.55	9.40	11.48			
AM 12.02	7.15	4.41	4.03	11.29	f 8.22	7.36	7.12	5.56	74	118.1	1.2 AZUSA	C	10.57	1.25	6.40	6.53	9.38	11.46			
12.10	7.20	4.44	4.06	11.32	8.25	7.39	7.15	5.59	60	120.3	2.2 KINCAID	C	10.54	1.22	6.37	6.50	9.35	11.43			
12.15	7.22	4.45	4.08	11.33	f 8.26	7.40	7.16	6.00	14	121.0	0.7 BUTLER	B	10.52	1.21	6.36	6.49	9.34	11.42			
12.21	7.25	f 4.47	4.10	11.35	s 8.30	7.42	7.19	f 6.03	79	122.4	1.4 DUARTE	C	s 10.49	1.19	6.34	6.47	9.32	11.40			
12.27	7.30	4.50	4.12	11.38	s 8.34	7.47	7.22	6.07	30	124.2	1.8 MONROVIA	C	f 10.45	1.17	6.32	6.45	9.30	11.37			
12.34	7.37	4.53	4.14	11.40	s 8.40	7.50	7.25	6.11	45	125.8	S. P. Co. Crossing ARCADIA P. E. Crossing	C	10.43	1.15	6.29	6.43	9.28	11.34			
12.37	7.40	4.55	4.16	11.42	8.43	7.52	7.27	6.13	71	126.7	1.6 SANTA ANITA (S. Madre)	B	10.41	1.14	6.27	6.42	9.27	11.33			
12.45	7.47	4.57	4.18	11.45	s 8.47	7.54	7.30	6.17	31	128.0	0.9 CHAPMAN	C	f 10.38	1.12	6.25	6.40	9.25	11.30			
12.48	7.50	5.00	4.20	11.48	8.49	7.57	7.34	6.20	18	129.1	1.3 LAMANDA PARK P. E. Crossing	C	10.34	1.08	6.22	6.37	9.22	11.25			
12.55	7.58	s 5.10	s 4.30	12.01	s 9.05	s 8.10	s 7.42	s 6.30	41	131.5	1.1 WILTON	C	s 10.25	s 1.00	s 6.15	s 6.28	s 9.15	s 11.18			
12.57	8.00	5.12	4.32	12.03	9.10	8.12	7.44	6.32	22	132.2	2.4 PASADENA	C	10.15	12.52	6.07	6.21	9.07	11.10			
12.59	8.01	5.13	4.33	12.04	f 9.11	8.13	7.45	6.33	Spur 21	132.6	0.7 USADO	C	10.14	12.51	6.06	6.20	9.06	11.08			
1.03	8.05	5.16	4.36	12.06	s 9.15	8.16	7.48	6.36	5	133.6	1.0 RAYMOND	C	f 10.11	12.48	6.03	6.18	9.03	11.05			
1.04	8.06	5.17	4.37	12.07	9.17	8.17	7.49	6.37	40	134.1	0.5 SOUTH PASADENA	B	10.09	12.47	6.02	6.17	9.02	11.04			
1.10	8.10	5.23	4.43	12.13	f 9.23	8.23	7.55	6.43	26	135.8	1.7 OLGA	B	f 10.04	12.44	5.59	6.14	8.59	11.00			
1.17	8.16	5.30	4.50	12.20	9.30	8.30	8.03	6.50	35	139.0	3.2 Union Pacific R. E. Crossing HIGHLAND PARK	C	9.55	12.37	5.52	6.07	8.52	10.52			
1.22	8.20	5.35	4.55	12.25	9.35	8.35	8.07	6.55		140.0	1.0 WATER STREET S. P. Co. Crossing	C	9.51	12.34	5.49	6.04	8.49	10.49			
1.30 AM	8.30 PM	5.45 PM	5.00 PM	12.30 PM	9.45 AM	8.40 AM	8.15 AM	7.00 AM	YARD	141.1	1.1 MISSION TOWER	C	9.45 AM	12.30 PM	5.45 PM	6.00 PM	3.45 PM	10.45 PM			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(59.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
(19.9)	(19.9)	(29.9)	(32.6)	(31.2)	(23.9)	(29.9)	(27.6)	(29.9)			----- Average speed per hour -----		(23.1)	(32.6)	(32.6)	(34.1)	(34.1)	(29.9)			



SAN JACINTO DISTRICT

WESTWARD	TIME TABLE						EASTWARD
Second Class	NO. 91						Second Class
505	August 10, 1930						506
MIXED							MIXED
Leave Daily Ex. Sunday	No. Cars	Miles	STATIONS				Arrive Daily Ex. Sunday
AM 11.55	34	0.0	HIGHGROVE	0.0		PM 6.05	
PM 12.03	16	2.5	LEMONA	0.0		5.55	
f 12.20	24	7.0	BOX SPRINGS	17.6		f 5.40	
f 12.30		9.3	MARCH FIELD	17.6		f 5.30	
f 12.32	31	10.3	ALESSANDRO	47.5		f 5.27	
f 12.40	16	13.3	VAL VERDE	27.5		f 5.20	
12.48		17.2	LAKEVIEW JCT.	28.1		5.12	
s 1.00	36	18.0	PERRIS	63.4		s 5.10	
f 1.12	24	21.9	ETHANAC	0.0		f 4.33	
f 1.20	13	24.2	MENIFEE	42.2		f 4.25	
f 1.32	39	28.1	WINCHESTER	0.0		f 4.13	
f 1.45	15	32.5	EGAN	0.0		f 4.00	
s 1.55	40	35.2	HEMET	63.4		s 3.50	
2.45						s 3.25	
2.55 PM	17	37.5	SAN JACINTO			3.15 PM	
Arrive Daily Ex. Sunday			(37.5)			Leave Daily Ex. Sunday	
(17.3)	Average speed per hour						(18.8)

NO. 505 IS SUPERIOR TO NO. 506

TEMECULA DISTRICT

WESTWARD		TIME TABLE						EASTWARD	
Second Class	Second Class	NO. 91						Second Class	Second Class
509	507	August 10, 1930						508	510
MIXED	MIXED							MIXED	MIXED
Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	No. Cars	Miles	STATION				Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.
PM 12.20	PM 12.20	36	0.0	PORPHYRY	0.0		PM 5.30	PM 6.30	
f 12.45	f 12.45	45	8.5	ARCILLA	50.7		f 4.55	f 5.55	
s 1.20	s 1.20	28	16.3	ALBERHILL	147.8		s 4.30	s 5.30	
s 1.50	s 1.50	19	21.9	ELSINORE	62.9		s 2.45	s 4.25	
1.56	1.56 PM	28	23.9	ELSINORE JCT.	32.1		2.10 PM	4.10	
f 2.05		28	28.3	WILDOMAR	63.4			f 3.50	
s 2.15		22	33.1	MURRIETA	47.2			s 3.35	
f 2.25		11	35.8	LINDA ROSA	28.4			f 3.25	
2.35 PM		11	38.8	TEMECULA				3.15 PM	
Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.			(38.8)			Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	
(17.2)	(14.9)	Average speed per hour						(7.1)	(11.9)

NO. 507 IS SUPERIOR TO NO. 508

NO. 509 IS SUPERIOR TO NO. 510

REDLANDS DISTRICT

WESTWARD	TIME TABLE						EASTWARD
FIRST CLASS	NO. 91						FIRST CLASS
101	August 10, 1930						104
MOTOR							PASSENGER
Leave Daily	No. Cars	Miles	STATIONS				Arrive Daily
AM 6.00	Yard	0.0	SAN BERNARDINO	101.3		PM 12.30	
6.08	7	4.7	VICTORIA	0.0		f 12.20	
6.10	17	6.1	DREW	0.0		f 12.17	
s 6.17	32	9.0	REDLANDS	116.2		s 12.13	
s 6.25	14	12.2	MENTONE	0.0		s 12.04 PM	
s 6.33	20	16.3	EAST HIGHLANDS	88.5		s 11.55	
s 6.37	23	18.8	HIGHLAND	83.2		s 11.50	
s 6.39	16	19.8	P. E. Crossing PATTON	89.5		s 11.47	
f 6.43	14	21.6	DEL ROSA	81.3		f 11.43	
f 6.47	10	23.7	P. E. Crossing ARROWHEAD	20.1		f 11.39	
6.51 AM		25.5	HIGHLAND JCT.	60.0		11.35 AM	
7.00 A.M.	Yard	27.4	SAN BERNARDINO	51.7		11.30 A.M.	
Arrive Daily			(27.4)			Leave Daily	
(27.4)	Average speed per hour						(27.4)



WESTWARD

SECOND CLASS		First Class										Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from San Bernardino	Rating Grade According	TIME TABLE	
33	505	75	73	219	53	71	207	221	7	79	203					No. Cars	Miles
Freight	MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	Fast Mail	PASSENGER	PASSENGER						
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY				
PM 11.00	AM 11.30			PM 3.20	PM 1.00		AM 6.20	AM 5.45	AM 5.20		AM 2.35	Yard		0.0		<b>SAN BERNARDINO</b>	
	11.36			3.25	1.05		6.25	5.50	5.24		2.40	Yard		2.1		2.1	
	11.38			s 3.28	s 1.10		6.28	s 5.55	s 5.28		s 2.45	Yard		3.5		RANA	
	11.40 <sup>220</sup>			3.29	1.11		6.29	5.56	5.29		2.46			3.8		1.4	
	11.50 AM			3.35	s 1.17		6.35	6.04	5.34		f 2.54	74	W	7.3		COLTON	
				3.40 PM	1.23		6.40 AM	6.10 AM	5.37		3.00 AM			9.8		S. P. and U. P. Crossings	
					s 1.30				s 5.45			59		10.4		0.3	
					f 1.34				5.49			30		13.0		COLTON TOWER	
					f 1.37				5.51			52	Y	14.6		3.5	
					s 1.41				5.54			71		17.0		HIGHGROVE	
					f 1.46				5.58			71		20.3		2.5	
					1.50				6.02			Yard	Y	23.2		S. P. Co. Crossing	
					s 1.55				s 6.10			90	FW	24.7		RIVERSIDE JCT.	
					s 2.02				6.15			70		28.5		Union Pacific Junct.	
					f 2.10				6.22			71		33.6		0.6	
					2.15				6.28			32		37.7		<b>RIVERSIDE</b>	
					f 2.19				6.32			37		40.8		2.6	
					2.21 PM				f 6.34			74	YW	42.0		PACHAPPA	
									f 6.38			76		44.3		1.6	
									s 6.45		AM 6.30	81		47.4		CASA BLANCA	
				PM 9.45	PM 5.03		PM 3.08	AM 11.05 <sup>52</sup>	6.49		6.34	38		50.1		2.4	
				9.49	5.06		3.12	11.09	6.52	f 6.37		60		51.8		ARLINGTON	
				9.52	5.08		f 3.16	11.12	6.55	f 6.40		70	W	53.6		3.3	
				9.55 <sup>134</sup>	5.10		f 3.20	11.15	7.00	f 6.47		90		58.0		MAY	
				10.00	5.15		f 3.28	11.20	7.02	f 6.50		30		59.2		P. E. Crossing	
				10.02	5.17		f 3.31	11.22	7.05	f 6.53		71		61.2		2.9	
				10.04	5.20		f 3.35	11.25	7.08	6.57		60		63.7		<b>PORPHYRY</b>	
				10.07	5.23		f 3.39	11.28	7.11	7.01		Yard		66.7		1.5	
4.00 AM				10.10 <sup>136</sup>	5.26		f 3.42	11.31	7.17	f 7.07			FW TY	69.2		CORONA	
				10.17	5.32		f 3.50	11.37	7.25 AM	7.15 AM		Yard	W	71.2		3.8	
				10.25 PM	5.40 PM		4.00 PM	11.45 AM									PRADO
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	5.1
(14.2)	(21.9)	(35.7)	(38.6)	(29.4)	(29.6)	(35.7)	(29.4)	(23.5)	(34.2)	(31.7)	(23.5)	Average speed per hour					

OLIVE DISTRICT

WESTWARD	Capacity of Sidings	TIME TABLE NO. 91 August 10, 1930	Rating Grade According	Office of Communication and Booth Phones
First Class				
<b>53</b>				
PASSENGER				
Leave Daily	No. Cars	STATIONS		
PM 2.23	74	<b>ATWOOD</b>	42.2	C
s 2.33	23	2.4 <b>OLIVE</b> S. P. Co. Crossing	42.2	B
2.42 PM	53	<b>ORANGE</b>		C
Arrive Daily		(5.9)		

(18.6) ..... Average speed per hour .....

No. 33 has no Time Table superiority.



THIRD DISTRICT

TIME TABLE NO. 91 August 10, 1930		Ball's Grade Ascending	Office of Communica- tion and Booth Places	EASTWARD														
				First Class								Second Class						
				78	204	72	220	52	74	54	76	208	22	222	138	506	134	136
PASSENGER	PASSENGER	PASSENGER	PASSENGER	MOTOR	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	The Missionary	PASSENGER	FREIGHT	MIXED	FREIGHT	FREIGHT			
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		
<b>SAN BERNARDINO</b> P. E. Crossing 1.4			AM 1.25		AM 11.51	PM 12.40		PM 7.30		PM 8.07	PM 10.00	PM 10.05	AM 5.20	PM 6.40	AM 12.20			
RANA 1.4			1.17		11.44	12.33		7.24		8.00	9.54	9.59	5.05	6.30	12.09			
COLTON S. P. and U. P. Crossing 0.3			f 1.15		f 11.42	12.31		s 7.21		7.57	s 9.50	f 9.56	5.00	f 6.25	12.06			
COLTON TOWER 3.5		C	1.14		11.40 <sup>505</sup>	12.30		7.19		7.56	9.48	9.55	4.59	6.23	12.05 AM			
HIGHGROVE 2.5		C	f 1.09		11.36	12.25		s 7.15		7.52	9.42	9.51	4.52	6.15 PM	11.58			
RIVERSIDE 2.6		C				s 12.18		s 7.08			s 9.35		4.43		11.50			
PACHAPPA 1.6		C				12.09		f 6.59			9.24		4.23		11.43			
CASA BLANCA 2.4		C				12.06		f 6.56			9.21		4.20		11.40			
ARLINGTON 3.3		C				12.01 PM		f 6.51			9.17		4.15		11.33			
MAY P. E. Crossing 2.9		B				11.54		f 6.44			9.11		4.08		11.25			
PORPHYRY 1.5		B				11.48		6.38			9.07		4.00		11.18			
CORONA 3.8		C				s 11.45		s 6.35			s 9.05		3.55		11.15			
PRADO 5.1		B				11.36		f 6.27			8.55		3.35		11.02			
GYPSUM 4.1		B				11.28		f 6.21			8.45		3.24		10.51			
ESPERANZA 3.1		B				11.22		6.16			8.38		3.14		10.41			
YORBA 1.2		B				11.17		6.12			8.33		3.06		10.33			
ATWOOD 2.3		C				11.15		f 6.10			8.31		3.02		10.30			
PLACENTIA 3.1		C				f 11.11		s 6.06			f 8.27		2.46		10.17			
FULLERTON Union Pacific Crossing 2.7		C	AM s 1.45		AM s 9.33	s 11.05 <sup>71</sup>	PM s 2.33	s 6.00	PM s 6.33		s 8.20		2.40		10.10	PM 10.52		
BASTA 1.7		B	1.40		9.29	10.56	2.29	5.54	6.29		8.12		2.22		10.04	10.46		
BUENA PARK 1.8		C	f 1.36		9.27	10.53	2.27	f 5.52	6.27		8.09		2.18		10.00	10.43		
LA MIRADA 4.4		C	f 1.33		9.25	10.50	2.25	s 5.50	6.25		8.06		2.14		9.55 <sup>75</sup>	10.40		
SANTA FE SPRINGS 1.2		C	1.27		9.20	10.44	2.20	s 5.44	6.20		8.00		2.06		9.37	10.32		
LOS NIETOS P. E. Crossing 2.0		C	f 1.25		9.18	10.42	2.18	s 5.42	6.18		7.58		2.03		9.35	10.30		
RIVERA 2.5		C	f 1.21		9.15	10.38	2.15	f 5.39	6.15		7.55		1.59		9.30	10.25		
BANDINI 3.0		B	f 1.16		9.12	10.33	2.12	f 5.35	6.12		7.51		1.54		9.25	10.20		
HOBART Union Pacific Crossing 2.5		C	1.13		9.09	10.28	2.09	f 5.31	6.09		7.48		1.45 AM		9.15 PM	10.10 <sup>75</sup> PM		
REDONDO JCT. Union Pacific Crossing 2.0			1.07		9.05	10.22	2.05	f 5.25	6.05		7.42							
<b>LOS ANGELES</b>		C	1.00 AM		9.00 AM	10.15 AM	2.00 PM	5.20 PM	6.00 PM		7.35 PM							
(70.5)			Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		
Average speed per hour			(31.7)		(26.0)	(43.2)	(28.7)	(29.2)	(43.2)	(32.5)	(43.2)	(27.3)	(29.2)	(30.3)	(18.6)	(15.8)	(21.6)	(27.5)



WESTWARD

Second Class		First Class									Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Barstow	Rating Grade ascending	TIME TABLE NO. 91 August 10, 1930
61	63	75	305	73	301	303	53	71	351	79					
MIXED	MIXED	PASSENGER	MOTOR	PASSENGER	MOTOR	PASSENGER	PASSENGER	PASSENGER	MIXED	PASSENGER	No. Cars		Miles	STATIONS	
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					
		PM 6.00		PM 1.50				AM 7.50		AM 1.30	YARD	F W Y	273.0	<b>NATIONAL CITY</b> 5.2	
		6.17	PM 5.12 <sup>304</sup>	2.07	PM 12.35	AM 10.26		8.07	AM 4.45	1.47			267.8	MARKET ST. JCT. 0.4	
		s 6.20 7.05		s 2.10 2.30	12.40 <sup>72</sup> PM	10.30 AM		s 8.10 8.30	4.50 AM	s 1.50 2.10	YARD	W Y	267.4	<b>SAN DIEGO</b> 5.4	
		7.15		2.40				8.40		2.25	66		262.0	MORENA 2.8	
		7.19		2.44				8.44		f 2.31	19		259.2	LADRILLO 2.1	
		7.22		2.46				8.46		f 2.36	54		257.1	ELVIRA 2.6	
		7.25		2.49				8.49		2.42	38		254.5	SELWYN 1.5	
		7.28		2.52				8.52		f 2.46	30	Y	253.0	LINDA VISTA 3.9	
		f 7.35		2.58				8.59		f 2.58	71	W	249.1	SORRENTO 5.0	
		f 7.43		s 3.05				f 9.05		f 3.10 <sup>136</sup>	77	Y	244.1	DEL MAR 2.1	
		f 7.46		3.08				9.07		f 3.17	11		242.0	SOLANA BEACH 2.1	
		f 7.49		3.11				9.09		f 3.22	15		239.9	CARDIFF 1.8	
		f 7.52		3.13				9.11		f 3.28	37		238.1	ENCINITAS 3.9	
		7.58		3.18				9.16		3.38	54		234.2	PONTO 4.9	
		8.05		f 3.24				f 9.21		f 3.48	44		229.3	CARLSBAD 2.1	
	PM 7.10	8.07		3.27				9.23		3.55		Y	227.2	ESCONDIDO JCT. 1.0	
	7.15 PM	PM 12.05	s 8.15 <sup>76</sup>	s 3.35 <sup>62</sup>				s 9.30		s 4.00 <sup>78</sup> 4.10	Yard	F W	226.2	OCEANSIDE 2.0	
		12.10 PM	8.18	3.38				9.33		4.15			224.2	FALLBROOK JCT. 2.6	
			8.21	3.41				9.36		f 4.20	59		221.6	STUART 2.9	
			8.25	3.47 <sup>74</sup>				9.40		f 4.25	60		218.7	LAS FLORES 4.8	
			8.32	3.53				9.46		4.35	29		213.9	AGRA 5.1	
			8.38	3.59				9.52		f 4.45	60		208.8	SAN ONOFRE 4.8	
			8.45	f 4.05				f 9.59		f 4.55	39		204.0	SAN CLEMENTE 4.1	
			8.51	f 4.10				10.04		f 5.05	82	W	199.9	SERRA 2.6	
			f 8.55	s 4.15				10.07		f 5.12	51		197.3	SAN JUAN CAPISTRANO 4.8	
			9.02	4.22				10.13		f 5.22	82		192.5	GALIVAN 4.3	
			9.08	4.28				10.20 <sup>72</sup>		f 5.32	59		188.2	EL TORO 5.2	
			9.15	4.34				10.26		f 5.40	54		183.0	IRVINE 4.4	
			9.20	4.39				10.31		5.48	60		178.6	VENTA 3.0	
			s 9.27	s 4.46				s 10.38		s 6.00	Yard	F W Y	175.6	SANTA ANA F. E. Crossing 2.9	
			9.32	s 4.52			PM 2.46 <sup>74</sup>	s 10.45		s 6.10	53	Y	172.7	ORANGE S. P. Co. Crossing 4.9	
			9.38	s 4.59			s 2.59	s 10.54		s 6.20	71		167.8	ANAHEIM 2.8	
			s 9.42 PM	s 5.03 PM			s 3.05 PM	s 11.00 AM		s 6.27 AM	81		165.0	<b>FULLERTON</b> (108.0)	
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					

(12.0) (24.0) (36.6) (8.0) (37.4) (4.8) (6.0) (24.3) (38.1) (4.8) (24.2)

----- Average speed per hour



FOURTH DISTRICT

TIME TABLE NO. 91 August 10, 1930	Ballast Grade Ascending	Office of Communica- tion and Booth Phone	EASTWARD										
			First Class							Second Class			
			78	302	72	306	74	304	352	76	64	62	136
			PASSENGER	MOTOR	PASSENGER	MOTOR	PASSENGER	PASSENGER	MIXED	PASSENGER	MIXED	MIXED	FREIGHT
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		
<b>NATIONAL CITY</b> 5.2	26.4	C	AM 5.55		PM 1.00		PM 5.25		PM 10.00		AM 4.40		
<b>MARKET ST. JCT.</b> 0.4	0.0		5.38	AM 10.03	12.43	PM 1.03	5.08	PM 5.18	PM 8.44	9.43	4.23		
<b>SAN DIEGO</b> 5.4	31.2	C	s 5.35 s 5.30	10.00 AM	12.40 <sup>301</sup> 12.15	1.00 PM	s 5.05 s 5.00	5.15 <sup>305</sup> PM	8.40 PM	s 9.30	s 4.20 s 4.15		
<b>MORENA</b> 2.8	51.0	B	5.14		12.05		4.50			9.20	4.00		
<b>LADRILLO</b> 2.1	0.0	B	5.08		12.02 PM		4.47			9.16	3.54		
<b>ELVIRA</b> 2.6	0.0	B	f 5.04		11.59		4.44			9.13	3.50		
<b>SELWYN</b> 1.5	0.0	B	4.58		11.56		4.41			9.09	3.44		
<b>LINDA VISTA</b> 3.9	116.2	B	f 4.55		11.54		4.39			9.07	3.40		
<b>SORRENTO</b> 5.0	54.8	B	f 4.41		11.44		4.29			8.56	3.23		
<b>DEL MAR</b> 2.1	63.4	C	f 4.30		11.38		4.23		s 8.49		3.10		
<b>SOLANA BEACH</b> 2.1	63.4		f 4.25		11.35		4.20		f 8.45		2.53		
<b>CARDIFF</b> 1.8	0.0		f 4.22		11.32		4.17		f 8.41		2.49		
<b>ENCINITAS</b> 3.9	63.4	C	f 4.20		11.30		4.15		f 8.38		2.45		
<b>PONTO</b> 4.9	50.8	B	4.13		11.25		4.10			8.32	2.35		
<b>CARLSBAD</b> 2.1	52.8	C	f 4.05		11.20		4.05		f 8.25		2.25		
<b>ESCONDIDO JCT.</b> 1.0	0.0	B	4.02		11.17		4.02		8.20	PM 3.40	2.20		
<b>OCEANSIDE</b> 2.0	45.4	C	s 4.00 s 3.55 <sup>79</sup>		11.15		s 4.00		s 8.15 <sup>75</sup>	PM 2.15	3.35 <sup>73</sup> PM	s 2.15	
<b>FALLBROOK JCT.</b> 2.6	63.4	B	3.50		11.08		3.53		8.09	2.10 PM	1.50		
<b>STUART</b> 2.9	49.3	B	f 3.45		11.05		3.51		f 8.06		1.45		
<b>LAS FLORES</b> 4.8	63.4	B	f 3.40		11.02		3.47 <sup>73</sup>		8.02		1.40		
<b>AGRA</b> 5.1	68.9	B	f 3.32		10.56		3.41		7.55		1.28		
<b>SAN ONOFRE</b> 4.8	49.4	C	f 3.24		10.49		3.35		f 7.48		1.15		
<b>SAN CLEMENTE</b> 4.1	5.0	B	f 3.16		10.42		3.29		f 7.40		1.05		
<b>SERRA</b> 2.6	0.0	C	f 3.09		10.36		3.24		f 7.34		12.55		
<b>SAN JUAN CAPISTRANO</b> 4.8	0.0	C	f 3.04		10.31		3.20		s 7.30		12.48		
<b>GALIVAN</b> 4.3	54.0	B	f 2.56		10.25		3.15		7.22		12.39		
<b>EL TORO</b> 5.2	63.4	C	f 2.50		10.20 <sup>71</sup>		3.09		f 7.17		12.30		
<b>IRVINE</b> 4.4	63.4	C	f 2.40		10.12		3.02		f 7.10		12.18		
<b>VENTA</b> 3.0	0.0	B	2.31		10.05		2.56		7.04		12.05 AM		
<b>SANTA ANA</b> 2.9	11.2	C	s 2.25		10.00		s 2.52		s 7.00		11.55		
<b>P. E. Crossing ORANGE</b> 4.9	48.1	C	s 2.15		9.50		2.46 <sup>53</sup>		s 6.50		11.20		
<b>S. P. Co. Crossing ANAHEIM</b> 2.8	21.1	C	s 2.00		9.42		2.39		s 6.41		11.05		
<b>FULLERTON</b>		C	1.50 AM		9.35 AM		2.34 PM		6.35 PM		10.52 PM		
(10S.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	
Average speed per hour			(27.5)	(8.0)	(36.0)	(8.0)	(39.0)	(8.0)	(6.0)	(33.2)	(24.0)	(12.0)	(19.3)



ESCONDIDO DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Escondido Jct.	Ruling Grade Ascending	TIME TABLE NO. 91 August 10, 1930	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
Second Class					NO. 91 August 10, 1930			Second Class
<b>61</b>								<b>62</b>
MIXED								MIXED
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday
PM 5.45	19	WY	21.1		ESCONDIDO 4.9	95.0	C	PM 4.45
f 6.05	19		16.2	83.4	SAN MARCOS 3.3	113.2	B	f 4.35
f 6.20	17		12.9	70.3	BUENA 3.7	116.2		f 4.20
s 6.35	12		9.2	116.2	VISTA 3.6	116.2	C	s 4.10
f 6.50	4		6.6	116.2	FALDA 5.6	84.5		f 3.55
7.10 PM	0	Y	0.0	87.6	ESCONDIDO JCT. 1.0	0.0	B	3.40 PM
7.15 PM	69	FW		0.0	OCEANSIDE		C	3.35 PM
Arrive Daily Ex. Sunday					(22.1)			Leave Daily Ex. Sunday
(15.6)	Average speed per hour							(18.9)

FALLBROOK DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Fallbrook Jct.	Ruling Grade Ascending	TIME TABLE NO. 91 August 10, 1930	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
Second Class					NO. 91 August 10, 1930			Second Class
<b>63</b>								<b>64</b>
MIXED								MIXED
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday
PM 12.05	130	FW		63.4	OCEANSIDE 2.0	45.4	C	PM 2.15
PM 12.10	0		0.0	21.3	FALLBROOK JCT. 3.4	62.7	B	PM 2.10
f 12.16	15		3.4	66.0	YSIDORA 2.6	10.6		f 1.55
f 12.25	15		6.0	26.4	CHAPPO 1.2	0.0		f 1.45
f 12.30	9		7.2	132.0	RANCH HOUSE 7.5	79.2		f 1.40
f 12.50	9		14.7	105.6	DE LUZ 2.2	0.0		f 1.21
1.00 PM	61	WY	16.9		FALLBROOK		C	1.15 PM
Arrive Daily Ex. Sunday					(18.9)			Leave Daily Ex. Sunday
(22.6)	Average speed per hour							(20.6)

NO. 63 IS SUPERIOR TO NO. 64

REDONDO DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Redondo Jct.	Ruling Grade Ascending	TIME TABLE NO. 91 August 10, 1930	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
Second Class					NO. 91 August 10, 1930			Second Class
<b>143</b>								<b>144</b>
FREIGHT								FREIGHT
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday
PM 2.30	Yard	W	20.4		REDONDO BEACH P. E. Crossing 1.7	0.0	C	PM 1.10
f 2.40	20		18.7	42.2	HERMOSA BEACH 1.7	0.0	C	f 12.50
f 2.45	7		17.0	42.2	MANHATTAN BEACH 2.2	52.8		f 12.40
2.55 PM	25	Y	14.8	0.0	EL SEGUNDO (5.6)		C	12.30 PM
Arrive Daily Ex. Sunday					(13.4)	Average speed per hour		(8.4)

HARBOR DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Redondo Jct.	Ruling Grade Ascending	TIME TABLE NO. 91 August 10, 1930	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
Second Class					NO. 91 August 10, 1930			Second Class
<b>145</b>								<b>142</b>
<b>143</b>								<b>144</b>
<b>141</b>								<b>146</b>
FREIGHT								FREIGHT
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday
AM 2.20			27.9	79.2	WILMINGTON 4.7	52.8	C	PM 1.15
2.30			23.2	24.3	POZO 1.6	0.0		f 12.40
2.35		W	21.6	52.3	TORRANCE 3.9	48.4	C	f 12.35
2.45			17.7	0.0	CAMINO 1.2	58.4		f 12.20
2.50			16.5	52.6	LAWNDALE 1.7	51.1		f 12.15
s 2.55	25	Y	14.8	11.6	EL SEGUNDO P. E. Crossing 1.2	40.0	C	s 12.10
3.00	f 3.50		26	30.8	LAIRPORT 3.8	4.0		12.05 PM
3.10	f 4.00		28	52.8	INGLEWOOD 1.8	44.8	C	f 12.05 PM
3.15	4.10		13	0.0	HYDE PARK 0.7	44.8		11.45
3.20	4.15		40	10.5	VAN NESS 1.4	0.0		11.55
3.25	4.25		14	18.5	WILDASIN 2.4	0.0		11.50
3.35	4.40		21	0.1	WINGFOOT P. E. Crossing S. P. Co. Crossing 1.1	0.0	C	11.25
3.40	4.50		13	52.8	NADEAU 2.4	0.0		11.18
3.50 AM	5.10 PM	4.35 PM	FW TY	0.0	REDONDO JCT. Union Pacific Crossing 2.0	0.0		11.10 AM
4.10 AM	5.30 PM	5.00 PM	Yard W	29.0	LOS ANGELES		C	10.40 AM
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(29.9)	Average speed per hour		Leave Daily Ex. Sunday
(16.3)	(9.6)	(14.9)				(11.5)	(11.2)	(13.8)



(Continued from Page 3)

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

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

Summit—Trains in both directions.

Box Springs—Eastward trains.

Linda Vista—Trains in both directions.

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

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

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

27. Spring switches located as follows:

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

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

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

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

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

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

Outbound engine lead switch, normally lined for switch lead.

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

Hobart—End of double track, normally lined for westward trains. Eastward trains trail through and must not attempt reverse movement until switch is properly lined. Westward trains finding automatic Signal 1461 in "Stop" position, must stop and examine this switch. Speed limit twenty miles per hour in either direction.

#### SPRING POINT DERAIL SWITCHES NORMALLY LINED FOR DERAIL

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

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

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

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

Olinda Spur—Mile Post 4.

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

#### SECOND AND THIRD DISTRICTS

29. Within Los Angeles city limits, brakeman must ride on extreme forward end of all trains unless engine is

on forward end and headed in direction train is moving. When engine is backing up on head end of train, brakeman will ride on rear of tender.

#### FIRST DISTRICT

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

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

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

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

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

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

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

#### SECOND DISTRICT

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

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

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

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

La Verne: Eastward train, holding main track, arriving first, should stop west of Signal 1082 until Signal 1074 assumes stop position.

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

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

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

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

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

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

At night yellow light will be used.

#### THIRD DISTRICT

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

40. Double track with automatic signals between Signal 1412, Los Angeles yard, and Signal 1462, Hobart. At Hobart, time will apply at end of double track.

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

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

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

At Atwood, Eastward trains 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 enters block.

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

At night yellow light will be used.

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

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

#### FOURTH DISTRICT

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

Automatic Signals between Fallbrook Jct. and Del Mar. At meeting points between Carlsbad and Del Mar, trains holding main track will not line switch for opposing train until such train enters block.

#### OLIVE AND HARBOR DISTRICTS

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

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



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

**HOSPITAL ASSOCIATION**

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

**LOS ANGELES DIVISION**

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

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

DR. GEO. A. PAIGE, Local Surgeon  
 Anaheim, OIinda  
 DR. J. W. UTTER, Local Surgeon  
 Anaheim  
 DR. F. L. CHAPLINE, Local Surgeon  
 Orange  
 DR. F. L. CHAPLINE, Assistant Local Surgeon  
 Orange  
 DR. H. BAER, Local Surgeon  
 Elsinore  
 DR. F. K. STRASSER, Local Surgeon  
 Hemet  
 DR. A. MORGAN, Local Surgeon  
 Fallbrook  
 DR. J. V. LARZALERE, Local Surgeon  
 Escondido  
 DR. E. W. CARTWRIGHT, Local Surgeon  
 Oceanside  
 DR. H. F. CRANDALL, Local Surgeon  
 Oceanside  
 DR. H. C. OATMAN, District Surgeon  
 San Diego  
 DR. MOTT H. ARNOLD, Local Surgeon  
 San Diego  
 DR. C. V. BERNARDINI, Assistant Local Surgeon  
 San Diego  
 DR. R. H. DONNELL, Consulting Surgeon  
 San Diego  
 DR. C. S. MARSDEN, Eye, Ear, Nose and Throat Specialist  
 San Diego  
 DR. T. R. LENAHAN, Consulting Oculist  
 San Diego  
 DR. T. C. LITTLE, Consulting Surgeon  
 San Diego  
 DR. CARL S. OWEN, Assistant Local Surgeon  
 National City  
 DR. W. D. ROLPH, Assistant Local Surgeon  
 National City

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

**FLAG STOPS TO PICK UP REVENUE PASSENGERS.**

Train	STOPS	PASSENGERS DESTINED
52	Any station	East or North of Barstow
17	Victorville	San Bernardino or west
22	Any station	East of San Bernardino
18	Any station—2nd Dist.	Via Cadiz or to connect with No. 22 at San Bernardino
71	Any station	Santa Fe and Un. Pac. points, East and North of Barstow So. Pac. points, Santa Barbara or North
4-24	Highland Park	East of Albuquerque
74	Orange	San Diego, from train 53
76	Carlsbad (Sundays and holidays)	pick up mail.

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

**FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.**

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

**GENERAL WATCH INSPECTOR**

R. D. Montgomery, Topeka, Kas.  
 J. H. Mace, Asst. Genl. Watch Inspector (Roadway and Station Service), Kansas City, Mo.

**LOCAL WATCH INSPECTORS**

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

**JUNCTION SWITCHES**

Normal position of junction switches will leave unbroken rail as follows:  
 Highland Jct. for First District trains. Orange for Fourth District trains.  
 San Bernardino-Redlands District for First District trains. Fallbrook Jct. for Fourth District trains.  
 Highgrove for Third District trains. Escondido Jct. for Fourth District trains.  
 Porphyry for Third District trains. Lakeview Jct. for San Jacinto District trains.  
 Atwood for Third District trains. Elsinore Jct. east switch for Elsinore trains.  
 El Segundo for Harbor District trains.

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

LOCATION	Miles from Barstow	Car Capacity	Switch Connection	Flag Stops for Trains
<b>FIRST DISTRICT</b>				
Wild	16.8	19	Westward track	21-22
Frost	38.9	9	Eastward track	Freight only
Pine Lodge	60.9	20	East and West	Freight only
Lime Spur	61.6	18	Eastward track	Freight only
<b>SECOND DISTRICT</b>				
Rialto Foothill Spur	85.8	Lgh. 1.8 m.	West	Freight only
Grape Spur	90.2	6	East	Freight only
Muscat	90.4	Lgh. 1.1m.	West	Freight only
Rochester	95.0	9	East	41
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
Forbes	111.6	20	East	Freight only
<b>THIRD DISTRICT</b>				
Prenda Spur	14.2	Lgh. 2.0 m.	East and West	Freight only
Hamner	21.8	12	East and West	53-54
Coplen	26.1	15	West	53-54
Chester	29.1	38	East and West	Freight only
Scully	30.9	2	East	53-54
Horse Shoe Bend	35.4	0	None	53-54
Onda Spur	42.0	Lgh. 4.0 m.	East and West	Freight only
Santa Isabel	44.3	14	East and West	Freight only
	46.0	45	West	Freight only
Bastanbury Spur	44.5	10	East	Freight only
Stephens	49.4	Lgh. 2.44 m.	West	Freight only
La Habra Vly Spr.	56.8	Lgh. .66 m.	West	Freight only
Simons	57.3	Lgh. 3.44 m.	West	Freight only
	60.0	4	West	Freight only
Simons	62.7	23	East and West	Freight
<b>FOURTH DISTRICT</b>				
Aliso	177.6	11	West	Freight only
Venta Spur	178.8	Lgh. 5.8 m.	East	Freight only
	180.7	10	West	Freight only
	181.5	11	East	Freight only
	181.2	3	East	Freight only
	183.0	10	East and West	Freight only
Como	183.8	20	East	Freight only
Don	180.2	35	East and West	Freight only
Farr	216.2	14	East and West	73-76
Lucadia	231.7	5	East and West	73-76
Rebs	236.5	0	None	Mail 78-79
Vitro	247.6	80	East	Freight only
Guerra	251.3	0	None	Freight only
Pacific Beach	253.8	60	East and West	Freight only
Hardy	260.3	18	East and West	73-76
Old Town	263.3	30	East and West	Freight only
	264.0	2	West	Freight only
<b>FALLBROOK DISTRICT</b>				
Ranch House Stock	8.4	7	East and West	63-64
<b>REDLANDS DISTRICT</b>				
Nevada Street	7.0	10	East	101-104
Eastberne	10.2	5	West	101-104
Craf	11.5	9	East	Freight only
Browns	13.8	10	East and West	Freight only
Molino	18.0	15	West	Freight only
West Highlands	20.5	12	East and West	101-104
Valencia	22.7	7	West	Freight only
<b>HARBOR DISTRICT</b>				
Lawn	8.8	2	East	141-142
Dudley	21.3	25	East	Freight only
Torrance Oil Spur	21.7	Lgh. 4.0m.	West	Freight only
Watson	28.7	9	West	Freight only
<b>SAN JACINTO DISTRICT</b>				
Anderson	15.7	29	East and West	505-506
Lakeview Spur	17.2	Lgh. 8.0 m.	East and West	Freight only
Lloyd On Lakeview Spur	19.6	8	East	Freight only
Lakeview On Lakeview Spur	25.1	Wye	East	Freight only
Ellis	19.2	3	East	505-506
<b>TEMECULA DISTRICT</b>				
Weisel	6.2	40	East	507-508
Jameson	9.3	4	East	507-508
Durant	18.6	25	East	507-508
Sedeo	25.9	5	East and West	507-508
<b>ESCONDIDO DISTRICT</b>				
Talica	3.7	12	East and West	61-62



Railroad Crossings at Grade and Interlockers

FIRST DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Barstow (West End)	Main line 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 limits.	Against current of traffic — O Engine lead OO — O Switching tail OOOO Tracks 1 to 7 incl. O — OO Tracks 8 to 19 incl. — O — O
San Bernardino, Fifth St.	Crossover and yard lead.	Interlocker. Rule 782 is modified as follows: At 5th Street, San Bernardino when route is lined and signals will not clear trains may proceed without personal explanation when signalled by the towerman with yellow flag or lamp.	

REDLANDS DISTRICT

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

SECOND DISTRICT

San Bernardino	Second and third district main tracks, at west end of bridge A 53. End of double track and freight yard, at east end of bridge A 53. 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 hereby modified and it is permissible for enginemen to proceed without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Second district — Third district — O Yard to pre cooler — OO Pre cooler to second district — OOOO House lead to main line — Switch lead O — Yard lead OOOO Engine lead — O Second district to pre cooler — OO Pre cooler to yard — OO Westward main track against current of traffic OOO Eastward main track against current of traffic Get phone authy. from Towerman.
Rialto Rialto Spur Cucamonga Spur Upland Spur Upland Claremont	P. E. Crossing P. E. Crossing P. E. Crossing P. E. Crossing P. E. Crossing P. E. Crossing	Fifteen miles per hour. Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Fifteen miles per hour. Interlocker. Approach locking.	
San Dimas	P. E. Crossing and west end industry track.	Interlocker. Approach locking.	
Asusa Ice House Spur Arcadia Arcadia Lamanda Park	P. E. Crossing S. P. Crossing P. E. Crossing P. E. Crossing and west end of passing track.	Gates. Normal position across Santa Fe tracks. Interlocker. Approach locking. Interlocker. Approach locking. Interlocker. Approach locking.	
Lake Ave. Pasadena, Colorado Street Bellevue Drive Raymond Spur South Pasadena Highland Park 0.5 East	P. E. Crossing P. E. Crossing P. E. Crossing S. P. Crossing P. E. Crossing Union Pacific Crossing	Fifteen miles per hour. Eight miles per hour. Fifteen miles per hour. Gates. Normal position across Santa Fe tracks. Fifteen miles per hour. Fifteen miles per hour. Gate, Normal position across Union Pacific track.	
Highland Park 0.4 East Water Street 0.7 East	P. E. Crossing Union Pacific Crossing	Fifteen miles per hour. Eight miles per hour. Gate, Normal position across Union Pacific track.	
Water Street Avenue 20 Los Angeles—Main Street Mission Tower	L. A. Ry. Crossing L. A. Ry Crossing S. P. Crossing and end of double track.	Eight miles per hour. Eight miles per hour. Interlocker. Approach locking.	
Aliso Street	P. E. Crossing	The Home signals which govern the movements of trains over the crossing are connected with the Automatic signals; when a train is in the block, towerman cannot clear signals although crossing may be clear and derails open on opposing route. Rule 782 is hereby modified and it is permissible for enginemen to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway. Eight miles per hour.	Old main track. Either direction — O Cudahy lead — O — Against current of traffic — OOOO

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

Railroad Crossings at Grade and Interlockers

THIRD DISTRICT

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

FOURTH DISTRICT

Anaheim 2.0 East Anaheim Sugar Fcty. Spur Orange 1.0 East	S. P. Crossing Union Pacific Crossing P. E. Crossing	Interlocker. Stop. Send flagman ahead. Interlocker. Approach locking.	
San Diego, Arctic Street Market Street	S. D. E. Ry Crossing S. D. E. Ry Crossing	Eight miles per hour. Eight miles per hour. Gates, Normal position across S. D. E. Ry. tracks.	
Between 22d and 24th Sts.	McCormick Lumber Co.	Eight miles per hour. Gates, Normal position across Lumber Co's. tracks.	

OLIVE DISTRICT

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

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

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

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

REDONDO DISTRICT

Redondo 0.5 West	P. E. Crossing	Eight miles per hour.	
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LENGTH OF STEMS OF WYES.

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

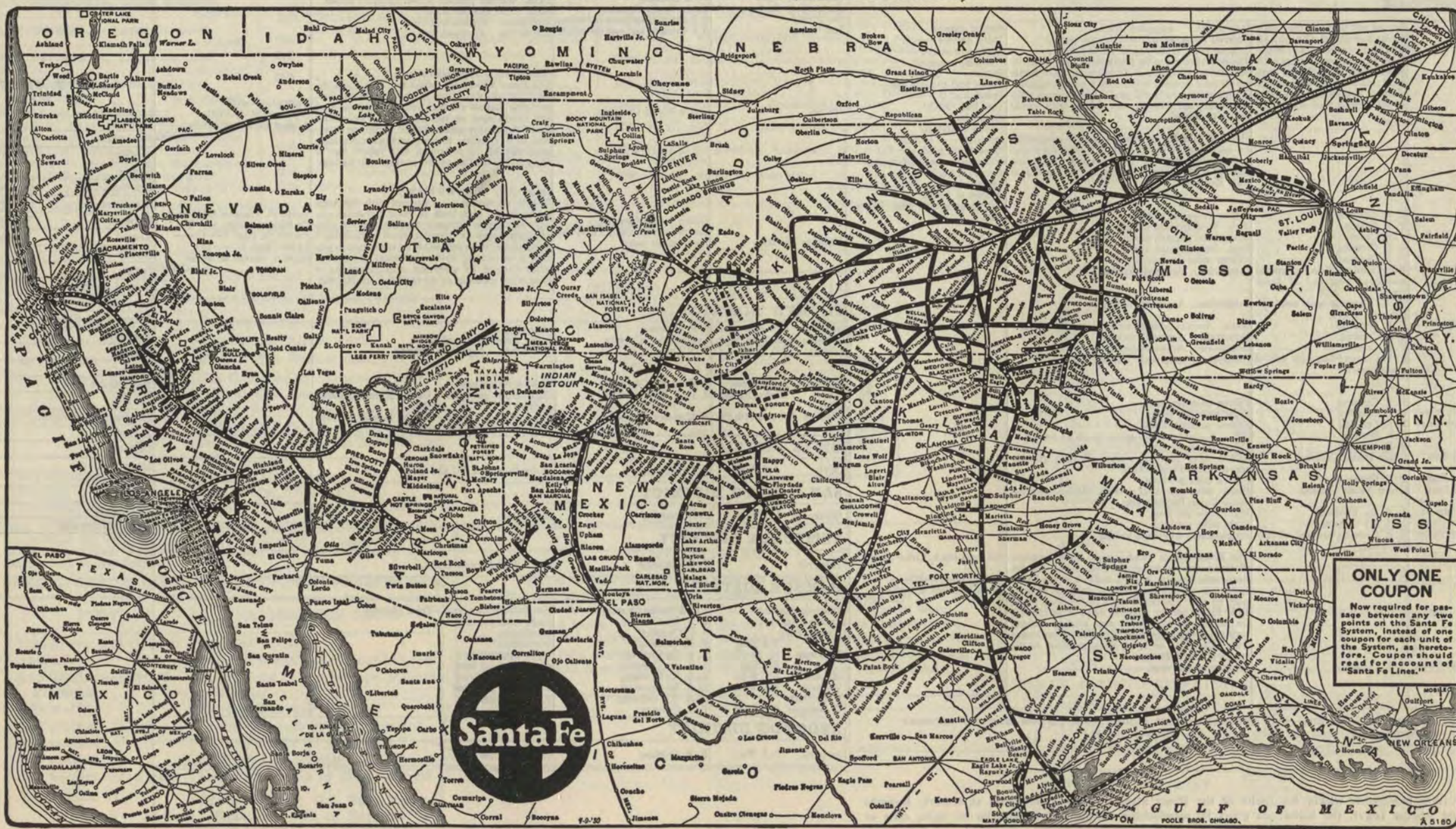
Note: For train movements within the limits of the Home Signals of the Interlockers at Hobart, Redondo Junction and Mission Tower, the indications given by interlocking signals will be superior to right, class or direction.



# 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.)



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

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