

For several months after the Santa Fe inaugurated the SUPER CHIEF in May, 1936, division Superintendents were instructed to have an official, usually a Trainmaster, ride as a passenger on each train and keep a detailed log of their trip from start to finish.

These are copies of a few of the more interesting logs that were saved from the San Bernardino files of the Los Angeles division just before they were to be destroyed. We can thank a diligent former Santa Fe employee for preserving them.

San Bernardino, June 27, 1936.

Mr. C. G. Fluke,
Superintendent,
San Bernardino.

Dear Sir:

The following is log of trip June 26th., made by train No. 18 departing from Los Angeles at 8:00-05 PM. Train consisted of six cars, 562 tons and was handled by engine 3751, single over entire division on account of diesel engine being out east of Barstow in train No. 17 arriving Los Angeles June 25th. The crew consisted of engineer G J Glonaker, fireman R E Jackson, conductor A M Skaggs, head brakemen G C Menny, rear brakeman F B Scofield. Transportation 66 tickets, 61 passengers. A smooth run was maintained over entire division and no helper was furnished from San Bernardino to Summit. The thought is that engineer not being accustomed to this particular type of engine owing to its height, weight and the various mechanical appliances that do not exist on the 3700 class, did not make as good time as will be made later when engineers become accustomed to this type engine.

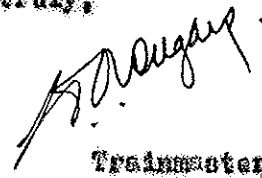
Ten minutes and 45 seconds was lost on schedule San Bernardino to Summit. This is attributed to the fast schedule and engine not capable of making the time, but nevertheless in reality, from past history, there was only 6 minutes lost and therefore it would not be advisable to go to the expense of furnishing a helper. The six minutes and 5 seconds lost from Summit to Barstow of course was result of slowing down for curves and the fact that engineer, not being accustomed to this type engine, was feeling the engine out more or less on curves:

<u>STATION</u>	<u>TIME</u>	<u>TIME</u>	<u>TIME LOST</u>	<u>REMARKS</u>
LOS ANGELES	8:00 PM	8:00-05 PM	00-05	
Mission Ter	8:03	8:04-20	1-20	
Water Street	8:06	8:06-30	00-30	
Highland Prk	8:13	8:13-00	0 T	
Olga	8:17	8:17-05	0-05	Smooth run over Dist.
So Pasadena	8:18	8:18-10	0-10	
Raymond	8:21	8:21-00	0 T	
Usada	8:22	8:22-05	0-05	
Pasadena	8:25	8:25-10	1-10	Flags on
Wilton	8:32	8:32-50	0-50	
Lamanda Park	8:34	8:34-55	0-55	
Chapman	8:35	8:36-10	1-10	
Santa Anita	8:36	8:37-40	1-40	
Arcadia	8:37	8:39-20	2-20	
Menrevia	8:39	8:41-10	2-10	
Butler	8:41	8:44-05	3-05	
Kincaid	8:43	8:46-10	3-10	
Azuza	8:44	8:47-40	3-40	
Glendora	8:47	8:50-25	3-25	

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<u>STATIONS</u>	<u>SCHDL</u>	<u>TIME</u>	<u>MINS LOST</u>	<u>REMARKS</u>
San Dimas	8:51 PM	8:55-35	4-35	
La Verne	8:53	8:58-15	5-15	
Pomona	8:55	8:59-45	4-45	
Claremont	8:57	9:01-40	4-40	
Upland	9:02	9:06-33	4-33	
Cucamonga	9:06	9:09-15	3-15	
Stimons	9:10	9:13-45	3-45	
Wade	9:11	9:13-55	2-55	
Pontons	9:15	9:17-25	2-25	
Rialto	9:21	9:21-15	0-15	
San Bernardino	9:30 PM	9:30-00 PM	0 7	
	9:35 PM	9:35-20	0-20	Water eng 3751
Highland Jet	9:39	9:40-00	1-00	No helper furnished San
One	9:44	9:45-50	1-50	Remo to Summit.
Verdmont	9:48	9:50-55	2-55	
Devore	9:53	9:56-10	3-10	Lost 10" 45 ascends on
Keenbrook	10:00	10:05-15	5-15	schedule; engine not able
Cajon	10:06	10:13-15	7-15	to make running time with
Alray	10:13	10:22-10	9-10	6 cars 562 tons
Summit	10:20	10:31-05	11-05	
Lugo	10:25	10:36-20	10-20	
Hesperia	10:27	10:43-35	11-35	
Thorn	10:35	10:48-00	13-00	
Victorville	10:40	10:53-20	13-20	
Leon	10:41	10:55-05	14-05	
Oro Grande	10:45	10:59-15	14-15	
Bryman	10:49	11:04-25	15-25	
Helendale	10:53	11:09-05	16-05	
Hodge	11:02	11:17-15	15-15	Lost 6" on schedule re-
Lenwood	11:08	11:24-15	16-15	duce speed on curves
Barstow	11:15	11:32-10	17-10	

Yours truly,



Trainmaster.

San Bernardino, 10th July, 1936.

File 111

Mr. F. J. Mackie,
Assistant General Manager,
Los Angeles.

Dear Sir:

Your file B-125 in connection with log of train 17:

Am attaching hereto log prepared on form furnished by your office covering trip of No 17 Barstow to Los Angeles, July 9th, and which record was maintained by me personally.

You will notice that the train was practically on schedule time at all points, the only variations being those which are natural in order to make a more smooth run. Diesel motor M-1 had all power working in good order and it was not necessary to furnish helpers over any portion of the division.

Train was composed of the following cars:

AT-1306 Club Car
General Hancock
AT-1468 Diner
Glen Frazier
Lake Yukon
Crystal View

six cars, total 563 tons. Train was in charge of Engineman G. J. Slonsker, Fireman J. D. Hobbs, Conductor J. C. Curtis, head Brakeman L. F. Betteridge, rear Brakeman Ralph Fitzgerald. Mr. M. J. Campbell, I believe from Illinois Division, relieved Mr. Burke on this trip. Train handled 64 passengers holding 67 tickets.

As you will notice under heading of remarks on the log of the run, the only unusual incident on the trip was the delay of about two minutes at Santa Anita on account of getting on the block of No. 41 which had proceeded to Lamanda Park under Rule 86. Unfortunately there being no black signals west of Arcadia, under Rule 91 the

operator was compelled to block the following passenger train ten minutes.

To avoid any possibility of a delay of this kind in future, it is arranged that we will instruct No 41 to be into clear at some point where there will not be a possibility of holding up No 17 on the ten-minute block. Being right on time on this trip the time was very easily recovered and the train arrived Los Angeles on time.

I made a check of the speed, which it was agreed in conference in your office a few days ago, could be allowed on certain curves and where it was possible to develop the speed allowed, the train was taken around the curves with the idea of checking the comfortable riding and I am pleased to report that in each case where we reached the speed allowed -- and in one of two cases slightly exceeded it -- the riding was very comfortable and I have no hesitation in saying that I feel the speeds we have agreed upon, so far as westbound trains are concerned, are entirely practicable and comfortable. The handling of the train over every portion of the division was very smooth and the movement around curves was scarcely noticeable, even at the highest rate of speed permissible on the curves.

Yours truly,

(Signed) C. G. Fluhr

San Bernardino, July 16, 1936

Mr. C. G. Fluhr,
Superintendent,
San Bernardino.

Dear Sir:-

Following is log of train No. 17-N on Los Angeles
Division July 16th:

<u>CONSIST</u>		<u>6 Cars - 562 Tons</u>	<u>CREW OF MOTOR M-1</u>	
Club	1306		A E Wallace	Engineman
PS	Gen'l Hancock		C J Hofstetter	Fireman
DC	1468		<u>Helper Engine 1333</u>	
PS	Glen Frazer		B R Henson	Engineman
PS	Lake Yukon		A R Reynolds	Fireman
PS	Crystal View	<u>TRAIN CREW</u>		
	J G Curtis		Conductor	
	J W Dodson, Jr		H Brakeman	
	L L Stone		R Brakeman	

<u>STATIONS</u>	<u>SCHDL</u>	<u>TIME</u>	<u>HRS AND MINS LATE</u>	<u>REMARKS</u>
Barstow	6:32 AM	6:34-35	1-04-35	4'10" change in
Lenwood	6:40	6:49-33	1-09-33	coming eng 375E
Hodge	6:46	6:54-30	1-08-30	for eng 1333 ac
Helendale	6:55	7:02-55	1-07-55	et L hpt mainpi
Bryman	6:59	7:07-25	1-08-25	
Oro Grande	6:04	7:12-05	1-08-15	
Leon	6:09	7:15-45	1-07-45	
Victorville	6:10	7:17-15	1-07-15	
Thorn	6:16	7:22-10	1-06-10	
Hesperia	6:23	7:27-30	1-04-30	
Imgo	6:30	7:33-50	1-03-20	
Summit	6:43	7:42-20		
		7:43-10	1-00-10	Air brake test
Dell	6:49	7:48-30	59-30	
Ciah	6:51	7:50-45	59-45	
Cajon	6:57	7:55-30	58-30	
Keenbrook	7:03	8:01-40	58-40	
Devore	7:10	8:08-10	58-10	
Verdemont	7:14	8:11-45	57-45	
One	7:18	8:14-05	56-05	
Highland Jct	7:23	8:17-40	54-40	
San Bernardino	7:30 AM	8:23-30	53-30	

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<u>STATIONS</u>	<u>SCHDL</u>	<u>TIME</u>	<u>MINS LATE</u>	<u>REMARKS</u>
San Bernardino	7:30 AM	8:28-45	58-45	5 ^N 153 insp'n & Wtr eng 1333
Rialto	7:35	8:35-35	1'00- ^N -35	
Fontana	7:39	8:40-05	1'01-05	
Wade	7:42	8:43-05	1-01-03	
Etiwanda	7:43	8:44-00	1-01-00	
Cucamonga	7:47	8:47-30	1-00-30	
Upland	7:50	8:50-30	1-00-30	
Claremont	7:55	8:54-25	59-25	
Pomona	7:57	8:56-10	59-10	
LaVerne	7:59	8:57-15	58-10	
San Dimas	8:02	8:59-20	57-20	No rough handling
Glendora	8:07	9:03-00	56-00	or excessive speed
Azusa	8:10	9:05-20	55-20	on curves on L. A Div'n
Kincaid	8:12	9:06-30	54-30	
Butler	8:14	9:08-20	54-20	
Monrovia	8:17	9:10-20	53-20	
Arcadia	8:20	9:12-15	52-15	
Santa Anita	8:23	9:14-20	51-20	
Chapman	8:26	9:16-20	50-20	
Lamanda Park	8:27	9:17-10	50-10	
Wilton	8:29	9:18-50	49-50	
Pasadena	8:35	9:24-25		
		9:26-10	51-10	1 ^N 353 pagra-Bag off
Usado	8:36	9:27-10	51-10	
Raymond	8:37	9:28-05	51-05	
San Pasadena	8:40	9:30-05	50-05	
Olga	8:41	9:31-00	50-00	
Highland Park	8:47	9:34-05	47-05	
Water Street	8:52	9:38-20	46-20	
Mission Tower	8:55	9:41-10	46-10	
Los Angeles	9:00 AM	9:44-50	44-50	

The Diesel consisted of B and C Units; "C" unit substituted for "A" unit; steam power used account #4 cylinder left bank out; #11 piston binder right bank out. #2 engine "C" unit inoperative owing to this failure unable to furnish steam for air conditioning.

Outside window glass Section 6, club car 1306 cracked; indications were that same was done by bullet or rock; observed shortly after departure from Chicago.

Yours truly,



Trainmaster

San Bernardino, July 18, 1936.

Mr. F. J. Mackie,
Asst General Manager,
Los Angeles.

Dear Sir:-

Your file V-125. Log of No. 18-Q mailed to you today.

The diesel units on this train consisted of "B" and "Q". Immediately after departure from Los Angeles a leak developed in fuel system on "B" unit. This was caused by a crack in head of the purclator. To locate which engine the leak was in it was necessary to shut off one engine at a time. Train in question passed Claremont 9 minutes and 30 seconds late, at least 5 minutes of which should be attributed to one engine in "B" unit being down between Los Angeles and Claremont. Leak was repaired passing Claremont and no further trouble experienced with units to Barstow with exception that "Q" unit from Highland Junction to Summit threw sparks intermittently. Mr. E. Shroud, Factory Representative for the Diesel Company was interviewed on the subject and he was under impression the sparks came from the boiler. A message was sent to all concerned covering this condition as the sparks created more or less of a fire hazard, but up to the present time have not received any report that fire had resulted.

Train arrived San Bernardino 5 minutes and ten seconds late and departed 8 minutes and 50 seconds late, recovering one minute and 20 seconds in the dead time. Lost time on schedule San Bernardino to Summit, arriving Summit 9 minutes and 40 seconds late, departing 11 minutes and 20 seconds late, one minute and 40 seconds consumed cutting off helper and making air test. All engines in both units were functioning properly. The thought is as Pacific type and 3800 class engines as helpers have failed to make the schedule between San Bernardino and Summit, that a 3700 class engine as helper would make the schedule. Of course this is simply a thought and can only be proven by demonstration. A very even and consistent run was made from Summit to Barstow, train riding easily around all curves and arrived Barstow 9 minutes 50 seconds late. The same condition existed on 2nd district relative train riding comfortably around curves.

Trainmaster Sugars visited more or less with several passengers in Club Car that were very high in their praise relative to Super Chief service. One gentleman who just made a trip to Los Angeles from Chicago on the Union Pacific Streamliner, criticized the miniature equipment, furthermore as he had ridden the Santa Fe on a good many other occasions stated there was no comparison between the dining car service on the Union Pacific and the Santa Fe, that the Santa Fe dining car service as well as the food was far superior. Mr M J Campbell Road Foreman of engines replaced Mr J Burke as Santa Fe representative in charge of diesel engines and was on this train. The above as a matter of information. Transportation consisted of 69 tickets, 65 passengers.

Yours truly,

Superintendent.

San Bernardino, August 8, 1936.

Mr. F. J. Mackie,
Asst General Manager,
Los Angeles.

Dear Sir:-

Your file V-125.

Train No. 18-G August 7th departed from Los Angeles with only the "A" Unit, picked up helper engine 1372 at Water Street. Four minutes and 30 seconds lost on schedule between Los Angeles and Water Street account single unit not developing sufficient power to make the schedule. An addition 3 minutes and ten seconds was lost at Water Street attaching Helper engine and testing the air. Arrived Pasadena 3" 25 seconds late and departed 5 minutes late. Delayed at that point one minute and 25 seconds for passengers to entrain. Lost an additional 4 minutes and 15 seconds on schedule between Pasadena and LaVerne, passing LaVerne 9 minutes and 15 seconds late. From LaVerne to San Bernardino the lost time was recovered, arriving San Bernardino at 9:30 PM, on time. Departed from San Bernardino on time, lost approximately 2 minutes and 5 seconds San Bernardino to Mile 78 account 20 miles per hour City Ordinance. With a variation of a few seconds made running time from One to Summit, arriving Summit 2 minutes 20 seconds late and departed 5 minutes late. Delayed 3 minutes at Summit cutting off helper and making air test. From San Bernardino to Summit in addition to the Pacific type engine 1372, engine 3727 also helped this train. From Summit to Thorn 20 seconds was lost on running time and between Thorn and Helendale an additional 50 seconds was lost. From Helendale to Barstow 2" 40 seconds was recovered, arriving Barstow 3 minutes 20 seconds late. Time lost on schedule between Summit and Helendale is result of time not being distributed to correspond with speed restrictions on curves.

Train rode very comfortably over entire Los Angeles Division and there was no unusual occurrence or irregularities. Equipment consisted of 6 cars 562 tons. Transportation 61 tickets 58 passengers. Pullman and Dining car in charge of Pullman Conductor R F Kiefer, Steward F. Rivera.

Yours truly,

Superintendent.

San Bernardino, August 8, 1936

Mr. C. G. Fluhr
 Superintendent
 San Bernardino.

Dear Sir:-

Herewith log of train No. 18-G, out of Los Angeles August 7th:

<u>CREW OF MOTOR M-1</u> <u>"A" Unit</u>	<u>CREW OF ENGINE 1372</u> <u>Water St to Summit</u>	<u>CREW OF ENGINE 3737</u> <u>San Bsns to Summit</u>	<u>TRAIN CREW</u>
Engineman G J Slonaker Fireman H D Hobbs	Engineman J G Martin Fireman W G Hutchings	Engineman H F Scheiterlein Fireman J T Madden	H S McGregor-Condr P C Rawns-H-Brakeman J G McCurdie-R- "

EQUIPMENT

TRANSPORTATION

Club 1306
 PS Gen'l Hancock
 DG 1468
 PS Glen Fraser
 PS Lake Yukon
 PS Crystal View

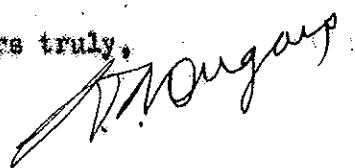
61 Tickets Fullman Condr R F Kiefer
 58 Passengers DG Steward F Rivera

6 Cars - 562 Tons

<u>STATIONS</u>	<u>SCHDL</u>	<u>TIME</u>	<u>MIN. LATE</u>	<u>REMARKS</u>
Los Angeles	8:00 PM	8:00 PM	0 T	Lost 4"30 S on schedule Los Angeles to Wtr St acct 1 unit.
Mission Twr	8:03	8:05-10	2-10	
Wtr Street	8:06	8:10-30		
Highland Prk	8:13	8:13-40	7-40	3"10 S attach hlpr eng 1372 and test air
Olga	8:17	8:23-20	6-20	
So Pasadena	8:18	8:24-05	6-05	
Raymond	8:21	8:26-10	5-10	
Usado	8:22	8:27-05	5-05	
Pasadena	8:25	8:28-25		
Wilton	8:32	8:30-00	5:00	1" 35 S Passrs entrain
Lemanda Park	8:34	8:37-10	5-10	
Chapman	8:35	8:39-30	5-30	
Santa Anita	8:36	8:40-30	5-30	
Aroandia	8:37	8:42-05	6:05	
Monrovia	8:39	8:43-50	6-50	
Butler	8:41	8:45-45	6-45	
Kincaid	8:43	8:48-15	7-15	
Azusa	8:44	8:50-30	7-30	
Glendora	8:47	8:51-50	7-50	
San Dimas	8:51	8:54-50	7-50	
LaVerne	8:53	8:59-45	8-45	
Pomona	8:55	9:02-15	9-15	
Claremont	8:57	9:03-30	8-30	
		9:05-25	8-25	

<u>STATIONS</u>	<u>SCHDL</u>	<u>TIME</u>	<u>MINS LATE</u>	<u>REMARKS</u>
Upland	9:02	9:09-25	7-25	Meet #0
Cucamonga	9:06	9:12-35	6-35	
Etiwanda	9:10	9:15-50	5-50	
Wade	9:11	9:16-50	5-50	
Fentana	9:13	9:19-55	4-55	
Rialto	9:21	9:22-20	2-20	
San Bdrno	9:30 PM	9:30-00 PM	OT	Lost# 05 3 on schdl San Bdrno to
	9:35 PM	9:35-10	-10	MP 78. acct 20 MPH City Ordinance.
Highland Jct	9:39	9:40-10	1-10	
Ono	9:44	9:45-30	2-30	
Verdement	9:45	9:50-40	2-40	
Devore	9:53	9:54-45	1-45	
Keenbrook	10:00	10:02-10	2-10	
Cajon	10:06	10:08-15	2-15	
Alroy	10:13	10:15-50	2-50	
Summit	10:20	10:22-20		3" cut off helper 1372 and 3737
		10:25-20	5-20	and test air
Lugo	10:28	10:32-40	4-40	
Hesperia	10:32	10:36-50	4-50	
Thorn	10:35	10:40-20	5-20	
Victorville	10:40	10:44-50	4-50	Pass #2
Leon	10:41	10:46-20	5-20	
Oro Grande	10:45	10:50-40	5-40	
Bryman	10:49	10:55-00	6-00	
Melendale	10:58	10:59-10	6-10	
Hodge	11:02	11:06-20	4-20	
Lenwood	11:08	11:10-55	2-55	
Barstow	11:15 PM	11:18-30	3-30	

Yours truly,



Trainmaster.

San Bernardino, 15th August, 1936.

File 111

Mr. F. J. MacKie,
Assistant General Manager,
Los Angeles.

Dear Sir:

Your file B-125:

Attached hereto is log maintained by me when accompanying train 18, Los Angeles to Barstow, Friday, August 14th.

Train was handled by engine 3456, without a helper, from Los Angeles to San Bernardino. Helper engine 3737 was used from San Bernardino to Summit; engine 3456 taking train through to Barstow single, arriving Barstow at 11:18 PM, or three minutes late on schedule.

While it was our original plan to furnish Pacific type helper out of Los Angeles, because there was some question in our minds as to whether engine 3456 could successfully make the schedule on the various grades, after discussing the matter further with Messrs: Wall and Love we decided there was every reason to believe engine 3456, which has tractive effort of 42,950 pounds, should successfully handle six cars, 562 tons, but we felt there might be some difficulty starting train if it happened to stop on the heaviest grades. I therefore arranged for light engine to follow No 18 on the block to Pasadena, with a very definite understanding with the engineman that he should not come up close behind No 18 unless he got a hand signal from us to do so. Engine 3456 handled the train very nicely and experienced no difficulty in keeping it moving, as well as making schedule time up to time of arrival at Pasadena. On endeavoring to start out of that station it was found to be very difficult to get started and it necessitated three efforts, two roll-back processes and was finally just able to get the train started, but it was decided by Mr. Wall and Road Foreman of Engines Love and myself, as well as members of crew that it would be quite a risk to attempt to always depend on engine 3456 to start this train of six cars handled on No 18 at Pasadena, eastbound, and if this engine is used to handle No 18 in the future some provision should be made to furnish helper to make sure the train can be started if it should happen to stop on some of the heaviest grades between Los Angeles and Pasadena. Otherwise, a very successful trip was made and the train handled very nicely at

all times and around all curves. However, our experience thus far in the handling of No 18 convinces me that until we shall have made considerable change in our trackage in eliminating curves we cannot expect to handle No 18 any faster than the schedule which it now has from Summit to Barstow; namely, 55 minutes, since to do so would necessitate going around the curves at a speed in excess of that which will afford comfortable riding. We have had several trips where we have demonstrated that about all we can do and handle the train in a satisfactory way as to comfort is to just about make the schedule from Summit to Barstow, of 55 minutes.

Engine 3456 was handled by Engineman A. E. Wallace and Fireman C. J. Hoffstetter. Train was in charge of Arizona Division train crew, Conductor R. W. Hunt, head Brakeman Sid Rogers and rear Brakeman H. J. McCall. Helper engine 3737, San Bernardino to Summit, was handled by Engineman J. J. Peyron and Fireman J. C. Clinton. Consist of train, six cars, 562 tons, as follows:

Club Car 1306
PS General Hancock
Dining Car 1468
PS Glen Fraser
PS Lake Yukon
PS Crystal View

Had 63 passengers, holding 64 tickets.

The performance from San Bernardino to Summit on this trip was one of the best that we have ever made. Left San Bernardino on time, 9:35 PM, arrived Summit at 10:21 PM, one minute late. Cut off helper and made air test, leaving Summit at 10:22-40 PM, or 2 minutes and 40 seconds late. Performance of engine 3456 was practically perfect, with the exception that the engine lacks starting power where there is any grade. Replenished water supply at San Bernardino; otherwise no time used on Los Angeles Division servicing engine.

Yours truly,
(Signed) C. G. Fluhr

LOG OF TRIP - TRAIN 17 - AUGUST 13, 1936
Recorded by Mr C G Fluhr

<u>STATION:</u>	<u>SCHEDULE:</u>	<u>TIME:</u>	<u>MINS LATE:</u>	<u>REMARKS:</u>
First District - Barstow	5:32 AM	6:19-30	47-30	Eng 3456 took water; picked up helper 3534; test air & inspection.
Lenwood	5:40	6:27-10	47-10	
Hodge	5:46	6:31-40	45-40	
Helendale	5:55	6:39-30	44-30	
Bryman	5:59	6:43-30	44-30	
Oro Grande	6:04	6:47-40	43-40	
Leon	6:09	6:51-10	42-10	
Victorville	6:10	6:52-10	42-10	
Thorn	6:16	6:56-45	40-45	
Hesperia	6:23	7:01-05	38-05	
Lugo	6:30	7:06-00	36-00	
Summit	6:43	7:13-30	30-30	Cut off hlpr & test air
		7:14-50	31-50	
Dell	6:49	7:20-50	31-50	
Gish	6:51	7:22-00	31-00	
Cajon	6:57	7:26-30	29-30	
Keenbrook	7:03	7:32-05	29-05	
Devore	7:10	7:37-20	27-20	
Verdemont	7:14	7:39-55	25-55	
Ono	7:18	7:42-25	24-25	
Highland Junction	7:23	7:47-40	24-40	
San Bernardino	7:30	7:52-50	22-50	
Second District - San Bernardino		7:55-40	25-40	Discharge passenger and inspection.
Rialto	7:35	8:02-15	27-15	
Fontana	7:39	8:06-45	27-45	
Wade	7:42	8:09-35	27-35	
Etiwanda	7:43	8:10-25	27-25	
Cucamonga	7:47	8:13-30	26-30	
Upland	7:50	8:16-30	26-30	
Claremont	7:55	8:20-45	25-45	
Pomona	7:57	8:22-15	25-15	
La Verne	7:59	8:23-20	24-20	
San Dimas	8:02	8:25-25	23-25	
Glendora	8:07	8:28-53	21-53	
Azusa	8:10	8:31-00	21-00	
Kincaid	8:12	8:32-30	20-30	
Butler	8:14	8:34-00	20-00	
Monrovia	8:17	8:35-45	18-45	
Arcadia	8:20	8:37-25	17-25	
Santa Anita	8:23	8:39-40	16-40	
Chapman	8:26	8:41-50	15-50	
Lamanda Park	8:27	8:42-55	15-50	
Wilton	8:29	8:44-40	15-40	

Pasadena	8:35	8:50-15	15-15 Discharge passenger
		8:51-30	16-30 and baggage.
Usado	8:36	8:52-40	16-40
Raymond	8:37	8:53-55	16-55
South Pasadena	8:40	8:55-25	15-25
Olga	8:41	8:56-20	15-20
Highland Park	8:47	8:58-50	11-50
Water Street	8:52	9:03-15	11-15
Mission Tower	8:55	9:06-00	11-00
Los Angeles	9:00	9:09-20	9-20

LOG OF TRIP - TRAIN 18 - AUGUST 14, 1936

RECORDED BY MR. C. G. FLUHR

STATION:	SCHEDULE:	TIME:	MINS. LATE:	REMARKS:
Los Angel s	8:00 PM	8:00-00	OT	Eng 3456 little slow starting train.
Mission Tower	8:03	8:04-30	1-40	
Water Street	8:06	8:07-15	1-15	
Highland Park	8:13	8:13-55	-55	
Olga	8:17	8:17-00	OT	
So Pasadena	8:18	8:18-00	OT	
Raymond	8:21	8:21-00	OT	
Usado	8:22	8:22-00	OT	
Pasadena	8:25	8:23-30	-	Station stop for passgrs. Eng 3456 had to make three efforts before could start train.
		8:28-00	3-00	
Wilton	8:32	8:35-00	3-00	
Lamanda Park	8:34	8:36-35	2-35	
Chapman	8:35	8:37-40	2-40	
Santa Anita	8:36	8:39-20	3-20	
Arcadia	8:37	8:41-10	4-10	
Monrovia	8:39	8:42-55	3-55	
Butler	8:41	8:45-30	4-30	
Kincaid	8:43	8:47-45	4-45	
Azusa	8:44	8:49-15	5-15	
Glendora	8:47	8:52-20	5-20	
San Dimas	8:51	8:57-25	6-25	
LaVerne	8:53	9:00-20	7-20	
Pomona	8:55	9:01-45	6-45	
Claremont	8:57	9:03-40	6-40	
Upland	9:02-55	9:07-55	5-55	
Cucamonga	9:06	9:11-15	5-15	
Etiwanda	9:10	9:14-32	4-32	
Wade	9:11	9:15-40	4-40	
Fontana	9:15	9:18-50	3-50	
Rialto	9:21	9:22-00	1-00	
San Bernardino	9:30	9:30-00	OT	Took water on eng 3456, coupled helper 3737 on and test air and inspection.
	9:35	9:35-00	OT	
Highland Jet	9:39	9:39-00	OT	
One	9:44	9:44-00	OT	
Verdemont	9:48	9:48-20	-20	
Devore	9:53	9:53-00	OT	
Keenbrook	10:00	10:00-00	OT	
Cajon	10:06	10:06-30	-30	
Alray	10:13	10:13-55	-55	
Summit	10:20	10:21-00	1-00	Cut off hlpr & test air.
		10:22-40	2-40	
Lugo	10:28	10:29-20	1-20	
Hesperia	10:32	10:34-50	2-50	
Thorn	10:35	10:38-20	3-20	
Victorville	10:40	10:42-00	3-00	
Leon	10:41	10:44-30	3-30	
Oro Grande	10:45	10:45-25	3-25	
Bryman	10:49	10:53-15	4-15	

STATION:	SCHEDULE	TIME	MINS. LATE	REMARKS
Helendale	10:53	10:57-05	4-05	
Hedge	11:02	11:05-45	3-45	
Lenwood	11:08	11:10-45	2-45	
Barstow	11:15	11:18-00	3-00	

11 18 40
 10 22 20
 5 2

San Bernardino, November 27, 1936.

Mr. V. H. Wilson,
Acting Superintendent,
San Bernardino.

Dear Sir:-

The following is log of train No. 17, departing from Barstow November 26th:

MOTOR M-1		
<u>UNITS A & C</u>	<u>EQUIPMENT</u>	<u>TRANSPORTATION</u>
Engineman G J Slonaker	Club 1301	64 Tickets
Fireman R Clayton	PS Forward	58 Passengers
G W Phipps, Conductor	PS Gen'l Hancock	3 San Bdn
T G Hinds, H-Brakeman	DS 1468	7 Pasadena
W N Murray, R-Brakeman	PS Glen Frazier	45 Los Angeles
	PS Clover Knoll	3 San Diego
	PS Crystal View	
	7 cars - 617 tons	

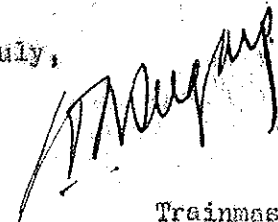
No Helper Service

<u>STATIONS</u>	<u>SCHEDULE</u>	<u>TIME</u>	<u>MINS LATE</u>	<u>REMARKS</u>
Barstow	5:32 AM	5:32-45	.45	Inspection
Lenwood	5:40	5:42-45	2-45	
Hodge	5:46	5:49-10	3-10	2" 30 Sec lost on sched-
Helendale	5:55	6:00-15	5-15	ule slow track Hodge ac-
Bryman	5:59	6:05-05	6-05	ct line change-new track
Oro Grande	6:04	6:10-10	6-10	
Leon	6:09	6:14-20	5-20	
Victorville	6:10	6:15-50	5-50	
Thorn	6:16	6:21-15	5-15	Thorn to Summit 4"15Sec
Heaperia	6:23	6:30-55	7-55	Heavy train
Lugo	6:30	6:39-20	9-20	
Summit	6:43	6:51-10		
		6:52-30	9-30	1" 20 Sec air brake test
Dell	6:49	6:57-10	8-10	
Gish	6:51	6:58-50	7-50	
Cajon	6:57	7:03-50	6-50	
Keenbrook	7:03	7:09-10	6-10	
Devore	7:10	7:15-10	5-10	
Verdement	7:14	7:18-05	4-05	
Ono	7:18	7:22-00	4-00	
Highland Jet	7:23	7:26-15	3-15	
San Bernardino	7:30	7:31-40	1-40	

<u>STATIONS</u>	<u>SCHEDULE</u>	<u>TIME</u>	<u>MINS LATE</u>	<u>REMARKS</u>
San Bernardino	7:30	7:37-00	7-00	2" Inspn and pgrs detrain
Rialto	7:35	7:46-45	11-45	3" 20 Seconds start train
Fontana	7:39	7:52-50	13-50	account oil on motor wheels
Wade	7:42	7:56-10	14-10	from oil flanges
Etiwanda	7:43	7:57-00	14-00	Above information obtained
Cucamonga	7:47	8:00-40	13-40	from Asst to L. J. Brasher in
Upland	7:50	8:03-30	13-30	charge of Diesel engines.
Claremont	7:55	8:07-20	12-20	On November 27th was advised
Pomona	7:57	8:08-40	11-40	Fuel line on "C" unit de-
LaVerne	7:59	8:09-40	10-40	fective preventing free flow
San Dimas	8:02	8:11-40	9-40	of fuel and preventing this
Glendora	8:07	8:15-15	8-15	unit coordinating with "A"
Azusa	8:10	8:17-25	7-25	unit
Kinsaid	8:12	8:18-40	6-40	
Butler	8:14	8:20-45	6-45	
Monrovia	8:17	8:22-30	5-40	Pass #41
Arcadia	8:20	8:24-10	4-10	
Santa Anita	8:23	8:26-10	3-10	
Chapman	8:26	8:28-10	2-10	
Lamanda Park	8:27	8:29-15	2-15	
Wilton	8:29	8:30-50	1-50	
Pasadena	8:35	8:36-20		
		8:38-35	3-35	2" 15 Sec pgrs & Bag
Usado	8:35	8:40-10	4-10	detrain
Raymond	8:37	8:40-55	3-55	
So. Pasadena	8:40	8:43-00	3-00	
Olga	8:41	8:43-45	2-45	
Highland Park	8:47	8:47-50	-50	
Water Street	8:52	8:52-40	-40	
Mission Tower	8:55	8:55-25	-25	
Los Angeles	9:00 AM	9:00-00	0 T	

As a matter of information relative to track conditions that registered on train, the Pacific Electric crossing at San Dimas was very rough, either caused by rough spot in crossing frog or the frog out of line. There was also a bad jerk in track on curve just opposite mile post 115.

Yours truly,



Trainmaster.