

# The Atchison, Topeka & Santa Fe Railway Co.

80



## Coast Lines



### LOS ANGELES DIVISION.

# EMPLOYEES' TIME TABLE No. 80

IN EFFECT

**SUNDAY, NOVEMBER 14, 1926,**

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 79, Dated November 29, 1925, and any Supplements thereto.

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

- |   |   |  |  |  |  |
|---|---|--|--|--|--|
| W. K. ETTER,<br>General Manager,<br>Los Angeles, Cal.               | R. H. TUTTLE,<br>Superintendent,<br>San Bernardino, Cal.      | E. E. McCARTY,<br>Trainmaster,<br>San Bernardino, Cal. | O. F. HIGGINSON,<br>Chief Dispatcher,<br>San Bernardino, Cal.      | H. MONROE,<br>C. W. SMITH,<br>H. E. CONNER,<br>A. F. LACKEY,<br>A. W. PRICE, | A. W. MAYS,<br>C. H. STEDWELL,<br>C. R. PETERS,<br>R. C. PIERCE, |
| J. R. HITCHCOCK,<br>Assistant General Manager,<br>Los Angeles, Cal. | K. H. GILLETTE,<br>Asst. Superintendent,<br>Los Angeles, Cal. | H. A. SUGARS,<br>Trainmaster,<br>San Bernardino, Cal.  | L. E. ERLEWINE,<br>Night Chief Dispatcher,<br>San Bernardino, Cal. | Dispatchers,<br>San Bernardino, Cal.   |  |
|   | E. O. BROWN,<br>Terminal Trainmaster,<br>Los Angeles, Cal.    |  |  |  |  |

**ALL DISTRICTS.**

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. 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 and enginemen are required to fill out trains to car limit or to full capacity of their engines.

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine. Outfit cars and carloads of gasoline in trains or being switched must have air coupled and working and must be placed with the engine. At Summit all cars must be placed with engine.

5. No freight train will run more than forty miles without stop to allow inspection of train except that this distance may be exceeded between Santa Ana and Oceanside providing stop and inspection is made at both these stations.

6. Rule 91: In addition to instructions contained therein, the following must be observed. A passenger train must not follow a freight train or light engine within less than ten minutes; a light engine must not follow a freight train within less than ten minutes, and light engines, moving in the same direction, must keep five minutes apart, except in closing up at stations, or where some form of block signal is used.

7. Rule 567 is abrogated except on Redlands, Redondo, Harbor, San Jacinto, Temecula, Escondido and Fallbrook districts, and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "proceed," and the lamp left burning. When the light is not displayed, trains will reduce speed, and if necessary to ascertain position of signal, must be stopped. If no operator on duty, position of signal will govern.

8. Rule 93: Yard limit boards are located at Barstow, Leon-Victorville, Summit, Highland Jct.—San Bernardino—Colton, Pasadena, Los Angeles (extending to Bridge A 139 on Second District, to M. P. 147 on Third District and to M. P. 10 on Redondo District), Fullerton, Orange, Santa Ana, Oceanside, San Diego (extending eastward to end of track east of National City), El Segundo, Torrance, Wilmington, Redondo, Perris, San Jacinto, Riverside, Corona and Atwood.

First-class trains, when ten minutes or more late, are required to move within yard limits at Barstow, Highland Jct.—San Bernardino—Colton, Los Angeles (extending to Bridge A 139 on Second District, to M. P. 147 on Third District and to M. P. 10 on Redondo District), Fullerton, Orange, and San Diego (extending eastward to end of track east of National City), under control, and responsibility for accident will rest with the first-class train.

In case of fog or its equivalent, such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

The following yard limits are applicable to second-class and extra trains only: Leon-Victorville, Summit, Pasadena, El Segundo, Torrance, Wilmington, Redondo, Santa Ana, Oceanside, Riverside, Corona, Atwood, Perris and San Jacinto.

At San Bernardino, yard limits extend eastward, on First District to Highland Junction; westward on Second District to a point near eastward distant signal for West Yard Tower; westward on Third District to Colton, westward on Redlands District to a point 1000 feet west of the switch at Victoria.

Within the zones named below no train or engine may exceed eight miles per hour. The main tracks will be used without regard to superiority and all trains and engines must move under control, expecting to find track occupied.

At Los Angeles, between Fourth Street Viaduct and Aliso Street.

At San Diego, between main track switch opposite scale house and Market St. Jct.

At San Bernardino, between Signal bridge at Fifth Street on First District and Mt. Vernon Avenue Viaduct.

At Barstow passenger yard, between Signals 7473-7474 on Third District, Arizona Division; Signal No. 2 on Los Angeles Division and public crossing east of ice house.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains."

10. The following addition is made to Rule 86-A, and applies to both double and single track. An inferior train must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

11. Extra trains created by example 3, of Form "G," train order, must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

First class trains holding any of the orders described under examples 1, 2 and 4 of Form "E," must be governed by the requirements of Rule 92-A except as to the first station named in such orders and inferior trains will respect them accordingly.

An additional copy of all train orders and clearance cards shall be supplied for delivery to rear brakeman.

In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

When helper engine is to be coupled into a train copies of all orders affecting movement of such train at or beyond the station where helper is attached must be provided for and delivered to engineman. Helper enginemen must not proceed without such orders.

12. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

Trains entering sidings must not stop foul of main track to allow brakeman to get on. All movements on sidings must be under control.

13. Rule 5 (B), and last paragraph of Rule D-5: All trains will register at register stations.

At Summit first-class trains only will register and may use Form 903.

At San Bernardino eastward first class trains may register by Form 903.

At Colton, trains may register by Form 903; eastward trains will not check register; westward trains must check

against opposing superior trains unless their arrival was indicated on the register at San Bernardino.

At Highgrove, trains to or from Temecula District only will register.

At Riverside, Union Pacific trains to or from the Santa Fe via Riverside Jct. will register in Santa Fe register kept in the Union Pacific office.

At Atwood trains to and from the Olive District only will register.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe wheels and know that brakes are not sticking.

15. The second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

16. Audible signal "C", Rule 14 is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

17. Rule 1 (B): Standard clocks are located at Barstow, San Bernardino, Los Angeles, Redondo Jct. (round house), Santa Ana, Oceanside, San Diego, National City (round house), and in the Union Pacific office at Riverside.

Rule 3: At Barstow and Riverside, conductors of Union Pacific trains will compare with their enginemen on arrival and register on Form 1663 Standard for themselves and enginemen.

18. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required in Rule 3.

19. The speed of passenger trains will ordinarily be that prescribed in the schedule, but in case 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 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 (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Trains having dead engines in tow must observe the fol-

lowing: If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed 10 miles per hour or 6 minutes for each and every mile.

With rods down or disconnected but with all drivers on rail, speed of train must not exceed 15 miles per hour or 4 minutes for each mile, with all rods up and connected, speed of train may be increased to 20 miles per hour or 3 minutes for each mile run.

Trains handling wrecking derricks must not exceed twenty-five miles per hour (one mile in two minutes, 24 seconds) on any portion of the First, Second, Third or Fourth Districts and fifteen miles per hour (one mile in four minutes) on all other Districts.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
468-497	0	51	1	43	1	30
649-728	1	43	1	43	1	43
769-788	1	43	1	43	1	43
789-824	1	43	1	43	1	43
825-864	1	43	1	43	1	43
900-989	1	43	1	43	1	43
990-999	1	43	1	43	1	43
1226-1266	0	51	1	43	1	30
1270-1289	0	51	1	43	1	30
1297-1308	0	51	1	43	1	30
1309-1388	0	51	1	43	1	30
1400-1478	0	51	1	43	1	30
3500-3534	0	51	1	43	1	30
1600-1673	1	43	1	43	1	43
1674-1693	1	43	1	43	1	43
1798-1799	1	43	1	43	1	43
1950-1989	1	43	1	43	1	43
3010-3020	1	43	1	43	1	43
3129-3158	1	43	1	43	1	43
3228-3258	1	43	1	43	1	43
3700-3750	1	05	1	43	1	43
3800-3915	1	43	1	43	1	43
5500-6000 Union Pacific	1	43	1	43	1	43
2700 Union Pacific	1	20	1	43	1	43
7800-8800 Union Pacific	1	12	1	43	1	43
Switch, no truck	3	00	3	00	3	00
All other Classes	.....	.....	1	43	1	43
All Classes, backing up	3	00	3	00	3	00
Maximum bet. Summit and Highland Jct., all Classes	.....	.....	2	00	.....	.....

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

Within Los Angeles city limits, speed of all trains and engines is restricted to eight (8) miles per hour over any interstate, interurban or street railway crossing not interlocked and over any street or highway between Seventh Street and Water Street. 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.

20. Employees traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

21. Trainmen, enginemen or other employes using fuseses for protection on single track should place them outside of the rails on the engineer's side. On double track, fuseses should be placed on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fuseses so placed.

When doubling, running for water, or for any purpose it becomes necessary to leave portion of train on main track, a red flag by day and a red light by night must be placed in a conspicuous position on forward end of the head car, and in addition two torpedoes must be placed 1000 feet in advance thereof.

22. No train will leave its initial station on any district without receiving Clearance Card (Form 902) except at National City and points where no telegraph offices are maintained or where no operator is on duty. No train will leave San Diego westward, Oceanside, Fullerton or Perris (when operator on duty) without receiving clearance card.

Union Pacific trains Eastward via Riverside Jct. must get Clearance Card (Form 902) before leaving Riverside

23. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given.

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

- At Linda Vista—Freight trains in both directions.
- At Box Springs—Eastward trains.

At Summit—Westward passenger trains. Eastward passenger trains that cut off helpers. Freight trains in both directions.

Rule 882. Passenger trains will make this test as follows:

- (a) Leaving terminal.
- (b) Following any change in makeup of train.
- (c) Following change of crews.
- (d) Before descending steep grades unless train has been stopped and test made in accordance with Rule 876.

In making this test, speed of train must not be less than 15 miles per hour and engine brake must be released so that it will be known that speed is reduced by application of brakes upon the train.

Flagman must take position on retainer end of rear car and when he hears exhaust, caused by release of air, give engineman proceed signal; if brakes fail to release properly or proceed signal not received, train must be stopped.

This in no way modifies nor affects other requirements of the rule.

25. Rule 311: All employes are hereby notified that it is dangerous to stand erect upon cars, particularly cars of extraordinary height, while passing under First Street and Downey Avenue viaducts, and train shed at La Grande Station Los Angeles, and necessary precaution must be used by employes to protect themselves from injury at said points.

At San Bernardino the piers supporting viaduct at Mt. Vernon Ave., also foot viaduct near passenger station will not clear man on side of car.

26. 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.

27. Where upper quadrant three-position signals are installed, the following indications will be provided.

- "Stop"—Arm horizontal, or red light.
- "Proceed Under Control"—Arm 45 degrees upward, or yellow light.
- "Proceed"—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in semaphore type automatic signal at night and the arm can be plainly seen trains will be governed by position of arm.

Where hooded indicators are located at switches the absence of light will indicate block obstructed, when light is seen block is clear.

Where "Daylight" Signals are used the indications both day and night will be given by color of light. If no light displayed trains will stop and be governed by Rules 853 and 854.

28. Rule 221 is modified as follows: Operators having orders for any train must not give "proceed" signal to other trains in the same direction for which they have no orders, but must instead issue clearance card (Form 902).

Rule 221-A applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

29. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signal to approaching trains. Trains must not accept signals from operators to come down main track at points where they should head in for a superior train.

30. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C) of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, normal speed may be resumed.

31. Rule 418 is superseded by the following: Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

Conductors of freight trains descending grades Summit to Highland Junction, Pasadena to Water Street, Linda Vista to Sorrento, and Box Springs to Highgrove, must ride in cupola of caboose where they can observe air gauge and be prepared to act in response to an emergency.

32. At station where meal has been served to train the conductor thereof must know that passengers have finished and are out of dining room and lunch counter before announcing departure.

33. Rule 469: Engine flues must not be sanded while passing dry grain fields or other places where damage from fire might result.

34. Rule 19: In addition to instructions contained therein the following must be observed: On double track when a train is turned out against the current of traffic by night, green lights must be displayed to the front and side, and to the rear a green light toward the inside and a red light to the opposite side.

35. In automatic signal territory both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine or a car occupies the connection between the switches of such cross-over. One of the switches must be kept open until the movement through a cross-over is completed.

36. Empties should be handled in solid trains when practicable. When handled with loads in trains of fifty cars or more, empties if in excess of ten, should be placed two thirds on head end and one third on rear, and if ten or less, should

WESTWARD													Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Grade Descending	Ruling Grade Ascending	Miles from Barstow	TIME TABLE NO. 80 November 14, 1926
First Class																		
33	21	227	3	101	7	207	19	225	17	1	9	203						
FREIGHT	The Missionary	PASSENGER	California Limited	PASSENGER	Fast Mail	PASSENGER	The Chief	PASSENGER	The Phoenix	The Scout	The Navajo	PASSENGER						
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						
AM 8.00	PM 1.10	AM 9.20	AM 9.05		AM 4.25	AM 4.15	AM 4.00	AM 3.45	AM 3.35	AM 3.10	AM 2.15	AM 1.00	Yard	FW TY			0.0	
	1.20	9.30	9.15		4.35	4.25	4.10	3.55	3.45	f 3.20	2.25	f 1.11	80		20.4	37.0	6.1	<b>BARSTOW</b> 6.2
f 1.28	9.39	9.24			4.42	4.32	4.18	4.03	3.53	f 3.30	2.35	f 1.21	80	W	28.0	37.0	11.7	<b>LENWOOD</b> 5.6
f 1.40	9.52	9.37			4.53	4.43	4.30	4.14	4.04	f 3.44	2.48	f 1.35	70	W	30.0	28.8	21.1	<b>HODGE</b> 9.4
	1.47	10.00	9.45		5.00	4.50	4.37	4.21	4.11	f 3.52	2.55	f 1.42	70		0.0	37.0	26.1	<b>HELEDALE</b> 4.9
s 1.55	10.07	9.53			5.07	4.57	4.44	f 4.28	4.18	f 4.00	3.03	f 1.50	70		0.0	37.0	31.5	<b>BRYMAN</b> 5.4
	2.01	10.13	10.00		5.13	5.03	4.50	4.34	4.24	4.06	3.10	f 1.58			17.2	39.6	35.3	<b>ORO GRANDE</b> 3.7
s 2.05	10.15	10.02			5.15	5.05	4.52	s 4.37	4.27	s 4.10	s 3.15	s 2.05	80	FW Y	0.0	30.4	36.7	<b>LEON</b> 1.4
	2.15	10.27	10.13		5.23	5.13	5.01	4.47	4.37	4.20	3.25	f 2.18			0.0	84.5	41.1	<b>VICTORVILLE</b> 4.4
f 2.23	10.38	10.23			5.32	5.22	5.10	f 4.57	4.47	f 4.30	3.35	f 2.30	70		0.0	84.5	45.1	<b>THORN</b> 4.0
	2.33	10.50	10.35		5.42	5.32	5.20	5.07	4.57	4.40	3.48	f 2.45	66		0.0	86.8	60.0	<b>HESPERIA</b> 4.8
s 2.50	11.08	10.55			5.58	5.48	5.38	5.22	5.12	s 5.00	s 4.10	s 3.05	70	Y	0.0	84.5	55.9	<b>LUGO</b> 5.9
	2.56	11.14	11.02		6.04	5.54	5.44	5.28	5.18	f 5.07	4.17	f 3.12	26		158.4	0.0	58.6	<b>SUMMIT</b> 2.8
	2.58	11.16	11.04		6.06	5.56	5.46	5.30	5.20	5.09	4.19	f 3.15	70		158.4	0.0	59.7	<b>DELL</b> 1.0
f 3.04	11.22	11.10			6.12	6.02	5.52	5.36	5.26	f 5.16	4.25	f 3.21	72	W	158.4	0.0	59.7	<b>GISH</b> 2.7
	3.11	11.28	11.17		6.18	6.08	5.58	5.42	5.32	f 5.22	4.32	f 3.28			116.2	0.0	62.4	<b>CAJON</b> 3.8
f 3.18	11.35	11.25			6.25	6.15	6.05	5.49	5.39	f 5.30	4.40	f 3.38	80	Y	116.2	0.0	66.2	<b>KEENBROOK</b> 4.7
	3.22	11.38	11.28		6.28	6.18	6.08	5.53	5.43	f 5.33	4.43	f 3.42	10		116.2	0.0	70.9	<b>DEVORE</b> 2.5
	3.26	11.42	11.32		6.32	6.22	6.12	5.57	5.47	5.37	4.47	3.47	80		116.2	0.0	73.4	<b>VERDEMONT</b> 2.5
	3.33	11.48	11.38	AM 7.23	6.38	6.28	6.18	6.03	5.53	5.43	4.53	3.53			116.2	0.0	75.9	<b>ONO</b> 3.5
4.00 PM	3.40 PM	11.55 AM	11.45 AM	7.30 AM	6.45 AM	6.35 AM	6.25 AM	6.10 AM	6.00 AM	5.50 AM	5.00 AM	4.00 AM	Yard	FW TY	51.7	64.4	79.4	<b>HIGHLAND JCT.</b> 1.9
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					81.3	<b>SAN BERNARDINO</b>
(10.1)	(33.2)	(31.4)	(30.4)	(16.3)	(34.7)	(34.7)	(33.5)	(32.4)	(33.5)	(30.4)	(29.5)	(27.1)						(81.1)

..... Average speed per hour

No. 33 has no Time Table superiority.

FIRST DISTRICT

LOS ANGELES DIVISION

TIME TABLE NO. 80 November 14, 1926	Ruling Grade According	Grade Depending	Telegraph and Telephone Offices and Both Phones	Ice, Water Tubs, Tables and Wyes	Capacity of Sittings	EASTWARD												
						First Class												
						22	204	10	2	104	228	4	18	20	208	226	8	34
						The Missionary	PASSENGER	The Scout	The Navajo	PASSENGER	PASSENGER	California Limited	The Phoenix	The Chief	PASSENGER	PASSENGER	Santa Fe Eight	FREIGHT
STATIONS					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	P	FW TY	Yard	AM 3.35	AM 4.10	PM 1.15	PM 2.00		PM 3.45	PM 4.40	PM 10.15	PM 10.25	PM 10.35	PM 11.00	AM 12.35	AM 11.40
<b>LENWOOD</b> 5.6	23.0	37.0	B		80	3.25	f 4.00	1.05	1.50		3.35	4.30	10.05	10.15	10.25	10.50	12.23	
<b>HODGE</b> 9.4	30.0	39.0	DP	W	82	3.18	f 3.52	12.57	1.42		3.28	4.22	9.57	10.08	10.18	10.43	f12.15	
<b>HELENDALE</b> 4.9	0.0	37.0	DP	W	80	3.07	f 3.40	12.46	1.30		3.16	4.10	9.45	9.55	10.05	10.30	f12.03 AM	
<b>BRYMAN</b> 5.4	0.0	37.0	B			3.00	f 3.34	12.40	1.24		3.10	4.03	9.38	9.48	9.58	10.23	11.55	
<b>ORO GRANDE</b> 3.7	17.2	39.6	P		89	2.54	f 3.28	12.33	1.18		3.03	3.56	9.31	9.41	9.51	f10.16	s11.47	
<b>LEON</b> 1.4	0.0	30.4	B		79	2.48	f 3.23	12.28	1.13		2.57	3.50	9.26	9.36	9.46	10.10	11.40	
<b>VICTORVILLE</b> 4.4	0.0	84.5	P	FW Y	80	s 2.46	s 3.20	s12.26	f 1.10		2.55	3.47	s 9.24	9.34	9.44	f10.08	s11.37	
<b>THORN</b> 4.0	0.0	84.5	B		70	2.36	f 3.12	12.19	1.03		2.49	3.37	9.15	9.27	9.37	9.58	11.27	
<b>HESPERIA</b> 4.8	0.0	86.8	DP	W	80	2.30	f 3.07	12.14	12.58		2.44	3.31	9.10	9.20	9.30	9.52	f11.21	
<b>LUGO</b> 5.9	0.0	84.5	B			2.24	3.01	12.08 PM	12.52		2.38	3.25	9.04	9.14	9.24	9.45	11.15	
<b>SUMMIT</b> 3.8	116.2	0.0	P	Y	76	2.15	s 2.52	11.59	12.43		2.30	3.15	8.55	9.05	9.15	9.35	s11.05	
<b>ALRAY</b> 4.7	116.2	0.0	B		85	2.01	f 2.37	11.48	12.30		2.18	2.57	8.35	8.47	8.57	9.15	10.51	
<b>CAJON</b> 3.8	116.2	0.0	P	W	80	1.50	f 2.25	11.38	12.19		2.06	2.45	8.22	8.35	8.45	9.02	f10.39	
<b>KEENBROOK</b> 4.7	116.2	0.0	B	W	80	1.40	f 2.15	11.29	12.09 PM		1.55	2.35	8.12	8.25	8.35	8.52	10.28	
<b>DEVORE</b> 2.5	116.2	0.0	DP	WY	80	1.30	f 2.05	11.20	11.59		1.45	2.25	8.02	8.15	8.25	8.42	f10.17	
<b>VERDEMONT</b> 2.5	116.2	0.0	B			1.24	2.00	11.15	11.53		1.39	2.19	7.55	8.09	8.19	8.35	10.10	
<b>ONO</b> 3.5	116.2	0.0	B		80	1.18	1.53	11.09	11.47		1.33	2.13	7.48	8.03	8.13	8.28	10.03	
<b>HIGHLAND JCT.</b> 1.9	51.7	64.4				1.10	1.45	11.01	11.40	PM 12.01 PM	1.25	2.05	7.40	7.55	8.05	8.20	9.55	
<b>SAN BERNARDINO</b> (83.1)			P	FW TY		1.05 AM	1.40 AM	10.55 AM	11.35 AM	PM 11.55 AM	1.20 PM	2.00 PM	7.35 PM	7.50 PM	8.00 PM	8.15 PM	9.50 PM	4.30 AM
						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
Average speed per hour						(33.2)	(33.6)	(35.6)	(34.4)	(19.0)	(34.4)	(31.1)	(31.1)	(32.1)	(32.1)	(30.2)	(30.2)	(11.6)

No. 34 has no Time Table superiority.

WESTWARD									EASTWARD												
Second Class			First Class						Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Barstow	Rating Grade Ascending	TIME TABLE NO. 80 November 14, 1926	Rating Grade Ascending	Telegraph and Telephone Offices and Booth Phones	First Class					
33	35	37	21	3	41	19	17	9								42	2	4	18	20	22
FREIGHT	FREIGHT	FREIGHT	The Missionary	California Limited	PASSENGER	The Chief	The Phoenix	The Navajo	PASSENGER	The Navajo	California Limited	The Phoenix	The Chief	The Missionary							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
PM 7.00	PM 10.30	PM 4.30	PM 3.50	AM 11.55	AM 7.45	AM 6.35	AM 6.10	AM 5.10	AM 7.45	AM 6.43	AM 6.17	AM 5.19	AM 7.45	AM 12.55							
STATIONS																					
SAN BERNARDINO																					
									YARD	FWTY	81.3			P	AM 10.40	AM 11.25	PM 1.50	PM 7.05	PM 7.45	AM 12.55	
	10.42	4.42	4.00	PM 12.03	s 7.53	6.43	6.17	5.19	60		84.9	63.4		DP	10.30	11.17	1.44	6.58	7.39	12.48	
	10.52	4.50	4.06	12.10	s 8.00	6.50	6.22	5.25	48		89.0	32.4		DP	10.23	11.11	1.39	6.52	7.34	12.43	
	11.00	4.57	4.10	12.15	f 8.05	6.56	6.26	5.30	27		92.5	0.0		B	10.17	11.06	1.35	6.48	7.29	12.38	
	11.03	4.59	4.12	12.17	f 8.07	6.58	6.28	5.32	29		93.7	14.3		B	10.15	11.04	1.33	6.46	7.27	12.36	
	11.12	5.07	4.17	12.23	s 8.12	7.05	6.33	5.38	88	W	97.7	14.3		DP	10.09	10.59	1.28	6.41	7.22	12.31	
	11.20	5.15	4.23	12.30	s 8.20	7.12	6.37	f 5.45	55	Y	100.9	57.5		DP	10.02	10.54	1.24	6.37	7.17	12.26	
	11.30	5.25	4.29	12.36	s 8.27	7.19	6.42	5.52	56		104.9	30.8		DP	9.53	10.46	1.18	6.30	7.11	12.18	
	11.34	5.29	4.31	12.38	s 8.30	7.23	6.44	5.55	58		106.7	0.0		DP	9.49	10.43	1.15	6.27	7.09	12.15	
	11.36	5.32	4.33	12.40	s 8.32	7.25	6.46	5.57	48		107.9	0.0		DP	9.46	10.41	1.13	6.25	7.07	12.13	
	11.41	5.37	4.36	12.43	s 8.37	7.30	6.49	6.01	49		110.2	0.0		DP	9.41	10.38	1.09	6.22	7.04	12.10	
	11.52	5.50	4.42	12.49	s 8.46	7.37	6.54	6.08	69	W	114.4	0.0		DP	9.32	10.31	1.03	6.16	6.58	12.03 AM	
	11.59 <sup>22</sup>	5.55	4.45	12.53	s 8.51	7.42	6.58	6.12	48	Y	118.9	0.0		DP	9.27	10.27	12.59	6.12	6.55	11.59 <sup>25</sup>	
	AM 12.09	6.10 <sup>18</sup>	4.47	12.57 <sup>4</sup>	f 8.54	7.44	7.00	6.14	74		118.1	0.0		P	9.23	10.25	12.57 <sup>3</sup>	6.10 <sup>37</sup>	6.53	11.57	
	12.15	6.15	4.50	1.02	8.57	7.48	7.02	6.18	60		120.3	0.0		B	9.19	10.22	12.54	6.07	6.50	11.54	
	12.17	6.17	4.51	1.04	f 8.58	7.50	7.03	6.20	14		121.0	0.0		DP	9.18	10.21	12.53	6.06	6.49	11.53	
	12.20	6.20	f 4.53	1.07	s 9.01	7.53	7.05	f 6.24	70		122.4	0.0		DP	9.16	10.19	12.51	6.04	6.47	11.51	
	12.25	6.25	4.55	1.11	s 9.04	7.57	7.08	6.28	30		124.2	52.1		DP	9.12	10.17	12.48	6.02	6.45	11.49	
	12.32	6.31	4.59	1.16	s 9.09 <sup>42</sup>	8.01	7.12	6.33	23		125.8	63.4		DP	9.09 <sup>41</sup>	10.14	12.46	6.00	6.43	11.47	
	12.35	6.42 <sup>20</sup>	5.01	1.18	9.12	8.03	7.14	6.35	71		126.7	63.4		B	9.07	10.13	12.45	5.59	6.42 <sup>37</sup>	11.46	
	12.45	6.50	5.04	1.21	s 9.16	8.07	7.18	6.40	31	W	128.0	67.4		DP	9.05	10.11	12.43	5.57	6.40	11.44	
	12.50	6.54	5.07	1.24	9.19	8.11	7.21	6.44	18		129.1	67.4			9.01	10.08	12.39	5.53	6.37	11.40	
	1.00	7.02	s 5.14 5.24	s 1.40	s 9.27 9.37	s 8.25	s 7.30	s 6.53 7.03	37		131.5	79.9		P	8.55 8.45	10.00	12.31	5.45	6.30	11.30	
	1.02	7.04	5.26	1.43	9.39	8.27	7.32	7.06	22		132.2	0.0			8.42	9.53	12.23	5.39	6.22	11.23	
	1.04	7.05	5.27	1.45	f 9.40	8.28	7.33	7.07	Spar 21		132.6	0.0		f	8.41	9.52	12.22	5.38	6.21	11.22	
	1.07	7.09	5.30	1.49	s 9.44	8.32	7.37	7.10	5		133.6	0.0		DP	8.38	9.49	12.19	5.35	6.18	11.19	
	1.09	7.10	5.33 <sup>18</sup>	1.50	9.48 <sup>2</sup>	8.36 <sup>42</sup>	7.39	7.12	40		134.1	0.0		B	8.36 <sup>19</sup>	9.48 <sup>41</sup>	12.18	5.33 <sup>21</sup>	6.17	11.18	
	1.15	7.14	5.38	1.55	f 9.56	8.41	7.43	7.17	26		135.8	0.0		B	8.29	9.45	12.15	5.29	6.14	11.15	
	1.23	7.20	5.47	2.05	10.05	8.49	7.50	7.25	35		139.0	0.0			8.22	9.37	12.08	5.22	6.07	11.07	
	1.29	7.24	5.53	2.10	10.10	8.54	7.55	7.30			140.0	0.0			8.18	9.33	12.04	5.18	6.03	11.03	
4.00 AM	1.35 AM	7.30 PM	6.00 <sup>20</sup> PM	2.15 PM	10.15 AM	9.00 AM	8.00 AM	7.35 AM	YARD	FWT	141.1	0.0		P	8.15 AM	9.30 AM	12.01 PM	5.15 PM	6.00 <sup>21</sup> PM	11.00 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	
(8.6)	(19.4)	(19.9)	(29.9)	(25.6)	(25.6)	(24.7)	(32.6)	(26.5)	Average speed per hour.....						(26.5)	(31.2)	(32.9)	(32.6)	(34.1)	(31.2)	

No. 33 has no Time Table Superiority.

SAN JACINTO-TEMECULA DISTRICT

ESCONDIDO DISTRICT

WESTWARD				EASTWARD			
Second Class				Second Class			
509		505		506		508	
MIXED	MIXED	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Highgrove	Ruling Grade Ascending	MIXED	MIXED
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	No. Cars		Miles		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
<b>TIME TABLE</b>							
NO. 80							
November 14, 1926							
<b>STATIONS</b>							
	AM 11.30	34	W	0.0		AM 10.00	
	11.37	16		2.6	116.2	9.50	
	f11.55	24		7.0	116.2	f 9.30	
	PM f12.04	31		10.4	21.3	f 9.20	
	f12.12	16		13.3	0.0	f 9.12	
	12.22		Y	17.2	0.0	9.02	
	s12.25	36	FWY	18.1	0.0	9.00	
	12.40				21.6	s 8.40	
	s12.50	24		21.9	21.6	f 8.30	
	f12.56	13		24.3	49.3	f 8.20	
	s 1.08	39		28.2	21.1	s 8.10	
	f 1.20	15		32.6	52.8	f 8.00	
	s 1.25	40		35.2	44.3	7.50	
	2.00				6.3	s 7.35	
	2.10 PM	17	WY	37.5		7.30 AM	
	PM 12.30	36	FWY	18.1	0.0		AM 8.40
	12.50	15		26.6	19.3		8.20
	1.05	28	Y	29.8	32.1		8.05
	s 1.10	19		31.8	57.6		8.00
	1.15				57.6		s 7.55
	1.20	28	Y	29.8	28.1		7.50
	f 1.33	11		34.2	0.0		f 7.35
	s 1.50	22		39.0	0.0		s 7.20
	f 2.00	11		41.7	0.0		f 7.10
	2.10 PM	16	WT	44.8	0.0		7.00 AM
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
(20.0)	(22.5)	Average speed per hour				(20.4)	(20.4)

Alberhill is located at end of track 5.6 miles beyond Elsinore.

WESTWARD				EASTWARD			
Second Class				Second Class			
61		62		63		64	
MIXED	MIXED	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Oceanside	Ruling Grade Ascending	MIXED	MIXED
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	No. Cars		Miles		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
<b>TIME TABLE</b>							
NO. 80							
November 14, 1926							
<b>STATIONS</b>							
	PM 5.45	19	WY	22.1		PM 4.40	
	f 5.55	0		18.8	83.4	f 4.28	
	s 6.05	19		17.2	15.8	s 4.20	
	f 6.20	4		13.4	70.3	f 4.05	
	s 6.35	12		10.2	116.2	DP s 3.50	
	f 6.50	4		6.6	116.2	f 3.35	
	7.10 PM	0	Y	1.0	87.6	DP s 3.20 PM	
	7.15 PM	69	FW	0.0	0.0	3.15 PM	
Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday	
(14.6)	Average speed per hour				(15.5)		

FALLBROOK DISTRICT

WESTWARD				EASTWARD			
Second Class				Second Class			
63		64		65		66	
MIXED	MIXED	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Oceanside	Ruling Grade Ascending	MIXED	MIXED
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	No. Cars		Miles		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
<b>TIME TABLE</b>							
NO. 80							
November 14, 1926							
<b>STATIONS</b>							
	AM 11.40	130	FW	0.0		PM 2.15	
	AM 11.55	0		2.0	63.4	PM 2.10	
	PM f12.01	15		5.4	21.3	f 1.55	
	f12.10	15		7.9	66.0	f 1.45	
	f12.15	9		9.2	26.4	f 1.40	
	f12.40	9		16.7	132.0	f 1.21	
	12.50 PM	61	WY	18.9	105.6	DP 1.15 PM	
Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday	
(16.2)	Average speed per hour				(18.9)		

OLIVE DISTRICT

WESTWARD				EASTWARD			
First Class				First Class			
52		53		54		55	
PASSENGER	PASSENGER	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Olive	Ruling Grade Ascending	PASSENGER	PASSENGER
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	No. Cars		Miles		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
<b>TIME TABLE</b>							
NO. 80							
November 14, 1926							
<b>STATIONS</b>							
	PM 12.10	74	P			PM 12.03	
	PM 12.03	23	DP	42.2	42.2	PM 11.55	
	AM 11.55	53	P			AM 11.55	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
(31.8)	Average speed per hour				(31.8)		

OLINDA DISTRICT

WESTWARD				EASTWARD			
Second Class				Second Class			
29		30		31		32	
FREIGHT	FREIGHT	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Atwood	Ruling Grade Ascending	FREIGHT	FREIGHT
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	No. Cars		Miles		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
<b>TIME TABLE</b>							
NO. 80							
November 14, 1926							
<b>STATIONS</b>							
	AM 7.50	Yard	F	4.0		AM 6.50	
	8.00	14		2.3	0.0	6.40	
	8.10 AM	74	YW	0.0	0.0	6.30 AM	
Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday	
(12.0)	Average speed per hour				(12.0)		

SECOND CLASS	WESTWARD											Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from San Bernardino	Ruling Grade Ascending	TIME TABLE NO. 80 November 14, 1926
	First Class															
505	75	53	73	71	227	7	207	225	1	79	203					
MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	Fast Mail	PASSENGER	PASSENGER	The Scout	PASSENGER	PASSENGER					
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY	Miles	
AM 11.05		PM 4.00			PM 12.03	AM 6.55	AM 6.45	AM 6.20	AM 6.00		AM 4.10				0.0	52.4
s 11.15		s 4.10			s 12.13	7.05	6.53	s 6.28	s 6.10		s 4.20	Yard			3.7	23.1
11.25 AM		s 4.15			12.18	7.10	6.59	6.33	s 6.15		f 4.28	74	W	6.6		29.1
		4.19			12.25 PM	7.15	7.05 AM	6.38 AM	6.19		4.35 AM			9.1		0.0
		s 4.25				s 7.20			s 6.25			59		9.7		48.6
		f 4.29				7.24			f 6.30			25		12.3		21.1
		f 4.32				7.26			f 6.32			52	Y	13.9		0.0
		s 4.36				7.29			f 6.36			71		16.3		0.0
		f 4.41				7.33			f 6.41			71		20.0		0.0
		f 4.43				7.35			6.43			12		21.1		0.0
		4.45				7.37			6.45			Yard	Y	22.5		0.0
		s 4.50				s 7.43			s 6.50			74	W	24.0		0.0
		s 4.55				7.49			f 6.56			70		27.3		0.0
		f 5.02				7.57			7.03			71		32.9		21.1
		5.08				8.03			7.10			32		37.0		0.0
		f 5.13				8.08			7.15			37		40.1		0.0
		s 5.15				8.10			f 7.18			33	YW	41.3		0.0
		s 5.20				8.15			s 7.23			76		43.6		0.0
	PM 9.10	s 5.28	PM 4.55	PM 12.05		s 8.20	8.30		s 7.30	AM 6.55		81		46.7		0.0
	9.14	5.32	5.00	12.10		8.35			7.35	7.00		38		49.4		12.7
	9.17	f 5.35	5.04	12.13		8.37			7.37	f 7.03		60		51.1		32.1
	9.19	f 5.40	5.07	12.17		8.39			7.40	f 7.06		70	W	52.9		40.5
	9.24	f 5.46	5.12	12.23		8.45			7.47	f 7.13		60		57.3		27.2
	f 9.26	f 5.49	5.14	f 12.25		8.47			7.49	f 7.15		30		58.5		0.0
	9.29 <sup>134</sup>	f 5.53	5.17	12.29		8.50			7.52	f 7.18		71		60.5		21.1
	9.33	f 5.57	5.21	12.33		8.53			7.56	7.22		60		63.0		39.6
	9.36	f 6.02	5.25	12.37		9.00 <sup>10</sup>			8.00	7.26		71		66.0		42.5
	9.41	f 6.07	5.31	12.42		9.06			8.06	f 7.32			FW TY	68.5		29.0
	9.50 PM	6.15 PM	5.40 PM	12.50 PM		9.15 AM			8.15 AM	7.40 AM		Yard	W	70.5		

Arrive Daily Ex. Sunday (21.9) Arrive Daily (35.7) Arrive Daily (31.6) Arrive Daily (31.7) Arrive Daily (31.7) Arrive Daily (24.8) Arrive Daily (32.8) Arrive Daily (27.3) Arrive Daily (30.3) Arrive Daily (31.6) Arrive Daily (31.7) Arrive Daily (23.5) Average speed per hour (71.2)



THIRD DISTRICT

TIME TABLE NO. 80 November 14, 1926		Mailing Grade Ascending	Telegraph and Telephone Cables and Booth Phones	EASTWARD												
				First Class										Second Class		
				78	204	10	72	228	52	74	76	208	226	8	134	506
				PASSENGER	PASSENGER	The Scout	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	Santa Fe Eight	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 Ex. Sunday		
SAN BERNARDINO P. E. Crossing 3.0		52.8	P	AM 1.30	AM 10.45			PM 1.12	PM 1.45			PM 7.50	PM 8.05	PM 9.40	AM 12.20	AM 10.25
COLTON Union Pacific Crossing S. P. Co. Crossing 3.6		52.8	P	s 1.20	10.37			f 1.03	s 1.35			7.41	f 7.56	s 9.30	12.01 AM	s 10.12
HIGHLAND 2.5		52.8	P	f 1.12	10.30			12.57	s 1.27			7.36	7.50	9.22	11.47	10.05 AM
RIVERSIDE JCT. S. P. Co. Crossing Union Pacific Crossing 0.6		17.2		1.07 AM	10.26			12.52 PM	1.20			7.31 PM	7.45 PM	9.16	11.41	
RIVERSIDE 2.6		52.8	P		s 10.25				s 1.19					s 9.15	11.40	
PACHAPPA 1.6		33.4	DP		10.20				f 1.08					9.04	11.28	
CASA BLANCA 2.4		52.8	DP		10.18				s 1.06					9.01	11.24	
ARLINGTON 3.7		52.8	DP		10.15				s 1.00					8.57	11.20	
MAY P. E. Crossing 1.1		20.0	B		10.09				f 12.52					8.51	11.10	
HAMNER 1.4		52.8			10.07				f 12.48					8.49	11.08	
PORPHYRY 1.5		24.8	B		10.05				12.45					8.47	11.05	
CORONA 3.8		52.8	P		s 10.03				s 12.43					s 8.45	11.00	
PRADO 5.1		39.6	DP		9.56				s 12.34					8.35	10.46	
GYPSUM 4.1		52.8	B		9.49				f 12.26					8.25	10.36	
ESPERANZA 3.1		52.8	B		9.43				12.19					8.18	10.26	
YORBA 1.2		22.6	B		9.39				12.13					8.13	10.18	
ATWOOD 2.3		42.2	P		9.37				12.10 PM					8.11	10.15	
PLACENTIA 3.1		42.2	DP		f 9.34									f 8.07	10.09	
FULLERTON Union Pacific Crossing 2.7		33.4	P	AM 1.45		s 9.28	AM 9.50		AM 11.23	PM 3.05	PM 7.15			s 8.00	10.02	
BASTA 1.7		19.2	B	1.40		9.22	9.47		11.17	3.00	7.10			7.49	9.56	
NORTHAM 1.8		25.9	DP	f 1.36		9.20	9.45		f 11.14	2.58	7.08			7.47	9.53	
LA MIRADA 4.4		10.0	DP	f 1.33		9.18	9.43		s 11.11	2.56	7.06			7.45	9.49	
SANTA FE SPRINGS 1.2		18.8	DP	1.27		9.13	9.38		s 11.05	2.51	7.01			7.39	9.41	
S. P. Co. Crossing LOS NIETOS P. E. Crossing 2.0		18.7	DP	f 1.25		9.11	9.36		s 11.03	2.49	6.59			7.37	9.38	
RIVERA 2.5		37.5	DP	f 1.21		9.08	9.33		s 11.00	2.46	6.56			7.34	9.29 <sup>75</sup>	
BANDINI 3.0		26.2	B	f 1.16		9.05	9.30		f 10.56	2.43	6.53			7.30	9.18	
HOBART Union Pacific Crossing 2.5		0.0	P	1.12		9.00 <sup>7</sup>	9.26		f 10.51	2.40	6.50			7.26	9.10	
REDONDO JCT. Union Pacific Crossing 2.0		0.0		1.07		8.54	9.22		f 10.47	2.37	6.47			7.22	9.05	
LOS ANGELES (70.5)			P	1.00 AM		8.45 AM	9.15 AM		10.40 AM	2.30 PM	6.40 PM			7.15 PM	8.55 PM	
Average speed per hour.....				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
				(31.7)	(21.8)	(35.2)	(40.8)	(27.3)	(31.5)	(40.8)	(28.7)	(27.3)	(29.2)	(20.6)	(19.8)	

WESTWARD									Capacity of Stings	Fuel, Water, Turn Tables and Wyes	Miles from Barstow	Ruling Grade Ascending	TIME TABLE NO. 80 November 14, 1926
Second Class		First Class											
61	63	301	75	303	73	71	351	79			Miles		STATIONS
MIXED	MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	PASSENGER					
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
			PM 5.20			AM 8.10		AM 1.30	YARD	F W Y	273.0		NATIONAL CITY
		PM 9.07	5.32	PM 3.17		8.23	AM 4.45	1.48			267.8	13.1	5.2 MARKET ST. JCT.
		9.10 PM	s 5.35 6.30 <sup>74</sup>	3.20 PM	PM 2.00	s 8.25 9.00	4.50 AM	s 1.50 2.10	YARD	W Y	267.4	28.7	0.4 SAN DIEGO
			6.38		2.08	9.08		2.25	66		262.0	40.2	5.4 MORENA
			6.42		2.12	9.12		f 2.31	19		259.2	63.4	2.8 LADRILLO
			6.45		f 2.15	f 9.15		f 2.36	54		257.1	61.9	2.1 ELVIRA
			6.48		2.18	9.18		2.42	38		254.5	54.0	2.6 SELWYN
			6.51		2.21	s 9.21		s 2.46	30	Y	253.0	116.2	1.5 LINDA VISTA
			6.58		2.29	f 9.29		f 2.58	71	W	249.1	0.0	3.9 SORRENTO
			f 7.05		f 2.37	s 9.37		f 3.11	77	Y	244.1	54.8	5.0 DEL MAR
			7.08		2.40	f 9.40		f 3.17	11		242.0	52.8	2.1 SOLANA BEACH
			7.11		2.43	f 9.43		f 3.22	15		239.9	52.8	2.1 CARDIFF
			f 7.13		f 2.46	s 9.46		f 3.28	37		238.1	52.8	1.8 ENCINITAS
			7.17		2.52	f 9.52		3.38	54		234.2	61.9	3.9 PONTO
			7.23		f 3.00	s 10.00		f 3.48	44		229.3	52.8	4.9 CARLSBAD
PM 7.10			7.25		3.03	10.04		3.55		Y	227.2	47.2	2.1 ESCONDIDO JCT.
7.15 PM	AM 11.49 <sup>72</sup>		s 7.32		s 3.10	s 10.12		s 4.00 <sup>78</sup> 4.10	53	F W	226.2	0.0	1.0 OCEANSIDE
	11.55 AM		7.35		3.14	10.16		4.16			224.2	63.4	2.0 FALLBROOK JCT.
			7.38		3.17	f 10.20		f 4.23	59		221.6	65.4	2.6 STUART
			7.41		3.21	f 10.24		f 4.30	25		218.7	52.8	2.9 LAS FLORES
			7.47		3.28	f 10.31		4.42	29		213.9	65.4	4.8 AGRA
			7.53		3.34	f 10.39		f 4.55	70		208.3	6.1	5.1 SAN ONOFRE
			8.00		3.42	f 10.46		f 5.05	39		204.0	0.0	4.8 MATEO
			8.06		3.48	f 10.52		f 5.17	82	W	199.9	13.9	4.1 SERRA
			f 8.12 <sup>76</sup>		s 3.53	s 10.57 <sup>72</sup>		f 5.24	60		197.3	60.5	2.6 SAN JUAN CAPISTRANO
			8.19		4.01 <sup>74</sup>	11.07		f 5.36	26		192.7	67.6	4.6 GALIVAN
			8.24		f 4.07	s 11.16		f 5.48	59		188.2	66.0	4.5 EL TORO
			8.30		4.15	s 11.24		f 6.00	38		183.0	0.0	5.2 IRVINE
			8.35		4.21	11.30		6.10	60		178.6	21.6	4.4 VENTA
			8.36		4.22	f 11.32		f 6.13	Spur 11		177.6	23.2	1.0 ALISO
			s 8.42		s 4.30	s 11.40		s 6.25	Yard	F W Y	175.6	37.0	2.0 SANTA ANA F. E. Crossing
			s 8.50		s 4.38	s 11.45 <sup>52</sup>		s 6.35	53	Y	172.7	32.1	2.9 ORANGE S. F. Co. Crossing
			s 8.58		s 4.46	s 11.59		s 6.45	71		167.3	7.6	4.9 ANAHEIM
			9.05 PM		4.52 PM	PM 12.04 PM		6.50 AM	81		165.0	6.1	2.8 FULLERTON
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(108.0)
(12.0)	(24.0)	(8.0)	(38.1)	(8.0)	(35.6)	(32.5)	(4.8)	(22.4)	----- Average speed per hour				

FOURTH DISTRICT.

LOS ANGELES DIVISION

TIME TABLE NO. 80 November 14, 1926	Billing Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD									
			First Class							Second Class		
			78	302	304	72	52	74	352	76	64	62
			PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	PASSENGER	MIXED	MIXED
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
NATIONAL CITY 5.2	26.4	DP	AM 5.50					PM 6.20	PM 10.30			
MARKET ST. JCT. 0.4	0.0		5.34	AM 7.43	AM 10.53			6.04	PM 8.44	10.12		
SAN DIEGO 5.4	31.2	P	\$ 5.30	7.40 AM	10.50 AM	PM 1.00		\$ 6.00 <sup>75</sup>	8.40 PM	10.10 10.00		
MORENA 2.8	51.0	B	5.14			12.50		5.48		9.49		
LADRILLO 2.1	0.0	B	5.08			f12.46		5.44		9.45		
ELVIRA 2.6	0.0	B	f 5.04			f12.43		f 5.40		9.42		
SELWYN 1.5	0.0	B	4.58			f12.39		5.37		9.38		
LINDA VISTA 3.9	116.2	DP	\$ 4.55			\$12.36		5.35		9.35		
SORRENTO 5.0	54.8	B	f 4.41			f12.24		5.23		9.23		
DEL MAR 2.1	63.4	DP	f 4.30			\$12.17		f 5.17		f 9.16		
SOLANA BEACH 2.1	63.4		f 4.25			f12.12		5.14		9.13		
CARDIFF 1.8	0.0		f 4.22			f12.09		5.11		9.10		
ENCINITAS 3.9	63.4	DP	f 4.20			\$12.06		5.09		9.08		
PONTO 4.9	50.8	B	4.13			f12.01 PM		5.03		9.03		
CARLSBAD 2.1	52.8	DP	f 4.05			\$11.54		4.57		8.57		
ESCONDIDO JCT. 1.0	0.0	B	4.02			11.51		4.54		8.54	PM 3.20	
OCEANSIDE 2.0	45.4	P	\$ 4.00 <sup>75</sup> \$ 3.55			\$11.49 <sup>63</sup>		\$ 4.52		\$ 8.52	PM 2.15 3.15 PM	
FALLBROOK JCT. 2.6	63.4	B	3.50			11.41		4.43		8.45	2.10 PM	
STUART 2.9	49.3	B	f 3.45			f11.38		4.40		8.42		
LAS FLORES 4.8	63.4	B	f 3.40			f11.34		4.36		8.38		
AGRA 5.1	68.9	B	f 3.32			f11.27		4.29		8.32		
SAN ONOFRE 4.8	49.4	DP	f 3.24			f11.19		4.23		8.26		
MATEO 4.1	5.0	B	f 3.16			f11.13		4.17		8.20		
SERRA 2.6	0.0	NP	f 3.09			f11.07		4.12		8.15		
SAN JUAN CAPISTRANO 4.6	0.0	DP	f 3.04			\$10.57 <sup>71</sup>		\$ 4.08		f 8.12 <sup>75</sup>		
GALIVAN 4.5	54.0	B	f 2.56			f10.47		4.01 <sup>73</sup>		8.04		
EL TORO 5.2	63.4	DP	f 2.50			\$10.40		3.54		7.58		
IRVINE 4.4	63.4	DP	f 2.40			\$10.30		3.45		7.50		
VENTA 1.0	0.0	B	2.31			10.24		3.39		7.44		
ALISO 2.0	0.0		2.29			f10.23		3.38		7.43		
SANTA ANA 2.9	11.2	DP	\$ 2.25			\$10.20		\$ 3.35		\$ 7.40		
F. E. Crossing ORANGE 4.9	48.1	P	\$ 2.15			\$10.10	AM 11.45 <sup>71</sup>	\$ 3.26		\$ 7.32		
S. P. Co. Crossing ANAHEIM 2.8	21.1	DP	\$ 2.00			\$10.00	\$11.33	\$ 3.16		\$ 7.24		
FULLERTON		P	1.50 AM			9.55 AM	11.27 AM	3.10 PM		7.18 PM		
(108.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	

WESTWARD Second Class 141 FREIGHT Leave Daily Ex. Sunday	Capacity of sidings	Fuel, Water, Turn Tables and Wyes	Miles from Los Angeles	Billing Grade Ascending	TIME TABLE NO. 80 November 14, 1926	Billing Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD Second Class 142 FREIGHT Arrive Daily Ex. Sunday		
									STATIONS	
									REDONDO BEACH P. E. Crossing 3.4	MANHATTAN BEACH 1.1
									STANDARD PARK 1.1	EL SEGUNDO P. E. Crossing 1.2
AM 10.30	Yard	FWT	22.4	42.2	REDONDO BEACH P. E. Crossing 3.4	0.0	DP	AM 9.00		
f10.40	7		19.0	42.2	MANHATTAN BEACH 1.1	0.0		f 8.45		
f10.45	0		17.9	0.0	STANDARD PARK 1.1	52.8		f 8.35		
\$10.50 11.10	25	Y	16.8	0.0	EL SEGUNDO P. E. Crossing 1.2	40.0	DP	f 8.25		
f11.20	26		15.6	11.6	WISEBURN 3.8	4.0		f 8.05		
f11.50	28		11.8	52.8	INGLEWOOD 1.8	44.8	DP	f 7.55		
f11.55	13		10.0	0.0	HYDE PARK 0.7	44.8		f 7.47		
\$11.58	40		9.3	10.5	VAN NESS 1.3	0.0		\$ 7.44		
PM 12.01	14		8.0	0.0	WILDASIN P. E. Crossing 0.8	0.0		f 7.40		
f12.04	12		7.2	15.7	SLAUSON 1.6	0.0		f 7.32		
f12.10	21		5.6	18.5	WINGFOOT P. E. Crossing S. P. Co. Crossing 1.1	0.0	DP	\$ 7.25		
f12.13	13		4.5	0.1	NADEAU 2.5	52.8		7.15		
12.20 PM		FW TY	2.0	0.0	REDONDO JCT. Union Pacific Crossing 2.0	0.0		7.06 AM		
12.30 P. M.	Yard	W	0.0	29.0	LOS ANGELES	0.0	P	7.00 A. M.		
Arrive Daily Ex. Sunday					(22.4)			Leave Daily Ex. Sunday		
(13.4)	Average speed per hour				(11.2)					

WESTWARD	Capacity of sidings	Fuel, Water, Turn Tables and Wyes	Miles from El Segundo	Billing Grade Ascending	TIME TABLE NO. 80 November 14, 1926	Billing Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD		
									STATIONS	
									WILMINGTON 4.7	POZO 1.6
									TORRANCE 3.8	CAMINO 1.3
	Yard	Y	13.2	79.2	WILMINGTON 4.7	52.8	DP			
	15		8.5	24.3	POZO 1.6	0.0				
	38	W	6.9	52.3	TORRANCE 3.8	48.4	DP			
	16		3.1	0.0	CAMINO 1.3	58.4				
	29		1.8	52.6	LAWNDALE 1.8	51.1				
	25	Y	0.0		EL SEGUNDO		DP			
	Average speed per hour				(13.2)					

Average speed per hour (27.5) (8.0) (8.0) (33.2) (25.6) (36.0) (6.0) (37.5) (24.0) (12.0)

REDLANDS DISTRICT

WESTWARD				EASTWARD				
First Class				First Class				
101	Capacity of Sidings	Fuel Water Turbines and Wyes	Miles from San Bernardino	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	104
PASSENGER					NO. 80			
Leave Daily			Miles		November 14, 1926			Arrive Daily
AM 6.30	Yard	FW TY	0.0		STATIONS			PM 1.25
6.43	7		4.7	56.8	SAN BERNARDINO P. E. Crossing S. P. Co. Crossing 4.7		101.3	
6.45	17		6.0	62.1	VICTORIA 1.3		0.0	f 1.09
6.52	32		8.9	116.2	DREW 2.9		0.0	f 1.06
6.58	14	W	12.1	116.2	REDLANDS P. E. Crossing 3.2		0.0	DP \$12.36
7.05	20		16.9	0.0	MENTONE 4.2		88.5	DP \$12.29
7.10	23		18.8	70.5	EAST HIGHLANDS 2.5		83.2	DP \$12.21
7.12	16		19.8	0.0	HIGHLAND 1.0		89.5	DP \$12.16
7.16	14		21.6	47.5	P. E. Crossing PATTON 1.8		81.3	DP \$12.13
7.20	10		23.6	25.8	DEL ROSA 2.0		20.1	DP \$12.09
7.23 AM			25.5	0.0	P. E. Crossing ARROWHEAD 1.9		60.0	DP \$12.05
7.30 A.M.	Yard	FW TY	27.4	64.4	HIGHLAND JUNC. 1.9		51.7	12.01 PM
Arrive Daily					SAN BERNARDINO (27.4)			11.55 A.M. Leave Daily

(27.4)

Average speed per hour

(23.4)

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	Nos. 1, 8 and 21
Frost	38.9	9	Eastward track	Freight only
Pine Lodge	60.9	20	East and West	Freight only
<b>SECOND DISTRICT</b>				
Rialto Citrus Spur	85.8	Lgh. 1.8 m.	West	Freight only
Muscat	90.4	Lgh. 1.1	West	Freight only
Rochester	95.0	9	East	41-42
Cucamonga Citrus Spur	95.8	Lgh. 5.0 m.	West	Freight only
Upland Citrus Spur	99.6	Lgh. 3.7 m.	East and West	Freight only
Forbes	111.6	20	East	Freight only
<b>THIRD DISTRICT</b>				
Prends Spur	14.2	Lgh. 2.0 m.	East and West	Freight only
Coplen	26.1	15	West	1-52
Chester	29.1	38	East and West	Freight only
Scully	30.9	2	East	1-8-52-53
Horse Shoe Bend	35.4	0	None	1-53-52
Santa Ysabel	44.5	10	East	Freight only
Bastanchury	52.1	Lgh. 2.44 m.	West	Freight only
La Habra Valley Spur	57.0	Lgh. 3.44 m.	West	Freight only
La Habra V. Spur, East Whittier	60.0	4	West	Freight only
Stephens	56.8	Lgh. .66 m.	West	Freight only
Simons	62.7	23	East and West	Freight
<b>FOURTH DISTRICT</b>				
Venta Spur 178.8	181.5	11	East	Freight only
	181.2	3	East	Freight only
	183.0	11	East and West	Freight only
	180.7	10	West	Freight only
Como	180.2	30	East and West	Freight only
Don	216.2	14	East and West	71-72
Farr	231.7	5	East and West	71-72
Reba	247.6	80	East	Freight only
Vitro	251.3	3	West	Freight only
Guerra	253.3	60	East and West	Freight only
Pacific Beach	260.3	9	East and West	Freight only
Hardy	263.3	30	East and West	Freight only
Old Town	264.0	2	West	Freight only
<b>FALLBROOK DISTRICT</b>				
Ranch House Stock	8.4	7	East and West	Freight only
<b>REDLANDS DISTRICT</b>				
Nevada Street	7.0	10	East	101-104
Eastberne	10.2	5	West	101-104
Craf	11.5	9	West	Freight only
Browns	13.8	10	East	Freight only
Molino	18.0	15	East	Freight only
Yerxa	20.5	12	East and West	Freight only
Valencia	22.7	7	East	Freight only
<b>REDONDO DISTRICT</b>				
Lawn	8.8	2	East	All trains
Rowley	17.7	4	East	Freight only
Hermosa Beach	18.8	8	West	All trains
<b>HARBOR DISTRICT</b>				
Dudley	4.4	25	East	Freight only
Torrance Oil Spur	4.8	Lgh. 4.0 m.	West	Freight only
Watson	11.8	9	West	Freight only
<b>TEMECULA DISTRICT</b>				
Anderson's	15.7	29	East and West	505-506
Lloyd	19.6	8	East	Freight only
Lakeview	25.1	Wye	East	Freight only
Sedco	31.8	5	East and West	All trains
Alberhill	37.4	30	East	Freight only
<b>SAN JACINTO DISTRICT</b>				
Ellis	19.2	3	East	Freight only
Enfield	31.4	4	East	Freight only

FIRST AID KITS ARE LOCATED AT SUMMIT, CAPISTRANO AND OCEANSIDE

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. DR. A. TYROLER, Assistant Chief Surgeon, Kerckhoff Building, Los Angeles

LOS ANGELES DIVISION

- DR. W. F. FREEMAN, House Surgeon, Santa Fe Hospital, Los Angeles
- DR. T. P. MANNING, Oculist, Kerckhoff Building, Los Angeles
- DR. J. N. OSBURN, Oculist, Pacific Mutual Building, Los Angeles
- DR. H. SUGARMAN, Pacific Mutual Bldg., Los Angeles
- DR. HAROLD VAN METRE, Pacific Mutual Building, Los Angeles
- DR. J. M. KEENEY, Los Angeles
- DR. A. M. HOFFMAN, Los Angeles
- DR. B. W. WRIGHT, Los Angeles
- DR. R. W. MILLER, Oculist, Los Angeles
- DR. W. W. MURPHY, Oculist, Los Angeles
- DR. E. G. GOODRICH, Los Angeles
- DR. L. CHAFFIN, Los Angeles
- DR. J. S. LANCASTER, Torrance
- DR. A. T. HEMBREE, Redondo
- DR. Z. T. MALABY, Pasadena
- DR. J. S. HIBBEN, Pasadena
- DR. C. D. LOCKWOOD, Pasadena
- DR. F. G. SANBORN, Arcadia

- DR. JOHN E. HILL, Azusa
- DR. H. CHAMBERLAIN, Glendora
- DR. R. F. ROHLFING, San Dimas
- DR. W. H. CRAIG, Upland
- DR. L. P. BARBOUR, Rialto
- DR. J. N. BAYLIS, Division Surgeon, San Bernardino
- DR. R. M. MOOSE, Oculist, San Bernardino
- DR. WALTER D. LENKER, San Bernardino
- DR. A. L. HAENSZEL, Emg. Hosp., San Bernardino
- DR. B. C. ANDERSON, Barstow
- DR. J. A. GRAHAM, Barstow
- DR. KENNETH DOLE, Redlands
- DR. CHARLES ENGEL, Colton
- DR. C. VAN ZWALENBURG, Riverside
- DR. D. A. CREW, Corona
- DR. W. S. DAVIS, Corona
- DR. C. D. BALL, Santa Ana
- DR. W. C. DU BOISE, Santa Ana
- DR. D. A. HARWOOD, Santa Ana
- DR. E. T. HALL, Fullerton
- DR. R. V. GRAVES, Fullerton

- DR. R. C. COCKRAN, Yorba Linda
- DR. W. W. DAVIS, Brea
- DR. GEO. A. PAIGE, Anaheim, Olinda
- DR. J. W. UTTER, Anaheim
- DR. D. F. ROYER, Orange
- DR. F. L. CHAPLINE, Orange
- DR. P. J. PARKER, Elsinore
- DR. F. K. STRASSER, Hemet
- DR. H. S. GORDON, Perris
- DR. A. MORGAN, Fallbrook
- DR. J. V. LARZALERE, Escondido
- DR. R. S. REID, Oceanside
- DR. H. F. CRANDALL, Oceanside
- DR. R. H. DONNELL, San Diego
- DR. T. C. LITTLE, San Diego
- DR. H. C. OATMAN, San Diego
- DR. M. H. ARNOLD, San Diego
- DR. G. H. COOK, San Diego
- DR. THOS. L. MAGEE, San Diego
- DR. F. P. LENAHAN, Oculist, San Diego
- DR. E. S. COBURN, National City
- DR. CARL S. OWEN, National City
- DR. W. D. ROLPH, National City

all be placed on rear. In trains of less than fifty cars, ten or less empties should be placed on head end, if more than ten, two thirds on head end and one third on rear. Local trains excepted.

37. If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

38. Engineman and fireman must, when practicable, communicate to each other the indication of all signals affecting the movement of their train.

39. Enginemen having headlight obscured, as required by Rule 17 of the Book of Rules and Regulations of the Operating Department, must not again display light until rear of the opposing train has passed their engine.

When rules require the headlight to be displayed ELECTRIC headlights on engines may be dimmed:

- (a) In yards where switch engines are employed.
- (b) At meeting points AFTER switch has been lined for opposing train to enter siding as per Rule 89A.
- (c) Approaching another train in the act of receiving or discharging passengers.
- (d) When standing at station.
- (e) On double track as may be expedient or necessary when trains approaching in opposite direction.

40. Rule 211-A is modified as follows: In automatic block territory and on double track when moving with current of traffic Form 19 train order may be used to restrict the superiority of trains, except that Form 31 must be used,

- (a) when block is out of service,
- (b) when necessary to restrict a train which is at blind siding or closed office,
- (c) when necessary to restrict a train which has been cleared, (see Rule 219)
- (d) when issuing order, example 3 of Form "G," giving right over all trains,
- (e) when reducing a time order,
- (f) when order is to be delivered superior train at meeting point,
- (g) when necessary to notify trains of obstructions or extremely unsafe condition of track or bridges,
- (h) when any portion of double track is used as single track.

Form 19 may be placed at points outside of block territory provided such orders are to be executed inside of block.

Operators having orders before clearing a train must fill out clearance card and repeat the address and order numbers to the dispatcher, who must make record of the train and orders in his train order book, and if correct and include all orders for the train at that office give "O.K." with the time and his initials to the operator, who will endorse same on the clearance card and deliver as prescribed by rule. Clearance cards must not be filled out or "O.K." given in advance of the approach of train.

41. Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train but in no wise abrogate or modify special rules, train

orders or instructions further restricting the speed of trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory which the rear of the train having passed normal speed may be resumed.

Where two or more restricted areas are close together but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

42. Rule 854, Book of Rules and Regulations Operating Department is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

43. So far as practicable, hand baggage should not be placed in the aisles of passenger cars.

Heavy hand baggage or packages should not be allowed in overhead racks where there is possible danger of their falling from same.

Train crews are enjoined to supervise the stowing of baggage and see that it is accomplished in such manner as to minimize hazard of accident to passengers.

44. FLAG STOPS TO PICK UP REVENUE PASSENGERS.

Train	STOPS	PASSENGERS DESTINED
8	Any station	East of San Bernardino
10	Any station	East or North of Barstow
18	Any station—2nd Dist.	Via Cadiz or to connect with No. 8 at San Bernardino.
72	Any station	Santa Ana or East thereof
73	Any station	East or north of Barstow
75	Linda Vista	Los Angeles or beyond
2-4-18	Highland Park	East of Albuquerque and Cadiz

NOTE:—Nos. 2, 4, 20 and 22 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.

45. FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

Train	STOPS	PASSENGERS FROM
1	Any station	East of Barstow
8	Any station—East of Fullerton	No. 73
9	Any station	East of Barstow
3	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
71-73	Any station West of Fullerton	East of Fullerton
74	Any station	East of Los Angeles
74	Carlsbad	Los Angeles
75	Carlsbad	San Diego—Saturday only
76	Any station	Los Angeles or East thereof
76	Capistrano	Santa Ana or West thereof

FIRST AND REDLANDS DISTRICTS.

46. Double track between San Bernardino and Barstow. Trains must keep to the left between San Bernardino and overhead crossing at mile post 39¼ west of Victorville, and to the right between latter point and Barstow.

Automatic signals between Barstow and San Bernardino. Between Summit and San Bernardino, Hicks and Barstow upper quadrant type, between Hicks and Summit, Daylight type.

Double track extends through Barstow passenger yard, tracks are numbered one to six, commencing at passenger depot, number one is Westward main track. Number four is Eastward main track.

Double track extends through San Bernardino passenger yard, the end of double track being the Interlocked switch located two hundred feet east of West yard Tower.

Commencing at passenger depot, tracks are numbered one to six. Number one is Westward main track. Number four is Eastward main track.

47. Between Highland Junction and San Bernardino trains will be governed by indication of automatic signals which is superior to class and direction.

48. At Summit spring switches are installed leading from east end eastward passing track to eastward main track, normal position for eastward main track; another on stem of wye normally lined for west leg of wye; another at west wye switch normally lined for westward siding and another at west end of westward siding leading to westward main track. Trailing movements through these switches must not exceed ten miles per hour and backward movement must not be attempted until switch lined by hand.

49. Extra trains, the conductors and enginemen of which have been furnished clearance card (Form 902) and orders designated thereon, are authorized to move with the current of traffic on double track between San Bernardino and Barstow, without Form "G" 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."

Where tracks diverge regular trains moving against current of traffic will be run as extras.

50. The maximum tonnage per operative brake in freight service Summit to San Bernardino is seventy-five tons.

51. Trains will not enter or leave Barstow yard until given signal by switch tender. Los Angeles Division trains will receive green flag or lamp signal. Trains leaving yard will call for route by one long blast of whistle.

Passenger trains must not exceed fifteen miles per hour and freight trains ten miles per hour over Puzzle switches.

52. Between San Bernardino and Victorville rear helpers on freight trains must be placed next ahead of caboose except when weak cars, carded "rear end" on rear, in which event helper should be cut in ahead of the weak cars, but it will be permissible to doublehead Victorville to Summit when tonnage does not exceed seventy-five per cent of the rating of the engines.

Passenger trains picking up helper at Victorville will stop before fouling west switch of westward passing track. Engines called to help westward passenger trains will not occupy main track until train to be assisted has arrived and stopped.

53. Passenger trains and light engines must not exceed twenty-five miles per hour and freight trains fifteen miles per hour, through the "Narrows" west of Victorville.

Freight trains must not exceed thirty (30) miles per hour Summit to Victorville.

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.

Freight trains will consume not less than four minutes

## 14 LOS ANGELES DIVISION

for each mile run Summit to Cajon, and three minutes for each mile run Cajon to San Bernardino.

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

55. The track extending between Victorville and Leon connecting the eastward passing tracks, must not be used by trains other than the "switch run" excepting only when authorized by the Dispatcher.

56. Standard thermometers are located at Barstow, Victorville, Summit, Cajon and San Bernardino. Conductors of trains having perishable freight will be governed by instructions contained in S. F. R. D. Circular 2-H and special bulletins with respect to handling ventilators.

### SECOND DISTRICT.

57. Automatic signals, upper quadrant type, between San Bernardino and Arcadia and between Los Angeles and Olga. Trains finding Signal 1392 eastward and Signals 1381 and 1391 westward, in stop position, will stop and then, if signal does not clear, proceed under control through the block. This modifies Rule 854.

Double track between Turner Street, Los Angeles, and Mission Tower—trains must keep to the right.

58. Point derail on Upland Spur three-fourths of mile from junction with main track.

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

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

Kincaid: Westward train holding main track, arriving first, should stop east of Signal 1181, until eastward train enters block, and eastward train arriving first, holding main track, should stop west of Signal 1184 until westward train enters block.

San Dimas: Eastward train holding main track, arriving first, should stop before passing preliminary board near Mile Post 110, until westward train enters block.

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

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

Olga: Westward train, holding main track, arriving first, should stop east of preliminary board until Eastward train enters block.

60. Rule 5: At following stations, switches named below (other than extreme) must be used by trains taking siding at meeting points; trains holding the main track will keep clear of such switches until opposing train has entered siding.

At Cucamonga, Westward trains use first crossover west of water tank.

At Cucamonga and San Dimas, Eastward trains use first crossover switch East of depot.

At Lamanda Park, Westward trains use first switch west of depot.

61. Train movements on Rialto, Cucamonga and Upland Spurs must be made only on train order authority.

62. Minimum time of passenger trains between Pasadena and Los Angeles, in either direction, is twenty-five minutes; this must not be exceeded when trains are late.

63. Not more than two of the 900-1600-3000-3700-3800 or similar heavy engines may be coupled together over bridge A-140 Los Angeles river and over bridge C-136 Garvanza Viaduct.

## SPECIAL RULES

64. At San Bernardino Eastward Second District passenger trains must stop at junction of Second and Third Districts unless a proceed signal is received from the switch tender.

### THIRD DISTRICT.

65. Double track with automatic signals between Los Angeles and Hobart—trains must keep to the right.

At Hobart time will apply at end of double track.

At the end of double track, is a spring switch normally lined for Westward trains. Eastward trains will trail through, not exceeding fifteen miles per hour, and must not attempt backward movement until switch lined by hand.

Westward trains finding automatic signal 1453 in stop position must stop and examine this switch for defects.

66. When moving with current of traffic, on double track, between Redondo Junction and Los Angeles passenger station, all trains and engines will move without regard to superiority, governed by automatic block rules and signals, except that trains finding such signals in stop position, will stop and then, if signal does not clear, may at once proceed under control through the block. This modifies Rule 853.

67. Double track between San Bernardino and Colton, trains must keep to the right.

First class trains and passenger extras Eastward will use the old passenger main line.

Eastward freight main track via precooler, from intersection of the main tracks east of bridge A-2 to Rialto Avenue just west of Pacific Electric overhead crossing.

Westward main track via West Yard tower and precooler.

Yard engines will move between San Bernardino and Colton with current of traffic under yard limit rules.

At the end of double track, Rialto Avenue, is a spring switch normally lined for Westward trains. Eastward trains will trail through this switch, not exceeding ten miles per hour, and must not attempt backward movement until switch lined by hand.

Westward trains finding automatic signal 1-A in stop position must stop and examine this switch for defects.

Between West Yard Tower and end of double track Rialto Avenue, indications given by interlocking signals will be superior to right, class or direction

At Colton time will apply at end of double track which is first interlocked switch east of Southern Pacific crossing. Eastward passing track is the siding west of Southern Pacific crossing and westward passing track is the siding east thereof.

68. Automatic signals between Corona and Atwood. Trains holding main track at meeting points in this territory will not open switch for opposing train to enter siding until such train is in sight.

Trains finding Eastward Signal 242 at Corona and Westward Signal 411 at Atwood, in "stop" position, will stop, and then if signal does not clear, proceed under control, through blocks. This modifies Rule 854.

69. Extra trains, the conductors and enginemen of which have been furnished clearance card (Form 902) and orders designated thereon, are authorized to move with the current of traffic on double track between San Bernardino and Colton, without form "G" orders, but if provision has been made for 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."

70. At San Bernardino Eastward Third District passenger trains must stop at junction of Second and Third Districts unless a proceed signal is received from the switch tender.

No. 506 arriving San Bernardino will head through wye to Second District and back to station.

71. At Highgrove, the junction of Third and San Jacinto-Temecula district is the switch just east of Depot. Maximum speed of passenger trains, thirty miles per hour, freight trains, twenty miles per hour over this switch.

72. Rule 5: At following stations, switches named below (other than extreme) must be used by trains taking siding at meeting points; trains holding the main track will keep clear of such switches until opposing train has entered siding.

At Corona, Westward trains, crossover East of pump house.

At Placentia, Westward trains, crossover West of depot.

73. At Riverside, the coach track will be used as passing siding by first-class trains, unless otherwise directed by train order.

74. All trains working on Porphyry Spur must stop and flag over Ontario street, Corona, when moving down grade.

75. Point derail on Prenda Spur one-fourth mile from Junction with main track.

76. Train movements on Prenda, Porphyry, Bastanchury and La Habra Valley Spurs must be made only on train order authority.

### REDONDO, HARBOR, OLINDA AND OLIVE DISTRICTS.

77. Eastward trains on Olinda District will run through spring derail switch in main track on mile 4, five hundred feet east of P. E. crossing; westward trains will stop, line up this switch, and after using will throw to derail.

78. Train movements on Torrance Oil Spur must be made only on train order authority.

### FOURTH DISTRICT.

79. Movement of all engines and trains between San Diego and National City, in either direction, will be made under yard limit rules and no train orders will be issued between these points. Train register will be kept in the round house at National City.

Automatic block signals between San Diego Station and Market Street Jct. all trains and engines will move between these points without regard to superiority governed by automatic signals and rules, trains finding signals in stop position will stop, wait one minute, and then if signal does not clear and train not approaching, may proceed under control through the block.

80. Between Fallbrook Junction and Escondido Junction trains will be governed by indication of automatic signals which is superior to class and direction.

81. Freight trains will consume four minutes for each mile run Linda Vista to Sorrento.

82. No. 52 arriving at Orange will head through wye to Olive District and back to station.

83. Rule 5: At following stations, switches named below (other than extreme) must be used by trains taking siding at meeting points; trains holding the main track will keep clear of such switches until opposing train has entered siding.

At San Onofre, Eastward trains, crossover East of warehouse.

At Carlsbad, Westward trains, crossover West of depot.

At Del Mar, Westward trains, first crossover West of depot.

At Serra, Eastward trains, crossover West of pump house.

84. Train movements on Venta Spur must be made only on train order authority.

### SAN JACINTO, TEMECULA, FALLBROOK AND ESCONDIDO DISTRICTS.

85. No. 63 is superior to No. 64.

86. Eastward freight trains will consume four minutes for each mile run Box Springs to M. P. 4.

Railroad Crossings at Grade and Interlockers

FIRST DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
San Bernardino, Fifth St.	Crossover and yard lead.	Interlocker, Upper quadrant signals. Rule 780 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.	P. E. Crossing	Stop. Send flagman ahead: Interlocker, Upper quadrant signals. Interlocker.	
Rialto Ave	P. E. Crossing		
"E" Street	S. P. Crossing and industry track.		
Redlands	P. E. Crossing	Eight miles per hour. Fifteen miles per hour. Fifteen miles per hour.	
Patton	P. E. Crossing		
Arrowhead	P. E. Crossing		

SECOND DISTRICT

San Bernardino	Second and third district main tracks. End of double track and freight yard.	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.	Third district — 0 Yard — 0000 Engine lead — 0 Track one 0 Track two 00 Track three 000 Track four 0000 Track five — 00 Track six — 000 Track seven 0 Track eight 00 Track nine 000 Track ten 000 Rubbish track — 000 Second district to pre-cooler — 0000 Pre-cooler to Second district — 00000
Rialto	P. E. Crossing	Fifteen miles per hour. Stop. Send flagman ahead. Stop. Send flagman ahead. Stop. Send flagman ahead. Fifteen miles per hour. Interlocker, Upper quadrant signals. Approach locking. Interlocker, Upper quadrant signals. Approach locking. Gates, Normal position across Santa Fe tracks. Interlocker. Approach locking. Interlocker. Approach locking. Interlocker, Upper quadrant signals. Approach locking. Trains finding distant signals 1271 or 1282 in stop position will stop then proceed under control through block. Fifteen miles per hour. Fifteen miles per hour. Eight miles per hour. Fifteen miles per hour. Gates, Normal position across Santa Fe tracks. Fifteen miles per hour. Gate, Normal position across Union Pacific track. Fifteen miles per hour. Fifteen miles per hour. Gate, Normal position across Union Pacific track. Eight miles per hour. Eight miles per hour. Interlocker, Upper quadrant signals. Approach locking. 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 780 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.	Inferior routes, either direction — 0
Rialto Spur	P. E. Crossing		
Cueamonga Spur	P. E. Crossing		
Upland Spur	P. E. Crossing		
Upland	P. E. Crossing		
Claremont	P. E. Crossing. West end passing track and west end of house track.		
San Dimas	P. E. Crossing and west end industry track		
Azusa Ice House Spur	P. E. Crossing		
Arcadia	S. P. Crossing		
Arcadia	P. E. Crossing		
Lamanda Park	P. E. Crossing and west end of passing track.		
Lake Ave.	P. E. Crossing		
Los Robles	P. E. Crossing		
Pasadena, Colorado Street	P. E. Crossing		
Bellevue Drive	P. E. Crossing		
Raymond Spur	S. P. Crossing		
South Pasadena	P. E. Crossing		
Highland Park 0.5 East	Union Pacific Crossing		
Highland Park 0.4 East	P. E. Crossing		
Water Street 0.7 East	Union Pacific Crossing		
Water Street Avenue 20	L. A. Ry. Crossing		
Los Angeles—Main Street	L. A. Ry. Crossing		
Mission Tower	S. P. Crossing and end of double track.		
Also Street	P. E. Crossing		

"Approach locking" indicates that towerman cannot change route, (in less than two minutes) after an approaching train on main track has entered block. Trains must not exceed forty miles per hour over any interlocked crossing not otherwise restricted.

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Feet
Victorville	120	Lakeview	549.0
Summit	323.6	Upland	Spur
Devore	280.0	Azusa	1500.0
San Bernardino	3rd Dist., Main Line	Redondo Jct.	Main Line
Casa Blanca	Prenda Branch	Del Mar	687.5
Porphyry	5000	San Diego, Harasty St.	550.0
Atwood	Olinda Main Line	Escondido	310.0
Orange	Main Line	Fallbrook	600.0
Perris	Main Line	Linda Vista	Main Line
Elsinore Junction	Main Line	National City	
San Jacinto	571.0	South Stem	586.0
Lakeview Junction	Main Line	West Stem	479.0
		El Segundo	Main Line
		Wilmington	400.0

THIRD DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
San Bernardino, Rialto Ave. Colton	P. E. Crossing S. P. and U. P. Ry. Crossings. End of double track and house track.	Interlocker, Upper quadrant signals Interlocker. Upper quadrant signals	Eastward main track — 0000 Westward main track — 0000 To or from S. P. — 0 House Track — 00 To or from U. P. — 0
Riverside Junction	S. P. and U. P. Crossings and junctions.	Interlocker.	
May	P. E. Crossing	Interlocker, Upper quadrant signals. Approach locking. Trains finding distant signals, 202 and 191 in stop position will stop then proceed under control through block.	Fourth district — 00 Storage, One — 0 Storage, Two — 000 Packing house — 0 West end house — 00 Crossovers East end of yard — 00
Porphyry Spur Fullerton	P. E. Crossing Junction Third and Fourth districts, crossovers East end of passing and storage tracks and certain others.	Stop. Send flagman ahead. Interlocker, Upper quadrant signals. Approach locking. Third District, Superior route	
Fullerton—Basta	Union Pacific Crossing	Interlocker. Upper quadrant signals. Approach locking. Trains finding Eastward Signal 1622 and Westward Signal 1631 in stop position will stop then proceed under control.	
Bastanchury Spur	P. E. Crossing	Stop. Send flagman ahead.	
Bastanchury Spur	Union Pacific Crossing	Stop. Send flagman ahead.	
Los Nietos	P. E. Crossing and west end siding	Interlocker. Approach locking.	
Los Nietos	S. P. Crossing	Interlocker. Approach locking.	
Hobart	Union Pacific Crossing	Interlocker. Approach locking. Trains finding Eastward signal 1432 and Westward signal 1451 in stop position will stop and then may proceed under control. 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 780 is modified 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 — 0 Crossover — 00 Transfer — 000
Redondo Junction	Union Pacific Crossing Redondo district and Third district double track.	Interlocker, Upper quadrant signals. Approach locking. Trains finding westward distant signal No. 1441 in "stop" position will stop and then may proceed under control. 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 780 is modified 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.	Redondo district — 0

FOURTH DISTRICT

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

OLIVE DISTRICT

Olive 1.7 West	S. P. Crossing	Stop—Rule 98.98A	
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OLINDA DISTRICT

Olinda 1.5 West	P. E. Crossing	Fifteen miles per hour. Gates, Normal position across P. E. tracks.	
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TEMECULA DISTRICT

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

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

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.  
 San Bernardino, west of pre-cooler, for Eastward main track. Lakeview Jct. for Temecula District trains.  
 Highgrove for Third District trains. Perris for Temecula District trains.  
 Atwood for Third District trains. Elsinore Jct. east switch for Elsinore trains.  
 El Segundo for Harbor District trains.

GENERAL WATCH INSPECTOR

R. D. Montgomery.....Topeka, Kas.  
**LOCAL WATCH INSPECTORS**  
 G. D. Davidson Co....445 S. Spring St., Los Angeles  
 J. McAuliffe.....1952 East 1st Street, Los Angeles  
 Carl G. Strock.....Santa Ana  
 A. C. Schuitz.....Oceanside  
 J. Jessop & Sons.....San Diego  
 Chas. M. Hanf.....San Bernardino  
 A. Protsch.....Redondo Beach  
 F. M. Cagwin.....Hemet  
 Chas. H. Howe.....Victorville

# 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.)

