

The Atchison, Topeka & Santa Fe Railway Co.

COAST LINES.

LOS ANGELES DIVISION.

EMPLOYEES' TIME TABLE No. 9.

IN EFFECT

SUNDAY, JUNE 17, 1906,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 8, Dated March 22, 1906, and any Supplements thereto.

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

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

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

O. MEADOWS,
TRAINMASTER,
San Bernardino, Cal.

I. L. HIBBARD,
GENERAL SUPERINTENDENT,
Los Angeles, Cal.

SPECIAL RULES.

ALL DISTRICTS.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated November, 1901, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Following changes have been made in Rule 10, (Color Signals), of "Santa Fe Rules and Regulations, Operating Department," in effect November 1901:

(b) Where "White" appears, substitute "Green."

(c) Where "Green" appears, substitute "Yellow."

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

4. 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.

5. 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.

6. 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.

7. 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.

8. First Class Trains, when ten minutes or more late, are required to approach and leave 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 first class train. In case of fog or its equivalent, such first class trains and all other trains of whatever class, will use the bell and whistle freely, and if necessary send a flagman ahead to protect against 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.

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

10. 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).

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

12. Rule 567 of Rules and Regulations is hereby abrogated. When offices, (except those on San Jacinto, Temecula, Fallbrook, Escondido, Redlands, Redondo and Olinda districts) are closed for the night, the train order signal will be fastened at "Proceed," and the lamp left burning. All trains must positively ascertain the position of the signal before passing.

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

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

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

16. 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 engineman 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.

17. 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.

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

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

20. Enginemen giving audible signal (k), under requirements of Rule 14, of the book of Rules and Regulations, will see that it is properly answered by (g), of the same rule, stopping, if necessary, to ascertain that signals are understood.

Where there is more than one engine attached to a train, the leading engine only will give and answer these signals.

FIRST, REDLANDS AND FOURTH DISTRICTS.

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

22. Conductors of all trains will register at Barstow, Summit, San Bernardino, Colton, Highgrove, Riverside and Orange. Conductors of all Southbound trains will register at Cajon. No. 3 and No. 207 will register at Cajon by Form

903. Southbound trains destined to points on the A. T. & S. F. south of Colton will register at that station by Form 903.

23. No. 12 will pull through the wye and back into San Bernardino on Second District track. No. 11 will back out and head through wye, San Bernardino.

24. No. 11 has right over No. 16 to Riverside. No. 17 has right over No. 12 to Riverside. No. 5 has right to Riverside over No. 6. No. 50 will take siding for No. 51.

25. Nos. 5 and 17 will back from Highgrove to Riverside.

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

27. Nos. 50, 51, 52 and 54 will stop on signal at North Street, 0.6 mile south of Riverside, and at Horse Shoe Bend, 4.2 miles north of Yorba. Trains Nos. 101 - 104 and 105 will stop on signal at Yerkes Siding.

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

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.

All the retainers available must be used on passenger trains descending grade Summit to Cajon; not less than 50 per cent. of retainers must be used Cajon to San Bernardino. When necessary, stop must be made to turn them up and again to turn them down.

29. Southbound freight trains must stop five (5) minutes at Cajon and ten (10) minutes at Verdmont for cooling wheels and inspection of trains.

30. All trains must keep fifteen (15) minutes apart Summit to Verdmont.

31. Freight trains, whether second class or extra, north bound, Verdmont to Gish, both stations inclusive, will, unless otherwise directed in telegraphic orders take siding at meeting points. This does not apply to light engines.

32. Distance Casa Blanca to Arlington, 2.5 miles.

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

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

35. Hall Signals have been placed on the first district between Highland Junction and San Bernardino; between these points, all trains will run by block signals, whose indications will supersede time table superiority. Signals 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 green 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.

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

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) Engineers 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.

SECOND DISTRICT.

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

37. 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. 41 and No. 43 will stop at stations west of Azusa to let off passengers boarding train east of Azusa.

No. 8 will stop at any station to pick up passengers for points beyond San Bernardino.

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

39. 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.

THIRD, REDONDO, OLINDA, FALLBROOK AND ESCONDIDO DISTRICTS.

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

41. No. 71 has right over No. 72 from Los Angeles to 22nd Street.

42. No. 77 and No. 81 will pull through the wye and back into Orange on Fourth District track. No. 76 will back out of Orange on Fourth District track and pull through wye. No. 76 will stop at any station to off passengers from points north of Orange on Fourth District. No. 77 will stop at any station to pick up passengers for points north of Orange on Fourth district. All trains except Numbers 71, 72, 73 and 74 will stop on signal at Carmel.

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

44. Nos. 73 and 74 will stop on signal at any station between Los Angeles and Orange to take on or discharge passengers to or from points south of Santa Ana. 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.

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

46. No train registers will be kept at Los Angeles or Escondido Junctions. All schedule and extra trains have right over

Nos. 85 and 86 between Escondido Junction and Los Angeles Junction. Nos. 85 and 86 will occupy main track between Oceanside and Los Angeles Junction only by special order or under protection of flag and between Oceanside and Escondido Junction only under protection of flag, but No. 86 has right from 11:35 a.m. until 12:30 p.m. and No. 85 has right from 2:40 p.m. until 3:30 p.m. over all except first-class trains, between Oceanside and Los Angeles Junction.

47. All passenger trains will stop on signal at Hermosa, 1.5 miles east of Redondo and at North Manhattan Beach, one-half mile east of Manhattan Beach.

SAN JACINTO, TEMECULA AND ELSINORE DISTRICTS.

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

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

50. No. 19 has right over No. 18 to Elsinore. No. 21 has right over No. 20 to Elsinore. No. 23 has right over No. 22 to Elsinore. No. 25 has right over No. 24 to Elsinore. No. 63 has right over No. 64 to Elsinore. No. 21 has right over No. 22 to Temecula. No. 63 has right over No. 64 to Temecula. No. 67 has right over No. 68 to San Jacinto.

RAILROAD CROSSINGS AT GRADE.

FIRST, REDLANDS AND FOURTH DISTRICTS.

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.

Southern Pacific and S. P. L. A. & S. L. R. R.—Colton, interlocking signals.

NOTE.—Home signal post south of crossing has two semaphore arms; top arm controls crossing; bottom arm scale track; and passing track. When top arm is inclined or green 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 green light, scale track or passing 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. Trains wishing passing track should call for switch by one long followed by four short blasts of the whistle.

Southern Pacific and S. P. L. A. & S. L. R. R.—0.6 miles north of Riverside interlocking signals.

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

Motor crossing—Victoria, no targets.

Southern Pacific "E" St.—Interlocking Signals.

SECOND DISTRICT.

Southern Pacific—0.5 mile east of Los Angeles, interlocking signal. Passenger trains both regular and special, will use passenger line; freight trains, including switch engines, (except when switching industries reached only from passenger line) freight line. Main track switch at Tower will be kept set for passenger 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 passenger line; bottom arm, freight line. Trains approaching from the west on either line, will be governed by semaphore signals. Distant signal on freight 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.

THIRD, REDONDO, OLINDA, FALLBROOK AND ESCONDIDO DISTRICTS.

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 green 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 green light, side track switch is then open. Trains wishing side track should call for switch by one long followed by one short blast of 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.

SAN JACINTO, TEMECULA AND ELSINORE DISTRICTS.

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

SIDINGS AND SPURS NOT ON TIME TABLE.

LOCATION	Miles from Barstow	Car Capacity	Switch Connection
FIRST DISTRICT.			
Rancho Verde Spur	37.6	9	South
Cajon Gravel Spur	60.9	9	South
Cajon Rock Spur	62.4	30	South
REDLANDS DISTRICT.			
	Miles from San B'd no.		
Yerkes Siding	20.3	12	Both
EL SINORE DISTRICT.			
	Miles from Elsinore Jct.		
Durant Spur	5.8	3	West
Terra Cotta Spur	6.4	3	West
SECOND DISTRICT.			
	Miles from San B'd no.		
West Cucamonga	16.6	33	East & West
Vineyard Spur	17.1	7	East
Gravel Spur	30.8	100	West
Seco	53.9	3	East
REDONDO BRANCH.			
	Miles from Redondo Jct.		
Aqua Spur	3.0	10	East
Pipe Works	4.0	65	West
North Manhattan	16.6	4	East
Rowley Spur	17.7	4	West
Hermosa Beach	18.7	8	East
FOURTH DISTRICT.			
	Miles from San B'd no.		
May	20.1	2	South
Porphry	22.7	199	South
Gravel Spur	23.7	59	South
Pipe Works and Siding	25.3	19	North & South
Esperanza	37.3	11	North
THIRD DISTRICT.			
	Miles from Los Angeles		
Carmel	8.2	23	South
Sand Spur	59.3	25	South
Como	38.9	10	North
La Costa	93.2	8	Both
Morena	121.0	5	South
Hardys	122.2	19	South

LENGTH OF STEMS OF WYES.

Location	Feet
Victorville	192.0
Summit	78.5
San Bernardino 4th Dist., Main Line	
Perris Main Line	
Elsinore Junction Main Line	
San Jacinto	571.0
Lakeview Junction Main Line	
Lakeview	849.0
Azusa	320.0
22nd St., San Diego	547.0
Escondido	310.0
National City	
South Stem	586.0
West Stem	479.0

2 LOS ANGELES DIVISION—First District between Barstow and San Bernardino.
Fourth District between San Bernardino and Orange.

SOUTHWARD.

Second Class.				First Class.											Capacity of Stages	Fuel, Water Turn Tables and Wyes	TIME TABLE No. 9. June 17, 1906	Rolling Grade Ascending	Distances from Bar- stow and San Bernar- do			
281	33	63	27	11	13	17	5	55	53	51	207	201	3	1						7	Yard	FW TY
FREIGHT Leave Daily Ex. Sunday	FREIGHT Leave Daily Ex. Sunday	FREIGHT Leave Daily Ex. Sunday	FREIGHT Leave Daily Ex. Sunday	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily Ex. Sunday	PASSENGER Leave Daily Ex. Sunday	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily							
PM 4.00	PM 1.10 ^s										PM 12.09	AM 2.08	AM 9.40	AM 2.45	AM 1.45			BARSTOW 5.9	37.0			
4.25	1.38										12.19	2.20 ²⁰²	9.50 ³⁴	2.55	1.55	70	FW Y	TODD 5.9	5.9			
4.45	2.00										12.27	2.30	10.02	3.03	2.03 ²⁰²	66		COTTONWOOD 9.4	11.8			
5.20	2.35										12.43 ^s	2.43	10.20	3.19	2.20	66	W	HELEN 10.2	21.2			
5.50	3.20										1.00	2.58	10.42	3.35	2.37	114		ORO GRANDE 5.3	31.4			
6.38 ²⁰⁸	4.00										1.12	3.15	11.00	3.46	2.50	116	FW Y	VICTORVILLE 8.4	37.0			
7.30	4.55										1.32	3.40	11.25	4.11	3.10	90	W	HESPERIA 4.9	84.5			
7.55	5.20										1.42	3.57	11.43 ^s	4.24	3.21	71		LUGO 5.9	84.5			
8.30	6.04 ²⁰⁸										2.05	4.20	12.08 ^{PM}	4.45	3.35	78	Y	SUMMIT 2.7	55.9			
8.42	6.16										2.11	4.30	12.14	4.51	3.40	30		DELL 1.0	0			
8.57 ⁴	6.20										2.14	4.33	12.16	4.53	3.42	70		GISH 2.8	59.6			
9.10	6.30										2.20	4.42 ²⁸²	12.22	5.00 ²⁸²	3.48	100	W	CAJON 4.3	0			
9.15	6.35										2.29	4.53 ³⁴	12.30	5.11 ³⁴	3.58 ²⁸²	62	W	KEENBROOK 4.2	88.7			
9.27	6.50										2.37	5.02	12.40	5.19	4.05	4		DEVORE 2.5	0			
9.39	7.03										2.42	5.07	12.46	5.24	4.10 ³⁴	70	W	VERDEMONT 6.0	73.4			
9.46	7.10										2.50	5.20	12.56	5.39	4.20			HIGHLAND JUNCTION 1.7	78.4			
9.56	7.20										2.55	5.25	1.00 PM	5.45 AM	4.25 AM	Yard	FW TY	SAN BERNARDINO	81.1			
10.14	7.39										3.00	5.35										
10.25 ²	7.45 ⁴ PM 1.45	AM 5.20	AM 6.30	AM 9.45	PM 3.32			PM 1.50	PM 1.15	AM 7.56	3.10 PM	5.45 AM				144		3.2 COLTON S. P., L. A. & S. L. E. R. Crossing S. P. Co. Crossing.	23.2			
11.00 ²⁰²	2.00 ²⁸²	5.35	6.50	9.55	3.38 ⁶⁴			1.56	1.23 ⁵²	8.03	3.10 PM	5.45 AM				41		3.5 HIGHCROVE S. P. Co. Crossing. S. P., L. A. & S. L. E. R. Crossing	63.4			
11.20 PM	2.17	5.50 AM	7.05	10.02	3.44 ²⁶ 14	PM 2.50	AM 8.25	2.03	1.30	8.10 8.15								2.5 RIVERSIDE S. P., L. A. & S. L. E. R. Crossing	28.1			
	2.32		7.25 8.35 ⁵¹ 5	10.10 ¹⁶ AM	3.50 ⁵⁵ PM	3.00 ⁵⁵ PM	8.35 ⁶ AM	2.10 ²⁶ 12 17.55 ¹⁸ 14	1.38	8.25 ²⁷						Yard	W	0.7	63.4			
	2.40		8.50					3.59	1.44	8.30						26		2.6 PACHAPPA 1.6	0			
	2.44		9.40					4.03	1.48 ²⁶	8.33						86	Y	CASA BLANCA 2.1	12.5			
	2.53		At end of spur which leaves main line 0.4 mile south of Casa Blanca, for freight only.					4.08	1.53	8.38						34		PRENDA 3.8	132.0			
	3.17		11.00 PM 12.43 ²⁶					4.14	1.59	8.45						78		ARLINGTON 4.7	63.4			
	3.29		1.10					4.20	2.05	8.53						5		ALVORD 3.1	15.1			
	3.46		1.30					4.28	2.13	9.01						150	W	CORONA 3.8	0			
	4.08		1.50					4.38	2.23	9.12						51		CRARY 5.0	28.1			
	4.14		2.05					4.50	2.35	9.24 ⁵⁰						45		GYP SUM 7.3	61.1			
	4.20		2.20					4.53	2.38	9.27						39		YORBA 1.5	40.4			
	4.30 AM		2.35 PM					5.05 ⁵² PM	2.50 PM	9.36 AM						74	Y	RICHFIELD 2.2	0			
Arrive Daily (12.4)	Arrive Daily (14.3)	Arrive Daily (14.3)	Arrive Daily (13.4)	Arrive Daily (23.8)	Arrive Daily (33.0)	Arrive Daily (33.0)	Arrive Daily (19.2)	Arrive Daily (31.7)	Arrive Daily (30.0)	Arrive Daily (27.7)	Arrive Daily (26.7)	Arrive Daily (24.4)	Arrive Daily (24.3)	Arrive Daily (27.9)	Arrive Daily (30.5)	130	Y	OLIVE 1.6 S. P. Co. Crossing. 1.8	11.8			
																		ORANGE (128.6)	47.5			
																			Average speed per hour			

LOS ANGELES DIVISION—First District between Barstow and San Bernardino.
Fourth District between San Bernardino and Orange.

Miles Grade Ascending	TIME TABLE No. 9 June 17, 1906	Telegraph Offices	NORTHWARD.															
			First Class.										Second Class.					
			8	4	2	202	208	50	52	54	6	16	12	14	26	64	34	282
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT	FREIGHT	FREIGHT	FREIGHT			
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
37.0	BARSTOW 5.9	N	PM 1.10 ³³	PM 10.35	AM 1.35	AM 2.35	PM 7.35									AM 10.25	AM 9.20	
37.0	TODD 5.9		f 1.02	10.27	1.24	2.20 ²⁰¹	7.25									9.50 ³	8.55	
37.0	COTTONWOOD 9.4	G	f 12.55	10.21	1.15	2.03 ⁷	7.15									f 9.15	8.35	
28.4	HELEN 10.2	G	f 12.43 ²⁰⁷	10.09	1.00	1.43	7.00									f 8.50	8.05	
37.0	ORO GRANDE 5.3	D	\$ 12.22	9.56	\$ 12.45	f 1.25	6.47									f 8.25	7.35	
0	VICTORVILLE 8.4	N	\$ 12.11 PM	9.48	\$ 12.35	f 1.15	6.38 ²⁸¹									\$ 8.10	7.15	
0	HESPERIA 4.9	N	\$ 11.55	9.37	\$ 12.20	f 12.52	6.22									f 7.45	6.40	
0	LUGO 5.9		11.43 ³	9.29	12.10 AM	12.42	6.14									7.25	6.25	
158.4	SUMMIT 2.7	N	\$ 11.28	\$ 9.20	\$ 11.59	\$ 12.30	\$ 6.04 ³³									\$ 7.00	6.05	
158.4	DELL 1.0		f 11.11	9.02	11.41	12.10	5.49									6.20	5.30	
158.4	GISH 2.8		f 11.07	8.57 ²⁸¹	11.38	12.05 AM	5.46									6.10	5.20	
116.2	CAJON 4.3	N	f 10.52	8.42	f 11.25	f 11.50	5.38									5.45	5.00 ¹ 4.42 ²⁰¹	
116.2	KEENBROOK 4.2	G	f 10.35	8.28	f 11.10	f 11.34	5.27									5.11 ¹ 4.53 ²⁰¹	3.58 ⁷	
116.2	DEVORE 2.5		f 10.22	8.14	10.57	11.21	5.16									4.25	3.25	
116.2	VERDEMONT 6.0	G	f 10.15	8.07	10.50	11.15	5.12									4.10 ⁷	3.15	
52.8	HIGHLAND JUNCTION 1.7		9.56	7.50	10.31	11.00	4.58									3.10	2.55	
61.0	SAN BERNARDINO 3.2	N	9.50 AM	7.45 ³³ PM	10.25 ²⁸¹ PM	10.55 ²⁸¹	4.53	AM 10.45	PM 1.30	PM 7.45	AM 9.00		PM 3.25	PM 4.30	PM 4.00	\$ 1.00	\$ 2.20	
63.4	COLTON S. P., L. A. & S. L. R. R. Crossing S. P. Co. Crossing 3.5	N			10.35 PM	4.40 PM	\$ 10.36	\$ 1.23 ⁵³	\$ 7.38	\$ 8.51		\$ 3.14 ⁶⁴	\$ 4.10	\$ 3.38 ¹³ 3.14 ¹²	12.50	2.00 ³³ AM		
59.8	HIGHGROVE 2.5 S. P. Co. Crossing S. P., L. A. & S. L. R. R. Crossing 0.7	D					\$ 10.30 ¹⁶	\$ 1.16	\$ 7.31	\$ 8.45	AM 10.20 ⁵⁰	\$ 3.08	PM 3.44 ¹³ 3.44 ²⁶	3.44 ¹³ 3.00 PM	12.40			
63.4	RIVERSIDE 2.6	D					\$ 10.20	\$ 1.10	\$ 7.25	8.35 ⁵ AM	10.10 ¹¹ AM	3.00 ⁵⁵ PM ¹⁷	3.35 ⁶⁵ PM	3.25 ⁵⁵ 2.20 ¹²	\$ 12.30			
48.8	PACHAPPA 1.6						f 10.12	f 1.01	f 7.17					f 2.05	12.20			
58.1	CASA BLANCA 2.1	D					f 10.10	\$ 12.58	f 7.13					\$ 1.48 ⁵³	12.15			
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 4.7	D					\$ 10.05 ²⁷	\$ 12.53	\$ 7.08					\$ 1.20	12.05 AM			
63.4	ALVORD 3.1						f 9.58		f 7.01									
63.4	CORONA 3.8	N					\$ 9.52	\$ 12.38 ²⁷ 26	\$ 6.53					\$ 12.43 ²⁷ 12.33 ⁵²	\$ 11.35			
63.4	CRARY 5.0						f 9.45	\$ 12.30	\$ 6.46					f 12.20 PM	11.15			
63.4	GYPSUM 7.3						f 9.36	f 12.22	f 6.36					f 11.59	11.00			
20.0	YORBA 1.5						\$ 9.24 ⁶¹	f 12.10	f 6.24					f 11.20	10.39			
44.4	RICHFIELD 2.2	D					f 9.21	f 12.07	f 6.20					\$ 11.15	f 10.33			
44.4	OLIVE 1.6 S. P. Co. Crossing						f 9.16	\$ 12.02 PM	\$ 6.16					\$ 10.50	10.25			
26.4	ORANGE 1.8	N					9.10 AM	11.56 AM	6.10 PM					10.35 AM	10.15 PM			
	(128.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
.....	Average speed per hour.....		(24.4)	(28.6)	(25.7)	(21.5)	(29.7)	(30.0)	(30.3)	(30.0)	(23.8)	(19.2)	(23.6)	(19.2)	(9.8)	(8.8)	(13.1)	(11.5)

4 LOS ANGELES DIVISION—SECOND DISTRICT.

WESTWARD.						Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	TIME TABLE No. 9 June 17, 1906	Ruling Grade Ascending	Distance from Barrow
Second Class.	First Class.									
61	43	41	3	1	7					
FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER					
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	Miles	
AM 9.00	PM 3.33	AM 7.51	PM 1.10	AM 6.05	AM 4.35	Yard	FW TY	SAN BERNARDINO	81.1	
\$ 9.33 ^s	\$ 3.42	\$ 7.58	1.18	f 6.12	4.43	69		3.8	63.4	
f 9.45	f 3.48	f 8.05	1.25	f 6.20	4.50	10		RIALTO 4.1	84.9	
f 10.18 ⁴²	f 3.54	f 8.10	1.31	6.25	4.57	28		ROSENA 3.5	89.0	
f 10.28	\$ 3.56	\$ 8.12	1.33	6.28	5.00	32		MEADOWS 1.2	92.5	
f 10.31	f 3.58	f 8.14	1.35	6.31	5.03	10		ETIWANDA 1.3	93.7	
\$ 10.51	\$ 4.01 ⁶²	\$ 8.19	1.37	f 6.35	5.06	63	W	ROCHESTER 2.0	95.0	
\$ 11.30	\$ 4.10	\$ 8.27	1.45	\$ 6.43	5.14	155		NO. CUCAMONGA 3.9	97.0	
\$ 11.53	\$ 4.17	\$ 8.33	1.51	f 6.49	5.21	46		UPLAND 4.0	100.9	
PM 12.05	\$ 4.21	\$ 8.37	1.53	f 6.53	5.25	125		CLAREMONT 1.8	104.9	
f 12.15	\$ 4.24	\$ 8.41	1.55 ⁶²	f 6.56	5.28	48		NORTH POMONA 1.2	106.7	
12.30	\$ 4.28	\$ 8.47 ^s	1.59	f 6.59	5.32	52		LORDSBURG 2.3	107.9	
\$ 12.55 ⁶²	\$ 4.35	\$ 8.55	2.05	f 7.05	5.40	70	W	SAN DIMAS 4.2	110.2	
\$ 1.15	\$ 4.41	\$ 9.00	2.09	\$ 7.10	5.46	130	Y	GLENDORA 2.5	114.4	
1.35	4.46	9.05	2.15	7.17	5.52	30		AZUSA 3.3	116.9	
f 1.40	f 4.47	\$ 9.07	2.17	f 7.19	5.54	9		BUTLER 0.8	120.2	
\$ 1.50	\$ 4.49	\$ 9.10	2.20	f 7.24	5.58	90		DUARTE 1.4	121.0	
f 2.00	4.53	9.14 ⁴²	2.23	7.29	6.01	44		MONROVIA 1.7	122.4	
\$ 2.10	\$ 4.58	\$ 9.21	2.28	f 7.34	6.04	29		S. P. Co. Crossing ARCADIA 1.7	124.1	
f 2.15	5.00	9.23	2.30	f 7.36	6.06	10		SANTA ANITA (S. Madre) 1.0	125.8	
\$ 2.25	\$ 5.07 ⁴⁴	\$ 9.27	2.35	f 7.40	6.08	79	W	CHAPMAN 1.2	128.8	
f 2.32	5.12	9.33	2.40	7.46	6.12	10		LAMANDA PARK 2.2	128.0	
2.35	5.13	9.34	2.41	f 7.47	6.14	0		OLIVEWOOD 0.5	130.2	
\$ 2.45	\$ 5.18	\$ 9.38 ⁶²	2.50 ⁶¹	\$ 7.55 ^s	\$ 6.19	146		LOS ROBLES 0.9	130.7	
f 3.45	f 5.21	f 9.40	2.55	f 7.59	f 6.21	43		PASADENA 1.1	131.6	
f 3.50	5.23	9.42	2.57	f 8.03	6.23	5		RAYMOND 1.1	132.7	
f 3.53	5.25	9.44	2.59	8.06	6.25			SOUTH PASADENA 0.7	133.8	
								LINCOLN PARK 1.1	134.5	
								S. P., L. A. & S. L. R. E. Crossing 0.4	135.6	
f 4.00	5.28	9.48	3.02	8.10	6.28	26		GARVANZA 2.3	136.0	
								S. P., L. A. & S. L. R. E. Crossing 0.8	133.3	
f 4.15	5.33	9.55	3.09	8.19	6.37	47		WATER STREET 0.4	139.1	
f 4.17	\$ 5.34	\$ 9.56	3.10	\$ 8.20	\$ 6.38	Yard		DOWNEY AVENUE 0.1	139.5	
								S. P. Co. Crossing 1.5	139.6	
4.30 ⁴⁴	5.40	10.03	3.15	8.25	6.45	Yard	FW T	LOS ANGELES	141.1	
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(60.0)		

(9.1) (28.3) (27.3) (28.8) (25.7) (27.7) Average speed per hour

LOS ANGELES DIVISION—SECOND DISTRICT.

Miles Ascending.	TIME TABLE No. 9. June 17, 1906.		EASTWARD.						
			Telegraph Offices	First Class.					Second Class.
				8	4	2	42	44	62
				PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT
STATIONS.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		
0	SAN BERNARDINO	N	AM 9.40	PM 7.40	PM 10.15	AM 10.40	PM 6.35	PM 5.30	
15.8	RIALTO	D	\$ 9.33 ⁶¹	7.33	10.09	\$10.33	\$ 6.28	\$ 5.15	
38.5	ROSENA		9.23	7.27	10.04	f 10.26	f 6.21	f 4.50	
26.4	MEADOWS		9.16	7.23	9.58	f 10.18 ⁶¹	f 6.16	f 4.40	
21.1	ETIWANDA	D	f 9.14	7.22	9.56	\$10.16	\$ 6.14	f 4.30	
17.6	ROCHESTER		9.12	7.20	9.54	f 10.14	f 6.11	f 4.15	
26.4	NO CUCAMONGA	D	\$ 9.09	7.18	f 9.50	\$10.10	\$ 6.08	\$ 4.01 ⁴³	
41.7	UPLAND	D	\$ 9.04	7.14	\$ 9.44	\$10.03	\$ 6.00	\$ 3.30	
56.5	CLAREMONT	D	\$ 8.57	7.08	\$ 9.34	\$ 9.55	\$ 5.52	\$ 2.50	
39.6	NORTH POMONA	D	\$ 8.54	7.05	\$ 9.30	\$ 9.51	\$ 5.48	\$ 2.30	
63.4	LORDSBURG	D	f 8.52	7.03	9.28	\$ 9.48	\$ 5.45	f 1.55 ³	
63.4	SAN DIMAS	D	f 8.47 ⁴¹	6.59	9.23	\$ 9.43	\$ 5.40	f 1.45	
63.4	GLENDORA	D	\$ 8.36	6.52	\$ 9.13	\$ 9.35	\$ 5.32	\$12.55 ⁶¹	
80.9	AZUSA	D	\$ 8.28	6.48	\$ 9.04	\$ 9.29	\$ 5.26	\$12.30 PM 11.50	
60.7	BUTLER		8.19	6.43	8.56	9.22	5.19	11.35	
60.7	DUARTE	D	f 8.18	6.42	8.55	\$ 9.21	f 5.18	f 11.30	
15.8	MONROVIA	D	\$ 8.15	6.41	f 8.52	\$ 9.18	\$ 5.16	\$11.20	
0	S. P. Co. Crossing ARCADIA		8.12	6.39	8.48	f 9.14 ⁴¹	5.13	f 11.00	
0	SANTA ANITA (S. Madre)	D	\$ 8.09	6.37	\$ 8.45	\$ 9.10	\$ 5.11	\$10.45	
0	CHAPMAN		8.07	6.35	8.43	f 9.07	5.09	f 10.30	
0	LAMANDA PARK	D	\$ 8.05	6.33	\$ 8.41	\$ 9.05	\$ 5.07 ⁴³	\$10.25	
0	OLIVEWOOD		8.00	6.28	8.36	f 9.00	5.02	f 10.05	
90.8	LOS ROBLES		7.59	6.27	8.35	f 8.59	5.00	10.00	
116.2	PASADENA	D	\$ 7.55 ¹	\$ 6.25	\$ 8.32	\$ 8.55	\$ 4.56	\$ 9.38 ⁴¹	
105.6	RAYMOND		f 7.50	6.20	f 8.24	f 8.51	f 4.50	f 9.25	
73.9	SOUTH PASADENA		7.48	6.16	8.21	f 8.48	4.48	f 9.20	
89.8	LINCOLN PARK		7.46	6.14	8.18	f 8.46	4.46	f 9.15	
60.8	S. P., L. A. & S. L. R. E. Crossing								
106.9	GARVANZA		7.43	6.12	8.16	f 8.44	4.44	f 9.10	
52.8	S. P., L. A. & S. L. R. E. Crossing								
41.5	WATER STREET		7.36	6.07	8.06	8.36	4.36	8.52	
33.6	DOWNEY AVENUE		\$ 7.35	6.06	8.05	\$ 8.35	\$ 4.35	8.50	
44.9	S. P. Co. Crossing								
	LOS ANGELES	N	7.30 AM	6.00 PM	8.00 PM	8.30 AM	4.30 ⁶¹ PM	8.40 AM	
	(60.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
Average speed per hour			(27.7)	(36.0)	(26.6)	(27.7)	(28.8)	(7.3)	

6 LOS ANGELES DIVISION—THIRD DISTRICT.

SOUTHWARD.

Second Class.				First Class.									Capacity of Stings	Fuel, Water Turn Tables and Wyes	TIME TABLE		Miles
97	99	161	33	85	141	53	79	75	73	77	71	81			Yard	FW T	
FREIGHT	FREIGHT	MIXED	FREIGHT	MIXED	MIXED	PASSENGER	MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER			June 17, 1906.		
Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
AM 7.00 ⁷⁰	PM 8.30	PM 1.20	AM 4.00		AM 10.10		PM 11.55	PM 5.05 ⁸⁴	PM 2.05	AM 10.45 ⁷⁶	AM 8.45	AM 8.00					
7.10	\$ 8.38	1.30 PM	\$ 4.08		10.20 AM		\$ 12.05	\$ 5.10	\$ 2.10	\$ 10.51	\$ 8.51	\$ 8.08 ¹⁶²					
7.20	f 8.42		f 4.12				12.10	f 5.12	2.13	f 10.53	8.53	f 8.12 ⁷⁸	15				
7.30	f 8.52		f 4.22				12.20	f 5.17	2.19	11.00	8.58	f 8.18	44				
8.01 ⁷⁸	f 8.59		\$ 4.32				f 12.25	f 5.21	2.24	\$ 11.05	9.03	\$ 8.23	74				
8.07	f 9.03		\$ 4.40				f 12.30	f 5.24	2.27	\$ 11.08	9.06	\$ 8.28	52				
8.18	f 9.07		f 4.45				12.35	f 5.28 ⁷²	2.29	11.10	9.08	f 8.30	42				
8.36 ⁸¹	f 9.20		f 5.10				12.50	\$ 5.34 ⁸²	2.35	f 11.18	9.15	\$ 8.36 ⁹⁷	37	W			
8.50	f 9.25		f 5.25				f 12.55	f 5.41	2.38	11.22	9.18	f 8.39	34				
9.10	f 9.36		\$ 5.35 ⁹² 6.00 ⁷⁰				\$ 1.10	\$ 5.49	\$ 2.45 ⁸⁴	\$ 11.28	9.25	\$ 8.46	123				
9.20	f 9.45		\$ 6.25				\$ 1.15	\$ 5.54	\$ 2.51	\$ 11.35	9.30	\$ 8.51	55				
9.37 ⁷¹ AM 76	10.00 PM		\$ 6.40 7.00				PM 2.50	\$ 1.22	\$ 6.08	\$ 3.00	11.45 ⁷⁴ AM	\$ 9.37 ⁹⁷ 9.47 ⁷⁶	\$ 9.00 AM	130	Y		
			7.15 ⁷⁸ 8.00				3.00 PM	\$ 1.32 1.40	6.15 PM	\$ 3.06 3.12		\$ 9.53 10.00		187	FW TY		
			f 8.05					1.47		f 3.15		f 10.04		11			
			f 8.30					2.05		f 3.25		f 10.13		61			
			f 9.00					f 2.20		\$ 3.35		\$ 10.22		40	W		
			\$ 9.30					f 2.45		\$ 3.51		\$ 10.38 ⁸⁴		40			
			f 10.00 ³⁴					2.56		f 4.00 ⁷²		f 10.45 ⁷⁴		60	W		
			f 10.12					3.10		f 4.08		10.52		19			
			f 10.28 ⁷⁴					3.28 ⁷⁰		f 4.15		f 11.00		24			
														14			
			f 11.14 ⁷¹					3.50		f 4.30		f 11.14 ⁸³		19	W		
			11.45 ⁸⁶					4.05		4.40		11.21					
			\$ 11.55 PM 12.30					\$ 2.50 ⁷² 4.57 ⁷³		\$ 4.45 4.52 ⁸⁵		\$ 11.25 11.30 ⁸⁶		95	FW T		
			12.35					5.02 PM		4.57		11.32					
			f 12.42							f 5.02		f 11.35		28			
			\$ 1.15							\$ 5.17		\$ 11.50		39			
			f 1.51							\$ 5.27		PM 12.01		35			
			f 2.20 ⁷²							f 5.35		f 12.08		16	W		
			f 3.05							f 5.44		f 12.20		10			
			f 3.10							f 5.47		f 12.22		40			
			3.25							6.20 ⁸⁴		f 12.22					
			f 3.31							6.35		12.31		11			
										6.40		f 12.33					
			\$ 3.50 4.20							\$ 7.00 7.15		\$ 6.20		Yard	W		
			4.30							7.30		6.35			Y		
			5.00 PM							7.40 AM		6.50 PM		Yard	FW Y		
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
(12.0)	(21.0)	(12.6)	(1.8)	(10.3)	(18.0)	(24.6)	(17.0)	(31.8)		(31.5)	(32.3)	(31.8)					

* NOTE—No. 85 has only such time table rights as conferred by Special Rule No. 46.

..... Average speed per hour

LOS ANGELES DIVISION—THIRD DISTRICT.

Miles Grade Ascending.	TIME TABLE		NORTHWARD.											
	No. 9.		Telegraph Offices	First Class.					Second Class.					
	June 17, 1906.			78	76	74	72	82	144	70	86	34	92	162
				PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	MIXED	MIXED	FREIGHT	FREIGHT	MIXED
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		
24.8	LOS ANGELES	N	AM 8.25	AM 10.45 ⁷⁷	PM 12.50	PM 5.55	PM 6.13	PM 4.15	AM 7.00 ⁹⁷		PM 5.05 ⁷⁵	AM 6.45	AM 8.20	
52.8	REDONDO JUNC.		\$ 8.15	\$10.38	\$12.40	\$ 5.48	\$ 6.05	4.05 PM	6.51		\$ 4.45	\$ 6.38	8.08 ⁸¹ AM	
37.0	HOBART S. P., L. A. & S. L. E. R. Crossing	D	f 8.12 ⁸¹	10.36	12.37	5.45	f 6.03		6.48		f 4.35	6.34		
37.0	BANDINI		f 8.06	10.30	12.31	5.39	f 5.56		6.39		f 4.18	6.24		
26.4	RIVERA	D	f 8.01 ⁹⁷	10.26	12.27	5.35	f 5.50		6.34		f 4.05	6.16		
23.1	LOS NIETOS S. P. Co. Crossing	D	f 7.58	10.23	12.24	5.32	f 5.45		6.30		\$ 3.55	6.11		
37.0	SANTA FE SPRINGS		f 7.56	10.21	12.22	5.28 ⁷⁶	f 5.42		6.25		f 3.46	6.08		
27.0	LA MIRADA	D	\$ 7.49	10.15	12.15	5.22	\$ 5.34 ⁷⁶		6.15		f 3.20	5.56		
10.2	NORTHAM	D	f 7.46	10.12	12.12	5.19	f 5.30		6.10		\$ 3.05	5.50		
21.1	FULLERTON	D	\$ 7.39	\$10.05	12.06	5.13	\$ 5.23		\$ 6.00 ³³		\$ 2.45 ⁷³ 2.15	5.35 ³³		
5.6	ANAHEIM	D	\$ 7.33	\$10.00	12.00 PM	5.09	\$ 5.19		\$ 5.52		\$ 2.00	5.25		
26.4	S. P. Co. Crossing													
30.1	ORANGE	N	\$ 7.25	9.47 ⁷¹ AM	11.50 ⁷⁷ 11.45	\$ 5.00	\$ 5.10 ⁵⁵		\$ 5.40		\$ 1.30 12.55	5.05 AM		
37.0	SANTA ANA	D	7.20 ³³ AM		11.37 11.29	\$ 4.52 4.45	5.02 PM		\$ 5.30 5.22		12.45 12.15			
20.7	ALISO				11.24	f 4.41			5.15		12.05 PM			
0	IRVINE				11.17	f 4.33			5.00		11.50			
63.4	EL TORO	D			11.10	\$ 4.23			f 4.40		\$11.30			
49.1	SAN JUAN CAPISTRANO	D			\$10.52 ³⁴	f 4.07			f 4.10		\$10.57 ⁷⁴ 10.38 ⁷¹			
26.4	SERRA				10.45 ⁷¹	f 4.00 ⁷³			4.00		10.00 ³³			
20.8	MATEO				10.36	3.50			3.45		9.30			
63.4	SAN ONOFRE				10.28 ³⁸	f 3.40			3.28 ⁷⁹		f 9.15			
63.4	DON													
63.4	LAS FLORES				10.12	f 3.20			2.50		f 8.50			
63.4	LOS ANGELES JUNC.				10.03	3.10			2.25	AM 11.45 ³³	8.30			
19.8	OCEANSIDE	D			\$ 9.58 ⁸⁶ 9.50	\$ 3.05 3.00 ⁸⁵			\$ 2.10 2.05	\$ 11.35 ⁷¹ 9.25 ⁷⁴	8.20 8.00			
62.8	ESCONDIDO JUNC.				9.48	2.57			2.00	9.20 AM	7.55			
63.4	CARLSBAD				f 9.45	f 2.54			1.53		f 7.50			
116.2	ENCINITAS	D			\$ 9.30	\$ 2.40			1.30		f 7.20			
116.2	DEL MAR				\$ 9.19	\$ 2.27			1.05		f 7.00			
0	SORRENTO				f 9.09	f 2.20 ³³			12.45		f 6.45			
116.2	LINDA VISTA				f 9.00	f 2.10			12.25		f 6.30			
57.0	SELWYN				f 8.57	f 2.07			12.15 AM		f 6.20 ⁷⁹			
57.0	LADRILLO				8.48	1.59			11.55		6.05			
62.7	ATWOOD				f 8.46	f 1.57			11.50		f 6.00			
52.8	S. D. P. E. & L. J. R. E. Crossing													
22.7	SAN DIEGO	N			\$ 8.35 8.05	\$ 1.45 1.15			\$11.30 11.00		\$ 5.40 5.20			
24.3	22D STREET				8.00	1.05 ⁷¹ PM			10.50		5.12			
	NATIONAL CITY	D			7.50 AM				10.30 PM		5.00 AM			
	(132.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	

NOTE—No. 86 has only such time table rights as conferred by Special Rule No. 46.

Average speed per hour.....	(81.8)	(82.6)	(83.3)	(81.4)	(29.5)	(12.6)	(14.4)	(12.4)	(14.1)	(18.9)	(12.6)
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SAN JACINTO AND TEMECULA DISTRICTS.

San Jacinto District between Highgrove and San Jacinto.

Temecula District between Perris and Temecula.

SOUTHWARD.						Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 9. June 17, 1906.	Ruling Grade Ascending	Distance from Highgrove	Telegraph Offices	NORTHWARD.					
Second Class		First Class											First Class				Second Class	
67	63	23	21	19	9								6	18	20	22	64	68
FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT	FREIGHT
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	No. Cars		STATIONS		Miles		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
	AM 6.05		AM 10.30	PM 3.50		41		HIGHGROVE									PM 2.45 ¹⁸	
							114.4	1.0	10.6									
							116.2	6.1	0		1.0							
	f 6.45		f 10.47	f 4.08		10	32.3	3.4	52.8		7.1	f 2.25	f 7.55				f 2.15	
	f 7.00		f 10.54	f 4.15		27	7.5	2.9	47.5		10.5	f 2.13	f 7.49				f 2.00	
	f 7.10		f 11.00	f 4.21		9	9.6	3.9	27.5		13.4	f 2.05	f 7.43				f 1.45	
							0	0.9	36.4		17.3							
	AM 7.40 ⁶⁸	7.30 6-20-67		11.10 ⁹	4.30 ²³ 4.40	AM 11.13 ²¹	68	W Y	21.6		18.2	AM 7.28 ⁶³	1.55 1.50 ²²	7.35		1.30	AM 10.30	
	\$ 7.47				\$ 4.47	\$ 11.21	17		49.3		21.9	\$ 7.19	\$ 1.42				\$ 10.15	
	f 7.55				f 4.52	f 11.27	14		31.7		24.3	f 7.13	f 1.37				f 10.05	
	\$ 8.05				\$ 5.01	f 11.36	42		52.8		28.3	\$ 7.05	f 1.30				\$ 9.55	
	f 8.15				f 5.12	f 11.45	16		40.2		32.8	f 6.53	f 1.21				f 9.40	
	\$ 8.30				\$ 5.20	\$ 11.51	50		4.4		35.4	\$ 6.48	\$ 1.16				\$ 9.30	
	8.45 AM				5.30 PM	11.57 AM	Yard	W Y	19.8		37.6	6.40 AM	1.10 PM				9.15 AM	
		8.00	PM 4.40 ⁹	11.13 ⁹			68	W Y	35.2		18.2			\$ 7.30 ⁶ 1.50 ¹⁸	\$ 1.05		\$ 1.05	
		\$ 8.30	\$ 5.05	\$ 11.38			8	Y	0		29.9			\$ 7.05	1.25	\$ 12.40		
		10.15	5.17	11.48					62.9		34.3			6.45	\$ 1.05			
		f 10.30	f 5.30	f 11.58			11		63.4		39.1			f 6.25	f 12.50	f 12.25		
		\$ 10.45	\$ 5.45	PM 12.10 ⁶⁴			9		52.8		41.7			\$ 6.17	\$ 12.42	\$ 12.10 ²¹ PM		
		f 10.55	f 5.51	f 12.16			9		26.4		44.8			f 6.08	f 12.35	f 11.45		
		11.05 AM	6.00 PM	12.22 ²² PM			21	W T						6.00 AM	12.25 ²¹ PM	11.35 AM		
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(44.8)				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
(17.8)	(8.9)	(19.8)	(24.0)	(18.7)	(28.8)			Average speed per hour				(18.0)	(23.7)	(20.6)	(20.4)	(11.4)	(15.4)	

ELSINORE DISTRICT.

Elsinore District between Elsinore Junction and Alberhil.

SOUTHWARD.						Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 9. June 17, 1906.	Ruling Grade Ascending	Distance from Highgrove	Telegraph Offices	NORTHWARD.				
Second Class.		First Class.											First Class.				Second Class.
63	25	23	21	19	18								20	22	24	64	
FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	FREIGHT	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							
	AM 8.30	PM 5.05	PM 1.05	AM 11.38	AM 6.45			ELSINORE JUNC.		29.9		AM 7.05	AM 11.48	PM 1.25	PM 5.17	10.15	
							39.6	2.0	86.5		31.9	6.55 ¹⁹ AM	11.43 ²¹ AM	1.15 ²³ PM	5.10 ² PM	10.05 AM	
	8.40 AM	5.10 ²⁴ PM	1.15 ²² PM	11.43 ²⁰ AM	6.50 ¹⁸ AM		20	5.6	132.0		37.5						
							8	ALBERHIL									
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(37.5)				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	

LOS ANGELES DIVISION—REDLANDS DISTRICT.

WESTWARD.

EASTWARD.

WESTWARD.				Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Distance from San Bernardino.	Telegraph Offices	EASTWARD.	
Second Class.	First Class.						No. 9.						First Class.	
115	105	103	101				June 17, 1906.						102	104
FREIGHT	PASSENGER	PASSENGER	PASSENGER									PASSENGER	PASSENGER	
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				STATIONS		Miles.			Arrive Daily	Arrive Daily	
AM	PM	PM	AM	Yard	FW TY		SAN BERNARDINO			N		AM	PM	
5.00	6.37	12.45	10.45			0.0	0.9	79.2				7.45	3.27	
5.04	6.39	12.48	10.48	27		0.0	S. P. Co. Crossing E STREET		0.9			7.42	3.24	
f 5.07	f 6.41	12.50	f 10.51	3		0.0	1.1	37.0				f 7.40	f 3.22	
f 5.14	f 6.46	12.55	f 10.57	8		52.8	MILL STREET		2.0			f 7.36	f 3.18	
f 5.17	f 6.48	12.57	f 11.00	19		58.1	2.6	0.0				f 7.34	f 3.16	
f 5.20	f 6.49	12.58	f 11.02			73.9	VICTORIA Motor Crossing		4.6			f 7.33	f 3.15	
\$ 5.26	\$ 6.54	\$ 1.03	\$ 11.05	219		97.0	1.3	0.0	5.9			f 7.30	\$ 3.12	
\$ 6.26	\$ 6.54	\$ 1.15	\$ 11.05			105.6	DREW		6.7		D	\$ 7.30	\$ 2.33	
f 6.32	f 6.57	1.18	f 11.09	6		116.2	0.8	0.0	10.1			f 7.25	f 2.29	
f 6.38	f 6.59	1.21	f 11.12	10		97.0	GLADYSTA		11.4			f 7.22	f 2.26	
\$ 6.45	\$ 7.00	1.22	\$ 11.13	15	W	0.0	2.1	0.0	12.0			\$ 7.20	\$ 2.25	
f 6.50	f 7.06	1.25	f 11.17	12		0	REDLANDS		13.7			f 7.15	f 2.21	
6.52	f 7.07	1.26	f 11.18			0	1.3	84.5	14.3			f 7.14	f 2.20	
\$ 7.11	\$ 7.12	1.29	f 11.22	24		0	EASTBERNE		16.2			\$ 7.11	f 2.16	
f 7.20	f 7.14	1.31	f 11.24			79.2	1.3	79.2	17.2			f 7.08	f 2.14	
f 7.23	f 7.16	f 1.32	f 11.26	15		79.2	0.6	0.0	17.9			f 7.06	f 2.12	
\$ 8.00	\$ 7.18	f 1.34	\$ 11.28	52		0.0	CRAF		18.7	D		\$ 7.05	\$ 2.10	
f 8.05	\$ 7.20	1.36	\$ 11.30	91		14.6	0.6	73.9	19.7			\$ 7.02	\$ 2.08	
f 8.12	f 7.25	1.39	f 11.33	12		47.5	1.7	81.3	21.5			f 6.58	f 2.04	
f 8.17	f 7.27	1.41	f 11.35	8		23.8	BROWNS		22.6			f 6.56	f 2.01	
f 8.21	f 7.29	1.42	f 11.37	10		7.9	0.6	20.1	23.5			f 6.54	f 1.59	
\$ 8.30	\$ 7.33	\$ 1.45	\$ 11.40			0.0	APLIN		25.4			\$ 6.51	\$ 1.55	
8.40	7.40	1.48	11.48	Yard	FW TY	23.2	1.9	56.0	27.1	N		6.45	1.48	
AM	PM	PM	AM				EAST HIGHLANDS					AM	PM	
Arrive Daily Ex Sunday	Arrive Daily	Arrive Daily	Arrive Daily				1.0	52.8				Leave Daily	Leave Daily	
							0.7							
							MOLINO							
							0.8							
							HIGHLAND							
							1.0							
							PATTON							
							1.8							
							DEL ROSA							
							1.1							
							VALENCIA							
							0.9							
							ARROWHEAD							
							1.9							
							HIGHLAND JUNC							
							1.7							
							SAN BERNARDINO							
							(27.1)							

(10.2)

(25.8)

(31.9)

(25.8)

Average speed per hour.....

(27.1)

(27.1)

10 LOS ANGELES DIVISION—REDONDO DISTRICT.

WESTWARD.		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending.	TIME TABLE No. 9. June 17, 1906.	Ruling Grade Ascending.	Distance from Redondo Junc.	Telegraph Offices.	EASTWARD.	
Second Class.	First Class.								First Class.	Second Class.
161	141								144	162
MIXED	MIXED								MIXED	MIXED
Leave Daily Ex. Sunday	Leave Daily						Miles		Arrive Daily	Arrive Daily Ex. Sunday
PM 1.30	AM 10.20		Y	0	REDONDO JUNC.				PM 4.05	AM 8.08
f 1.40	f 10.27	91		0	2.5	52.8			f 3.55	f 7.57
\$ 1.45	\$ 10.30	23		0	1.0	21.1	2.5	D	\$ 3.40	7.52
f 1.50	f 10.35			10.6	CENTRAL AVENUE	18.5	3.5	D	f 3.30	f 7.45
				0	1.6	15.6	5.1			
				0	SLAUSON	15.6	5.4			
f 1.55	f 10.40			0	0.3	15.6	6.1		f 3.26	f 7.40
				44.8	L. A. & E. Railway Crossing.	15.6	8.0		f 3.20	f 7.32
f 2.05	f 10.50	15		44.8	0.7	10.6	9.1		f 3.15	f 7.28
				0	WILDASIN	52.3	9.9	D	\$ 3.05	\$ 7.25
f 2.08	f 10.55	56		0	1.9	22.4	13.7		f 2.45	f 7.08
				14.0	HYDE PARK	42.2	17.1		f 2.30	f 6.55
\$ 2.15	\$ 11.04	84	Y	0	1.1	42.2	19.9			
f 2.45	f 11.10	47		52.8	CENTINELA	21.1	20.4	D	2.15 PM	6.45 AM
				0	0.8				Leave Daily	Leave Daily Ex. Sunday
f 3.00	f 11.17	3		0	INGLEWOOD				Arrive Daily Ex. Sunday	
				0	3.8					
				0	WISEBURN					
				0	3.4					
				0	MANHATTAN BEACH					
				0	2.8					
				0	L. A. & E. Railway Crossing.					
				0	0.5					
3.15 PM	11.15 AM	Yard	WT		REDONDO				6.22 PM	49 WY
Arrive Daily Ex. Sunday	Arrive Daily				(20.4)				Arrive Daily Ex. Sunday	

(11.7)

(22.3)

..... Average speed per hour

(11.1)

(14.7)

(17.3)

..... Average speed per hour

(16.8)

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 No. 9. June 17, 1906.	Ruling Grade Ascending	Distance from Fallbrook	Telegraph Offices	NORTHWARD	
First Class	MIXED								First Class	MIXED
85									86	
MIXED									MIXED	
Leave Daily Ex. Sunday	No. Cars						Miles		Arrive Daily Ex. Sunday	
PM 1.35	27	WT		0	FALLBROOK			D	PM 12.55	
f 1.53	10			0	6.4	53.8			f 12.29	
				0	DE LUZ	31.7	6.4		f 12.10	
f 2.12	4			0	4.1	52.8	10.5		PM 11.55	
				0	RANCH HOUSE	7.2	14.9		f 11.55	
f 2.26	23			63.4	4.4	17.8			\$ 11.45³³	
\$ 2.40	0			84.5	YSIDORA	20.9			\$ 9.20	
\$ 5.02	0			116.2	2.9	26.4			f 9.00	
f 5.22	4			116.2	LOS ANGELES JUNCT	30.0			f 8.47	
\$ 5.39	13			105.6	5.5	33.2			f 8.32	
f 5.52	5			70.4	ESCONDIDO JUNCT	37.1			f 8.20	
\$ 6.07	20			95.0	3.6	38.6			f 8.07	
f 6.12	0				LOMA ALTA	41.9	D		8.00 AM	
					3.2				Leave Daily Ex. Sunday	
					VISTA					
					3.2					
					BUENA					
					3.9					
					SAN MARCOS					
					1.5					
					RICHLAND					
					3.3					
					ESCONDIDO					
					(41.9)					

OLINDA DISTRICT.

SOUTHWARD.		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending.	TIME TABLE No. 9. June 17, 1906.	Ruling Grade Ascending.	Distance from Barstow.	Telegraph Offices	NORTHWARD.	
Second Class.	FREIGHT								Second Class.	FREIGHT
29									28	
FREIGHT									FREIGHT	
Leave Daily Ex. Sunday									Arrive Daily Ex. Sunday	
AM 9.15	130	F		111.4	OLINDA		127.1		AM 8.10	
					4.2	0				
9.35 AM	74	Y			RICHFIELD		122.9	D	7.50 AM	
Arrive Daily Ex. Sunday					(4.2)				Leave Daily Ex. Sunday	

(12.6)

..... Average speed per hour

(12.6)



Surgeons of Santa Fe Coast Lines Hospital Association.

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

DR. H. B. WING, - Grant Bldg., Los Angeles.	DR. THOMAS L. MAGEE, 1169 Sixth St., San Diego.
DR. A. TYROLER, - Grant Bldg., Los Angeles.	DR. C. D. BALL, R 1 & 2, Spurgeon Blk., Santa Ana.
DR. S. A. ELLIS, - - - - - Azusa.	DR. W. V. NICHOLS, - - - - - Oceanside.
DRS. HAZLETT AND BAYLIS, 430 Fourth St., San Bernardino.	DR. C. L. RICH, - - - - - Fullerton.
DR. J. C. HEARNE, Fourth and Ash St., San Diego.	DR. D. F. ROYER, - - - - - Orange.
DR. W. B. SAWYER, - - - - - Riverside.	DR. E. M. FLY, - - - - - National City.
	DR. P. L. ROOKLEDGE, - - - - - Barstow.

W. E. GARNER
2745 FREMONTIA DR.
SAN BERNARDINO, CALIF.

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

