

25154  
10935  
10162  
9255  
6693

# The Atchison, Topeka & Santa Fe Railway Co.



COAST LINES.



~~48~~

## LOS ANGELES DIVISION.

# EMPLOYEES' TIME TABLE No. 48

IN EFFECT

## SUNDAY, OCTOBER 15, 1916,

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 47, Dated August 20, 1916, 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.

J. B. GALIVAN,  
TRAINMASTER,  
San Bernardino, Cal.

A. G. WILD,  
TRAINMASTER,  
Los Angeles, 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 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

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

3. ....

4. The number of tons shown by the rate sheet as ordinary rating for engines, is based on the maximum grade, but between points where grades and other conditions are favorable more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to car limit or to full capacity of their engines.

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

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

On freight trains of twenty cars or more on level track or descending grade and of thirty cars or more on ascending grades the engines must be detached before spotting to take water or fuel.

7. Rule 91: In addition to instructions contained therein, the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes; a light engine must not follow a freight train within less than ten minutes, and light engines, moving in the same direction, must keep five minutes apart, except in closing up at stations, or where some form of block signal is used.

8. Rule 567 is abrogated except on San Jacinto, Temecula, Escondido and Fallbrook districts, and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "proceed," and the lamp left burning. When the light is not displayed, trains will reduce speed, and if necessary to ascertain position of signal, must be stopped. If no operator on duty, position of signal will govern.

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

First-class trains, when ten minutes or more late, are required to move within yard limits at each Barstow, San Bernardino, Los Angeles, Fullerton, San Diego (extending eastward to end of track east of National City,) and Redondo, under control, and responsibility for accident will rest with the first-class train.

In case of fog or its equivalent, such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

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

At San Bernardino, yard limits extend eastward, on First District to Highland Junction; westward on Second District to a point near eastward signal for yard tower; westward on Third District passenger main track to point west of Sierra Power Spur; westward on Third District freight main track to Colton; westward on Redlands District to a point immediately east of Mill Street.

At San Bernardino, no train or engine may exceed a speed of eight miles per hour between Mount Vernon Avenue Viaduct and the Signal bridge, Kingman Street, or between the passenger station and Third Street, on the Redlands District.

At Los Angeles, between west end of double track, Third District and Signal 1404, Second District, all trains and engines must move under control, not exceeding eight miles per hour, looking out for switching movements.

10. The third and fourth paragraphs of Rule 85 are amended to read as follows: Extras may pass and run ahead of second and third-class trains without special instructions.

11. The following addition is made to Rule 86-A, and applies to both double and single track: An inferior train must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

Extra trains created by example 3, of Form "G," train order, must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

12. In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

13. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

14. Rule 5 (B), and last paragraph of Rule D-5: All trains will register at register stations.

At Hicks eastward trains will register by Form 903; westward trains will not register, but must check register for opposing superior trains unless their arrival was indicated by the register at Barstow.

At Colton, first class trains, and Eastward second class and extra trains may register by Form 903 and not check register.

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

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

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

At Fullerton train No. 72 will register by Form 903 and not check register.

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

15. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe every wheel, and know that brakes are not sticking.

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

17. Audible signal "C" Rule 14 is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

18. Rule 1 (B): Standard clocks are located as follows: Barstow, San Bernardino, Los Angeles, Redondo Jct. (round house), Santa Ana, Oceanside, San Diego, National City, Colton and in the L. A. & S. L. office at Riverside.

19. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required in Rule 3.

20. The speed of passenger trains will ordinarily be that prescribed in the schedule, but in case of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the

speed may be so moderately increased above that prescribed in the schedule as in the judgment of the conductor and engineman in charge of the train may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Speed of trains at turnouts entering sidings or junctions, must not exceed fifteen (15) miles per hour.

Trains in which are being towed dead engines the side rods of which are down or disconnected must consume at least four minutes for each mile run and where a dead engine has rods connected in place the speed may be increased but not in excess of two and one-half minutes for each mile run.

All trains will reduce speed to fifteen (15) miles per hour over grade crossings with electric or steam lines at which interlocking plants are not maintained, and will approach crossings with Pac. Elec. Co. at Los Nietos, Lamanda Park and Arcadia under control.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Within Los Angeles city limits, speed of all trains and engines is restricted to eight (8) miles per hour over any interstate, interurban or street railway crossing not interlocked and over any street or highway between Seventh Street and Water Street. Brakeman must ride on extreme forward end of all trains unless engine is on forward end and headed in direction train is moving. When engine is backing up on head end of train brakeman will ride on rear of tender. On freight lead all trains and engines must stop at least ten (10) feet before entering on Aliso Street and await proceed signal from flagman sent ahead to opposite side of Pacific Electric crossing. Flagman will not give proceed signal if an eastward Pacific Electric train shall have started to cross passenger main track.

CLASS	MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE					
	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
649-728.....	1	46	2	00	2	00
769-788.....	1	46	2	00	2	00
789-824.....	1	46	2	00	2	00
825-864.....	2	30	2	30	2	30
900-987.....	2	30	2	30	2	30
900-987 (Recounterbalanced).....	2	00	2	00	2	00
988-989.....	1	46	2	00	2	00
990-999.....	2	00	2	00	2	00
1600-1673.....	2	30	2	30	2	30
1600-1673 (Recounterbalanced).....	2	00	2	00	2	00
1674-1693.....	1	46	2	00	2	00
1798-1799.....	2	30	2	30	2	30
1950-1989.....	1	46	2	00	2	00
3000-3009.....	2	30	2	30	2	30
3010-3020.....	1	46	2	00	2	00
3200-3203.....	2	30	2	30	2	30
3600 L. A. & S. L.....	1	46	2	00	2	00
3700 L. A. & S. L.....	1	12	2	00	1	30
All other Classes.....				00	1	30

21. Employe's traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

22. Trainmen, enginemen or other employes having occasion to place fuses on double track should place them on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fuses so placed.

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

L. A. & S. L. trains Eastward via Riverside Jct. must get clearance card (Form 902) before leaving Riverside.

24. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, con-

ductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

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

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

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

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

27. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

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

STOP—Arm horizontal, or red light.

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

PROCEED—Arm vertical, or green light.

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

29. Rule 221-A. applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

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

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

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

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

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

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

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

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

36. SPECIAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

Train	STOPS	PASSENGERS DESTINED
2	All stations	Williams or East thereof
4	All stations	East of Trinidad
8	All stations	East or North of Barstow
10	All stations	East or North of Barstow
15	Raymond and South Pasadena	San Diego
16	All stations	Bakersfield and West thereof
21	Gish (Saturday only)	San Bernardino or West thereof
22	All stations	Williams—Belen—East and South thereof
56	All stations	East or North of Barstow
73	All stations	North of Barstow
73	East of Oceanside	West of Oceanside
74	West of Fullerton	Santa Ana or East thereof

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

37. SPECIAL STOPS TO DISCHARGE REVENUE PASSENGERS.

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

FIRST AND REDLANDS DISTRICTS.

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

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

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

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

40. Trains will not enter or leave Barstow yard until given signal by

switch tender. Trains leaving yard will call for route by one long blast of whistle.

41. Passenger trains will consume not less than 6 minutes from Summit to Dell; 2 minutes from Dell to Gish; 6 minutes from Gish to Cajon; 6 minutes from Cajon to Keenbrook; 7 minutes from Keenbrook to Devore; 3 minutes from Devore to Verdemont; 8 minutes from Verdemont to Highland Jct.; 5 minutes from Highland Jct. to San Bernardino and if stop is made will add the duration of such stop, plus one minute, to the minimum running time above prescribed.

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

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

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

SECOND DISTRICT.

43. Automatic signals, upper quadrant type, between North Pomona and Arcadia and between Los Angeles and Olga. Trains finding Signals 1404 and 1392 eastward, and Signals 1381, 1391, and 1403 westward, in stop position, will stop one minute and then, if signal does not clear, proceed under control through the block. This modifies Rule 854.

44. Minimum time of passenger trains between Pasadena and Los Angeles, in either direction, is twenty-five minutes; this must not be exceeded when trains are late. Freight trains will not exceed twenty miles per hour between these stations. Trains must not exceed twenty-four (24) miles per hour between Raymond and Wilton and fifteen (15) miles per hour between slow boards at South Pasadena.

45. At Pasadena, siding known as "K C" track will be used as passing siding by passenger trains.

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

THIRD, OLINDA, AND REDONDO DISTRICTS.

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

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

47. When moving with current of traffic on double track, between Redondo Junction and Los Angeles passenger station, all trains and engines will move without regard to superiority, and be governed by automatic block rules and signals. (See seventh paragraph Special Rule 9.)

48. Between San Bernardino and Colton first-class trains will use passenger main track and other trains and yard engines will use freight main track unless train order authorizes movement via passenger track. Movements between San Bernardino and Colton by other than yard engines will be made only under time table or train order authority.

49. No. 505 is superior to No. 512.

No. 51 " " " " 506.

No. 519 " " " " 516.

No. 53 " " " " 520.

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

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

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

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

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

FOURTH, OLIVE, FALLBROOK AND ESCONDIDO DISTRICTS.

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

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

4 LOS ANGELES DIVISION—FIRST DISTRICT

WESTWARD													Capacity of Slings	Fuel, Water Tuna Tables and Wyes	Distance from Barstow	Ruling Grade Ascending	TIME TABLE		Grade Descending
Second Class	First Class																NO. 48		
115	105	21	207	3	7	219	15	19	17	1	201	9			Miles		October 15, 1916		
FREIGHT	PASSENGER	The Missionary	PASSENGER	California Limited	Fargo Fast	PASSENGER	The Angel	De Luxe	The Phoenix	The Scout	PASSENGER	The Navajo							
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Fri- day Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	FW TY		STATIONS.		
		PM 2.55	AM 11.20	AM 9.00	AM 8.35	AM 8.25	AM 4.25	AM 4.05	AM 3.30	AM 2.30	AM 2.05	AM 1.10					<b>BARSTOW</b>		
		3.05	11.30	9.12	f 8.47	8.36	4.34	4.15	3.40	f 2.43	2.20	1.22	80		6.5	37.0	6.5		
		f 3.13	11.39	9.23	f 8.59	8.47	4.43	4.25	3.48	f 2.55	2.32	1.32	82	W	12.1	37.0	5.6		
		f 3.21	11.47	9.33	f 9.09	8.57	4.50	4.33	3.56	f 3.05	2.42	1.43	70		17.2	37.0	5.1		
		f 3.28	11.54	9.42	f 9.19	f 9.07	4.58	4.42	4.03	f 3.15	2.52	1.55 <sup>10</sup>	70	W	21.6	37.0	4.4		
		3.35	PM 12.01	9.51	f 9.29	9.16	5.05	4.50	4.11	f 3.25	3.02	2.07	70		26.4	37.0	4.8		
		s 3.43	12.09	10.00	s 9.39	f 9.25	5.12	4.58	f 4.20	f 3.37	f 3.14	2.17	61		31.8	37.0	5.4		
		s 3.54	12.20	10.13	s 9.52	s 9.40	5.22	5.10	s 4.32	s 3.52	s 3.30	s 2.30	70	FW Y	37.1	38.3	5.3		
		4.04	12.30 <sup>8</sup>	10.23	f 10.02	9.51	5.30	5.20	4.39	f 4.02	3.40	2.40	70		41.5	84.5	4.4		
		f 4.12	12.42 <sup>2</sup>	10.33	f 10.15	f 10.02	5.38	5.28	4.46	f 4.12	f 3.50	2.50	61	W	45.1	84.5	3.6		
		4.25 <sup>4</sup>	12.55 <sup>220</sup>	10.45	f 10.30	10.14	5.46	5.35	4.56	4.24	4.02	3.05	66		50.3	84.5	4.4		
		s 4.42	1.15	11.05	s 10.50	s 10.40	s 6.05	5.55	s 5.16	s 4.50	s 4.30	s 3.30	70	Y	56.2	0	5.2		
		4.48	1.21	11.12	f 10.57	10.47	6.11	6.01	5.22	f 4.56	4.37	3.36	26		56.9	0	5.9		
		4.50	1.23	11.15	11.00	10.50	6.13	6.03	5.25	f 4.59	4.39	3.38	70		60.1	0	2.7		
		f 4.56	1.30	11.23	f 11.08	10.58	6.19	6.09	5.34	f 5.08	f 4.45	3.44	70	W	62.8	0	1.2		
		f 5.04	1.37	11.31	f 11.18	11.08	6.27	6.16	5.42	f 5.16	4.54	3.52			66.6	0	2.7		
		f 5.11	1.45	11.41	f 11.30	11.19	6.34	6.25	5.50	f 5.25	f 5.03	4.00	70	Y	71.3	0	3.8		
		5.15	1.49	11.46	f 11.36	11.25	6.38	6.30	5.54	f 5.31	5.08	4.04			73.8	0	4.7		
		5.19	1.53	11.52	11.42	11.30	6.41	6.34	5.58	5.37	5.13	4.08			76.3	0	2.5		
AM 8.25	PM 7.39	5.25	2.00	11.59	11.50	11.38	6.47	6.40	6.04	5.44	5.19	4.15			79.8	0	3.5		
8.35 AM	7.45 PM	5.30 PM	2.05 PM	PM 12.05 PM	11.55 AM	11.45 AM	6.55 AM	6.45 AM	6.10 AM	5.50 AM	5.25 AM	4.20 AM	Yard	FW TY	81.4	0	1.6		
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Fri- day Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				<b>HIGHLAND JUNC.</b>		
																	<b>SAN BERNARDINO</b>		
																	(81.4)		
(10.2)	(16.0)	(31.5)	(29.6)	(26.4)	(24.4)	(24.4)	(32.5)	(30.4)	(30.5)	(24.4)	(24.5)	(25.7)	Average speed per hour						

158.4  
158.4  
158.4

LOS ANGELES DIVISION—FIRST DISTRICT

EASTWARD

TIME TABLE NO. 48 October 15, 1916	Rolling Grade Ascending	Telegraph and Telephone Offices	Fuel, Water Turn Tables and Wyes	Capacity of Sidings	First Class														
					102	104	8	2	220	106	4	208	108	18	16	20	22	202	10
					PASSENGER	PASSENGER	Santa Fe Eight	The Navajo	PASSENGER	PASSENGER	California Limited	PASSENGER	PASSENGER	The Phoenix	The Saint	De Luxe	The Missionary	PASSENGER	The Scout
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			
<b>BARSTOW</b> 6.5	20.6	P	FW TY	Yard			PM 1.40	PM 1.50	PM 2.15		PM 5.40	PM 6.10		PM 7.15	PM 9.05	PM 10.15	PM 10.53	AM 1.25	AM 2.30
TODD 5.8	18.0			80	f 1.31	1.40	2.06		5.31	6.01	7.04	8.56	10.07	10.44	1.14	2.20			
HICKS 5.1	10.0	P		82	f 1.23	1.33	1.59		5.24	5.54	6.55	8.49	10.00	10.37	1.05	2.12			
WILD 4.4	9.5			70	f 1.16	1.26	1.51		5.17	5.48	6.47	8.42	9.53	10.30	12.57	2.03			
HELEN 4.8	0	P	W	70	f 1.08	1.20	1.44		5.11	5.42	f 6.40	8.36	9.47	10.24	12.50	1.55 <sup>9</sup>			
BRYMAN 5.4	0			71	f 1.00	1.13	1.36		5.04	5.35	6.33	8.29	9.40	10.17	12.43	1.47			
ORO GRANDE 5.3	10.0	P		61	\$12.51	1.04	f 1.28		4.56	5.28	s 6.26	8.22	9.33	10.10	f 12.35	f 1.40			
VICTORVILLE 4.4	0	P	FWY	70	\$12.41	12.55	f 1.20		4.48	5.20	s 6.18	8.14	9.24	f 10.02	\$12.25	s 1.30			
THORN 3.6	0			70	12.30 <sup>207</sup>	12.48	1.11		4.40	5.13	6.10	8.07	9.16	9.55	12.15	1.20			
HESPERIA 5.2	0	P	W	61	\$12.23	12.42 <sup>207</sup>	f 1.05		4.34	5.08	f 6.04	8.02	9.09	9.49	f 12.10	f 1.12			
LUGO 5.9	0			66	f 12.15	12.32	12.55 <sup>207</sup>		4.25 <sup>21</sup>	5.00	5.55	7.55	9.01	9.42	12.01 AM	1.00			
SUMMIT 4.0	116.2	P	Y	70	\$12.05 PM	\$12.22	\$12.40		4.15	4.50	s 5.45	s 7.45	8.51	s 9.33	\$11.50	\$12.50			
ALRAY 4.4	116.2			70	f 11.43	12.03 PM	12.20		4.01	4.29	5.28	7.33	8.39	9.21	11.30	12.30			
CAJON 3.8	116.2	P	W	70	f 11.27	11.51	12.05 PM		3.48	4.17	f 5.15	7.21	8.28	9.11	f 11.17	f 12.15			
KEENBROOK 4.7	116.2	DP	W	70	f 11.12	11.43	11.56		3.40	4.09	f 5.05	7.14	8.20	9.03	11.05	f 12.01 AM			
DEVORE 2.5	116.2	DP	WY	70	f 10.58	11.33	11.45		3.30	3.59	f 4.54	7.05	8.12	8.54	f 10.55	f 11.50			
VERDEMONT 2.5	116.2		W		f 10.50	11.27	11.38		3.25	3.53	4.47	7.00	8.07	8.49	10.49	11.42			
ONO 3.5	116.2			70	10.43	11.21	11.32		3.20	3.47	4.40	6.55	8.02	8.44	10.43	11.35			
HIGHLAND JUNC. 1.6	52.8				AM 7.20	AM 9.54	10.35	11.14	11.24	PM 1.55	3.14	3.40	4.30	6.49	7.55	8.37	10.35	11.25	
<b>SAN BERNARDINO</b> (83.2)		P	FW TY		7.15 AM	9.50 AM	10.30 AM	11.10 AM	11.20 AM	1.50 PM	3.10 PM	3.35 PM	4.20 PM	4.25 PM	6.45 PM	7.50 PM	8.33 PM	10.30 PM	11.20 PM
					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	Leave Daily
Average speed per hour.....					(19.2)	(24.0)	(26.3)	(31.2)	(28.5)	(19.2)	(33.3)	(32.2)	(24.0)	(28.6)	(35.7)	(34.5)	(35.7)	(28.6)	(26.2)

WESTWARD							Capacity of Seatings	Fuel Water Turn Tables and Wyes	Distance from Barrow	Ruling Grade Ascending	TIME TABLE NO. 48 October 15, 1916		
First Class												Miles	STATIONS
45	43	3	19	15	17	9							
PASSENGER	PASSENGER	California Limited	DeLuxe	The Angel	The Phoenix	The Navajo							
Leave Daily	Leave Daily	Leave Daily	Leave Friday Only	Leave Daily	Leave Daily	Leave Daily							
PM 6.15	PM 3.05 <sup>4</sup>	PM 12.15	AM 7.10	AM 7.00	AM 6.20	AM 4.35	YARD	FW TY	81.1		<b>SAN BERNARDINO</b>		
f 6.22	s 3.13	12.23	7.17	7.06	f 6.28	f 4.45	59		84.9	63.4	3.8		
6.29 <sup>16</sup>	f 3.20	12.30	7.23	7.11	f 6.34	f 4.55	50		89.0	32.4	P. E. Crossing RIALTO 4.1		
6.34	f 3.25	12.36	7.26	7.15	f 6.39	5.02	26		92.5	0	FONTANA 3.5		
6.36	s 3.27	12.38	7.28	7.16	f 6.41	f 5.05	28		93.7	0	WADE 1.2		
f 6.38	f 3.29	12.40	7.30	7.17	f 6.43	5.08	9		95.0	14.3	ETIWANDA 1.3		
f 6.42	s 3.33	12.45	7.33	7.20	f 6.48	f 5.12	88	W	97.6	0	ROCHESTER 2.6		
s 6.48	s 3.40 <sup>18</sup>	12.51	7.38	7.25	s 6.55	s 5.20	32		100.9	59.0	CUCAMONGA 3.3		
f 6.55	s 3.50	12.59	7.44	7.31	f 7.03	f 5.28	74		104.9	30.8	UPLAND P. E. Crossing 4.0		
f 6.58	s 3.54	1.03	7.46	7.33	f 7.05	f 5.31	44		106.7	0	CLAREMONT P. E. Crossing 1.8		
f 7.00	s 3.57	1.05	7.48	7.34	f 7.07	f 5.34	49		107.9	0	NORTH POMONA 1.2		
f 7.04 <sup>20</sup>	s 4.02	1.09	7.51	7.37	f 7.11	f 5.40	49		110.2	0	LORDSBURG 2.3		
f 7.13	s 4.10	1.16	7.57	7.42	f 7.17	f 5.50	70	W	114.4	0	SAN DIMAS P. E. Crossing 4.2		
f 7.19	s 4.15	1.21	8.00	7.45	f 7.22	f 5.56	41	Y	116.9	0	GLENDORA 2.5		
7.21	4.18	1.24	8.02	7.47	7.25	5.59	35		118.6	0	AZUSA 1.7		
7.26 <sup>22</sup>	4.20	1.26	8.04	7.49	7.27	6.03	63		120.2	0	KINCAID 1.6		
7.28	f 4.21	1.27	8.05	7.50	f 7.28	f 6.04	12		121.0	0	BUTLER 0.8		
f 7.30	s 4.24	1.30	8.07	7.52	f 7.30	f 6.07	36		122.4	17.6	DUARTE 1.4		
7.32	f 4.27	1.34	8.09	7.55	f 7.33	6.11	41		124.1	52.0	MONROVIA 1.7		
7.35	f 4.30	1.40	8.12 <sup>42</sup>	7.58	f 7.36	6.16	22		125.8	73.9	S. P. Co. Crossing ARCADIA P. E. Crossing 1.7		
f 7.39	f 4.34	1.50 <sup>4</sup>	8.17	8.06 <sup>42</sup>	f 7.41	6.22	30	W	128.0	63.4	SANTA ANITA (S. Madre) 2.2		
7.41	4.36	1.55	8.20	8.08	7.43	6.24	17		129.1	73.9	LAMANDA PARK P. E. Crossing 1.1		
7.43	4.38	1.57	8.23	8.11	7.45	6.26	10		130.2	73.9	WILTON 1.1		
7.44	f 4.39	1.58	8.24	8.12	f 7.47	6.27	0		130.7	67.6	OLIVEWOOD 0.5		
s 7.50	s 4.45	s 2.05	s 8.30	s 8.17	s 7.56 <sup>42</sup>	s 6.35	37		131.6	67.6	LOS ROBLES 0.9		
7.51	4.46	2.08	8.32	8.20	8.00	6.39	21		132.3	0	PASADENA 0.7		
7.52	f 4.47	f 2.09	f 8.33	8.21	f 8.01	f 6.40	21		132.7	0	USADO 0.4		
f 7.55	f 4.51	2.14	8.37	8.24	f 8.05	f 6.43	5		133.8	0	RAYMOND 1.1		
7.56	4.52	2.20 <sup>18</sup>	8.38	8.25	8.06	6.44	40		134.3	0	SOUTH PASADENA 0.5		
f 8.00	f 4.57	2.24	8.42	8.29	f 8.10	6.50	26		136.0	0	OLGA 1.7		
8.07	5.07 <sup>16</sup>	2.31	8.50	8.36	8.17	7.00	35		139.1	0	L. A. & S. L. E. E. Crossing GARVANZA 3.1		
8.15 PM	5.15 PM	2.40 PM	9.00 <sup>2</sup> AM	8.45 AM	8.25 AM	7.10 AM	YARD	FW T	141.1	0	L. A. & S. L. E. E. Crossing WATER STREET S. P. Co. Crossing 2.0		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Friday Only	Arrive Daily	Arrive Daily	Arrive Daily					<b>LOS ANGELES</b>		
(30.0)	(27.7)	(24.8)	(32.7)	(34.3)	(28.8)	(23.2)	Average speed per hour.						

# LOS ANGELES DIVISION—SECOND DISTRICT

## EASTWARD

### First Class

TIME TABLE NO. 48 October 15, 1916	Miling Grade Ascending	Telegraph and Telephone Offices	EASTWARD							
			First Class							
			42	2	4	18	16	20	22	10
STATIONS.		PASSENGER	The Navajo	California Limited	The Phoenix	The Saint	De Luxe	The Missionary	The Scout	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues- day Only	Arrive Daily	Arrive Daily	
		AM	AM	PM	PM	PM	PM	PM	PM	
<b>SAN BERNARDINO</b>		P 9.40		3.05 <sup>43</sup>	4.15	6.40	7.45	8.25	11.05	
3.8 P. E. Crossing	0	DP 9.32	10.52	2.58	f 4.06	6.33	7.38	8.18	f 10.58	
RIALTO 4.1	15.5	f 9.25	10.46	2.52	f 3.58	6.29 <sup>45</sup>	7.32	8.13	10.52	
FONTANA 3.5	38.7	f 9.19	10.41	2.47	f 3.53	6.23	7.27	8.09	10.47	
WADE 1.2	26.8	DP 9.17	10.39	2.45	f 3.51	6.21	7.25	8.07	f 10.45	
ETIWANDA 1.3	21.9	f 9.15	10.37	2.44	f 3.49	6.19	7.24	8.06	f 10.43	
ROCHESTER 2.6	18.0	DP 9.10	10.34	2.41	f 3.45	6.16	7.21	8.03	f 10.40	
CUCAMONGA 3.3	0	P 9.05	10.28	2.36	s 3.40 <sup>43</sup>	6.10	7.17	s 7.58	s 10.35	
UPLAND P. E. Crossing	42.0	DP 8.55	10.18	2.30	s 3.30	6.04	7.12	7.51	f 10.27	
CLAREMONT P. E. Crossing	59.1	DP 8.51	10.15	2.28	f 3.25	6.01	7.10	7.48	f 10.23	
NORTH POMONA 1.2	43.8	DP 8.48	10.13	2.26	f 3.22	5.59	7.08	7.46	f 10.20	
LORDSBURG 2.3	63.4	DP 8.43	10.09	2.22	s 3.17	5.56	7.04 <sup>45</sup>	7.43	f 10.15	
SAN DIMAS P. E. Crossing	63.4	DP 8.33	10.02	2.14	s 3.08	5.50	6.57	7.36	f 10.06	
GLENDORA 2.5	63.4	DP 8.26	9.56	2.09	s 2.59	5.47	6.53	7.30	f 9.58	
AZUSA 1.7	52.8	DP 8.23	9.53	2.05	2.55	5.45	6.51	7.28	9.53	
KINCAID 1.6	80.3		8.21	9.51	2.02	2.53	5.43	6.49	7.26 <sup>45</sup>	
BUTLER 0.8	60.7	DP 8.20	9.50	2.01	f 2.52	5.42	6.48	7.25	f 9.50	
DUARTE 1.4	32.9	DP 8.18	9.48	1.59	f 2.50	5.40	6.46	7.23	f 9.48	
MONROVIA 1.7	15.8	DP 8.15	9.46	1.56	f 2.47	5.38	6.44	7.21	9.46	
S. P. Co. Crossing ARCADIA P. E. Crossing	0	DP 8.12 <sup>19</sup>	9.43	1.53	f 2.44	5.36	6.41	7.19	f 9.43	
SANTA ANITA (S. Madre) 2.2	0	DP 8.06 <sup>15</sup>	9.40	1.50 <sup>3</sup>	f 2.41	5.33	6.38	7.16	f 9.40	
LAMANDA PARK P. E. Crossing	0		8.03	9.38	1.47	2.39	5.31	6.36	7.14	
WILTON 1.1	0		8.00	9.35	1.44	2.36	5.29	6.34	7.12	
OLIVEWOOD 0.5	0	f 7.59	9.34	1.43	f 2.35	5.28	6.33	7.11	9.33	
LOS ROBLES 0.9	90.8	P 7.56 <sup>17</sup>	9.30	s 1.40	s 2.32	s 5.25	s 6.30	s 7.08	s 9.30	
PASADENA 0.7	114.0		7.51	9.23	1.33	2.25	5.22	6.22	7.01	
USADO 0.4	114.0	f 7.50	9.22	f 1.32	f 2.24	5.21	f 6.21	7.00	9.22	
RAYMOND 1.1	105.6	DP 7.48	9.19	1.29	f 2.21	5.19	6.19	6.58	9.19	
SOUTH PASADENA 0.5	89.8		7.47	9.18	1.28	2.20 <sup>3</sup>	5.18	6.18	6.57	
OLGA 1.7	89.8	f 7.44	9.14	1.24	f 2.14	5.14	6.14	6.54	9.15	
L. A. & S. L. E. B. Crossing GARVANZA 3.1	106.9		7.37	9.07	1.17	2.07	5.07 <sup>43</sup>	6.07	6.47	
L. A. & S. L. E. B. Crossing WATER STREET S. P. Co. Crossing		P 7.30	9.00 <sup>19</sup>	1.10	2.00	5.00	6.00	6.40	9.00	
<b>LOS ANGELES</b>										
(60.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues- day Only	Leave Daily	Leave Daily	

Average speed per hour (27.1) (30.0) (31.3) (28.6) (36.0) (34.3) (34.8) (28.8)

WESTWARD																	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from San Bernardino	Ruling Grade Ascending	TIME TABLE NO. 48 October 15, 1916
First Class																					
77	21	75	519	53	73	141	207	7	71	219	505	51	1	65	79	201					
PASSENGER	The Missionary	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	Fargo Fast	PASSENGER	PASSENGER	PASSENGER	PASSENGER	The Scout	PASSENGER	PASSENGER	PASSENGER					
Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	PM 5.40		PM 4.30	PM 2.30			PM 2.10	PM 12.20		AM 11.55	AM 9.50	AM 8.20	AM 6.25			AM 5.45	Yard	FW TY	Miles		
	s 5.47		s 4.40	s 2.36			s 2.20	\$12.28		PM 12.05	s 9.56	s 8.26	s 6.33			s 5.55	Yard		0.0	21.1	
	5.53 <sup>524</sup>		f 4.47	s 2.45 <sup>520</sup>			2.28	12.34		12.15	\$10.02 <sup>8</sup>	s 8.37 <sup>508</sup>	f 6.40			f 6.05	34	W	6.6	21.1	
	5.57		4.52	2.50			2.35 PM	12.38		12.25 PM	10.08	8.42	6.44			6.13 AM			9.3	10.6	
	s 6.00 <sup>54</sup>		4.55 <sup>516</sup> PM	s 2.57				\$12.45			10.10 <sup>512</sup> AM	s 8.47	s 6.50				Yard		9.9	10.6	
	6.09			f 3.03				12.50				f 8.51	f 6.54				24		12.5	21.1	
	6.12			f 3.06				12.52				s 8.54	f 6.58				52	Y	14.1	21.1	
	6.16			s 3.12				1.00 <sup>52</sup>				s 8.59	f 7.04				70		16.5	21.1	
	6.20			f 3.18				1.05					9.05	f 7.10			15		20.1	0	
	6.22			f 3.20				1.07				f 9.07	7.12				5		21.2	0	
	6.24			3.22				1.09				9.09	7.14				Yard	Y	22.7	0	
	s 6.30			s 3.30				s 1.13				s 9.13 <sup>8</sup>	s 7.18				72	W	24.2	0	
	6.36			s 3.38				1.18				f 9.20	f 7.25				70		28.0	17.9	
	6.43			f 3.46				1.25				f 9.28	7.32				76		33.0	18.5	
	6.49			3.52				1.30				9.35	7.38				32		37.3	21.1	
	6.53			f 3.56				1.34				f 9.40	7.42				36		40.3	21.1	
	6.55			f 3.58				1.36				9.43 AM	f 7.44				74	YW	41.5	0	
	s 7.00			s 4.04				f 1.39				VIA ORANGE	s 7.49				74		43.8	10.6	
PM 9.17	s 7.10	PM 5.50		s 4.15	PM 4.05			s 1.45 <sup>74</sup>	PM 12.10			AM 10.20	s 7.58	AM 7.42	AM 6.15		81		46.9	0	
9.25	7.17	5.58 <sup>96</sup>		f 4.24	4.13			1.57	f 12.17			10.27	8.08 <sup>70</sup>	f 7.49	f 6.25		59		51.3	10.2	
9.28	7.19	6.01		f 4.30 <sup>54</sup>	4.15			2.00	f 12.19			10.29	8.10	f 7.52	f 6.30		70	W	53.2	27.0	
9.35	7.25	6.07		f 4.36	4.24 <sup>54</sup>			2.06	12.26			10.35	8.17 <sup>8</sup>	f 7.59 <sup>70</sup>	f 6.38		70		57.4	37.0	
9.37	7.27	6.09		f 4.38	4.27			2.08	f 12.28			f 10.37	8.20	f 8.02	f 6.41		29		58.7	23.1	
9.40	7.30	6.12		f 4.41	4.30			2.11	f 12.31			f 10.40	8.24	f 8.07 <sup>8</sup>	f 6.45		70		60.7	26.4	
9.44	7.35	6.16		f 4.45	4.35			2.15	12.35			10.44	8.29	f 8.13	f 6.51		70		63.2	37.0	
9.50	7.41	6.21		f 4.51	4.41			2.21	12.41			10.50	8.35	f 8.20	f 7.00		70		67.3	37.0	
9.53	7.43	6.23		f 4.53	4.43			2.23	12.43			f 10.52 <sup>52</sup>	8.38	f 8.23	f 7.05			FW TY	68.7	52.8	
10.00 PM	7.50 PM	6.30 PM		5.00 PM	4.50 PM	4.40 PM		2.30 PM	12.50 PM			11.00 AM	8.45 AM	8.30 AM	7.15 AM		Yard	W	70.7	24.8	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
(33.2)	(32.6)	(35.7)	(23.8)	(28.3)	(31.7)	(12.0)	(22.3)	(32.6)	(35.7)	(18.6)	(29.7)	(31.8)	(30.3)	(29.7)	(23.8)	(18.6)					
																				Average speed per hour	

(70.7)

Average speed per hour



TIME TABLE

NO. 48

October 15, 1916

EASTWARD

First Class

STATIONS	Miles	Telegraph and Telephone Offices	Rating Grade Ascending	EASTWARD																				
				First Class																				
				506	70	8	142	72	512	220	52	74	520	208	76	516	524	54	66	202	56	78		
PASSENGER	PASSENGER	Santa Fe Light	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER					
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
SAN BERNARDINO P. E. Crossing			P	AM 8.55		AM 10.15					AM 11.15	PM 1.40		PM 3.00	PM 3.30			PM 6.10	PM 6.25		PM 10.20	PM 10.50		
COLTON L. A. & S. L. Crossing S. P. Co. Crossing	52.8		P	\$ 8.45		\$10.08					\$11.05	\$ 1.32		\$ 2.51	f 3.22			\$ 6.02	\$ 6.16		\$10.12	\$10.40		
HIGHGROVE 2.7	52.8		DP	8.37 <sup>51</sup> AM		\$10.02 <sup>505</sup>				AM 10.20	10.57	\$ 1.24		2.45 <sup>53</sup> PM	3.15			PM 5.07	5.53 <sup>21</sup> PM		f 10.03	\$10.32		
RIVERSIDE JUNC. S. P. Co. Crossing L. A. & S. L. E. E. Crossing	52.8					9.51				10.12	10.50 AM	1.16			3.08 PM			5.00			6.01		9.55 PM	10.26
RIVERSIDE 2.6	52.8		P			\$ 9.50				10.10 <sup>505</sup> AM		\$ 1.15						4.55 <sup>519</sup> PM			\$ 6.00 <sup>21</sup>		\$10.25	
PACHAPPA 1.6	52.8		DP			f 9.38						f 1.07									f 5.50		10.17	
CASA BLANCA 2.4	52.8		DP			f 9.35						\$ 1.05									\$ 5.47		10.14	
ARLINGTON 3.6	52.8		DP			f 9.29						\$ 1.00 <sup>7</sup>									\$ 5.41		f 10.10	
MAY P. E. Crossing	52.8		DP			f 9.21						f 12.49										f 5.35		10.04
ALVORD 1.1	52.8					f 9.19						f 12.47										f 5.33		10.03
PORPHYRY 1.5	24.8					9.16						12.44										5.30		10.00
CORONA 3.8	52.8		P			\$ 9.13 <sup>51</sup>						\$12.42									\$ 5.28		\$ 9.58	
PRADO 5.0	52.8		DP			f 9.07						\$12.33									\$ 5.20		9.48	
GYP SUM 4.3	52.8					f 8.59						f 12.24										f 5.11		9.40
ESPERANZA 3.0	52.8					8.51						12.17										5.04		9.34
YORBA 1.2	20.5					f 8.46						f 12.12										f 4.59		9.30
RICHFIELD 2.3	41.6		P			f 8.44						f 12.10 PM										f 4.57		9.28
PLACENTIA 3.1	41.6		DP			\$ 8.40						VIA ORANGE										\$ 4.52		\$ 9.24
FULLERTON 4.4	33.0		P		AM 8.15	\$ 8.33		AM 9.45			AM 11.25	PM 1.50 <sup>7</sup>			PM 3.34						\$ 4.45	PM 6.05	\$ 9.17 9.10	AM 12.55
NORTHAM 1.9	25.7		DP		f 8.08 <sup>1</sup>	8.25		9.38			f 11.17	1.44			3.27						f 4.34	f 5.58 <sup>75</sup>	9.02	f 12.46
LA MIRADA 4.2	9.2		DP		f 8.05	f 8.23		9.36			f 11.15	1.42			3.25						f 4.30 <sup>53</sup>	f 5.54	8.59	f 12.43
SANTA FE SPRINGS 1.3	17.6				f 7.59 <sup>65</sup>	8.17 <sup>1</sup>		9.31			f 11.09	1.37			3.21						4.24 <sup>73</sup>	f 5.47	8.53	12.34
LOS NIETOS P. E. Crossing	52.8		DP		f 7.55	f 8.12		9.29			f 11.07	1.35			3.19						f 4.21	f 5.45	8.51	f 12.30
RIVERA 2.5	37.0		P		f 7.50	f 8.07 <sup>65</sup>		9.26			f 11.04	1.32			3.17						f 4.18	\$ 5.42	8.48	f 12.26
BANDINI 4.1	26.4				f 7.45	f 8.00		9.23			f 11.00	1.29			3.14						f 4.14	f 5.39	8.44	f 12.20
HOBART L. A. & S. L. Crossing	0		P		f 7.39	7.54		9.19			f 10.54	1.24			3.09						4.09	f 5.34	8.39	12.11
REDONDO JUNC. L. A. & S. L. Crossing	0				f 7.37	7.52	f 9.10	9.17			f 10.52 <sup>51</sup>	1.22			3.07						4.07	f 5.32	8.37	12.07 AM
LOS ANGELES			P		7.30 AM	7.45 AM	9.00 AM	9.10 AM			10.45 AM	1.15 PM			3.00 PM						4.00 PM	5.25 PM	8.30 PM	11.59 PM
(70.7)				Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....				(22.0)	(31.7)	(28.3)	(12.0)	(40.8)	(19.8)	(22.3)	(30.1)	(40.8)	(26.4)	(25.3)	(42.0)	(19.8)	(23.3)	(29.2)	(35.7)	(22.3)	(31.9)	(25.5)		

LOS ANGELES DIVISION—FOURTH DISTRICT

WESTWARD														Capacity of sidings	Fuel, Water, Turn Tables and Wyes	Distance from Barstow Miles	Ruling Grade Ascending	TIME TABLE	
First Class																		NO. 48	
77	99	97	75	85	95	73	93	71	91	51	81	65	79					October 15, 1916	
PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	PASSENGER	PASSENGER	STATIONS					
Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily						
PM 5.20						PM 12.10		AM 8.00					AM 1.15	YARD	F W Y	273.1		NATIONAL CITY	
5.32 <sup>74</sup>			PM 1.35			12.20		8.14					1.25	138	Y	269.4	24.3	3.7 22D STREET	
5.38 <sup>96</sup>	PM 5.50	PM 5.07	1.37		PM 12.40	12.22	AM 9.42	8.17	AM 8.07				1.28			268.7	22.7	0.7 S. D. & A. JUNC.	
s 5.46	5.58 PM	5.15 PM	s 1.45		12.48 PM	12.30	9.50 AM	s 8.25	8.15 AM				s 1.36	YARD	W	267.6	22.7	1.1 SAN DIEGO L. A. & S. D. B. Ry. Crossing	
6.10			3.00			12.50 <sup>72</sup>	AM	8.40					2.00			267.6	52.8	5.4 MORENA	
6.20 <sup>76</sup>			3.08			1.00		8.50					2.12	65		262.2	63.4	1.4 PACIFIC BEACH	
f 6.23			3.10			1.03		8.52					f 2.15	0		260.3	62.7	1.5 LADRILLO	
f 6.25			3.12			1.05		f 8.54					f 2.18	21		259.3	56.5	2.2 ELVIRA	
f 6.29			3.16			1.09		f 8.58					f 2.24	53		257.1	46.9	2.6 SELWYN	
f 6.34			3.20			1.13		f 9.02					2.30	40		254.5	116.2	1.5 LINDA VISTA	
f 6.37			3.22			f 1.16		f 9.05					f 2.35	21		253.0	0	3.9 SORRENTO	
f 6.45			3.29			1.24		f 9.12					f 2.47	16	W	249.1	0	1.4 REBA	
6.47			3.31			1.26		9.14					2.50	80 Spur		247.7	52.8	3.7 DEL MAR	
s 6.53			f 3.36			s 1.33		s 9.20					f 3.00	128	Y	244.0	52.8	4.1 CARDIFF	
f 6.59			3.41			f 1.39		f 9.28					f 3.10	14		239.9	52.8	1.8 ENCINITAS	
f 7.03			3.44			f 1.43		s 9.32					f 3.15	39		238.1	63.4	4.1 COSTA	
f 7.10			3.49			1.49		f 9.38					3.25	59		234.0	62.8	4.7 CARL	
f 7.16			3.55			f 1.56		f 9.45					f 3.36	87		232.3	62.8	2.1 ESCONDIDO JUNC.	
7.19			3.58	PM 3.25		1.59		9.48			AM 9.40		3.41		Y	227.2	19.8	1.0 OCEANSIDE	
s 7.25			s 4.00 <sup>74</sup> 4.05	3.30 PM		s 2.06		s 9.50 9.55			9.45 AM		s 3.45 <sup>78</sup>	130	F W	226.2	63.4	2.1 FALLBROOK JUNC.	
7.28			4.09			2.09		9.59					3.52			224.1	63.4	2.4 STUART	
7.31			4.15			2.12		10.04 <sup>70</sup>					3.57	59		221.7	63.4	3.0 LAS FLORES	
f 7.36			4.20			f 2.18		f 10.10					f 4.03	24	W	218.7	63.4	5.1 AGRA	
7.43			4.29			f 2.26		f 10.19					4.14	29		219.6	63.4	4.9 SAN ONOFRE	
f 7.50			4.37			f 2.34		f 10.28					f 4.24	68		203.7	20.8	4.8 MATEO	
f 7.56			4.43 <sup>76</sup>			f 2.42		f 10.35					f 4.35	37		203.9	26.4	4.1 SERRA	
f 8.01			4.50			f 2.49		f 10.42 <sup>72</sup>					f 4.45	109	W	199.3	49.1	2.6 SAN JUAN CAPISTRANO	
f 8.06			4.55			s 2.57 <sup>74</sup>		s 10.50					f 4.52	40		197.3	63.4	5.1 GALIVAN	
f 8.15			5.02			f 3.07		f 11.00					f 5.05	29		192.1	63.4	4.0 EL TORO	
f 8.23			5.08			s 3.17		s 11.10					f 5.15	64		188.1	0	5.1 IRVINE	
f 8.30			5.15			s 3.25		s 11.20					f 5.25	37		182.9	20.7	4.4 VENTA	
8.36			5.20			3.32		11.28					5.35	59		178.5	20.7	1.0 ALISO	
8.38			5.21			f 3.33		f 11.30					f 5.37	11		177.5	37.0	2.0 SANTA ANA P. E. Crossing	
s 8.46			s 5.27			s 3.40		s 11.40				AM 7.20	s 5.45	Yard	F W Y	175.5	30.0	2.9 ORANGE S. P. Co. Crossing	
s 8.54			s 5.34			s 3.50 <sup>76</sup>		s 11.50		AM 10.00		s 7.26	s 5.55	53	Y	172.6	26.4	4.8 ANAHEIM	
s 9.04			s 5.43			s 3.57		s 11.58		s 10.10		s 7.35	s 6.05	65		167.8	21.1	2.8 FULLERTON	
s 9.10 PM			5.48 PM			4.02 PM		PM 12.05 PM		10.15 AM		7.40 AM	6.12 AM	82		165.0			
Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily						

31.6 (8.0) (8.0) (36.0) (12.0) (8.0) (29.8) (8.0) (30.1) (8.0) (30.4) (12.0) (31.5) (23.8) Average speed per hour

Nos. 81 and 83 are inferior to all trains as provided by Special Rule No. 55.

TIME TABLE NO. 48 October 15, 1916		Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD													
				First Class										Second Class			
				78	90	92	70	72	94	52	74	96	98	76	66	80	86
STATIONS			PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	MIXED			
			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
<b>NATIONAL CITY</b> 3.7			DP	AM 5.50			AM 11.50				PM 5.42			PM 7.00			
22D STREET 0.7		26.4		5.41			11.41	PM 1.30			5.32 <sup>77</sup>			6.51			
S. D. & A. JUNC. 1.1		26.4		5.38	AM 8.38	AM 10.18	11.38	1.28	PM 1.18		5.28	PM 5.38 <sup>77</sup>	PM 6.23	6.48			
<b>SAN DIEGO</b> L. A. & S. D. B. Ry. Co. Crossing 5.4		12.7	P	5.30	8.30 AM	10.10 AM	11.30	1.20 12.50 <sup>73</sup>	1.10 PM		5.20	5.30 PM	6.15 PM	6.40 6.30			
MORENA 1.4		0		5.19			11.20	12.36			5.09			6.20 <sup>77</sup>			
PACIFIC BEACH 1.5		49.8	f	5.16			11.18	12.33			5.06			6.17			
LADRILLO 2.2		0.0		5.12			11.15	12.30			5.04			6.15			
ELVIRA 2.6		0.0	DP	5.06			11.12	12.26			5.00			6.10			
SELWYN 1.5		0		5.01			11.08	12.21			4.56			6.05			
LINDA VISTA 3.9		116.2	f	4.57			11.04	12.18			4.53			6.02			
SORRENTO 1.4		26.4	f	4.41			10.52	12.06			4.43			5.52			
REBA 3.7		52.8		4.38			10.50	12.04 PM			4.41			5.50			
DEL MAR 4.1		63.4	P	4.30			10.45	11.59			4.34		f	5.45			
CARDIFF 1.8		52.8	f	4.19			10.38	11.53			4.24			5.39			
ENCINITAS 4.1		52.8	DP	4.14			10.35	11.50			4.20			5.37			
COSTA 4.7		52.8		4.04			10.28	11.43			4.12			5.32			
CARL 2.1		63.4	f	3.53			10.21	11.35			4.05			5.25			
ESCONDIDO JUNC. 1.0		63.4		3.48			10.17	11.32			4.02			AM 11.38 PM 4.35			
<b>OCEANSIDE</b> 2.1		0	P	3.45 <sup>79</sup>			10.15	11.30			4.00 <sup>76</sup> 3.52		s	5.20 11.35 AM 4.30 PM			
FALLBROOK JUNC. 2.4		63.4		3.38			10.08	11.20			3.49			5.12			
STUART 3.0		63.4		3.33			10.04 <sup>71</sup>	11.15			3.44			5.07			
LAS FLORES 5.1		63.4	f	3.25			9.59	11.11			3.37			5.04			
AGRA 4.9		63.4	f	3.10			9.51	11.02			3.29			4.57			
SAN ONOFRE 4.8		63.4	DP	2.55			9.43	10.55			3.20			4.50			
MATEO 4.1		46.1	f	2.43			9.36	10.48			3.12			4.43 <sup>76</sup>			
SERRA 2.6		10.6	NP	2.33			9.30	10.42 <sup>71</sup>			3.05			4.37			
SAN JUAN CAPISTRANO 5.1		0	DP	2.25			9.24	10.36			2.57 <sup>73</sup>			4.33			
GALIVAN 4.0		63.4	f	2.12			9.14	10.29			2.49			4.26			
EL TORO 5.1		63.4	DP	2.02			9.07	10.23			2.43			4.21			
IRVINE 4.4		62.8	DP	1.50			8.57	10.14			2.33			4.12			
VENTA 1.0		0.0		1.37			8.49	10.07			2.25			4.04			
ALISO 2.0		0		1.35			8.48	10.06			2.24			4.03			
<b>SANTA ANA</b> 2.9		11.6	DP	1.30			8.45	10.03			2.21		s	4.00 PM 6.30			
P. E. Crossing <b>ORANGE</b> 4.8		42.2	P	1.20			8.36	9.57			AM 11.47		s	3.50 <sup>73</sup> 6.24			
S. P. Co. Crossing ANAHEIM 2.8		21.1	DP	1.08			8.26	9.49			11.35		s	3.42 6.14			
<b>FULLERTON</b> (108.1)			P	1.00 AM			8.20 AM	9.45 AM			11.30 AM			3.35 PM 6.08 PM			
Average speed per hour.....				(22.3)	(8.0)	(8.0)	(30.9)	(31.9)	(8.0)	(26.8)	(29.6)	(8.0)	(8.0)	(33.3)	(28.6)	(20.0)	(12.0)

OLIVE DISTRICT.					
WESTWARD	Capacity of Seatings	TIME TABLE NO. 48 October 15, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD
First Class					First Class
<b>51</b>					<b>52</b>
PASSENGER					PASSENGER
Leave Daily		STATIONS			Arrive Daily
AM 9.43		<b>RICHFIELD</b> 2.4	42.3	P	PM 12.08
s 9.48	30	OLIVE 3.4	42.3		s 12.02 PM
9.55 AM		<b>ORANGE</b> (5.8)		P	11.55 AM
Arrive Daily					Leave Daily
(29.0)		Average speed per hour.....			(26.8)

Nos. 80 and 86 are inferior to all trains as provided by Special Rule No. 55.

WESTWARD

EASTWARD

Second Class		First Class	Capacity of Sidings	Fuel, Water Turn Tables and Ways	Distance from San Bernardino	Railing Grade According	TIME TABLE NO. 48 October 15, 1916	Railing Grade According	Telegraph and Telephone Offices	First Class			
115	105	102								104	106	108	
FREIGHT	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER
Leave Daily Ex. Sunday	Leave Daily	Leave Daily			Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
AM 4.00	PM 6.45		Yard	FW TY			SAN BERNARDINO		P	AM 8.15	AM 10.50	PM 3.00	PM 6.05
					0		0.9	79.2					
					0		P. E. Crossing S. P. Co. Crossing E. STREET 1.1	37.0		f 8.09	s 10.47	f 2.55	f 6.02
f 4.08	f 6.47	f 6.49	28		0.9		MILL STREET 2.6	0		8.06	10.45	2.53	6.00
f 4.15	f 6.53	f 6.53	3		2.0		VICTORIA 1.3	0		f 8.02	f 10.41	f 2.49	f 5.56
f 4.20	f 6.55	f 6.55	7		4.6		DREW 2.9	0		f 8.00	f 10.39	f 2.47	f 5.54
s 4.30 5.30	s 7.05	s 7.05	17		5.9		REDLANDS 1.3	0	DP	s 7.55	s 10.35	s 2.40 2.30	s 5.50 4.56
f 5.40	7.07	7.07	32		8.8	105.6	EASTBERNE 1.3	0		f 7.48	f 10.27	f 2.28	f 4.53
f 5.55	f 7.09	f 7.09	5		10.1	116.2	GRAF 0.6	0		f 7.46	10.24	f 2.26	f 4.51
s 6.10	s 7.10	s 7.10	9	W	11.4	97.0	MENTONE 1.7	0	DP	s 7.45	f 10.22	f 2.24	f 4.50
f 6.18	7.13	7.13	10		12.0	0	BROWNS 2.5	84.5		f 7.42	10.18	f 2.19	f 4.46
s 6.25 6.50	s 7.18	s 7.18	10		13.7	0	EAST HIGHLANDS 1.0	84.5	DP	s 7.37	f 10.14	f 2.15	f 4.42
f 7.00	7.20	7.20	20		16.2	79.2	BASE LINE 0.7	79.2		f 7.35	10.11	f 2.12	f 4.40
f 7.05	7.21	7.21	15		17.2	79.2	MOLINO 0.8	0		f 7.34	f 10.09	f 2.10	f 4.39
s 7.10 <sup>102</sup> 7.35	s 7.25	s 7.25	15		17.9	0	HIGHLAND 1.0	73.9	DP	s 7.33 <sup>115</sup>	s 10.08	s 2.09	s 4.37
f 7.45	s 7.28	s 7.28	23		18.7	14.6	PATTON 1.8	84.5	DP	s 7.30	f 10.05	f 2.06	f 4.34
f 7.55	f 7.31	f 7.31	16		19.7	47.5	DEL ROSA 1.1	81.3	DP	f 7.27	f 10.01	f 2.03	f 4.30
f 8.00	f 7.33	f 7.33	14		21.5	23.8	VALENCIA 0.9	0		f 7.25	f 9.59	f 2.00	f 4.28
f 8.10	f 7.35	f 7.35	7		22.6	7.9	P. E. Crossing ARROWHEAD 1.9	20.1	DP	f 7.23	f 9.57	f 1.58	f 4.27
8.25	7.39	7.39	10		23.5	0	HIGHLAND JUNC. 1.7	56.0		7.20	9.54	1.55	4.24
8.35 AM	7.45 PM	7.45 PM	7	Yard	25.4	23.2	SAN BERNARDINO	52.8	P	7.15 AM	9.50 AM	1.50 PM	4.20 PM
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			27.1		(27.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily

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

San Jacinto District between Perris and San Jacinto

Temecula District between Highgrove and Temecula

SOUTHWARD							Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Highgrove	Ruling Grade Ascending	TIME TABLE NO. 48 October 15, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	NORTHWARD											
Second Class		First Class												First Class										Second Class	
567	563	521	519	533	505	535								536	506	534	522	520	530	524	568	564			
FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT	FREIGHT			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
	AM 6.30		PM 5.09		AM 10.22		34	W			HIGHCROVE S. F. Co. Crossing 7.1	10.6	DP	AM 8.30			PM 2.40		PM 5.50		PM 3.20				
	f 7.00		f 5.23		f 10.40		12		7.1	116.2	BOX SPRINGS 3.4	32.3		f 8.10			f 2.20		f 5.30		f 2.55				
	f 7.10		f 5.32		f 10.50		31		10.5	52.8	ALESSANDRO 2.9	47.5	DP	f 8.02			f 2.12		f 5.22		f 2.45				
	f 7.20		f 5.39		f 10.58		16		13.4	7.5	VAL VERDE 3.9	27.5	DP	f 7.55			f 2.05		f 5.15		f 2.25				
	7.35		5.48		11.07				17.3	9.6	LAKEVIEW JUNC. 0.9	36.4		7.47			1.57		5.07		2.05				
AM 8.00	7.45 <sup>506</sup> AM		s 5.50 5.55	PM 5.10	s 11.10 11.15		36	FWY	18.2	0	PERRIS 3.7	63.4	DP	AM 7.40	7.45 <sup>503</sup> AM	AM 11.15	s 1.55 <sup>564</sup> 1.50		s 5.05 5.00		AM 11.00	2.00 <sup>520</sup> PM			
f 8.15			s 6.04	5.20	s 11.24		24		21.9	21.6	ETHANAC 2.4	49.3	DP	s 7.31		11.08	s 1.42		s 4.52		s 10.50				
f 8.23			f 6.10	5.26	f 11.30		13		24.3	31.7	MENIFEE 4.0	42.2		f 7.25		11.03	f 1.36		f 4.46		f 10.40				
s 8.40			s 6.20	5.36	s 11.40		39		28.3	52.8	WINCHESTER 4.5	0	DP	s 7.17		10.55	s 1.27		s 4.37		s 10.30				
f 8.55			f 6.31	5.46	f 11.51		15		32.3	40.2	EGAN 2.6	0		f 7.07		10.46	f 1.17		f 4.27		f 10.10				
s 9.05			s 6.39	5.53	s 11.59		40		35.4	4.4	HEMET 2.2	63.4	DP	s 7.02		10.40	s 1.12		s 4.22		s 10.00				
9.15 AM			6.45 PM	6.00 PM	PM 12.05 PM		17	FWY	37.6		SAN JACINTO		DP	6.50 AM		10.30 AM	1.00 PM		4.10 PM		9.45 AM				
	AM 8.00	PM 5.55			AM 11.15		36	FWY	18.2	19.8	PERRIS 11.7	44.7	DP	AM 7.40		PM 1.50		PM 5.00			PM 1.20				
	f 8.40 10.30	f 6.25 6.40			f 11.44 11.58		28	Y	29.9	35.2	ELSINORE JUNC. 4.4	62.9		s 7.10 6.55		s 1.20 1.08		f 4.30 4.18			f 12.30				
	f 10.45	f 6.53			PM 12.11 <sup>564</sup>		11		34.3	0	WILDOMAR 4.8	63.4		f 6.41		f 12.55		f 4.05			f 12.11 <sup>535</sup> PM				
	s 11.00	s 7.08			12.25 PM		22		39.1	0	MURRIETA 2.6	52.8	DP	s 6.27		12.40 PM		3.50 PM			f 11.55				
	f 11.10	f 7.15					11		41.7	0	LINDA ROSA 3.1	26.4		f 6.19							f 11.42				
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily					TEMECULA (44.8)		DP	6.10 AM							11.30 AM				
(15.5)	(15.3)	(21.3)	(24.7)	(23.3)	(23.0)	(22.4)	Average speed per hour						(23.3)	(22.4)	(25.8)	(21.6)	(23.7)	(21.6)	(23.7)	(15.5)	(15.3)				

ELSINORE DISTRICT

Elsinore District between Elsinore Junction and Alberhill

SOUTHWARD							Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Highgrove	Ruling Grade Ascending	TIME TABLE NO. 48 October 15, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	NORTHWARD					
Second Class		First Class												First Class					Second Class
563	521	531	523	535	539	506								540	522	530	538	562	
FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday						
AM 8.40	PM 6.25	PM 4.18	PM 1.08	AM 11.44	AM 6.55	28	Y	29.9			86.5		AM 7.10	AM 11.58	PM 1.20	PM 4.30	PM 6.40	AM 10.30	
s 8.50	6.30 <sup>538</sup> PM	4.23 <sup>530</sup> PM	1.15 <sup>522</sup> PM	11.49 <sup>540</sup> AM	7.00 <sup>506</sup> AM	19		31.9			147.8	DP	7.00 <sup>539</sup> AM	11.49 <sup>535</sup> AM	1.15 <sup>523</sup> PM	4.23 <sup>531</sup> PM	6.30 <sup>521</sup> PM	s 10.20	
9.10 AM						6		37.5											9.30 AM
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
(15.2)	(24.0)	(24.0)	(17.1)	(24.0)	(24.0)	Average speed per hour						(12.0)	(13.3)	(24.0)	(17.1)	(12.0)	(7.6)		

LOS ANGELES DIVISION—REDONDO, OLINDA, FALLBROOK AND ESCONDIDO DISTRICTS.

REDONDO DISTRICT.

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Turn Wyes	Distance from Redondo Junction	Ruling Grade Ascending	TIME TABLE NO. 48 October 15, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
First Class									First Class	
141	PASSENGER								142	PASSENGER
Leave Daily				Miles		STATIONS			Arrive Daily	
PM 3.40	Yard	FWT	20.4	42.2	0	REDONDO BEACH P. E. Crossing 3.3	DP	AM 10.00		
f 3.48	3		17.1	42.2	52.8	MANHATTAN BEACH 1.1		f 9.52		
f 3.51	0		16.0	42.2	52.8	STANDARD PARK 1.0		f 9.49		
f 3.54	26		15.0	9.8	52.8	EL SEGUNDO P. E. Crossing 1.3	DP	f 9.47		
f 3.57	26		13.7	22.4	14.0	WISEBURN 3.8		f 9.44		
f 4.05	28		9.9	52.3	0	INGLEWOOD 1.9	DP	f 9.36		
f 4.09	13		8.0	10.6	44.8	HYDE PARK 1.9		f 9.31		
f 4.13	14		6.1	15.6	0	WILDASIN P. E. Crossing 1.0		f 9.27		
4.15	12		5.1	18.5	10.6	SLAUSON 1.6		9.25		
f 4.19	21		3.5	21.1	0	CENTRAL AVENUE P. E. Crossing S. P. Co. Crossing 1.0	DP	f 9.22		
4.22	13		2.5	52.8	0	NADEAU PARK 2.5		9.19		
4.30 PM		Y	0			REDONDO JUNC.		9.10 AM		
Arrive Daily						(20.4)		Leave Daily		

(24.5) Average speed per hour (24.5)

ESCONDIDO DISTRICT.

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Turn Wyes	Distance from Oceanside	Ruling Grade Ascending	TIME TABLE NO. 48 October 15, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
First Class									Second Class	
85	81								80	86
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Miles		STATIONS			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
PM 1.45	AM 8.30	19	WY	22.0	83.4	ESCONDIDO 3.3	DP	PM 12.50	PM 5.40	
f 1.55	f 8.40	0		18.7	21.1	RICHLAND 1.5		f 12.40	f 5.30	
s 2.07	s 8.50	19		17.2	91.3	SAN MARCOS 3.9	DP	\$12.35	\$ 5.25	
f 2.22	f 9.05	4		13.3	116.2	BUENA 3.2		\$12.20	\$ 5.10	
s 2.45	s 9.15	12		10.1	116.2	VISTA 3.6	DP	\$12.10 PM	\$ 5.00	
f 3.05	f 9.25	4		6.5	100.3	FALDA 5.5		f 11.53	f 4.50	
3.25	9.40	0	Y	1.0	19.8	ESCONDIDO JUNC. 1.0		11.38	4.35	
3.30 PM	9.45 AM	69	FW			OCEANSIDE	P	11.35 AM	4.30 PM	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					(22.0)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	

(12.6) (17.6) Average speed per hour (17.6) (18.8)

OLINDA DISTRICT.

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Turn Wyes	Distance from Richfield	Ruling Grade Ascending	TIME TABLE NO. 48 October 15, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
Second Class									Second Class	
29	FREIGHT								30	FREIGHT
Leave Daily Ex. Sunday				Miles		STATIONS			Arrive Daily Ex. Sunday	
AM 7.50	Yard	F	4.2	111.4	0	OLINDA 4.2	DP	AM 6.50		
8.10 AM	74	YW	0			P. E. Crossing RICHFIELD	P	6.30 AM		
Arrive Daily Ex. Sunday						(4.2)		Leave Daily Ex. Sunday		

(12.6) Average speed per hour (12.6)

FALLBROOK DISTRICT.

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Turn Wyes	Distance from Oceanside	Ruling Grade Ascending	TIME TABLE NO. 48 October 15, 1916	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
Second Class									Second Class	
				Miles		STATIONS				
		130	FW	0	63.4	OCEANSIDE 2.1	0	P		
		0		2.1	7.2	FALLBROOK JUNC. 2.9	63.4			
		23		5.0	52.8	YSIDORA 4.4	0			
		3		9.4	31.7	RANCH HOUSE 4.1	0			
		0		13.5	53.8	DE LUZ 6.4	0			
		0		19.9		FALLBROOK				

(19.9) Average speed per hour

**SPECIAL RULES.** (Continued from Page 3)

National City, in either direction, will be made under yard limit rules and no train orders will be issued between these points. Train register will be kept in the roundhouse at National City.

Trains of the S. D. & A. Ry. must obtain clearance cards (Form 902), Eastward at San Diego and Westward at the S. D. & A. office, 26th Street.

54. No. 73, when meeting No. 76 at Orange, will use Olive District main track.

55. Nos. 80, 81, 85 and 86 are inferior to all regular and extra trains between Escondido Junc. and Oceanside and will move between these stations only under protection of flag.

56. No. 51 will back out of Orange on Olive District and head through wye. No. 52 will head through wye and back into Orange on Olive District.

57. Speed of trains must not exceed twenty-four (24) miles per hour over curved bridge (E-208) between Mateo and San Onofre.

At San Diego, between main track switch opposite scale house and Tenth Street, no train or engine may exceed eight miles per hour.

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

58. On San Jacinto, Temecula and Elsinore Districts southward trains are of superior direction to northward trains of the same class.

59. Northward freight trains must not exceed speed of fifteen (15) miles per hour between Box Springs and M. P. 4.

**JUNCTION SWITCHES.**

Normal position of junction switches will leave unbroken rail as follows:

Highgrove	for Third District trains.
Richfield	“ Fourth “ “
Orange	“ “ “ “
Fallbrook Junc.	“ “ “ “
Escondido Junc.	“ Temecula District trains.
Lakeview Junc.	“ “ “ “
Perris	“ Elsinore trains.
Elsinore Junc., north switch	“ Eastward main track.
Summit.	

**Railroad Crossings at Grade and Interlockers**

**FIRST DISTRICT**

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Hicks	Double track junction and entrances to both passing tracks.	Interlocker, Upper quadrant signals.	
Highland Junc.	Junction First and Redlands district.	Interlocker, Upper quadrant signals. Westward trains on First District receiving clear or caution signal may proceed without regard to schedule trains from Redlands District.	For Redlands dist. — 0

**REDLANDS DISTRICT**

San Bernardino, Third St.	P. E. Crossing	Eight miles per hour	
Rialto Ave	P. E. Crossing	Interlocker, Upper quadrant signals.	
"E" Street	S. P. Crossing and industry track.	Interlocker.	
Mill Street	P. E. Crossing	Fifteen miles per hour.	
Redlands	P. E. Crossing	Eight miles per hour.	
Patton	P. E. Crossing	Fifteen miles per hour.	
Arrowhead	P. E. Crossing	Fifteen miles per hour.	

**SECOND DISTRICT**

San Bernardino	Third district freight main tracks, Second district and freight yard	Interlocker. Superior route second district main track. Inferior route Eastward freight yard. Dwarf signal at base of Eastward Home signal governs engine lead. Inferior route Westward to Third district. The indication given by Home signals will be superior to right, class or direction for movements which may be made within limits of such signals. Trains leaving yard will give signal for track upon which they are standing and follow with signal for route desired.	Third district — 0 Yard — 0000 Engine lead — 0 Track one 0 Track two 00 Track three 000 Track four 0000 Track five — Track six — 00 Track seven — 000 Track eight 0 Track nine 00 Track ten 000 Track eleven 0000 Track twelve 0000 Rubbish track — 000 Oil spur — 00 Hand operated, electrically locked switches, Second district to pre cooler — 00 Pre cooler to Second district — 0
Rialto	P. E. Crossing	Fifteen miles per hour.	
Rialto Spur	P. E. Crossing	Stop. Send flagman ahead.	
Cucamonga Spur	P. E. Crossing	Stop. Send flagman ahead.	
Upland Spur	P. E. Crossing	Stop. Send flagman ahead.	
Upland	P. E. Crossing	Fifteen miles per hour.	

**Railroad Crossings at Grade and Interlockers**

**SECOND DISTRICT—Continued**

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Claremont	P. E. Crossing and west end passing track.	Interlocker, Upper quadrant signals.	
San Dimas	P. E. Crossing and west end industry track	Interlocker, Upper quadrant signals.	
Azusa Ice House Spur	P. E. Crossing	Gates, Normal position across Santa Fe tracks.	
Arcadia	S. P. Crossing	Interlocker.	
Arcadia	P. E. Crossing	Under control.	
Lamanda Park	P. E. Crossing	Under control.	
Olivewood	P. E. Crossing	Fifteen miles per hour.	
Los Robles	P. E. Crossing	Fifteen miles per hour.	
Pasadena, Colorado Street	P. E. Crossing	Eight miles per hour.	
Bellevue Drive	P. E. Crossing	Fifteen miles per hour.	
Raymond Spur	S. P. Crossing	Gates, Normal position across Santa Fe tracks.	
South Pasadena	P. E. Crossing	Fifteen miles per hour.	
Garvanza 0.5 East	L. A. & S. L. Crossing	Eight miles per hour. Gate, Normal position across L. A. & S. L. track.	
Garvanza 0.4 East	P. E. Crossing	Eight miles per hour.	
Water Street 0.7 East	L. A. & S. L. Crossing	Eight miles per hour. Gate, Normal position across L. A. & S. L. track.	
Water Street Avenue 20	L. A. Ry. Crossing	Eight miles per hour.	
Los Angeles—Main Street	L. A. Ry. Crossing	Eight miles per hour.	
Mission Tower	S. P. Crossing and freight lead.	Interlocker, Upper quadrant signals.	
Macy Street	L. A. Ry. Crossing	No distant signal on freight main track approaching Tower going east. The Home signals which govern the movements of trains over the crossing are connected with the Automatic signals; when a train is in the block, towerman cannot clear signals although crossing may be clear and derails open on opposing route. Rule 780 is hereby modified and it is permissible for enginemen to proceed over crossing without personal explanation when signalled by towerman with yellow flag or lamp, while standing on the tracks of this Railway.	Inferior routes, either direction — 0
Aliso Street	P. E. Crossing	Eight miles per hour. (see special Rule 20).	

**THIRD DISTRICT**

San Bernardino, Rialto Ave.	P. E. Crossing	Interlocker, Upper quadrant signals.	
Colton	S. P., also L. A. & S. L. Ry Crossings, freight main track and house track.	Interlocker.	Freight main track — 0000 House track — 0 L. A. & S. L. Crossing — 0 L. A. & S. L. Ry. — 0
Riverside Junction	S. P., also L. A. & S. L. Ry Crossings and junctions.	Interlocker.	
Riverside, North Street	P. E. Crossing	Fifteen miles per hour.	
May	P. E. Crossing	Interlocker, Upper quadrant signals.	
Porphyry Spur	P. E. Crossing	Stop. Send flagman ahead.	
Fullerton	Junction Third and Fourth districts, crossovers, East end of passing and storage tracks and certain others.	Interlocker, Upper quadrant signals, Third District, Superior route.	Fourth district — 00 Storage, One — 0 Storage, Two 000 — 0 Packing house — 0 West end house 00 — 0 Crossovers East end of yard 0 — 00
Los Nietos	S. P. Crossing	Interlocker.	
Hobart	P. E. Crossing	Under control.	
Redondo Junction	L. A. & S. L. Crossing	Interlocker.	
Redondo Junction	L. A. & S. L. Crossing	Interlocker, Upper quadrant signals.	Redondo district — 0
Los Angeles, Seventh St.	L. A. Ry Crossing	Eight miles per hour.	

**FOURTH DISTRICT**

Anaheim 2.0 East	S. P. Crossing	Interlocker.	
Orange 1.0 East	P. E. Crossing	Interlocker, Upper quadrant signals	
Old Town 0.8 East	Pt. Loma Ry Crossing	Fifteen miles per hour.	
0.1 East	L. A. S. D. B. Ry Crossing	Fifteen miles per hour.	
San Diego, Arctic Street	S. D. E. Ry Crossing	Eight miles per hour.	
"H" Street	S. D. E. Ry Crossing	Eight miles per hour.	
5th Street	P. C. S. S. Co. Crossing	Eight miles per hour. Gates, Normal position across P. C. S. S. Co. tracks.	
Between 22d and 24th Sts.	McCormick Lumber Co.	Eight miles per hour. Gates, Normal position across Lumber Co's tracks.	

**OLIVE DISTRICT**

Olive 1.7 West	S. P. Crossing	Interlocker.	
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**OLINDA DISTRICT**

Olinda 1.5 West	P. E. Crossing	Fifteen miles per hour. Gates, Normal position across P. E. tracks.	
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**TEMECULA DISTRICT**

Highgrove 1.5 South	S. P. Crossing	Interlocker.	
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**REDONDO DISTRICT**

Redondo Junc. Vernon Ave.	L. A. Ry Crossing	Fifteen miles per hour.	
Nadeau Park	S. P. Crossing	Interlocker.	
0.3 East	P. E. Crossing	Interlocker.	
Central Avenue	L. A. Ry Crossing	Fifteen miles per hour.	
0.5 East	L. A. Ry Crossing	Fifteen miles per hour.	
0.2 West	L. A. Ry Crossing	Fifteen miles per hour.	
0.2 East	P. E. Crossing	Fifteen miles per hour.	
Wildasin 0.5 West	L. A. Ry Crossing	Fifteen miles per hour.	
Hyde Park	P. E. Crossing	Fifteen miles per hour.	
El Segundo 0.5 East	P. E. Crossing	Fifteen miles per hour.	
Redondo 0.5 West	P. E. Crossing	Fifteen miles per hour.	

**Sidings, Spurs and Flag Stops not shown on face of Time Table**

LOCATION	Miles from Barstow	Car Capacity	Switch Connection	Flag Stops for Trains
<b>FIRST DISTRICT</b>				
Leon	35.1	32	East and West	Freight only
Gilmore	39.2	3	East	Freight only
Pine Lodge	60.9	20	East and West	7-18
<b>SECOND DISTRICT</b>				
Forbes	111.8	100	East	Freight only
Chapman	126.8	9	West	Freight only
<b>THIRD DISTRICT</b>				
North Street	10.0	0	None	51-52-54
Prenda	16.2	37	East and West	Freight only
Coplen	26.3	15	West	51-54
Chester	29.3	22	East and West	51-8
Scully	31.1	2	East	51-52-53-54
Horse Shoe Bend	36.2	0	None	51-52-53-54
Santa Ysabel	44.6	10	East	Freight only
Simons	62.7	23	East and West	52 and Freight
Vegala	66.5	17	East and West	Freight only
<b>FOURTH DISTRICT</b>				
Myford	182.8	3	East	Freight only
Como	180.0	10	West	Freight only
Don	216.2	14	West	70-71-73-74
San Luis Rey Jct.	225.7			
Farr	231.8	5	East and West	71-88-87-74
Merle	235.8	0	None	87-88-71-74
Old Town	264.1	2	None	Freight only
<b>REDLANDS DISTRICT</b>				
Nevada Street	6.8	10	East	102-105
Yerxa	20.0	12	East and West	All trains
<b>REDONDO DISTRICT</b>				
Lawn	8.8	2	East	All trains
Rowley	17.7	4	East	Freight only
Hermosa Beach	18.7	8	West	All trains
<b>TEMECULA DISTRICT</b>				
Lemona	2.6	4	North & South	Freight only
Anderson's	15.7	10	North	505-506-519-520-524
Lloyd	19.6	8	North	Freight only
Lakeview	25.1	Wye	North	Freight only
Ford	30.0	5	North & South	All trains
<b>SAN JACINTO DISTRICT</b>				
Ellis	19.5	3	East	Freight only
Enfield	30.4	4	West	Freight only
<b>OLINDA DISTRICT</b>				
Daum	2.2	14	North & South	Freight only

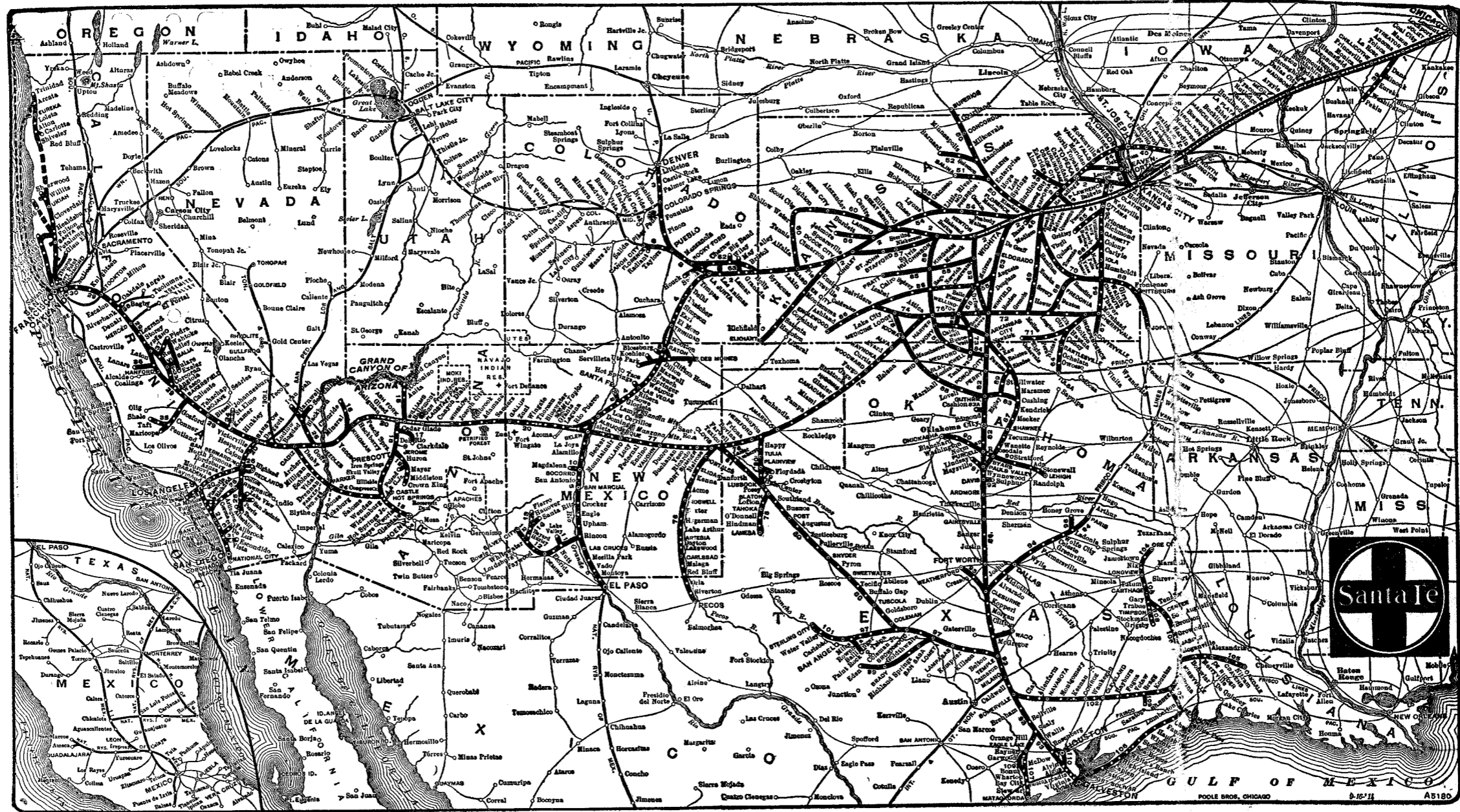
**LENGTH OF STEMS OF WYES.**

Location	Feet	Location	Feet
Victorville	120	Lakeview Junction	Main Line
Summit	78.5	Lakeview	349.0
Devore	280.0	Azusa	320.0
San Bernardino	3rd Dist., Main Line	Del Mar	687.5
Casa Blanca	Prenda Branch	22nd St., San Diego	547.0
Porphyry	5000	Escondido	310.0
Richfield	Olinda Main Line	National City	
Perris	Main Line	South Stem	588.0
Elsinore Junction	Main Line	West Stem	479.0
San Jacinto	571.0		

# SANTA FE SAFETY FIRST

“Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition.”

(See General Rules E and F, Book of Rules.)



SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES AND SANTA FE COAST LINES HOSPITAL ASSOCIATION.  
 DR. N. H. MORRISON, Chief Surgeon, Kerckhoff Building, Los Angeles.

### LOS ANGELES DIVISION.

DR. A. TYROLER, Kerckhoff Bldg.....Los Angeles  
 DR. P. B. RIGGINS, Kerckhoff Bldg.....Los Angeles  
 DR. F. F. ROWLAND.....Pasadena  
 DR. JOHN HILL.....Azusa  
 DR. H. H. CHAMBERLAIN.....Glendora  
 DR. W. H. CRAIG.....Upland  
 DR. J. N. BAYLIS, 430 4th St.....San Bernardino

DR. H. O. BEESON, Emergency Hosp., San Bernardino  
 DR. C. C. DAVIS, (Oculist).....San Bernardino  
 DR. J. C. HEARNE, 4th and Ash St.....San Diego  
 DR. THOS. L. MAGEE, 1169 5th St.....San Diego  
 DR. W. R. REAM.....San Diego  
 DR. F. J. DINGEMAN.....San Diego  
 DR. WM. WILLIAMSON, (Oculist).....San Diego  
 DR. CHARLES P. SHAFFER.....San Dimas

DR. W. V. NICHOLS.....Oceanside  
 DR. L. A. J. LA MOTTE.....Colton  
 DR. C. VAN ZWALENBURG.....Riverside  
 DR. R. R. ROOT.....Corona  
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 DR. F. J. GOBAR.....Fullerton, Oinda  
 DR. C. W. HARVEY.....Anaheim, Oinda

DR. D. F. ROYER.....Orange  
 DR. E. M. FLY.....National City  
 DR. B. C. ANDERSON.....Barstow  
 DR. J. V. LARZALERE.....Escondido  
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 DR. W. D. SHELDON.....Perris  
 DR. HARRIS GARCELON.....Victorville

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 2892  
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