

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



LOS ANGELES DIVISION.

EMPLOYEES' TIME TABLE

IN EFFECT

Sunday, June 12, 1938,

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 106, Dated March 27, 1938,
and any Supplements thereto.

107

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

J. R. HITCHCOCK,
General Manager,
Los Angeles, Cal.

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

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

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

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

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

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

E. O. BROWN,
Assistant Superintendent,
Harbor District and
Los Angeles Yard
Los Angeles, Cal.

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

Dispatchers,
San Bernardino, Cal.

ALL DISTRICTS

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

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

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

4. Rule 1 (B): Standard clocks are located at Barstow, San Bernardino, Los Angeles, (Ninth street yard office), Redondo Junction (roundhouse), San Diego, National City (roundhouse), and in the Union Pacific depot at Riverside.

Rule 3: At Riverside, conductors of eastward 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. Conductors and enginemen of Train 204, having complied with that company's time regulations, are relieved from complying with above, in lieu thereof conductor will place on back of Form 903, and file at San Bernardino, watch register for himself and engineman, giving name of each individual, make of watches, place and time at which compared with standard clock, and number of seconds fast or slow.

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

| | |
|--------------------------------------|------------------------------------|
| Cucamonga ..siding east of depot. | Placentia ..siding west of depot. |
| San Dimas ..siding east of depot. | Anaheim ..siding east of depot. |
| Arcadia ..siding east of depot. | Capistrano ..siding east of depot. |
| Santa Anita ..siding east of depot. | San Onofre ..siding east of depot. |
| Lamanda Park ..siding west of depot. | Carlsbad ..siding west of depot. |
| Atwood ..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.
Kincaid, eastward trains, crossover.

Corona, westward trains, crossover at Signal 233.
Placentia, westward trains, crossover at Signal 21.

Anaheim, eastward trains, second crossover east of depot.
Santa Ana, eastward trains, crossover west of depot.
San Onofre, eastward trains, crossover east of depot.
Del Mar, westward trains, crossover at Signal 2433.

7. Rule 10 (A): Permanent slow boards are located approximately 3,000 feet in advance of curves, bridges, or other locations where speed of trains is permanently restricted, except that where such slow boards cannot be so placed account of physical conditions, sidings, etc., the distance may be increased to a location approximately 4,000

to 5,000 feet in advance. Where two or more restricted areas are close together and speed allowed on each is the same, but one slow board will be used. When the speed differs on each area, additional slow boards will be placed, and the speed indicated on one or a succession of slow boards must be respected until a "Green" board is passed. Where permanent slow boards indicate train speeds in excess of the maximum engine speeds prescribed in time tables, the maximum engine speeds prescribed must be observed.

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

Electric headlights must be dimmed:

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

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

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

Headlight will be displayed through tunnels.

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

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

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

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

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

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

Los Angeles, check of train register will be accepted as applying to end of double track at Mission Tower and Hobart.

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

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

12. Rule 93: Yard limits are located at Barstow, Leon-Victorville, Summit, San Bernardino, Upland, Pasadena, Los Angeles, Riverside, Corona, Atwood, Fullerton, Orange, Santa Ana, Oceanside, San Diego, Fallbrook, Escondido,

Inglewood, El Segundo, Torrance, Wilmington, Redondo, San Jacinto, Lakeview Junction-Perris-Ellis, Weisel, Alberhill and Elsinore.

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

At Los Angeles, between Bridge A-139 on Second District, M. P. 148 $\frac{1}{4}$ on Third District, and M. P. 8 on Harbor District.

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

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

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

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

Los Angeles: Between end of double track at Turner Street, Second District, and Signal 1414-P, Third District.

At San Diego: Between the passenger station and National City.

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

San Bernardino-Colton: Between Signal 791 Highland Junction and Fifth Street Tower, San Bernardino, and between Rana and Colton Tower, moving with the current of traffic. On the three main tracks in either direction between interlocked signal opposite yard office, San Bernardino, and Rana, all switches interlocked. When interlocking signal remains in "Stop" position, conductor of train or foreman of engine detained by same must telephone towerman giving train or engine number, and if track is clear and route properly lined, may be authorized by towerman to proceed. This modifies Rule 782.

Los Angeles-Hobart: On Second District, between Mission Tower and end of double track at Turner Street, and on Third District, between Signal 1414-P, near Sixth Street, and Signal 1461 at end of double track, Hobart, when moving with current of traffic.

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

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

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

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

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 office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher.

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

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

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

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

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

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

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

California: Civil Code, Section 2188, provides:

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

Section 487 provides:

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

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

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

24. 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

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

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

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

Maximum speed permitted through turnouts is as follows:

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

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

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

- No. 14 turnouts are located at:
Highland Junction—Redlands District switch.
San Bernardino—Double track Junction near West Yard Tower.
San Bernardino—Third District double track junction, Rialto Avenue near precooler.
Highgrove—Double track junction switch.
Highgrove—San Jacinto District junction switch.
Riverside Jct.—Union Pacific jct. switch and crossover.
Riverside—Double track junction switch.
Atwood—Olive District junction switch.
Fullerton—Junction Fourth District.
Orange—Fourth District junction east end of yard.
Hobart—Double track junction switch.
Los Angeles—Junction switch yard lead, North Broadway Viaduct.

No. 20 turnouts—None.
Maximum speed of all trains entering or leaving all other turnouts and crossovers, fifteen miles per hour.

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

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

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

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

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

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

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

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

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

| CLASS | Service | | | | | |
|---|-----------|------|-------------------|------|-------|------|
| | Passenger | | Freight and Mixed | | Light | |
| | Min. | Sec. | Min. | Sec. | Min. | Sec. |
| 472-493 | 0 | 51 | 1 | 20 | 1 | 30 |
| 702-707 | 1 | 43 | 1 | 43 | 1 | 43 |
| 797-813 | 1 | 43 | 1 | 43 | 1 | 43 |
| 909-989 | 1 | 53 | 1 | 53 | 1 | 53 |
| 990-999 | 1 | 43 | 1 | 43 | 1 | 43 |
| 1226-1265 | 0 | 41 | 1 | 20 | 1 | 30 |
| 1297-1308 | 0 | 41 | 1 | 20 | 1 | 30 |
| 1322-1379 | 0 | 41 | 1 | 20 | 1 | 30 |
| 1413-1468 | 0 | 41 | 1 | 20 | 1 | 30 |
| 3500-3534 | 0 | 41 | 1 | 20 | 1 | 30 |
| 1621-1673 | 1 | 53 | 1 | 53 | 1 | 53 |
| 1674-1693 | 1 | 43 | 1 | 43 | 1 | 43 |
| 1798-1799 | 1 | 12 | 1 | 20 | 1 | 30 |
| 1960-1991 | 1 | 43 | 1 | 43 | 1 | 43 |
| 3013-3028 | 1 | 53 | 1 | 53 | 1 | 53 |
| 3129-3158 | 1 | 43 | 1 | 43 | 1 | 43 |
| 3228-3257 | 1 | 06 | 1 | 20 | 1 | 30 |
| 8456 | 0 | 36 | 1 | 20 | 1 | 30 |
| 3703-3750 | 0 | 51 | 1 | 20 | 1 | 30 |
| 3751-3764 | 0 | 47 | 1 | 20 | 1 | 30 |
| 3765-3775 | 0 | 40 | 1 | 20 | 1 | 30 |
| 3830-3940 | 1 | 05 | 1 | 20 | 1 | 30 |
| Diesel Motors | 0 | 36 | | | 1 | 20 |
| Motors—M-107, M-130, M-131, M-180 | 1 | 00 | 1 | 30 | 1 | 00 |
| 5010-5400-5500-6000 Union Pacific | 1 | 20 | 1 | 20 | 1 | 30 |
| 2210 Union Pacific | 1 | 12 | 1 | 20 | 1 | 30 |
| 2703-2705-2712-2715 Union Pacific | 1 | 00 | 1 | 30 | 1 | 30 |
| 2700 Union Pacific | 1 | 20 | 1 | 20 | 1 | 30 |
| 3100 Union Pacific | 0 | 51 | 1 | 20 | 1 | 30 |
| 3500 Union Pacific | 1 | 43 | 1 | 43 | 1 | 43 |
| 8800 Union Pacific | 1 | 12 | 1 | 30 | 1 | 30 |
| 3900-7800 Union Pacific | 1 | 00 | 1 | 20 | 1 | 30 |
| Diesel Motors Union Pacific | 0 | 40 | | | 1 | 20 |
| Switch, no truck | | | | | 3 | 00 |
| All other Classes | | | | | 1 | 43 |
| All Classes, backing up | 3 | 00 | 3 | 00 | 3 | 00 |

Maximum bet. Summit and Highland Jct., all Classes.... 3 00

A tolerance of ten per cent is allowed on the above locomotives in "Freight and Mixed" service, or running light.
Atlantic and Pacific type engines equipped with 79 inch (or greater diameter) drivers, are permitted a maximum speed of one mile in thirty-six seconds.

| WESTWARD | | | | | | | | | | | | | | Capacity of Seating | Fuel, Water Tubs, Tables and Wagon | Rolling Grade Descending | Rolling Grade Ascending | Miles from Barstow | TIME TABLE NO. 107 June 12, 1938 |
|--------------|--------------------|----------------------|-------------------------|--------------|---------------|--------------|----------------------------------|--------------------|--------------------------|----------------------------------|--------------|--------------|--------------|------------------------|--|-----------------------------|----------------------------|-----------------------|--|
| First Class | | | | | | | | | | | | | | | | | | | |
| 43 | 221 | 7 | 23 | 205 | 9 | 19 | 17 | 203 | 3 | 21 | 217 | 207 | 1 | | | | | | |
| FREIGHT | Pacific Limited | Fast Mail Express | Grand Canyon Limited | PASSENGER | The Navajo | The Chief | Super Chief | Streamliner | California Limited | El Capitan | Challenger | PASSENGER | The Scout | | | | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | ★See Note Below | Leave Daily | Leave Monday and Thursday | Leave Daily | Leave Daily | Leave Daily | | | | | | |
| PM 10.00 | PM 4.38 | PM 4.10 | PM 3.15 | PM 1.25 | AM 8.00 | AM 7.55 | AM 5.32 | AM 4.22 | AM 4.02 ²¹ | AM 4.02 ³ | AM 3.30 | AM 3.10 | AM 2.30 | | | | | | |
| | 4.47 | 4.19 | 3.25 | 1.34 | 8.10 | 8.04 | 5.40 | 4.29 | 4.12 | 4.10 | 3.40 | 3.21 | 2.40 | 76 | | 20.4 | 37.0 | 0.0 | BARSTOW 6.1 |
| | 4.54 | 4.26 | 3.33 | 1.41 | 8.17 | 8.11 | 5.46 | 4.35 | 4.19 | 4.16 | 3.48 | 3.29 | 2.48 | 73 | | 23.0 | 37.0 | 6.1 | LENWOOD 5.6 |
| | 5.04 | 4.35 | f 3.45 | 1.51 | 8.27 | 8.20 | 5.55 | 4.44 | 4.29 | 4.25 | 4.00 | 3.40 | 2.59 | 63 | W | 30.0 | 28.8 | 11.7 | HODGE 9.3 |
| | 5.10 | 4.41 | 3.52 | 1.57 | 8.33 | 8.26 | 5.59 | 4.48 | 4.35 | 4.29 | 4.07 | 3.47 | 3.06 | 64 | | 0.0 | 37.0 | 21.0 | HELEDALE 5.0 |
| | 5.16 | 4.47 | f 3.59 | 2.03 | f 8.39 | 8.32 | 6.04 | 4.53 | 4.42 | 4.34 | 4.14 | 3.54 | 3.13 | 65 | | 0.0 | 37.0 | 26.0 | BRYMAN 5.3 |
| | 5.21 | 4.52 | 4.04 | 2.08 | 8.44 | 8.37 | 6.09 | 4.58 | 4.47 | 4.39 | 4.19 | 3.59 | 3.18 | | | 17.2 | 39.6 | 31.3 | ORO GRANDE 3.7 |
| | f 5.23 | 4.54 | s 4.08 | 2.10 | f 8.48 | 8.39 | 6.10 | 4.59 | 4.49 | 4.40 | 4.21 | 4.01 | f 3.20 | 76 | W Y | 0.0 | 30.4 | 35.0 | LEON 1.4 |
| | 5.29 | 5.00 | 4.17 | 2.17 | 8.55 | 8.45 | 6.16 | 5.05 | 4.57 | 4.46 | 4.30 | 4.10 | 3.29 | | | 0.0 | 84.5 | 36.4 | VICTORVILLE 4.4 |
| | 5.37 | 5.08 | 4.26 | 2.25 | 9.03 | 8.53 | 6.23 | 5.12 | 5.06 | 4.53 | 4.38 | 4.18 | 3.38 | 64 | | 0.0 | 83.4 | 40.8 | THORN 4.0 |
| | 5.45 | 5.16 | 4.35 | 2.33 | 9.12 | 9.01 | 6.30 | 5.20 | 5.15 | 5.00 | 4.46 | 4.26 | 3.47 | 60 | | 0.0 | 81.8 | 44.8 | HESPERIA 5.2 |
| | 5.56 | 5.27 | s 4.50 | 2.45 | 9.25 | 9.12 | 6.43 | 5.33 | 5.27 | 5.13 | 5.00 | 4.41 | 4.02 | 64 | Y | 0.0 | 84.5 | 50.0 | LUGO 5.5 |
| | 6.02 | 5.33 | 4.56 | 2.51 | 9.31 | 9.18 | 6.49 | 5.39 | 5.33 | 5.19 | 5.07 | 4.48 | 4.08 | 24 | | 158.4 | 0.0 | 55.5 | SUMMIT 2.8 |
| | 6.04 | 5.35 | 4.58 | 2.53 | 9.33 | 9.20 | 6.51 | 5.41 | 5.35 | 5.21 | 5.09 | 4.50 | 4.10 | 74 | | 158.4 | 0.0 | 58.3 | DELL 1.0 |
| | 6.10 | 5.41 | f 5.04 | 2.59 | 9.39 | 9.26 | 6.57 | 5.47 | 5.41 | 5.27 | 5.16 | 4.56 | 4.16 | 68 | W | 158.4 | 0.0 | 59.3 | GISH 2.7 |
| | 6.16 | 5.47 | 5.10 | 3.05 | 9.45 | 9.32 | 7.03 | 5.53 | 5.47 | 5.33 | 5.22 | 5.02 | 4.22 | | | 116.2 | 0.0 | 62.0 | CAJON 3.8 |
| | 6.23 | 5.54 | f 5.17 | 3.12 | 9.52 | 9.39 | 7.10 | 6.00 | 5.54 | 5.40 | 5.29 | 5.09 | 4.29 | 75 | Y | 116.2 | 0.0 | 65.8 | KEENBROOK 4.7 |
| | 6.27 | 5.57 | 5.20 | 3.16 | 9.56 | 9.42 | 7.14 | 6.03 | 5.57 | 5.44 | 5.33 | 5.14 | 4.32 | 8 | | 116.2 | 0.0 | 70.5 | DEVORE 2.5 |
| | 6.31 | 6.00 | 5.24 | 3.20 | 10.00 | 9.45 | 7.18 | 6.07 | 6.00 | 5.48 | 5.37 | 5.18 | 4.35 | 73 | | 116.2 | 0.0 | 73.0 | VERDEMONT 2.5 |
| | 6.36 | 6.05 | 5.28 | 3.25 | 10.05 | 9.50 | 7.23 | 6.12 | 6.05 | 5.53 | 5.42 | 5.23 | 4.40 | | | 116.2 | 0.0 | 75.5 | ONO 3.5 |
| 2.30 AM | 6.43 PM | 6.10 PM | m 5.35 PM | 3.32 PM | 10.10 AM | 9.55 AM | 7.28 AM | 6.16 AM | 6.10 AM | 5.58 AM | 5.50 AM | 5.30 AM | 4.45 AM | Yard | FW TY | 51.7 | 64.4 | 79.0 | HIGHLAND JCT. 1.9 |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Monday and Thursday | ★See Note Below | Arrive Daily | Arrive Monday and Thursday | Arrive Daily | Arrive Daily | Arrive Daily | | | | | 80.9 | SAN BERNARDINO |
| (18.0) | (38.8) | (40.5) | (34.7) | (38.2) | (37.3) | (40.5) | (41.8) | (42.6) | (37.9) | (41.8) | (34.7) | (34.7) | (36.0) | | | | | | (80.9) |

.....Average speed per hour

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

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

No. 43 has no Time Table superiority.

| TIME TABLE NO. 107 June 12, 1938 | Ruling Grade Ascending | Ruling Grade Descending | Office of Communication and Booth Phones | Fuel, Water Turn Tables and Wyes | Capacity of Stalls | EASTWARD | | | | | | | | | | | 34 | | |
|--|---------------------------|----------------------------|--|--|-----------------------|-------------|----------------------|-------------------------|--------------------|--------------|---------------|---------------|---------------------|---------------------------|--------------------------------|--------------|-------------|-------------|-------------|
| | | | | | | First Class | | | | | | | | | | | | | |
| | | | | | | 206 | 8 | 24 | 214 | 20 | 22 | 10 | 204 | 4 | 18 | 2 | | 208 | 218 |
| | | | | | | PASSENGER | Fast Mail Express | Grand Canyon Limited | Pacific Limited | The Chief | El Capitan | The Navajo | Streamliner | California Limited | Super Chief | The Scout | | PASSENGER | Challenger |
| STATIONS | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| BARSTOW | | | C | FW TY | Yard | AM 2.28 | AM 2.50 | PM 12.15 | PM 12.35 | PM 3.10 | PM 4.45 | PM 6.05 | PM 9.50 | PM 11.15 ¹⁸ | PM 11.15 ⁴ | AM 12.25 | AM 12.40 | AM 1.05 | AM 11.40 |
| 6.1 | 20.4 | 37.0 | | | | | | | | | | | | | | | | | |
| LENWOOD | | | B | | 74 | 2.19 | 2.41 | 12.06 | 12.25 | 3.00 | 4.37 | 5.55 | 9.41 | 11.06 | 11.07 | 12.15 | 12.30 | 12.56 | |
| 5.6 | 23.0 | 37.0 | | | | | | | | | | | | | | | | | |
| HODGE | | | B | | 87 | 2.13 | 2.35 | 12.01 PM | 12.18 | 2.54 | 4.31 | 5.49 | 9.35 | 11.00 | 11.01 | 12.09 AM | 12.24 | 12.49 | |
| 9.3 | 30.0 | 39.0 | | | | | | | | | | | | | | | | | |
| HELENDALE | | | B | W | 73 | 2.04 | 2.26 | 11.51 | 12.08 | 2.44 | 4.23 | f 5.40 | 9.27 | 10.50 | 10.53 | f 11.59 | 12.13 | 12.38 | |
| 5.0 | 0.0 | 37.0 | | | | | | | | | | | | | | | | | |
| BRYMAN | | | B | | | 1.59 | 2.21 | 11.46 | 12.02 PM | 2.39 | 4.19 | 5.34 | 9.23 | 10.45 | 10.49 | 11.54 | 12.07 | 12.32 | |
| 5.3 | 0.0 | 37.0 | | | | | | | | | | | | | | | | | |
| ORO GRANDE | | | C | | 80 | 1.54 | 2.16 | 11.41 | f 11.56 | 2.34 | 4.15 | f 5.28 | 9.18 | 10.40 | 10.45 | f 11.48 | 12.01 AM | 12.26 | |
| 3.7 | 17.2 | 39.6 | | | | | | | | | | | | | | | | | |
| LEON | | | B | | 64 | 1.49 | 2.11 | 11.36 | 11.50 | 2.30 | 4.11 | 5.22 | 9.14 | 10.35 | 10.41 | 11.42 | 11.55 | 12.20 | |
| 1.4 | 0.0 | 30.4 | | | | | | | | | | | | | | | | | |
| VICTORVILLE | | | C | W Y | 77 | 1.47 | f 2.09 | f 11.34 | f 11.48 | 2.28 | 4.10 | f 5.19 | 9.13 | 10.33 | 10.40 | s 11.39 | 11.53 | 12.18 | |
| 4.4 | 0.0 | 84.5 | | | | | | | | | | | | | | | | | |
| THORN | | | B | | 74 | 1.41 | 2.03 | 11.28 | 11.41 | 2.22 | 4.05 | 5.13 | 9.08 | 10.27 | 10.35 | 11.32 | 11.46 | 12.11 | |
| 4.0 | 0.0 | 84.5 | | | | | | | | | | | | | | | | | |
| HESPERIA | | | B | | 73 | 1.36 | 1.58 | 11.23 | f 11.36 | 2.18 | 4.02 | 5.08 | 9.04 | 10.23 | 10.32 | 11.27 | 11.41 | 12.06 | |
| 5.2 | 0.0 | 86.8 | | | | | | | | | | | | | | | | | |
| LUGO | | | B | | | 1.30 | 1.52 | 11.17 | 11.31 | 2.12 | 3.57 | 5.02 | 8.59 | 10.17 | 10.27 | 11.22 | 11.36 | 12.01 AM | |
| 5.5 | 0.0 | 84.5 | | | | | | | | | | | | | | | | | |
| SUMMIT | | | C | Y | 70 | 1.23 | f 1.45 | f 11.10 | 11.24 | 2.05 | 3.50 | f 4.55 | 8.53 | 10.10 | 10.20 | f 11.15 | 11.29 | 11.54 | |
| 3.9 | 116.2 | 0.0 | | | | | | | | | | | | | | | | | |
| ALBAY | | | B | | 78 | 1.13 | 1.36 | 11.01 | 11.13 | 1.57 | 3.41 | 4.44 | 8.44 | 9.59 | 10.11 | 11.02 | 11.16 | 11.41 | |
| 4.6 | 116.2 | 0.0 | | | | | | | | | | | | | | | | | |
| CAJON | | | C | W | 73 | 1.03 | 1.26 | 10.51 | 11.03 | 1.48 | 3.34 | 4.35 | 8.37 | 9.50 | 10.04 | f 10.50 | 11.05 | 11.26 | |
| 3.8 | 116.2 | 0.0 | | | | | | | | | | | | | | | | | |
| KEENBROOK | | | B | W | 73 | 12.55 | 1.18 | 10.43 | 10.53 | 1.40 | 3.28 | 4.28 | 8.31 | 9.43 | 9.58 | 10.43 | 10.58 | 11.15 | |
| 4.7 | 116.2 | 0.0 | | | | | | | | | | | | | | | | | |
| DEVORE | | | B | Y | 74 | 12.45 | 1.08 | 10.33 | 10.43 | 1.32 | 3.21 | 4.18 | 8.24 | 9.33 | 9.51 | 10.33 | 10.48 | 11.03 | |
| 2.5 | 116.2 | 0.0 | | | | | | | | | | | | | | | | | |
| VERDEMONT | | | B | | | 12.39 | 1.02 | 10.27 | 10.37 | 1.27 | 3.17 | 4.12 | 8.20 | 9.27 | 9.47 | 10.27 | 10.42 | 10.55 | |
| 2.5 | 116.2 | 0.0 | | | | | | | | | | | | | | | | | |
| ONO | | | B | | 74 | 12.33 | 12.56 | 10.21 | 10.31 | 1.23 | 3.13 | 4.06 | 8.16 | 9.21 | 9.43 | 10.21 | 10.36 | 10.48 | |
| 3.5 | 116.2 | 0.0 | | | | | | | | | | | | | | | | | |
| HIGHLAND JCT. | | | | | | 12.27 | 12.50 | 10.15 | 10.25 | 1.19 | 3.09 | 4.00 | 8.12 | 9.15 | 9.39 | 10.15 | 10.30 | 10.41 | |
| 1.9 | 51.7 | 64.4 | | | | | | | | | | | | | | | | | |
| SAN BERNARDINO | | | C | FW TY | Yard | 12.22 AM | 12.45 AM | 10.10 AM | 10.20 AM | 1.15 PM | 3.05 PM | 3.55 PM | 8.08 PM | 9.10 PM | 9.35 PM | 10.10 PM | 10.25 PM | 10.35 PM | 4.30 AM |
| (82.9) | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | ★ See note below | Leave Daily | Leave Tuesday and Friday | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Average speed per hour..... | | | | | | (39.5) | (39.8) | (39.8) | (36.9) | (43.3) | (49.8) | (38.3) | (48.8) | (39.8) | (49.8) | (36.9) | (36.9) | (33.2) | (11.6) |

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

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

No. 34 has no Time Table superiority.

| WESTWARD | | | | | | | | | EASTWARD | | | | | | | | | | | | | | |
|-------------------|-----------------------|-------------------|---------------------|---------------------|---------------------------|--------------------|---------------------------|-------------|---------------------|---|---------------------------|------------------------|--|---------------------------|--|------------------------|---------|---------|----------|---|----|---|---|
| Second Class | | First Class | | | | | | | Capacity of Sidings | Fuel, Water, Turn Tables and Turn Wagon | Miles from Barstow | Rating Grade Ascending | TIME TABLE NO. 107 June 12, 1938 | Rating Grade Ascending | Office of Communication and Booth Phones | First Class | | | | | | | |
| 37 | 35 | 7 | 9 | 19 | 17 | 3 | 21 | 1 | | | | | | | | 42 | 20 | 22 | 10 | 4 | 18 | 2 | 8 |
| FREIGHT | FREIGHT | Fast Mail Express | The Navajo | The Chief | Super Chief | California Limited | El Capitan | The Scout | MOTOR | The Chief | El Capitan | The Navajo | California Limited | Super Chief | The Scout | Fast Mail Express | | | | | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Monday and Thursday | Leave Daily | Leave Monday and Thursday | Leave Daily | Arrive Daily | Arrive Daily | Arrive Tuesday and Friday | Arrive Daily | Arrive Daily | Arrive Tuesday and Friday | Arrive Daily | Arrive Daily | | | | | | | |
| PM 5.00 | AM 12.40 ⁸ | PM 6.20 | AM 10.15 | AM 10.00 | AM 7.30 | AM 6.20 | AM 6.00 | AM 5.00 | PM 12.15 | PM 1.10 | PM 3.00 | PM 3.45 | PM 9.00 | PM 9.30 | PM 10.00 | AM 12.40 ³⁵ | | | | | | | |
| 5.12 | 12.52 | 6.29 | 10.23 | 10.08 | 7.36 | 6.29 | 6.06 | f 5.10 | 63.4 | 0.0 | C | 12.05 PM | 1.02 | 2.53 | 3.37 | 8.53 | 9.23 | 9.53 | 12.31 | | | | |
| 5.20 | 12.59 | 6.34 | 10.28 | 10.13 | 7.41 | 6.35 | 6.11 | f 5.18 | 32.4 | 15.4 | B | 11.58 | 12.57 | 2.49 | 3.33 | 8.49 | 9.19 | 9.49 | 12.26 | | | | |
| 5.28 | 1.06 | 6.38 | 10.32 | 10.17 | 7.44 | 6.40 | 6.14 | 5.25 | 0.0 | 38.7 | B | 11.52 | 12.53 | 2.45 | 3.29 | 8.45 | 9.15 | 9.45 | 12.22 | | | | |
| 5.30 | 1.08 | 6.39 | 10.33 | 10.18 | 7.45 | 6.42 | 6.15 | f 5.27 | 14.3 | 26.8 | B | 11.50 | 12.52 | 2.44 | 3.28 | 8.44 | 9.14 | 9.44 | 12.20 | | | | |
| 5.38 | 1.15 | 6.43 | 10.37 | 10.22 | 7.49 | 6.48 | 6.19 | f 5.35 | 14.3 | 32.0 | C | 11.45 | 12.48 | 2.40 | 3.23 | 8.39 | 9.10 | 9.39 | 12.16 | | | | |
| 5.44 | 1.21 | 6.47 | 10.41 | 10.26 | 7.52 | 6.53 | 6.22 | s 5.41 | 57.5 | 6.6 | C | 11.38 | 12.44 | 2.37 | 3.19 | 8.35 | 9.07 | 9.35 | 12.13 | | | | |
| 5.51 | 1.28 | 6.53 | 10.47 | 10.32 | 7.57 | 6.59 | 6.27 | f 5.48 | 30.8 | 42.0 | C | 11.29 | 12.39 | 2.32 | 3.13 | 8.29 | 9.02 | 9.29 | 12.08 | | | | |
| 5.55 | 1.32 | 6.56 | 10.50 | 10.35 | 7.59 | 7.02 | 6.29 | f 5.51 | 0.0 | 59.1 | C | 11.23 | 12.36 | 2.30 | 3.11 | 8.27 | 9.00 | 9.27 | 12.06 | | | | |
| 5.58 | 1.34 | 6.57 | 10.51 | 10.36 | 8.00 | 7.04 | 6.30 | f 5.54 | 0.0 | 43.8 | C | 11.18 | 12.34 | 2.28 | 3.09 | 8.25 | 8.58 | 9.25 | 12.04 | | | | |
| 6.03 | 1.38 | 7.00 | 10.54 | 10.39 | 8.03 | 7.08 | 6.33 | f 5.58 | 0.0 | 63.4 | B | 11.12 | 12.30 | 2.26 | 3.05 | 8.21 | 8.56 | 9.21 | 12.01 AM | | | | |
| 6.10 | 1.45 | 7.05 | 11.00 ⁴² | 10.44 | 8.07 | 7.13 | 6.37 | f 6.06 | 0.0 | 65.8 | C | 11.00 ⁹ | 12.24 | 2.21 | 2.59 | 8.15 | 8.51 | 9.15 | 11.55 | | | | |
| 6.15 | 1.50 | 7.08 | 11.03 | 10.47 | 8.09 | 7.17 | 6.39 | f 6.10 | 0.0 | 65.4 | C | 10.53 | 12.21 | 2.18 | 2.55 | 8.12 | 8.48 | 9.11 | 11.52 | | | | |
| 6.18 | 1.52 | 7.09 | 11.04 | 10.48 ⁴² | 8.11 | 7.19 | 6.41 | 6.13 | 0.0 | 51.9 | | 10.48 ¹⁰ | 12.20 | 2.17 | 2.54 | 8.11 | 8.47 | 9.10 | 11.51 | | | | |
| 6.23 | 1.57 | 7.11 | 11.06 | 10.50 | 8.13 | 7.22 | 6.43 | 6.17 | 0.0 | 92.3 | | 10.38 | 12.18 | 2.14 | 2.50 | 8.08 | 8.44 | 9.06 | 11.48 | | | | |
| 6.28 | 2.01 | 7.14 | 11.09 | 10.53 | 8.15 | 7.25 | 6.45 | f 6.20 | 0.0 | 60.7 | C | 10.34 | 12.16 | 2.11 | 2.47 | 8.06 | 8.41 | 9.03 | 11.46 | | | | |
| 6.35 | 2.05 | 7.16 | 11.11 | 10.55 | 8.17 | 7.28 | 6.47 | f 6.23 | 52.1 | 6.4 | B | 10.29 | 12.14 | 2.09 | 2.44 | 8.04 | 8.39 | 9.00 | 11.44 | | | | |
| 6.42 | 2.10 | 7.19 | 11.14 | 10.58 | 8.19 | 7.31 | 6.49 | f 6.27 | 77.9 | 0.0 | C | 10.26 | 12.12 | 2.07 | 2.42 | 8.02 | 8.37 | 8.58 | 11.42 | | | | |
| 6.46 | 2.13 | 7.21 | 11.16 | 11.00 | 8.21 | 7.33 | 6.51 | 6.30 | 63.4 | 0.0 | B | 10.23 | 12.11 | 2.06 | 2.41 | 8.01 | 8.36 | 8.56 | 11.41 | | | | |
| 6.49 | 2.16 | 7.22 | 11.17 | 11.01 | 8.22 | 7.36 | 6.52 | f 6.32 | 63.4 | 0.0 | C | 10.21 | 12.10 | 2.05 | 2.40 | 8.00 | 8.35 | 8.55 | 11.40 | | | | |
| 6.52 | 2.19 | 7.25 | 11.20 | 11.04 | 8.25 | 7.39 | 6.55 | 6.35 | 67.4 | 0.0 | | 10.17 | 12.07 PM | 2.03 | 2.37 | 7.57 | 8.33 | 8.52 | 11.37 | | | | |
| 7.00 | 2.30 | 7.33 | 11.35 | 11.15 | 8.35 | 7.55 | 7.05 | s 6.55 | 79.9 | 95.3 | C | 10.10 | 11.59 | 1.55 | 2.30 | 7.50 | 8.25 | 8.45 | 11.30 | | | | |
| 7.02 | 2.33 | 7.35 | 11.37 | 11.18 | 8.38 | 7.57 | 7.08 | 6.57 | 0.0 | 114.0 | | 10.04 | 11.52 | 1.50 | 2.24 | 7.44 | 8.20 | 8.37 | 11.22 | | | | |
| 7.04 | 2.35 | 7.36 | 11.38 | 11.19 | 8.39 | 7.58 | 7.09 | 6.58 | 0.0 | 46.6 | | 10.03 | 11.51 | 1.49 | 2.23 | 7.43 | 8.19 | 8.36 | 11.21 | | | | |
| 7.07 | 2.39 | 7.39 | 11.41 | 11.22 | 8.41 | 8.01 | 7.11 | f 7.01 | 0.0 | 106.0 | B | 10.00 | 11.48 | 1.47 | 2.20 | 7.41 | 8.17 | 8.33 | 11.18 | | | | |
| 7.09 | 2.42 | 7.40 ⁴ | 11.47 ²⁰ | 11.23 | 8.42 | 8.02 | 7.12 | 7.03 | 0.0 | 89.8 | B | 9.58 | 11.47 ⁹ | 1.46 | 2.19 | 7.40 ⁷ | 8.16 | 8.32 | 11.17 | | | | |
| 7.14 | 2.49 | 7.47 | 11.53 | 11.28 | 8.47 | 8.08 | 7.17 | f 7.09 | 0.0 | 96.4 | B | 9.54 | 11.44 | 1.42 | 2.15 | 7.29 | 8.12 | 8.29 | 11.14 | | | | |
| 7.23 ⁴ | 3.00 | 7.52 | 11.58 | 11.37 ²⁰ | 8.52 | 8.15 | 7.22 | 7.15 | 0.0 | 114.9 | B | 9.47 | 11.37 ¹⁹ | 1.36 | 2.09 | 7.23 ³⁷ | 8.06 | 8.23 | 11.07 | | | | |
| 7.45 | 3.05 | 7.55 | PM 12.01 | 11.42 | 8.55 | 8.20 | 7.25 | 7.18 | 0.0 | 63.5 | | 9.43 | 11.34 | 1.33 | 2.05 | 7.19 | 8.03 | 8.20 | 11.04 | | | | |
| 7.55 PM | 3.15 AM | 8.00 PM | 12.05 PM | 11.50 AM | 9.00 AM | 8.30 AM | 7.30 AM | 7.25 AM | 0.0 | 63.5 | C | 9.40 AM | 11.30 AM | 1.30 PM | 2.00 PM | 7.15 PM | 8.00 PM | 8.15 PM | 11.00 PM | | | | |

.....Average speed per hour..... (20.5) (23.1) (35.8) (32.6) (32.6) (39.9) (27.6) (39.9) (24.7) (23.1) (35.8) (39.9) (34.1) (34.1) (39.9) (34.1) (35.8)

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

SAN JACINTO DISTRICT

| WESTWARD | | Capacity of Sidings | Fuel, Water Turn Tables and Ways | Miles from Highgrove | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Office of Communication and Booth Phones | EASTWARD | |
|-------------------------|----------------------------------|---------------------|----------------------------------|----------------------|------------------------|---|------|------------------------|--|-------------------------|--------|
| Second Class | NO. 107 | | | | | Second Class | | | | | |
| 505 | | | | | | June 12, 1938 | | | | 506 | |
| MIXED | | | | | | | | | | MIXED | |
| Leave Daily Ex. Sunday | No. Cars | | | Miles | | STATIONS | | | | Arrive Daily Ex. Sunday | |
| AM 11.20 | 42 | W | | 0.0 | | HIGHGROVE S. P. Co. Crossing 2.5 | 0.0 | | C | PM 4.40 | |
| 11.27 | 14 | | | 2.5 | 116.2 | LEMONA 4.5 | 0.0 | | | 4.30 | |
| f 11.43 | 32 | | | 7.0 | 116.2 | BOX SPRINGS 2.3 | 17.6 | | | f 4.15 | |
| f 11.50 | | Y | | 9.3 | 21.3 | MARCH FIELD 1.1 | 17.6 | | | f 4.06 | |
| f 11.55 | 28 | | | 10.4 | 21.3 | ALESSANDRO 2.9 | 47.5 | | | f 4.02 | |
| PM 12.05 | 24 | | | 13.3 | 0.0 | VAL VERDE 3.9 | 27.5 | | B | f 3.55 | |
| 12.13 | | Y | | 17.2 | 0.0 | LAKEVIEW JCT. 0.8 | 28.1 | | | 3.47 | |
| s 12.20 | 22 | WY | | 18.0 | 0.0 | PERRIS 3.9 | 63.4 | | C | s 3.45 | |
| f 12.30 | 23 | | | 21.9 | 21.6 | ETHANAC 2.3 | 0.0 | | | f 3.33 | |
| f 12.39 | 14 | | | 24.2 | 49.3 | MENIFEE 3.9 | 42.2 | | | f 3.25 | |
| f 12.49 | 36 | | | 28.1 | 21.1 | WINCHESTER 4.4 | 0.0 | | | f 3.13 | |
| f 12.59 | 15 | | | 32.5 | 52.8 | EGAN 2.7 | 0.0 | | | f 3.00 | |
| s 1.10 | 19 | | | 35.2 | 44.3 | HEMET 2.3 | 63.4 | | C | s 2.50 | |
| 1.30 | | | | | 6.3 | SAN JACINTO | | | C | s 2.15 | |
| 1.40 PM | 16 | Y | | 37.5 | | | | | | 2.00 PM | |
| Arrive Daily Ex. Sunday | | | | | | (37.5) | | | | Leave Daily Ex. Sunday | |
| (18.8) |Average speed per hour..... | | | | | | | | | | (18.0) |

NO. 505 IS SUPERIOR TO NO. 506

No switch lights on San Jacinto District.

ELSINORE DISTRICT

| WESTWARD | | Capacity of Sidings | Fuel, Water Turn Tables and Ways | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Miles from Porphyry | Office of Communication and Booth Phones | EASTWARD | |
|-------------------------|----------------------------------|---------------------|----------------------------------|------------------------|---------------|--------------------------------|------------------------|---------------------|--|-------------------------|--------|
| Second Class | NO. 107 | | | | Second Class | | | | | | |
| 509 | | | | | June 12, 1938 | | | | | 508 | |
| MIXED | | | | | | | | | | MIXED | |
| Leave Daily Ex. Sunday | No. Cars | | | | | STATION | | Miles | | Arrive Daily Ex. Sunday | |
| PM 1.50 | 18 | WY | | | | ELSINORE 5.6 | 132.0 | 21.9 | C | PM 1.30 | |
| s 2.20 | 21 | | | 147.8 | | ALBERHILL 7.8 | 89.8 | 16.3 | B | s 1.05 | |
| f 2.40 | 43 | | | 50.7 | | ARCILLA 8.5 | 68.6 | 8.5 | B | f 12.45 | |
| 3.05 PM | Yard | Y | | 0.0 | | P. E. Crossing PORPHYRY | | 0.0 | B | 12.20 PM | |
| Arrive Daily Ex. Sunday | | | | | | (21.9) | | | | Leave Daily Ex. Sunday | |
| (17.5) |Average speed per hour..... | | | | | | | | | | (18.8) |

No switch lights on Elsinore District.

Numbers 505, 506, 508 and 509 will be annulled on the following Legal Holidays: July Fourth, Thanksgiving, Christmas and New Year's Day.

REDLANDS DISTRICT

| WESTWARD | | Capacity of Sidings | Fuel, Water Turn Tables and Ways | Miles from San Bernardino | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Office of Communication and Booth Phones | EASTWARD | |
|------------------------|----------|---------------------|----------------------------------|---------------------------|------------------------|--|-------|------------------------|--|-------------------------|--|
| Second Class | NO. 107 | | | | | Second Class | | | | | |
| 506 | | | | | | June 12, 1938 | | | | 506 | |
| MIXED | | | | | | | | | | MIXED | |
| Leave Daily Ex. Sunday | No. Cars | | | Miles | | STATIONS | | | | Arrive Daily Ex. Sunday | |
| PM 4.40 | Yard | FW TY | | 0.0 | | SAN BERNARDINO P. E. Crossing S. P. Co. Crossing 4.7 | 101.3 | | C | PM 4.40 | |
| 10 | | | | 4.7 | 56.8 | VICTORIA 1.4 | 0.0 | | | 4.15 | |
| 17 | | | | 6.1 | 62.1 | DREW 2.9 | 0.0 | | | f 4.06 | |
| 33 | | | | 9.0 | 116.2 | REDLANDS 3.2 | 0.0 | | C | f 4.02 | |
| 13 | W | | | 12.2 | 116.2 | MENTONE 4.1 | 88.5 | | | f 3.55 | |
| 29 | | | | 16.3 | 0.0 | EAST HIGHLANDS 2.5 | 83.2 | | B | 3.47 | |
| 21 | | | | 18.8 | 70.5 | HIGHLAND 1.0 | 89.5 | | C | s 3.45 | |
| 16 | | | | 19.3 | 0.0 | P. E. Crossing PATTON 1.8 | 81.3 | | B | f 3.33 | |
| 14 | | | | 21.6 | 47.5 | DEL ROSA 2.1 | 20.1 | | B | f 3.25 | |
| | | | | 23.7 | 25.8 | P. E. Crossing ARROWHEAD 1.9 | 60.0 | | | f 3.13 | |
| | | | | 25.6 | 0.0 | HIGHLAND JCT. | | | | f 3.00 | |
| | | | | | | (25.6) | | | | 2.50 | |

No switch lights on Redlands District.

OLIVE DISTRICT

| WESTWARD | | Capacity of Sidings | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Office of Communication and Booth Phones | EASTWARD | |
|-------------------------|----------------------------------|---------------------|------------------------|---------------|--|---|--|------------|-------------------------|
| First Class | NO. 107 | | | Second Class | | | | | |
| 53 | | | | June 12, 1938 | | | | 508 | |
| MOTOR | | | | | | | | MIXED | |
| Leave Daily Ex. Sunday | No. Cars | | | | | STATIONS | | | Arrive Daily Ex. Sunday |
| PM 2.31 | 63 | | | | | ATWOOD 2.4 | 42.2 | | PM 1.30 |
| s 2.36 | 22 | | | 50.7 | | OLIVE S. P. Co. Crossing 3.5 | 42.2 | | s 1.05 |
| 2.42 PM | 38 | | | 0.0 | | ORANGE | | | f 12.45 |
| Arrive Daily Ex. Sunday | | | | | | (5.9) | | | 12.20 PM |
| (32.2) |Average speed per hour..... | | | | | | | | (18.8) |

| WESTWARD | | | | | | | | | | | | | | | | Capacity of Slidings | Fuel, Water, Extra Tables and Wyes | Miles from San Bernardino | Railing Grade Ascending | TIME TABLE | |
|--------------|-------------------------|-------------------------|--------------|--------------|----------------------|----------------------|--------------|--------------------|--------------|--------------|--------------|----------------------|------------------|--------------|--------------|----------------------|------------------------------------|---------------------------|-------------------------|-----------------------------------|-------|
| Second Class | | | | First Class | | | | | | | | | | | | | | | | No. Cars | Miles |
| 43 | 141 | 505 | 145 | 77 | 221 | 23 | 75 | 73 | 205 | 53 | 71 | 51 | 203 | 217 | 207 | | | | | STATIONS | |
| Freight | FREIGHT | MIXED | FREIGHT | PASSENGER | Pacific Limited | Grand Canyon Limited | SAN DIEGAN | PASSENGER | PASSENGER | MOTOR | SAN DIEGAN | MOTOR | Streamliner | Challenger | PASSENGER | | | | | SAN BERNARDINO | |
| Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | ★ See Note Below | Leave Daily | Leave Daily | No. Cars | | Miles | | | |
| AM 1.30 | | AM 11.00 | | | PM 6.50 | PM 6.05 | | | PM 3.37 | PM 1.20 | | AM 7.00 | AM 6.17 | AM 6.00 | AM 5.45 | Yard | FW TY | 0.0 | 62.4 | | |
| | | 11.06 | | | 6.55 | 6.10 | | | 3.41 | 1.25 | | 7.05 | 6.20 | 6.05 | 5.50 | Yard | | 2.1 | 52.4 | RANA | |
| | | f 11.08 | | | f 7.00 | f 6.12 | | | 3.44 | s 1.28 | | s 7.08 | 6.23 | 6.08 | 5.53 | Yard | | 1.4 | 52.4 | COLTON | |
| | | 11.10 | | | 7.01 | 6.13 | | | 3.45 | 1.29 | | 7.09 | 6.24 | 6.09 | 5.54 | | | 3.8 | 0.0 | S.F. and U.P. Crossings | |
| | | 11.18 AM | | | 7.06 | f 6.18 | | | 3.50 | s 1.34 | | s 7.14 | 6.29 | 6.15 | 6.00 | 42 | W | 7.3 | 28.1 | COLTON TOWER | |
| | | | | | 7.10 PM | 6.22 | | | 3.55 PM | 1.37 | | 7.17 | 6.35 AM | 6.20 AM | 6.05 AM | | | 9.8 | 29.1 | S.P. Co. Crossing | |
| | | | | | | s 6.27 | | | | s 1.41 | | s 7.22 | | | | 38 | | 10.4 | 0.0 | RIVERSIDE JCT. Union Pacific Jct. | |
| | | | | | | 6.33 | | | | f 1.45 | | f 7.26 | | | | 27 | | 13.0 | 48.6 | 0.6 | |
| | | | | | | 6.36 | | | | f 1.47 | | f 7.28 | | | | 47 | Y | 14.6 | 21.1 | PACHAPPA | |
| | | | | | | 6.40 | | | | s 1.51 | | s 7.31 | | | | 64 | | 17.0 | 0.0 | 1.6 | |
| | | | | | | 6.45 ⁵⁴ | | | | f 1.56 | | 7.36 | | | | 64 | | 20.3 | 0.0 | CASA BLANCA | |
| | | | | | | 6.50 | | | | 2.00 | | 7.40 | | | | Yard | Y | 23.4 | 0.0 | 2.4 | |
| | | | | | | s 6.55 | | | | s 2.06 | | s 7.46 | | | | 49 | FW | 24.7 | 0.0 | ARLINGTON | |
| | | | | | | 7.02 | | | | f 2.11 | | f 7.51 | | | | 64 | | 28.6 | 0.0 | 3.8 | |
| | | | | | | 7.10 | | | | f 2.18 | | f 7.58 | | | | 63 | | 33.7 | 0.0 | MAY P. E. Crossing | |
| | | | | | | 7.16 | | | | 2.24 | | 8.04 | | | | 28 | | 37.7 | 21.1 | 3.1 | |
| | | | | | | 7.21 | | | | f 2.28 | | f 8.08 | | | | 38 | | 40.8 | 0.0 | YORBA | |
| | | | | | | 7.23 | | | | s 2.30 PM | | s 8.10 | | | | 63 | YW | 42.0 | 0.0 | 1.2 | |
| | | | | | | f 7.28 | | | | | | s 8.15 | | | | 69 | | 44.3 | 0.0 | ATWOOD | |
| | | | | | PM 9.57 | s 7.35 | PM 6.30 | PM 5.20 | | PM 3.05 | AM 10.00 | s 8.23 | | | | 84 | W | 47.3 | 0.0 | 2.3 | |
| | | | | | 10.01 | 7.39 | 6.34 | 5.25 | | 3.09 | 10.04 | 8.28 | | | | 84 | | 50.0 | 0.0 | PLACENTIA | |
| | | | | | 10.03 | 7.42 | 6.36 | 5.28 | | f 3.12 | 10.06 | f 8.31 | | | | 54 | | 51.8 | 12.7 | 3.0 | |
| | | | | | 10.05 | 7.45 | 6.38 | 5.30 | | f 3.16 | 10.08 | f 8.39 ²⁴ | | | | 64 | | 53.7 | 32.1 | FULLERTON Union Pacific Crossing | |
| | | | | | 10.10 | 7.51 | 6.42 | 5.35 | | f 3.22 | 10.12 | f 8.45 | | | | 80 | | 58.0 | 40.5 | 2.7 | |
| | | | | | 10.12 | 7.53 | 6.44 | 5.37 | | f 3.25 | 10.14 | f 8.47 | | | | 27 | | 59.3 | 27.2 | BASTA | |
| | | | | | 10.14 | 7.56 | 6.46 | 5.39 ⁵⁴ | | f 3.29 | 10.16 | f 8.51 | | | | 63 | | 61.2 | 0.0 | 1.8 | |
| | | | | | 10.17 ¹³⁴ | 7.59 | 6.48 | 5.42 | | f 3.33 | 10.18 | 8.54 | | | | 57 | | 63.8 | 21.1 | BUENA PARK | |
| | | | | | 10.19 | 8.02 | 6.50 | 5.45 | | f 3.37 | 10.20 | f 8.57 | | | | Yard | | 66.7 | 39.6 | 1.9 | |
| | | | | | | 8.08 | 6.55 | 5.52 | | f 3.40 | 10.25 | 9.02 | | | | | FW TY | 69.2 | 42.5 | LA MIRADA | |
| | | | | | | 8.15 PM | 7.00 PM | 6.00 PM | | 3.55 PM | 10.30 AM | 9.10 AM | | | | Yard | W | 71.3 | 29.0 | 4.3 | |
| 7.00 AM | 3.25 PM | | 2.20 AM | 10.30 PM | | | | | | | | | | | | | | | | SANTA FE SPRINGS | |
| Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | ★ See Note Below | Arrive Daily | Arrive Daily | | | | | 1.3 | |
| (20.3) | (12.0) | (24.3) | (12.0) | (43.4) | (29.4) | (32.8) | (47.8) | (35.8) | (32.7) | (32.9) | (47.8) | (32.8) | (32.7) | (29.4) | (29.4) | | | | | 0.0 | |

★ Note. No. 203 will be operated only on the schedule due to leave San Bernardino on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month and has no time table superiority except on these dates. Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 203 and 204 not less than five minutes. All except first class trains must clear the time of Nos. 203 and 204 not less than ten minutes. No. 43 has no Time Table superiority.

THIRD DISTRICT

LOS ANGELES DIVISION

| TIME TABLE NO. 107 June 12, 1938 | | Rating Grade Ascending | Office of Commu- nication and Book Process | EASTWARD | | | | | | | | | | | | | | | | |
|--|--|---------------------------|---|----------------------|--------------|-----------------|--------------|--------------|----------------------|-----------------|--------------|--------------|--------------|--------------|--------------|-------------------------|-------------------------|--------------|---------------------|---------------------------|
| | | | | First Class | | | | | | | Second Class | | | | | | | | | |
| | | | | 24 | 72 | 214 | 74 | 76 | 54 | 204 | 78 | 208 | 218 | 206 | 138 | 142 | 506 | 146 | 134 | 136 |
| STATIONS | | | | Grand Canyon Limited | PASSENGER | Pacific Limited | San Diegan | PASSENGER | MOTOR | Streamliner | San Diegan | PASSENGER | Challenger | PASSENGER | FREIGHT | FREIGHT | MIXED | FREIGHT | FREIGHT | FREIGHT |
| SAN BERNARDINO P. E. Crossing | | | C | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | *See Note below | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex. Saturday |
| 1.4 RANA 1.4 | | 52.8 | | AM 10.00 | | AM 10.12 | | | PM 7.30 | PM 8.05 | | PM 10.17 | PM 10.27 | AM 12.17 | AM 4.20 | | PM 5.10 | | AM 12.45 | |
| COLTON S. P. and U. P. Crossing | | 52.8 | f | 9.51 | | f 10.02 | | | s 7.19 | 7.56 | | 10.07 | 10.17 | 12.10 | 4.05 | | f 4.55 | | 12.25 | |
| COLTON TOWER | | 52.8 | C | 9.50 | | 10.01 | | | 7.16 | 7.55 | | 10.06 | 10.16 | 12.09 | 4.04 | | 4.53 | | 12.24 | |
| HIGHGROVE | | 52.8 | C | 9.45 | | 9.56 | | | s 7.11 | 7.51 | | 10.02 | 10.12 | 12.05 AM | 3.57 | | 4.45 PM | | 12.17 | |
| RIVERSIDE JCT. Union Pacific Jct. | | 17.2 | | 9.41 | | 9.52 AM | | | 7.06 | 7.48 PM | | 9.57 PM | 10.07 PM | 11.59 PM | 3.52 | | | | 12.10 | |
| RIVERSIDE | | 52.8 | C | s 9.40 | | | | | s 7.05 | | | | | | 3.51 | | | | 12.09 | |
| PACHAPPA | | 38.4 | | 9.35 | | | | | f 6.57 | | | | | | 3.44 | | | | 12.01 AM | |
| CASA BLANCA | | 52.8 | C | 9.33 | | | | | f 6.55 | | | | | | 3.38 | | | | 11.58 | |
| ARLINGTON | | 52.8 | C | 9.30 | | | | | f 6.51 | | | | | | 3.31 | | | | 11.53 | |
| MAY P. E. Crossing | | 52.8 | B | 9.26 | | | | | f 6.45 ²³ | | | | | | 3.20 | | | | 11.45 | |
| PORPHYRY | | 24.8 | B | 9.23 | | | | | 6.39 | | | | | | 3.13 | | | | 11.40 | |
| CORONA | | 52.8 | C | s 9.20 | | | | | s 6.36 | | | | | | 3.10 | | | | 11.37 | |
| PRADO DAM | | 39.6 | B | 9.13 | | | | | f 6.29 | | | | | | 2.58 | | | | 11.29 | |
| GYPSUM | | 52.8 | B | 9.07 | | | | | f 6.22 | | | | | | 2.46 | | | | 11.19 | |
| ESPERANZA | | 52.8 | B | 9.02 | | | | | 6.17 | | | | | | 2.36 | | | | 11.11 | |
| YORBA | | 22.6 | | 8.58 | | | | | 6.13 | | | | | | 2.29 | | | | 11.05 | |
| ATWOOD | | 42.2 | C | 8.56 | | | | | f 6.11 | | | | | | 2.26 | | | | 11.02 | |
| PLACENTIA | | 42.2 | C | 8.53 | | | | | s 6.07 | | | | | | 2.17 | | | | 10.53 | |
| FULLERTON Union Pacific Crossing | | 33.4 | C | s 8.48 | s AM 9.32 | | PM 1.26 | s PM 4.18 | s 6.02 | | PM 8.56 | | | | 2.10 | | | | 10.48 | PM 11.35 |
| BASTA | | 19.2 | B | 8.43 | 9.29 | | 1.22 | 4.15 | 5.55 | | 8.52 | | | | 2.05 | | | | 10.43 | 11.30 |
| BUENA PARK | | 25.9 | C | 8.41 | 9.27 | | 1.20 | 4.13 | f 5.53 | | 8.50 | | | | 2.01 | | | | 10.40 | 11.27 |
| LA MIRADA | | 10.0 | B | 8.39 ⁵¹ | 9.25 | | 1.18 | 4.11 | f 5.51 | | 8.48 | | | | 1.58 | | | | 10.36 | 11.23 |
| SANTA FE SPRINGS | | 16.3 | C | 8.34 | 9.20 | | 1.14 | 4.06 | s 5.45 | | 8.44 | | | | 1.50 | | | | 10.27 | 11.15 |
| LOS NIETOS P. E. Crossing | | 13.7 | | 8.32 | 9.18 | | 1.13 | 4.04 | f 5.42 | | 8.43 | | | | 1.47 | | | | 10.25 | 11.13 |
| RIVERA | | 37.5 | C | 8.30 | 9.16 | | 1.11 | 4.01 | f 5.39 ⁷³ | | 8.41 | | | | 1.43 | | | | 10.17 ⁷⁷ | 11.09 |
| BANDINI | | 26.2 | B | 8.27 | 9.13 | | 1.09 | 3.58 | f 5.33 | | 8.39 | | | | 1.38 | | | | 10.02 | 11.05 |
| HOBART Union Pacific Crossing | | 0.0 | B | 8.24 | 9.10 | | 1.07 | 3.55 | f 5.30 | | 8.37 | | | | 1.30 | | | | 9.58 | 11.00 |
| REDONDO JCT. Union Pacific Crossing | | 0.0 | | 8.20 | 9.05 | | 1.04 | 3.50 | f 5.25 | | 8.34 | | | | 1.24 | AM 10.20 | | PM 9.35 | 9.52 | 10.52 |
| LOS ANGELES (70.6) | | | C | 8.15 AM | 9.01 AM | | 1.00 PM | 3.45 PM | 5.20 PM | | 8.30 PM | | | | 1.15 AM | 10.15 AM | | 9.30 PM | 9.45 PM | 10.45 PM |
| Average speed per hour..... | | | | (40.3) | (46.3) | (27.3) | (55.1) | (43.3) | (32.5) | (32.1) | (55.1) | (27.3) | (27.3) | (30.3) | (22.9) | (24.0) | (15.8) | (24.0) | (23.7) | (28.6) |

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

FALLBROOK DISTRICT

| WESTWARD | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Miles from Fallbrook Jct. | Rating Grade Ascending | TIME TABLE NO. 107 June 12, 1938 | Rating Grade Ascending | Office of Communication and Booth Phones | EASTWARD |
|--------------------------------------|-----------------------------|-----------------------------------|---------------------------|------------------------|----------------------------------|------------------------|--|--------------------------------------|
| Second Class | 65 | | | | | | | Second Class |
| MIXED | | | | | | | | MIXED |
| Leave Tuesday Thursday and Saturday | No. Cars | | Miles | | STATIONS | | | Arrive Tuesday Thursday and Saturday |
| AM 11.35 | | | 0.0 | | FALLBROOK JCT. | | B | PM 1.55 |
| f 11.45 | 14 | | 3.4 | 21.3 | 3.4 YSIDORA | 62.7 | | f 1.45 |
| f 11.55 | 14 | | 6.0 | 66.0 | 2.6 CHAPPO | 10.6 | | f 1.35 |
| f 11.59 | 8 | | 7.6 | 26.4 | 1.6 RANCH HOUSE | 0.0 | | f 1.30 |
| PM 12.20 | 8 | | 14.7 | 132.0 | 7.1 DE LUZ | 79.2 | | f 1.10 |
| 12.30 PM | 30 | WY | 16.9 | 105.6 | 2.2 FALLBROOK | 0.0 | C | 1.00 PM |
| Arrive Tuesday Thursday and Saturday | | | | | (16.9) | | | Leave Tuesday Thursday and Saturday |
| (18.4) | Average speed per hour..... | | | | | | | (18.4) |

NO. 65 IS SUPERIOR TO NO. 64

No switch lights on Fallbrook District.

ESCONDIDO DISTRICT

| WESTWARD | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Miles from Escondido Jct. | Rating Grade Ascending | TIME TABLE NO. 107 June 12, 1938 | Rating Grade Ascending | Office of Communication and Booth Phones | EASTWARD |
|-------------------------|-----------------------------|-----------------------------------|---------------------------|------------------------|----------------------------------|------------------------|--|-------------------------|
| Second Class | 67 | | | | | | | Second Class |
| MIXED | | | | | | | | MIXED |
| Leave Daily Ex. Sunday | No. Cars | | Miles | | STATIONS | | | Arrive Daily Ex. Sunday |
| PM 4.45 | 17 | WY | 21.1 | | ESCONDIDO | 95.0 | C | PM 3.55 |
| f 5.00 | 17 | | 16.2 | 83.4 | 4.9 SAN MARCOS | | B | f 3.40 |
| f 5.12 | 14 | | 12.9 | 70.3 | 3.3 BUENA | 113.2 | | f 3.30 |
| s 5.25 | 19 | | 9.2 | 116.2 | 3.7 VISTA | 116.2 | C | s 3.20 |
| f 5.35 | 4 | | 5.6 | 116.2 | 3.6 FALDA | 116.2 | | f 3.05 |
| 5.50 PM | | Y | 0.0 | 87.6 | 5.6 ESCONDIDO JCT. | 84.5 | | 2.50 PM |
| Arrive Daily Ex. Sunday | | | | | (21.1) | | | Leave Daily Ex. Sunday |
| (19.5) | Average speed per hour..... | | | | | | | (19.5) |

No switch lights on Escondido District.

Numbers 64, 65, 66 and 67 will be annulled on the following Legal Holidays: July Fourth, Thanksgiving, Christmas and New Year's Day.

| WESTWARD | | | | | | | | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Miles from Escondido Jct. | Rating Grade Ascending | TIME TABLE NO. 107 June 12, 1938 | STATIONS |
|-------------------------|------------------------------------|--------------|--------------|--------------------|--------------------|----------------------|--------------|------------------------|-----------------------------------|---------------------------|------------------------|----------------------------------|----------|
| Second Class | | | | First Class | | | | | | | | | |
| 67 | 65 | 303 | 77 | 75 | 53 | 73 | 71 | No. Cars | | Miles | | | |
| MIXED | MIXED | PASSENGER | PASSENGER | SAN DIEGAN | MOTOR | PASSENGER | SAN DIEGAN | | F W Y | | | | |
| Leave Daily Ex. Sunday | Lv. Tuesday, Thursday and Saturday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | |
| | | PM 9.18 | | | | | | | | 272.5 | 13.1 | NATIONAL CITY | |
| | | 9.20 PM | PM 7.30 | PM 4.30 | | PM 2.30 | AM 8.00 | Yard | WY | 267.3 | 28.7 | MARKET ST. JCT. | |
| | | | 7.38 | 4.38 | | 2.38 | 8.08 | 59 | | 261.5 | 40.2 | SAN DIEGO | |
| | | | 7.41 | 4.41 | | 2.41 | 8.11 | 17 | | 258.7 | 63.4 | MORENA | |
| | | | 7.44 | 4.44 | | 2.44 | 8.14 | 48 | | 256.6 | 61.9 | LADRILLO | |
| | | | 7.47 | 4.47 | | 2.47 | 8.17 | 42 | | 254.0 | 54.0 | ELVIRA | |
| | | | 7.50 | 4.49 | | f 2.50 | 8.19 | 27 | Y | 252.5 | 116.2 | SELWYN | |
| | | | 7.57 | 4.56 | | f 3.01 ⁷⁴ | 8.26 | 63 | W | 248.5 | 0.0 | LINDA VISTA | |
| | | | f 8.04 | 5.01 | | s 3.10 | 8.32 | 69 | Y | 243.5 | 54.8 | SORRENTO | |
| | | | 8.07 | 5.04 | | f 3.13 | 8.34 | 10 | | 241.4 | 52.8 | DEL MAR | |
| | | | 8.10 | 5.06 | | f 3.16 | 8.36 | 13 | | 239.4 | 52.8 | SOLANA BEACH | |
| | | | 8.12 | 5.08 | | f 3.19 | 8.38 | 33 | | 237.6 | 52.8 | CARDIFF | |
| | | | 8.17 | 5.12 | | 3.26 | 8.42 | 48 | | 233.7 | 61.9 | ENCINITAS | |
| | | | 8.23 | 5.17 | | f 3.31 | 8.47 | 39 | | 228.8 | 52.8 | PONTO | |
| | | | 8.25 | 5.19 | | 3.33 | 8.49 | | Y | 226.7 | 47.2 | CARLSBAD | |
| | | PM 5.50 | | | | | | | | 225.8 | 0.0 | ESCONDIDO JCT. | |
| | | 5.55 PM | AM 11.30 | s 8.30 | s 5.21 | s 3.40 | s 8.51 | Yard | F W | 225.8 | 63.4 | OCEANSIDE | |
| | | | 11.35 AM | 8.33 | 5.24 | 3.43 | 8.54 | | | 223.8 | 65.4 | FALLBROOK JCT. | |
| | | | | 8.36 | 5.26 | 3.46 | 8.56 | 53 | | 221.3 | 52.8 | STUART | |
| | | | | 8.40 | 5.29 | 3.50 | 8.59 | 55 | | 218.2 | 65.4 | LAS FLORES | |
| | | | | 8.46 | 5.34 ⁷⁶ | 3.57 | 9.04 | 26 | | 213.4 | 6.1 | AGRA | |
| | | | | 8.51 | 5.39 | f 4.04 | 9.09 | 38 | | 208.3 | 0.0 | SAN ONOFRE | |
| | | | | 8.58 | 5.46 | f 4.12 | 9.16 | 35 | | 203.3 | 13.9 | SAN CLEMENTE | |
| | | | | 9.03 | 5.50 | 4.18 | 9.20 | 74 | W | 199.4 | 60.5 | (DOHENY PARK) SERRA | |
| | | | | 9.07 | 5.53 | s 4.23 | 9.23 | 46 | | 156.8 | 67.6 | SAN JUAN CAPISTRANO | |
| | | | | 9.13 | 5.58 | 4.30 | 9.28 | 74 | | 192.2 | 66.0 | GALIVAN | |
| | | | | 9.22 ⁷⁸ | 6.03 | f 4.37 | 9.33 | 53 | | 187.7 | 0.0 | EL TORO | |
| | | | | 9.29 | 6.08 | f 4.50 ⁷⁶ | 9.38 | 48 | | 182.5 | 21.6 | IRVINE | |
| | | | | 9.34 | 6.12 | 4.56 | 9.42 | 53 | | 178.0 | 37.0 | VENTA | |
| | | | | s 9.40 | s 6.16 | s 5.02 | s 9.46 | Yard | W Y | 175.1 | 32.1 | SANTA ANA | |
| | | | | s 9.45 | 6.21 | PM 2.47 | s 5.07 | Yard | Y | 172.2 | 7.6 | ORANGE | |
| | | | | f 9.52 | 6.27 | s 2.57 | s 5.14 | 62 | | 167.3 | 6.1 | S. P. Co. Crossing | |
| | | | | s 9.55 PM | 6.30 PM | s 3.02 PM | s 5.18 PM | 84 | W | 164.6 | | ANAHEIM | |
| | | | | 10.00 AM | | | | | | | | FULLERTON | |
| Arrive Daily Ex. Sunday | Ar. Tuesday, Thursday and Saturday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | (107.9) | |
| (10.8) | (24.0) | (12.0) | (42.2) | (51.0) | (30.4) | (36.5) | (51.0) | Average speed per hour | | | | | |

| TIME TABLE NO. 107 June 12, 1938 | Railing Grade Ascending | Office of Communica- tion and Booth Phone | EASTWARD | | | | | | | | | | | | | | | | | |
|--|----------------------------|--|----------------------|--------------------|--------------|--------------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | | First Class | | | | | Second Class | | | | | | | | | | | | |
| | | | 72 | 74 | 304 | 76 | 78 | 136 | 64 | 66 | | | | | | | | | | |
| | | | PASSENGER | SAN DIEGAN | PASSENGER | PASSENGER | SAN DIEGAN | FREIGHT | MIXED | MIXED | | | | | | | | | | |
| 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 | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| NATIONAL CITY | 26.4 | C | | | | | | | | AM | | | | | | | | | | |
| 5.2 | | | | | | | | | | 4.20 | | | | | | | | | | |
| MARKET ST. JCT. | 0.0 | | | | | | | | | 4.10 | | | | | | | | | | |
| 0.4 | | | | | | | | | | | | | | | | | | | | |
| SAN DIEGO | 31.2 | C | PM | PM | 6.45 | PM | PM | | | 4.05 | | | | | | | | | | |
| 5.4 | | | 12.30 | 3.30 | PM | 6.45 | 11.00 | | | 4.00 | | | | | | | | | | |
| MORENA | 61.0 | B | 12.20 | 3.20 | | 6.38 | 10.50 | | | 3.45 | | | | | | | | | | |
| 2.8 | | | | | | | | | | | | | | | | | | | | |
| LADRILLO | 0.0 | B | 12.17 | 3.17 | | 6.35 | 10.47 | | | 3.35 | | | | | | | | | | |
| 2.1 | | | | | | | | | | | | | | | | | | | | |
| ELVIRA | 0.0 | B | 12.14 | 3.14 | | 6.32 | 10.44 | | | 3.31 | | | | | | | | | | |
| 2.6 | | | | | | | | | | | | | | | | | | | | |
| SELWYN | 0.0 | B | 12.10 | 3.11 | | 6.29 | 10.41 | | | 3.25 | | | | | | | | | | |
| 1.5 | | | | | | | | | | | | | | | | | | | | |
| LINDA VISTA | 116.2 | B | f12.08 | 3.09 | | 6.27 | 10.39 | | | 3.20 | | | | | | | | | | |
| 4.0 | | | PM | | | | | | | | | | | | | | | | | |
| SORRENTO | 54.8 | B | 11.58 | 3.01 ⁷³ | | 6.19 | 10.31 | | | 2.58 | | | | | | | | | | |
| 5.0 | | | | | | | | | | | | | | | | | | | | |
| DEL MAR | 63.4 | C | f11.49 | 2.56 | | f 6.13 | 10.26 | | | 2.48 | | | | | | | | | | |
| 2.1 | | | | | | | | | | | | | | | | | | | | |
| SOLANA BEACH | 68.4 | | f11.45 | 2.53 | | 6.10 | 10.23 | | | 2.43 | | | | | | | | | | |
| 2.0 | | | | | | | | | | | | | | | | | | | | |
| CARDIFF | 0.0 | | f11.43 | 2.51 | | 6.08 | 10.21 | | | 2.38 | | | | | | | | | | |
| 1.8 | | | | | | | | | | | | | | | | | | | | |
| ENCINITAS | 63.4 | C | f11.40 | 2.49 | | 6.06 | 10.19 | | | 2.33 | | | | | | | | | | |
| 3.9 | | | | | | | | | | | | | | | | | | | | |
| PONTO | 50.8 | B | 11.34 | 2.45 | | 6.01 | 10.15 | | | 2.25 | | | | | | | | | | |
| 4.9 | | | | | | | | | | | | | | | | | | | | |
| CARLSBAD | 52.8 | C | f11.26 | 2.40 | | 5.55 | 10.10 | | | 2.13 | | | | | | | | | | |
| 2.1 | | | | | | | | | | | | | | | | | | | | |
| ESCONDIDO JCT. | 0.0 | | 11.22 | 2.38 | | 5.52 | 10.08 | | | 2.08 | | | | | | | | | | |
| 0.9 | | | | | | | | | | | | | | | | | | | | |
| OCEANSIDE | 45.4 | C | s11.20 | s 2.37 | | s 5.50 | s10.07 | | | s 2.05 | | | | | | | | | | |
| 2.0 | | | | | | | | | | | | | | | | | | | | |
| FALLBROOK JCT. | 63.4 | B | 11.12 | 2.33 | | 5.45 | 10.03 | | | 1.50 | | | | | | | | | | |
| 2.5 | | | | | | | | | | | | | | | | | | | | |
| STUART | 49.3 | B | 11.09 | 2.30 | | 5.43 | 10.00 | | | 1.45 | | | | | | | | | | |
| 3.1 | | | | | | | | | | | | | | | | | | | | |
| LAS FLORES | 63.4 | B | 11.05 | 2.27 | | 5.40 | 9.57 | | | 1.38 | | | | | | | | | | |
| 4.8 | | | | | | | | | | | | | | | | | | | | |
| AGRA | 68.9 | B | 10.58 | 2.22 | | 5.34 ⁷⁵ | 9.52 | | | 1.28 | | | | | | | | | | |
| 5.1 | | | | | | | | | | | | | | | | | | | | |
| SAN ONOFRE | 49.4 | C | f10.50 | 2.16 | | 5.24 | 9.46 | | | 1.17 | | | | | | | | | | |
| 5.0 | | | | | | | | | | | | | | | | | | | | |
| SAN CLEMENTE | 5.0 | B | f10.42 | 2.11 | | f 5.16 | 9.41 | | | 1.06 | | | | | | | | | | |
| 3.9 | | | | | | | | | | | | | | | | | | | | |
| (DOHENY PARK) | 0.0 | C | 10.36 | 2.06 | | 5.11 | 9.36 | | | 12.58 | | | | | | | | | | |
| SERRA | | | | | | | | | | | | | | | | | | | | |
| 2.6 | | | | | | | | | | | | | | | | | | | | |
| SAN JUAN | 0.0 | C | f10.32 | 2.03 | | 5.07 | 9.33 | | | 12.53 | | | | | | | | | | |
| CAPISTRANO | | | | | | | | | | | | | | | | | | | | |
| 4.6 | | | | | | | | | | | | | | | | | | | | |
| GALIVAN | 54.0 | B | 10.25 | 1.58 | | 5.01 | 9.28 | | | 12.44 | | | | | | | | | | |
| 4.5 | | | | | | | | | | | | | | | | | | | | |
| EL TORO | 63.4 | B | f10.19 | 1.52 | | 4.55 | 9.22 ⁷⁷ | | | 12.35 | | | | | | | | | | |
| 5.2 | | | | | | | | | | | | | | | | | | | | |
| IRVINE | 63.4 | C | f10.12 | 1.47 | | 4.50 ⁷³ | 9.17 | | | 12.25 | | | | | | | | | | |
| 4.5 | | | | | | | | | | | | | | | | | | | | |
| VENTA | 0.0 | B | 10.05 | 1.43 | | 4.44 | 9.13 | | | 12.15 | | | | | | | | | | |
| 2.9 | | | | | | | | | | | | | | | | | | | | |
| SANTA ANA | 11.2 | C | s10.00 | s 1.39 | | s 4.40 | s 9.09 | | | s12.05 | | | | | | | | | | |
| 2.9 | | | | | | | | | | AM | | | | | | | | | | |
| ORANGE | 48.1 | C | s 9.51 ⁷¹ | 1.34 | | s 4.32 | 9.04 | | | 11.50 | | | | | | | | | | |
| 4.9 | | | | | | | | | | | | | | | | | | | | |
| S. F. Co. Crossing | | C | s 9.41 | 1.29 | | s 4.25 | 8.59 | | | 11.41 | | | | | | | | | | |
| ANAHEIM | | | | | | | | | | | | | | | | | | | | |
| 2.7 | | | | | | | | | | | | | | | | | | | | |
| FULLERTON | 21.1 | C | 9.35 | 1.26 | | 4.20 | 8.56 | | | 11.35 | | | | | | | | | | |
| AM | | | PM | | | PM | PM | | | PM | | | | | | | | | | |
| (107.9) | | | 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 | Leave Daily | Leave Daily | Leave Daily |

Average speed per hour..... (35.1) (49.5) (8.0) (42.3) (49.5) (23.1) (24.0) (10.8)

| WESTWARD | | | | | | | | | | REDONDO DISTRICT | | | | | EASTWARD | |
|---------------------|----------------------------------|-------------------------|-------------------------|----------------|-------------------------|---|--|--|--|------------------|--|--|--|--|----------|--|
| Capacity of Sidings | Fuel, Water Turn Tables and Wyes | Miles from Redondo Jct. | Railing Grade Ascending | TIME TABLE | Railing Grade Ascending | Office of Communica- tion and Booth Phone | | | | | | | | | | |
| No. Cars | | Miles | | NO. 107 | | | | | | | | | | | | |
| Yard | | | | June 12, 1938 | | | | | | | | | | | | |
| | | | | STATIONS | | | | | | | | | | | | |
| | | | | REDONDO | | | | | | | | | | | | |
| | | | | BEACH | | | | | | | | | | | | |
| | | | | P. E. Crossing | | | | | | | | | | | | |
| | | | | 1.7 | | | | | | | | | | | | |
| | | | | HERMOSA BEACH | | | | | | | | | | | | |
| | | | | 1.7 | | | | | | | | | | | | |
| | | | | MANHATTAN | | | | | | | | | | | | |
| | | | | BEACH | | | | | | | | | | | | |
| | | | | 2.2 | | | | | | | | | | | | |
| | | | | EL SEGUNDO | | | | | | | | | | | | |
| | | | | (5.6) | | | | | | | | | | | | |

No switch lights on Redondo District.

| WESTWARD | | | | | HARBOR DISTRICT | | | | | EASTWARD | | | | |
|------------------------|-------------|---------------------|----------------------------------|-------------------------|-------------------------|--------------------|-------------------------|---|-------------------------|--------------|--|--|--|--|
| Second Class | | Capacity of Sidings | Fuel, Water Turn Tables and Wyes | Miles from Redondo Jct. | Railing Grade Ascending | TIME TABLE | Railing Grade Ascending | Office of Communica- tion and Booth Phone | Second Class | | | | | |
| 141 | 145 | | | | | NO. 107 | | | 142 | 146 | | | | |
| FREIGHT | FREIGHT | No. Cars | | Miles | | June 12, 1938 | | | FREIGHT | FREIGHT | | | | |
| Leave Daily Ex. Sunday | Leave Daily | Yard | | | | STATIONS | | | Arrive Daily Ex. Sunday | Arrive Daily | | | | |
| PM 1.30 | AM 12.30 | Yard | | 30.9 | | Pier A Yard | | C | PM 12.10 | PM 11.25 | | | | |
| 1.45 | 12.45 | | | 27.6 | | West Thonard Tower | | | 11.55 AM | 11.10 | | | | |
| | | Yard | | 27.9 | | WILMINGTON | | | | | | | | |
| | | | | | | 1.4 | | | | | | | | |
| PM 2.00 | AM 12.55 | | Y | 26.5 | | WATSON | | B | AM 11.50 | PM 11.05 | | | | |
| 2.08 | 1.03 | 14 | | 23.2 | 79.2 | 3.3 | | | 11.38 | 10.53 | | | | |
| f 2.11 | 1.06 | 34 | W | 21.6 | 24.3 | 1.6 | | | | | | | | |

(Continued from Page 3)

FIRST DISTRICT

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

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

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

Passenger trains will consume not less than:

5 minutes Summit to Dell

2 " Dell to Gish

6 " Gish to Cajon

6 " Cajon to Keenbrook

7 " Keenbrook to Devore

3 " Devore to Verdernont

7 " Verdernont to Highland Jct.

4 " 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.

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

San Bernardino, between Base Line and Mile Post 78½, forty miles per hour; between Base Line and Fifth Street, thirty miles per hour.

SECOND DISTRICT

Rialto, Cucamonga and Upland Foothill 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 Main Street and Los Angeles passenger station, fifteen miles per hour, between Mile Post 135 and North Broadway, twenty-five miles per hour.

THIRD DISTRICT

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

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

FOURTH DISTRICT

Venta spur, fifteen miles per hour.

HARBOR DISTRICT

Los Angeles, over Eighth Avenue, Eleventh Avenue, Van Ness Avenue, and Sixty-Seventh Street, fifteen miles per hour.

Torrance Oil Spur, twenty-five miles per hour.

Over State St. and Ford Ave., Wilmington, fifteen miles per hour.

Over Imperial Highway, Lairport, fifteen miles per hour.

SAN JACINTO DISTRICT

Box Springs to Mile Post 4, fifteen miles per hour.

Between Highgrove and Perris, thirty miles per hour.

Between Perris and San Jacinto, twenty miles per hour.

Lakeview spur, ten miles per hour.

ELSINORE AND ESCONDIDO DISTRICTS

Twenty-five miles per hour.

FALLBROOK DISTRICT

Twenty miles per hour.

ALL DISTRICTS

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

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

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

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

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

Rule 876: Trains must be stopped and this test made at: Summit—Trains in both directions.

Box Springs—Eastward trains.

Linda Vista—Trains in both directions.

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

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

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

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

SPRING SWITCHES

29. 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. outbound engine lead switch, normally lined for Butte Street lead (one-way spring switch, must not be run through unless lined for Butte Street lead). Inbound engine lead switch, normally lined for round house lead (mechanical switchman, can be run through when lined either way). Distance one hundred feet between these two switches.

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

Los Angeles Second District—West switch of crossover just west of Aliso Street (normal position, lined for eastward main track).

Switch from eastward main track to track 33 near Aliso Street (normal position, lined for eastward main track).

Third District—Switch from track 33 to westward main track at Signal 1416F (normal position, lined for westward main track).

Switch connecting eastward main track and track 33 just west of Seventh Street Viaduct normally lined for eastward main track.

East switch of crossover just west of Seventh Street Viaduct (normal position, lined for track 33).

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

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

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

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

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

Trains finding signals or point indicators, immediately in advance of facing point spring switches, indicating stop, must examine points before proceeding.

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

SPRING POINT DERAIL SWITCHES**NORMALLY LINED FOR DERAIL**

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

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

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

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

Olinda Spur—Mile Post 3½.

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

FIRST DISTRICT

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

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

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

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

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

(Continued on Page 13)

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

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

SECOND AND THIRD DISTRICTS

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

SECOND DISTRICT

36. Double track between Mission Tower and Los Angeles.

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 37, trains holding main track will not line switch for opposing train until such train has passed next opposing signal.

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

Etiwanda: Eastward train holding main track, arriving first, should stop west of signal 934 until signal 932 assumes stop position.

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

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

Azusa: Westward train, arriving first, holding main track, should stop east of signal 1161 until eastward train has passed next opposing signal.

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

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

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

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

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

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

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

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

THIRD DISTRICT

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

42. Manual Block between Colton Tower and Highgrove.

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

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

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

43. Double track with automatic signals between Signal 1461 at end of double track, Hobart, and Fourth Street Viaduct, Los Angeles.

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

At Porphyry, westward train, arriving first and holding main track to meet an eastward train, must not pass Signal 221 until opposing train has passed next opposing signal.

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

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

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

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

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

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

47. No. 53 will turn on wye at Redondo Jct. and back to station at Los Angeles.

FOURTH DISTRICT

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

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

OLIVE DISTRICT

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

HARBOR DISTRICT

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

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

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

FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

| Train | STOPS | PASSENGERS FROM |
|-------|-------------------------------|---|
| 24 | Any station—East of Fullerton | Los Angeles or Fourth District |
| 7 | Any station—2nd Dist. | No. 23 at San Bernardino |
| 9 | Any station | East of Barstow |
| 3-19 | Any station | East of Albuquerque |
| 23 | Any station—3rd Dist. | San Bernardino or East thereof |
| 72-76 | Any station | Santa Fe and Un. Pac. Points East or North of Barstow So. Pac. points, Santa Barbara or North |
| 72-76 | Carlsbad | Los Angeles |
| 74-78 | Del Mar | Los Angeles or Santa Ana |

FLAG STOPS TO PICK UP REVENUE PASSENGERS

| Train | STOPS | PASSENGERS DESTINED |
|-------|--------------------------|--|
| 2-10 | Any station | San Bernardino or east thereof |
| 24 | Any station, 3rd Dist. | East of San Bernardino |
| 73 | Any station | Santa Fe and Un. Pac. points East and North of Barstow So. Pac. points, Santa Barbara or North |
| 4 | Any station | Williams and East |
| 72 | Los Nietos and La Mirada | San Diego |
| 71-75 | Del Mar | Santa Ana, Los Angeles and beyond |

JUNCTION SWITCHES

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

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

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

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

LOS ANGELES DIVISION

DR. J. N. OSBURN, Aurist and Oculist Pacific Mutual Bldg., Los Angeles
DR. W. D. CHIPMAN, Local Surgeon Los Angeles
DR. T. B. SMITH, Local Surgeon Wilmington
DR. J. S. LANCASTER, Local Surgeon Torrance
DR. LEROY SHERRY, Local Surgeon Pasadena
DR. J. S. HIBBEN, Assistant Local Surgeon Pasadena
DR. J. H. BREYER, Consulting Surgeon Pasadena
DR. H. H. CHAMBERLAIN, Local Surgeon Glendora
DR. S. D. THOMASON, Local Surgeon San Dimas
DR. E. W. HAYES, Local Surgeon Monrovia
DR. J. B. CRAIG, Local Surgeon Upland
DR. W. S. CHERRY, Local Surgeon Rialto
DR. J. N. BAYLIS, Division Surgeon San Bernardino
DR. CARL N. HADLEY, Oculist San Bernardino
DR. A. L. HAENSZEL, Consulting Surgeon San Bernardino
DR. J. C. CARMACK, Local Surgeon San Bernardino
DR. C. A. MacDONALD, Local Surgeon Barstow

DR. F. W. LAWLER, Local Surgeon Victorville
DR. KENNETH DOLE, Local Surgeon Redlands
DR. N. B. LAWRENCE, Local Surgeon Colton
DR. THOMAS A. CARD, Local Surgeon Riverside
DR. WILLIAM W. ROBLEE, Assistant Local Surgeon Riverside
DR. DENVER V. ROOS, Local Surgeon Corona
DR. RAYMOND L. JOHNSON, Assistant Local Surgeon Corona
DR. JOHN 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. G. W. OLSON, Local Surgeon Fullerton
DR. F. HAROLD GOBAR, Assistant Local Surgeon Fullerton
DR. I. J. WATERMAN, Local Surgeon Santa Fe Springs
DR. E. H. BRUNEMEIER, Local Surgeon Placentia
DR. GEO. A. PAIGE, Assistant Local Surgeon Anaheim, Olinda
DR. J. W. UTTER, Local Surgeon Anaheim
DR. THOMAS B. RHONE, Local Surgeon Orange
DR. F. L. CHAPLINE, Consulting Surgeon Orange

DR. H. BAER, Local Surgeon Elsinore
DR. JAMES LONG, Local Surgeon Hemet
DR. F. K. STRASSER, Consulting Surgeon Hemet
DR. J. ASTON JETTON, Local Surgeon Fallbrook
DR. J. V. LARZALERE, Local Surgeon Escondido
DR. PAUL H. ESSLINGER, Local Surgeon Capistrano
DR. H. D. HOSKINS, Local Surgeon Oceanside
DR. S. H. SAVAGE, Local Surgeon Del Mar
DR. O. S. HARBAUGH, District Surgeon San Diego
DR. J. E. REEVES, Local Surgeon San Diego
DR. ROBERT L. WORTHINGTON, Assistant Local Surgeon San Diego
DR. THOMAS O. BURGER, Consulting Surgeon San Diego
DR. C. S. MARSDEN, Eye, Ear, Nose and Throat Specialist San Diego
DR. F. P. LENAHAN, Consulting Oculist San Diego
DR. C. RAY LOUNSBERRY, Dermatologist San Diego
DR. CARL S. OWEN, Local Surgeon National City
DR. W. D. ROLPH, Assistant Local Surgeon National City

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

GENERAL WATCH INSPECTOR

R. D. MONTGOMERY Topeka, Kansas
J. H. MACE, Asst. Gen. Watch Inspector (Roadway and Station Service) Kansas City, Mo.

LOCAL WATCH INSPECTORS

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

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

| LOCATION | Miles from Barstow | Car Capacity | Switch Connection | Flag Stops for Trains |
|-----------------------------------|--------------------|--------------|-------------------|-----------------------|
| FIRST DISTRICT | | | | |
| Frost | 38.4 | 8 | Eastward track | Freight only |
| Pine Lodge | 60.6 | 45 | East and West | Freight only |
| SECOND DISTRICT | | | | |
| Miles from Barstow | | | | |
| Rialto Foothill Spur | 35.4 | Lgh. 1.8 m. | West | Freight only |
| Grape Spur | 39.8 | 5 | East | Freight only |
| Muscat | 90.0 | Lgh. 1.1m. | West | Freight only |
| Rochester | 94.6 | 12 | East | 1-42 |
| Cucamonga Foothill Spur | 95.4 | Lgh. 5.0 m. | West | Freight only |
| Upland Foothill Spur | 99.2 | Lgh. 3.7 m. | East and West | Freight only |
| Forbes | 111.2 | 67 | East | Freight only |
| Duarte | 120.6 | 16 | East | 1-42 |
| THIRD DISTRICT | | | | |
| Miles from SanBernard'o | | | | |
| Prenda Spur (Prenda) | 14.9 | Lgh. 2.0 m. | East and West | Freight only |
| Hamner | 21.8 | 11 | East and West | 53-54 |
| Greda | 29.8 | 33 | East and West | Freight only |
| Scully | 31.7 | 5 | East | 53-54 |
| Horse Shoe Bend | 36.1 | 0 | None | 53-54 |
| Olinda Spur | 42.0 | Lgh. 4.0 m. | East and West | Freight only |
| { Daum | 44.3 | 14 | East and West | Freight only |
| { Olinda | 46.2 | 58 | West | Freight only |
| Santa Yeabel | 45.2 | 9 | East | Freight only |
| Bastanchury Spur (Sunny Hills) | 50.0 | Lgh. 2.72 m. | West | Freight only |
| Stephens | 56.8 | Lgh. .67 m. | West | Freight only |
| La Habra Vly Spr. } East Whittier | 57.8 | Lgh. 3.44 m. | West | Freight only |
| { | 60.2 | 22 | West | Freight only |
| Simons | 63.2 | 30 | East and West | Freight only |
| FOURTH DISTRICT | | | | |
| Miles from Barstow | | | | |
| Aliac | 177.1 | 9 | West | Freight only |
| Venta Spur | 178.3 | Lgh. 5.8 m. | East | Freight only |
| { Browning | 180.4 | 34 | West | Freight only |
| { Tustin | 181.3 | 25 | East | Freight only |
| { Myford | 181.0 | 9 | East | Freight only |
| { Frances | 182.7 | 34 | East and West | Freight only |
| { Kathryn | 183.5 | 25 | East | Freight only |
| Como | 179.7 | 55 | East and West | Freight only |
| Don | 215.7 | 12 | East and West | 72-73 |
| Farr | 231.2 | 8 | East and West | Freight only |
| Leucadia | 235.9 | 0 | None | Mail |
| Reba | 247.1 | 30 | East | Freight only |
| Pacific Beach | 259.7 | 15 | East and West | Freight only |
| Cudahy | 262.8 | 36 | East and West | Freight only |
| Old Town | 263.5 | 5 | West | Freight only |
| FALLBROOK DISTRICT | | | | |
| Miles from FallbrookJct. | | | | |
| Ranch House Stock | 8.4 | 8 | East and West | 63-64 |
| REDLANDS DISTRICT | | | | |
| Miles from SanBernard'o | | | | |
| Nevada Street | 7.0 | 10 | East | Freight only |
| Eastberne | 10.2 | 5 | West | Freight only |
| Craf | 11.6 | 9 | East | Freight only |
| Browns | 13.9 | 10 | East and West | Freight only |
| Molino | 18.1 | 13 | West | Freight only |
| West Highlands | 20.6 | 12 | East and West | Freight only |
| HARBOR DISTRICT | | | | |
| Miles from Redondo Jct. | | | | |
| Lawn | 8.8 | 2 | East | Freight only |
| Dudmore | 19.1 | 17 | East | Freight only |
| Torrance Oil Spur | 19.5 | Lgh. 2.0m. | West | Freight only |
| SAN JACINTO DISTRICT | | | | |
| Miles from Highgrove | | | | |
| Anderson | 15.6 | 19 | East and West | 505-506 |
| Lakeview Spur | 17.2 | Lgh. 8.0 m. | East and West | Freight only |
| { Lloyd | 19.6 | 15 | East | Freight only |
| { Lakeview | 25.2 | Wye | East | Freight only |
| Ellis | 19.1 | 6 | East | 505-506 |
| ELSINORE DISTRICT | | | | |
| Miles from Porphyry | | | | |
| Weisel | 6.2 | 43 | East | 508-509 |
| Jameson | 9.4 | 4 | East | 508-509 |
| Durant | 18.1 | 27 | East | 508-509 |
| ESCONDIDO DISTRICT | | | | |
| Miles from Escondido Jct. | | | | |
| Talica | 3.7 | 7 | 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 track and connecting crossovers | Interlocker. Color light type; semi-automatic; approach locking. Ten miles per hour. Indications superior to right, class or direction for movements within Home signal limits. Microphone, identified by sign board, is located on post adjacent to Eastward track approximately three miles West of Barstow Tower at mile post 3 plus 2000 feet. All Eastward trains must sound route signal for route desired as they approach microphone. | Against current of traffic — 0 Engine lead 00—0 Switching tail 0000 Tracks 1 to 10 incl. 0—00 Tracks 11 to 19 incl. —00 |
| San Bernardino, Fifth St. | Main Tracks, Crossover and yard lead. | Interlocker. Rule 782 is modified as follows: At 5th Street, San Bernardino when route is lined and signals will not clear trains may proceed without personal explanation when signalled by the towerman with yellow flag or lamp. | |

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 | Orange St. | Fifteen miles per hour. | |
| Patton Arrowhead | P. E. Crossing P. E. Crossing | Fifteen miles per hour. Fifteen miles per hour. | |

SECOND DISTRICT

| | | | |
|---|---|--|---|
| San Bernardino West Yard Tower | Second and third district main tracks, at west end of bridge A 83. End of double track and freight yard, at east end of bridge A 83. Junction of third district eastward main track with second district westward main track at Mt. Vernon viaduct. | Interlocker. Approach locking. Superior route second district main track. Inferior route Westward to Third district. The indication given by interlocking signals will be superior to right, class or direction for movements which may be made within limits of such signals. Trains leaving yard will give signal for track upon which they are standing and follow with signal for route desired. Rule 782 is hereby modified and it is permissible for enginemen to proceed without personal explanation when signalled by towerman with yellow flag or lamp. | Second district — Third district — 0 Yard to pre-cooler — 00 Pre-cooler to second district — 0000 House lead to main line — Switch lead 0 — Yard lead 0000 Engine lead — 0 Second district to pre-cooler — 000 Pre-cooler to yard — 00 Westward main track against current of traffic — 0000 Eastward main track against current of traffic — Get phone authy. from Towerman. |
| Rialto Rialto Spur Cucamonga Spur Upland Spur Claremont | P. E. Crossing P. E. Crossing P. E. Crossing P. E. Crossing P. E. Crossing P. E. Crossing. West end passing track and west end of house track. | 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. | |
| Arcadia Arcadia Lamanda Park | S. P. Crossing P. E. Crossing P. E. Crossing and west end of passing track. | Interlocker. Approach locking. Interlocker. Approach locking. Interlocker. Approach locking. | |
| Lake Ave. Pasadena, Colorado Street Bellevue Drive Raymond Spur | P. E. Crossing P. E. Crossing P. E. Crossing S. P. Crossing | Fifteen miles per hour. Eight miles per hour. Fifteen miles per hour. Gates, Normal position across Santa Fe tracks. | |
| Highland Park 0.5 East | Union Pacific Crossing | Eight Miles per hour. Gate, Normal position across Union Pacific track. | |
| Water Street 0.7 East | Union Pacific Crossing | Eight miles per hour. Gate, Normal position across Union Pacific track. | |
| Los Angeles—Main Street Mission Tower | L. A. Ry Crossing S. P. Crossing and end of double track. | Interlocker. Approach locking. Indications Superior to right, Class or direction, for movements within Home Signal limits. 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. | Old main track. Either direction — 0 Cudahy lead — 0— Against current of traffic — 0000 |
| Aliso Street | P. E. Crossing | Fifteen miles per hour. | |

SAN JACINTO DISTRICT

| | | | |
|--------------------|----------------|---|--|
| Highgrove 1.5 West | S. P. Crossing | Automatic Interlocker approach lighting. No distant signals. Speed limit 20 miles per hour. When stopped by Home Signal flagman must go to crossing and if no train within limits on S. P. track will open box marked "Santa Fe release" and press button therein. After two minutes signal for waiting train should indicate "proceed at restricted speed." If signal fails to so indicate, crossing may then be used only under flag protection in both directions on S. P. tracks. | |
|--------------------|----------------|---|--|

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

Railroad Crossings at Grade and Interlockers

THIRD DISTRICT

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|---|---|---|--|
| San Bernardino, Rialto Ave. Rana Colton Tower | P. E. Crossing All switches S. P. and U. P. Crossings. End of double track and house track | Interlocker. See Special Rule 12. 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 — 0000 To or from U. P. — 0 From Santa Fe westward main to U. P. eastward main — 0 From U. P. westward main to Santa Fe eastward main — 0 From U. P. westward main to Santa Fe westward main — 0000 |
| Highgrove Riverside Junction | End of double track. S. P. Crossing and U. P. Junction. | Interlocker. Approach locking. Interlocker. Approach locking. Indications superior to right, class or direction for movements within Home Signal limits. | |
| May Olinda Spur | P. E. Crossing P. E. Crossing | Interlocker. Approach locking. Fifteen miles per hour. Stop unless crossing seen to be clear. | |
| Fullerton | Junction Third and Fourth districts, East end siding. | Interlocker. Approach locking. Indications superior to right, class or direction within Home Signal limits, Third District, superior route. | Fourth district — |
| Fullerton—Basta Bastanchury Spur Bastanchury Spur Los Nietos Los Nietos | Union Pacific Crossing. P. E. Crossing Union Pacific Crossing P. E. Crossing and west end siding S. P. Crossing and east end siding | Interlocker. Approach locking. Interlocker. Approach locking. Interlocker. Approach locking. Interlocker. Approach locking. Indications Superior to right, class or direction, for movements within Home Signal limits. Rule 782 is modified and it is permissible for enginemen to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway. | Eastbound yard lead — 0 Westbound yard lead — 0 To ice house 0 — 00 Against current of traffic — 0000 |
| Hobart | Union Pacific Crossing | Interlocker. Approach locking. Indications Superior to right, class or direction, for movements within Home Signal limits. Rule 782 is modified and it is permissible for enginemen to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway. | Butte St. Transfer 00—0 To Harbor Dist. — 0 To 9th St. Yard — 0 Levee Track 0—00 Against current of traffic — 0000 |
| Redondo Junction | Union Pacific Crossing Harbor district and Third district double track. | Interlocker. Approach locking. Indications Superior to right, class or direction, for movements within Home Signal limits. Rule 782 is modified and it is permissible for enginemen to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway. | |

FOURTH DISTRICT

| | | | |
|---|---|--|--|
| Anaheim 2.0 East Anaheim Sugar Fcty. Spur Santa Ana Wye | S. P. Crossing Union Pacific Crossing S. P. Crossings | Interlocker. Stop—Rule 98, A, B, C and D. Stop—Rule 98, A, B, C and D. | |
| San Diego, Kettner Blvd. 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. | |

OLIVE DISTRICT

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

ELSINORE DISTRICT

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

HARBOR DISTRICT

| | | | |
|---|---|--|--|
| Redondo Junction 1.0 Mi. East Nadeau | Union Pacific Crossing L. A. Ry Cross'g, Pac. Blv. S. P. Crossing | See Redondo Junction—Third District. Fifteen miles per hour. Automatic Interlocker approach lighting. No distant signals. Speed limit 10 miles per hour. When stopped by Home Signal flagman must go to crossing and if no train within limits on S. P. track will open box marked "Santa Fe release" and press button therein.—After two minutes signal for waiting train should indicate "proceed at restricted speed." If signal fails to so indicate, crossing may then be used only under flag protection in both directions on S. P. tracks. | |
| Wingfoot 0.3 Mi. East 0.5 Mi. East 1.0 Mi. East 1.2 Mi. West 0.7 Mi. West 0.4 Mi. West 0.5 Mi. East El Segundo 0.2 Mi. West | P. E. Crossing L. A. Ry Cross'g, Avalon Bl. L. A. Ry Cross'g, Main St. L. A. Ry Cross'g, Broadway L. A. Ry Cross'g, Hoover Ave. L. A. Ry Cross'g, Vermont L. A. Ry Crossing P. E. Crossing | Interlocker. Fifteen miles per hour. Fifteen miles per hour. Fifteen miles per hour. Fifteen miles per hour. Fifteen miles per hour. Fifteen miles per hour. Interlocker. | |
| West Thenard Tower 1.2 Mi. East | U. P. and P. E. Crossings S. P. and P. E. Crossings U. P. Crossing and industry spurs. | Interlocker. Los Angeles Municipal Terminal R. R. Santa Fe trains have preference unless flagged Stop not required. | |

REDONDO DISTRICT

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

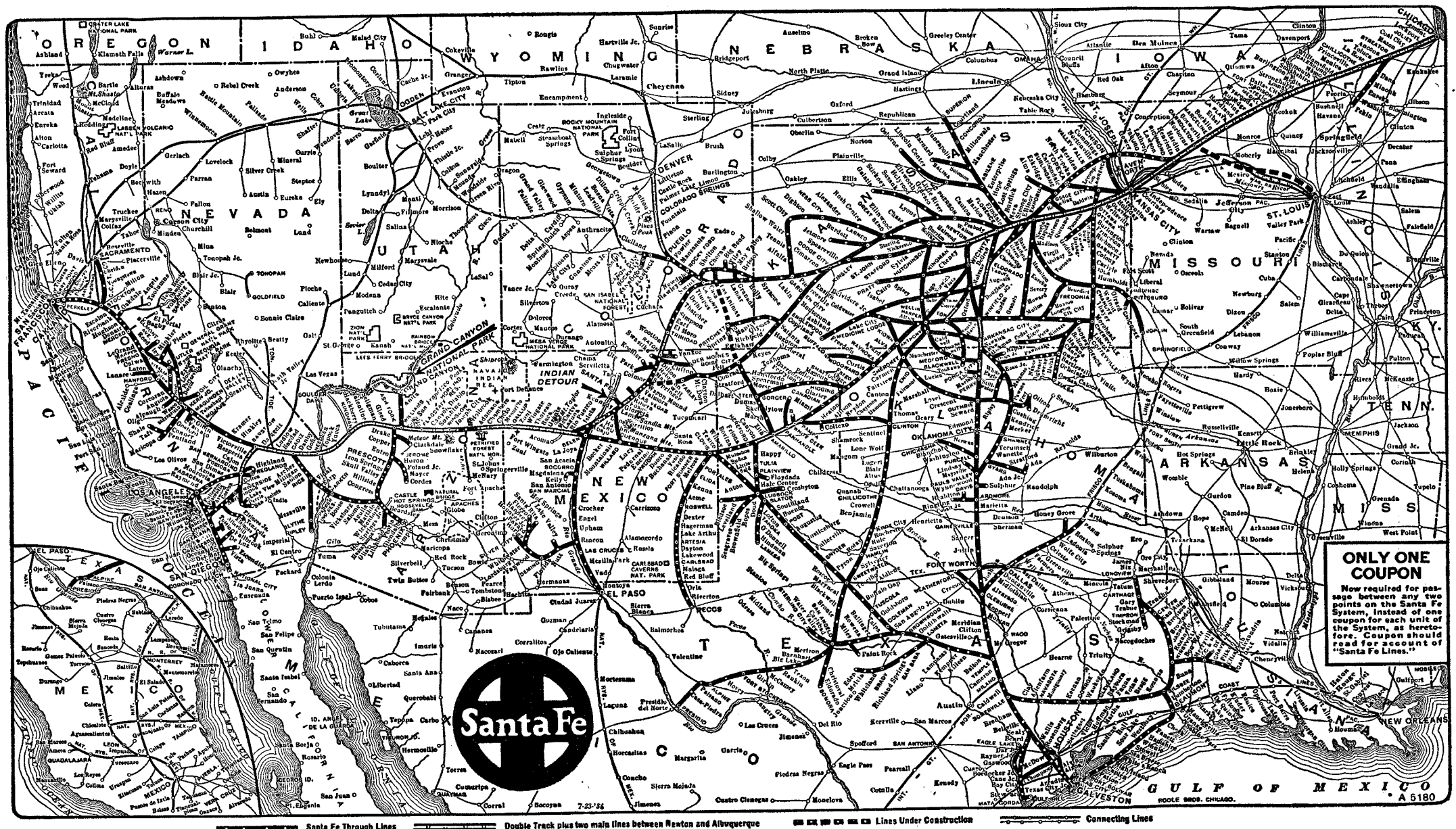
LENGTH OF STEMS OF WYES.

| Location | Feet |
|---|---------------------------|
| Victorville | 118 |
| Summit | 304 |
| Devore | 305 |
| San Bernardino 3rd Dist. Main Track | |
| San Bernardino Pre-cooler Spur | |
| Upland Foothill Spur | |
| Azusa | 640 |
| Casa Blanca | Prenda Spur |
| Porphyry | Elsinore Dist. Main Track |
| Atwood | Olinda Spur |
| Redondo Junction | Main Track |
| Orange | Main Track |
| Santa Ana, S. P. Main Track | 400 |
| Escondido Jct. Escondido Dist. Main Track | |
| Del Mar | 707 |
| Linda Vista | 4517 |
| San Diego, Harasthy Street | 600 |
| National City | 481 |
| March Field | March Field Spur |
| Lakeview Junction | Lakeview Spur |
| Lakeview | 849 |
| Perris | 6384 |
| San Jacinto | 640 |
| Elsinore | 181 |
| El Segundo | Main Track |
| Watson, Former Main Track | 3800 |
| Fallbrook | 514 |
| Escondido | 340 |

SANTA FE SAFETY FIRST

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

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



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



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