

The Atchison, Topeka & Santa Fe Railway Co.



COAST LINES.



LOS ANGELES DIVISION.

EMPLOYEES' TIME TABLE No. 53

IN EFFECT

FRIDAY, FEBRUARY 1, 1918,

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 52, Dated January 6, 1918, and any Supplements thereto.

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

A. G. WELLS,
GENERAL MANAGER,
Los Angeles, Cal.

J. R. HITCHCOCK,
SUPERINTENDENT,
San Bernardino, Cal.

J. B. GALIVAN,
TRAINMASTER,
San Bernardino, Cal.

A. G. WILD,
TRAINMASTER,
Los Angeles, Cal.

I. L. HIBBARD,
ASSISTANT GENERAL MANAGER,
Los Angeles, Cal.

SPECIAL RULES

ALL DISTRICTS.

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

2. Except as otherwise provided, all eastward or northward trains are superior to westward or southward trains of the same class.

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

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

5. No freight train will run more than forty miles without stop being made for inspection of train.

On freight trains of twenty cars or more on level track or descending grade and of thirty cars or more on ascending grades the engines must be detached before spotting to take water or fuel.

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

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

8. Rule 93: Yard limit boards are located as follows: Barstow, Victorville, San Bernardino, Pasadena, Los Angeles, Fullerton, Orange, Santa Ana, Oceanside, Linda Vista—Guerra, Camp Kearny, San Diego (extending eastward to end of track east of National City) Redondo, Perris, San Jacinto, Colton, Highgrove, Riverside, Corona and Richfield.

First-class trains, when ten minutes or more late, are required to move within yard limits at each Barstow, San Bernardino, Los Angeles, Fullerton, Camp Kearny, San Diego (extending eastward to end of track east of National City,) and Redondo, under control, and responsibility for accident will rest with the first-class train.

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

The following yard limits are applicable to second-class and extra trains only: Victorville, Pasadena, Orange, Santa Ana, Oceanside, Linda Vista—Guerra, Colton, Highgrove, Riverside, Corona, Richfield, Perris and San Jacinto.

At San Bernardino, yard limits extend eastward, on First District to Highland Junction; westward on Second District to a point near eastward distant signal for yard Interlocker; westward on Third District passenger main track to point west of Sierra Power Spur; westward on Third District freight main track to Colton; westward on Redlands District to a point immediately east of Mill Street.

At San Bernardino, no train or engine may exceed a speed of eight miles per hour between Mount Vernon Avenue Viaduct and the Signal bridge, Fifth Street, or between the passenger station and Third Street, on the Redlands District.

At Los Angeles, between west end of double track, Third District and Signal 1404, Second District, all trains and engines must move under control, not exceeding eight miles per hour, looking out for switching movements.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: Extras may pass and run ahead of second and third-class trains without special instructions.

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

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

Trains holding any of the orders described under examples 1, 2 and 4 of Form "E," must be governed by the requirements of Rule 92-A except as to the first station named in such orders.

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

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

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

At Hicks eastward trains will register by Form 903; westward trains will not register, but must check register for opposing superior trains unless their arrival was indicated by the register at Barstow.

At Colton, first class trains, and Eastward second class and extra trains may register by Form 903 and not check register.

At Highgrove, trains to and from the Temecula district only are required to register, Third district trains need not register but must check register against superior trains which originate or terminate at Highgrove.

At Riverside, L. A. & S. L. trains to or from the Santa Fe via Riverside Jct. will register in Santa Fe register kept in the L. A. & S. L. office.

At Richfield, first-class trains may register by Form 903 and not check register.

At Fallbrook Junction, trains to and from Fallbrook District only are required to register.

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

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

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

17. Rule 1 (B): Standard clocks are located as follows: Barstow, San Bernardino, Los Angeles, Redondo Jct. (round house), Santa Ana, Oceanside, San Diego, National City (round house), Colton and in the L. A. & S. L. office at Riverside.

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

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

Speed of trains at turnouts entering sidings or junctions, must not exceed fifteen (15) miles per hour.

Trains in which are being towed dead engines the side rods of which are down or disconnected must consume at least four minutes for each mile run and where a dead engine has rods connected in place the speed may be increased but not in excess of two and one-half minutes for each mile run.

All trains will reduce speed to fifteen (15) miles per hour over grade crossings with electric or steam lines at which interlocking plants are not maintained, and will approach crossings with Pac. Elec. Co. at Los Nietos, and Arcadia under control.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Within Los Angeles city limits, speed of all trains and engines is restricted to eight (8) miles per hour over any interstate, interurban or street railway crossing not interlocked and over any street or highway between Seventh Street and Water Street. Brakeman must ride on extreme forward end of all trains unless engine is on forward end and headed in direction train is moving. When engine is backing up on head end of train brakeman will ride on rear of tender. On freight lead all trains and engines must stop at least ten (10) feet before entering on Aliso Street and await proceed signal from flagman sent ahead to opposite side of Pacific Electric crossing. Flagman will not give proceed signal if an eastward Pacific Electric train shall have started to cross passenger main track.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
649-728.....	1	43	2	00	2	00
769-788.....	1	43	2	00	2	00
789-824.....	1	43	2	00	2	00
825-864.....	2	30	2	30	2	30
900-987.....	2	30	2	30	2	30
900-987 (Recounterbalanced).....	2	00	2	00	2	00
988-989.....	1	43	2	00	2	00
990-999.....	2	00	2	00	2	00
1600-1673.....	2	30	2	30	2	30
1600-1673 (Recounterbalanced).....	2	00	2	00	2	00
1674-1693.....	1	43	2	00	2	00
1798-1799.....	2	30	2	30	2	30
1950-1989.....	1	43	2	00	2	00
3000-3009.....	2	30	2	30	2	30
3010-3020.....	1	43	2	00	2	00
3200-3203.....	2	30	2	30	2	30
3600 L. A. & S. L.....	1	43	2	00	2	00
3700 L. A. & S. L.....	1	12	2	00	1	30
All other Classes.....			2	0	1	30
Any class bet. Summit & Highland Jct.....					2	00

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

21. Trainmen, enginemen or other employes having occasion to place fuses on double track should place them on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fuses so placed.

WESTWARD											Capacity of sidings	Fuel, Water Turn Tables and Wyes	Distance from Barstow	Ruling Grade Ascending	TIME TABLE		Grade Descending
First Class															NO. 53		
105	21	207	103	3	7	219	17	1	201	9	Yard	FW TY	Miles	February 1, 1918		STATIONS.	
PASSENGER	The Missionary	PASSENGER	PASSENGER	California Limited	Fargo Fast	PASSENGER	The Phoenix	The Scout	PASSENGER	The Navajo				NO. 53			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles		February 1, 1918		STATIONS.		
	PM 2.55	AM 11.20		AM 9.00	AM 8.35	AM 8.25	AM 4.20	AM 2.30	AM 2.05	AM 1.10						BARSTOW	
	3.05	11.30		9.11	f 8.47	8.36	4.30	f 2.43	f 2.20	1.22	80		6.5	37.0		6.5	
	f 3.13	11.39		9.20	f 8.59	8.47	4.38	f 2.55	f 2.32	1.32	82	W	12.1	37.0		TODD 5.6	
	f 3.21	11.47		9.29	f 9.09	8.57	4.45	f 3.05	f 2.42	1.43	70		17.2	37.0		HICKS 5.1	
	f 3.28	11.54		9.37	f 9.19	f 9.07	4.52	f 3.15	f 2.52	1.55 ¹⁰	70	W	21.6	37.0		WILD 4.4	
	3.35	PM 12.01		9.45	f 9.29	9.16	4.59	f 3.25	f 3.02	2.10	70		26.4	37.0		HELEN 4.8	
	s 3.43	12.09		9.55	s 9.39	f 9.25	f 5.07	f 3.37	f 3.14	2.22	61		31.8	37.0		BRYMAN 5.4	
	f 3.48	12.14		10.00	f 9.44	9.31	5.12	f 3.43	f 3.20	2.30	30		35.3	38.3		ORO GRANDE 3.5	
	s 3.54	12.20		10.05	s 9.52	s 9.40	s 5.17	s 3.52	s 3.30	s 2.40	70	FW Y	37.1	38.3		LEON 1.8	
	4.04	12.30 ⁸		10.18	f 10.02	9.51	5.24	4.02	f 3.40	2.50	70		41.5	84.5		VICTORVILLE 4.4	
	f 4.12	12.42 ²		10.30	f 10.15	f 10.02	5.30	f 4.12	f 3.50	3.00	61	W	45.1	84.5		THORN 3.6	
	4.25 ⁴	12.55 ²²⁰		10.40	f 10.30	10.14	5.38	4.24	f 4.02	3.15	66		50.3	84.5		HESPERIA 5.2	
	4.33	1.05		10.49	10.40	10.25	5.44	4.36	f 4.15	3.24	80		53.5	84.5		LUGO 3.2	
	s 4.42	1.15		11.05	s 10.50	s 10.40	s 5.52	s 4.50	s 4.30	s 3.35	70	Y	56.2	84.5		KEIR 2.7	
	4.48	1.21		11.12	f 10.57	10.47	5.58	f 4.56	f 4.37	3.41	26		58.9	0		SUMMIT 2.7	
	4.50	1.23		11.15	11.00	10.50	6.00	f 4.59	f 4.39	3.43	70		60.1	0		DELL 1.2	
	f 4.56	1.30		11.23	f 11.08	f 10.58	6.07	f 5.08	f 4.45	3.49	70	W	62.8	0		GISH 2.7	
	f 5.04	1.37		11.31	f 11.18	11.08	6.14	f 5.16	f 4.54	3.57			66.6	0		CAJON 3.8	
	f 5.11	1.45		11.41	f 11.30	11.19	6.22	f 5.25	f 5.03	4.05	70	Y	71.3	0		KEENBROOK 4.7	
	5.15	1.49		11.46	f 11.36	11.25	6.26	f 5.31	f 5.08	4.09			73.8	0		DEVORE 2.5	
	5.19	1.53		11.52	11.42	11.30	6.30	5.37	5.13	4.13			75.3	0		VERDEMONT 2.5	
	PM 7.24	5.25	2.00	PM 12.04	11.59	11.50	11.38	6.35	5.44	5.19			79.8	0		ONO 3.5	
	7.30 PM	5.30 PM	2.05 PM	12.10 PM	PM 12.05 PM	11.55 AM	11.45 AM	6.40 AM	5.50 AM	5.25 AM	Yard	FW TY	81.4	0		HIGHLAND JUNC. 1.6	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						SAN BERNARDINO	
(16.0)	(21.5)	(29.4)	(16.0)	(26.4)	(24.4)	(24.4)	(34.9)	(24.4)	(24.4)	(25.7)	Average speed per hour						

LOS ANGELES DIVISION—FIRST DISTRICT

TIME TABLE NO. 53 February 1, 1918	Ruling Grade Ascending	Telegraph and Telephone Offices and Switch Phones	Fuel, Water Tubs, Tables and Wyes	Capacity of Stations	EASTWARD														
					First Class														
					102	104	8	2	220	106	4	208	108	18	22	202	10		
					PASSENGER	PASSENGER	Santa Fe Eight	The Navajo	PASSENGER	PASSENGER	California Limited	PASSENGER	PASSENGER	The Phoenix	The Missionary	PASSENGER	The Scout		
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
BARSTOW 6.5	20.6	P	FW TY	Yard			PM 1.40	PM 1.50	PM 2.15		PM 5.40	PM 6.10		PM 7.05	PM 11.20	AM 1.25	AM 2.30		
TODD 5.6	18.0	B		80			f 1.31	1.40	2.06		5.31	6.01		6.54	11.11	f 1.14	2.20		
HICKS 5.1	10.0	P		82			f 1.23	1.33	1.59		5.24	5.54		6.45	11.04	f 1.05	f 2.12		
WILD 4.4	9.5	P		70			f 1.16	1.26	1.51		5.17	5.48		6.37	10.57	f 12.57	f 2.03		
HELEN 4.8	0	P	W	70			f 1.08	1.20	1.44		5.11	5.42		f 6.30	10.51	f 12.50	f 1.55 ⁹		
BRYMAN 5.4	0	P		71			f 1.00	1.13	1.36		5.04	5.35		6.22	10.44	f 12.43	f 1.45		
ORO GRANDE 3.5	10.0	P		61			s 12.51	1.04	f 1.28		4.56	5.28		s 6.14	10.37	f 12.35	f 1.36		
LEON 1.8	0	B		30			f 12.45	12.58	1.23		4.51	5.23		6.08	10.32	f 12.29	f 1.29		
VICTORVILLE 4.4	0	P	FWY	70			s 12.41	12.55	f 1.20		4.48	5.20		s 6.05	f 10.29	s 12.25	s 1.25		
THORN 3.6	0	P		70			12.30 ²⁰⁷	12.48	1.11		4.40	5.13		5.55	10.22	f 12.15	f 1.10		
HESPERIA 5.2	0	P	W	61			s 12.20	12.42 ²⁰⁷	f 1.05		4.34	5.08		f 5.49	10.16	f 12.10	f 1.02		
LUGO 3.2	0	P		66			f 12.12	12.32	12.55 ²⁰⁷		4.25 ²¹	5.00		5.39	10.09	f 12.01 AM	f 12.52		
KEIR 2.7	0	P		80			12.05 PM	12.26	12.45		4.19	4.54		5.34	10.04	11.55	f 12.46		
SUMMIT 4.0	116.2	P	Y	70			s 11.59	s 12.22	s 12.40		4.15	4.50		s 5.30	s 10.00	s 11.50	s 12.40		
ALRAY 4.4	116.2	B		70			f 11.36	12.03 PM	12.20		4.01	4.29		5.12	9.46	f 11.30	12.20		
CAJON 3.8	116.2	P	W	70			f 11.20	11.51	12.05 PM		3.48	4.17		f 5.00	9.34	f 11.17	f 12.05 AM		
KEENBROOK 4.7	116.2	DP	W	70			f 11.05	11.43	11.56		3.40	4.09		f 4.52	9.25	f 11.05	f 11.50		
DEVORE 2.5	116.2	DP	WY	70			f 10.53	11.33	11.45		3.30	3.59		f 4.42	9.15	f 10.55	f 11.38		
VERDEMONT 2.5	116.2	B	W				f 10.45	11.27	11.38		3.25	3.53		4.35	9.10	f 10.49	11.30		
ONO 3.5	116.2			70			10.38	11.21	11.32		3.20	3.47		4.28	9.04	10.43	11.23		
HIGHLAND JUNC. 1.6	52.8						AM 7.04	AM 9.54	10.30	11.14	11.24	PM 1.55	3.14	3.40	PM 4.15	4.20	8.57	10.35	11.15
SAN BERNARDINO		P	FW TY				7.00 AM	9.50 AM	10.25 AM	11.10 AM	11.20 AM	1.50 PM	3.10 PM	3.35 PM	4.10 PM	4.15 PM	8.53 PM	10.30 PM	11.10 PM
(83.2)							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					(24.0)	(24.0)	(26.3)	(31.3)	(28.5)	(19.2)	(33.3)	(32.2)	(19.2)	(28.6)	(34.0)	(28.6)	(25.0)		

6 LOS ANGELES DIVISION—SECOND DISTRICT

WESTWARD						EASTWARD												
Second Class	First Class					Capacity of Bldgs.	Fuel, Water, Turn Tables and Wyes	Distance from Barstow	Railing Grade Ascending	TIME TABLE NO. 53 February 1, 1918	Railing Grade Ascending	Telegraph and Telephone Offices and Booth Phones	First Class					
35	45	3	41	17	9								42	2	4	18	22	10
FREIGHT	PASSENGER	California Limited	PASSENGER	The Phoenix	The Navajo			Miles	STATIONS			PASSENGER	The Navajo	California Limited	The Phoenix	The Missionary	The Scout	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
PM 10.00	PM 5.45	PM 12.15	AM 8.00	AM 6.45	AM 4.35	YARD	FW TY		SAN BERNARDINO		P	AM 10.40	AM 11.00	PM 3.05	PM 4.00	PM 8.45	PM 10.50	
	f 5.53	12.23	s 8.09	6.53	f 4.45	59		81.1	3.8	63.4	0	DP	\$10.32	10.52	2.58	3.51	8.38	f10.40
10.10	f 5.59	12.30	f 8.16	6.58	f 4.55	50		84.9	4.1	32.4	15.5	DP	f10.25	10.46	2.52	3.45	8.33	f10.32
10.18	f 6.04	12.36	f 8.22	7.02	5.02	26		89.0	3.5	0	38.7	DP	f10.19	10.41	2.47	3.40	8.29	f10.25 ³⁵
10.25 ¹⁰	f 6.06	12.38	f 8.24	7.04	f 5.05	28		92.5	1.2	0	26.8	DP	f10.17	10.39	2.45	3.37	8.27	f10.22
10.30	f 6.08	12.40	f 8.26	7.06	5.08	9		93.7	1.3	14.3	21.9		f10.15	10.37	2.44	3.35	8.26	f10.19
10.33	f 6.15	12.45	f 8.30	7.09	f 5.12	88	W	95.0	2.6	0	18.0	DP	\$10.10	10.34	2.41	3.31	8.23	f10.13
10.40	s 6.21	12.51	s 8.38	f 7.13	s 5.20	54		97.6	3.3	59.0	0	P	\$10.05	\$10.28	2.36	s 3.26	s 8.18	*10.05
10.50	s 6.27	12.59	s 8.45	7.19	f 5.28	74		100.9	4.0	30.8	42.0	DP	s 9.55	10.18	2.30	f 3.17	8.11	f 9.55
11.00	f 6.30	1.03	f 8.48	7.22	f 5.31	58		104.9	1.8	0	59.1	DP	s 9.51	10.15	2.28	3.13	8.08	f 9.52
11.04	f 6.32	1.05	f 8.51	7.24	f 5.34	49		106.7	1.2	0	43.8	DP	s 9.48	10.13	2.26	3.11	8.06	f 9.50
11.07	f 6.35	1.09	s 8.55	7.27	f 5.40	49		107.9	2.3	0	63.4	DP	s 9.43	10.09	2.22	3.07	8.03	f 9.45
11.13	f 6.43	1.16	s 9.02	7.32	f 5.50	70	W	110.2	4.2	0	63.4	DP	s 9.33	10.02	2.14	2.59	7.56	f 9.37
11.23	f 6.49	1.21	s 9.07	7.36	f 5.56	41	Y	114.4	2.5	0	63.4	DP	s 9.26	9.56	2.09	f 2.54	7.50	s 9.30
11.28	6.52	1.24	f 9.10	7.38	5.59	35		116.9	1.7	0	52.8	DP	f 9.23	9.53	2.05	2.51	7.48	9.26
11.32	6.55	1.26	9.12	7.40	6.03	63		118.6	1.6	0	80.3		9.21	9.51	2.02	2.49	7.46	9.23
11.35	f 6.57	1.27	f 9.13	7.41	f 6.04	12		120.2	0.8	0	60.7	DP	f 9.20	9.50	2.01	2.48	7.45	f 9.22
11.36	f 7.01	1.30	f 9.18 ⁴²	7.43	f 6.07	36		121.0	1.4	17.6	32.9	DP	s 9.18 ⁴¹	9.48	1.59	f 2.46	7.43	f 9.20
11.40	f 7.04	1.34	f 9.22	7.45	6.11	41		122.4	1.7	52.0	15.8	DP	f 9.14	9.46	1.56	2.43	7.41	9.17
11.44	f 7.08	1.40	f 9.25	7.48	6.16	22		124.1	1.7	73.9	0	DP	f 9.11	9.43	1.53	2.41	7.39	f 9.14
11.50	f 7.12	1.50 ⁴	f 9.30	7.53	6.22	30	W	125.8	2.2	63.4	0	DP	f 9.06	9.40	1.50 ⁸	2.38	7.36	f 9.10
11.59	AM 12.02	7.14	1.55	9.38 ²	7.55	17		128.0	1.1	73.9	0		9.03	9.38 ⁴¹	1.47	2.36	7.34	9.07
12.05	f 7.16	1.57	f 9.42	7.57	6.26	10		129.1	1.1	73.9	0		f 9.00	9.35	1.44	2.34	7.32	f 9.05
12.15	s 7.20 ²² 7.28	s 2.05	s 9.50	s 8.05	s 6.35	37		130.2	1.4	67.6	0	P	s 8.55	s 9.30	s 1.40	s 2.30	s 7.28 ⁴⁵	s 9.00
12.18	7.30	2.08	9.51	8.06	6.39	21		131.6	0.7	0	114.0		8.51	9.23	1.33	2.25	7.21	8.53
12.19	7.31	f 2.09	9.52	f 8.07	f 6.40	21		132.3	0.4	0	114.0		8.50	9.22	f 1.32	2.24	7.20	8.52
12.23	f 7.35	2.14	f 9.55	f 8.10	f 6.43	5		132.7	1.1	0	105.6	DP	f 8.48	9.19	1.29	2.21	7.18	f 8.49
12.25	7.36	2.20 ¹⁸	9.56	8.11	6.44	40		133.8	0.5	0	89.8		8.47	9.18	1.28	2.20 ³	7.17	8.48
12.31	f 7.41	2.24	f10.00	8.15	6.50	26		134.3	1.7	0	89.8		f 8.44	9.14	1.24	2.14	7.14	8.45
12.45	7.48	2.31	10.07	8.22	7.00	35		136.0	3.1	0	106.9	B	8.37	9.07	1.17	2.07	7.07	8.37
1.00 AM	7.55 PM	2.40 PM	10.15 AM	8.30 ⁴² AM	7.10 AM	YARD	FW T	141.1	2.0	0		P	8.30 ¹⁷ AM	9.00 AM	1.10 PM	2.00 PM	7.00 PM	8.30 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(60.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

(20.0) (28.8) (24.8) (28.6) (34.3) (23.2) Average speed per hour (27.7) (30.0) (31.3) (30.0) (34.3) (25.7)

LOS ANGELES DIVISION—SAN JACINTO AND TEMECULA DISTRICTS

WESTWARD		Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Highgrove	Ruling Grade Ascending	TIME TABLE NO. 53 February 1, 1918	Ruling Grade Ascending	Telephone and Signals	EASTWARD	
First Class									First Class	
507	505								506	508
PASSENGER	PASSENGER	No. Cars		Miles				PASSENGER	PASSENGER	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
	PM 4.53	34	W		116.2	HIGHGROVE S. P. CO. CROSSING 2.6	10.6	P	AM 8.28	
	4.59	16		2.6	116.2	LEMONA 4.5	0		8.23	
	f 5.09	24		7.1	32.3	BOX SPRINGS 3.4	52.8	f	8.13	
	f 5.17	31		10.5	7.5	ALESSANDRO 2.9	47.5	DP	f 8.06	
	f 5.23	16		13.4	9.6	VAL VERDE 3.9	27.5	DP	f 8.00	
	5.30		Y	17.3	0	LAKEVIEW JUNC. 0.9	36.4		7.52	
	PM 5.35	36	FWY	18.2	21.6	PERRIS 3.7	63.4	DP	7.50 AM 7.45	
s	5.43	24		21.9	49.3	ETHANAC 2.4	0	DP	s 7.37	
f	5.48	13		24.3	31.7	MENIFEE 4.0	42.2		f 7.31	
s	5.55	39		28.3	52.8	WINCHESTER 4.5	0	DP	s 7.23	
f	6.03	15		32.8	40.2	EGAN 2.6	0		f 7.15	
s	6.10	40		35.4	4.4	HEMET 2.2	63.4	DP	s 7.10	
	6.15 PM	17	WY	37.6		SAN JACINTO		DP	7.00 AM	
	PM 5.35	36	FWY	18.2	0	PERRIS 8.3	40.9	DP	AM 7.45	
	5.50	15		26.5	19.8	COOP 3.4	44.7		7.28	
	5.57	28	Y	29.9	39.6	ELSINORE JUNC. 2.0	86.5	B	7.20	
s	6.02	19		31.9	86.5	ELSINORE 2.0	39.6	DP	s 7.10	
	6.10	28	Y	33.9	35.2	ELSINORE JUNC. 4.4	62.9	B	7.03	
f	6.20	11		38.3	0	WILDOMAR 4.8	63.4		f 6.55	
s	6.30	22		43.1	0	MURRIETA 2.6	52.8	DP	s 6.45	
f	6.36	11		45.7	0	LINDA ROSA 3.1	26.4		f 6.38	
	6.45 PM	18	WT	48.8		TEMECULA		DP	6.30 AM	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					(48.8)			Leave Daily Ex. Sunday	

(26.2)

(27.8)

-----Average speed per hour-----

(26.0)

(26.0)

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

WESTWARD															Capacity of Siding	Fuel, Water, Turn Tables and Wyes	Distance from San Bernardino	Railing Grade Ascending	TIME TABLE NO. 53 February 1, 1918
First Class																			
21	141	75	505	73	207	53	7	71	219	51	1	77	201	79					
The Missionary	MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	Fargo Fast	PASSENGER	PASSENGER	PASSENGER	The Scout	PASSENGER	PASSENGER	PASSENGER					
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Miles		
PM 6.40			PM 4.15		PM 2.10	PM 2.00	PM 12.20		AM 11.55	AM 8.15	AM 6.00		AM 5.45			Yard	FW TY	0.0	
s 5.47			s 4.25		s 2.20	s 2.08	s 12.28		s 12.05	s 8.23	s 6.10		s 5.55			Yard		3.2	21.1
5.53			f 4.32		2.28	s 2.15	12.34		12.15	s 8.33 ⁵⁰⁸	f 6.16		f 6.05		34	W	6.6	10.6	21.1
5.57			4.38		2.35 PM	2.20	12.38		12.25 PM	8.38	6.21		6.13 AM				9.3	10.6	10.6
s 6.00 ⁵⁴			4.40 ⁵¹⁴ PM			s 2.25	s 12.45			s 8.42	s 6.25					Yard		9.9	21.1
6.09						f 2.30	12.50			f 8.47	f 6.29				24		12.5	21.1	21.1
6.12						f 2.33	12.52			s 8.50	f 6.32				52	Y	14.1	21.1	21.1
f 6.16						s 2.37	1.00 ⁶²			s 8.56	f 6.36				70		16.5	0	0
6.20						f 2.42	1.05			f 9.02	f 6.43				71		20.1	0	0
6.22						f 2.44	1.07			f 9.04	6.45				5		21.2	0	0
6.24							2.46			9.06	6.48				Yard	Y	22.7	0	0
s 6.30						s 2.52	s 1.13			s 9.12 ⁸	s 6.55				72	W	24.8	0	0
6.36						s 2.59	1.18			f 9.20	f 7.02				70		28.0	17.9	17.9
6.43						f 3.08	1.25			f 9.28	7.11				76		33.0	18.5	18.5
6.49							3.16			9.34	7.19				32		37.3	21.1	21.1
6.53						f 3.20	1.34			f 9.38	7.23				36		40.3	21.1	21.1
6.55						f 3.22	1.36			9.40 AM	f 7.25				74	YW	41.5	0	0
s 7.00						s 3.26	f 1.39			VIA ORANGE	s 7.30				74		43.8	10.6	10.6
s 7.10			PM 5.50		PM 4.05	s 3.35 ⁷⁶	s 1.45 ⁷⁴ 1.50	PM 12.10		AM 10.17	s 7.42	AM 7.32	AM 5.15	AM 5.15	81		46.9	0	0
7.17			5.58 ⁷⁰		4.13	f 3.47	1.57	f 12.17		10.25	7.52	f 7.41		f 5.23	59		51.8	10.2	10.2
7.19			6.01		4.15	f 3.51	2.00	f 12.19		f 10.28	8.00 ⁸	f 7.44		f 5.26	70	W	53.2	27.0	27.0
7.25			6.07		4.24 ⁶⁴	f 3.59	2.06	12.26		10.34	8.08	f 7.53 ⁸		f 5.34	70		57.4	37.0	37.0
7.27			6.09		4.27	f 4.03	2.08	f 12.28		f 10.36	8.10	f 7.56		f 5.37	29		58.7	23.1	23.1
7.30			6.12		4.30	f 4.08	2.11	f 12.31		f 10.40	8.13	f 8.00		f 5.41	70		60.7	26.4	26.4
7.35			6.16		4.35	f 4.14 ⁵⁴	2.15	12.35		10.44	8.16	f 8.04		f 5.45	70		63.2	37.0	37.0
7.41			6.21		4.41	f 4.21	2.21	12.41		10.50	8.21	f 8.11		f 5.51	70		67.3	37.0	37.0
7.43			PM 7.20		4.43	f 4.23	2.23	12.43		f 10.52 ⁵²	8.23	f 8.13		f 5.53		FW TY	68.7	52.8	52.8
7.50 PM	7.30 PM	6.30 PM		4.50 PM	4.30 PM	4.30 PM	2.30 PM	12.50 PM		11.00 AM	8.30 AM	8.20 AM		6.00 AM	Yard	W	70.7	24.8	24.8
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					

(32.6) (12.0) (35.7) (19.8) (31.7) (22.3) (28.3) (33.9) (35.7) (18.6) (30.6) (28.3) (29.8) (18.6) (31.7) -----Average speed per hour-----

(70.7)

STATIONS	
SAN BERNARDINO P. E. Crossing	
3.2	
COLTON L. A. & S. L. Crossing S. P. Co. Crossing	
3.4	
HIGHGROVE 2.7	
RIVERSIDE JUNC. S. P. Co. Crossing L. A. & S. L. E. E. Crossing	
0.6	
RIVERSIDE 2.6	
PACHAPPA 1.6	
CASA BLANCA 2.4	
ARLINGTON 3.6	
MAY P. E. Crossing	
1.1	
ALVORD 1.5	
PORPHYRY 1.5	
CORONA 3.8	
PRADO 5.0	
GYP SUM 4.3	
ESPERANZA 3.0	
YORBA 1.2	
RICHFIELD 2.3	
PLACENTIA 3.1	
FULLERTON 4.4	
NORTHAM 1.9	
LA MIRADA 4.2	
SANTA FE SPRINGS 1.3	
S. P. Co. Crossing LOS NIETOS P. E. Crossing	
2.0	
RIVERA 2.5	
BANDINI 4.1	
HOBART L. A. & S. L. Crossing	
1.4	
REDONDO JUNC. L. A. & S. L. Crossing	
2.0	
LOS ANGELES	

EASTWARD

First Class

TIME TABLE NO. 53 February 1, 1918	Rating Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD														SECOND CLASS	
			506	8	72	220	52	142	74	208	76	514	54	70	202	56	78	34
			PASSENGER	Santa Fe Eight	PASSENGER	PASSENGER	PASSENGER	MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
STATIONS		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	
SAN BERNARDINO P. E. Crossing 3.2	52.8	P	AM 8.50	AM 10.10		AM 11.10	PM 1.40			PM 3.30			PM 6.25		PM 10.20	PM 10.45	AM 12.30	
COLTON L. A. & S. L. Crossing S. P. Co. Crossing 3.4	52.8	P	s 8.41	s 10.00		s 11.00	s 1.32			f 3.22			s 6.16		s 10.12	s 10.36	12.12	
HIGHCROVE 2.7	52.8	P	8.33 ⁵¹ AM	s 9.52		10.53	s 1.24			3.15		PM 4.52	s 6.08		f 10.03	f 10.29	12.02 AM	
RIVERSIDE JUNC. S. P. Co. Crossing L. A. & S. L. B. B. Crossing 0.6	52.8			9.46		10.48 AM	1.16			3.08 PM		4.45	6.01		9.55 PM	10.23	11.49	
RIVERSIDE 2.6	52.8	P		s 9.45			s 1.15				4.40 ⁵⁰⁵ PM	s 6.00 ²¹			s 10.22		11.47 11.42	
PACHAPPA 1.6	52.8	DP		f 9.35			f 1.07					f 5.50			10.15		11.36	
CASA BLANCA 2.4	52.8	DP		f 9.32			s 1.05					s 5.47			10.12		11.33	
ARLINGTON 3.6	52.8	DP		f 9.27			s 1.00 ⁷					s 5.41			f 10.08		11.28	
MAY P. E. Crossing 1.1	52.8	DP		f 9.21			f 12.49					f 5.35			10.02		11.15	
ALVORD 1.5	52.8			f 9.18			f 12.47					f 5.33			10.00		11.13	
PORPHYRY 1.5	24.8	B		9.15			12.44					5.30			9.57		11.10	
CORONA 3.8	52.8	P		s 9.12 ⁵¹			s 12.42					s 5.28			s 9.55		11.05 10.53	
PRADO 5.0	52.8	DP		f 9.02			s 12.33					s 5.20			9.46		10.43	
GYPSUM 4.3	52.8	B		f 8.52			f 12.24					f 5.11			9.37		10.30	
ESPERANZA 3.0	52.8			8.43			12.17					5.04			9.29		10.18	
YORBA 1.2	20.5	B		f 8.38			f 12.12					f 4.59			9.24		10.10	
RICHFIELD 2.3	41.6	P		f 8.35			f 12.10 PM					f 4.57			9.22		10.07	
PLACENTIA 3.1	41.6	DP		s 8.31			VIA ORANGE					s 4.52			s 9.18		10.00	
FULLERTON 4.4	33.0	P		s 8.25	AM 9.36		AM 11.25		PM 1.50 ⁷		PM 3.35 ⁵³	s 4.45	PM 6.05		s 9.10	AM 12.55	9.53	
NORTHAM 1.9	25.7	DP		f 8.10	9.30		f 11.17		1.44		3.27	f 4.34	f 5.58 ⁷⁵		9.02	f 12.46	9.44	
LA MIRADA 4.2	9.2	DP		f 8.00 ¹	9.27		f 11.15		1.42		3.25	f 4.30	f 5.54		8.59	f 12.43	9.39	
SANTA FE SPRINGS 1.3	17.6	B		f 7.53 ⁷⁷	9.22		f 11.09		1.37		3.21	4.24 ⁷⁸	f 5.47		8.53	12.34	9.30	
LOS NIETOS S. P. Co. Crossing P. E. Crossing 2.0	52.8	DP		f 7.51	9.20		f 11.07		1.35		3.19	f 4.21	f 5.45		8.51	f 12.30	9.25	
RIVERA 2.5	37.0	P		f 7.48	9.17		f 11.04		f 1.32		3.17	f 4.18	s 5.42		8.48	f 12.26	9.20	
BANDINI 4.1	26.4	B		f 7.45	9.14		f 11.00		1.29		3.14	f 4.14 ⁵³	f 5.39		8.44	f 12.20	9.14	
HOBART L. A. & S. L. Crossing 1.4	0	P		f 7.39	9.09		f 10.54		1.24		3.09	4.09	f 5.34		8.39	12.11	9.06	
REDONDO JUNC. L. A. & S. L. Crossing 2.0	0			f 7.37	9.07		f 10.52 ⁵¹	PM 12.05	1.22		3.07	4.07	f 5.32		8.37	12.07 AM	9.02	
LOS ANGELES (70.7)		P		7.30 AM	9.00 AM		10.45 AM	11.55 AM	1.15 PM		3.00 PM	4.00 PM	5.25 PM		8.30 PM	11.59 PM	8.55 PM	
			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
Average speed per hour.....			(23.3)	(26.5)	(39.7)	(22.3)	(30.1)	(12.0)	(40.8)	(25.3)	(42.0)	(23.3)	(29.2)	(35.7)	(22.3)	(31.4)	(25.5)	(21.0)

LOS ANGELES DIVISION—FOURTH DISTRICT

WESTWARD																Capacity of Stairs	Fuel, Water, Turn Tables and Wyes	Distance from Barstow	Ruling Grade Ascending	TIME TABLE NO. 53 February 1, 1918	
First Class																					
97	95	303	93	75	89	87	73	63	83	71	51	61	301	77	81	79					
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	PASSENGER	PASSENGER	PASSENGER	MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER			Miles		STATIONS
Leave Wednesday, Saturday and Sunday Only	Leave Wednesday, Saturday and Sunday Only	Leave Daily Ex. Sunday	Leave Wednesday, Saturday and Sunday Only	Leave Daily	Leave Wednesday, Saturday and Sunday Only	Leave Wednesday, Saturday and Sunday Only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					
	PM 8.15						PM 12.10			AM 8.00					AM 6.20	AM 12.30	YARD	F W Y	273.1	24.3	NATIONAL CITY
	8.25		PM 4.00	PM 1.40 ⁸⁴	PM 2.10	PM 1.45	12.20		AM 9.55	8.10					6.30	12.40	138	Y	269.4	22.7	22D STREET
	8.27		PM 5.17	4.02	1.42	2.12	1.47	12.23	9.57	8.12					AM 7.37	6.32			268.7	22.7	S. D. & A. JUNC.
PM 11.00	8.35	5.25 ⁷⁴	4.10	1.50 ⁸⁶	2.20 ⁷⁵	1.55 ⁷⁸	12.31		10.05	8.20					7.45	6.40	YARD	W	267.6	52.8	SAN DIEGO
9.00	9.00	PM	4.25	3.00 ⁸⁹	2.00 ⁸⁶	2.00 ⁸⁶	12.50		10.15	8.40					AM	7.00			266.2	63.4	L. A. & S. D. E. Ry. Crossing
11.10	9.10		f 4.35	3.08	2.30	2.10	1.00 ⁷²		10.25	8.50						1.15			265.8	62.7	MORENA
11.13	9.13		f 4.38	3.10	2.33	2.13	1.02		10.27	8.52						1.26			260.8	62.7	PACIFIC BEACH
11.16	9.16		f 4.41	3.12	2.36	2.16	1.05		10.29	8.55						1.29			260.3	56.5	LADRILLO
11.20	9.20		f 4.45	3.16	2.40	2.20	1.09 ⁸⁴		10.33	8.59						1.32			257.1	46.9	ELVIRA
11.25	9.25		f 4.49	3.20 ⁸⁸	2.45	2.25	1.13		10.38	9.03						1.36			254.5	116.2	SELWYN
11.30	9.30		4.53 ⁷⁴	3.23	2.49	2.30	1.16 ⁸⁶		10.42	9.08 ⁸⁰						1.41			253.0	0	LINDA VISTA
PM	PM		PM		PM	PM			AM						7.29	1.45	21	Y	249.1	0	SORRENTO
				3.31			1.24			f 9.16						f 1.55	70	W	244.0	52.8	DEL MAR
				f 3.38			s 1.33			s 9.25						f 2.06	128	Y	239.9	52.8	CARDIFF
				3.44			f 1.39			f 9.32						f 2.15	14		238.1	63.4	ENCINITAS
				3.46			f 1.43			s 9.36						f 2.19	39		234.0	62.8	COSTA
				3.51			1.49			f 9.42						2.37	59		227.2	19.8	ESCONDIDO JUNC.
				3.57			f 1.56			f 9.50						f 2.45	87		224.1	63.4	FALLBROOK JUNC.
				4.00			1.59			9.53						2.49		Y	221.7	63.4	STUART
				4.02 ⁷⁴			s 2.06	PM 12.05		s 9.55						s 2.51	130	F W	219.6	63.4	LAS FLORES
				4.07			s 2.09	12.10		10.03						2.56			209.7	20.8	AGRA
				4.10			2.09	PM		10.06						3.00			208.9	26.4	SAN ONOFRE
				4.14			2.12			10.10						3.05	59		208.9	49.1	MATEO
				4.18			f 2.18			f 10.16						f 3.10	24		199.8	63.4	SERRA
				4.25			f 2.26			f 10.25						3.20 ⁷⁸	29		197.2	63.4	SAN JUAN
				4.31			f 2.34			f 10.34						f 3.30	68		192.1	63.4	CAPISTRANO
				4.37			f 2.42			f 10.42						f 3.40	37		188.1	0	GALIVAN
				4.43 ⁷⁶			f 2.49			f 10.50 ⁷²						f 3.50	109	W	182.9	20.7	EL TORO
				f 4.50			s 2.57 ⁷⁴			s 10.56						f 4.00	40		177.5	20.7	IRVINE
				4.58			f 3.07			f 11.05						f 4.10	29		175.5	30.0	VENTA
				5.04			s 3.17			s 11.12						f 4.19	64		172.6	21.1	ALISO
				5.13			s 3.25			s 11.20						f 4.28	37		165.0		SANTA ANA
				5.19			3.32			11.27						4.36	59				ORANGE
				5.20			f 3.33			f 11.28						f 4.37	11				ANAHEIM
				s 5.27			s 3.40			s 11.37						AM 7.10	Yard	F W Y			FULLERTON
				s 5.34			s 3.50 ⁷⁶			s 11.47 ⁵²						s 4.45	53	Y			
				s 5.43			s 3.57			s 11.58	s 10.05					s 4.55	65				
				s 5.48			4.02			PM 12.05	10.12					s 5.05	82				
				PM			PM			PM	AM					AM					
Arrive Wednesday, Saturday and Sunday Only	Arrive Wednesday, Saturday and Sunday Only	Arrive Daily Ex. Sunday	Arrive Wednesday, Saturday and Sunday Only	Arrive Daily	Arrive Wednesday, Saturday and Sunday Only	Arrive Wednesday, Saturday and Sunday Only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily					
(29.2)	(29.2)	(8.0)	(31.3)	(37.7)	(30.2)	(29.2)	(32.0)	(25.2)	(32.4)	(30.8)	(26.8)	(12.0)	(8.0)	(31.5)	(30.2)	(26.8)	Average speed per hour				

No. 61 and 62, 63 and 64 are inferior to all trains on Fourth District except as provided by Special Rule No. 57.

REDLANDS DISTRICT

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Turn Ways	Distance from San Bernardino	Railing Grade Ascending	TIME TABLE NO. 53 February 1, 1918	Railing Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD			
First Class									First Class			
105	103								102	104	106	108
PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER
Leave Daily	Leave Daily			Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 6.30	AM 11.05	Yard	FW TY			SAN BERNARDINO		P	AM 7.53	AM 10.50	PM 3.00	PM 5.35
f 6.32	f 11.07	28		0.9	0	0.9	79.2		f 7.49	f 10.47	f 2.55	f 5.31
6.34	11.09	3		2.0	0	MILL STREET	37.0		7.46	10.45	2.53	5.28
f 6.38	f 11.13	7		4.6	52.8	VICTORIA	0		f 7.42	f 10.41	f 2.49	5.23
f 6.40	f 11.16	17		5.9	58.1	DREW	0		f 7.40	f 10.39	f 2.47	5.20
6.50	11.25	32		8.8	97.0	REDLANDS	0	DP	7.35	10.35	2.40	5.15
6.52	11.30	5		10.1	105.6	EASTBERNE	0		f 7.28	f 10.27	f 2.28	4.47
f 6.54	f 11.33	9		11.4	116.2	CRAF	0		f 7.26	10.24	f 2.26	4.44
f 6.55	f 11.34	14	W	12.0	97.0	MENTONE	0	DP	f 7.25	f 10.22	f 2.24	f 4.43
6.58	11.37	10		12.7	0	BROWNS	84.5		7.22	10.18	f 2.19	4.40
7.03	11.43	20		16.2	0	EAST HIGHLANDS	84.5	DP	7.19	10.14	2.15	4.35
7.06	11.46	15		17.9	79.2	MOLINO	79.2		7.16	f 10.09	2.10	4.32
7.10	11.50	23		18.7	0	HIGHLAND	78.9	DP	7.15	f 10.08	2.09	4.30
7.13	f 11.53	16		19.7	14.6	PATTON	84.5	DP	f 7.13	f 10.05	f 2.06	4.25
f 7.16	f 11.57	14		21.5	47.5	DEL ROSA	81.3	DP	f 7.10	f 10.01	f 2.03	f 4.22
f 7.18	f 11.59	7		22.6	28.8	VALENCIA	0		7.08	f 9.59	f 2.00	4.20
f 7.20	PM f 12.01	10		23.5	7.9	ARROWHEAD	20.1	DP	f 7.07	f 9.57	f 1.58	f 4.18
7.24	12.04			25.4	0	HIGHLAND JUNC.	56.0		7.04	9.54	1.55	4.15
7.30 PM	12.10 PM	Yard	FW TY	27.1	23.2	SAN BERNARDINO	52.8	P	7.00 AM	9.50 AM	1.50 PM	4.10 PM
Arrive Daily	Arrive Daily					(27.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily

(27.1) (25.0) ----- Average speed per hour ----- (30.7) (27.1) (27.1) (27.1)

REDONDO DISTRICT.

WESTWARD		Capacity of Sidings	Fuel, Water, Tables and Turn Ways	Distance from Redondo Junction	Railing Grade Ascending	TIME TABLE NO. 53 February 1, 1918	Railing Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD	
First Class									First Class	
141									142	
MIXED									MIXED	
Leave Daily Ex. Sunday				Miles		STATIONS			Arrive Daily Ex. Sunday	
PM 6.00		Yard	FWT	20.4		REDONDO		DP	PM 2.00	
f 6.10		3		17.1	42.2	MANHATTAN BEACH			f 1.50	
f 6.15		0		16.0	42.2	STANDARD PARK			f 1.40	
f 6.20		6		15.0	9.3	EL SEGUNDO		DP	f 1.35	
f 6.26		26		13.7	22.4	WISEBURN			f 1.25	
f 6.45		28		9.9	52.3	INGLEWOOD		DP	f 1.00	
f 6.50		13		8.0	10.6	HYDE PARK			f 12.55	
f 6.55		14		6.1	15.6	WILDASIN			f 12.50	
f 7.05		12		6.1	18.5	SLAUSON			f 12.45	
f 7.10		21		3.5	21.1	CENTRAL AVENUE		DP	f 12.30	
f 7.15		13	Y	2.5	52.8	NADEAU PARK			12.20	
7.20 PM				0		REDONDO JUNC.			12.05 PM	
Arrive Daily Ex. Sunday						(20.4)			Leave Daily Ex. Sunday	

(15.3) ----- Average speed per hour ----- (10.6)

OLINDA DISTRICT.

WESTWARD		Capacity of Sidings	Fuel, Water, Tables and Turn Ways	Distance from Shohfield	Railing Grade Ascending	TIME TABLE NO. 53 February 1, 1918	Railing Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD	
Second Class									Second Class	
29									30	
FREIGHT									FREIGHT	
Leave Daily Ex. Sunday				Miles		STATIONS			Arrive Daily Ex. Sunday	
AM 7.50		Yard	F	4.2	0	OLINDA		DP	AM 6.50	
8.10 AM		74	YW	0		P. E. Crossing RICHFIELD	111.4	P	6.30 AM	
Arrive Daily Ex. Sunday						(4.2)			Leave Daily Ex. Sunday	

(12.6) ----- Average speed per hour ----- (12.6)

OLIVE DISTRICT.

WESTWARD		Capacity of Sidings	TIME TABLE NO. 53 February 1, 1918	Railing Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD	
First Class						First Class	
51						52	
PASSENGER						PASSENGER	
Leave Daily						STATIONS	Arrive Daily
AM 9.40				42.3	P	RICHFIELD	PM 12.08
9.45		30		42.3		OLIVE	12.02 PM
9.52 AM					P	ORANGE	11.55 AM
Arrive Daily						(5.8)	Leave Daily

(29.0) ----- Average speed per hour ----- (26.8)

SPECIAL RULES

SPECIAL RULES. (Continued from Page 3)

(24) miles per hour between Raymond and Wilton and fifteen (15) miles per hour between slow boards at South Pasadena.

45. At Pasadena, siding known as "K C" track will be used as passing siding by first-class trains.

Cars must not be moved over Colorado Street crossing, Pasadena, without engine coupled to them.

THIRD DISTRICT.

46. Double track with automatic signals between Los Angeles and Redondo Jct.—trains must keep to the right.

At Redondo Jct. time will apply at double track junction.

47. When moving with current of traffic on double track, between Redondo Junction and Los Angeles passenger station, all trains and engines will move without regard to superiority, and be governed by automatic block rules and signals. (See seventh paragraph Special Rule 8.)

48. Between San Bernardino and Colton first-class trains will use passenger main track and other trains and yard engines will use freight main track unless train order authorizes movement via passenger track. Movements between San Bernardino and Colton by other than yard engines will be made only under time table or train order authority.

49. No. 51 is superior to No. 506.
No. 505 " " " No. 514.

50. No. 514 will back from Riverside to Highgrove.

No. 70 will back out of Los Angeles and head through wye at Redondo Junction.

51. At Riverside, the coach track will be used as passing siding by first class trains.

52. Trains must reduce speed to fifteen (15) miles per hour between Redondo Junction Tower and Los Angeles River bridge A-144.

REDLANDS, REDONDO, OLINDA AND OLIVE DISTRICTS.

53. Trains must reduce speed to twenty-five (25) miles per hour crossing bridge B-14, 1.4 miles west of Mentone.

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

FOURTH, FALLBROOK, ESCONDIDO AND CAMP KEARNY DISTRICTS.

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

Trains of the S. D. & A. Ry. must obtain clearance cards (Form 902), Eastward at San Diego and Westward at the S. D. & A office, 26th Street.

56. No. 71 is superior to No. 80.
No. 85 is superior to No. 86.
Nos. 87 and 89 are superior to No. 88.
No. 73 is superior to No. 84 and No. 86.
No. 75 is superior to No. 88.
No. 93 is superior to No. 92.
No. 95 is superior to No. 94.
No. 63 is superior to No. 64.

57. Nos. 61 and 62 are inferior to all regular and extra trains between Escondido Junc. and Oceanside and will move between these stations only under protection of flag.

Nos. 63 and 64 are inferior to all regular and extra trains between Oceanside and Fallbrook Jct. and will move between these stations only by train order or under protection of flag, except: No. 63 is superior from 12:05 p. m. to 12:30 p.m. and No. 64 is superior from 2:20 p.m. to 2:50 p.m. to all except first class trains.

58. No. 73 when meeting No. 76 at Orange will use Olive District main track. No. 51 will back out of Orange on Olive District and head through wye. No. 52 will head through wye and back into Orange on Olive District.

No. 82 and No. 85 daily, No. 88 and No. 91 on Monday, Tuesday, Thursday and Friday, will arrive and depart on West leg of wye at Linda Vista.

Trains 81, 83, 85, 87, 89, 91, 93, 95 and 97 arriving at Camp Kearny

will pull up main line and back down in front of the depot to discharge passengers and load. Nos. 80, 82, 84, 86, 88, 90 and 92 will back out of depot and head around west leg of wye leaving Camp Kearny.

59. Speed of trains must not exceed twenty-four (24) miles per hour over curved bridge (E-208) between Mateo and San Onofre. At San Diego, between main track switch opposite scale house and Tenth Street, no train or engine may exceed eight miles per hour.

SAN JACINTO AND TEMECULA DISTRICTS.

60. Eastward freight trains must not exceed speed of fifteen (15) miles per hour between Box Springs and M. P. 4.

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

DR. N. H. MORRISON, Chief Surgeon, Kerckhoff Building, Los Angeles.

LOS ANGELES DIVISION.

DR. A. TYROLER, Kerckhoff Bldg... Los Angeles	DR. THOS. L. MAGEE, 1830 L St..... San Diego	DR. F. J. GOBAR..... Fullerton, Olinda
DR. P. B. RIGGINS, Kerckhoff Bldg.. Los Angeles	DR. E. A. HENSEL..... San Diego	DR. C. W. HARVEY..... Anahelm, Olinda
DR. F. F. ROWLAND..... Pasadena	DR. H. C. OATMAN..... San Diego	DR. J. W. UTTER..... Anahelm
DR. JOHN HILL..... Azusa	DR. WM. WILLIAMSON, (Oculist).... San Diego	DR. D. F. ROYER..... Orange
DR. C. H. WOOD..... Glendora	DR. CHARLES P. SHAFFER..... San Dimas	DR. E. M. FLY..... National City
DR. W. H. CRAIG..... Upland	DR. L. A. J. LA MOTTE..... Colton	DR. A. MORGAN..... Fallbrook
DR. B. C. ANDERSON..... Barstow	DR. C. VAN ZWALENBURG..... Riverside	DR. J. V. LARZALERE..... Escondido
DR. J. N. BAYLIS, 430 4th St.... San Bernardino	DR. R. R. ROOT..... Corona	DR. A. T. HEMBREE..... Redondo
DR. E. SCOTT BLAIR..... San Bernardino	DR. W. P. BURKE..... Redlands	DR. F. K. STRAUSER..... San Jacinto
DR. H. O. BEESON, Emergency Hosp., San Bernardino	DR. C. D. BALL, R 1 & 2 Spurgeon Bldg.. Santa Ana	DR. W. D. SHELDON..... Perris

FIRST AID KITS HAVE BEEN PLACED IN CARE OF AGENTS AT SUMMIT, CAPISTRANO AND DELMAR.

LOCAL WATCH INSPECTORS.

Newton Moore.....	354 So. Broadway, Los Angeles.
A. Protsch	Redondo.
Carl C. Strock.....	Santa Ana.
J. D. Morrow.....	Oceanside
J. Jessop & Sons.....	San Diego.
W. A. Manson.....	San Bernardino.
A. H. Helgeson.....	Corona

SPECIAL RULES

Railroad Crossings at Grade and Interlockers

FIRST DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Hicks	Double track junction and entrances to both passing tracks.	Interlocker, Upper quadrant signals.	
Highland June.	Junction First and Redlands district.	Interlocker, Upper quadrant signals. Westward extra trains receiving clear or caution signal may proceed without regard to first class trains.	For Redlands dist. — 0

REDLANDS DISTRICT

San Bernardino, Third St.	P. E. Crossing	Eight miles per hour	
Rialto Ave	P. E. Crossing	Interlocker, Upper quadrant signals.	
"E" Street	S. P. Crossing and industry track.	Interlocker.	
Mill Street	P. E. Crossing	Fifteen miles per hour.	
Redlands	P. E. Crossing	Eight miles per hour.	
Patton	P. E. Crossing	Fifteen miles per hour.	
Arrowhead	P. E. Crossing	Fifteen miles per hour.	

SECOND DISTRICT

San Bernardino	Third district freight main tracks, Second district and freight yard	Interlocker. Superior route second district main track. Inferior route Eastward freight yard. Dwarf signal at base of Eastward Home signal governs engine lead. Inferior route Westward to Third district. The indication given by Home signals will be superior to right, class or direction for movements which may be made within limits of such signals. Trains leaving yard will give signal for track upon which they are standing and follow with signal for route desired.	Third district — 0 Yard — 0000 Engine lead — 0 Track one 0 Track two 00 Track three 000 Track four 0000 Track five — Track six — 00 Track seven — 000 Track eight 0 Track nine 00 Track ten 000 Track eleven 0000 Track twelve 0000 Rubbish track — 000 Oil spur — 00 Hand operated, electrically locked switches, Second district to pre-cooler — 00 Pre-cooler to Second district — 0
Rialto	P. E. Crossing	Fifteen miles per hour.	
Rialto Spur	P. E. Crossing	Stop. Send flagman ahead.	
Cucamonga Spur	P. E. Crossing	Stop. Send flagman ahead.	
Upland Spur	P. E. Crossing	Stop. Send flagman ahead.	
Upland	P. E. Crossing	Fifteen miles per hour.	
Claremont	P. E. Crossing. West end passing track and west end of house track.	Interlocker, Upper quadrant signals.	
San Dimas	P. E. Crossing and west end industry track	Interlocker, Upper quadrant signals.	
Asusa Ice House Spur	P. E. Crossing	Gates, Normal position across Santa Fe tracks.	
Arcadia	S. P. Crossing	Interlocker.	
Arcadia	P. E. Crossing	Under control.	
Lamanda Park	P. E. Crossing and west end of passing track.	Interlocker, Upper quadrant signals. Trains finding distant signals 1271 or 1282 in stop position will stop then proceed under control through block.	
Olivewood	P. E. Crossing	Fifteen miles per hour.	
Los Robles	P. E. Crossing	Fifteen miles per hour.	
Pasadena, Colorado Street	P. E. Crossing	Eight miles per hour.	
Bellevue Drive	P. E. Crossing	Fifteen miles per hour.	
Raymond Spur	S. P. Crossing	Gates, Normal position across Santa Fe tracks.	
South Pasadena	P. E. Crossing	Fifteen miles per hour.	
Garvanza 0.5 East	L. A. & S. L. Crossing	Eight miles per hour. Gate, Normal position across L. A. & S. L. track.	
Garvanza 0.4 East	P. E. Crossing	Eight miles per hour.	
Water Street 0.7 East	L. A. & S. L. Crossing	Eight miles per hour. Gate, Normal position across L. A. & S. L. track.	
Water Street Avenue 20	L. A. Ry. Crossing	Eight miles per hour.	
Los Angeles—Main Street	L. A. Ry. Crossing	Eight miles per hour.	
Mission Tower	S. P. Crossing and freight lead	Interlocker, Upper quadrant signals. No distant signal on freight main track approaching Tower going east. The Home signals which govern the movements of trains over the crossing are connected with the Automatic signals; when a train is in the block, towerman cannot clear signals although crossing may be clear and derails open on opposing route. Rule 780 is hereby modified and it is permissible for enginemen to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Inferior routes, either direction — 0
Macy Street	L. A. Ry. Crossing	Eight miles per hour.	
Aliso Street	P. E. Crossing	Eight miles per hour (see special Rule 19).	

Railroad Crossings at Grade and Interlockers

THIRD DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
San Bernardino, Rialto Ave. Colton	P. E. Crossing	Interlocker, Upper quadrant signals.	
Riverside Junction	S. P., also L. A. & S. L. Ry. Crossings and junctions.	Interlocker.	Freight main track — 0 House track 00 — 0 L. A. & S. L. Crossing — 0 L. A. & S. L. Ry. — 0
Riverside, North Street May	P. E. Crossing P. E. Crossing	Fifteen miles per hour. Interlocker, Upper quadrant signals. Trains finding distant signals, 202 and 191 in stop position will stop then proceed under control through block.	
Porphyry Spur Fullerton	P. E. Crossing	Interlocker, Upper quadrant signals, Third District, Superior route.	Fourth district — 00 — Storage, One — 0 Storage, Two 000 — Packing house — 0 West end house 00 — 0 Crossovers East end of yard 0 — 00
Los Nietos	S. P. Crossing P. E. Crossing	Interlocker. Under control.	
Hobart	L. A. & S. L. Crossing	Interlocker. Trains finding Eastward signal 1432 and Westward signal 1451 in stop position will stop and then may proceed under control.	Redondo district — 0
Redondo Junction	L. A. & S. L. Crossing	Interlocker, Upper quadrant signals. Trains finding westward distant signal No. 1441 in "stop" position will stop and then may proceed under control.	
Los Angeles, Seventh St.	L. A. Ry Crossing	Eight miles per hour.	

FOURTH DISTRICT

Anaheim 2.0 East	S. P. Crossing	Interlocker.	
Orange 1.0 East	P. E. Crossing	Interlocker, Upper quadrant signals	
Old Town 0.8 East	Pt. Loma Ry Crossing	Fifteen miles per hour.	
0.1 East	L. A. S. D. B. Ry Crossing	Fifteen miles per hour. Gate, normal position across L. A. S. D. B. Ry.	
San Diego, Arctic Street	S. D. E. Ry Crossing	Eight miles per hour.	
"H" Street	S. D. E. Ry Crossing	Eight miles per hour.	
5th Street	P. C. S. S. Co. Crossing	Eight miles per hour. Gates, Normal position across P. C. S. S. Co. tracks.	
Between 22d and 24th Sts.	McCormick Lumber Co.	Eight miles per hour. Gates, Normal position across Lumber Co's tracks.	

OLIVE DISTRICT

Olive 1.7 West	S. P. Crossing	Interlocker.	
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OLINDA DISTRICT

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

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

Redondo Junc. Vernon Ave.	L. A. Ry Crossing	Fifteen miles per hour.	
Nadeau Park	S. P. Crossing	Interlocker.	
0.3 East	P. E. Crossing	Interlocker.	
Central Avenue	L. A. Ry Crossing	Fifteen miles per hour.	
0.5 East	L. A. Ry Crossing	Fifteen miles per hour.	
Slauson 0.2 West	L. A. Ry Crossing	Fifteen miles per hour.	
0.2 East	P. E. Crossing	Fifteen miles per hour.	
Wildasin 0.5 West	L. A. Ry Crossing	Fifteen miles per hour.	
Hyde Park	P. E. Crossing	Fifteen miles per hour.	
El Segundo 0.5 East	P. E. Crossing	Fifteen miles per hour.	
Redondo 0.5 West	P. E. Crossing	Fifteen miles per hour.	

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

LOCATION	Mile from Barstow	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Frost	38.9	3	West	Freight only
Pine Lodge	60.9	20	East and West	7-18
SECOND DISTRICT				
Miles from Barstow				
Rialto Citrus Spur	85.8	Lgh. 1.8 m.	West	Freight only
Cucamonga Citrus Spur	95.8	Lgh. 5.0 m.	West	Freight only
Upland Citrus Spur	99.6	Lgh. 3.7 m.	East	Freight only
Forbes	111.8	100	East	Freight only
Chapman	126.8	9	West	Freight only
THIRD DISTRICT				
Miles from San Bernardino				
North Street	10.0	0	None	51-52-53-54
Prenda	16.2	37	East and West	Freight only
Coplen	26.3	15	West	51-54
Chester	29.3	22	East and West	Freight only
Chester No. 2	30.5	20	West	51-54
Scully	31.1	2	East	51-52-53-54
Horse Shoe Bend	36.2	0	None	51-52-53-54
Santa Ysabel	44.6	10	East	Freight only
Simons	62.7	23	East and West	52 and Freight
Vegala	66.5	17	East and West	Freight only
FOURTH DISTRICT				
Miles from Barstow				
Myford	182.8	3	East	Freight only
Como	180.0	10	West	Freight only
Don	216.2	14	West	71-73-74
San Luis Rey Jct.	225.7			
Farr	231.8	5	East and West	71-74
Merle	235.8	0	None	71-74
Reba	247.8	80	East	Freight only
Hardy	263.0	15	East	57-68
Old Town	264.1	2	None	Freight only
FALLBROOK DISTRICT				
Miles from Fallbrook				
Ranch House Stock	8.4	7	East and West	Freight only
REDLANDS DISTRICT				
Miles from San Bernardino				
Nevada Street	6.8	10	East	102-105
Yerxa	20.0	12	East and West	All trains
REDONDO DISTRICT				
Miles from Redondo Jct.				
Lawn	8.8	2	East	All trains
Rowley	17.7	4	East	Freight only
Hermosa Beach	18.7	8	West	All trains
TEMECULA DISTRICT				
Miles from Highgrove				
Anderson's	15.7	29	East and West	505-506-509-524
Lloyd	19.6	8	North	Freight only
Lakeview	25.1	Wye	North	Freight only
Sedco	32.0	5	North & South	All trains
SAN JACINTO DISTRICT				
Miles from Olinda				
Ellis	19.5	3	East	Freight only
Enfield	30.4	4	East	Freight only
OLINDA DISTRICT				
Miles from Olinda				
Daum	2.2	14	North & South	Freight only

LENGTH OF STEMS OF WYES.

Location	Feet	Location	Feet
Victorville	120	Lakeview	849.0
Summit	78.5	Asusa	1500.0
Devore	280.0	Del Mar	687.8
San Bernardino	3rd Dist., Main Line	22nd St., San Diego	547.0
Casa Blanca	Prenda Branch	Escondido	310.0
Porphyry	5000	Fallbrook	600.0
Richfield	Olinda Main Line	Camp Kearny	Yard
Orange	Main Line	Linda Vista	Main Line
Perris	Main Line	National City	
Elsinore Junction	Main Line	South Stem	580.0
San Jacinto	571.0	West Stem	470.0
Lakeview Junction	Main Line		

JUNCTION SWITCHES.

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

Highgrove for Third District trains.
 Richfield for Third District trains.
 Orange for Fourth District trains.
 Fallbrook Junc. for Fourth District trains.
 Escondido Junc. for Fourth District trains.

Linda Vista for Fourth District trains.
 Lakeview Junc. for Temecula District trains.
 Ferris for Temecula District trains.
 Elsinore Junc., north switch, for Elsinore trains.

SANTA FE SAFETY FIRST

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

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

