

# The Atchison, Topeka & Santa Fe Railway Co.



COAST LINES.



## LOS ANGELES DIVISION.

# EMPLOYEES' TIME TABLE No. 46

IN EFFECT

**SUNDAY, JANUARY 9, 1916,**

**AT 12:01 O'CLOCK A.M.**

PACIFIC STANDARD TIME

Superseding Time Table No. 45, Dated November 14, 1915, and any Supplements thereto.

This Time Table is for the Government and Information of Employes 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,  
GENERAL SUPERINTENDENT,  
Los Angeles, Cal.

**ALL DISTRICTS.**

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

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

3. Trains Nos. 33, 34, 281 and 282 are annulled. Their schedules are carried in time table principally for statistical purposes.

4. 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.

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

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

Westward freight trains must stop ten (10) minutes at Cajon and ten (10) minutes at Devore for cooling wheels and inspection of trains.

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.

7. 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.

8. Rule 567 is abrogated, 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.

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

First-class trains, when ten minutes or more late, are required to approach and leave Barstow, San Bernardino, Los Angeles, Fullerton, 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.

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

In case of fog or its equivalent, first-class trains and all other trains of whatever class, will use the bell and whistle freely, and if necessary send a flagman ahead to protect against possible obstructions and engines in yards. Yard engines will give way to all such trains at the earliest moment possible.

At San Bernardino, yard limits extend eastward, on First District to Highland Junction; westward on Second District to a point near eastward signal for yard tower; 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.

Movements between San Bernardino and Colton by other than yard engines will be made only under time table or train order authority.

All trains arriving at or leaving San Bernardino must approach wye located at intersection of Third District passenger main line with Second District main line, under control.

At Los Angeles, between west end of double track, Third District and Signal 1404, Second District, all trains and engines must move under control, looking out for switching movements.

10. 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.

11. 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.

12. 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.

13. 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.

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

14. 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, when operator on duty, Third district trains (excepting those to and from the Temecula district) may register by Form 903 and check register only against such trains as originate or terminate at Highgrove.

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

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

At Fullerton, train No. 8 will register by Form 903, and not check register.

At Fullerton, Orange and Santa Ana train No. 72 will register by Form 903 and not check register.

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

15. 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.

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

17. 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.

18. 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 and Colton.

19. 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.

20. 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, Lamanda Park 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	46	2	00	2	00
769-788.....	1	46	2	00	2	00
789-824.....	1	46	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	46	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	46	2	00	2	00
1798-1799.....	2	30	2	30	2	30
1950-1989.....	1	46	2	00	2	00
3000-3009.....	2	30	2	30	2	30
3010-3020.....	1	46	2	00	2	00
3200-3203.....	2	30	2	30	2	30
3600-3700.....	1	46	2	00	2	00
All other Classes.....			2	00	1	30

21. 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.

22. 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.

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

S. P., L. A. & St. L. trains Eastward to Santa Fe at Riverside

Junc. must get clearance card (Form 902) before leaving Riverside.

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

25. In making air test under conditions stipulated in Rule 876 of Rules and Regulations, conductor or rear brakeman will watch last car in train and if brakes apply and release properly, proceed signal will be given. Such test will be made on all trains immediately before departure from Summit. Trains must stop before making test.

Rule 882: In making this service test the speed of the train must not be less than 15 miles per hour, and the engine brakes must be released during the test so that the engineer will know that the speed of the train is reduced by application of the brakes upon the train.

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

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

27. 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.

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

STOP—Arm horizontal, or red light.

PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.

PROCEED—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

29. The exception noted under Rule 221-A is abrogated.

30. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signal to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, operators should deliver such orders at the heading in switch.

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

32. Rule 418 of the Book of Rules and Regulations, Operating Department, is hereby modified to the extent that the rear brakeman of freight trains will be on top of caboose or other high car, and head brakeman on the rear of engine tender or high car, passing all stations. In other respects the requirements of Rule 418 will be observed.

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

34. Conductors of freight trains descending grades Summit to Highland Junction, Pasadena to Water Street, Linda Vista to Sorrento, and Long Beach Springs to Highgrove, must ride in cupola of caboose where they can observe air gauge and be prepared to signal brakemen, should it become necessary to control train by hand brakes or to apply air brake from conductor's valve in response to stop signals given by trainmen in emergency cases.

35. Rule 5: At following stations, certain switches (other than extreme) are designated as "heading in" points for trains required to take siding; at these stations trains holding main track will keep clear of such switches until opposing trains shall have cleared them.

Cucamonga.....Cut-off switch East of depot.  
San Dimas....." " " " "

Placentia.....Cut-off switch West of depot.  
San Onofre.....Cut-off switch East of warehouse.  
Del Mar.....Second Cut-off switch West of depot.  
Serra (passenger trains only).....Cut-off switch West of pump-house.  
Corona " " " " " East " "

36. SPECIAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

Train	STOPS	PASSENGERS DESTINED
2	All stations	Williams or East thereof
4	All stations	East of Trinidad
8	All stations	East or North of Barstow
10	All stations	East or North of Barstow
15	Raymond and South Pasadena	San Diego
16	All stations	Bakersfield and West thereof
17	All stations, Third District	Olive, Orange, Santa Ana or East thereof
18	All stations, Second District	East of San Bernardino, or trains 110-519
21	Gish (Saturday only)	San Bernardino or West thereof
22	All stations	Williams—Belen—East and South thereof
56	All stations	East or North of Barstow
70	(Sunday only) East of Oceanside	All stations
73	All stations	North of Barstow
73	(Sunday only) East of Oceanside	All stations
74	West of Fullerton	Santa Ana or East thereof
77	East of Irvine	Santa Ana, Los Angeles or Train 56

NOTE:—Nos. 4, 16 and 20 will be flagged by Agents only when authorized by Trainmaster.

37. SPECIAL STOPS TO DISCHARGE REVENUE PASSENGERS.

Train	STOPS	PASSENGERS FROM
1	All stations	East or North of Barstow
3	All stations	Grand Canyon or East thereof
7	All stations	East or North of Barstow
9	All stations	East or North of Barstow
15	All stations	North of Barstow
16	Raymond and South Pasadena	Fourth District
17	All stations	East or North of Barstow
18	Raymond	From San Diego
18	Alray (Sunday only)	San Bernardino or West thereof
21	All stations	East or North of Barstow
45	All stations	Trains 21, 54 and 524
51	West of Fullerton	East of Fullerton
56	All stations	Santa Ana or East thereof
72	All stations	East of Los Angeles
73	West of Fullerton	Santa Ana or East thereof
73	(Sunday only) East of Oceanside	Any station
74	All stations	Second District
74	East of Oceanside	West of Oceanside
76	Capistrano	Santa Ana or West thereof (No baggage or express)
77	Elvira (Sunday only)	San Diego
77	West of Fullerton	Santa Ana or East thereof

FIRST AND REDLANDS DISTRICT.

38. Double track between San Bernardino and Summit—trains must keep to the left.

Double track between Hicks and Barstow—trains must keep to the right.

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

Extra trains, the conductors and enginemen of which have been furnished clearance card (Form 902) and orders designated thereon, are authorized to move with the current of traffic, San Bernardino to Summit, and Hicks to Barstow, Eastward. Barstow to Hicks, and Summit to San Bernardino, Westward, without Form "G" orders, but if provision has been made for the use of a section of double track as single track, no extra train may move over such section in either direction without having

an order, Form "G," as provided by the Rules and Regulations, Operating Department.

39. Trains will not enter or leave Barstow yard until given signal by switch tender. Trains leaving yard will call for route by one long blast of whistle.

40. Passenger trains will consume not less than  
6 minutes from Summit to Dell  
2 " " Dell " Gish  
6 " " Gish " Cajon  
6 " " Cajon " Keenbrook  
7 " " Keenbrook " Devore  
3 " " Devore " Verdemont  
8 " " Verdemont " Highland Jct.  
5 " " Highland Jct. " San Bernardino

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

Freight trains will consume four (4) minutes for each mile run Summit to Cajon, and three (3) minutes for each mile run Cajon to San Bernardino.

41. Trains must reduce speed to fifteen (15) miles per hour while crossing bridge B 14, 1.4 miles west of Mentone.

42. Automatic signals of upper quadrant type, between Hicks and Barstow, Summit and San Bernardino.

SECOND DISTRICT.

43. Automatic signals of upper quadrant type, between Los Angeles and Olga. Blocks 1404 and 1392 Eastward and Blocks 1381-1391 and 1403 Westward are "minute blocks." If signals are in stop position, trains will wait one minute, then proceed under control.

44. Minimum time of passenger trains between Pasadena and Los Angeles, in either direction, is twenty-five minutes; this must not be exceeded when trains are late. Freight trains will not exceed twenty miles per hour between these stations. All trains must reduce speed to twenty-five (25) miles per hour between Raymond and Wilton and to 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 passenger trains.

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

THIRD, OLINDA, AND REDONDO DISTRICTS.

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

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

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 time table superiority, and be governed by automatic block rules and signals. (See fourth paragraph Special Rule 9.)

48. Between San Bernardino and Colton first-class trains will use passenger main track and other trains will use freight main track unless form "G" order authorizes movement via passenger line.

49. No. 506 will pull through the wye and back into San Bernardino on Second District track.

50. No. 505 is superior to No. 512.  
No. 51 " " " " " 506.  
No. 519 " " " " " 516.  
No. 53 " " " " " 520.

51. Nos. 512 and 516 will back from Riverside to Highgrove.

52. No. 141 will head through Redondo Junction wye to Third District and back into Los Angeles.

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

FOURTH, OLIVE, FALLBROOK AND ESCONDIDO DISTRICTS.

54. Movement of all engines and trains between San Diego and

See page 15 for additional rules, normal position of junction switches, railroad crossings at grade, sidings, spurs, etc.

WESTWARD

Second Class			First Class													Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Barstow	Ruling Grade According	TIME TABLE		Grade Descending
33	281	115	105	21	207	101	3	7	219	15	19	17	1	201	9					STATIONS.	NO. 46	
FREIGHT	FREIGHT	FREIGHT	PASSENGER	The Missionary	PASSENGER	PASSENGER	California Limited	Fargo Fast	PASSENGER	The Angel	De Luxe	The Phoenix	The Overland	PASSENGER	The Navajo	January 9, 1916						
Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Friday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles						
PM 1.10	AM 11.30			PM 2.55	AM 11.20		AM 9.00	AM 8.35	AM 8.25	AM 4.25	AM 4.05	AM 3.30	AM 2.30	AM 1.45	AM 1.10	Yard	FW TY	37.0	BARSTOW			
1.44	11.50			3.05	11.30		9.12	f 8.47	8.36	4.34	4.15	3.40	f 2.43	2.00	1.22	80		6.5	6.5	TODD		
2.30	PM 12.01			f 3.14	11.39		9.23	f 8.59	8.47	4.43	4.25	3.48	f 2.55	2.12 <sup>10</sup>	1.32	82	W	12.1	37.0	5.6	HICKS	
2.55	12.15			f 3.21	11.47		9.33 <sup>282</sup>	f 9.09 <sup>282</sup>	8.57 <sup>282</sup>	4.50	4.33	3.56	f 3.05	2.22	1.43	70		17.2	37.0	5.1	WILD	
3.18 <sup>21</sup> 3.33	12.30			f 3.28 <sup>33</sup>	11.54		9.42	f 9.19	9.07	4.58	4.42	4.03	f 3.15	2.32	1.55 <sup>10</sup>	70	W	21.6	37.0	4.4	HELEN	
3.55	1.00 <sup>8</sup> 1.36 <sup>220</sup>			3.35	PM 12.01		9.51	f 9.29	9.16	5.05	4.50	4.11	f 3.25	2.42	2.07	70		26.4	37.0	4.8	BRYMAN	
4.15	2.00			s 3.43	12.09		10.00	s 9.39	f 9.25	5.12	4.58	f 4.20	f 3.37	f 2.53	2.17	61		31.8	38.3	5.4	ORO GRANDE	
s 4.50 <sup>4</sup>	2.30			s 3.54	12.20		10.13	s 9.52	s 9.40	5.22	5.10	s 4.32	s 3.52	s 3.05	s 2.30	70	FW Y	37.1	84.5	5.3	VICTORVILLE	
5.14 <sup>208</sup>	2.45			4.04	12.30 <sup>8</sup>		10.23	f 10.02	9.51	5.30	5.20	4.39	f 4.02	3.15	2.40	70		41.5	84.5	4.4	THORN	
6.04 <sup>18</sup>	3.10			f 4.12	12.42 <sup>2</sup>		10.33	f 10.15	f 10.02	5.38	5.28	4.46	f 4.12	f 3.25	2.50	61	W	45.1	84.5	3.6	HESPERIA	
6.18	3.30			4.25 <sup>4</sup>	12.55 <sup>220</sup>		10.45	f 10.30	10.14	5.46	5.35	4.56	4.24	3.37	3.05	66		50.3	84.5	5.2	LUGO	
s 6.55	s 4.00			s 4.42	1.15		11.05	s 10.50	s 10.40	s 6.05	5.55	s 5.16	s 4.50	s 4.00	s 3.30	70	Y	56.2	0	5.9	SUMMIT	
7.07	4.10			4.48	1.21		11.12	f 10.57	10.47	6.11	6.01	5.22	f 4.56	4.07	3.36	26		58.9	0	2.7	DELL	
7.11	4.20			4.50	1.23		11.15	11.00	10.50	6.13	6.03	5.25	f 4.59	4.09	3.38	70		60.1	0	1.2	GISH	
s 7.25 7.35	s 4.30 4.40			f 4.56	1.30		11.23	f 11.08	10.58	6.19	6.09	5.34	f 5.08	f 4.15	3.44	70	W	62.8	0	2.7	CAJON	
7.55	4.54 5.09 <sup>21</sup>			f 5.04 <sup>281</sup>	1.37		11.31	f 11.18	11.08	6.27	6.16	5.42	f 5.16	4.24	3.52			66.6	0	3.8	KEENBROOK	
s 8.23 8.33	s 5.30 5.40			f 5.11	1.45		11.41	f 11.30	11.19	6.34	6.25	5.50	f 5.25	f 4.33	4.00	70	Y	71.3	0	4.7	DEVORE	
8.40	5.50			5.15	1.49		11.46	f 11.36	11.25	6.38	6.30	5.54	f 5.31	4.38	4.04			73.8	0	2.5	VERDEMONT	
8.50	6.00			5.19	1.53		11.52	11.42	11.30	6.41	6.34	5.58	5.37	4.43	4.08			76.3	0	2.5	ONO	
9.05	6.10	AM 8.25	PM 7.25	5.25	2.00	PM 12.05	11.59	11.50	11.38	6.47	6.40	6.04	5.44	4.50	4.15			79.3	0	3.5	HIGHLAND JUNC.	
9.10 PM	6.20 PM	8.35 AM	7.30 PM	5.30 PM	2.05 PM	12.10 PM	PM 12.05 PM	11.55 AM	11.45 AM	6.55 AM	6.45 AM	6.10 AM	5.50 AM	4.55 AM	4.20 AM	Yard	FW TY	81.4	0	1.6	SAN BERNARDINO	
Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Friday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(81.4)		

(11.7) (12.8) (10.2) (19.2) (31.5) (29.6) (19.2) (26.4) (24.4) (24.4) (32.5) (30.4) (30.5) (24.4) (25.7) (25.7) ----- Average speed per hour -----



WESTWARD

First Class

45	43	3	47	41	19	15	9	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Barstow	Running Grade Ascending	TIME TABLE NO. 46 January 9, 1916
PASSENGER	PASSENGER	California Limited	PASSENGER	PASSENGER	DeLuxe	The Angel	The Navajo			Miles		STATIONS
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Friday Only	Leave Daily	Leave Daily					
PM 6.40 <sup>16</sup>	PM 3.25	PM 12.15	AM 11.00 <sup>2</sup>	AM 7.45	AM 7.10	AM 7.00	AM 4.35	YARD	FW T			
f 6.48	s 3.33	12.23	f 11.07	s 7.53	7.17	7.06	f 4.45	59		81.1	63.4	<b>SAN BERNARDINO</b>
6.54	f 3.39	12.30	11.13	f 8.00	7.23	7.11	f 4.55	50		84.9	32.4	3.8 P. E. Crossing <b>RIALTO</b>
6.59	f 3.43	12.36	11.17	f 8.06	7.26	7.15	5.02	26		89.0	0	4.7 <b>POMONA</b>
7.01	s 3.45	12.38	11.19	s 8.08	7.28	7.16	f 5.05	28		92.5	0	8.1 <b>WADE</b>
7.03	f 3.47	12.40	11.21	f 8.11	7.30	7.17	5.08	9		93.7	0	1.2 <b>ETIWANDA</b>
f 7.08	s 3.53 <sup>18</sup>	12.45	f 11.24	s 8.16	7.33	7.20	f 5.12	88	W	95.0	14.3	1.3 <b>ROCHESTER</b>
s 7.17 <sup>20</sup>	s 4.00	12.51	s 11.31	s 8.23	7.38	7.25	s 5.20	32		97.6	0	2.6 <b>CUCAMONGA</b>
f 7.23	s 4.08	12.59	s 11.37	s 8.30	7.44	7.31	f 5.28	74		100.9	59.0	3.3 <b>UPLAND</b>
f 7.25	s 4.12	1.03	f 11.40	s 8.34	7.46	7.33	f 5.31	44		104.9	30.8	P. E. Crossing 4.0 <b>CLAREMONT</b>
f 7.27	s 4.15	1.05	f 11.42	s 8.37	7.48	7.34	f 5.34	49		106.7	0	P. E. Crossing 1.8 <b>NORTH POMONA</b>
f 7.31	s 4.20	1.09	s 11.47	s 8.44 <sup>42</sup>	7.51	7.37	f 5.40	49		107.9	0	1.2 <b>LORDSBURG</b>
f 7.37 <sup>22</sup>	s 4.28	1.16	f 11.54	s 8.51	7.57	7.42	f 5.50	70	W	110.3	0	2.3 <b>SAN DIMAS</b>
f 7.43	s 4.34	1.21	f 11.59	s 8.56	8.00	7.45	f 5.56	41	Y	110.3	0	P. E. Crossing 4.2 <b>GLENORA</b>
7.45	4.37	1.24	PM 12.02	8.58	8.02	7.47	5.59	35		114.4	0	2.5 <b>AZUSA</b>
7.47	4.39	1.26	12.04	9.00	8.04	7.49	6.03	28		116.9	0	1.7 <b>KINCAID</b>
7.48	f 4.41	1.27	f 12.05	f 9.01	8.05	7.50	f 6.04	12		118.6	0	1.0 <b>BUTTE</b>
f 7.50	s 4.45	1.30	f 12.07	s 9.04	8.07	7.52	f 6.07	36		120.2	0	0.5 <b>DUARTE</b>
7.53	f 4.48	1.34	12.10	f 9.07	8.09	7.55	6.11	41		121.0	17.6	1.4 <b>MONROVIA</b>
7.56	f 4.54 <sup>44</sup>	1.40	12.14	f 9.11	8.12 <sup>42</sup>	7.58	6.16	22		122.4	52.0	1.7 <b>ARCADIA</b>
f 8.02	f 5.00	1.50 <sup>4</sup>	f 12.20	f 9.17	8.17	8.06 <sup>42</sup>	6.22	21	W	124.1	73.9	S. P. Co. Crossing 1.7 <b>SANTA ANITA (S. Madre)</b>
8.04	5.02	1.55	12.22	9.19	8.20	8.08	6.24	17		125.8	63.4	2.2 <b>LAMANDA PARK</b>
8.06	5.04	1.57	12.24	9.21	8.23	8.11	6.26	10		128.0	73.9	P. E. Crossing 1.1 <b>WILTON</b>
8.07	f 5.05	1.58	12.26	f 9.23	8.24	8.12	6.27	0		129.1	73.9	1.1 <b>OLIVEWOOD</b>
s 8.15	s 5.10	s 2.05	s 12.33	s 9.30 <sup>2</sup>	s 8.30	s 8.17	s 6.35	37		190.2	67.6	0.5 <b>LOS ROBLES</b>
8.16	5.11	2.08	12.34	9.34	8.32	8.20	6.39	21		190.7	67.6	0.9 <b>PASADENA</b>
8.17	f 5.12	f 2.09	f 12.35	f 9.35	f 8.33	8.21	f 6.40	21		191.6	0	0.7 <b>USADO</b>
f 8.20	f 5.15	2.14	f 12.38	f 9.38	8.37	8.24	f 6.43	5		192.3	0	0.4 <b>RAYMOND</b>
8.21	5.18 <sup>16</sup>	2.20 <sup>18</sup>	12.39	9.39	8.38	8.25	6.44	40		192.7	0	1.1 <b>SOUTH PASADENA</b>
f 8.25	f 5.22	2.24	f 12.44	f 9.43	8.42	8.29	6.50	26		193.8	0	0.1 <b>OLGA</b>
8.32	5.28	2.31	12.52	9.50	8.50	8.36	7.00	35		134.3	0	1.7 <b>GARVANZA</b>
8.40 PM	5.35 PM	2.40 PM	1.00 PM	10.00 AM	9.00 <sup>2</sup> AM	8.45 AM	7.10 AM	YARD	FW T	136.0	0	S. P., L. A. & S. L. E. R. E. Crossing 3.1 <b>WATER STREET</b>
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Friday Only	Leave Daily	Arrive Daily			139.1	0	S. P., L. A. & S. L. E. R. E. Crossing S. P. Co. Crossing 2.0 <b>LOS ANGELES</b>

LOS ANGELES DIVISION—SECOND DISTRICT

TIME TABLE NO. 46 January 9, 1916		Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD										
				First Class										
				42	2	4	18	44	16	20	22	10		
				PASSENGER	The Navajo	California Limited	The Phoenix	PASSENGER	The Saint	De Luxe	The Missionary	The Overland		
STATIONS.			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
SAN BERNARDINO	0	P	AM 9.45	AM 11.00 <sup>47</sup>	PM 3.05	PM 4.15	PM 6.25	PM 6.40 <sup>45</sup>	PM 7.45	PM 8.25	PM 11.05			
3.8 P. E. Crossing RIALTO	15.5	DP	s 9.37	10.52	2.58	4.09	s 6.15	6.33	7.38	8.18	f 10.58			
1.1 MAGANA	38.7		f 9.30	10.46	2.52	4.04	f 6.07	6.27	7.32	8.13	10.52			
3.5 WADE	26.8		f 9.23	10.41	2.47	3.59	f 6.01	6.22	7.27	8.09	10.47			
1.2 ETIWANDA	21.9	DP	s 9.20	10.39	2.45	3.58	f 5.59	6.20	7.25	8.07	f 10.45			
1.3 ROCHESTER	18.0		f 9.18	10.37	2.44	3.56	f 5.57	6.18	7.24	8.06	f 10.43			
2.6 CUCAMONGA	0	DP	s 9.13	10.34	2.41	f 3.53 <sup>43</sup>	s 5.52	6.15	7.21	8.03	f 10.40			
3.3 UPLAND P. E. Crossing	42.0	P	s 9.08	10.28	2.36	s 3.46	s 5.45	6.10	7.17 <sup>45</sup>	s 7.58	10.35			
4.0 CLAREMONT P. E. Crossing	59.1	DP	s 8.59	10.18	2.30	s 3.36	s 5.36	6.04	7.11	7.51	f 10.27			
1.8 NORTH POMONA	43.8	DP	s 8.54	10.15	2.28	3.31	f 5.32	6.01	7.08	7.48	f 10.23			
1.2 LORDSBURG	63.4	DP	s 8.50	10.13	2.26	f 3.28	f 5.29	5.59	7.06	7.46	f 10.20			
2.3 SAN DIMAS P. E. Crossing	63.4	DP	s 8.44 <sup>41</sup>	10.09	2.22	s 3.22	s 5.24	5.56	7.02	7.43	f 10.15			
4.2 GLENORA	63.4	DP	s 8.35	10.02	2.14	s 3.12	s 5.15	5.50	6.56	7.37 <sup>45</sup>	f 10.06			
2.5 AZUSA	52.8	DP	s 8.28	9.56	2.09	s 3.01	s 5.08	5.47	6.52	7.30	f 9.58			
1.7 KINCAID	80.3		8.23	9.53	2.05	2.57	5.04	5.45	6.50	7.28	9.53			
1.6 POMONA	60.7	DP	8.21	9.51	2.02	2.54	5.02	5.43	6.48	7.26	9.51			
0.8 DUARTE	32.9	DP	f 8.20	9.50	2.01	2.53	f 5.01	5.42	6.47	7.25	f 9.50			
1.4 MONROVIA	15.8		8.18	9.48	1.59	2.51	f 4.59	5.40	6.45	7.23	f 9.48			
1.7 S. F. Co. Crossing ARCADIA P. E. Crossing	0		f 8.15	9.46	1.56	2.48	f 4.57	5.38	6.43	7.21	9.46			
1.7 SANTA ANITA (S. Madre)	0	DP	f 8.12 <sup>10</sup>	9.43	1.53	2.45	f 4.54 <sup>43</sup>	5.36	6.41	7.19	f 9.43			
2.2 LAMANDA PARK P. E. Crossing	0	DP	f 8.06 <sup>15</sup>	9.40	1.50 <sup>3</sup>	2.42	f 4.51	5.33	6.38	7.16	f 9.40			
1.1 WILTON	0		8.03	9.38	1.47	2.39	4.48	5.31	6.36	7.14	9.37			
1.1 OLIVEWOOD	0		8.00	9.35	1.44	2.36	4.45	5.29	6.34	7.12	9.34			
0.5 LOS ROBLES	90.8		f 7.59	9.34	1.43	2.35	f 4.44	5.28	6.33	7.11	9.33			
0.9 PASADENA	114.0	P	s 7.56	9.30 <sup>41</sup>	s 1.40	s 2.32	s 4.42	s 5.25	s 6.30	s 7.08	s 9.30			
0.7 USADO	114.0		7.51	9.23	1.33	2.26	4.36	5.22	6.22	7.01	9.23			
0.4 RAYMOND	105.6		f 7.50	9.22	f 1.32	2.25	f 4.35	5.21	f 6.21	7.00	9.22			
1.1 SOUTH PASADENA	89.8		f 7.48	9.20	1.29	f 2.22	f 4.33	5.19	6.19	6.58	9.19			
1.5 OLGA	89.8		7.47	9.18	1.28	2.20 <sup>3</sup>	4.32	5.18 <sup>43</sup>	6.18	6.57	9.18			
1.7 S. F., L. A. & S. L. E. R. Crossing GARDEN	106.9		f 7.44	9.14	1.24	2.14	f 4.29	5.14	6.14	6.54	9.15			
3.1 WATER STREET S. F. Co. Crossing	0		7.37	9.07	1.17	2.07	4.22	5.07	6.07	6.47	9.07			
LOS ANGELES		P	7.30 AM	9.00 <sup>19</sup> AM	1.10 PM	2.00 PM	4.15 PM	5.00 PM	6.00 PM	6.40 PM	9.00 PM			
(60.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues- day Only	Leave Daily	Leave Daily			
Average speed per hour			(26.6)	(30.0)	(31.3)	(26.6)	(27.7)	(36.0)	(34.3)	(34.3)	(28.8)			

WESTWARD

Second Class	First Class																	Capacity of Stalls	Fuel, Water, Turbines and Wyes	Distance from San Bernardino Miles	Railing Grade Ascending	TIME TABLE NO. 46 January 9, 1916
33	77	21	75	519	53	73	141	207	7	71	219	505	51	17	1	65	79					
FREIGHT	PASSENGER	The Missionary	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	Fargo Fast	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	The Overland	PASSENGER	PASSENGER	PASSENGER				
Leave Daily	Leave Daily	Leave Daily	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	Leave Daily	Leave Daily	Leave Daily				
AM 2.00		PM 5.40		PM 4.30	PM 2.45			PM 2.10	PM 12.20		AM 11.55	AM 9.55	AM 8.50	AM 7.45	AM 6.25			AM 5.05				
		s 5.47		s 4.40	s 2.52			f 2.20	s 12.28		f 12.05	s 10.05	s 8.57	s 7.53	s 6.33			s 5.15				
2.12				f 4.47	s 3.03 <sup>520</sup>			2.28	12.34		12.15	s 10.14 <sup>8</sup>	s 9.08 <sup>506</sup>	8.00	f 6.40			5.25				
2.20		5.53 <sup>524</sup>		4.52	3.08 <sup>208</sup>			2.35 PM	12.38		12.25 PM	10.18	9.12	8.04	6.44			5.35 AM				
2.27		5.57		4.55 <sup>516</sup> PM	s 3.15				s 12.42		10.22 <sup>512</sup> AM	s 9.18 <sup>50</sup>	s 8.10	s 6.50								
2.30		s 6.00 <sup>54</sup>			f 3.19				12.46			f 9.24	8.15	f 6.54								
2.40		6.09			f 3.23				12.48			s 9.27	8.18	f 6.58								
2.45		6.12			s 3.27				12.51			s 9.32	f 8.22	f 7.04								
2.52		6.16			f 3.34				12.58			f 9.39	8.30	7.12								
3.03		6.22			3.36				1.03 <sup>52</sup>			9.41	8.32	7.14								
3.06		6.24			s 3.42				s 1.07			s 9.45 <sup>8</sup>	s 8.40 <sup>50</sup>	s 7.18								
3.10		s 6.30			s 3.48				1.13			f 9.52	8.46	f 7.25								
3.20		6.36			f 3.56				1.20			f 9.59	8.53	7.32								
3.32		6.43			4.02				1.25			10.05	8.59	7.38								
3.40		6.49			f 4.06				1.29			f 10.09	9.03	7.42								
3.48		6.53			f 4.08				1.31			f 10.11	9.05	f 7.44								
3.55		6.55			s 4.13				f 1.35			s 10.16	VIA ORANGE	s 7.49								
4.03		f 7.00			s 4.25	PM 4.05			s 1.40 <sup>74</sup>	PM 12.10 <sup>52</sup>		s 10.25	s 9.45 <sup>72</sup>	s 7.58	AM 7.42 <sup>50</sup>	AM 6.15						
4.10	PM 9.17	s 7.10	PM 5.50		f 4.34 <sup>54</sup>	4.12			1.57	f 12.17		10.32	f 9.52	8.05	f 7.49	f 6.25						
4.20	9.25	7.17	5.58 <sup>66</sup>		f 4.38	4.14			2.00	f 12.20		10.34	f 9.55	8.08	f 7.53	f 6.30						
4.25	9.28	7.20	6.01		f 4.44	4.22 <sup>54</sup>			2.06	12.27		10.40	10.01	8.14	f 7.59	f 6.38						
4.35	9.35	7.27	6.07		f 4.47	4.27			2.08	f 12.29		f 10.43	10.03	8.16	f 8.02	f 6.41						
4.41	9.37	7.29	6.09		f 4.51	4.30			2.11	f 12.32		f 10.46	10.06	8.19	f 8.07	f 6.45						
4.48	9.40	7.32	6.12		f 4.55	4.35			2.15	12.35		10.50	10.10	8.24 <sup>70</sup>	f 8.11	f 6.51						
4.55	9.44 <sup>34</sup>	7.36	6.16		f 5.01	4.41			2.21	12.42		10.56	10.16	8.31	f 8.18 <sup>70</sup>	f 7.00						
5.05	9.50	7.42	6.21		f 5.03	4.43	PM 3.30		2.24	12.44		f 10.59	10.19	8.36 <sup>8</sup>	f 8.23	f 7.05 <sup>60</sup>						
5.08	9.53	7.45	6.23		5.10 PM	4.50 PM	3.40 PM		2.30 PM	12.50 PM		11.05 AM	10.25 AM	8.45 AM	8.30 AM	7.15 AM						
5.15 AM	10.00 PM	7.50 PM	6.30 PM																			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
(21.8)	(33.2)	(32.6)	(35.7)	(23.8)	(29.2)	(31.7)	(12.0)	(22.3)	(32.6)	(35.7)	(18.6)	(22.0)	(31.4)	(32.6)	(30.3)	(29.7)	(23.8)	(18.6)				

Average speed per hour

(70.7)



**TIME TABLE**

NO. 46

January 9, 1916

**EASTWARD**

First Class

Second Class

STATIONS	Railing Grade Ascending	Telegraph and Telephone Offices	506	50	70	8	72	142	512	220	52	74	520	208	76	516	524	54	66	202	56	78	34	
			PASSENGER	PASSENGER	PASSENGER	Santa Fe Light PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
<b>SAN BERNARDINO</b> P. E. Crossing 3.2	52.8	P	AM 9.25	AM 9.43		AM 10.30				AM 11.15	PM 1.55		PM 3.20	PM 3.30			PM 6.10	PM 6.25		PM 10.20	PM 10.50		AM 1.00	
<b>COLTON</b> S. P., L. A. & S. L. Crossing S. P. Co. Crossing 3.4	52.8	P	s 9.15	s 9.34		10.21				f 11.05	s 1.47		s 3.11	f 3.22			s 6.02	s 6.16		s 10.10	s 10.40		12.40	
<b>HIGH GROVE</b> 7	52.8	DP	9.08 <sup>51</sup> AM	s 9.26		10.14 <sup>505</sup>			AM 10.30	10.57	s 1.39		3.03 <sup>53</sup> PM	3.15		PM 5.07	5.53 <sup>21</sup> PM		s 6.08		9.58	s 10.32	12.30	
<b>RIVERSIDE JUNC.</b> S. P. Co. Crossing S. P., L. A. & S. L. E. R. Crossing 0.6	52.8			9.19		10.08			10.23	10.50 AM	1.31		3.08 <sup>53</sup> PM			5.00			6.01		9.50 PM	10.26	12.22	
<b>RIVERSIDE</b> 2.6	52.8	P		s 9.18 <sup>51</sup>		s 10.07			10.22 <sup>505</sup> AM		s 1.30					4.55 <sup>519</sup> PM			s 6.00 <sup>21</sup>		s 10.25	12.20		
<b>PACHAPPA</b> 1.6	52.8			9.07		10.01					f 1.22								f 5.50			10.17	12.10	
<b>CASA BLANCA</b> 2.4	52.8	DP		s 9.04		9.59					s 1.19								s 5.47			10.14	12.05 AM	
<b>ARLINGTON</b> 4.7	52.8	DP		s 8.58		9.55					s 1.14								s 5.41			f 10.10	11.55	
<b>ALVORD</b> P. E. Crossing 1.5	52.8			f 8.49		9.49					f 1.07								f 5.33			10.03	11.42	
<b>PORPHYRY</b> 1.5	24.8	DP		8.46		9.47					1.03 <sup>7</sup>								5.30			10.00	11.38	
<b>CORONA</b> 3.8	52.8	P		s 8.40 <sup>17</sup>		s 9.45 <sup>51</sup>					s 12.58								s 5.28			s 9.58	s 11.35	
<b>PRADO</b> 5.0	52.8	DP		f 8.34		9.35					s 12.49								s 5.20			9.48	11.15	
<b>GYPSUM</b> 4.3	52.8			f 8.26		9.27					12.40								f 5.11			9.40	11.05	
<b>ESPERANZA</b> 3.0	52.8			8.20		9.21					12.33								5.04			9.34	10.54	
<b>YORBA</b> 1.2	20.5			f 8.16		9.17					12.28								f 4.59			9.30	10.46	
<b>RICHFIELD</b> 3	41.6	P		f 8.14 AM		9.15					f 12.26								f 4.57			9.28	10.42	
<b>PLACENTIA</b> 3.1	41.6	DP		VIA ORANGE		s 9.11					s 12.20								s 4.52			s 9.24	10.31	
<b>FULLERTON</b> 4.4	33.0	P		AM 7.42 <sup>65</sup>	AM 8.55	9.05	AM 9.45 <sup>17</sup>				s 12.10 <sup>71</sup>	PM 1.50 <sup>7</sup>			PM 3.34			s 4.45	PM 6.05		s 9.17 9.10	AM 12.55	10.25	
<b>NORTHAM</b> 1.9	25.7	DP		f 7.35	f 8.47	8.58	9.38				f 12.01 PM	1.43			3.27				4.34 <sup>53</sup>	f 5.58 <sup>75</sup>		9.02	f 12.46	10.15
<b>LA MIRADA</b> 4.2	9.2	DP		f 7.31	f 8.43	8.56	9.36				f 11.57	1.40			3.25				f 4.30	f 5.54		8.59	f 12.43	10.11
<b>SANTA FE SPRINGS</b> 1.3	17.6			f 7.23	8.35	8.51	9.31				f 11.50	1.35			3.20				4.22 <sup>73</sup>	f 5.47		8.53	12.34	10.02
<b>LOS NIETOS</b> S. P. Co. Crossing P. E. Crossing 2.0	52.8	DP		f 7.21	f 8.33	8.49	9.29				f 11.48	1.33			3.18				f 4.20	f 5.45		8.51	f 12.30	9.59
<b>RIVERA</b> 2.5	37.0	DP		f 7.17	f 8.29	8.46	9.26				f 11.45	1.30			3.15				f 4.17	s 5.41		8.48	f 12.26	9.54
<b>BANDINI</b> 4.1	26.4			f 7.13	f 8.24 <sup>1</sup>	8.43	9.23				f 11.42	1.27			3.12				f 4.13	f 5.37		8.44	f 12.20	9.44 <sup>77</sup>
<b>HOBART</b> S. P., L. A. & S. L. Crossing 1.4	0	P		f 7.08	8.18 <sup>65</sup>	8.38	9.17				f 11.37	1.22			3.07				4.07	f 5.32		8.39	12.11	9.26
<b>REDONDO JUNC.</b> S. P., L. A. & S. L. Crossing 2.0	0			f 7.05 <sup>79</sup>	8.15	8.36 <sup>1</sup>	9.15	AM 10.20			f 11.35	1.20			3.05				4.05	f 5.30		8.36	12.07 AM	9.22
<b>LOS ANGELES</b> (70.7)		P		7.00 AM	8.10 AM	8.30 AM	9.10 AM	10.15 AM			11.30 AM	1.15 PM			3.00 PM				4.00 PM	5.25 PM		8.30 PM	11.59 PM	9.15 PM
			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sun- day Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....	(23.3)	(31.8)	(31.7)	(35.3)	(40.8)	(24.0)	(24.7)	(22.3)	(29.2)	(40.8)	(23.3)	(25.3)	(42.0)	(19.8)	(23.3)	(29.2)	(35.7)	(18.6)	(31.9)	(25.5)	(18.9)			

WESTWARD										Capacity of Stages	Fuel, Water, Turn Tables and Wyes	Distance from Barstow	Ruling Grade Ascending	TIME TABLE NO. 46 January 9, 1916
Second Class	First Class													
85	77	87	75	73	71	17	81	65	79	YARD	F W Y	Miles		
MIXED Leave Daily Ex. Sunday	PASSENGER Leave Daily	PASSENGER Leave Daily Ex. Sunday	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily					
	PM 5.15	PM 3.30		PM 12.05	AM 8.00				AM 1.15			273.1	24.3	NATIONAL CITY
	5.30 <sup>74</sup>	3.40	PM 1.10 <sup>72</sup>	12.20 <sup>70</sup>	8.10				1.25	138	Y	269.4	22.7	22D STREET
	s 5.40	s 3.45	s 1.20	12.30	8.15				s 1.35	YARD	W	267.6	52.8	SAN DIEGO L. A. & S. D. B. Ry. Crossing
	6.10	4.05	3.00	12.50 <sup>72</sup>	8.40				2.00	65		262.2	63.4	MORENA
	6.20 <sup>76</sup>	4.13	3.08	1.00	8.50				2.12	0		260.8	62.7	PACIFIC BEACH
	6.23	f 4.15	3.10	1.03	8.52				f 2.15	21		259.3	56.5	LADRILLO
	6.25	f 4.18	3.12	1.05	f 8.54				f 2.18	53		257.1	46.9	ELVIRA
	6.29	f 4.22	3.16	1.09	f 8.58				2.24	40		254.5	116.2	SELWYN
	6.34	f 4.26	3.20	1.13	f 9.03				2.30	21		253.0	0	LINDA VISTA
	6.37	f 4.29	3.22	f 1.16	f 9.06				f 2.35	16	W	249.1	0	SORRENTO
	6.45	f 4.37	3.29	1.24	f 9.14				f 2.47	80 Spur		247.7	52.8	REBA
	6.47	4.41 <sup>74</sup>	3.31	1.26	9.16				2.50	128	Y	244.0	52.8	DEL MAR
	f 6.53	s 4.48	f 3.36	s 1.33	s 9.23				f 3.00	14		239.9	52.8	CARDIFF
	f 6.59	f 4.54	3.41	f 1.39	f 9.30 <sup>88</sup>				f 3.10	39		238.1	63.4	ENCINITAS
	f 7.03	s 4.58	3.44	f 1.43	s 9.33				f 3.15	59		234.0	62.8	COSTA
	7.10	f 5.05	3.49	1.49	f 9.40				3.25	87		229.3	62.8	CARL
	7.16	f 5.12	3.55	1.56	f 9.50				f 3.36	Y		227.2	19.8	ESCONDIDO JUNO.
	PM 3.25	7.19	5.15	3.58	1.59	9.53		AM 8.47	3.41	130	F W	226.2	63.4	OCEANO DE
	s 3.30 <sup>74</sup>	s 7.25	5.20 <sup>76</sup>	4.00 <sup>73</sup>	s 2.06	s 9.55 <sup>86</sup>		8.50 AM	s 3.45 <sup>78</sup>			224.1	63.4	FALLBROOK JUNC.
	4.15 <sup>76</sup>		PM 4.05 <sup>85</sup>	4.08	2.09	10.00			3.52	59		221.7	63.4	STUART
	4.20 PM	7.28		4.11	2.12	10.07			3.57	24	W	218.7	63.4	LAS FLORES
				4.15	f 2.18	f 10.12			f 4.03	29		218.6	63.4	AGRA
				4.21	f 2.26	f 10.20			4.14	68		208.7	20.8	SAN ONOFRE
				4.27	f 2.34	f 10.27 <sup>70</sup>			f 4.24	37		203.9	26.4	MATEO
				4.33	f 2.42	f 10.35			f 4.35	109	W	199.8	49.1	SERRA
				4.40 <sup>76</sup>	f 2.49	f 10.42 <sup>72</sup>			f 4.45	40		197.2	63.4	SAN JUAN CAPISTRANO
	f 8.06		4.45	s 2.57 <sup>74</sup>	s 10.50				f 4.52	29		192.1	63.4	GALIVAN
			4.52	f 3.07	f 11.02				f 5.05	64		188.1	0	EL TORO
	f 8.23		5.00	s 3.17	s 11.12				f 5.15	37		182.9	20.7	IRVINE
	f 8.30		5.08	s 3.25	s 11.22				f 5.25	59		178.5	20.7	VENTA
			5.14	3.32	11.32				5.35	11		177.5	37.0	ALL
			5.15	f 3.33	f 11.34				f 5.37	Yard	F W Y	175.5	30.0	SANTA ANA P. E. Crossing
	s 8.46		s 5.23	s 3.40	s 11.40			AM 7.20	s 5.45	53	Y	172.6	26.4	ORANGE S. P. Co. Crossing
	s 8.54		s 5.30	s 3.50 <sup>76</sup>	s 11.48	AM 9.20 <sup>70</sup>		s 7.26	s 5.55	65		167.8	21.1	ANAHEIM
	s 9.04		s 5.40	s 3.57	f 11.58	s 9.35		s 7.35	s 6.05	82		165.0		FULLERTON
	s 9.10 PM		5.46 PM	4.02 PM	PM 12.05 PM	9.40 AM		7.40 AM	6.12 AM					
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					

(18.6) (31.6) (31.2) (36.0) (29.8) (30.1) (22.8) (20.0) (31.5) (23.8) Average speed per hour

Nos. 31 and 35 are inferior to all trains except as provided by Special Rule No. 56.

(108.1)

TIME TABLE NO. 46 January 9, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD									
			First Class									Second Class
			78	50	88	70	72	74	76	80	66	86
STATIONS			PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED
			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
NATIONAL CITY 3.7		DP	AM 5.50		AM 10.40	PM 12.35		PM 5.40	PM 6.55			
22D STREET 1.8			5.40		10.30	12.20 <sup>78</sup>	PM 1.10 <sup>75</sup>	5.30 <sup>77</sup>	6.45			
SAN DIEGO L. A. & S. D. B. Ry. Co. Crossing 5.4	26.4	P	s 5.30		s 10.20	s 12.10 PM	s 12.50 <sup>73</sup>	s 5.20	s 6.40 6.30			
MORENA 1.4	12.7		5.19		10.10	11.59	12.36	5.09	6.20 <sup>77</sup>			
PACIFIC BEACH 1.5	0		f 5.16		f 10.08	11.56	12.33	5.06	6.17			
LADRILLO 2.2	49.8		5.12		f 10.06	11.53	12.30	5.04	6.15			
ELVIRA 2.6	0.0	DP	5.06		f 10.02	11.49	12.26	f 5.00	6.10			
SELWYN 1.5	0.0		5.01		f 9.57	11.45	12.21	f 4.56	6.05			
LINDA VISTA 3.9	0		f 4.57		f 9.54	f 11.43	12.18	f 4.53	6.02			
SORRENTO 1.4	116.2		f 4.41		f 9.44	11.32	12.06	f 4.43	5.52			
REBA 3.7	26.4		4.38		9.42	11.30	12.04 PM	4.41 <sup>87</sup>	5.50			
DEL MAR 4.1	52.8	P	f 4.30		s 9.37	s 11.25	11.59	s 4.34	f 5.45			
CARDIFF 1.8	63.4		f 4.19		f 9.30 <sup>71</sup>	f 11.18	11.53	f 4.24	5.39			
ENCINITAS 4.1	52.8	DP	f 4.14		s 9.24	s 11.15	11.50	s 4.20	5.37			
COSTA 4.7	52.8		4.04		f 9.16	11.08	11.43	f 4.12	5.32			
CARL 2.1	52.8		f 3.53		f 9.05	11.02	11.35	f 4.05	5.25			
ESCONDIDO JUNC. 1.0	63.4		3.48		9.02	10.59	11.32	4.02	5.22	PM 5.30		AM 11.08
OCEANSIDE 1.1	63.4	P	s 3.45 <sup>79</sup>		9.00 <sup>86</sup> AM	s 10.57 <sup>86</sup>	s 11.30	s 4.00 <sup>76</sup> 3.52 <sup>85</sup>	s 5.20 <sup>87</sup>	5.25 PM		s 11.05 <sup>70</sup> 8.55 <sup>88</sup>
FALLBROOK JUNC. 2.4	0		3.38			10.49	11.20	3.49	5.14			8.50 AM
STUART 3.0	63.4		3.33			10.46	11.15	3.44	5.10			
LAS FLORES 5.1	63.4		f 3.25			f 10.42	11.11	f 3.37	5.07			
AGRA 4.9	63.4		f 3.10			f 10.34	11.02	f 3.29	5.00			
SAN ONOFRE 4.8	63.4	DP	f 2.55			f 10.27 <sup>71</sup>	10.55	f 3.20	4.53			
MATEO 4.1	63.4		f 2.43			f 10.19	10.48	f 3.12	4.46			
SERRA 2.6	46.1	NP	f 2.33			f 10.12	10.42 <sup>71</sup>	f 3.05	4.40 <sup>76</sup>			
SAN JUAN CAPISTRANO 5.1	10.6	DP	f 2.25			s 10.06	10.36	s 2.57 <sup>73</sup>	4.33			
GALIVAN 4.0	63.4		f 2.12			f 9.58	10.29	f 2.49	4.26			
EL TORO 5.1	63.4	DP	f 2.02			s 9.52	10.23	s 2.43	4.21			
IRVINE 4.4	62.8	DP	f 1.50			s 9.41	10.14	s 2.33	4.12			
VENTA 1.0	0.0		1.37			9.34	10.07	2.25	4.04			
ISO 0	0		1.35			f 9.33	10.06	f 2.24	4.03			
SANTA ANA 2.9	0	DP	s 1.30			s 9.30	10.03	s 2.21	s 4.00			PM 6.30
P. E. Crossing ORANGE 4.8	11.6	P	s 1.20	AM 8.00		s 9.20 <sup>17</sup>	9.57	s 2.12	s 3.50 <sup>73</sup>			s 6.24
S. P. Co. Crossing ANAHEIM 2.8	42.2	DP	s 1.08	s 7.50		s 9.06	9.49	s 2.02	s 3.42			s 6.14
FULLERTON (108.1)	21.1	P	1.00 AM	7.44 AM		9.00 AM	9.45 AM	1.55 PM	3.35 PM			6.08 PM
			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday

Average speed per hour..... (22.3) (22.8) (28.1) (30.1) (31.0) (29.8) (34.0) (12.0) (28.6) (23.1)

Nos. 80 and 86 are inferior to all trains except as provided by Special Rule No. 56.

OLIVE DISTRICT.

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Richfield	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD		
First Class						NO. 46				First Class		
	17					January 9, 1916				50		
	PASSENGER									PASSENGER		
	Leave Daily			Miles						Arrive Daily		
	AM 9.05	74	WY		17.3					AM 8.14		
	s 9.09	30		2.4	42.3					s 8.09		
	9.15 AM	53	Y	5.8	12.9					8.02 AM		
	Arrive Daily									Leave Daily		
						(5.8)						
	(34.8)	Average speed per hour.....									(29.0)	

WESTWARD

EASTWARD

Second Class			First Class			Capacity of Stairs	Fuel, Water Turn Tables and Wyes	Distance from San Bernardino	Ruling Grade Ascending	TIME TABLE NO. 46 January 9, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	First Class					
115	105	101	102	104	106								108	110				
FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER										
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
AM 4.00	PM 6.30 <sup>110</sup>	AM 11.05	AM 7.43	AM 10.50	PM 2.40	PM 3.20	PM 6.30 <sup>105</sup>											
<b>STATIONS</b>																		
<b>SAN BERNARDINO</b>																		
									0.9			P						
4.05	f 6.32	f 11.07						0.9				f 7.39	\$10.47	f 2.35	f 3.17	f 6.27		
f 4.08	6.34	11.09						2.0				7.36	10.45	2.33	3.15	6.25		
f 4.15	f 6.38	f 11.13						4.6				f 7.32	f 10.41	f 2.28	f 3.11	f 6.21		
f 4.20	f 6.40	f 11.15						5.9				f 7.30	f 10.39	f 2.26	f 3.09	f 6.19		
s 4.30	s 6.47	s 11.20						8.8				s 7.25	\$10.35	s 2.20	3.05	6.15		
5.30	6.47	11.25						105.6				\$ 1.00	\$ 2.40	\$ 4.56				
f 5.40	6.49	f 11.28						10.1				f 7.17	f 10.27	f 12.57	f 2.38	f 4.53		
f 5.55	f 6.51	f 11.31						11.4				f 7.15	10.24	f 12.54	f 2.36	f 4.51		
s 6.10	s 6.52	s 11.32						12.0				s 7.14	f 10.22	f 12.53	f 2.34	f 4.50		
f 6.18	6.56	f 11.35						13.7				f 7.10	10.18	f 12.49	f 2.29	f 4.46		
6.22	f 6.57	f 11.36						14.3				f 7.09	10.17	f 12.48	f 2.28	f 4.45		
s 6.35	s 7.02	s 11.41						16.2				s 7.05 <sup>115</sup>	f 10.14	f 12.44	f 2.25	f 4.42		
7.05 <sup>102</sup>	7.02	11.41						17.2				f 7.03	10.11	f 12.42	f 2.22	f 4.40		
f 7.15	7.04	f 11.43						17.9				f 7.01	f 10.09	f 12.40	f 2.20	f 4.39		
f 7.18	7.05	f 11.44						18.7				s 7.00	\$10.08	\$12.39	\$ 2.19	\$ 4.37		
s 7.30	s 7.09	s 11.48						19.7				s 6.57	f 10.05	f 12.36	f 2.16	f 4.34		
f 7.45	s 7.12	s 11.51						21.5				f 6.54	f 10.01	f 12.32	f 2.13	f 4.30		
f 7.55	f 7.16	f 11.55						22.6				f 6.52	f 9.59	f 12.29	f 2.10	f 4.28		
f 8.00	f 7.18	f 11.58						23.5				f 6.50	f 9.57	f 12.27	f 2.08	f 4.27		
f 8.10	f 7.20	PM 12.01						25.4										
8.25	7.25	12.05						27.1										
8.35 AM	7.30 PM	12.10 PM	Yard	FW TY				27.1				P	6.40 AM	9.50 AM	12.20 PM	2.00 PM	4.20 PM	
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily						27.1					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

(9.0) (27.1) (27.1) ----- Average speed per hour ----- (25.8) (27.1) (27.1) (29.5) (31.9)

San Jacinto District between Perris and San Jacinto

Temecula District between Highgrove and Temecula

SOUTHWARD							Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Highgrove	Ruling Grade Ascending	TIME TABLE NO. 46 January 9, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	NORTHWARD											
Second Class		First Class												First Class										Second Class	
567	563	521	519	533	505	535								536	506	534	522	520	530	524	568	564			
FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT	FREIGHT			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily	No. Cars	Miles	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							
	AM 6.45		PM 5.09		AM 10.32		34	W	HIGHGROVE S. P. Co. Crossing 7.1				PM 2.50		PM 5.50		PM 3.20								
f 7.20			f 5.23		f 10.50		12	7.1	BOX SPRINGS 3.4	f 8.35			f 2.30		f 5.30		f 2.55								
f 7.30			f 5.32		f 11.00		31	10.5	ALESSANDRO 2.9	f 8.26			f 2.22		f 5.22		f 2.45								
f 7.40			f 5.39		f 11.08		16	13.4	VAL VERDE 3.9	f 8.17			f 2.15		f 5.15		f 2.30								
7.55			5.48		11.17			17.3	LAKEVIEW JUNCT. 0.9	8.07			2.07		5.07		2.15								
AM 8.00 <sup>536</sup>	8.00 <sup>506</sup> AM		s 5.50 5.55		PM 5.10 11.20 11.25		36	FWY	18.2	DP	AM 8.00 <sup>567</sup>	8.05 <sup>563</sup> AM	AM 11.15		s 2.00 <sup>564</sup>		s 5.05 5.00	AM 11.00 2.10 <sup>520</sup> PM							
f 8.15			s 6.04		5.20		14	21.9	PERRIS 3.7	s 7.52			11.08		s 1.52		s 4.52	\$10.50							
f 8.23			f 6.10		5.26		13	24.3	ETHANAC 2.4	f 7.46			11.03		f 1.46		f 4.46	f 10.40							
s 8.40			s 6.20		5.36		39	28.3	MENIFEE 4.0	s 7.37			10.55		s 1.37		s 4.37	\$10.30							
f 8.55			f 6.31		5.46		15	33.8	WINCHESTER 4.5	f 7.27			10.46		f 1.27		f 4.27	f 10.10							
s 9.05			s 6.39		5.53		40	35.4	EGAN 2.6	s 7.22			10.40		s 1.22		s 4.22	\$10.00							
9.15 AM			6.45 PM		6.00 PM		17	FWY	37.6	DP	7.10 AM		10.30 AM		1.10 PM		4.10 PM	9.45 AM							
	AM 8.05 <sup>506</sup>		PM 5.55				36	FWY	18.2	DP		AM 8.00 <sup>563</sup>		PM 2.00		PM 5.00		PM 1.20 <sup>520</sup>							
f 8.40	f 10.30	f 6.25 6.40					8	Y	29.9			7.30 s 7.15		1.30 s 1.18		f 4.30 4.18		f 12.40							
f 10.45	f 6.53						11		34.3			f 7.01		f 1.05		f 4.05		f 12.21 <sup>536</sup>							
s 11.00	s 7.08						22		39.1			s 6.47		12.50 PM		3.50 PM		f 12.01 PM							
f 11.10	f 7.15						11		41.7			f 6.39						f 11.60							
11.20 AM	7.25 PM						18	WT	44.8			6.30 AM						11.40 AM							
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily			(44.8)	DP	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday						
(15.5)	(15.3)	(21.3)	(24.2)	(23.3)	(23.0)	(22.4)	Average speed per hour				(23.3)	(21.4)	(25.8)	(21.6)	(23.7)	(21.6)	(23.7)	(15.5)	(15.3)						

ELSINORE DISTRICT

Elsinore District between Elsinore Junction and Alberhill

SOUTHWARD							Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Highgrove	Ruling Grade Ascending	TIME TABLE NO. 46 January 9, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	NORTHWARD							
Second Class		First Class												First Class						Second Class	
563	521	531	523	535	539	506								540	522	530	538	562			
FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday									
AM 8.40	PM 6.25	PM 4.18	PM 1.18	AM 11.54	AM 7.15	AM 7.15	AM 7.30	PM 12.08	PM 1.30	PM 4.30	PM 6.40	AM 10.30									
s 8.50	6.30 <sup>538</sup> PM	4.23 <sup>530</sup> PM	1.25 <sup>522</sup> PM	11.59 <sup>540</sup> AM	7.20 <sup>506</sup> AM	7.20 <sup>539</sup> AM	7.20 <sup>539</sup> AM	11.59 <sup>535</sup> AM	1.25 <sup>523</sup> PM	4.23 <sup>531</sup> PM	6.30 <sup>521</sup> PM	\$10.20									
9.10 AM												9.30 AM									
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday									
(15.2)	(24.0)	(24.0)	(17.1)	(24.0)	(24.0)	Average speed per hour				(12.0)	(13.3)	(24.0)	(17.1)	(12.0)	(7.6)						

REDONDO DISTRICT.

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Redondo Junction	Ruling Grade Ascending	TIME TABLE NO. 46 January 9, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
First Class									First Class	
141	PASSENGER								142	PASSENGER
Leave Daily				Miles		STATIONS			Arrive Daily	
PM 2.50	Yard		FWT	20.4		REDONDO P. E. Crossing 3.3	0	DP	AM 11.05	
f 2.56	3			17.1	42.2	MANHATTAN BEACH 1.1	52.8		f 10.58	
f 2.58	0			16.0	42.2	STANDARD PARK 1.0	52.8		f 10.56	
f 3.00	26			15.0	9.8	EL SEGUNDO P. E. Crossing 1.3	52.8	DP	f 10.54	
f 3.03	26			13.7	22.4	WISEBURN 3.8	14.0		f 10.51	
f 3.10	28			9.9	52.3	INGLEWOOD 1.9	0	DP	f 10.43	
f 3.14	13			8.0	10.6	HYDE PARK 1.9	44.8		f 10.38	
f 3.18	14			6.1	15.6	WILDASIN P. E. Crossing 1.0	0		f 10.34	
3.20	12			5.1	18.5	SLAUSON 1.6	10.6		10.32	
f 3.23	21			3.5	21.1	CENTRAL AVENUE P. E. Crossing S. P. Co. Crossing 1.0	0	DP	f 10.29	
3.26	13			2.5	52.8	NADEAU PARK 2.5	0		10.26	
3.30 PM			Y	0		REDONDO JUNC.			10.20 AM	
Arrive Daily						(20.4)			Leave Daily	

(30.6)

Average speed per hour

(27.2)

ESCONDIDO DISTRICT.

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Oceanside	Ruling Grade Ascending	TIME TABLE NO. 46 January 9, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
Second Class	First Class								First Class	Second Class
85	81								80	86
MIXED	PASSENGER			Miles		STATIONS			Arrive Daily	Arrive Daily
Leave Daily Ex. Sunday	Leave Daily					ESCONDIDO 3.3	95.0	DP	PM 6.15	PM 12.30
PM 1.45	AM 8.00	19	WY	22.0		RICHLAND 1.5	70.5		f 6.08	f 12.15
f 1.55	f 8.06	0		18.7		SAN MARCOS 3.9	105.6		s 6.05	\$12.10 PM
s 2.07	s 8.10	19		17.2		BUENA 3.2	116.2		s 5.55	\$11.50
f 2.22	f 8.18	4		13.3		VISTA 3.6	116.2		s 5.48	\$11.40
s 2.45	s 8.26	12		10.1		FALDA 5.5	84.5		f 5.40	f 11.23
f 3.05	f 8.35	4		6.5		ESCONDIDO JUNC. 1.0	0		5.30	11.08
3.25	8.47	0	Y	1.0		OCEANSIDE		P	5.25 PM	11.05 AM
3.30 PM	8.50 AM	69	FW			(22.0)			Leave Daily	Leave Daily
Arrive Daily Ex. Sunday	Arrive Daily								(26.4)	(15.5)

(12.6)

(26.4)

Average speed per hour

(26.4)

(15.5)

OLINDA DISTRICT.

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Richfield	Ruling Grade Ascending	TIME TABLE NO. 46 January 9, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
Second Class									Second Class	
29	FREIGHT								30	FREIGHT
Leave Daily Ex. Sunday				Miles		STATIONS			Arrive Daily Ex. Sunday	
AM 7.50	Yard		F	4.2		OLINDA 4.2	0	DP	AM 6.50	
8.10 AM	74		YW	0	111.4	P. E. Crossing RICHFIELD		P	6.30 AM	
Arrive Daily Ex. Sunday						(4.2)			Leave Daily Ex. Sunday	

(12.6)

Average speed per hour

(12.6)

FALLBROOK DISTRICT.

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Oceanside	Ruling Grade Ascending	TIME TABLE NO. 46 January 9, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
Second Class									Second Class	
85	MIXED								86	MIXED
Leave Daily Ex. Sunday				Miles		STATIONS			Arrive Daily Ex. Sunday	
PM 4.15	69	FW	0			OCEANSIDE 2.1	63.4	P	AM 8.55	
4.20	0		2.1			FALLBROOK JUNC. 2.9	63.4		8.50	
f 4.30	23		5.0			YSIDORA 4.4			f 8.36	
f 4.45	3		9.4			RANCH HOUSE 4.1			f 8.22	
f 5.05	7		13.5			DE LUZ 6.4			f 8.08	
5.30 PM	24	WT	19.9			FALLBROOK		DP	7.45 AM	
Arrive Daily Ex. Sunday						(19.9)			Leave Daily Ex. Sunday	

(15.9)

Average speed per hour

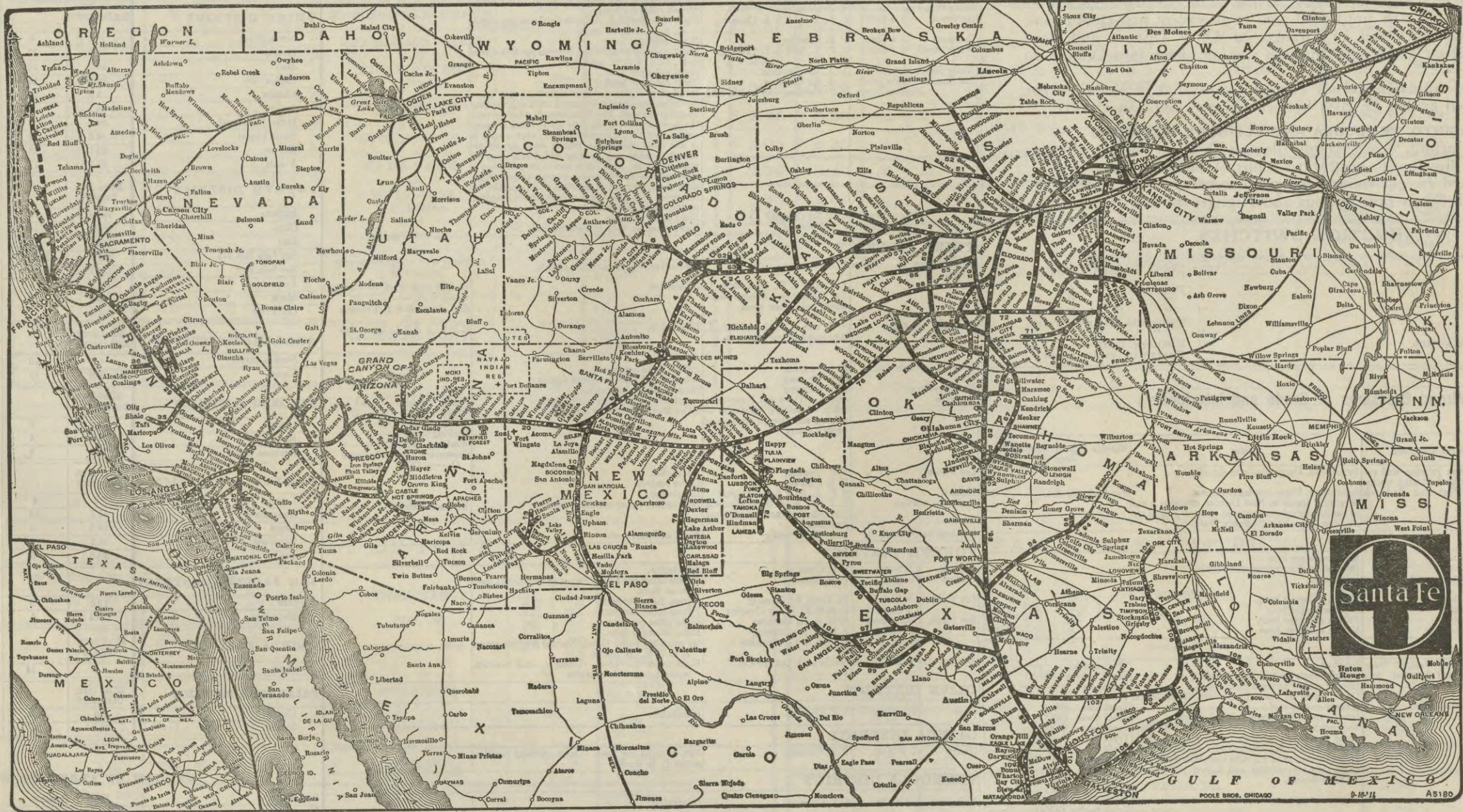
(17.0)



# 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.)



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