

# Southern California Railway Co.

## EMPLOYEES' TIME TABLE No. 66.

IN EFFECT

**TUESDAY, DECEMBER 1, 1903,**

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 65, Dated June 4, 1903, 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.

I. L. HIBBARD,  
SUPERINTENDENT,  
San Bernardino, Cal.

O. MEADOWS,  
TRAINMASTER,  
San Bernardino, Cal.

F. J. SHEPARD,  
GENERAL SUPERINTENDENT,  
Los Angeles, Cal.



## SPECIAL RULES.

### ALL DISTRICTS.

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

2. The abbreviations, "Ps" and "Mt," permitted in Train Rule 5, are omitted, and, instead, numbers of trains to be passed or met are indicated in small numerals.

3. No engine must be detached from train while in motion. When train is stopped on grade a sufficient number of hand brakes must be set on front and rear cars to prevent them from running in either direction, and must not be released until engine is again attached to train and sufficient train line pressure has been accumulated.

4. Passenger trains in the same direction must keep at least ten minutes apart, except where scheduled otherwise or in closing up at stations, or at meeting or passing points. Light engines and freight trains having four hundred (400) tons or less following passenger trains will be regarded as passenger trains within the meaning of this rule.

5. Yard limit boards, defining yard limits, have been established at the following stations: Barstow, Victorville, San Bernardino, Los Angeles, Redondo, Riverside, San Diego, National City and San Jacinto.

6. First Class Trains, when ten minutes or more late, are required to approach stations which are designated in Time Table Rules as having Yard Limits, under full control, prepared to stop within the limit of vision, and responsibility for accident under such conditions shall rest with the approaching train. In case of fog or its equivalent, such First Class Train, and all other trains of whatever class, will use the bell and whistle freely, and if necessary send a flagman ahead to protect against obstructions or engines in yards.

Yard engines will give way to all such trains at the earliest moment possible.

That portion of Rule 98 (a) of Rules and Regulations, reading, "At such stations as have no yard limit signs, the limits will be considered to be between extreme switches," is hereby abrogated. Trains at stations which have no yard limits as prescribed in time table, will be governed by Rule 99.

7. Look out at all sidings for derailing switches, normal position of which will cause derailment.

8. No train will leave Barstow, San Bernardino, Los Angeles, Redondo, Orange, San Diego, Perris, San Jacinto, Elsinore, Temecula, Escondido, and Fallbrook without receiving a Clearance Card (form 902).

9. Stations at which Electric Call Bells are employed for summoning Operator outside of office hours, will, at night, have lights burning and signals fastened at "Proceed," and will display "Stop" when having orders for delivery. All trains will be prepared stop at such points.

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

11. Clocks in Telegraph offices at Barstow, San Bernardino, Los Angeles, Santa Ana, Oceanside and National City show standard time.

12. All trains must approach wye at San Bernardino under complete control.

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

14. The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as in the judgment of the conductor and engine man in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances. Engines of Consolidation or Decapod type running light or pulling train, must not exceed a speed of twenty-four (24) miles per hour, i. e., will consume not less than two and one-half (2½) minutes in running each and every mile. Engines of all other classes when pulling freight trains will not exceed a speed of thirty (30) miles per hour, i. e., will consume not less than two (2) minutes in running each and every mile. Trains in which dead engines are being towed will not exceed a speed of fifteen (15) miles per hour, i. e., will consume not less than four (4) minutes in running each and every mile.

15. 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.

16. See second paragraph of Rule No. 390, Rules and Regulations. The application of this rule will not be considered as covering California crude oil.

17. The following is an addition to Rule 16 of the Rules and Regulations: (i) Six. When train is running, brakes are sticking.

### FIRST, REDLANDS AND FOURTH DISTRICTS.

18. Conductors of all trains will register at Barstow, Summit, Cajon, San Bernardino, Highgrove, Riverside, Corona, Richfield and Orange.

19. No. 10 will pull through the wye and back into San Bernardino on Second District track.

20. No. 12 will pull through the wye and back into San Bernardino on Second District track.

21. No. 11 has right over No. 16 to Riverside. No. 17 has right over No. 12 to Riverside. No. 13 has right over No. 14 to Riverside. No. 5 has right over No. 10 to Corona.

22. No. 17 will back from Highgrove to Riverside.

23. Nos. 14 and 16 will back from Riverside to Highgrove.

24. Nos. 3 and 4 will register (Form 903) at Cajon.

25. No. 29 has right over No. 28 to Olinda.

26. Nos. 51, 52, 53 and 54 will stop on signal at North Street, 0.6 mile south of Riverside, and at Esperanza, 3.1 miles north of Yorba.

27. All passenger trains will consume not less than two (2) minutes for each mile run Summit to Verdemont.

All 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.

28. Southbound freight trains must stop five (5) minutes at Cajon and ten minutes at Verdemont for cooling wheels and inspection of trains.

29. All trains must keep fifteen (15) minutes apart Summit to Verdemont.

30. Distance Casa Blanca to Arlington, 2.5 miles.

31. Ruling grade ascending from Casa Blanca to Arlington 63.4; Arlington to Casa Blanca 63.4.

32. Trains must reduce speed to fifteen (15) miles per hour while crossing bridges Nos. G 11, one mile south of Riverside; A 4, 2.5 miles west of E street; and B 14, 1.4 miles west of Mentone.

### RAILROAD CROSSINGS AT GRADE.

33. Barstow—All trains will be protected against trains using cross-over between Mojave and San Bernardino Line by Home and Distant signals operated by interlocked ground lever stand worked by trainmen.

Interlocking rules will govern except that in case Home Signal is found at "Stop," trainmen must investigate condition of track before proceeding.

Trainmen wishing to use cross-over, must proceed as follows: No. 1 lever being nearest to track:

First, throw lever No. 1 and set Distant signal to "Caution."

Second, throw lever No. 2 and set Home signal to "Stop."

Third, throw lever No. 3 and set switches for cross-over.

Before doing the last, it will be advisable to wait five seconds so that any train which has seen the distant signal at "Clear," can get under control. After using cross-over, they must set signals normal as follows:

First, throw lever No. 3 and set switches for main line.

Second, throw lever No. 2 and set Home signal at "Clear."

Third, throw lever No. 1 and set Distant signal at "Clear."

All must be safely locked before leaving.

34. Hall Signals have been placed on the first district between Highland Junction and San Bernardino, located as follows:

**SIGNAL NO. 1**, 900 feet north of Highland Junction, main line.

**SIGNAL NO. 2**, one and one half miles south of Highland Junction, main line.

**SIGNAL NO. 3**, 200 feet east of Highland Junction, and back of clearance post on loop line.

Signals are of the disc pattern and indicate danger by displaying red disc by day and a red light by night. A white light, or the absence of a red disc by day, indicates safety.



A preliminary section extends from signal No. 1 to a point 2,640 feet north, and is marked by a board reading "Block Preliminary Section." A train entering the block at preliminary section end on main line sets signals Nos. 2 and 3 at danger when the front end has passed the preliminary board and sets No. 1 signal at danger when front end passes No. 1 signal. All three signals then remain at danger until the rear of train has passed out of the block.

A preliminary section also extends from signal No. 3 to a point 1,000 feet east and is marked with a preliminary board. A train entering the block at this point sets signal No. 2 at danger when the front end has passed the preliminary board and sets Nos. 1 and 3 signals to danger when front end has passed No. 3 signal, or the junction switch has been set for loop line. All three signals then remain at danger until the rear end of train has passed out of block. Trains entering the block at the opposite end to the preliminary sections set all three signals at danger when the front end has passed the signal No. 2.

Signals can be set to danger by the following: 1, train in block; 2, defective apparatus; 3, broken rail; 4, junction switch not set for main line.

The following rules will govern the use of signals:

(a) The use of these rules does not relieve enginemen, conductors or trainmen from protecting their trains as provided in train rules.

(b) In foggy or stormy weather enginemen must approach signals with great care and have train under control prepared to stop within the limit of vision.

(c) A train finding a signal at danger, must stop before reaching it and after waiting 5 minutes will proceed at speed not exceeding 5 miles per hour.

(d) Enginemen finding any signal at danger when there are no trains in the block, will immediately report the fact to the trainmaster, giving the number of the signal, date and hour.

35. Southern Pacific—Colton, interlocking signals.

**Note.**—Home signal post south of crossing has two semaphore arms; top arm controls crossing; bottom arm scale track. When top arm is inclined or white light, bottom arm is horizontal or red light, crossing is then clear. When top arm is horizontal or red light, bottom arm is inclined or white light, 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.

Southern Pacific—0.6 mile north of Riverside, interlocking signals.

Southern Pacific—2 miles south of Olive, interlocking signals.

Motor crossing—Victoria, no targets.

Motor crossing "E" St.—All trains must come to a full stop before crossing.

#### SIDINGS BETWEEN STATIONS.

36. Rancho Verde Spur, (46) 0.9 mile south of Victorville, connected south end, length 570 feet.

Yerkes Spur, 0.8 mile west of Patton, connected west end, length 247 feet.

Rock Spur, 0.9 mile south of Alvord, connected south end, length 310 feet.

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

Pipe Works (R 19), 1 mile south of Corona.

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

#### SECOND DISTRICT.

37. No. 8 will take siding for No. 41.

38. Conductors of all trains will register at San Bernardino and Los Angeles.

39. Nos. 1 and 2 will stop on signal at any station between Los Angeles and San Bernardino for passengers to or from points north or east of San Bernardino. No. 3 will stop on signal at any station between San Bernardino and Los Angeles to let off passengers from points east of Albuquerque. No. 43 will stop at stations west of Azusa to let off passengers boarding train east of Azusa.

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

41. 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.

#### RAILROAD CROSSINGS AT GRADE.

42. Southern Pacific—0.5 mile east of Los Angeles, interlocking signal. Passenger trains both regular and special, will use new line; freight trains, including switch engines, 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"

Southern Pacific—Arcadia, interlocking signals.

S. P., L. A. & S. L. R. R.—0.5 mile east of Garvanza, semaphore, normal position across their track; position at night indicated by red light.

S. P., L. A. & S. L. R. R.—0.7 mile east of Water St., semaphore, normal position across their track; position at night indicated by red light.

#### SIDINGS BETWEEN STATIONS.

43. 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.

Valley Gas Spur, (54) 0.5 mile west of Lincoln Park, connected east end, length 302 feet.

#### THIRD, REDONDO, OLINDA, FALLBROOK AND ESCONDIDO DISTRICTS.

44. Conductors of all trains will register at Los Angeles, Redondo Junction, Orange, Santa Ana, Oceanside, San Diego, National City, Fallbrook, Escondido and Redondo.

45. No. 71 has right over No. 72 to 22nd Street.

46. No. 77 will pull through the wye and back into Orange on Fourth District track.

47. No. 76 will back out of Orange and pull through wye.

48. 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.

49. Speed of trains must not exceed six (6) miles per hour while crossing tracks of P. C. S. S. Co., Fifth Street, San Diego.

50. 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.

51. Trains must reduce speed to fifteen (15) miles per hour while crossing bridge No. A231, 1.3 miles south of Carlsbad.

52. No train registers will be kept at Los Angeles and Escondido Junctions. Nos. 85 and 86 have no time table rights between these two Junctions. They will run between Oceanside and Escondido Junction under protection of flag, and between Oceanside and Los Angeles Junction by special order, but may move under protection of flag in case of wire trouble.

53. All passenger trains will stop on signal at Hermosa, 1.5 miles east of Redondo.

#### RAILROAD CROSSINGS AT GRADE.

54. S. P., L. A. & S. L. R. R.—Hobart, interlocking signals.

Southern Pacific—Los Nietos, interlocking signals. Home signal post south of crossing has two semaphore arms; top arm controls crossing, bottom arm side track. When top arm is inclined, or white light, bottom arm is horizontal, or red light, crossing is then clear. When top arm is horizontal, or red light, bottom arm is inclined, or white light, side track switch is then open. Trains wishing side track should call for switch by one long followed by one short blast of the whistle, as signal to Towerman.

Southern Pacific—2.5 miles north of Orange, interlocking signals.

S. D. P. B. & L. J.—572 feet north of Old Town, no targets.

Southern Pacific—Nadeau Park, interlocking signals.

L. A. & R. Ry.—0.7 mile east of Wildasin, no targets.

L. A. & R. Ry.—0.5 mile east of Redondo, no targets.

#### SIDINGS BETWEEN STATIONS.

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

Morena, 5.5 miles north of San Diego; transfer connection with S. D., P. B. & L. J. Ry.

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

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

North Manhattan, 16.6 miles west from Redondo Junction, spur connects east end, length 161 feet.

Hermosa, 18.7 miles west from Redondo Junction, spur connects east end, length 396 feet.

#### SAN JACINTO, TEMECULA AND ELSINORE DISTRICTS.

56. Conductors of all trains will register at Highgrove, Perris, San Jacinto, Elsinore Junction, Elsinore and Temecula.

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

58. All north bound trains will back into Elsinore and south bound head in.

59. No. 35 has right over No. 38 to Elsinore. No. 9 has right to Elsinore over No. 18.

60. No. 37 has right over No. 36 to Elsinore.

#### RAILROAD CROSSINGS AT GRADE.

61. Southern Pacific—1.0 mile south of Highgrove. Interlocking signals.



SOUTHWARD.

Second Class.			First Class.									Capacity of Sidings	Fuel, Water, Train Tables and Wyes	TIME TABLE No. 66. December 1, 1909	Ruling Grade Ascending	Distance from Barstow.
33	35	27	11	13	17	5	53	51	3	1	7					
Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS.		Miles.
<b>PM 1.10<sup>8</sup></b>									<b>AM 9.30<sup>34</sup></b>	<b>AM 2.45</b>	<b>AM 1.45</b>	Yard	FW Y	<b>BARSTOW</b> 11.8	37.0	
f 1.48									9.50	3.03	f 2.03	70		COTTONWOOD 9.4	37.0	11.8
2.20									10.07	3.20	f 2.20	70	W	HELEN 10.2	37.0	21.2
f 3.10									10.25	3.37	\$ 2.37	62		ORO GRANDE 5.3	37.0	
\$ 4.00									10.35	\$ 3.50	\$ 2.50	69	FW Y	VICTORVILLE 8.4	84.5	36.7
\$ 4.55									10.52	4.15	\$ 3.10	95	W	HESPERIA 4.9	84.5	45.1
5.25									11.05	4.28	3.21	68		LUGO 5.9	84.5	50.0
\$ 6.04									\$11.25 <sup>8</sup>	\$ 4.45	\$ 3.35	84	Y	<b>SUMMIT</b> 6.5	0	55.9
\$ 6.30									11.38	\$ 5.00 <sup>34</sup>	\$ 3.48	69	W	<b>CAJON</b> 4.3	0	62.4
6.35									11.47	5.11	f 3.58 <sup>34</sup>	60	W	KEENBROOK 6.7	0	66.7
6.50									<b>PM 12.01</b>	5.24	f 4.10	63	W	VERDEMONT 6.0	0	73.4
7.10									12.09	5.39	4.20			HIGHLAND JUNCTION 1.7	23.2	79.4
7.20									12.13	5.45	4.25	Yard	FW TY	<b>SAN BERNARDINO</b> 0.0		81.1
7.40														<b>SAN BERNARDINO</b> 3.1	23.2	81.1
<b>AM 2.00</b>	<b>AM 11.30</b>	<b>AM 6.40</b>	<b>AM 10.42</b>	<b>PM 3.29</b>		<b>AM 6.00</b>	<b>PM 1.42</b>	<b>AM 8.10</b>						COLTON S. P. Co. Crossing. 3.5	63.4	84.2
\$ 2.11	\$11.45	\$ 7.00	\$10.47	\$ 3.36		\$ 6.06	\$ 1.47	\$ 8.16				266		<b>HIGHGROVE</b> 2.7	28.1	87.7
\$ 2.22	11.59 AM	\$ 7.15	\$10.53	\$ 3.42	<b>PM 2.40</b>	\$ 6.14	\$ 1.53	\$ 8.23 <sup>6</sup>				29		S. P. Co. Crossing. 0.6	63.4	90.4
\$ 2.32		\$ 7.30 <sup>10</sup> 8.00	11.02 <sup>16</sup> AM	3.50 <sup>14</sup> PM	2.50 <sup>53</sup> PM	\$ 6.21	\$ 2.00 <sup>12</sup> 4.00 <sup>14</sup> 17	\$ 8.30				Yard	W	<b>RIVERSIDE</b> 2.6	0	91.0
2.40		f 8.15				f 6.26	f 4.04	f 8.35				28		PACHAPPA 1.5	40.2	93.6
2.44		\$ 8.24				f 6.29	\$ 4.07	\$ 8.38				94	Y	CASA BLANCA 2.2	132.0	95.1
		At end of spur which leaves main line 0.4 mile south of Casa Blanca for freight only.												PRENDA 3.8	63.4	97.3
2.53		\$ 8.42 <sup>51</sup>				f 6.34	\$ 4.11	\$ 8.42 <sup>27</sup>				86		ARLINGTON 3.8	15.1	97.6
						f 6.40		f 8.48				5		ALVORD 3.9	0	101.4
\$ 3.17		\$ 9.15				\$ 6.55 AM	\$ 4.22 <sup>26</sup>	\$ 8.55				115	W	<b>CORONA</b> 3.8	0	105.3
3.29		\$ 9.30					\$ 4.29	\$ 9.02				55		CRARY 5.1	0	109.1
3.46		f 9.50						f 4.37	9.12			44		GYPSUM 7.3	61.1	114.2
4.08		f10.15						f 4.49	f 9.24			41		YORBA 1.4	0	117.1
\$ 4.14		\$10.23 PM 12.02 <sup>54</sup>					\$ 4.53	\$ 9.27				60	Y	<b>RICHFIELD</b> 2.2	0	122.9
4.20		\$12.06					\$ 4.58	\$ 9.30				89	W	OLIVE 2.0	0	125.1
														S. P. Co. Crossing. 1.4	11.6	127.1
4.30 AM		12.20 PM					5.03 PM	9.36 AM				94	Y	<b>ORANGE</b>		128.5
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					

NOTE—No. 53 daily except Sunday between San Bernardino and Riverside; daily between Riverside and Orange.



**SOUTHERN CALIFORNIA RY.**—First District between Barstow and San Bernardino.  
Fourth District between San Bernardino and Orange.

Euling Grade Ascending	TIME TABLE		NORTHWARD.												
	No. 66		First Class.						Second Class.						
	December 1, 1903		8	4	2	54	52	10	6	16	12	14	26	36	34
	STATIONS	Telegraph Offices	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
37.0	<b>BARSTOW</b> 11.8	N	PM 1.10 <sup>33</sup>	PM 10.45	AM 1.35										AM 9.30 <sup>3</sup>
37.0	COTTONWOOD 9.4	G	f 12.52	10.30	1.18										f 8.52
29.4	HELEN 10.2		f 12.35	10.18	1.04										f 8.22
37.0	ORO GRANDE 5.3	N	\$ 12.17	10.05	\$ 12.49										f 7.50
0	VICTORVILLE 8.4	N	\$ 12.08 PM	9.55	\$ 12.39										\$ 7.35
0	HESPERIA 4.9	N	\$ 11.50	9.41	\$ 12.19										f 7.05
0	LUGO 5.9		11.39	9.31	12.11 AM										6.50
158.4	<b>SUMMIT</b> 6.5	N	\$ 11.25 <sup>3</sup>	\$ 9.20	\$ 11.59										\$ 6.30
116.2	<b>CAJON</b> 4.3	G	\$ 10.50	8.54	\$ 11.25										\$ 5.00 <sup>1</sup>
116.2	KEENBROOK 6.7		f 10.35	8.42	f 11.10										f 3.58 <sup>7</sup>
116.2	VERDEMONT 6.0	G	f 10.15	8.29	f 10.50										f 3.00
52.8	HIGHLAND JUNCTION 1.7		9.56	8.15	10.31										2.10
61.0	<b>SAN BERNARDINO</b> 0.0	N	9.50 AM	8.10 PM	10.25 PM										2.00 AM
61.0	<b>SAN BERNARDINO</b> 3.1	N				PM 1.30	PM 7.45	AM 7.55	AM 8.45		PM 3.20	PM 6.20	AM 10.00		
61.4	COLTON S. P. Co. Crossing 3.5	D				\$ 1.23	\$ 7.38	\$ 7.44	\$ 8.35		\$ 3.09	\$ 6.05	\$ 9.40		
59.8	<b>HIGHGROVE</b> 2.7	D				\$ 1.16	\$ 7.31	\$ 7.36	8.23 <sup>51</sup> AM	AM 11.12	\$ 3.03	PM 4.00	\$ 5.47	9.15 AM	
59.8	S. P. Co. Crossing 0.6														
63.4	<b>RIVERSIDE</b> 2.6	D				\$ 1.10	\$ 7.25	\$ 7.30 <sup>27</sup>		11.02 <sup>11</sup> AM	2.55 <sup>53</sup> PM	3.50 <sup>16</sup> PM	5.30 5.10		
48.8	PACHAPPA 1.5					f 1.01	f 7.17	f 7.24					f 5.03		
58.1	<b>CASA BLANCA</b> 2.2	D				\$ 12.58	\$ 7.13	f 7.21					\$ 4.58		
132.0	PRENDA 3.8					At end of spur which leaves main line 0.4 mile south of Casa Blanca, for freight only.									
63.4	ARLINGTON 3.8	D				\$ 12.53	\$ 7.08	f 7.16					\$ 4.50		
63.4	ALVORD 3.9						f 7.01	f 7.08							
63.4	<b>CORONA</b> 3.8	D				\$ 12.38	\$ 6.51	7.00 AM					\$ 4.22 <sup>53</sup> 3.30		
63.4	CRARY 5.1					\$ 12.30	\$ 6.44						f 3.20		
63.4	GYPSON 7.3					f 12.20	6.33						f 3.00		
20.0	YORBA 1.4					f 12.05	f 6.18						f 2.36		
44.4	<b>RICHFIELD</b> 2.2					\$ 12.02 <sup>27</sup> PM	\$ 6.16						\$ 2.30		
44.4	OLIVE 2.0					\$ 11.57	\$ 6.12						\$ 2.13		
26.4	S. P. Co. Crossing 1.4														
	<b>ORANGE</b> (128.5)	N				11.50 AM	6.05 PM						2.00 PM		
			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily

..... Average speed per hour..... (24.3) (31.4) (25.6) (28.4) (28.4) (26.4) (18.0) (19.8) (23.8) (19.8) (13.9) (8.8) (10.8)



4 SOUTHERN CALIFORNIA RY.—SECOND DISTRICT.

WESTWARD.						Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	TIME TABLE No. 66 December 1, 1903	Ruling Grade Ascending	Distance from San Bernardino
Second Class.	First Class.									
61	43	41	3	1	7			STATIONS		Miles
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
AM 7.00	PM 3.30	AM 7.58	PM 12.15	AM 6.05	AM 4.35	Yard	FW TY	SAN BERNARDINO		
\$ 7.18	\$ 3.37 <sup>62</sup>	\$ 8.04	12.22	f 6.12	4.42	38		3.8	68.4	
f 7.35	f 3.45	f 8.12	12.29	6.20	4.49	10		RIALTO 4.1	33.0	3.8
f 7.53	f 3.50	f 8.17	12.34	6.25	4.55	30		ROSENA 3.4	0	7.9
f 7.59	\$ 3.52	f 8.19	12.35	6.28	4.57	18		EAST ETIWANDA 1.3	13.2	
f 8.05	f 3.54	f 8.21	12.37	6.31	4.59	11		ETIWANDA 1.2	13.2	12.6
\$ 8.24 <sup>41</sup>	\$ 3.58	\$ 8.24 <sup>61</sup>	12.40	f 6.35	5.02	41	W	ROCHESTER 2.0	10.6	13.8
\$ 9.04 <sup>8</sup>	\$ 4.05	\$ 8.30	12.46	\$ 6.43	5.09	148		NO. CUCAMONGA 3.7	62.6	15.8
\$ 10.03 <sup>42</sup>	\$ 4.12	\$ 8.36	12.52	f 6.49	5.15	29		UPLAND 4.2	24.3	19.5
\$ 10.25	\$ 4.15	\$ 8.39	12.55 <sup>62</sup>	f 6.53	5.18	152		CLAREMONT 1.8	0	23.7
f 11.17	\$ 4.17	\$ 8.42	12.57	f 6.56	5.20	50		NORTH POMONA 1.2	0	25.5
f 11.30	\$ 4.21	\$ 8.47 <sup>8</sup>	1.00	f 6.59	5.24	48		LORDSBURG 2.4	0	26.7
PM 12.10 <sup>62</sup>	\$ 4.28	\$ 8.56	1.07	f 7.05	5.30	79	W	SAN DIMAS 4.1	0	29.1
\$ 12.20	\$ 4.34	\$ 9.01	1.10 <sup>61</sup>	\$ 7.10	5.35	167	Y	GLENDORA 2.5	0	33.2
1.35	4.39	9.06	1.15	7.17	5.40	23		AZUSA 3.4	0	35.7
f 1.40	4.40	\$ 9.08	1.16	f 7.19	5.42	7		EAST DUARTE 0.8	0	39.1
\$ 1.50	4.42	\$ 9.11	1.18	f 7.24	5.45	56		DUARTE 1.4	17.6	39.9
f 2.00	4.46	f 9.16 <sup>42</sup>	1.21	7.29	5.47	47		MONROVIA 1.7	52.8	41.3
\$ 2.10	\$ 4.49	\$ 9.21	1.24	f 7.34	5.50	31		S. P. Co. Crossing ARCADIA 1.6	73.9	43.0
f 2.15	4.51	f 9.23	1.26	7.36	5.52	11		SANTA ANITA (S. Madre) 1.1	62.3	44.6
\$ 2.25	\$ 4.54	\$ 9.27 <sup>62</sup>	1.30	f 7.40	5.54	86	W	CHAPMAN 1.2	63.4	45.7
f 2.32	5.00 <sup>44</sup>	f 9.33	1.33	7.46	5.58	11		LAMANDA PARK 2.2	73.9	46.9
2.35	5.01	f 9.34	1.34	f 7.47	6.00	0		OLIVEWOOD 0.5	67.6	49.1
\$ 2.45	\$ 5.05	\$ 9.38	\$ 1.40	\$ 7.55 <sup>8</sup>	\$ 6.05	152		LOS ROBLES 0.8	67.6	49.6
f 3.52	5.07	f 9.40	1.43	f 7.59	6.07	39		PASADENA 1.2	0	50.4
f 3.58	5.09	f 9.42	1.45	8.03	6.09	7		RAYMOND 1.0	0	51.6
f 4.02	5.11	f 9.44	1.47	8.06	6.11			SOUTH PASADENA 0.7	0	52.6
								LINCOLN PARK 1.1	0	53.3
								S. P., L. A. & S. L. E. R. Crossing 0.5	0	54.4
f 4.10	5.14	f 9.48	1.50	8.10	6.14	27		GARVANZA 2.3	0	54.9
								S. P., L. A. & S. L. E. R. Crossing 0.7	0	55.9
f 4.36 <sup>14</sup>	5.23	9.55	1.59	8.19	6.23	47		WATER STREET 0.4	0	57.9
f 4.40	\$ 5.24	\$ 9.56	2.00	\$ 8.20	\$ 6.24	Yard		DOWNEY AVENUE 0.7	28.0	58.3
								S. P. Co. Crossing 1.0	0	59.5
5.00 PM	5.30 PM	10.03 AM	2.05 PM	8.25 AM	6.30 <sup>62</sup> AM	Yard	FW T	LOS ANGELES		60.0
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(60.0)		

(9.2) (30.0) (28.8) (32.7) (25.7) (31.3) ..... Average speed per hour.....



SOUTHERN CALIFORNIA RY.—SECOND DISTRICT.

EASTWARD.

Miles Grade Ascending.	TIME TABLE		Telegraph Office	First Class.					Second Class.	
	No. 66.									
	December 1, 1903.									
	STATIONS.		8	4	2	42	44	62	34	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	
0	<b>SAN BERNARDINO</b> 3.8	N	<b>AM</b> 9.40	<b>PM</b> 8.05	<b>PM</b> 10.15	<b>AM</b> 10.40	<b>PM</b> 6.30	<b>PM</b> 4.30	<b>AM</b> 1.00	
15.8	RIALTO 4.1	D	\$ 9.33	7.58	10.09	\$10.33	\$ 6.22	\$ 3.37 <sup>43</sup>	12.43	
38.5	ROSENA 3.4		9.23	7.52	10.04	f10.26	f 6.15	f 3.00	12.28	
44	EAST ETIWANDA 1.3		9.16	7.46	9.58	f10.18	f 6.09	f 2.45	12.13	
21.1	ETIWANDA 1.2	D	f 9.14	7.44	9.56	\$10.16	f 6.07	f 2.40	12.08	
17.6	ROCHESTER 2.0		9.12	7.42	9.54	f10.14	f 6.05	f 2.35	12.03 AM	
26.4	NO CUCAMONGA 3.7	D	\$ 9.09	7.39	f 9.50	\$10.10	\$ 6.01	\$ 2.25	11.55	
41.7	UPLAND 4.2	D	\$ 9.04 <sup>61</sup>	7.33	\$ 9.44	\$10.03 <sup>61</sup>	\$ 5.54	\$ 2.00	11.35	
56.5	CLAREMONT 1.8	D	\$ 8.57	7.26	\$ 9.34	\$ 9.55	\$ 5.47	\$ 1.40	11.14	
39.6	NORTH POMONA 1.2	D	\$ 8.54	7.23	\$ 9.30	\$ 9.52	\$ 5.43	\$ 1.30 12.55 <sup>3</sup>	11.05	
63.4	LORDSBURG 2.4	D	f 8.52	7.21	9.28	\$ 9.49	\$ 5.40	f12.40	10.59	
63.4	SAN DIMAS 4.1	D	f 8.47 <sup>41</sup>	7.16	9.23	\$ 9.45	\$ 5.36	f12.30	10.47	
63.4	GLENDORA 2.5	D	\$ 8.37	7.10	\$ 9.13	\$ 9.37	\$ 5.28	\$12.10 <sup>61</sup> PM	10.27	
80.9	AZUSA 3.4	D	\$ 8.32	7.06	\$ 9.04	\$ 9.32	\$ 5.23	\$11.35 10.45	10.15	
60.7	EAST DUARTE 0.8		8.22	7.01	8.56	9.24	5.17	10.30	10.00	
60.7	DUARTE 1.4	D	f 8.21	7.00	8.55	\$ 9.23	5.16	f10.27	9.58	
8	MONROVIA 1.7	D	\$ 8.18	6.57	\$ 8.52	\$ 9.20	5.14	\$10.20	9.53	
0	S. P. Co. Crossing ARCADIA 1.6		8.13	6.55	8.48	f 9.16 <sup>41</sup>	5.11	f 9.55	9.46	
0	SANTA ANITA (S. Madre) 1.1	D	\$ 8.10	6.52	\$ 8.45	\$ 9.12	\$ 5.09	\$ 9.42	9.40	
0	CHAPMAN 1.2		8.08	6.50	8.43	f 9.08	5.07	f 9.35	9.35	
0	LAMANDA PARK 2.2	D	\$ 8.06	6.48	\$ 8.41	\$ 9.05 <sup>62</sup>	\$ 5.05	\$ 9.27 <sup>41</sup> 9.05 <sup>42</sup>	9.31	
0	OLIVEWOOD 0.5		8.00	6.45	8.36	f 9.00	5.00 <sup>43</sup>	f 8.45	9.22	
90.8	LOS ROBLES 0.8		7.59	6.44	8.35	f 8.59	4.59	8.42	9.20	
116.2	PASADENA 1.2	D	\$ 7.55 <sup>1</sup> 62	\$ 6.40	\$ 8.32	\$ 8.55	\$ 4.55	\$ 8.35 <sup>8</sup> 7.20 <sup>1</sup>	9.15	
105.6	RAYMOND 1.0		7.50	6.35	8.24	f 8.51	4.50	f 7.13	9.04	
73.9	SOUTH PASADENA 0.7		7.48	6.31	8.21	f 8.48	4.48	f 7.08	9.00	
89.8	LINCOLN PARK 1.1		7.46	6.29	8.18	f 8.46	4.46	f 7.04	8.56	
60.8	S. P., L. A. & S. L. R. E. Crossing 0.5									
106.9	GARVANZA 2.3		7.43	6.27	8.16	f 8.44	4.44	f 6.58	8.52	
2.8	S. P., L. A. & S. L. R. E. Crossing 0.7									
41.5	WATER STREET 0.4		7.36	6.21	8.06	8.36	4.36 <sup>61</sup>	6.42	8.39	
33.6	DOWNEY AVENUE 0.7		\$ 7.35	6.20	8.05	\$ 8.35	\$ 4.35	6.40	8.38	
44.9	S. P. Co. Crossing 1.0									
	<b>LOS ANGELES</b>	N	<b>7.30</b> <b>AM</b>	<b>6.15</b> <b>PM</b>	<b>8.00</b> <b>PM</b>	<b>8.30</b> <b>AM</b>	<b>4.30</b> <b>PM</b>	<b>6.30</b> <sup>7</sup> <b>AM</b>	<b>8.30</b> <b>PM</b>	
	(60.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	

..... Average speed per hour ..... (27.7) (32.7) (26.6) (27.7) (30.0) (8.8) (13.3)



SOUTHWARD.

Second Class.			First Class.								Capacity of Sidings	Fuel, Water Turn Tables and Wyes	TIME TABLE		Ruling Grade Ascending.	Distance From Los Angeles.
95	161	33	85	79	141	75	73	83	77	71			81	STATIONS		
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Yard	FW T	No. 66.		
AM 6.45 <sup>92</sup>	AM 9.05	AM 4.00	Mixed		AM 10.10	PM 5.05	PM 2.20	PM 2.00	AM 10.45 <sup>76</sup>	AM 8.45 <sup>78</sup>	AM 8.30			December 1, 1903.		
\$ 6.55	9.15 AM	\$ 4.10			10.17 AM	\$ 5.10 <sup>84</sup>	\$ 2.26	\$ 2.06	\$10.51	\$ 8.51	\$ 8.39 <sup>78</sup>	27	Y	LOS ANGELES	0	
f 7.01		f 4.15				f 5.12	2.28	f 2.09	f10.53	8.53	f 8.42	12		REDONDO JUNC.	0	2.0
f 7.15		f 4.25				f 5.18	2.34	f 2.16	f11.00	8.58	f 8.49	49		HOBART		3.4
\$ 7.27		\$ 4.38				\$ 5.23	2.38	\$ 2.20	\$11.05	9.03	\$ 8.53	81		S. P., L. A. & S. L. E. R. Crossing	26.4	
\$ 7.37		\$ 4.44				\$ 5.26	2.41	\$ 2.24	\$11.08	9.06	\$ 8.56	41		BANDINI	37.0	7.5
f 7.45		f 4.48				f 5.30 <sup>72</sup>	2.43	f 2.26	f11.10	9.08	f 8.59	45		RIVERA	52.8	
f 8.11 <sup>78</sup>		f 5.03				\$ 5.39 <sup>82</sup>	2.48 <sup>94</sup>	\$ 2.33 <sup>94</sup>	f11.18	9.15	f 9.05	29	W	LOS NIETOS	17.6	12.0
f 8.25		f 5.10				f 5.42	2.51	f 2.36	f11.22	9.18	f 9.08	36		S. P. Co. Crossing	17.6	
\$ 8.46		\$ 5.35 <sup>92</sup>				\$ 5.48	2.57	\$ 2.44	\$11.28	9.25	\$ 9.15	97		SANTA FE SPRINGS	9.2	13.3
\$ 9.00		\$ 5.55				\$ 5.54	3.02 <sup>84</sup>	\$ 2.50 <sup>84</sup>	\$11.35	9.29	\$ 9.20	59		LA MIRADA	25.7	17.6
\$ 9.30 <sup>81</sup>		\$ 6.10												NORTHAM	33.0	19.4
10.30 <sup>76</sup>		7.00				PM 5.10 <sup>82</sup>	\$ 6.03 <sup>70</sup>	\$ 3.10	\$ 2.58	11.45 <sup>74</sup>	\$ 9.36 <sup>95</sup>	94	Y	FULLERTON	21.1	23.8
10.45 AM		\$ 7.10				5.17 PM	6.10 PM	\$ 3.16	3.06 PM		\$ 9.45 <sup>76</sup>	217	FW TY	ANAHEIM	0	26.6
		\$ 8.00 <sup>78</sup>						\$ 3.25			\$ 9.51			S. P. Co. Crossing	42.2	29.0
		f 8.08									\$ 10.00			ORANGE	11.6	31.5
		f 8.30									\$ 10.04			SANTA ANA	0	34.4
		f 9.00									f10.13			2.0		36.4
		\$ 9.50									\$10.20			ALISO	62.8	41.8
		f10.10 <sup>34</sup>									\$ 4.05 <sup>72</sup>			5.4		47.0
		f10.36 <sup>74</sup>									\$ 10.35 <sup>34</sup>			IRVINE	63.4	56.1
		10.52 <sup>71</sup>									f 4.10			5.2		56.1
		f11.15									4.17			EL TORO	63.4	47.0
		f11.43									f 4.25			9.1		56.1
		11.57									f 4.42			CAPISTRANO	0	56.1
		PM 2.40									f 4.50			2.6		56.1
		\$12.05									\$ 4.55			SAN JUAN	10.6	56.1
		12.50									\$ 5.00 <sup>85</sup>			4.1		62.8
		12.55									5.02			MATEO	46.1	67.6
		f 1.07									f 5.05			4.8		67.6
		\$ 1.30									\$ 5.20			SAN ONOFRE	63.4	75.0
		f 1.55									\$ 5.31			7.4		75.0
		f 2.20 <sup>72</sup>									f 5.39			JEROME	63.4	77.5
		f 2.45									f 5.50			2.5		77.5
		f 2.55									f 5.53			LAS FLORES	63.4	83.0
		3.15									6.04			5.5		83.0
		f 3.31									f 6.06			2.1		83.0
		\$ 3.50									\$ 6.20			OCEANSIDE	0	85.1
		4.20									\$ 6.35			1.0		85.1
		4.30									6.35			ESCONDIDO JUNC.	63.4	86.1
		5.00 PM									6.50 PM			2.0		86.1
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Yard	FW Y	CARLSBAD	63.4	88.1
(11.5)	(12.0)	(13.4)	(9.3)	(24.9)	(17.1)	(31.8)	(30.9)	(31.3)	(31.5)	(32.4)	(29.5)			8.8		96.9
														ENCINITAS	116.2	96.9
														6.6		103.5
														DEL MAR	111.3	103.5
														4.4		107.9
														SORRENTO	112.6	107.9
														4.0		111.9
														LINDA VISTA	0	111.9
														1.5		113.1
														SELWYN	0	113.1
														4.8		118.3
														LADRILLO	46.0	118.3
														1.5		119.7
														ATWOOD	44.9	119.7
														3.2		122.9
														S. D. P. E. & L. J. E. E. Crossing	31.0	122.9
														3.5		126.4
														SAN DIEGO	12.7	126.4
														1.8		128.2
														22D STREET	26.4	128.2
														3.8		132.0
														NATIONAL CITY		132.0
														(132.0)		

..... Average speed per hour .....



SOUTHERN CALIFORNIA RY.—THIRD DISTRICT.

Ruling Grade Ascending.	TIME TABLE		NORTHWARD.													
	No. 66.		First Class.						Second Class.							
	December 1, 1903.		78	76	74	84	72	82	144	70	86	34	92	162	94	24
	STATIONS	Telegraph Offices	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
	<b>LOS ANGELES</b> 2.0	N	AM 8.45 <sup>71</sup>	AM 10.45 <sup>77</sup>	PM 12.40	PM 1.00	PM 5.55	PM 6.10								
24.8	<b>REDONDO JUNC.</b> 1.4		\$ 8.39 <sup>81</sup>	\$10.38	\$12.34	\$12.54	\$ 5.48	\$ 6.03	PM 4.25			\$ 5.10 <sup>76</sup>	\$ 6.35	AM 8.10	PM 4.35	
52.8	HOBART S. P., L. A. & S. L. E. R. Crossing	D	f 8.37	f10.36	12.31	f12.51	5.45	f 6.00				f 4.55	6.31		f 4.10	
37.0	BANDINI 4.1		f 8.29	f10.29	12.25	f12.44	5.39	f 5.54				f 4.40	6.20		f 3.47	
37.0	RIVERA 2.5	D	\$ 8.24	\$10.25	12.22	\$12.39	5.35	f 5.50				f 4.30	6.14		\$ 3.32	
36.4	LOS NIETOS S. P. Co. Crossing	D	\$ 8.20	\$10.21	12.19	f12.35	5.32	f 5.47				\$ 4.15	6.08		\$ 3.20	
23.1	SANTA FE SPRINGS 1.3		f 8.18	f10.19	12.17	f12.32	5.30 <sup>75</sup>	f 5.45				f 4.10	6.05		f 3.15	
37.0	LA MIRADA 4.3	D	\$ 8.11 <sup>95</sup>	f10.12	12.12	f12.25	5.24	f 5.39 <sup>75</sup>				f 3.53	5.53		f 2.48 <sup>78</sup> 2.33 <sup>83</sup>	
27.0	NORTHAM 1.8	D	f 8.07	f10.09	12.09	f12.21	5.20	f 5.34				\$ 3.45	5.47		f 2.15	
10.2	FULLERTON 4.4	D	\$ 8.00	\$10.02	12.03 PM	\$12.14	5.14	\$ 5.25				\$ 3.25	5.35 <sup>33</sup>		\$ 1.50	
21.1	ANAHEIM 2.8	D	\$ 7.55	\$ 9.57	11.58	\$12.09 PM	5.09	\$ 5.20				\$ 3.02 <sup>78</sup> 2.30 <sup>83</sup>	5.25		\$ 1.30	
5.6	S. P. Co. Crossing															
26.4	<b>ORANGE</b> 2.9	N	\$ 7.47	9.45 <sup>71</sup> AM	11.50 11.45 <sup>77</sup>	\$11.56	\$ 5.00	\$ 5.10 <sup>79</sup>	PM 6.03 <sup>75</sup>			\$ 2.15 1.45	5.05 AM		1.00 PM 1.25 PM	
30.1	<b>SANTA ANA</b> 2.0	D	7.40 <sup>83</sup> AM		11.37 11.27	11.45 AM	\$ 4.52 4.42	5.00 PM	5.53 PM			\$ 1.35 12.45 <sup>24</sup>			1.10 <sup>84</sup> PM	
37.0	ALISO 5.4				f11.23		f 4.38					f12.36				
20.7	IRVINE 5.2	D			f11.15		f 4.29					f12.15 PM				
0	EL TORO 9.1	D			\$11.08		\$ 4.20					\$11.50				
63.4	CAPISTRANO 2.6	D			\$10.52 <sup>34</sup>		\$ 4.05 <sup>73</sup>					\$10.52 <sup>74</sup> 10.35 <sup>71</sup>				
49.1	SAN JUAN 4.1				f10.45 <sup>71</sup>		f 3.58					f10.10 <sup>83</sup>				
26.4	MATEO 4.8				10.36 <sup>83</sup>		3.50					9.55				
20.8	SAN ONOFRE 7.4				f10.27		f 3.40					f 9.40				
63.4	JEROME 2.5															
63.4	LAS FLORES 5.5				f10.10		f 3.20					f 9.10				
63.4	LOS ANGELES JUNC. 2.1				9.59		3.10			AM 11.45		8.52				
63.4	<b>OCEANSIDE</b> 1.0	D			\$ 9.55 <sup>86</sup> 9.50		\$ 3.05 3.00 <sup>85</sup>			\$ 11.35 <sup>71</sup> 9.40 <sup>74</sup>		\$ 8.45 8.00				
19.8	ESCONDIDO JUNC. 2.0				9.48		2.57			9.35 AM		7.55				
62.8	CARLSBAD 8.8				f 9.45		f 2.54					f 7.50				
63.4	ENCINITAS 6.6	D			\$ 9.30		\$ 2.40					f 7.20				
116.2	DEL MAR 4.4				\$ 9.19		\$ 2.27					f 7.00				
116.2	SORRENTO 4.0				f 9.10		f 2.20 <sup>33</sup>					f 6.45				
0	LINDA VISTA 1.5				f 9.00		f 2.10					f 6.30				
116.2	SELWYN 4.8				f 8.57		f 2.07					f 6.20				
57.0	LADRILLO 1.5				8.48		1.59					6.05				
57.0	ATWOOD 3.2				f 8.46		f 1.57					f 6.00				
62.7	S. D. P. B. & L. J. E. R. Crossing															
52.8	<b>SAN DIEGO</b> 1.8	N			\$ 8.35 8.15		\$ 1.45 1.15					\$ 5.40 5.20				
22.7	22D STREET 3.8				8.10		1.05 <sup>71</sup> PM					5.12				
24.3	<b>NATIONAL CITY</b> (132.0)	D			8.00 AM							5.00 AM				
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	Average speed per hour.....		(81.8)	(81.5)	(83.0)	(27.5)	(81.4)	(29.5)	(20.0)	(17.4)	(12.4)	(14.2)	(18.9)	(12.0)	(9.0)	(11.6)



**SAN JACINTO AND TEMECULA DISTRICTS.**

San Jacinto District between Highgrove and San Jacinto.

Temecula District between Perris and Temecula.

**FALLBROOK AND ESCONDIDO DISTRICTS.**

Fallbrook District between Los Angeles Junction and Fallbrook.  
Escondido District between Escondido Junction and Escondido.

SOUTHWARD.			Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Distance from Highgrove	Telegraph Offices	NORTHWARD.		
Second Class	First Class					No. 66.						First Class	Second Class	
35	19	9				6	18	36						
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	See Note	No. Cars			STATIONS	Miles	Arrive Daily Ex. Sunday	See Note	Arrive Daily Ex. Sunday				
AM 11.59	PM 4.00	AM 11.12	29			<b>HIGHGROVE</b>	10.6	AM 8.23 <sup>51</sup>	PM 2.40	AM 9.15				
					114.4	1.0								
					116.2	7.1								
PM 12.35	f 4.18	f 11.30	11		32.3	3.4		f 8.05	f 2.20	f 8.40				
f 12.50	f 4.25	f 11.37	28		7.5	2.9		f 7.57	f 2.12	f 8.28				
f 1.00	f 4.31	f 11.43	9		9.6	3.9		f 7.50	f 2.05	f 8.17				
					0	0.9								
PM 1.15	\$ 4.40 4.50	\$11.55	72	W Y	21.6			\$ 7.40 7.35 <sup>36</sup>	\$ 1.55 <sup>36</sup> PM	\$ 8.00 <sup>6</sup> AM				
	\$ 5.03	\$12.03	6		49.3			\$ 7.20	\$ 1.45					
	f 5.09	f 12.09	14		31.7			f 7.07	f 1.40					
	\$ 5.21	f 12.18	44		52.8			\$ 6.50	f 1.32					
	f 5.35	f 12.28	17		40.2			f 6.32	f 1.23					
	\$ 5.50	\$12.34	53		4.4			\$ 6.20	\$ 1.17					
	6.05 PM	12.40 PM	Yard	W Y				6.10 AM	1.10 PM					
PM 1.55 <sup>18</sup>		AM 11.55	72	W Y	19.8			PM 1.50	AM 7.30 <sup>6</sup>					
\$ 2.30		12.20 PM	9	Y	35.2			1.25 PM	\$ 6.57 6.25					
f 3.22			12		0				f 6.11					
\$ 3.42			10		0				\$ 5.57					
f 3.55			12		0				f 5.48					
4.10 PM			21	W T	0				5.40 AM					
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	See Note						Leave Daily Ex. Sunday	See Note	Leave Daily Ex. Sunday				
(15.3)	(19.6)	(26.1)	Average speed per hour			(17.6)	(24.6)	(17.6)						

SOUTHWARD.			Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Distance from Fallbrook	Telegraph Offices	NORTHWARD.		
First Class	Second Class					No. 66.						First Class	Second Class	
85	18	38				18	38	36						
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	See Note	No. Cars			STATIONS	Miles	Arrive Daily Ex. Sunday	See Note	Arrive Daily Ex. Sunday				
PM 1.40			28	W T		<b>FALLBROOK</b>	53.8							
f 2.02			11		0	6.4					D	PM 12.45		
f 2.16			0		0	4.1	31.7					f 12.28		
f 2.30			26		0	4.4	52.8					f 12.08		
\$ 2.40			0		63.4	2.9	7.2					PM 11.54		
\$ 5.10			0		84.5							\$ 11.45		
f 5.35			5		116.2		100.3					\$ 9.35		
\$ 5.52			15		116.2		26.4					f 9.10		
f 6.05			5		116.2		30.0					\$ 8.54		
\$ 6.20			22		105.6		33.2					f 8.38		
f 6.25			0		70.4		21.1					\$ 8.25		
6.45 PM			52	WY	95.0		38.6					f 8.10		
Arrive Daily Ex. Sunday							41.9				D	8.00 AM	Leave Daily Ex. Sunday	
(15.2)	Average speed per hour										(15.2)			

**ELSINORE DISTRICT.**

SOUTHWARD.			Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Distance from Highgrove	Telegraph Offices	NORTHWARD.		
Second Class.	First Class.					No. 66						First Class.	Second Class.	
35	37	9				18	38	36						
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	See Note				STATIONS		See Note	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
PM 2.30	AM 6.25	PM 12.20	9	Y	39.6	<b>ELSINORE JUNC.</b>	86.5	PM 1.25	PM 3.05	AM 6.55				
2.40 PM	6.35 AM	12.25 PM	19		147.8	ELSINORE	132.0	1.15 PM	2.55 PM	6.50 AM				
			9			ALBERHIL	37.5							
	For Freight Only.								For Freight Only.					
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	See Note				(37.5)		See Note	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				

**NOTE--Nos. 9 and 18 daily, except Sunday, between Highgrove and Perris; Tuesday, Thursday and Saturday between Perris and San Jacinto; Monday, Wednesday and Friday between Perris and Elsinore.**



SOUTHERN CALIFORNIA RY.—REDLANDS DISTRICT.

WESTWARD.

EASTWARD.

WESTWARD.				TIME TABLE				EASTWARD.				
Second Class.	First Class.			Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending.	No. 66. December 1, 1903.	Ruling Grade Ascending.	Distance from San Bernardino.	Telegraph Offices	First Class.	
115	105	103	101								102	104
Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily					Miles.		Arrive Daily	Arrive Daily	
AM	PM	PM	AM	Yard	FW TY				N	AM	PM	
5.20	6.32	12.30	10.42			0	<b>SAN BERNARDINO</b>	79.2		7.55	3.28	
5.24	6.35	12.33	10.45	16		0	0.9 E STREET Motor Crossing	37.0	0.9	7.51	3.25	
f 5.29	f 6.39	12.35	f 10.48	3		52.8	1.1 MILL STREET	26.4	2.0	f 7.47	f 3.21	
f 5.37	f 6.45	12.40	f 10.54	9		58.1	2.6 VICTORIA Motor Crossing	0	4.6	f 7.42	f 3.16	
f 5.42	f 6.47	12.42	f 10.57	20		73.9	1.3 DREW	0	5.9	f 7.39	f 3.13	
f 5.45	f 6.48	12.43	f 10.59			95.0	0.8 GLADYSTA	0	6.7	f 7.38	f 3.11	
\$ 5.52 6.55	\$ 6.54	\$ 12.50 1.00	\$ 11.02	139		105.6	2.1 REDLANDS	0	8.8	\$ 7.35	\$ 3.07 2.25	
f 7.02	f 6.57	1.03	f 11.06	6		105.6	1.3 EASTBERNE	0	10.1	f 7.30	f 2.21	
f 7.10	f 6.59	1.06	f 11.09	10		116.2	1.3 CRAFTON	0	11.4	f 7.27	f 2.18	
\$ 7.25 <sup>102</sup>	\$ 7.00	1.08	\$ 11.10	15	W	95.0	0.6 MENTONE	0	12.0	\$ 7.25 <sup>115</sup>	\$ 2.17	
7.35	f 7.07	1.12	f 11.15			0	2.3 APLIN	84.5	14.3	f 7.19	f 2.12	
f 7.49	f 7.12	1.15	f 11.19	22		0	1.9 EAST HIGHLANDS	84.5	16.2	f 7.16	f 2.08	
f 7.54	f 7.14	1.17	f 11.21			79.2	1.0 BASE LINE	79.2	17.2	f 7.13	f 2.06	
f 7.57	f 7.16	1.19	f 11.23	13		79.2	0.7 MOLINO	0	17.9	f 7.11	f 2.04	
\$ 8.00	\$ 7.18	f 1.20	\$ 11.25	56		0	0.8 HIGHLAND	73.9	18.7	D \$ 7.10	\$ 2.02	
f 8.05	\$ 7.20	1.22	\$ 11.27	19		14.6	1.0 PATTON	84.5	19.7	\$ 7.08	\$ 2.00	
f 8.12	f 7.25	1.26	f 11.30	13		47.5	1.8 DEL ROSA	81.3	21.5	f 7.03	f 1.56	
f 8.17	f 7.27	1.29	f 11.32	8		23.8	1.1 VALENCIA	0	22.6	f 7.01	f 1.53	
f 8.21	f 7.29	1.30	f 11.34	10		7.9	0.9 ARROWHEAD	20.0	23.5	f 6.59	f 1.51	
\$ 8.30	\$ 7.33	\$ 1.34	\$ 11.37			0	1.9 HIGHLAND JUNC	56.0	25.4	\$ 6.56	\$ 1.47	
8.40 AM	7.40 PM	1.40 <sup>104</sup> PM	11.45 AM	Yard	FW TY	23.2	1.7 <b>SAN BERNARDINO</b>	52.8	27.1	N 6.50 AM	1.40 <sup>103</sup> PM	
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily				(27.1)			Leave Daily	Leave Daily	

(11.9)

(23.9)

(27.1)

(25.8)

Average speed per hour.....

(25.0)

(24.6)



10 SOUTHERN CALIFORNIA RY.—REDONDO DISTRICT.

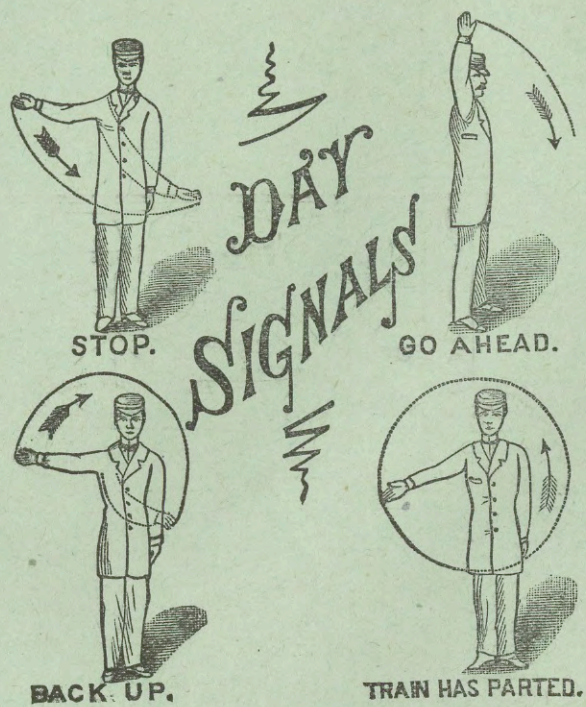
WESTWARD.		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending.	TIME TABLE No. 66. December 1, 1903.	Ruling Grade Ascending.	Distance from Los Angeles	Telegraph Offices.	EASTWARD.	
Second Class.	First Class.								First Class.	Second Class.
<b>161</b>	<b>141</b>								<b>144</b>	<b>162</b>
Leave Daily Ex. Sunday	Leave Daily						Miles		Arrive Daily	Arrive Daily Ex. Sunday
<b>AM 9.15</b>	<b>AM 10.17</b>		Y	0	<b>REDONDO JUNC.</b> 2.5	52.8			<b>PM 4.19<sup>94</sup></b>	<b>AM 8.00</b>
f 9.25	f 10.22	89		0	NADEAU PARK S. P. Co. Crossing. 1.0	21.1	2.5	D	f 4.14	f 7.48
\$ 9.30	\$ 10.24	25		10.6	CENTRAL AVENUE 1.6	18.5	3.5	D	\$ 4.12	7.43
f 9.35	f 10.26			0	SLAUSON 0.3	15.6	5.1		f 4.10	f 7.38
				0	L. A. & E. Railway Crossing. 0.7	15.6	5.4			
f 9.45	f 10.27			44.8	WILDASIN 1.9	10.6	6.1		f 4.07	f 7.32
f 9.55	f 10.31	16		44.8	HYDE PARK 1.1	52.3	8.0		f 4.04	f 7.23
f 10.00	f 10.33	59		0	CENTINELA 0.8	52.3	9.1		f 4.02	f 7.18
\$ 10.10	\$ 10.35	46	Y	14.0	INGLEWOOD 3.8	22.4	9.9	D	\$ 4.00	\$ 7.15
f 10.23	f 10.41	51		52.8	WISEBURN 3.4	42.2	13.7		f 3.53	f 6.54
f 10.35	f 10.47	2		0	MANHATTAN BEACH 2.8	42.2	17.1		f 3.47	f 6.40
				0	L. A. & E. Railway Crossing. 0.5	21.1	19.9			
<sup>141</sup> <b>10.55 AM</b>	<sup>161</sup> <b>10.55 AM</b>	Yard	WT	0	<b>REDONDO</b>		20.4	D	<b>3.40 PM</b>	<b>6.30 AM</b>
Arrive Daily Except Sunday	Arrive Daily				(20.4)				Leave Daily	Leave Daily Except Sunday
(12.2)	(32.2)	Average speed per hour.....					(31.4)	(13.6)		

OLINDA DISTRICT.

SOUTHWARD.		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending.	TIME TABLE No. 66. December 1, 1903.	Ruling Grade Ascending.	Distance from Eastw.	Telegraph Offices.	NORTHWARD.	
Second Class.	Second Class.								Second Class.	
	<b>29</b>								<b>28</b>	
Leave Daily Ex. Sunday	Leave Daily								Arrive Daily Ex. Sunday	
<b>AM 10.23</b>		60	Y	111.4	<b>RICHFIELD</b> 4.2	0	122.9		<b>AM 11.50</b>	
	<b>10.43 AM</b>		F		OLINDA		127.1	D	<b>11.30 AM</b>	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				(4.2)				Leave Daily Ex. Sunday	
(12.6)	Average speed per hour.....					(12.6)				

Nos. 141 and 144 will stop on signal at North Manhattan Beach one-half mile east of Manhattan Beach.





## SURGEONS OF THE S. C. HOSPITAL ASSOCIATION.

DR. N. H. MORRISON, Chief Surgeon, Grant Building, Los Angeles, Cal.

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 DR. THOMAS L. MAGEE, 1169 Sixth St., San Diego.  
 DR. W. B. PAYTON, D St., bet. 3rd and 4th, Perris.

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 DR. E. M. FLY, - - - National City.  
 DR. J. O. WHITE, - - - Barstow



Map of  
The Atchison, Topeka & Santa Fe Railway System  
and Connections.

