

Southern California Railway Company.

TIME TABLE

No. 51

TO TAKE EFFECT SUNDAY, JULY 1, 1900

AT 12:05 A. M.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

The Company reserves the right to vary from it at pleasure.

READ FOOT NOTES CAREFULLY.

IMPORTANT CHANGES HAVE BEEN MADE.

PREVIOUS TIME TABLES ARE VOID.

PACIFIC STANDARD TIME.

BARSTOW AND ORANGE.

First District between Barstow and San Bernardino.
Fourth District between San Bernardino and Orange.

SOUTHWARD.

East or northbound trains will have right of track over west or southbound trains of the same class when running strictly in accordance with general rules.

Conductors and Enginemen must have a copy of General Rules in their possession at all times.

No train will leave Barstow or San Bernardino without receiving train order (Form 31 or 19) or Clearance Card (Form 902).

No. 1 will take siding for No. 34.

Train order semaphores will be operated as follows: The blade or semaphore on enginemans' side approaching signal will govern that train; in other words, the blade on the north side will govern westbound trains; on west side, southbound trains; on south side, eastbound trains; on east side, northbound trains.

Nos. 51 and 53 will stop on signal at Prospect ave., 0.6 mile south of Riverside.

All trains must reduce speed to 15 miles per hour while crossing bridge No. 17, one mile south of Riverside, and bridge No. 32, 0.9 mile south of Crary.

Trainmen are forbidden from going between cars and high platforms of depots, warehouses, etc., for the purpose of coupling or uncoupling cars. Such work must be done only on the side opposite to platform.

Distance Casa Blanca to Arlington, 2.5 miles.

Air brakes must be tested from rear end of train before leaving any station where cars have been picked up or set out, or engine has been detached from train. Trainmen will be held responsible for knowing that air is cut in and working through entire train.

No. 53 will back out of San Bernardino and pull through the "Y".

Where special notice or instructions are in effect in reference to speed limits over certain bridges, air must not be applied in crossing wooden trestles while any portion of the train is on bridge. Speed must be reduced before reaching the bridge.

Second-Class.			FIRST-CLASS.						SIDIG CAPACITY.	DISTANCE FROM BARSTOW.	TIME TABLE NO. 51 July 1, 1900.	TELEGRAPH OFFICES.	RULING GRADE ASCENDING
27	33	35	11	9	7	53	51	1					
Local Freight.	Overland Fast Freight.	Mixed.	Riverside Accommodati'n	San Jacinto Accommodati'n	Riverside Accommodati'n	Express.	Express.	Overland.	MILES.	STATIONS.			
DAILY Except Sunday	DAILY.	DAILY Except Sunday	DAILY	DAILY Except Sunday	DAILY.	DAILY Except Sunday	DAILY.	DAILY.		Leave			
	4.10PM							1.55AM		BARSTOW	N	37.0	
	f 4.55							f 2.17	70	11.8		37.0	
	f 5.30							f 2.35	70	21.2		37.0	
	f 6.10							s 2.53	62	31.4	D	37.0	
	s 6.45							s 3.08	69	36.7	N	84.5	
	s 7.40							s 3.30	95	45.1	D	84.5	
	s 8.50							s 4.05	84	55.9	D	0.0	
	9.15							s 4.21	29	62.4		0.0	
	9.20							f 4.30	27	66.7		0.0	
	9.35							f 4.42	40	73.4		0.0	
	9.55							4.50		79.4		0.0	
	10.17							4.55AM		81.1	N	23.2	
	10.43									81.1	N	23.2	
	10.50PM									81.1	N	23.2	
6.45AM	12.05AM	10.30AM	11.12AM	11.25AM	6.10AM	3.20PM	8.25AM			81.1	N	23.2	
s 7.05	s 12.15	s 10.48	s 11.19	s 11.33	s 6.21	s 3.30	s 8.31		266	84.2	D	63.4	
s 7.27	s 12.27	11.00AM	s 11.26	11.40AM	s 6.32	s 3.36	s 8.38		29	87.7	D	63.4	
7.40	s 12.38		11.33AM		6.45AM	s 3.43	s 8.45		258	91.0	D	28.1	
7.55												63.4	
f 8.05	12.47					f 3.48	f 8.50		28	93.6		40.2	
s 8.20	12.52					s 3.50	s 8.52		94	95.1	D	132.0	
		At end of spur	which leaves	main line 0.4	mile south of	Casa Blanca	for freight	only.		97.3		63.4	
s 8.31	1.01					s 3.55	s 8.56		86	97.6	D	15.1	
									0	101.4		0.0	
s 9.10	s 1.27					s 4.08	s 9.10		115	105.3	D	0.0	
s 9.35	1.40					s 4.17	s 9.16		55	109.1		0.0	
f 10.28	2.23					f 4.40	f 9.39		41	121.5		23.1	
s 10.43	s 2.26					f 4.45	f 9.41		60	122.9		61.1	
s 11.18		At end of	spur which	leaves main	line at	Richfield.	For Freight	only.		127.1		111.4	
s 11.50	s 2.26					f 4.45	f 9.41		60	122.9		0.0	
s 12.01PM	2.35					s 4.48	s 9.46		89	125.1	D	0.0	
12.15PM	2.45AM					4.55PM	9.55AM		94	128.5	D	5.3	
DAILY Except Sunday	DAILY.	DAILY Except Sunday	DAILY	DAILY Except Sunday	DAILY.	DAILY Except Sunday	DAILY	DAILY		Arrive			

All trains in either direction must run carefully, and be kept under full control between "Y" and Orange, and "Y" and San Bernardino.
Crossing signal must be given at all Motor Crossings.
Do not exceed 15 miles per hour over any Railroad Crossing, Motor Crossings included.
Under no circumstances will any train be allowed to make faster time from Summit to San Bernardino than the schedule of its class per time table.
All southbound freight trains must stop five minutes at Cajon and ten minutes at Verdemon to allow wheels to cool.
All trains must keep 20 minutes apart Summit to Verdemon.
Passenger trains must reduce speed to 20 miles per hour. All other trains 15 miles per hour

passing Scheerer's Quarry.
Clocks in Telegraph office at Barstow and Dispatchers Office San Bernardino, show standard time.
All First District trains between San Bernardino and Barstow must keep careful lookout for Belt Line trains between San Bernardino and Highland Junction.
Yard Limits at San Bernardino and Barstow are shown by board bearing the words "Yard Limit." All second class and extra trains must approach and pass through yard limits under full control, and be prepared to stop within the limit of vision. Responsibility for accidents at such points will rest with approaching train. This rule does not excuse obstruction of main track unnecessarily, or failure to send out proper signals for first class trains.
All trains must reduce speed and run carefully between Cold Storage and Orange Growers' Packing House in Riverside yard.

RULING GRADE ASCENDING.	TELEGRAPH CALLS.	TIME TABLE NO. 51 July 1, 1900.	STATION NUMBERS.	WATER AND FUEL STATIONS.	NORTHWARD.																
					FIRST-CLASS.						Second-Class.										
					2	52	54	56	10	8	12	36	34	28							
					Overland	Express	San Bernardino Accommodati'n	Passenger	San Bernardino Accommodati'n	San Bernardino Accommodati'n	San Bernardino Accommodati'n	Mixed.	Overland Fast Freight.	Freight.							
Arrive	DAILY	DAILY Except Sunday	DAILY Except Sunday	Sunday only	DAILY	DAILY Except Sunday	DAILY	DAILY Except Sunday	See Note.	DAILY Except Sunday											
	BA	BARSTOW	211	W C	12.50AM																
37.0		11.8 COTTONWOOD	199		f12.29																9.40AM
37.0		9.4 HELEN	190	W	f12.14AM																f 8.55
28.4		10.2 ORO GRANDE	180	W	s11.59																f 8.22
37.0	GD	5.3 VICTOR	174	W C	s11.50																f 7.45
0.0	VR	8.4 HESPERIA	166	W	s11.38																s 7.25
0.0	HA	10.8 SUMMIT	155		s11.20																s 6.50
158.4	SU	6.5 CAJON	149	W	s10.48																s 6.05
116.2	JO	4.3 KEENBROOK	145	W	f10.35																s 5.00
116.2		6.7 VERDEMON	138	W	f10.17																f 4.30
116.2		6.0 HIGHLAND JUNC.	132		10.01																f 3.50
52.8	DS	1.7 SAN BERNARDINO Lv.	130	W C	9.55PM																f 3.22
		0.0 SAN BERNARDINO Ar.	130			7.45PM	11.55AM	9.50PM	7.43AM	8.55AM	3.18PM	9.35AM	6.30PM								3.15AM
61.0	C	3.1 COLTON	127		s 7.36	s11.47	s 9.43	s 7.35	s 8.47	s 3.12	s 9.23	s 6.15									
63.4	JN	3.5 HIGHGROVE	124	W	s 7.29	s11.40	s 9.37	s 7.27	8.38AM	s 3.05	9.10AM	s 5.48									
59.8	RS	3.3 RIVERSIDE	R 3		s 7.23	s11.33	s 9.30	7.20AM		3.00PM		5.40									5.15
63.4		2.6 PACHAPPA	R 6		f 7.16	f11.28	f 9.25					f 5.05									
48.8	BN	1.5 CASA BLANCA	R 7		s 7.13	s11.24	s 9.23					s 4.59									
58.1		2.2 PRENDA	R 9		At end of spur	which leaves	main line 0.4	mile south of	Casa Blanca,	for freight	only.										
132.0	NG	3.8 ARLINGTON	R 10		s 7.08	s11.18	s 9.17					s 4.43									
63.4		3.8 ALVORD	R 14																		
63.4	SO	3.9 CORONA	R 18	W	s 6.53	s11.02	s 9.04					s 4.08									
29.0		3.8 CRARY	R 21		s 6.45	s10.54	s 8.56					f 3.25									
63.4		12.4 YORBA	R 34		f 6.19	f10.28	f 8.33					f 2.30									
63.4		1.4 RICHFIELD	R 35		f 6.17	s10.25	s 8.30					s 2.25	11.50AM								
0.0		4.2 OLINDA	R 39		At end of spur	which leaves	main line at	Richfield.	for freight	only.			11.30AM								
111.4		4.2 RICHFIELD	R 35		f 6.17	s10.25	s 8.30					s 2.25									
44.4	W	2.2 OLIVE	R 37	W	s 6.12	s10.20	s 8.26					s 2.20									
44.4	RG	3.4 ORANGE	C 31			6.05PM	10.08AM	8.20PM				2.10PM									
		Leave			DAILY.	DAILY Except Sunday	DAILY Except Sunday	Sunday Only	DAILY	DAILY Except Sunday	DAILY	DAILY Except Sunday	See Note.	DAILY Except Sunday							

East or northbound trains will have right of track over west or southbound trains of the same class when running strictly in accordance with general rules.

No. 54 will back out of Orange on Third District track and pull through "Y".

No. 27 has right of track to Olinda against No. 28.

Nos. 52, 54 and 56 will stop on signal at Prospect avenue 0.6 mile south of Riverside

All northbound trains (except first class trains) must come to a stop at the station whistling post at Barstow, and proceed only after whistling off brakes. The signals should be distinct so as to warn those in the yard who may be using main track.

Where special notice or instructions are in effect in reference to speed limits over certain bridges, air must not be applied in crossing wooden trestles while any portion of the train is on bridge. Speed must be reduced before reaching the bridge.

SIDINGS BETWEEN STATIONS.

Morrow spur (184) 3.7 miles north of Oro Grande. Connected south end. Length 300 feet.

Scheerer's Stone Spur (177), 2.9 miles north of Victor, connected south end, length 200 feet.

Kilpatrick's Stone Spur (176), 2.7 miles north of Victor connected north end, length 100 feet.

Porphyry (R 16) 2.3 miles south of Alvord siding capacity 212 cars.

Pipe Works (R 19) 1 mile south of Corona connected north end, length 700 feet

Esperanza (R 30), 3.1 miles north of Yorba connected north end, length 685 feet.

Distance Arlington to Casa Blanca 2.5 miles. Ruling grade ascending from Arlington to Casa Blanca, 63.4. Casa Blanca to Arlington, 63.4.

RAILROAD CROSSINGS AT GRADE.

Southern Pacific--at Colton, interlocking signals.
Southern Pacific--0.6 mile north of Riverside, interlocking signals.
Southern Pacific--2 miles south of Olive interlocking signals.

NOTE--Home signal pole south of crossing at Colton has two semaphore arms; top arm controls crossing; bottom arm, scale track. When top arm is inclined or light white, bottom arm is horizontal or light red, crossing is then clear. When top arm is horizontal or light red, bottom arm is inclined or light white, scale track switch is then open. Trains wishing scale track should call for switch by one long, followed by one short blast of whistle, as signal to towerman.

NOTE--No. 34 daily except Sunday between Orange and San Bernardino, and daily between San Bernardino and Barstow.

Crossing Signal must be given at all Motor Crossings.

Do not exceed 15 miles per hour over any Railroad Crossing, Motor Crossings included.

Do not use whistle as highway crossing signal in city limits San Bernardino, use bell only.

All trains must reduce speed to 15 miles per hour while crossing bridge No. 17, one mile south of Riverside, and bridge No. 32, 0.9 mile south of Crary.

WESTWARD.

East or northbound trains will have right of track over west or southbound trains of the same class when running strictly in accordance with general rules.

No. 1 will stop at any station to discharge passengers from points on S. F. P. or beyond.

No train will leave Los Angeles or San Bernardino without receiving train order (Form 31 or 19) or Clearance Card (Form 902.)

All extra trains approaching stations which are protected by yard limit boards, where the view is obstructed, either by fog or curves, must send a flagman ahead before proceeding, and ascertain beyond a doubt that all is clear.

Train order semaphores will be operated as follows: The blade or semaphore on engineman's side approaching signal will govern that train; in other words, the blade on the north side will govern westbound trains; on west side, southbound trains; on south side, eastbound trains; on east side, northbound trains.

Do not exceed 15 miles per hour over any Railroad Crossing, Motor crossings included.

Do not use whistle as highway crossing signal in city limits of San Bernardino and Los Angeles, use bell only.

Yard Limits at San Bernardino, Pasadena and Los Angeles are shown by board bearing the words "Yard Limit." All second class and extra trains must approach and pass through yard limits under full control, and prepared to stop within the limit of vision. Responsibility for accidents at such points will rest with approaching train. This rule does not excuse obstruction of main track unnecessarily, or failure to send out proper signals for first class trains.

Between slow posts in Los Angeles Yard, switch engines may occupy main track under protection of flag, without orders, but outside these limits, Rule 95 (A) must be strictly observed. Enginemen first-class trains will note, and run accordingly approaching above limits.

All trains must reduce speed to 20 miles per hour while crossing bridge No. 2, 0.6 mile west of San Bernardino.

All trains must reduce speed to 15 miles per hour between slow boards at South Pasadena.

Where special notice or instructions are in effect in reference to speed limits over certain bridges, air must not be applied in crossing wooden trestles while any portion of the train is on the bridge. Speed must be reduced before reaching bridge.

RAILROAD CROSSINGS AT GRADE.

Southern Pacific.--0.5 mile east of Los Angeles, interlocking signal. All passenger trains, both regular and special, will use new line; all freight trains, including switch engines, will use old line. Main track switch at Tower will be kept set for new line. Freight trains and switching engines approaching from the east or west will call for switch by one long and four short blasts of the whistle. Top arm will govern new line; bottom arm, old line. Trains approaching from the west on new line, also old line, will be governed by semaphore signals same as heretofore. Distant signal on old line approaching Tower going east is disconnected, and will be left at Caution.

Arcadia, inter-locking signals.

L. A. T. Ry.--0.7 mile east of Water St. and 0.5 mile east of Garvanza, no targets at either crossing. All trains must know that crossings are clear before attempting to cross.

Air brakes must be tested from rear end of train before leaving any station where cars have been picked up or set out, or engine has been detached from train. Trainmen will be held responsible for knowing that air is cut in and working through entire train.

Second Class	FIRST-CLASS.				SIDING CAPACITY.	DISTANCE FROM SAN BERNARDINO MILES.	TIME TABLE NO. 51 July 1, 1900.	TELEGRAPH OFFICES.	RULING GRADE ASCENDING
	61	45	43	41					
Los Angeles Local Freight	Accommodati'n	Los Angeles Accommodati'n	Seaside Special.	Overland.					
DAILY Except Sunday	Sunday Only.	DAILY.	DAILY.	DAILY.					
9.45 AM		3.20 PM	7.45 AM	5.05 AM			Leave		
s 10.08		s 3.27	s 7.52	5.12	38	3.8	SAN BERNARDINO	N	63.4
f 10.30		f 3.34	f 7.58	5.18	10	7.9	RIALTO	D	33.0
f 10.47		f 3.40	f 8.05	5.24	80	11.3	ROSENA		0.0
f 10.53		f 3.43	f 8.07	5.26	18	12.6	EAST ETIWANDA		13.2
f 11.00		f 3.46	f 8.09	5.28	11	13.8	ETIWANDA	D	13.2
s 11.25		s 3.50	s 8.13	5.32	41	15.8	ROCHESTER		10.6
s 12.17 PM		s 3.57	s 8.21	5.37	148	19.5	NO. CUCAMONGA	D	62.6
s 1.10		s 4.05	s 8.30	5.43	29	23.7	NORTH ONTARIO	D	24.3
s 1.22		s 4.08	s 8.33	5.46	112	25.5	CLAREMONT	D	0.0
f 1.30		s 4.11	s 8.36	5.48	50	26.7	NORTH POMONA	D	0.0
f 1.42		s 4.16	s 8.41	5.51	48	29.1	LORDBURG	D	0.0
s 2.05		s 4.23	s 8.49	5.58	79	33.2	SAN DIMAS	D	0.0
s 2.20		s 4.28	s 8.53	6.01	167	35.7	GLENORA	D	0.0
f 2.44		s 4.35	s 9.00	6.09	7	39.9	AZUSA	D	0.0
s 2.52		s 4.39	s 9.02	6.11	56	41.3	WEST DUARTE	D	17.6
f 3.02		f 4.43	f 9.05	6.14	47	43.0	MONROVIA	D	52.8
s 3.11		s 4.47	s 9.09	6.18	31	44.6	ARCADIA		73.9
f 3.16		f 4.50	f 9.11	6.20	11	45.7	SANTA ANITA (S. Madre)	D	62.3
s 3.24		s 4.53	s 9.13 ^{est}	6.23	86	46.9	CHAPMAN		63.4
f 3.37		f 5.00	f 9.18	6.28	11	49.1	LAMANDA PARK	D	73.9
3.39		f 5.01	f 9.19	6.29	0	49.6	OLIVEWOOD		67.6
3.45 4.15	1.05 PM	s 5.05	s 9.25	6.37	152	50.4	LOS ROBLES		67.6
f 4.21	1.07	f 5.07	f 9.27	6.40	39	51.6	PASADENA	D	0.0
f 4.28	f 1.09	f 5.09	f 9.29	6.42	7	52.6	RAYMOND		0.0
f 4.32	1.11	f 5.11	f 9.31	6.44		53.3	SOUTH PASADENA	D	0.0
f 4.44	1.13	f 5.14	f 9.34	6.46	27	54.9	LINCOLN PARK		0.0
f 4.58	1.18	5.23	9.42	6.53	47	57.9	GARVANZA		0.0
f 5.00	s 1.19	s 5.24	s 9.43	6.54		58.3	WATER STREET		0.0
5.10 PM	1.25 PM	5.30 PM	9.50 AM	7.00 AM		60.0	DOWNEY AVENUE	D	28.0
DAILY Except Sunday	Sunday Only.	DAILY.	DAILY.	DAILY.			LOS ANGELES	N	
							Arrive		

LOS ANGELES AND SAN BERNARDINO.

SECOND DISTRICT.

EASTWARD.

RULING GRADE ASCENDING	TELEGRAPH CODES.	TIME TABLE NO. 51 July 1, 1900.	STATION NUMBERS.	WATER AND FUEL STATIONS.	FIRST-CLASS.						Second-Class.	
					2	42	44	46	62	34		
					Overland	Local Mail.	Seaside Special	Accommodation.	San Bernardino Local Freight	Overland Fast Freight		
STATIONS.					DAILY.	DAILY.	DAILY	Sunday Only.	DAILY Except Sunday	DAILY		
Arrive												
	DS	SAN BERNARDINO	L 130	W C	9.45PM	11.10AM	6.35PM		3.20PM	1.15AM		
0.0	3.8	RIALTO	L 4		9.38	s 11.03	s 6.28		s 2.55	12.58		
15.8	4.1	ROSENA	L 8		9.27	f 10.55	f 6.20		f 2.33	12.43		
38.5	3.4	EAST ETIWANDA	L 11		9.18	f 10.47	f 6.12		f 2.15	12.28		
26.4	1.3	ETIWANDA	L 13	WA	9.14	s 10.45	f 6.10		f 2.10	12.23		
21.1	1.2	ROCHESTER	L 14		9.12	f 10.43	f 6.08		f 2.05	12.19		
17.6	2.0	NO. CUCAMONGA	L 16	W	f 9.08	s 10.40	s 6.05		s 1.55	12.10AM		
26.4	3.7	NORTH ONTARIO	L 20	HO	s 9.01	s 10.32	s 5.57		s 1.33	11.50		
41.7	4.2	CLAREMONT	L 24	CM	s 8.53	s 10.23	s 5.49		s 1.10	11.33		
56.5	1.8	NORTH POMONA	L 25	OM	s 8.50	s 10.20	s 5.46		s 12.48	11.27		
39.6	1.2	LORDSBURG	L 27	BG	8.46	s 10.16	s 5.43		f 12.25PM	11.22		
63.4	2.4	SAN DIMAS	L 29	DM	8.42	s 10.12	s 5.39		f 11.55	11.12		
63.4	4.1	GLENDORA	L 33	D	s 8.35	s 10.03	s 5.32		s 11.15	10.57		
63.4	2.5	AZUSA	L 36	Z	s 8.29	s 9.58	s 5.25		s 10.50	10.47		
80.9	4.2	WEST DUARTE	L 40	DI	8.20	s 9.49	s 5.18		f 10.13	10.31		
60.7	1.4	MONROVIA	L 41	VA	s 8.18	s 9.46	s 5.15		s 10.00	10.27		
15.8	1.7	ARCADIA	L 43		8.15	f 9.44	f 5.12		f 9.44	10.20		
0.0	1.6	SANTA ANITA (S. Madre)	L 45	SN	s 8.12	s 9.41	s 5.09		s 9.31	10.15		
0.0	1.1	CHAPMAN	L 46		8.09	f 9.37	f 5.07		f 9.23	10.10		
0.0	1.2	LAMANDA PARK	L 47	SJ	s 8.07	s 9.35	s 5.05		s 9.13	10.05		
0.0	2.2	OLIVEWOOD	L 49		8.02	f 9.30	f 5.00		f 8.38	9.57		
0.0	0.5	LOS ROBLES	L 49½		8.01	f 9.29	f 4.59		8.36	9.55		
90.8	0.8	PASADENA	L 50	AD	s 7.57	s 9.25	s 4.55	12.55PM	8.30	9.50		
116.2	1.2	RAYMOND	L 52		7.51	f 9.21	f 4.50	12.52	f 7.40	9.44		
105.6	1.0	SOUTH PASADENA	L 53	QN	7.49	f 9.18	f 4.48	f 12.50	f 7.33	9.39		
73.9	0.7	LINCOLN PARK	L 54		7.47	f 9.16	f 4.46	12.48	f 7.28	9.35		
89.7	1.6	GARVANZA	L 55		7.45	f 9.13	f 4.44	12.45	f 7.24	9.30		
106.1	3.0	WATER STREET	L 58		7.37	9.07	4.37	12.36	f 7.12	9.11		
41.5	0.4	DOWNEY AVENUE	L 59	DU	s 7.36	s 9.06	s 4.36	s 12.35	7.10	9.09		
48.6	1.7	LOS ANGELES	L 60	K	7.30PM	9.00AM	4.30PM	12.30PM	7.00AM	9.00PM		
		Leave			DAILY.	DAILY.	DAILY.	Sunday Only.	DAILY Except Sunday	DAILY		

East or northbound trains will have right of track over west or southbound trains of the same class when running strictly in accordance with general rules.

Conductors and Enginemen must have a copy of General Rules in their possession at all times.

No. 53 will back out of San Bernardino, and pull through the "Y". Second District trains will be governed accordingly.

No. 2 will stop on signal at any station where scheduled not to stop for passengers, going North or East from San Bernardino, and will stop Sundays at South Pasadena to discharge Passengers.

All trains must approach "Y" at San Bernardino under complete control.

Crossing Signal must be given at all Motor Crossings.

Do not exceed 15 miles per hour over any Railroad Crossing, Motor Crossings included.

All trains must reduce speed to 15 miles per hour between slow boards at South Pasadena.

Clocks in Dispatchers' office at San Bernardino and Telegraph office, Los Angeles, show standard time.

Cars must not be cut off at Pasadena, depending on hand brakes to hold them, but must be placed with engine. Cars must not be moved over Colorado Street Crossing without engine coupled to them.

Trainmen are forbidden from going between cars and high platforms of depots, warehouses, etc., for the purpose of coupling or uncoupling cars. Such work must be done only on the side opposite to platform.

Air brakes must be tested from rear end of train before leaving any station where cars have been picked up or set out, or engine has been detached from train. Trainmen will be held responsible for knowing that air is cut in and working through entire train.

SIDINGS BETWEEN STATIONS

West Cucamonga (L 16½), 0.7 mile west of North Cucamonga, connected both ends, length 1658 feet.

Vineyard Spur (L 17), 1.2 miles west of North Cucamonga, connected east end, length 375 feet.

Duarte (L 39), 3.4 miles west of Azusa, connected both ends, length 1272 feet.

SOUTHWARD.

Second-Class.

FIRST-CLASS.

161	33	149	147	145	143	141	139	77	75	73	71
Redondo and Santa Monica Freight.	San Diego Local Freight.	Redondo Accommodation.	Santa Monica Express.	Redondo Express.	Redondo Accommodation.	Seaside Special	Redondo Accommodation.	Passenger.	Santa Ana Accommodation.	San Diego Express.	Overland.
DAILY Except Sunday	DAILY Except Sunday	Sunday Only.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	Sunday Only	DAILY.	DAILY Except Sunday	DAILY.
8.55AM	4.00AM	7.00PM	5.47PM	5.34PM	1.30PM	9.55AM	8.30AM	7.20PM	5.05PM	2.00PM	9.05AM
9.05AM	4.10	7.09PM	5.53PM	5.41PM	1.37PM	10.02AM	8.39AM	7.26	5.11	2.06	9.11
	f 4.14			DAILY		DAILY		f 7.28	f 5.13	2.08	f 9.13
	f 4.25							f 7.34	f 5.18	2.14	f 9.18
	s 4.45							s 7.39	s 5.23	s 2.19	s 9.24
	s 4.55							s 7.43	s 5.27	s 2.23	s 9.27
	f 5.02			79				f 7.45	f 5.30	f 2.25	f 9.30
	f 5.18							f 7.52	f 5.38	f 2.32	f 9.37
	f 5.25			Passenger				f 7.56	f 5.41	f 2.36	f 9.41
	s 5.45							s 8.05	s 5.48	s 2.45	s 9.50
	s 6.10			DAILY Except Sunday				s 8.10	s 5.54	s 2.50	s 9.55
	6.35			5.00PM				8.20PM	s 6.03	s 3.00	10.05
	7.00			5.07PM					6.10PM	s 3.08	10.13
	7.10									f 3.12	f 10.23
	7.40									f 3.22	f 10.32
	f 7.50									s 3.31	s 10.40
	8.10									s 3.49	s 10.55
	f 8.40									f 3.55	f 10.59
	s 9.10					81				4.02	11.05
	f 9.22					Mixed.				f 4.11	f 11.12
	9.35										
	f 9.55										
	f 10.28					DAILY Except Sunday				f 4.28	f 11.26
	10.45					2.50PM				4.38	11.36
	10.55 ^{7.1}					3.00 ^{7.3}				s 4.42 ^{s1}	11.40 ^{s3}
	11.50 ^{s2}					4.50 ^{7.4}				4.44	11.46
	11.55					4.55PM					
	f 12.01PM									f 4.47	f 11.50
	s 12.45									s 5.04	s 12.05PM
	f 1.15									s 5.16	s 12.17
	f 1.35									f 5.25	f 12.25
	f 2.00									f 5.35	f 12.35
	f 2.15									f 5.37	f 12.37
	f 2.36									f 5.50	f 12.51
	s 2.58									s 6.00	s 1.05
	3.10									6.10	1.20PM
	3.25PM									6.25PM	
DAILY Except Sunday	DAILY Except Sunday	Sunday Only.	DAILY.	DAILY Except Sunday	DAILY.	DAILY Except Sunday	DAILY.	Sunday Only	DAILY.	DAILY Except Sunday	DAILY.

SIDING CAPACITY.

DISTANCE FROM LOS ANGELES.

TIME TABLE NO. 51 July 1, 1900.

TELEGRAPH OFFICES.

RULING GRADE ASCENDING

MILES.

STATIONS.

Leave	MILES.	STATIONS.	TELEGRAPH OFFICES.	RULING GRADE ASCENDING
		LOS ANGELES	N	0.0
	2.0	REDONDO JUNC.		0.0
	3.4	HOBART	D	26.4
	7.5	BANDINI		37.0
	10.0	RIVERA	D	52.8
	12.0	LOS NIETOS	D	17.6
	13.3	SANTA FE SPRINGS		9.2
	17.6	LA MIRADA	D	25.7
	19.4	NORTHAM		33.0
	23.8	FULLERTON	D	21.1
	26.6	ANAHEIM	D	42.2
	31.5	ORANGE	D	11.6
	34.4	SANTA ANA	D	0.0
	36.4	ALISO		62.8
	41.8	IRVINE		63.4
	47.0	EL TORO	D	63.4
	56.1	CAPISTRANO	D	0.0
	58.7	SAN JUAN		10.6
	62.8	MATEO		46.1
	67.6	SAN ONFRE		63.4
	75.0	JEROME		63.4
	77.5	LAS FLORES		63.4
	83.0	LOS ANGELES JUNC		63.3
	85.1	OCEANSIDE	D	0.0
	86.1	ESCONDIDO JUNC.		63.4
	88.1	CARLSBAD		63.4
	96.9	ENCINITAS	D	116.2
	103.5	DEL MAR		111.3
	107.9	SORRENTO		112.6
	111.9	LINDA VISTA		0.0
	113.4	SELWYN		0.0
	119.7	ATWOOD		45.4
	126.4	SAN DIEGO	N	12.7
	128.2	22D STREET		26.4
	132.0	NATIONAL CITY	D	
Arrive				

East or northbound trains will have right of track over west or southbound trains of the same class when running strictly in accordance with general rules. No. 54 will back out of Orange on Third District Track and pull through "Y." Third District trains will be governed accordingly. Nos. 81 and 82 will protect themselves against regular and irregular trains between Escondido Junction and Oceanside. Between Oceanside and Los Angeles Junction all regular and irregular trains have right of track over Nos. 81 and 82. Nos. 81 and 82 will occupy main track between these points by special order only, or under protection of flag. No. 71 has right of track to 22nd street against No. 72. For balance of Notes, see page 8.

No. 77 will pull through the "Y" at Orange and back up to station on Fourth District track.

NATIONAL CITY AND LOS ANGELES.

RULING GRADE ASCENDING	TELEGRAPH CALLS.	TIME TABLE NO. 51 July 1, 1900.	STATION NUMBERS.	WATER AND FUEL STATIONS.	NORTHWARD.												
					FIRST-CLASS.							Second-Class.					
					74	72	78	76	138	140	142	144	146	148	34	92	162
					Los Angeles Express.	Overland.	Los Angeles Accommodati'n	Passenger.	Los Angeles Accommodati'n	Los Angeles Express	Los Angeles Accommodati'n	Seaside Special.	Los Angeles Accommodati'n	Los Angeles Accommodati'n	Los Angeles Overland Freight.	Overland Fast Freight.	Los Angeles Freight.
Arrive				DAILY Except Sunday	DAILY.	DAILY	Sunday Only	DAILY	DAILY.	DAILY	DAILY	Sunday Only.	DAILY Except Sunday	DAILY.	DAILY Except Sunday		
24.8	K	LOS ANGELES 2.0	L 60	W C	11.00AM	6.00PM	8.45AM	11.00AM	7.50AM	8.25AM	11.40AM	4.25PM	7.15PM	8.40PM	5.05PM	6.00AM	4.45PM
52.8		REDONDO JUNC. 1.4	C 2		s 10.54	s 5.53	s 8.39	s 10.54	7.44AM	8.19AM	11.34AM	4.19PM	7.09PM	8.34PM	s 4.50	s 5.50	4.30PM
37.0	J	HOBART 4.1	C 3		10.52	f 5.50	f 8.35	10.52		DAILY.		DAILY.			f 4.40	5.43	
37.0		BANDINI 2.5	C 7		10.45	f 5.43	f 8.29	10.45							f 4.15	5.28	
26.4	RO	RIVERA 2.0	C 10		s 10.41	s 5.37	s 8.24	s 10.41							s 4.05	5.15	
23.1	NY	LOS NIETOS 1.3	C 12		s 10.39	f 5.33	s 8.20	s 10.39							s 3.55	5.09	
37.0		SANTA FE SPRINGS 4.3	C 13		10.37	f 5.30	f 8.18	10.37							f 3.50	5.02	
27.0	RA	LA MIRADA 1.8	C 18	W	f 10.30	f 5.22	f 8.11	f 10.30							f 3.35	4.42	
10.2		NORTHAM 4.4	C 19		10.27	f 5.18	f 8.07	10.27				Passenger.			f 3.28	4.32	
21.1	FN	FULLERTON 2.8	C 24		s 10.20	s 5.10	s 8.00	s 10.20				DAILY Except Sunday			s 3.15	4.10	
26.4	H	ANAHEIM 4.9	C 27		s 10.15	s 5.05	s 7.55	s 10.15							s 2.50	3.55	
30.1	RG	ORANGE 2.9	C 31		10.05 9.58	s 4.55	s 7.47	10.05AM				5.58PM			2.20 1.50	3.30AM	
37.0	NA	SANTA ANA 2.0	C 34	W C	s 9.50	s 4.46	7.40AM					5.50PM			1.40 1.05		
20.7		ALISO 5.4	C 36		f 9.44	f 4.38									f 12.55		
0.0		IRVINE 5.2	C 42		f 9.35	f 4.28									f 12.40		
63.4	V	EL TORO 9.1	C 47	W	s 9.26	s 4.18									s 12.10PM		
49.1	Q	CAPISTRANO 2.6	C 56		s 9.10	s 4.00									s 11.50		
26.4		SAN JUAN 4.1	C 59	W	f 9.05	f 3.55									f 11.40		
20.8		MATEO 4.8	C 63		8.57	3.47									11.25		
63.4		SAN ONOFRE 7.4	C 68		f 8.50	f 3.40									f 11.12		
63.4		JEROME 2.5	C 75														
63.4		LAS FLORES 5.5	C 77	W	f 8.34	f 3.23									f 10.28		
63.4		LOS ANGELES JUNC 2.1	49		8.23	3.14									10.03		
19.8	X	OCEANSIDE 1.0	47	W C	s 8.20 _{s2}	s 3.10 _{s1}									9.55 9.20 _{s2}		
62.8		ESCONDIDO JUNC. 2.0	46		8.17	3.07									9.15		
63.4		CARLSBAD 8.8	44		f 8.13	f 3.03									f 9.05		
116.2	SA	ENCINITAS 6.6	35		s 8.00	s 2.48									f 8.40		
116.2		DEL MAR 4.4	29		s 7.48	s 2.37									f 8.22		
0.0		SORRENTO 4.0	24	W	f 7.40	f 2.30									f 8.07		
116.2		LINDA VISTA 1.5	20		f 7.30	f 2.20									f 7.50		
57.0		SELWYN 6.3	19		f 7.27	f 2.15									f 7.43		
63.4		ATWOOD 6.7	13		f 7.15	f 2.05									f 7.23		
22.7	G	SAN DIEGO 1.8	6		7.05 6.50	1.55 1.30									7.05 6.45		
24.3	NC	22D STREET 3.8	4		6.45	1.20PM									6.38		
		NATIONAL CITY	0	W C	6.35AM										6.25AM		
		Leave			DAILY Except Sunday	DAILY.	DAILY	Sunday Only	DAILY	DAILY Except Sunday	DAILY	DAILY Except Sunday	DAILY	Sunday Only.	DAILY Except Sunday	DAILY.	DAILY Except Sunday

East or northbound trains will have right of track over west or south-bound trains of the same class when running strictly in accordance with general rules.
 No. 54 will back out of Orange on Third District track and pull through "Y." Third District trains will be governed accordingly.
 No. 71 has right of track to 22nd street, against No. 72.
 No. 149 has right of track to Redondo against No. 148.
 For Balance of notes see page 8.

No. 76 will back out of Orange on Fourth District track and pull through the "Y."

SPECIAL RULES.**SOUTHWARD**

No train will leave Los Angeles or San Diego without receiving train order (Form 31 or 19) or Clearance Card (Form 902).

Train order semaphores will be operated as follows: The blade or semaphore on engine-man's side approaching signal will govern that train; in other words, the blade on the north side will govern westbound trains; on west side, southbound trains; on south side, eastbound trains; on east side, northbound trains.

Under no circumstances will any train be allowed to make faster time descending Soledad Hill than allowed by schedule of its class per time table.

Speed of trains MUST NOT exceed six (6) miles per hour while crossing tracks of P. C. S. S. Co., Fifth Street, San Diego. Crossing Signal must be given at all Motor Crossings.

Do not exceed 15 miles per hour over any Railroad Crossing, Motor Crossings included.

All trains will stop on signal at Old Town 3.5 miles north of San Diego; Merle 2.3 miles north of Encinitas; La Costa, 5.1 miles south of Carlsbad.

All trains must reduce speed to 15 miles per hour while crossing bridge No. 115, 1.3 miles south of Carlsbad.

Do not use whistle as highway crossing signal in city limits of Los Angeles and San Diego, use bell only.

Trainmen are forbidden from going between cars and high platforms of depots, warehouses etc., for the purpose of coupling or uncoupling cars. Such work must be done only on the side, opposite to platform.

Between slow posts in Los Angeles Yard, switch engines may occupy main track, under protection of flag, without orders, but outside these limits, Rule 95 (A) must be strictly observed. Enginemen of first-class trains will note, and run accordingly approaching limits.

Air brakes must be tested from rear end of train before leaving any station where cars have been picked up or set out, or engine has been detached from train. Trainmen will be held responsible for knowing that air is cut in and working through entire train.

Where special notice or instructions are in effect in reference to speed limits over certain bridges, air must not be applied in crossing wooden trestles while any portion of the train is on bridge. Speed must be reduced before reaching the bridge.

NORTHWARD

Conductors and Enginemen must have a copy of General Rules in their possession at all times.

Yard limits at Los Angeles, Santa Ana, San Diego and National City are shown by boards bearing the words "Yard Limit."

All second class and extra trains must approach and pass through yard limits under full control, and be prepared to stop within the limit of vision. Responsibility for accidents at such points will rest with approaching train. This rule does not excuse obstruction of main track unnecessarily, or failure to send out proper signals for first class trains.

All trains, in either direction, must run carefully and be kept under full control between "Y" and Orange.

Crossing Signal must be given at all Motor Crossings.

Do not exceed 15 miles per hour over any Railroad Crossing, Motor Crossings included.

Clocks in Telegraph Offices at Los Angeles, Santa Ana, Ocean side and National City show standard time.

All trains will stop on signal at Old Town, 3.5 miles north of San Diego; Merle, 2.3 miles north of Encinitas; La Costa 5.1 miles south of Carlsbad.

RAILROAD CROSSINGS AT GRADE.

Los Angeles Terminal at Hobart; Southern Pacific--at Los Nietos, interlocking signals at each crossing.

Southern Pacific--2 1-2 miles north of Orange, interlocking signals.

S. D. P. B. & L. J. -- 572 feet north of Old Town, no target. All trains must know that crossing is clear before attempting to cross.

SIDINGS BETWEEN STATIONS.

Vegala (C 4), 0.8 mile south of Hobart, connected at each end, length 750 feet.

La Costa (39), 5.1 miles south of Carlsbad, connected each end, length 560 feet.

Ladrillo (14) 4.7 miles south of Selwyn, connected at each end, length 810 feet.

Old Town (10), 3.5 miles north of San Diego, connected south end, length 975 feet.

FIFTH DISTRICT. HIGHGROVE, SAN JACINTO AND TEMECULA.

SOUTHWARD.		SIDING CAPACITY.	TELEGRAPH OFFICES.	DISTANCE FROM HIGHGROVE	RULING GRADE	TIME TABLE NO.	RULING GRADE	STATION NUMBERS.	TELEGRAPH CALLS.	WATER AND FUEL STATIONS.	NORTHWARD.	
Second Class.	First Class.										First Class.	Second Class.
35	9			MILES.	ASCENDING	51	ASCENDING				8	36
						July 1, 1900.					8	36
						STATIONS.					San Bernardino Accommodati'n	Mixed.
Mixed	San Jacinto Accommodati'n					Leave	Arrive				DAILY Except Sunday	DAILY Except Sunday
DAILY Except Sunday	DAILY Except Sunday					11.00AM	11.40AM	29	D		f 8.38AM	f 9.10AM
f 11.35	f 12.05PM	11		7.1	116.2	HIGHGROVE	10.6	124	J N W		f 8.19	f 8.40
f 11.49	f 12.13	28		10.5	32.3	BOX SPRINGS	52.8	116			f 8.11	f 8.27
f 11.57	f 12.22	9		13.4	7.5	ALESSANDRO	47.5	113			f 8.06	f 8.14
				17.3	9.6	VAL VERDE	36.4	110				
12.10PM	12.35as 12.42	72	D	18.2		LAKEVIEW JUNC.					f 7.55	f 7.55AM
	f 12.54	6		21.9		PERRIS	63.4	105	P W		f 7.37	
	f 1.02	14		24.3	49.3	ETHANAC		J 2			f 7.27	
	s 1.17	44	D	28.3	31.7	MENIFEE	42.2	J 6			s 7.14	
	f 1.30	17		32.8	52.8	WINCHESTER	0	J 10	WN		f 7.00	
	s 1.45	53	D	35.4	40.2	EGAN	0	J 14			s 6.51	
	2.00PM	47	D	37.6	63.4	HEMET		J 17	H M		f 6.45AM	
				18.2		SAN JACINTO		J 19	J A W		f 6.10PM	
1.10PM		72	D	19.8		PERRIS	44.7	105	P W		f 6.10PM	f 7.35AM
s 1.44		9		29.9	44.7	ELSINORE JUNC.	86.5	93			s 7.02	
s 1.50		19	D	31.9	86.5	ELSINORE	132.0	P 2	N O		2.05PM	s 6.55
For Freight	Only.	9		37.5	147.8	ALBERHIL		P 8			For Freight	Only.
s 2.10		9		29.9		ELSINORE JUNC.		93			s 6.35	
f 2.25		12		34.3	3.52	WILDOMAR	62.9	89			f 6.21	
s 2.41		10	D	39.1	0.0	MURRIETA	63.4	84	M U		s 6.07	
f 2.50		12		41.7	0.0	LINDA ROSA	52.8	81			f 5.58	
3.00PM		21	D	44.8	0.0	TEMECULA	26.4	78	M A W		f 5.50AM	
DAILY Except Sunday	DAILY Except Sunday					Arrive	Leave				DAILY Except Sunday	DAILY Except Sunday

THIRD DISTRICT. FALLBROOK AND ESCONDIDO.

9

Southward.		SIDING CAPACITY.	DISTANCE FROM FALLBROOK.	TELEGRAPH OFFICES.	RULING GRADE	TIME TABLE NO.	RULING GRADE	STATION NUMBERS.	TELEGRAPH CALLS.	WATER AND FUEL STATIONS.	Northward.	
First Class.	Second Class.										First Class.	Second Class.
81					ASCENDING	51	ASCENDING				82	
						July 1, 1900.						
						STATIONS.						
Mixed.						Leave	Arrive				DAILY Except Sunday	
DAILY Except Sunday						1.55PM	12.55PM	28	D		f 12.32	
f 2.15		11	6.4		0.0	FALLBROOK	53.8	67	FB W		f 12.18	
f 2.28		0	10.5		0.0	DE LUZ	31.7	60			f 12.04PM	
f 2.40		26	14.9		63.4	RANCH HOUSE	52.8	56			s 11.55	
s 2.50		0	17.8		84.5	YSIDORA	7.2	52			s 8.10	
s 4.55		0	20.9		116.2	LOS ANGELES JUNC		49			f 7.50	
f 5.15		5	26.4		116.2	ESCONDIDO JUNC.	100.3	46			f 7.40	
s 5.27		15	30.0		116.2	LOMA ALTA	116.2	E.7			f 7.30	
f 5.40		5	33.2		105.6	VISTA	91.3	E10			s 7.24	
s 5.48		22	35.6		70.4	BUENA	21.1	E14			f 7.15	
f 5.58		0	38.6		95.0	SAN MARCOS	88.4	E16			f 7.05AM	
6.10PM		52	41.9	D		RICHLAND		E19			DAILY Except Sunday	
DAILY Except Sunday						ESCONDIDO		E22	SC W			
						Arrive	Leave					

East or northbound trains will have right of track over west or southbound trains of the same class when running strictly in accordance with general rules.
No. 35 has right of track to Alberhil against No. 38.
Conductors and Enginemen must have a copy of General Rules in their possession at all times.

No train will leave Temecula, San Jacinto or Perris without receiving train order (form 31 or 19) or clearance card (form 902).

Train order semaphores will be operated as follows: The blade or semaphore on engineman's side approaching signal will govern that train; in other words, the blade on the north side will govern westbound trains; on west side, southbound trains; on south side, eastbound trains; on east side, northbound trains.

Main track switch, north leg of Y at Elsinore Junction, will be kept set and locked for Elsinore branch.

Air brakes must be tested from rear end of train before leaving any station where cars have been picked up or set out, or engine has been detached from train. Trainmen will be held responsible for knowing that air is cut in and working through entire train.

All north bound trains except No. 38 will back into Elsinore and south bound head in. Crossing Signal must be given at all Motor Crossings.
Do not exceed 15 miles per hour over any Railroad Crossing, Motor Crossings included.
Clock in Telegraph office at Oceanside, shows standard time.

Trainmen are forbidden from going between cars and high platforms of depots, warehouses, etc., for the purpose of coupling or uncoupling cars. Such work must be done only on the side opposite to platform.

No train registers will be kept at Escondido and Los Angeles Junctions. Nos. 81 and 82 will use corresponding numbers when occupying track between Escondido Junction and Los Angeles Junction, as shown on Los Angeles and National City time table.

RAILROAD CROSSINGS AT GRADE.

Southern Pacific 1.0 miles south of Highgrove. Interlocking signals.

SAN BERNARDINO, REDLANDS AND HIGHLAND.

FIRST DISTRICT.

WESTWARD.				SIDING CAPACITY.	DISTANCE FROM SAN BERNARDINO	TELEGRAPH OFFICES.	RULING GRADE ASCENDING?	TIME TABLE NO. 51 July 1, 1900.	RULING GRADE ASCENDING.	STATION NUMBERS.	TELEGRAPH CALLS.	WATER AND FUEL STATIONS.	EASTWARD.	
Second Class.	FIRST-CL. ASS.		FIRST-CLASS.											
115	103	101	102										104	
Freight.	Seaside Special.	Passenger.											Seaside Special.	Passenger
DAILY Except Sunday	DAILY.	DAILY.											DAILY.	DAILY.
5.20AM	6.37PM	11.12AM				DS							7.43AM	3.18PM
5.24	s 6.40	s 11.15	16	0.9			0.0	79.2		130	B	W C	s 7.40	s 3.15
f 5.29	f 6.44	f 11.19		2.0			19.0	31.7		V 1			f 7.36	f 3.11
f 5.37	f 6.50	f 11.25	9	4.6			50.8	31.7		V 2			f 7.31	f 3.06
f 5.42	f 6.52	f 11.27	20	5.9			56.0	0.0		V 5			f 7.28	f 3.03
f 5.45	f 6.53	f 11.28		6.7			71.2	0.0		V 6			f 7.26	f 3.01
5.52 6.45	s 6.59	s 11.34	139	8.8		D	89.8	0.0		V 7			f 7.22	2.57 1.17
f 6.53	f 7.02	f 11.37	6	10.1			105.6	0.0		V 9	ND		s 7.22	2.57 1.17
f 7.00	f 7.06	f 11.41	10	11.4			116.2	0.0		V 10			f 7.18	f 1.13
s 7.12	s 7.07	s 11.42	15	12.0		D	95.0	0.0		V 11			f 7.14	f 1.09
f 7.28	f 7.12	f 11.47		14.3			0.0	84.5		V 12	MS		s 7.12	s 1.07
f 7.38	f 7.15	f 11.50	22	16.2			0.0	84.5		V 14			f 7.07	f 1.02
f 7.44	f 7.17	f 11.52		17.2			79.2	79.2		V 16			f 7.02	f 12.57
f 7.48	f 7.19	f 11.54	13	17.9			79.2	0.0		V 17			f 6.59	f 12.54
s 7.52	s 7.20	s 11.55	56	18.7		D	0.0	73.9		V 18			f 6.56	f 12.51
f 7.58	f 7.22	f 11.57	19	19.7			14.6	84.5		V 19	HI		s 6.54	s 12.49
f 8.07	f 7.26	f 12.01PM	13	21.5			47.5	81.3		V 20			f 6.52	f 12.47
f 8.13	f 7.28	f 12.03	8	22.6			23.8	0.0		V 22			f 6.46	f 12.41
f 8.19	f 7.29	f 12.04	10	23.5			7.9	20.0		V 23			f 6.43	f 12.38
s 8.30	s 7.32	s 12.07		25.4			0.0	56.0		V 24			f 6.41	f 12.36
8.40AM	7.40PM	12.15PM		27.1		DS	23.2	52.8		132			s 6.37	s 12.32
										130	B	W C	6.30AM	12.25PM
DAILY Except Sunday	DAILY.	DAILY.											DAILY.	DAILY.

East or northbound trains will have right of track over west or southbound trains of the same class when running strictly in accordance with general rules.

Conductors and Enginemen must have a copy of General Rules in their possession at all times.

No train will leave San Bernardino without receiving train order (Form 31 or 19) or clearance card (Form 902).

Train order semaphores will be operated as follows: The blade or semaphore on engineman's side approaching signal will govern that train; in other words, the blade on the north side will govern westbound trains; on west side, southbound trains; on south side, eastbound trains; on east side, northbound trains.

Do not use whistle as crossing signal between San Bernardino and Highland Junction and San Bernardino and E Street, use bell only.

All trains must reduce speed to 15 miles per hour while crossing bridge No. 5, 2.5 miles west of E Street and bridge No. 16, 1.4 miles west of Mentone.

All trains approaching Redlands from Mentone must reduce speed to 6 miles per hour before crossing Orange Street (first street east of Redlands depot). Engineers will give two short blasts of whistle 300 feet from crossing.

All trains must keep careful lookout between Highland Junction and San Bernardino for trains between Barstow and San Bernardino.

Air brakes must be tested from rear end of train before leaving any station where cars have been picked up or set out, or engine has been detached from train. Trainmen will be held responsible for knowing that air is cut in and working through entire train.

Motor crossings Victoria and Patton no targets, all trains must know that crossing is clear before attempting to cross.

Motor crossing "E" St.--All trains must come to a full stop and know that crossing is clear before attempting to cross.

Do not exceed speed of 10 miles per hour while crossing long bridge between Mentone and Aplin.

Crossing Signal must be given at all Motor Crossings.

Do not exceed 15 miles per hour over any Motor Crossing.

Clock in Dispatcher's office, San Bernardino, shows standard time.

Trainmen are forbidden from going between cars and high platforms of depots, warehouses, etc., for the purpose of coupling or uncoupling cars. Such work must be done only on the side opposite to platform.

Where special notice or in instructions are in effect in reference to speed limits over certain bridges, air must not be applied in crossing wooden trestles while any portion of the train is on bridge. Speed must be reduced before reaching the bridge.

REDONDO JUNC., REDONDO AND SANTA MONICA.

THIRD DISTRICT.

11

WESTWARD.							EASTWARD.															
Second Class.	FIRST-CLASS.						SIDING CAPACITY.	TELEGRAPH OFFICES.	DISTANCE FROM REDONDO JUNC.	RULING-GRADE ASCENDING.	TIME TABLE NO. 51	RULING-GRADE ASCENDING.	STATION NUMBERS.	TELEGRAPH CALLS.	WATER AND FUEL STATIONS.	FIRST-CLASS.						Second Class.
161	149	147	145	143	141	139										138	140	142	144	146	148	162
Redondo and Santa Monica Freight.	Redondo Accommodation.	Santa Monica Express.	Redondo Express.	Redondo Accommodation.	Seaside Special.	Redondo Accommodation.	MILES.			STATIONS.						Los Angeles Accommodation.	Los Angeles Express.	Los Angeles Accommodation.	Seaside Special.	Los Angeles Accommodation.	Los Angeles Accommodation.	Los Angeles Freight.
DAILY Sunday	Sunday Only.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.				Leave	Arrive				DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	Sunday Only.	DAILY Except Sunday	
9.05AM	7.09PM	5.53PM	5.41PM	1.37PM	10.02AM	8.39AM			0.0	REDONDO JUNC.			C 2		7.44AM	8.19AM	11.34AM	4.19PM	7.09PM	8.34PM	4.30PM	
f 9.15	f 7.14	f 5.57	f 5.45	f 1.42	f 10.06	f 8.42	89	D	2.5	NADEAU PARK	52.8		M 5	NK	f 7.41	f 8.16	f 11.29	f 4.14	f 7.04	f 8.29	f 4.14	
s 9.20	f 7.16	s 5.59	s 5.47	s 1.44	s 10.08	s 8.44	25	D	3.5	CENTRAL AVENUE	21.1		M 6	CA	s 7.39	s 8.14	s 11.27	s 4.12	s 7.02	s 8.27	s 3.45	
f 9.25	f 7.17	f 6.01	f 5.49	f 1.45	f 10.10	f 8.46			5.1	SLAUSON	18.5		M 7		f 7.37	f 8.12	f 11.25	f 4.10	f 7.00	f 8.25	f 3.41	
f 9.30	f 7.19	f 6.03	f 5.51	f 1.47	f 10.12	f 8.48			6.1	WILDASIN	15.6		M 8		f 7.35	f 8.09	f 11.23	f 4.08	f 6.58	f 8.23	f 3.36	
f 9.38	f 7.23	f 6.06	f 5.54	f 1.51	f 10.15	f 8.50	16		8.0	HYDE PARK	10.6		M 10		f 7.32	f 8.06	f 11.20	f 4.05	f 6.55	f 8.20	f 3.30	
f 9.42	f 7.25	f 6.08	f 5.56	f 1.53	f 10.17	f 8.52	59		9.1	CENTINELA	52.3		M 11		f 7.30	f 8.04	f 11.18	f 4.03	f 6.53	f 8.18	f 3.27	
9.45 11.45	s 7.27	s 6.09	s 5.57	s 1.55	s 10.19	s 8.54	46	D	9.9	INGLEWOOD	52.3		M 12	WD	s 7.29	s 8.03	s 11.17	s 4.02	s 6.52	s 8.17	s 3.25	
f 11.56	f 7.32		f 6.03	f 2.00	f 10.24	f 9.00	51		13.7	WISEBURN	22.4		B 4			f 7.56	f 11.12	f 3.57	f 6.47	f 8.12	f 3.14	
f 12.05PM	f 7.36		f 6.09	f 2.05	f 10.29	f 9.05	10		17.1	POTENCIA	42.2		B 8			f 7.50	f 11.05	f 3.50	f 6.40	f 8.05	f 3.02	
12.15PM	7.40PM		6.15PM	2.10PM	10.35AM	9.10AM	254	D	20.4	REDONDO	42.2		B 11	DC W		7.45AM	11.00AM	3.45PM	6.35PM	8.00PM	2.50PM	
10.30AM		6.09			10.19AM		95	D	9.9	INGLEWOOD	52.3		M 12	WD	7.29			4.02PM			11.40AM	
f 10.36		f 6.12			f 10.22		9		12.5	MESMER	26.4		M 15		f 7.25			f 3.59			f 11.32	
f 10.42		f 6.15			f 10.25				15.2	MACHADO	16.9		M 18		f 7.21			f 3.55			f 11.25	
f 10.47		f 6.19			s 10.29		20		17.9	OCEAN PARK	0.0		M 20	W	s 7.17			s 3.51			f 11.18	
10.50AM		6.20PM			10.30AM		36	D	18.5	SANTA MONICA			M 21	MN	7.15AM			3.50PM			11.15AM	
DAILY Except Sunday	Sunday Only.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.				Arrive	Leave				DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	Sunday Only.	DAILY Except Sunday	

No train will leave Redondo, Santa Monica, or Inglewood without receiving train order (Form 31 or 19) or clearance card (Form 902).

Train order semaphores will be operated as follows: The blade or semaphore on engineman's side approaching signal will govern that train; in other words, the blade on the north side will govern westbound trains; on west side, southbound trains; on south side, eastbound trains; on east side, northbound trains.

Between Inglewood and slow post, about one-half mile east of station, all trains must proceed under control, prepared to stop on short notice.

Do not exceed 15 miles per hour over any Railroad Crossing.

Yard Limits at Redondo and Santa Monica are shown by board bearing the words "Yard Limit." All second-class and extra trains must approach and pass through yard limits under full control, and be prepared to stop within the limit of vision. Responsibility for accidents at such points will rest with approaching train. This rule does not excuse obstruction of main track unnecessarily, or failure to send out proper signals for first-class trains.

Trainmen are forbidden from going between cars and high platforms of depots, warehouses, etc., for the purpose of coupling or uncoupling cars. Such work must be done only on the side of the platform.

Where special notice or instructions are in effect in reference to speed limits over certain bridges, air must not be applied in crossing wooden trestles while any portion of the train is on bridge. Speed must be reduced before reaching the bridge.

East or northbound trains will have right of track over west or southbound trains of the same class when running strictly in accordance with general rules.

No. 149 has right of track to Redondo against No. 148.

Conductors and Enginemen must have a copy of General Rules in their possession at all times.

SIDINGS BETWEEN STATIONS.

Pipe Works (M 6½), 0.5 mile west of Central Avenue, connected west end, length 2427 feet.

RAILROAD CROSSINGS AT GRADE.

L. A. & R. Ry.—0.5 mile east of Redondo, and 0.7 mile east of Wildasin; no targets at either crossing. All trains must know that crossings are clear before attempting to cross.

Southern Pacific—at Nadeau Park, Inter-locking signals.

Air brakes must be tested from rear end of train before leaving any station where cars have been picked up or set out, or engine has been detached from train. Trainmen will be held responsible for knowing that air is cut in and working through entire train.

W. G. NEVIN,
General Manager.

W. B. BEAMER,
Superintendent.

A. G. WELLS,
General Superintendent.

SURGEONS OF THE S. C. Hospital Association.

DR. N. H. MORRISON, Chief Surgeon,	Room 444 Bradbury Bldg., Los Angeles.
DR. H. B. WING	Room 444 Bradbury Bldg., Los Angeles.
DRS. HAZELETT AND BAYLIS	430 4th St., San Bernardino.
DR. J. C. HEARNE	Fourth and Ash St., San Diego.
DR. THOS. L. MAGEE	1169 Sixth St., San Diego.
DR. W. B. PAYTON	D St., between 3rd and 4th, Perris.
DR. C. D. BALL	Rooms 1 and 2 Spurgeon Block, Santa Ana.
DR. W. V. NICHOLS	Oceanside.
DR. GEO. C. CLARK	Fullerton.
DR. D. F. ROYER	Orange.
DR. FRANCIS H. MEAD	National City.
DR. A. J. DENNIS,	Rhea's Drug Store, Barstow.