

# Southern California Railway Company.

SUPPLEMENT "A"

# TIME TABLE

## No. 58.

Superseding Time Table No. 57 in Effect June 9, 1901.

### To Take Effect Sunday, July 14, 1901,

AT 12:30 A. M.

"Pacific" Time is standard.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

NOTE IMPORTANT CHANGES IN SPECIAL RULES.



**8 FIFTH DISTRICT.  
HIGHGROVE, SAN JACINTO AND TEMECULA.**

SOUTHBOUND.			Supplement A		NORTHBOUND		
Second Class.		First Class.	TIME TABLE NO.		First Class.		Second Class.
39	35	9	58		6	36	40
DAILY Except Sunday		DAILY Except Sunday	July 14, 1901.		DAILY Except Sunday		DAILY Except Sunday
FREIGHT		San Jacinto Accommodati'n	STATIONS.		San Bernardino Accommodati'n	Mixed.	FREIGHT
DAILY Except Sunday		DAILY Except Sunday	Leave	Arrive	DAILY Except Sunday	DAILY Except Sunday	DAILY Except Sunday
12.30PM		1.38PM			8.23AM	9.00 AM	
f 1.05		f 2.00	116.2	7.1	f 8.05	f 8.25	
f 1.17		f 2.07	32.8	3.4	f 7.57	f 8.13	
f 1.27		f 2.14	7.5	2.9	f 7.50	f 8.02	
			9.6	3.9			
5.00PM	1.45PM	2.25 <sup>PM</sup> 2.30 <sup>PM</sup>	36.4	0.9	7.40 7.35 <sup>PM</sup>	7.40AM	4.40PM
5.12		s 2.37	49.8	3.7	s 7.27		4.25
5.20		f 2.43	31.7	2.4	f 7.22		4.15
5.34		s 2.50	44	4.0	s 7.14		4.02
5.47		f 2.59	52.8	4.5	f 7.05		3.46
5.56		s 3.05	40.2	2.6	s 7.00		3.38
6.05PM		3.10PM	68.4	2.2	6.55AM		3.30PM
	2.35PM		19.8	11.7	105	7.25AM	
	3.05		44.7	4.4	93	6.50	
	3.40		62.9	4.4	89	6.25	
	f 3.55		68.4	4.8	84	f 6.11	
	s 4.10		52.8	2.6	81	s 5.55	
	f 4.18		26.4	3.1	78	f 5.47	
	4.30PM					5.40AM	
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday

**THIRD DISTRICT.  
FALLBROOK AND ESCONDIDO.**

South-bound.		Supplement A		North-bound.	
First Class.		TIME TABLE NO.		First Class.	
81		58		82	
DAILY Except Sunday		July 14, 1901.		DAILY Except Sunday	
Mixed.		STATIONS.		Mixed.	
DAILY Except Sunday		Leave	Arrive	DAILY Except Sunday	
1.50PM					
f 2.07			53.8	6.4	12.45PM
f 2.20			31.7	4.1	f 12.23
f 2.32			52.8	4.4	f 12.08PM
s 2.40			7.2	2.9	f 11.54
s 4.55			46	5.5	s 11.45
f 5.10			100.3	3.6	s 9.30
s 5.25			E.7	3.2	f 9.08
f 5.40			116.2	2.4	s 8.54
s 5.48			116.2	3.0	f 8.40
f 5.58			91.8	3.3	s 8.32
6.10PM			21.1	3.3	f 8.20
			83.4		8.10AM
DAILY Except Sunday					DAILY Except Sunday

**FIFTH DISTRICT.  
ELSINORE AND ALBERHIL BRANCH.**

SOUTHBOUND.		Supplement A		NORTH BOUND	
Second Class.		TIME TABLE NO.		Second Class.	
35	37	58		38	36
DAILY Except Sunday		July 14, 1901.		DAILY Except Sunday	
FREIGHT		STATIONS.		FREIGHT	
DAILY Except Sunday		Leave.	Arrive.	DAILY Except Sunday	
3.05PM				3.40PM	6.50AM
3.10PM		39.6	2.0	3.30PM	6.45AM
For Freight	Only.	147.8	5.6	For Freight	Only.
Daily Except Sunday	Daily Except Sunday		ALBERHIL	Daily Except Sunday	Daily Except Sunday



## SPECIAL RULES.

### ALL DISTRICTS.

1. Conductors and Enginemen must have a copy of General Rules in their possession at all times.
2. East or northbound trains will have right of track over west or southbound trains of the same class when running strictly in accordance with general rules.
3. Train order semaphores will be operated as follows: The blade or semaphore on engineman's side approaching signal will govern that train; in other words, the blade on the north side will govern westbound trains; on west side, southbound trains; on south side, eastbound trains; on east side, northbound trains.
4. No engine must be detached from train while in motion. When train is stopped on grade a sufficient number of 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.
5. Trainmen are forbidden from going between cars and high platforms of depots, warehouses etc., for the purpose of coupling or uncoupling cars. Such work must be done only on the side opposite to platform.
6. Air brakes must be tested from rear end of train before leaving terminal or stations where cars have been picked up or set out, or engine has been detached from train; enginemen will acknowledge signal. Trainmen will be held responsible for knowing that air is cut in and working through entire train.
7. Yard limits, Barstow, San Bernardino, Pasadena, Los Angeles, Redondo, Santa Monica, Riverside, Santa Ana, San Diego and National City are shown by board bearing words "Yard Limit." All second class and extra trains must approach and pass through yard limits under full control, and be prepared to stop within the limit of vision. Responsibility for accidents at such points will rest with approaching train. This rule does not excuse obstruction of main track unnecessarily, or failure to send out proper signals for first class trains. At such stations as have no yard limit signs, the limits of the yard will be considered to be between extreme switches.

First-class trains, when ten minutes or more late, are required to approach stations, which are designated in time-table rules as having yard limits, under full control, prepared to stop within the limit of vision, and responsibility for accident under such conditions shall rest with the approaching train. It will not be necessary under such conditions for yard or road crews within yard limits to protect against trains of the first class, although they must of course give way at the earliest possible moment on the approach of such trains of the first class.

8. No train will leave Barstow, San Bernardino, Los Angeles, Redondo, Santa Monica, San Diego, Perris, San Jacinto, Temecula, Escondido or Fallbrook without receiving train order (form 31 or 19) or Clearance Card (form 902.)
9. Crossing signals must be given at all Motor Crossings. Do not exceed 15 miles per hour over any Railroad Crossing, Motor Crossings included, except crossings provided with interlocks. Where targets are not maintained all trains must know that crossings are clear before attempting to cross.
10. Look out at all sidings for derailing switches, the normal position of which would cause derailment.
11. Do not use whistle as highway crossing signal in city limits of San Bernardino, Los Angeles and San Diego; use bell only.
12. Clocks in Telegraph offices at Barstow, San Bernardino, Los Angeles, Santa Ana, Ocean-side and National City show standard time.
13. Brakemen and firemen are to fully acquaint themselves with the contents of all train orders held by conductors and enginemen of train upon which they are employed, and it must be understood that they have entire right, and it is their duty to demand full information of this character from conductors and enginemen. Brakemen and firemen should read train orders aloud to conductors or enginemen, as the case may be, so that there will be no misunderstanding as to their purport.
14. Where special notice or instructions are in effect in reference to speed limits over certain bridges, air must not be applied in crossing wooden trestles while any portion of the train is on bridge. Speed must be reduced before reaching the bridge.
15. All trains must approach "Y" at San Bernardino under complete control.
16. All trains, in either direction, must run carefully and be kept under full control between "Y" and Orange.
17. Between slow posts in Los Angeles Yard, switch engines may occupy main track under protection of flag, without orders, but outside these limits, Rule 95 (A) must be strictly observed. Enginemen of first-class trains will note, and run accordingly approaching above limits.
18. 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. Consolidation engines (707 and Class,) running light or pulling train, may not exceed a speed of twenty-four (24) miles per hour, i. e., will consume two and one-half (2 1-2) minutes in running each and every mile. Engines of all other classes when pulling freight trains may 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 may 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.

19. "N" denotes Day and Night telegraph stations.  
"G" denotes Night telegraph station only.  
"T" denotes Day telegraph station only.
20. Employees and officers of the Hospital Association, on Company's business may be carried on freight trains.

### FIRST AND FOURTH DISTRICTS.

25. Conductors of all trains will register at Barstow, Summit, Cajon, San Bernardino, Highgrove Riverside, Casa Blanca, Richfield and Orange.
- 25½. No. 106 will stop on signal at any station to pick up passengers for San Diego or Coronado only.  
No. 103 will stop at all stations on signal to let off passengers.
26. No. 10 will pull through the "Y" and back in to San Bernardino on 2nd District track.
- 26½. No. 12 will pull through the "Y" and back into San Bernardino on 2nd District track.
27. No. 16 will stop on signal at any station to let off passengers from San Diego or Coronado only.
28. No. 17 may be flagged at any station to pick up passengers for San Diego or Coronado only.
29. No. 14 will back up from Riverside to Highgrove.
30. Nos. 3 and 4 will register (Form 903) at Cajon.
31. No. 27 has right of track to Olinda against No. 28 and to Orange against No. 34.
32. Nos. 10, 11, 51, 52, 53 & 54 will stop on signal at North Street, 0.6 mile south of Riverside and Esperanza, 3.1 miles north of Yorba.
- 32½. All northbound trains will approach "Y" south of Casa Blanca under control and see that all is clear.
33. All passenger trains shall consume not less than two minutes for each mile run Summit to Verdemont.  
All freight trains shall consume four minutes for each mile run Summit to Verdemont, and two minutes and one-half for each mile run Verdemont to Yard limits, San Bernardino.
34. Southbound freight trains must stop five minutes at Cajon and ten minutes at Verdemont to allow wheels to cool.
35. All trains must keep 20 minutes apart Summit to Verdemont.
36. Passenger trains must reduce speed to 20 miles per hour; all other trains 15 miles per hour passing Scheerer's Quarry.
37. First District trains between San Bernardino and Barstow, running in either direction must keep careful lookout for Belt Line trains between San Bernardino and Highland Junction.
38. Distance Casa Blanca to Arlington, 2.5 miles.
39. Ruling grade ascending from Casa Blanca to Arlington 63.4; Arlington to Casa Blanca 63.4
40. Trains must reduce speed to 15 miles per hour while crossing bridges Nos. 17, one mile south of Riverside; 5, 2.5 miles west of E street; and 16, 1.4 miles west of Mentone.
41. Trains must reduce speed and run carefully between Cold Storage and Orange Growers Packing House in Riverside Yard.
42. Trains approaching Redlands from Mentone must reduce speed to 6 miles per hour before crossing Orange Street (first street east of Redlands depot). Enginemen will give two short blasts of whistle 300 feet from crossing.

### RAILROAD CROSSINGS AT GRADE.

43. 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 machine normal as follows:  
1st, throw lever No. 3 and set switches for main line.  
2nd, throw lever No. 2 and set Home signal at "Clear".  
3rd, throw lever No. 1 and set Distant Signal at "Clear".  
All must be safely locked before leaving.
44. Southern Pacific--Colton, interlocking signals.  
NOTE--Home signal pole south of crossing has two semaphore arms; top arm controls crossing; bottom arm, scale track. When top arm is inclined or white light, bottom arm is horizontal or red light, crossing is then clear. When top arm is horizontal or red light, bottom arm is inclined or white light, scale track switch is then open. Trains wishing scale track should call for switch by one long, followed by one short blast of whistle, as signal to towerman.  
Southern Pacific--0.6 mile north of Riverside, interlocking signals.  
Southern Pacific--2 miles south of Olive interlocking signals.  
Motor crossing--Victoria, no targets.  
Motor crossing "E" St.--All trains must come to a full stop before crossing.

### SIDINGS BETWEEN STATIONS.

- Scheerer's Stone Spur (177), 2.8 miles north of Victorville, connected south end, length 200 feet.  
Kilpatrick's Stone Spur (176), 2.7 miles north of Victorville connected north end, length 100 feet.  
Porphyry (R 16) 2.3 miles south of Alvard siding capacity 212 cars.  
Pipe Works (R 19) 1 mile south of Corona.  
Esperanza (R 30), 3.1 miles north of Yorba connected north end, length 685 feet.



## SECOND DISTRICT.

50. Conductors of all trains will register at San Bernardino, Azusa and Los Angeles. Nos. 3 and 4 will register (form 903) at Azusa.

51. 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.

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

53. Trains must reduce speed to 15 miles per hour between slow boards at South Pasadena.

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

### RAILROAD CROSSINGS AT GRADE.

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

Southern Pacific--Arcadia, inter-locking signals.

L. A. T. Ry.--0.7 mile east of Water St. and 0.5 mile east of Garvanza, no targets.

### SIDINGS BETWEEN STATIONS

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

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

## THIRD DISTRICT.

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

71. No. 71 has right of track to 22d street against No. 72.

72. No. 161 has right of track to Santa Monica against No. 162.

73. No. 77 will pull through the Y and back up to Orange on 4th District track.

74. No. 76 will back out of Orange and pull out through the Y.

75.

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

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

78. 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.

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

80. Nos. 81 and 82 will protect themselves against regular and irregular trains between Escondido Junction and Oceanside.

81. Between Oceanside and Los Angeles Junction all regular and irregular trains have right of track over Nos. 81 and 82. Nos. 81 and 82 will occupy main track between these points by Special order only, or under protection of flag.

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

83. Nos. 161 and 162 will carry passengers between Inglewood, Santa Monica and Redondo.

84. Between Inglewood and slow post, about 0.5 mile east of station, all trains must proceed under control, prepared to stop on short notice.

### RAILROAD CROSSINGS AT GRADE.

85. L. A. T. Ry.--Hobart, interlocking signals.

Southern Pacific--Los Nietos, interlocking signals.

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

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

Southern Pacific--Nadeau Park, interlocking signals.

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

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

### SIDINGS BETWEEN STATIONS.

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

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

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

## FIFTH DISTRICT.

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

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

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

93. No. 35 has right of track to Elsinore against No. 38.

94. No. 37 has right of track to Elsinore against No. 36.

### RAILROAD CROSSINGS AT GRADE.

95. Southern Pacific--1.0 mile south of Highgrove. Interlocking signals.

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

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

**A. G. WELLS,**

Acting General Manager.

Los Angeles.

**W. B. BEAMER,**

Superintendent.

San Bernardino.

**C. C. WRAY,**

Train Master.

San Bernardino.

**J. E. HURLEY,**

Acting General Superintendent.

Los Angeles.