The Atchison, Topeka & Santa Fe Railway Co.

COAST LINES.

LOS ANGELES DIVISION.

EMPLOYES' TIME TABLE No. 35

IN EFFECT

SUNDAY, MAY 26, 1912,

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 34, Dated January 22, 1912, and any Supplements thereto.

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

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

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

J. B. GALIVAN,
A. G. WILD,
TRAINMASTERS,
San Bernardino, Cal.

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

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. Eastward or northward trains are of superior direction to westward or southward trains of same class. (See rules 49 and 58.)

3. Trains Nos. 33, 34, 281 and 282 are annulled. Their schedules are carried in time table principally for statistical purposes.

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 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 must run more than thirty 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 at water or oil cranes.

7. In addition to instructions contained in Rule 91, 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.

8. Rule 567 is abrogated 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 be stopped and if no operator is on duty the position of the semaphore will govern, except that on the San Jacinto, Temecula, Escondido or Olinda Districts, lights will be extinguished.

9. First-class trains, when ten minutes or more late, are required to approach and leave stations which are designated in Time Table as having Yard Limits, (excepting Pasadena, Colton, Corona and Oceanside) under control, and responsibility for accident will rest with the first-class train. In case of fog or its equivalent, such first-class train and all other trains of whatever class, will use the bell and whistle freely, and if necessary send a flagman ahead to protect against possible obstructions and engines in yards. Yard engines will give way to all such trains at the earliest moment possible.

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: An inferior train must clear the schedule arriving time of a first-class train in the same direction 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 for derailing switches, normal position of which will cause derailment. At all sidings where grade is one per cent. or more the derailers are connected with main track switch. It must be known that derailer is cleared before closing main track switch. 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 Cottonwood 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 Summit No. 16 will register by Form 903, and not check register.

At Richfield, first class trains will not be required to check register and when operator is on duty, will register by Form 903.

At Fullerton, Highgrove and Colton, train No. 2 will register by Form 903, and not check register.

15. Discontinue the use of brake clubs or other lever in setting hand brakes when the air brakes are applied, except when brakes are called for by engineman. There are many slid and cracked wheels due to the fact that hand brakes are clubbed up in connection with the air brakes. In case certain retainers are found inoperative, wind up the slack so that the hand brake will hold about what the retainer should have held, in this manner making every brake do its share of the holding. It is desired that clubs shall be carried, but used only in emergency and then in the most effective manner.

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, Santa Ana, Oceanside, San Diego, National City and Colton.

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.

Engines of Consolidated, Decapod or Mallet-(freight)-type running light or pulling train must not exceed a speed of twenty-four (24) miles per hour, i. e., will consume not less than two and one-half (2½) minutes in running each and every mile. Engines of all other classes when pulling freight trains will not exceed a speed of thirty (30) miles per hour, i. e., will consume not less than two (2) minutes in running each and every mile.

Trains in which dead engines are being towed will not exceed a speed of fifteen (15) miles per hour, i. e., will consume not less than four (4) minutes in running each and every mile.

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.

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

22. Rule 93: Yard limit boards are located as follows: Barstow, Victorville, San Bernardino, Pasadena, Los Angeles, Orange, Santa Ana, Oceanside, San Diego (extending eastward to end of track east of National City,) Redondo, Colton, Riverside, Corona, San Jacinto, Richfield and Fullerton. At San Bernardino, yard limits extend eastward, on First District to junction of First and Redlands Districts. Westward on Second District to a point near eastward distant signal for yard tower; westward on Third District passenger main track to point just east of Bridge C-1. Westward on Third District freight main track to point near eastward Home signal for Colton Tower. Westward on Redlands District to a point immediately east of Mill street.

Movements between San Bernardino and Colton by other than yard engines will be made only under time table or train order authority.

All trains arriving at or leaving San Bernardino must approach wye under control.

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 or Perris without receiving clearance card.

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, conductors 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 viaduct 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.

27. "K" and "L" triple valves develop about twenty per cent. more pressure in brake cylinders than ordinary triple valves and

have quick recharging device, hence when retainers are used on cars thus equipped they should be changed frequently.

The use of retainers on passenger cars equipped with "L" triple Summit to Highland Junc. and Summit to Victorville, will be left to judgment of conductor and engineman, who should be governed by the different kinds of triple valves with which cars are equipped. Conductors and enginemen will ascertain from car inspector before leaving terminal the number of "L" triple valves in train.

28. Semaphores of the upper quadrant type are used for certain interlocking and automatic signalling, and when for the latter bear a number plate.

Blades are rectangular, painted yellow with black stripe, and indicate as follows:

Vertical position or green light...."PROCEED."
Diagonal " " yellow light..."PROCEED UNDER CONTROL."
Horizontal " " red light....."STOP."

29. In block signal districts where the automatic home block signal governing the track in use can be plainly seen at the rear of the train to be at "stop," its location being not less than one-half mile from the train to be protected, it will be unnecessary for the flagman to go back. The indication of the signal at the time the train passes must not govern the modification of the flagging.

30. Rule 19 is modified so that by day, lamps (unlighted) will be displayed as markers.

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

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

33. 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.

34. Conductors of freight trains descending grades Summit to Highland Junction, Pasadena to Downey Avenue, 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 ..... " " West " "
Del Mar—Second ..... " " " " "
Serra (passenger trains only)....Cut-off switch West of pump-house.
Corona " " " .... " " East " "

FIRST AND REDLANDS DISTRICT.

36. Movement of trains over double track between San Bernardino and M. P. 78.8 and between Cottonwood and Barstow, will be made in accordance with the requirements of Rule D-151.

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 westward main track from Barstow to Cottonwood without Form "G" orders.

37. All trains must keep ten (10) minutes apart Summit to Devore.

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

Passenger trains will consume not less than two (2) minutes for each mile run Summit to Keenbrook.

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.

39. Nos. 17 and 18 will stop at any station on First, Second or Third Districts to discharge or pick up passengers originating at or destined to points east or north of Barstow.

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

41. Automatic signals of upper quadrant type, between Cottonwood and Barstow.

SECOND DISTRICT.

42. Automatic signals of upper quadrant type, between Los Angeles and Olga.

43. Nos. 1, 3, 4, 9, 10, 15 and 16 will stop on signal at any station between Los Angeles and Barstow to take on or discharge passengers destined to or originating at points East of Albuquerque, or points between Barstow and San Francisco, but Nos. 4 and 16 will only be flagged by agents upon special authority.

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

45. No. 40 will take siding for No. 1. This rule applies to timetable meeting point only.

46. Cars must not be moved over Colorado Street Crossing, Pasadena, without engine coupled to them. Track known as "K. C." track may be used as passing siding by passenger trains.

THIRD, OLINDA AND REDONDO DISTRICTS.

47. Between Los Angeles and Redondo Junction second-class and extra freight trains in both directions will use freight main track formerly known as "levee track" except that eastward trains holding meets at Los Angeles with westward second-class and extra freight trains may use passenger main track to Redondo Junction.

48. Between San Bernardino and Colton. first-class trains and passenger extras will use passenger main track and second-class and extra freight trains will use freight main track. Any movement at variance with this rule must be authorized by train order.

49. Nos. 506, 520 and 524 will pull through the wye and back into San Bernardino on Second District track.

50. No. 505 is superior to No. 512.
No. 17 " " " " 506.
No. 511 " " " " 506.
No. 515 " " " " 520.
No. 519 " " " " 516.
No. 525 " " " " 524.

51. Nos. 511, 515 and 525 will back from Highgrove to Riverside. Nos. 512 and 516 will back from Riverside to Highgrove.

52. No. 51 will stop at any station west of Fullerton to discharge passengers boarding train east of Fullerton. No. 54 will stop at any station west of Fullerton to pick up passengers for points on Third District east thereof.

Nos. 71, 72, 73 and 74 will stop at any station between Los Angeles and Fullerton to pick up or discharge passengers destined to or originating at Santa Ana or points East thereof, and will stop at stations east of Oceanside to pick up or discharge passengers to or from points west of Oceanside.

No. 17 will stop at any station to discharge passengers boarding train east of San Bernardino; south of Highgrove or from points on Redlands District.

No. 2 will stop at any station on Third District to pick up passengers destined to points East of Albuquerque.

53. 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.

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

55. No. 53, when meeting No. 76 at Fullerton, will head through cross-over at east end of yard and use Third District main track thence to junction switch of Third and Fourth Districts. No. 73, when meeting No. 76 at Orange, will use Olive District main track.

56. 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. Nos. 85 and 86 are inferior to all regular and extra trains between Oceanside and Los Angeles Junc. and will move between these stations only by train order or under protection of flag, except; No. 86 is superior from 8:50 a.m. until 9:30 a.m. and No. 85 is superior from 4:15 p.m. until 5.00 p.m. to all except first-class trains.

57. No. 53 will back out of Orange on Olive District and head through wye. No. 50 will head through wye and back into Orange on Olive District.

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

59. Trains 72 and 73, Sundays will make all regular and flag stops called for by schedules of 88 and 87, between Oceanside and San Diego.

60. Del Mar will be register station for trains 90, 91, 92 and 93, second-class and extra trains; other first-class trains will not be required to register or check register thereat.

SAN JACINTO, TEMECULA AND ELSINORE DISTRICTS.

61. On San Jacinto, Temecula and Elsinore Districts southward trains are of superior direction to northward trains of the same class. No. 568 is superior to No. 505.

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

WESTWARD

Second Class			First Class											Capacity of Sidings	Pool, Water Pens Stables and Wyes	Rolling Grade Ascending	TIME TABLE NO. 35 May 26, 1912	Distance from Barstow
33	281	115	109	105	103	101	207	3	17	15	1	9	201					
FREIGHT	FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	California Limited	Phoenix Express	The Angel	California Express	California Fast Mail	PASSENGER					
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				STATIONS.	Miles
PM 1.10	AM 11.20						AM 11.15	AM 9.30	AM 4.45	AM 4.25	AM 2.15	AM 1.23	AM 12.45	Yard	FW TY		**BARSTOW**	
																37.0	5.9	
1.44	11.40						11.25	9.40	f 4.56	4.34	2.27	1.36	12.56	162			TODD	5.9
																37.0	5.9	
2.28[4]	PM 12.08						11.33	9.49	f 5.05	4.43	2.37	**1.47**[202]	1.08	165	W		COTTONWOOD	11.8
																37.0	5.0	
3.09[208]	12.30						11.41	9.57	f 5.13	4.50	2.45	1.58	**1.21**[10]	70			WILD	16.8
																37.0	4.4	
3.25	12.45						11.47	10.05	f 5.20	4.58	2.54	2.08	**1.33**[202]	70	W		HELEN	21.
																37.0	4.8	
3.55	**1.18**[2]						11.53	10.12	f 5.28	5.05	3.04	2.16	1.45	70			BRYMAN	26.0
																37.0	5.4	
4.15	1.34						PM 12.01	10.19	f 5.38	5.12	3.14	2.24	1.57	61			ORO GRANDE	31.4
																38.3	5.3	
4.38	**1.53**[4]						12.11	10.30	s 5.50	5.22	s 3.26	f 2.37	2.10	70	FW Y		VICTORVILLE	36.7
																84.5	4.4	
5.05	**2.32**[208]						12.21	10.40	6.00	5.30	3.41	2.47	2.20	70			THORN	41.1
																84.5	4.0	
5.55[18]	2.50						12.30	10.50	f 6.10	5.38	3.55	2.57	2.33	61	W		HESPERIA	45.1
																84.5	4.9	
6.18	3.15						**12.40**[2]	10.59	6.19	5.45	4.10	3.06	2.42	66			LUGO	50.0
																84.5	5.9	
6.55	s 3.59						s 1.00	s11.20	s **6.43**[34]	s **6.05**[34]	s 4.35	s 3.27	3.08	121	Y		**SUMMIT**	55.9
																0	2.7	
7.07	4.15						**1.06**[4]	11.25	6.49	6.10	f 4.41	3.32	3.15	26			DELL	58.6
																0	1.0	
7.11	4.20						1.08	11.27	**6.51**[282]	**6.12**[282]	f 4.43	3.34	3.17	70			GISH	59.6
																0	2.8	
s 7.25 **7.40**[16]	s 4.50 **5.10**[18]						1.14	11.33	6.58	6.18	f 4.50	3.41	3.24	85	W		CAJON	62.4
																0	4.3	
7.55	5.23						1.22	11.41	f 7.07	6.26	f **5.01**[34]	3.50	3.32	86	W		KEENBROOK	66.7
																0	1.4	
							1.26[208]	**11.45**[2]	7.10	6.30	f 5.04	3.53	3.35	18			PATE	68.1
																0	2.8	
s 8.23 8.33	s 5.38 5.48						1.35	11.51	f 7.15	6.35	f **5.09**[282]	4.00	3.45	70	WY		DEVORE	70.9
																0	2.5	
8.47	5.55						1.40	11.56	7.19	6.40	f 5.14	**4.08**[34]	**3.52**[34]	70	W		VERDEMONT	73.4
																0	5.4	
																	END OF DOUBLE TRACK	78.8
																0	0.6	
9.05	6.14	AM 8.20	PM 10.19	PM 7.38	PM 1.45	AM 11.40	1.50	PM 12.05	7.29	6.50	5.29	**4.23**[282]	**4.08**[282]				HIGHLAND JUNC.	79.4
																0	1.7	
9.10 PM	6.20 PM	8.30 AM	10.25 PM	7.45 PM	1.50 PM	11.45 AM	1.55 PM	12.10 PM	7.35 AM	6.55 AM	5.35 AM	4.30 AM	4.15 AM	Yard	FW TY		**SAN BERNARDINO**	81.1
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				(81.1)	
(11.7)	(13.1)	(10.2)	(20.4)	(14.3)	(20.4)	(20.4)	(30.4)	(30.4)	(28.6)	(32.7)	(24.3)	(26.0)	(23.1)	Average speed per hour				

Rising Grade Ascending	TIME TABLE NO. 35 May 26, 1912	Telegraph Offices	EASTWARD													
			First Class												Second Class	
			102	108	2	4	208	104	106	18	16	10	202		34	282
			PASSENGER	PASSENGER	Tourist Express	California Limited	PASSENGER	PASSENGER	PASSENGER	Phoenix Express	The Saint	Overland Express	PASSENGER		FREIGHT	FREIGHT
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily
	BARSTOW	P			PM ¶ 1.55	PM 2.45	PM 3.30			PM ¶ 7.15	PM 9.20	AM 1.50	AM 2.15		AM 10.10	AM 10.30
20.6	5.9															
	TODD				1.45	2.36	3.22			f 7.04	9.12	1.40	2.02		9.45	10.05
18.0	5.9															
	COTTONWOOD	P			1.37	**2.28**[33]	3.15			f 6.55	9.05	1.30	**1.47**[9]		9.17	9.29
10.0	5.0															
	WILD				1.30	2.22	**3.09**[33]			f 6.47	8.58	**1.21**[201]	1.38		9.00	9.15
9.5	4.4															
	HELEN	P			1.25	2.15	3.04			f 6.39	8.52	1.13	**1.33**[201]		8.45	9.05
0	4.8															
	BRYMAN				**1.18**[281]	2.09	2.57			f 6.31	8.45	1.04	1.24		8.30	8.55
0	5.4															
	ORO GRANDE	P			f 1.12	2.02	2.51			s 6.23	8.38	f12.53	1.15		8.10	8.38
10.0	5.3															
	VICTORVILLE	P			s1.03	**1.53**[281]	2.43			s 6.13	8.30	s12.41	s 1.05		7.50	8.17
0	4.4															
	THORN				12.52	1.42	**2.32**[281]			6.03	8.23	12.33	12.58		7.35	8.00
0	4.0															
	HESPERIA	P			f12.47	1.37	2.27			f **5.55**[33]	8.17	f12.25	12.50		7.17	7.45
0	4.9															
	LUGO				**12.40**[207]	1.30	2.20			5.45	8.10	12.16	12.42		7.02	7.30
0	5.9															
	SUMMIT	P			s12.30	s 1.20	s 2.10			s 5.35	8.01	s12.04 AM	s12.30	s	**6.43**[17] **6.05**[15]	s 7.10
158.4	2.7															
	DELL				12.15	**1.06**[207]	1.55			5.22	7.50	11.42	12.10		5.54	6.55
158.4	1.0															
	GISH				12.12	1.02	1.52			5.20	7.48	11.40	12.05 AM		5.50	**6.51**[15] **6.12**[17]
158.4	2.8															
	CAJON	P			12.02 PM	12.53	1.42			f **5.10**[281]	**7.40**[33]	f11.30	11.50		5.25	6.00
116.2	4.3															
	KEENBROOK	DP			11.52	12.43	1.32			f 4.58	7.30	f11.15	11.34		**5.01**[1]	5.35
116.2	1.4															
	PATE				**11.45**[3]	12.39	**1.26**[207]			4.51	7.27	11.09	11.28			
116.2	2.8															
	DEVORE	P			11.37	12.32	1.18			f 4.46	7.22	f11.02	11.21		4.25	**5.09**[1]
116.2	2.5															
	VERDEMONT	DP			11.30	12.25	1.11			f 4.38	7.17	f10.52	11.15		**4.08**[9] **3.52**[201]	4.50
116.2	5.4															
	END OF DOUBLE TRACK															
97.7	0.6															
	HIGHLAND JUNC.		AM 6.50	AM 9.50	11.15	12.10	12.55	PM 2.05	PM 4.14	4.20	7.05	10.36	11.00		3.10	**4.23**[9] **4.08**[201]
52.8	1.7															
	SAN BERNARDINO	P	6.45 AM	9.45 AM	11.10 AM	12.05 PM	12.50 PM	2.00 PM	4.10 PM	4.15 PM	7.00 PM	10.30 PM	10.55 PM		3.00 AM	3.50 AM
	(81.1)		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		(20.4)	(20.4)	(29.5)	(30.4)	(30.4)	(20.4)	(25.4)	(27.)	(34.8)	(27.3)	(27.3)		(12.1)	(14.1)

WESTWARD

Second Class	First Class									Capacity of Sidings	Fuel, Water, Pole Lines and Wyes	TIME TABLE NO. 35 May 26, 1912	Rising Grade Ascending	Distance from Barstow
33	45	43	3	47	41	15	1	9						
FREIGHT	PASSENGER	PASSENGER	California Limited	PASSENGER	PASSENGER	The Angel	California Express	California Fast Mail						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Miles
AM 1.00	PM 6.55[16]	PM 3.50	PM 12.25	AM 10.45[42]	AM 7.45	AM 7.00	AM 5.55	AM 4.40	YARD	FW TY		SAN BERNARDINO		81.1
												3.8	63.4	
1.20	s 7.02	s 3.59[18]	12.33	s10.53	s 7.53	7.07	f 6.03	4.49	59			RIALTO		84.9
												4.1	32.4	
1.35	f 7.08	f 4.06	12.39	f10.59	f 8.00	7.13	f 6.12	4.57	9			ROSENA		89.0
												3.5	0	
1.47	f 7.12	f 4.11	12.45	f11.04	f 8.06	7.17	6.18	5.05	26			WADE		92.5
												1.2	0	
1.51	f 7.14	s 4.14	12.47	f11.06	s 8.08	7.18	f 6.21	5.07	28			ETIWANDA		93.7
												1.3	14.3	
1.55	f 7.17	f 4.17	12.50	f11.09	f 8.11	7.20	6.25	5.10	9			ROCHESTER		95.0
												2.6	0	
2.05	f 7.24	s 4.21	12.53	s11.14	s 8.16	7.23	f 6.29	5.15	88	W		CUCAMONGA		97.6
												3.3	59.0	
2.20	s 7.31	s 4.28	1.00	s11.25[4]	s 8.23	7.29	s 6.39	s 5.23	32			UPLAND		100.9
												4.0	30.8	
2.32	s 7.38	s 4.35	1.06	s11.31	s 8.30	7.35	f 6.48	5.31	74			CLAREMONT P. E. Crossing		104.9
												1.8	0	
2.37	s 7.41	s 4.39	1.09	f11.34	s 8.34	7.37	f 6.52	5.34	44			NORTH POMONA		106.7
												1.2	0	
2.41	f 7.43	s 4.42	1.11	s11.37	s 8.37	7.38	f 6.56	5.36	49			LORDSBURG		107.9
												2.3	0	
2.49	s 7.48	s 4.48	1.15	s11.43	s 8.44[40]	7.41	f 7.00	5.41	49			SAN DIMAS P. E. Crossing		110.2
												4.2	0	
3.05	s 7.55	s 4.56	1.22	s11.50	s 8.52	7.48	f 7.08	5.50	22	W		GLENDORA		114.4
												2.5	0	
3.15	s 8.01	s 5.02	1.27	s11.55	s 8.58	7.51	s 7.13	5.55	41	Y		AZUSA		116.9
												3.3	0	
3.25	8.07	5.08	1.32	PM 12.01	9.03	7.55	7.20	6.02	28			BUTLER		120.2
												0.8	0	
3.28	f 8.08	f 5.09	1.34	f12.02	f 9.04	7.56	f 7.22	6.03	12			DUARTE		121.0
												1.4	17.6	
3.32	f 8.11	s 5.12[44]	1.36	f12.05	s 9.07	7.58	f 7.24	6.05	36			MONROVIA		122.4
												1.7	52.0	
3.40	f 8.14	f 5.16	1.40	f12.08	f 9.10	8.00	7.27	6.10	41			S. P. Co. Crossing ARCADIA P. E. Crossing		124.1
												1.7	73.9	
3.50	f 8.18	f 5.20	1.44	f12.13	f 9.14[42]	8.03	f 7.31	6.17	22			SANTA ANITA (S. Madre)		125.8
												2.2	63.4	
4.03	f 8.24	f 5.26	1.49	f12.20	f 9.21	8.06[40]	7.39	6.26	21	W		LAMANDA PARK P. E. Crossing		128.0
												1.1	73.9	
4.08	8.33[10]	5.28	1.52	12.23	9.23	8.08	7.42	6.28	17			WILTON		129.1
												1.1	73.9	
4.13	8.35	5.30	1.55	12.26	9.27	8.10	7.46	6.32	10			OLIVEWOOD		130.2
												0.5	67.6	
4.16	f 8.37	f 5.31	1.56	f12.28	f 9.28	8.12	7.48	6.33	0			LOS ROBLES		130.7
												0.9	67.6	
4.20	s 8.40	s 5.40[16]	s 2.00	s12.32	s 9.32	s 8.16	s 7.55[40]	s 6.40	37			PASADENA		131.6
												1.1	0	
4.25	f 8.43	f 5.43	2.06	f12.35	f 9.35	8.19	f 8.01	f 6.45	21			RAYMOND		132.7
												1.1	0	
4.29	f 8.46	f 5.46	2.10	f12.38	f 9.38	8.21	f 8.05	6.47	4			SOUTH PASADENA		133.8
												0.5	0	
4.33	8.47	5.47	2.16[18]	12.39	9.39	8.22	8.08	6.51	40			OLGA		134.3
												1.7	0	
4.40	f 8.52	f 5.49	2.18	f12.43	f 9.42	8.26	8.12	6.55	26			S. P., L. A. & S. L. R. R. Crossing GARVANZA		136.0
												3.1	0	
5.00	9.03[34]	5.56	2.23	12.51	9.50	8.36[42]	8.20	7.03	35			S.P., L. A. & S. L. R. R. Crossing WATER STREET		139.1
												0.4	0	
5.03	f 9.04	s 5.57	2.24	f12.52	s 9.52	8.37	8.22	7.04	0			DOWNEY AVENUE S. P. Co. Crossing		139.5
												1.6	0	
5.15 AM	9.10 PM	6.05 PM	2.30 PM	1.00 PM	10.00[4] AM	8.45 AM	8.30[42] AM	7.10 AM	YARD	FW T		LOS ANGELES		141.1
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(60.0)		
(14.1)	(26.6)	(26.6)	(28.8)	(26.6)	(26.6)	(34.2)	(23.2)	(24.0)	Average speed per hour					

LOS ANGELES DIVISION—SECOND DISTRICT

EASTWARD

Rolling Grade Ascending	TIME TABLE NO. 35 May 26, 1912	Telegraph Offices	First Class							Second Class
			40	42	4	18	44	16	10	34
			PASSENGER	PASSENGER	California Limited	Phoenix Express	PASSENGER	The Saint	Overland Express	FREIGHT
	STATIONS.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	SAN BERNARDINO	P	**AM** 9.45	**AM** 10.45[47]	**AM** 11.55	**PM** 4.05	**PM** 6.45	**PM** 6.55[45]	**PM** 10.20	**AM** 12.30
0	3.8									
	RIALTO	DP	s 9.37	s10.37	11.48	3.59[43]	s 6.35	6.48	f10.10	12.15
15.5	4.1									
	ROSENA		f 9.30	10.29	11.41	3.51	f 6.27	6.43	f10.02	12.03 AM
38.7	3.5									
	WADE		f 9.23	10.23	11.36	3.46	f 6.18	6.38	9.54	11.48
26.8	1.2									
	ETIWANDA	DP	s 9.20	10.21	11.35	3.44	s 6.15	6.37	f 9.52	11.44
21.9	1.3									
	ROCHESTER		f 9.18	10.18	11.33	3.41	f 6.12	6.35	9.49	11.40
18.0	2.6									
	CUCAMONGA	DP	s 9.13	s10.14	11.30	3.38	s 6.07	6.32	f 9.46	11.35
0	3.3									
	UPLAND	P	s 9.08	s10.08	11.25[47]	s 3.30	s 5.59	6.26	s 9.37	11.22
42.0	4.0									
	CLAREMONT P. E. Crossing	DP	s 8.59	s10.00	11.17	s 3.21	s 5.49	6.20	f 9.29	11.09
59.1	1.8									
	NORTH POMONA	DP	s 8.54	s 9.55	11.13	3.16	f 5.45	6.17	f 9.25	11.01
43.8	1.2									
	LORDSBURG	DP	s 8.50	s 9.50	11.11	3.14	s 5.42	6.14	f 9.22	10.57
63.4	2.3									
	SAN DIMAS P. E. Crossing	DP	s 8.44[41]	s 9.45	11.05	s 3.09	s 5.37	6.11	s 9.17	10.50
63.4	4.2									
	GLENDORA	DP	s 8.35	s 9.37	10.56	s 3.01	s 5.29	6.05	s 9.08	10.35
63.4	2.5									
	AZUSA	DP	s 8.28	s 9.31	10.50	s 2.53	s 5.23	6.02	s 9.00	10.20
80.3	3.3									
	BUTLER		8.20	9.23	10.46	2.46	5.16	5.57	8.51	10.07
60.7	0.8									
	DUARTE	DP	f 8.18	f 9.21	10.45	2.45	f 5.15	5.56	f 8.49	10.05
32.9	1.4									
	MONROVIA	DP	s 8.15	s 9.19	10.43	2.44	s 5.12[43]	5.55	f 8.47	10.02
15.8	1.7									
	S. P. Co. Crossing ARCADIA P. E. Crossing		f 8.11	9.16	10.40	2.42	f 5.09	5.53	8.44	9.58
0	1.7									
	SANTA ANITA (S. Madre)	DP	f 8.09	f 9.14[41]	10.38	2.40	f 5.07	5.51	f 8.41	9.54
0	2.2									
	LAMANDA PARK P. E. Crossing	DP	f 8.06[15]	f 9.07	10.35	2.36	f 5.04	5.48	f 8.37	9.45
0	1.1									
	WILTON		8.01	9.05	10.32	2.33	5.02	5.46	8.33[45]	9.41
0	1.1									
	OLIVEWOOD		7.59	9.03	10.29	2 31	5.00	5.44	8.31	9.37
0	0.5									
	LOS ROBLES		f 7.58	f 9.01	10.28	2.29	f 4.59	5.43	f 8.30	9.35
90.8	0.9									
	PASADENA	P	s 7.55[1]	s 8.57	s10.25	s 2.26	s 4.56	s 5.40[43]	s 8.27	9.30
114.0	1.1									
	RAYMOND		f 7.51	f 8.52	10.20	2.21	f 4.50	5.34	f 8.21	9.24
105.6	1.1									
	SOUTH PASADENA		f 7.48	f 8.49	10.18	f 2.18	f 4.48	5.31	f 8.18	9.19
89.8	0.5									
	OLGA		7.47	8.46	10.16	2.16[3]	4.46	5.30	8.16	9.16
89.8	1.7									
	S. P., L. A. & S. L. R. R. Crossing GARVANZA		f 7.44	f 8.44	10.14	2.13	f 4.44	5.27	8.14	9.12
106.9	3.1									
	S. P., L. A. & S. L. R. R. Crossing WATER STREET		7.36	8.36[15]	10.06	2.06	4.36	5.21	8.06	9.03[45]
52.8	0.4									
	DOWNEY AVENUE S. P. Co. Crossing		f 7.35	f 8.35	10.05	2.05	f 4.35	5.20	8.05	8.55
44.9	1.6									
	LOS ANGELES	P	7.30 AM	8.30[1] AM	10.00[41] AM	2.00 PM	4.30 PM	5.15 PM	8.00 PM	8.45 PM
	(60.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Average speed per hour		(26.6)	(26 6)	(31.3)	(28.8)	(26.6)	(36.0)	(25.7)	(16.0)

WESTWARD

2d Class	First Class																				Capacity of Buildings	Fuel, Water, Rail Yards and Wyes	TIME TABLE NO. 35 May 26, 1912	Rising Grade Ascending
563	83	143	75	525	519	55	73	141	515	207	53	71	505	17	65	511	51	79	201				
FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	Phoenix Express	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER				
Leave Daily Ex. Sunday	Leave Sunday Only	Leave Sunday Only	Leave Daily	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS	
AM 5.00					PM 4.15	PM 3.46				PM 2.02	PM 1.52		AM 10.00	AM 8.00			AM 6.35		AM 4.25	Yard	FW TY	SAN BERNARDINO	
s 5.10					s 4.21	s **3.52**[564]				2.15 PM	s 1.59		s10.08	s 8.06			s 6.41		4.40 AM	Yard		3.2 — COLTON S. P., L. A. & S. L. Crossing S. P. Co. Crossing	21.1
5.25 AM				PM 5.50	f 4.27	s 3.58			PM 3.00		s 2.06		s10.16	f 8.12		AM 8.03	s 6.47			34	W	3.4 — HIGHGROVE	21.1
				6.00[54] PM	**4.33**[516] PM	s 4.08			**3.10**[520] PM		s 2.15		10.25 AM	s **8.20**[506]		8.10 AM	s 6.55			Yard	W	3.3 — S. P. Co. Crossing S. P., L. A. & S. L. R. R. Crossing RIVERSIDE	10.6
						f 4.13					2.19			8.27			f 7.00			24		2.6 — PACHAPPA	21.1
						s 4.16					2.21			8.31			s 7.03			52	Y	1.6 — CASA BLANCA	21.1
						s 4.21					f 2.25			f 8.36			s 7.08			70	W	2.4 — ARLINGTON	21.1
						f 4.27					2.32			8.43			f 7.15			5		4.7 — ALVORD	0
						4.29					2.34			8.45			7.18				Y	1.5 — PORPHYRY	0
						s 4.35					s 2.37			s **8.51**[50]			s 7.25			72	W	1.5 — CORONA	0
						s 4.40					2.42			8.58			s 7.31			70		3.8 — PRADO	17.9
						f 4.46					2.49			9.06			f 7.40			76		5.0 — GYPSUM	18.5
						f **4.58**[54]					3.00			9.17			f 7.52			36		7.3 — YORBA	21.1
						f 5.02					f 3.02 PM			f 9.19			f 7.54			74	YW	1.2 — RICHFIELD	0
						s 5.07					VIA ORANGE			s 9.23			s 8.00			74		2.3 — PLACENTIA	10.6
	PM 9.43		PM 5.50			s 5.12 5.15	PM 4.20				PM **3.37**[76]	PM 12.15		s **9.30**[2] 9.35	AM 7.38		s 8.05 8.10	AM 6.25		81		3.1 — FULLERTON	0
	9.52		**5.57**[66]			f 5.23	4.27				f 3.44	f12.22		**9.42**[72]	f **7.47**[30]		8.18	f 6.32		31		4.4 — NORTHAM	10.2
	9 55		6.00			f 5.31	**4.32**[54]				f 3.47	f12.25		9.47	f 7.51		8.21	f 6.35		70	W	1.9 — LA MIRADA	27.0
	10.03		6.07			f **5.45**[66]	4.39				f 3.54	12.32		9.54	f 7.58		8.29	f 6.43		39		4.2 — SANTA FE SPRINGS	37.0
	f10.06		6.09			f 5.48	4.41				f 3.56	f12.34		9.56	f 8.01		8.31	f 6.45		29		1.3 — LOS NIETOS S. P. Co. Crossing	23.1
	10.10		6.12			f 5.52	4.45				f 3.59	f12.38		9.58	f 8.04		8.35	f 6.50		70		2.0 — RIVERA	26.4
	10.15		6.16			f 5.56	4.49				f 4.03	f12.42		10.02	f 8.08		8.39	f 6.54		40		2.5 — BANDINI	37.0
	10.23		6.21			f 6.01	4.56				f **4.10**[54]	12.48		10.07	f 8.15		8.45	f 7.02		70		4.1 — HOBART S. P., L. A. & S. L. Crossing	37.0
	10.25	PM 7.05	6.23			f 6.04	5.00	PM **4.05**[54]			4.13	12.51		10.09	8.17		8.48	7.04			Y	1.4 — REDONDO JUNC. S. P., L. A. & S. L. Crossing	52.8
	10.30 PM	**7.15**[56]	6.30 PM			6.10 PM	5.07 PM	4.12 PM			4.20 PM	1.00 PM		**10.15**[142] AM	8.23 AM		8.55 AM	**7.15**[50] AM		Yard	FW T	2.0 — LOS ANGELES	24.8
Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(70.7)	
(15.8)	(30.4)	(12.0)	(36.7)	(19.2)	(33.0)	(30.1)	(30.4)	(15.1)	(19.2)	(14.7)	(37.5)	(31.7)	(23.7)	(32.5)	(31.6)	(27.4)	(26.5)	(30.5)	(12.8)	Average speed per hour			

EASTWARD

Distance from San Bernardino	Rolling Grade Ascending	TIME TABLE NO. 35 May 26, 1912 STATIONS	Telegraph Offices	First Class																				Second Class
				82	506	50	2	72	142	512	208	52	74	76	520	516	54	144	524	66	56	202	70	564
				TIMES SPECIAL	PASSENGER	PASSENGER	TOURIST EXPRESS	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT
Miles		STATIONS		Arrive Sunday Only	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 Ex. Sunday	Arrive Daily	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
0.0		SAN BERNARDINO	P		AM 8.45	AM 9.43	AM 11.00				PM 12.43	PM 1.50			PM 3.40		PM 6.25		PM 6.35		PM 9.25	PM 10.45		PM 4.10
	52.8	3.2																						
3.2		COLTON S. P., L. A. & S. L. Crossing S. P. Co. Crossing	P		s 8.36	s 9.36	10.52				12.35 PM	s 1.42			s 3.25		s 6.15		s 6.25		s 9.18	10.35 PM		s 3.52[55]
	52.8	3.4																						
6.6		HIGHGROVE	DP		s 8.28	s 9.30	10.45			AM 10.50		s 1.36			s 3.18	PM 4.42	s 6.08		f 6.18		s 9.11			3.30 PM
	52.8	3.3																						
9.9		S. P. Co. Crossing S. P., L. A. & S. L. R. R. Crossing RIVERSIDE	P		8.20[17] AM	s 9.25	s10.37			10.42 AM		s 1.30			3.10[515] PM	4.33[519] PM	s 6.00[525]		6.10 PM		s 9.05			
	52.8	2.6																						
12.5		PACHAPPA				9.15	10.28					f 1.21					f 5.52				8.53			
	52.8	1.6																						
14.1		CASA BLANCA	DP			s 9.12	10.25					s 1.17					s 5.48				8.50			
	52.8	2.4																						
16.5		ARLINGTON	DP			s 9.07	10.20					s 1.12					s 5.42				f 8.45			
	52.8	4.7																						
21.2		ALVORD				f 8.58	10.11					f 1.04					f 5.34				8.36			
	52.8	1.5																						
22.7		PORPHYRY	DP			8.56	10.08					1.01					5.30				8.33			
	24.8	1.5																						
24.2		CORONA	P			s 8.51[17]	s10.05					s12.58					s 5.26				s 8.30			
	52.8	3.8																						
28.0		PRADO	DP			f 8.44	9.57					s12.50					s 5.18				8.21			
	52.8	5.0																						
33.0		GYPSUM				f 8.35	9.50					f12.41					f 5.10				8.14			
	52.8	7.3																						
40.3		YORBA	DP			f 8.23	9.40					f12.29					f 4.58[55]				8.02			
	20.5	1.2																						
41.5		RICHFIELD	DP			f 8.20 AM	9.39					s12.27					f 4.55				8.00			
	41.6	2.3																						
43.8		PLACENTIA	DP			VIA ORANGE	f 9.35					s12.21					s 4.51				f 7.56			
	41.6	3.1																						
46.9		FULLERTON	P	AM 4.00		AM 7.54	9.30[17]	AM 9.50				12.15 s12.10	PM 1.50	PM 3.37[53]			s 4.45			PM 6.05	s 7.50		AM 12.42	
	33.0	4.4																						
51.3		NORTHAM	DP	3.54		f 7.47[65]	9.25	f 9.42[17]				f12.01 PM	1.44	3.30			4.35			f 5.57[75]	7.43		f12.33	
	25.7	1.9																						
53.2		LA MIRADA	DP	3.52		f 7.45	9.23	f 9.39				f11.58	f 1.41	3.27			f 4.32[73]			f 5.52	7.41		f12.30	
	9.2	4.2																						
57.4		SANTA FE SPRINGS		3.45		f 7.38	9.18	9.33				f11.50	1.35	3.21			4.25			f 5.45[56]	7.35		f12.23	
	17.6	1.3																						
58.7		LOS NIETOS S. P. Co. Crossing	DP	3.43		f 7.35	9.16	f 9.31				f11.47	f 1.33	3.19			4.23			f 5.42	7.33		f12.21	
	52.8	2.0																						
60.7		RIVERA	DP	3.40		f 7.32	9.14	f 9.27				f11.43	f 1.30	3.16			f 4.20			s 5.38	7.30		f12.18	
	37.0	2.5																						
63.2		BANDINI		3.37		f 7.28	9.11	f 9.23				f11.38	1.27	3.12			4.16			f 5.34	7.27		f12.14	
	26.4	4.1																						
67.3		HOBART S. P., L. A. & S. L. Crossing	P	3.32		f 7.22	9.07	9.17				f11.32	1.22	3.07			4.10[53]			f 5.27	7.22		12.08	
	0	1.4																						
68.7		REDONDO JUNC. S. P., L. A. & S. L. Crossing		3.30		7.20	9.05	9.15	AM 10.20			11.30	1.20	3.05			4.05[141]	PM 4.40		5.25	7.20		12.06 AM	
	0	2.0																						
70.7		LOS ANGELES	P	3.25 AM		7.15[79] AM	9.00 AM	9.10 AM	10.15[17] AM			11.25 AM	1.15 PM	3.00 PM			4.00 PM	4.35 PM		5.20 PM	7.15[143] PM		11.59 PM	
		(70.7)		Leave Sunday Only	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 Ex. Sunday	Leave Daily	Leave Sunday Only	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
Average speed per hour				(40.9)	(23.7)	(31.8)	(35.3)	(35.8)	(34.0)	(24.7)	(27.4)	(29.9)	(40.9)	(38.7)	(19.8)	(21.3)	(29.2)	(24.0)	(23.8)	(31.8)	(30.3)	(19.2)	(33.3)	(10.0)

WESTWARD

Second Class	First Class														
85	83	75	93	87	73	53	71	91	81	65	79	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	TIME TABLE NO. 35 May 26, 1912	Rolling Grade Ascending
MIXED	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER				
Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	
	PM 5.50			PM 3.30	PM 12.25		AM 8.00				AM 2.00	YARD	F WY	NATIONAL CITY	
														3.7	24.3
	6.00	PM 1.20[72]	PM 2.55[92]	3.40	12.35		8.10	AM 8.40[90]			2.12	138		22D STREET	
														1.8	22.7
	s 6.05[76] 6.35	s 1.30 3.00[92]	3.05 5.20[74]	s 3.45 4.05	12.45 s 1.10[72]		8.15 s 8.40[90]	8.50 11.00			s 2.20 2.45	YARD	W	SAN DIEGO L. A. & S. D. R. Ry. Crossing	
														6.8	62.7
	6.47	3.10	5.29	f 4.15	1.22		8.52	11.10			f 2.58			PACIFIC BEACH	
														1.5	57.0
	6.49	3.12	5.31	f 4.17	1.24		8.54	11.12			f 3.01	21		LADRILLO	
														4.8	57.0
	6.58	3.20	5.38	f 4.26	1.32		9.05	11.21			3.15	40		SELWYN	
														1.5	116.2
	7.01	3.22	5.40	f 4.29	f 1.35		f 9.06	11.24			f 3.18	21		LINDA VISTA	
														3.9	0
	f 7.11	3.29	5.52[76]	f 4.41[74]	1.43		f 9.16	11.35			f 3.29	16	W	SORRENTO	
														5.1	52.8
	f 7.19	f 3.36	6.05 PM	s 4.50	s 1.52		s 9.25	11.45 AM			f 3.40[70]	128	Y	DEL MAR	
														5.9	52.8
	f 7.31	3.44		s 5.00	s 2.03		s 9.40[88]				f 4.00	39		ENCINITAS	
														8.8	63.4
	7.45	3.56		f 5.12	2.18		f 9.55				f 4.18	87		CARL	
														2.1	62.8
PM 3.40	7.48	3.59		5.15	2.21		9.58		AM 8.57		4.22			ESCONDIDO JUNC.	
														1.0	19.8
s 3.45[74] 4.15[76]	s 7.50	s 4.05[74][86]		5.20[76] PM	s 2.23 2.28		s10.00[86] 10.05		9.00[86] AM		s 4.25	130	F W T	OCEANSIDE	
														2.1	63.4
4.20 PM	7.54	4.08			2.33		10.10				4.30			LOS ANGELES JUNC.	
														5.4	63.4
	8.04	4.15			f 2.41		f10.21				f 4.39	19	W	LAS FLORES	
														5.1	63.4
	8.13	4.21			f 2.48		f10.29				4.47	29		AGRA	
														4.9	63.4
	f 8.21	4.27			f 2.55		f10.37				f 4.55	24		SAN ONOFRE	
														4.8	20.8
	f 8.29	4.33			f 3.02		f10.45				f 5.03[92]	19		MATEO	
														4.1	26.4
	f 8.35	4.40[76]			f 3.10[74]		f10.50				f 5.13	109	W	SERRA	
														2.6	49.1
	f 8.42	4.45			s 3.15		s10.59[72]				f 5.18	40		SAN JUAN CAPISTRANO	
														5.1	63.4
	8.51	4.52			f 3.22		f11.09				f 5.28	29		GALIVAN	
														4.0	63.4
	f 8.58	5.00			s 3.30		s11.20				f 5.38	40		EL TORO	
														5.1	0
	9.06	5.08			s 3.37		s11.29				f 5.48	61		IRVINE	
														5.5	20.7
	9.14	5.15			f 3.44		f11.35				f 5.57	11		ALISO	
														2.0	37.0
	s 9.20	s 5.23			s 3.48		s11.42			AM 7.15	s 6.05	187	F W T Y	SANTA ANA P. E. Crossing	
														2.9	30.0
	s 9.30	s 5.30			s 3.55[76]	PM 3.15	s11.52			s 7.21	s 6.10	53	Y	ORANCE S. P. Co. Crossing	
														4.8	26.4
	s 9.38	s 5.40			s 4.05	s 3 27	PM s12.02			s 7.31	s 6.18	65		ANAHEIM	
														2.8	21.1
	9.43 PM	5.46 PM			4.15 PM	3.35 PM	12.10 PM			7.35 AM	6.23 AM	82		FULLERTON	
Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(108.1)	
(18.6)	(31.9)	(38.4)	(27.6)	(25.5)	(28.6)	(22.8)	(29.0)	(27.6)	(20.0)	(22.8)	(23.1)	Average speed per hour			

Nos. 81 and 85 are inferior to all trains except as provided by Special Rule No. 55.

EASTWARD

Distance from Barstow	Rolling Grade Ascending	TIME TABLE NO. 35 May 26, 1912	Telegraph Offices	First Class 70 PASSENGER	82 TIMES SPECIAL	90 PASSENGER	50 PASSENGER	88 PASSENGER	72 PASSENGER	74 PASSENGER	92 PASSENGER	76 PASSENGER	80 PASSENGER	66 PASSENGER	Second Class 86 MIXED
Miles		STATIONS		Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
273.1		**NATIONAL CITY**	DP	AM 5.05	AM 7.00			AM 10.55		PM 5.40		PM 6.50			
		3.7													
269.4		22D STREET		4.50	6.50	AM 8.40 91		10.45	PM 1.20 75	5.30	PM 2.55 93	6.40			
	26.4	1.8													
267.6		**SAN DIEGO** L. A. & S. D. B. Ry. Co. Crossing	P	s 4.40	s 6.40	8.30 71		s10.35	s 1.10 73	s 5.20 93	2.45 75	s 6.30 83			
	12.7	6.8													
260.8		PACIFIC BEACH		f 4.28	6.28	8.17		f10.22	12.57	5.08	2.33	6.17			
	44.9	1.5													
259.3		LADRILLO		4.25	6.26	8.15		f10.20	12.55	5.06	2.31	6.15			
	46.0	4.8													
254.5		SELWYN		4.16	6.17	8.06		f10.10	12.46	4.56	2.21	6.05			
	0	1.5													
253.0		LINDA VISTA		f 4.13	6.14	8.04		f10.08	f12.44	f 4.53	2.19	6.02			
	0	3.9													
249.1		SORRENTO		f 3.58	6.04	7.54		f 9.57	12.31	f 4.41 87	2.09	5.52 93			
	52.8	5.1													
244.0		**DEL MAR**	P	f 3.40 79	5.57	7.45 AM		s 9.50	s12.23	s 4.32	2.00 PM	f 5.45			
	63.4	5.9													
238.1		ENCINITAS	DP	f 3.25	5.49			s 9.40 71	s12.13 PM	s 4.23		5.37			
	52.8	8.8													
229.3		CARL		f 3.05	5.38			f 9.18	11.59	f 4.10		5.25			
	63.4	2.1													
227.2		ESCONDIDO JUNC.		3.00	5.35			9.15	11.57	4.07		5.22	PM 5.35		PM 12.03
	63.4	1.0													
226.2		**OCEANSIDE**	P	s 2.55	s 5.33			9.10 86 AM	s11.55 56 11.50	s 4.05 75 3.57 85		s 5.20 87	5.30 PM		s12.01 PM 8.55
	0	2.1													
224.1		LOS ANGELES JUNC.		2.50	5.30				11.45	3.52		5.14			8.50 AM
	63.4	5.4													
218.7		LAS FLORES		f 2.40	5.23				f11.37	f 3.42		5.07			
	63.4	5.1													
213.6		AGRA		f 2.33	5.17				f11.28	f 3.34		5.00			
	63.4	4.9													
208.7		SAN ONOFRE		f 2.23	5.10				f11.19	f 3.26		4.53			
	63.4	4.8													
203.9		MATEO		f 2.14	5.03 79				f11.12	f 3.19		4.47			
	46.1	4.1													
199.8		SERRA		f 2.06	4.54				f11.05	f 3.10 73		4.40 75			
	10.6	2.6													
197.2		SAN JUAN CAPISTRANO	DP	f 2.00	4.51				s10.59 71	s 3.01		4.35			
	0	5.1													
192.1		GALIVAN		f 1.52	4.44				f10.50	f 2.52		4.29			
	63.4	4.0													
188.1		EL TORO	DP	f 1.45	4.37				s10.43	s 2.44		4.23			
	63.4	5.1													
182.9		IRVINE	DP	f 1.30	4.28				s10.32	s 2.34		4.14			
	62.8	5.5													
177.5		ALISO		1.15	4.20				f10.22	f 2.24		4.06			
	0	2.0													
175.5		**SANTA ANA**	DP	s 1.10	4.17				s10.19	s 2.19		s 4.03		PM 6.30	
	11.6	2.9													
172.6		**ORANGE**	P	s 1.03	4.12		AM 8.07		s10.12	s 2.10		s 3.55 73		s 6.20	
	42.2	4.8													
167.8		S. P. Co. Crossing ANAHEIM	DP	s12.50	4.05		s 7.59		s10.02	s 1.58		s 3.42		s 6.13	
	21.1	2.8													
165.0		**FULLERTON**	P	12.42 AM	4.00 AM		7.54 AM		9.55 AM	1.50 PM		3.37 PM		6.08 PM	
		(108.1)		Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		Average speed per hour		(25.6)	(36.0)	(27.6)	(34.5)	(28.1)	(29.9)	(27.0)	(27.6)	(37.2)	(12.0)	(25.2)	(26.6)

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

OLIVE DISTRICT.

WESTWARD First Class 53 PASSENGER	Capacity of Sidings	Fuel, Water, Turn Table and Wyes	Rolling Grade Ascending	TIME TABLE NO. 35 May 26, 1912	Rolling Grade Ascending	Distance from Richfield	Telegraph Offices	EASTWARD First Class 50 PASSENGER
Leave Daily				STATIONS		Miles		Arrive Daily
PM 3.02	74	WY		**RICHFIELD**	42.3		DP	AM 8.20
			17.3	2.4				
s 3.06	30			OLIVE	42.3	2.4	DP	s 8.15
			12.9	3.4				
3.13 PM	53	Y		**ORANGE**		5.8	P	8.07 AM
Arrive Daily				(5.8)				Leave Daily
(31.6)				Average speed per hour				(26.4)

WESTWARD														EASTWARD			
	Second Class	First Class				Capacity of Sidings	Fuel, Water, Pole Cables and Wyes	Rolling Grade Ascending	TIME TABLE NO. 35 May 26, 1912	Rolling Grade Ascending	Distance from San Bernardino	Telegraph Offices	First Class			
	115	109	105	103	101								102	108	104	106
	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Miles		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	AM 4.00	PM 9.30	PM 6.50[106]	PM 12.50	AM 10.48	Yard	FW TY	0	SAN BERNARDINO	79.2		P	AM 7.43	AM 10.43	PM 3.45	PM 6.50[105]
	4.05	f 9.33	s 6.52	12.53	s10.51	28			0.9 S. P. Co. Crossing E. STREET		0.9		s 7.39	s10.39	s 3.42	s 6.47
	f 4.08	9.35	6.54	12.55	10.53	3		0	1.1 MILL STREET	37.0	2.0		7.37	10.37	3.40	6.45
	f 4.15	9.40	f 6.58	1.00	f10.57	7		52.8	2.6 VICTORIA Motor Crossing	0	4.6		f 7.33	f10.33	f 3.36	f 6.41
	f 4.20	9.43	f 7.00	1.02	f11.00	17		58.1	1.3 DREW	0	5.9		f 7.30	f10.30	f 3.34	f 6.39
	s 4.30 5.30	s 9.48	s 7.06	s 1.08 1.15	s11.05	32		97.0	2.9 REDLANDS	0	8.8	DP	s 7.25	s10.25	s 3.30 s 2.42	6.35 s 4.43
	f 5.55	9.54	f 7.10	1.21	f11.12	9		116.2	2.6 CRAF	0	11.4		f 7.20	10.18	f 2.36	f 4.37
	s 6.10	f 9.55	s 7.11	1.22	s11.13	14	W.	97.0	0.6 MENTONE	0	12.0		s 7.18	s10.16	s 2.35	f 4.36
	f 6.18	9.58	f 7.13	1.25	f11.17	10		0	1.7 BROWNS	84.5	13.7		f 7.15	10.12	f 2.31	f 4.33
	6.22	9.59	f 7.14	1.26	f11.18			0	0.6 APLIN	84.5	14.3		f 7.14	10.11	f 2.30	f 4.32
	s 6.35 **7.10**[102]	f10.03	s 7.18	1.29	s11.22	20		0	1.9 EAST HIGHLANDS	84.5	16.2	DP	s **7.10**[115]	s10.08	s 2.26	s 4.29
	f 7.15	10.05	f 7.20	1.31	f11.24			79.2	1.0 BASE LINE	79.2	17.2		f 7.08	10.05	f 2.24	f 4.27
	f 7.18	10.06	f 7.22	f 1.32	f11.26	15		79.2	0.7 MOLINO	0	17.9		f 7.06	f10.04	f 2.22	f 4.26
	s 7.30	f10.08	s 7.24	f 1.34	s11.28	23		0	0.8 HIGHLAND	73.9	18.7	DP	s 7.04	s10.03	s 2.20	s 4.25
	f 7.45	f10.11	s 7.26	1.36	s11.30	16		14.6	1.0 PATTON	84.5	19.7		s 7.01	s10.00	s 2.18	s 4.22
	f 7.55	f10.13	f 7.30	1.39	f11.33	14		47.5	1.8 DEL ROSA	81.3	21.5	DP	f 6.57	f 9.57	f 2.14	f 4.20
	f 8.00	f10.15	f 7.32	f 1.41	f11.35	7		23.8	1.1 VALENCIA	0	22.6		f 6.55	f 9.55	f 2.11	f 4.18
	f 8.10	10.16	f 7.34	1.42	f11.37	10		7.9	0.9 S. B. V. T. Co. Crossing ARROWHEAD	20.1	23.5	DP	f 6.53	f 9.53	f 2.09	f 4.17
	8.20	10.19	7.38	1.45	11.40			0	1.9 HIGHLAND JUNCT'N	56.0	25.4		6.50	9.50	2.05	4.14
	8.30 AM	10.25 PM	7.45 PM	1.50 PM	11.45 AM	Yard	FW TY	23.2	1.7 SAN BERNARDINO	52.8	27.1	P	6.45 AM	9.45 AM	2.00 PM	4.10 PM
	Arrive Daily Ex. Sunday	Arrive Daily	Daily Arrive	Arrive Daily	Arrive Daily				27.1				Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(8.8)	(29.5)	(28.5)	(30.7)	(27.1)	---------- Average speed per hour ----------							(28.0)	(28.0)	(28.5)	(33.7)

SAN JACINTO AND TEMECULA DISTRICTS

San Jacinto District between Perris and San Jacinto — Temecula District between Highgrove and Temecula

SOUTHWARD											TIME TABLE NO. 35 May 26, 1912				NORTHWARD								
Second Class	First Class						Capacity of Buildings	Fuel, Water, Train Tables and Wyes	Rolling Grade Ascending		Rolling Grade Ascending	Distance from Highgrove	Telegraph Offices	First Class							Second Class	
567	563	521	519	505	535									536	534	506	520	530	532	522	564	568
FREIGHT	FREIGHT	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	See Note	Leave Daily	Leave Daily		No. Cars			STATIONS		Miles		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	Arrive Daily Ex. Sunday
	AM 5.25		PM 4.42	AM 10.50			34		116.2	HIGHGROVE S. P. Co. Crossing	10.6		DP			AM 8.00	PM 3.00		PM 5.50		PM 3.20	
	f 6.05		f 5.01	11.07			12			— 7.1 —		7.1				f 7.44	f 2.45		f 5.33		f 2.55	
	f 6.20		f 5.12	11.14			31		32.3	BOX SPRINGS — 3.4 —	52.8	10.5	DP			f 7.35	f 2.35[564]		f 5.26		f 2.40[520] f 2.25	
	f 6.30		f 5.18	11.20			16		7.5	ALESSANDRO — 2.9 —	47.5	13.4				f 7.28	f 2.29		f 5.21		f 2.15	
	6.40		5.25	11.27					9.6	VAL VERDE — 3.9 —	27.5	17.3				7.21	2.22		5.16		f 2.00	
AM 7.40	s 6.45[506]		s 5.27 5.32	s11.30 11.35			36	FWY	0	LAKEVIEW JUNCT. — 0.9 —	36.4											
										PERRIS — 3.7 —	63.4	13.2	DP	AM 7.13	AM 11.15	7.18[563]	2.20 s 2.15		s 5.15		1.55	AM 10.45
s 7.47			s 5.40	f11.42			14		21.6	ETHANAC — 2.4 —	0	21.9	DP	s 7.05	11.08		s 2.07		f 5.08			s10.20
f 7.55			f 5.49	f11.46			13		49.3	MENIFEE — 4.0 —	42.2	24.3		f 6.58	11.03		f 2.02		f 5.03			f10.05
s 8.05			s 6.00	f11.55			39		31.7	WINCHESTER — 4.5 —	0	28.3		s 6.48	10.55		f 1.54		f 4.55			s 9.50
f 8.15			f 6.09	PM f12.04			15		52.8	EGAN — 2.6 —	0	32.8		f 6.39	10.46		f 1.43		f 4.46			f 9.30
s 8.30			s 6.15	s12.15			40		40.2	HEMET — 2.2 —	63.4	35.4	DP	s 6.33	10.40		s 1.37		s 4.40			s 9.20
8.45 AM			6.25 PM	12.21 PM			17	FWY	4.4	SAN JACINTO		37.6	DP	6.25 AM	10.30 AM		1.25 PM		4.30 PM			9.00 AM
	7.35[506]	PM 5.32			AM 11.35		36	FWY		PERRIS		13.2	DP			s 7.15[563]		PM 5.10		PM 2.15	1.15	
	s 8.05 10.25	s 5.55 6.07			s11.57 PM 12.08		8	Y	19.8	— 11.7 — ELSINORE JUNCT. — 4.4 —	44.7 62.9	39.9				6.50 s 6.37		4.45 4.30		s 1.45 1.30	12.45	
	f10.40	f 6.17			f12.25[564]		11		35.2	WILDOMAR		34.3				f 6.27		4.20		f 1.20	12.25[535]	
	s10.55	s 6.30			12.40 PM		22		0	— 4.8 — MURRIETA — 2.6 —	63.4 52.8	39.1	DP			s 6.15		4.05 PM		s 1.05 PM	12.11	
	f11.05	f 6.40					11		0	LINDA ROSA		41.7				f 6.08					12.01 PM	
	11.15 AM	6.50 PM					18	WT	0	— 3.1 — TEMECULA	26.4	44.8	DP			6.00 AM					11.45 AM	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	See Note	Arrive Daily	Arrive Daily					(44.8)				Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
(17.9)	(16.8)	(20.4)	(23.0)	(24.8)	(23.3)					Average speed per hour				(24.3)	(25.8)	(22.4)	(20.5)	(24.8)	(23.3)	(11.3)	(12.5)	(11.0)

NOTE: No. 519 runs daily except Sunday, Highgrove to Perris.
No. 519 runs daily, Perris to San Jacinto.

ELSINORE DISTRICT

Elsinore District between Elsinore Junction and Alberhill

SOUTHWARD										TIME TABLE NO. 35 May 26, 1912				NORTHWARD						
Second Class	First Class					Capacity of Buildings	Fuel, Water, Train Tables and Wyes	Rolling Grade Ascending		Rolling Grade Ascending	Distance from Highgrove	Telegraph Offices	First Class					Second Class	
563	521	531	523	535	539								506	524	522	540	538	564	
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 Ex. Sunday				STATIONS				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
AM 8.05	PM 5.55	PM 4.30	PM 1.30	AM 11.57	AM 6.37	8	Y	39.6	ELSINORE JUNCT. — 2.0 —	86.5	29.9		AM 6.50	PM 12.08	PM 1.45	PM 4.45	PM 6.07	AM 10.25	
8.15	6.00[538] PM	4.37[540] PM	1.37[522] PM	12.02[524] PM	6.45[506] AM	19		147.8	ELSINORE — 5.6 —	132.0	31.9	DP	6.45[539] AM	12.02[535] PM	1.37[523] PM	4.37[531] PM	6.00[521] PM	10.15	
8.45 AM						6			ALBERHILL		37.5							9.00 AM	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday				(7.6)				Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
(11.4)	(24.0)	(24.0)	(24.0)	(24.0)	(15.0)				Average speed per hour				(24.0)	(20.0)	(17.1)	(17.1)	(17.1)	(5.3)	

REDONDO DISTRICT.

WESTWARD First Class 143 PASSENGER Leave Sunday Only	WESTWARD First Class 141 PASSENGER Leave Daily	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE NO. 35 May 26, 1912 STATIONS	Rolling Grade Ascending	Distance from Redondo Junction Miles	Telegraph Offices	EASTWARD First Class 142 PASSENGER Arrive Daily	EASTWARD First Class 144 PASSENGER Arrive Sunday Only
PM 6.30	PM 3.30	Yard	FWT		REDONDO BEACH L. A. & R. Railway Crossing		20.4	DP	AM 11.00	P M 5.30
				42.2	— 3.3 —	0				
6.35	3.35	3			MANHATTAN BEACH		17.1		10.53	5.21
				42.2	— 2.1 —	52.8				
6.39	f 3.39	26			EL SEGUNDO		15.0	DP	f10.48	5.15
				9.8	— 1.3 —	52.8				
6.41	3.41	26			WISEBURN		13.7		10.46	5.12
				22.4	— 3.8 —	14.0				
6.46	f 3.46	28			INGLEWOOD		9.9	DP	f10.39	5.04
				52.3	— 1.9 —	0				
6.50	3.50	13			HYDE PARK		8.0		10.35	5.00
				10.6	— 1.9 —	44.8				
6.53	3.53	14			WILDASIN L. A. & R. Railway Crossing		6.1		10.33	4.57
				15.6	— 1.0 —	0				
6.55	3.55	12			SLAUSON		5.1		10.30	4.54
				18.5	— 1.6 —	10.6				
6.58	f 3.58	21			CENTRAL AVENUE P. E. Railway Crossing S. P. Co. Crossing		3.5	DP	f10.27	4.50
				21.1	— 1.0 —	0				
7.00	4.00	13			NADEAU PARK		2.5		10.25	4.47
				52.8	— 2.5 —	0				
7.05 PM	4.05[54] PM		Y		REDONDO JUNC.		0		10.20 AM	4.40 PM
Arrive Sunday Only	Arrive Daily				(20.4)				Leave Daily	Leave Sunday Only
(34.9)	(34.9)				Average speed per hour				(30.6)	(24.5)

ESCONDIDO DISTRICT.

WESTWARD Second Class 85 MIXED Leave Daily Ex. Sunday	WESTWARD First Class 81 PASSENGER Leave Daily	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE NO. 35 May 26, 1912 STATIONS	Rolling Grade Ascending	Distance from Oceanside Miles	Telegraph Offices	EASTWARD First Class 80 PASSENGER Arrive Daily	EASTWARD Second Class 86 MIXED Arrive Daily Ex. Sunday
P M 2.35	A M 8.00	19	WY		ESCONDIDO		22.0	DP	P M 6.30	P M 1.15
				83.4	— 3.3 —	95.0				
f 2.41	f 8.06	0			RICHLAND		18.7		f 6.23	f 1.03
				21.1	— 1.5 —	70.5				
s 2.45	s 8.11	19			SAN MARCOS		17.2		s 6.20	s12.55
				91.3	— 3.9 —	105.6				
f 3.02	f 8.20	4			BUENA		13.3		s 6.11	s12.45
				116.2	— 3.2 —	116.2				
s 3.12	s 8.32	12			VISTA		10.1		s 6.00	s12.33
				116.2	— 3.6 —	116.2				
f 3.24	f 8.42	4			FALDA		6.5		f 5.50	f12.13
				100.3	— 5.5 —	84.5				
3.40	8.57	0			ESCONDIDO JUNC.		1.0		5.35	12.03
				19.8	— 1.0 —	0				
3.45 PM	9.00 AM	69	FWT		OCEANSIDE			P	5 30 PM	12.01 PM
Arrive Daily Ex. Sunday	Arrive Daily				(22.0)				Leave Daily	Leave Daily Ex. Sunday
(18.8)	(22.0)				Average speed per hour				(23.1)	(17.6)

OLINDA DISTRICT.

WESTWARD Second Class 29 FREIGHT Leave Daily Ex. Sunday	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE NO. 35 May 26, 1912 STATIONS	Rolling Grade Ascending	Distance from Richfield Miles	Telegraph Offices	EASTWARD Second Class 30 FREIGHT Arrive Daily Ex. Sunday
A M 7.50	Yard	F		OLINDA		4.2	DP	A M 6.50
			111.4	— 4.2 —	0			
8.10 A M	74	YW		RICHFIELD		0	DP	6.30 A M
Arrive Daily Ex. Sunday				(4.2)				Leave Daily Ex. Sunday
(12.1)				Average speed per hour				(12.1)

FALLBROOK DISTRICT.

WESTWARD Second Class 85 MIXED Leave Daily Ex. Sunday	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE NO. 35 May 26, 1912 STATIONS	Rolling Grade Ascending	Distance from Oceanside Miles	Telegraph Offices	EASTWARD Second Class 86 MIXED Arrive Daily Ex. Sunday
P M 4.15	69	FWT		OCEANSIDE		0	P	A M 8.55
			63.4	— 2.1 —	0			
4.20	0			LOS ANGELES JUNC.		2.1		8.50
			7.2	— 2.9 —	63.4			
f 4.30	23			YSIDORA		5.0		f 8.36
			52.8	— 4.4 —	0			
f 4.45	3			RANCH HOUSE		9.4		f 8.22
			31.7	— 4.1 —	0			
f 5.05	7			DE LUZ		13.5		f 8.08
			53.8	— 6.4 —	0			
5.30 P M	24	WT		FALLBROOK		19.9	DP	7.45 A M
Arrive Daily Ex. Sunday				(19.9				Leave Daily Ex. Sunday
(15.6)				Average speed per hour				(16.7)

RAILROAD CROSSINGS AT GRADE.

FIRST AND REDLANDS DISTRICTS.

Cottonwood—Interlocking plant (upper quadrant signals) governing double track junction and entrance to eastward and westward passing tracks.
Highland Junction—Interlocking plant governing junction First and Redlands districts and double track junction, Mile Post 78.8.
Southern Pacific "E" St.—Interlocking Signals.
Southern Pacific—Victoria, Motor crossing—no targets.
S. B. V. T. Co.—Arrowhead—no targets.

SECOND DISTRICT.

SAN BERNARDINO.—Interlocking plant at west end of San Bernardino yard. Eastward trains will call for main track to depot by one long blast of whistle; freight yard by four long blasts of whistle, and for yard tracks by whistle signals specified in bulletin. Westward trains will call for Third District freight lead by three long blasts of whistle.
Southern Pacific—Arcadia, interlocking signals.
Pacific Electric—Arcadia—no targets.
Pacific Electric—Lamanda Park—no targets.
Pacific Electric—San Dimas, interlocking signals, upper quadrant type.
Pacific Electric—Claremont—interlocking signals, upper quadrant type.

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

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

Southern Pacific—1.0 mile east of Los Angeles, interlocking signal, upper quadrant type. Trains approaching from the east or west will call for freight lead by one long and four short blasts of the whistle. No distant signal on freight main track approaching Tower going east.

Automatic block signals on either side of crossing, also govern movement of trains over this crossing: When train is in the block, towerman cannot clear signals, although crossing may be clear and derails open on opposing routes. Rule 780 is hereby modified and it will be permissible for enginemen to proceed over crossing without personal explanation from towerman, when signalled by him with yellow flag or lamp, while standing on the tracks of this Company. Signal from towerman does not relieve trainmen from preceding train through balance of block, but over crossing only.

THIRD, REDONDO AND OLINDA DISTRICTS.

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

NOTE.—Home signal west of crossing has two semaphore arms; top arm controls crossing; bottom arm scale and passing tracks. Trains wishing scale track should call for switch by one long followed by one short blast of whistle.

Southern Pacific and S. P., L. A. & S. L. R. R.—0.6 mile East of Riverside, interlocking signals.
R. & A. Ry.—0.9 mile West of Riverside—no targets.
Fullerton—Interlocking plant (upper quadrant signals) governing junction switch between Third and Fourth Districts, certain Cross-overs, Industry and other tracks.
S. P., L. A. & S. L. R. R.—Redondo Junction, interlocking signals.

NOTE.—Trains desiring the Redondo District will give one long and one short blast of whistle.

S. P., L. A. & S. L. R. R.—Hobart, interlocking signals.
Pacific Electric—Los Nietos, no targets.
Southern Pacific—Los Nietos, interlocking signals.
Southern Pacific—Nadeau Park, interlocking signals.
Pacific Electric Ry.—0.3 mile east of Nadeau Park, interlocking signals.
L. A. & R. Ry.—0.7 mile west of Wildasin, no targets.
L. A. & R. Ry.—0.5 mile west of Redondo, no targets.
L. A. & R. Ry.—Hyde Park—no targets.
Pacific Electric—2 miles south Olinda—no targets.

FOURTH, OLIVE, FALLBROOK AND ESCONDIDO DISTRICTS.

Southern Pacific—2 miles west of Olive, interlocking signals.
Southern Pacific—2.5 miles west of Orange, interlocking signals.
Pacific Electric—1 mile east of Orange—no targets.
L. A., S. D. B. Ry.—572 feet east of Old Town, no targets.
P. C. S. S. Co., Fifth Street, San Diego.—Semaphore, normal position across their tracks. Position at night indicated by red light.

SAN JACINTO, TEMECULA AND ELSINORE DISTRICTS.

Southern Pacific—1 mile south of Highgrove, interlocking signals.

JUNCTION SWITCHES.

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

Highgrove	for	Third	District trains.
Richfield	"	"	" "
Orange	"	Fourth	" "
Los Angeles Jct.	"	"	" "
Escondido Jct.	"	"	" "
Lakeview Jct.	"	Temecula	District trains.
Perris	"	"	" "
Elsinore Jct., north switch	"	Elsinore	trains.

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

LOCATION	Miles from Barstow	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Gilmore	39.2	3	East	Freight only
Grava	60.9	9	West	Freight only
SECOND DISTRICT	Miles from Barstow			
Forbes	111.8	0	0	Freight only
Kincaid	118.6	29	East & West	Freight only
Chapman	128.8	9	West	Freight only
THIRD DISTRICT	Miles from San Bernard'o			
North Street	10.0	0	None	51-52-54
Prenda	16.2	37	East & West	Freight only
May	20.1	10	East	50-55
Copien	26.3	15	West	Freight only
Fleming	29.3	22	East and West	Freight only
Scully	31.1	2	East	51-52-55-54
Vidrio	35.3	18	East	Freight only
Horse Shoe Bend	36.2	0	None	51-52-54-55
Esperanza	37.3	11	East	Freight only
Santa Ysabel	44.6	10	East	Freight only
Simons	61.7	23	East & West	Freight only
Vegnis	66.5	17	East & West	Freight only
FOURTH DISTRICT	Miles from Barstow			
Como	180.0	10	West	Freight only
Don	216.2	14	West	71-72-73-74
Stuart	221.3	2	West	Freight only
Farr	231.3	5	East & West	71-88-87-74
Costa	234.3	8	East & West	71-87-88-74
Merle	235.8	0	None	87-88-71-74
Cardiff	239.9	0	None	70-1-2-3-4-9-87-88
Morena	262.2	5	East	Freight only
Old Town	264.1	2	None	Freight only
REDLANDS DISTRICT	Miles from San Bernard'o			
Nevada Street	6.8	10	East	103-105
Yerkes	20.0	12	East and West	All except 103
REDONDO DISTRICT	Miles from Redondo Jct.			
Lawn	8.8	2	East	All trains
Rowley	17.7	4	East	Freight only
Hermosa Beach	18.7	8	West	All trains
TEMECULA DISTRICT	Miles from Highgrove			
Anderson's	15.7	10	North	505-506-519-520-522
SAN JACINTO DISTRICT	Miles from Perris			
Ellis	1.3	3	North	Freight only
OLINDA DISTRICT	Miles from Olinda			
Daum	2.2	14	North & South	Freight only

LENGTH OF STEMS OF WYES.

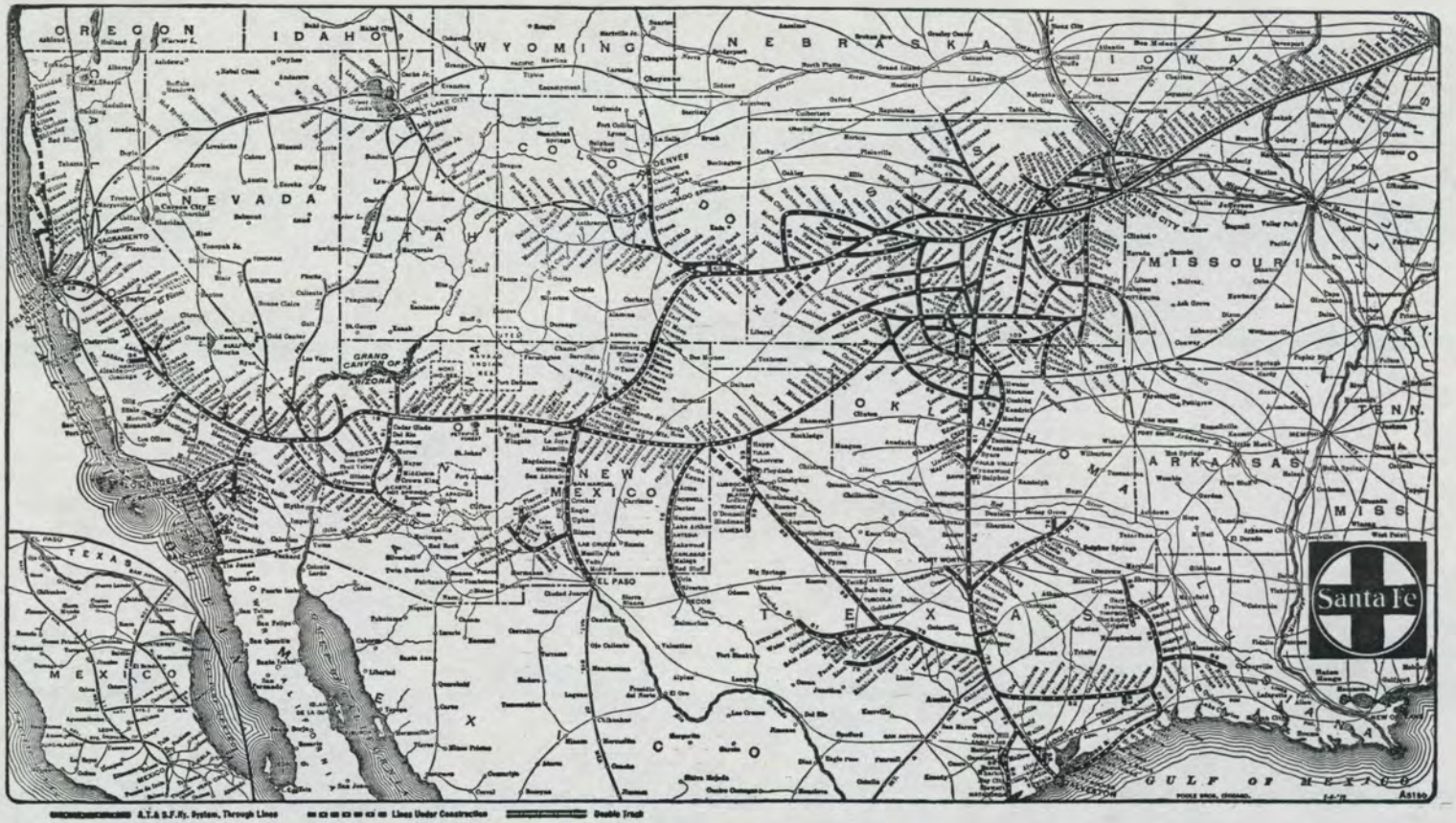
Location	Feet	Location	Feet
Victorville	120	Lakeview Junction	Main Line
Summit	78.5	Lakeview	849.0
Devore	280.0	Azusa	320.0
San Bernardino	3rd Dist., Main Line	Del Mar	687.5
Casa Blanca	Prenda Branch	22nd St., San Diego	547.0
Porphyry	5000	Escondido	310.0
Richfield	Olinda Main Line	National City	
Perris	Main Line	South Stem	586.0
Elsinore Junction	Main Line	West Stem	479.0
San Jacinto	571.9		

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RAILWAY CO., COAST LINES, AND SANTA FE COAST LINES HOSPITAL ASSOCIATION.

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

DR. A. TYROLER, Kerckhoff Bldg., Los Angeles.
DR. F. C. FERRY, Kerckhoff Bldg., Los Angeles.
DR. F. F. ROWLAND, - - - - Pasadena.
DR. H. H. CHAMBERLAIN (Acting), Azusa.
DR. J. N. BAYLIS, 430 Fourth St.,
DR. H. O. BEESON, Emergency Hospital, San Bernardino.
DR. J. C. HEARNE, 4th and Ash Sts., San Diego.
DR. THOS. L. MAGEE, 1169 6th St., San Diego.
DR. A. R. BROWN, - - - - - San Dimas.
DR. E. S. REID, - - - - - - Oceanside.

DR. C. VAN ZWALENBURG - - Riverside.
DR. HAMILTON FORELINE, - - Redlands.
DR. C. D. BALL, R I & 2, Spurgeon Blk., Santa Ana.
DR. C. W. HARVEY, - { Anaheim, Olinda, Fullerton.
DR. D. F. ROYER, - - - - - Orange.
DR. E. M. FLY, - - - - - National City
DR. B. C. ANDERSON, - - - - Barstow.
DR. J. V. LARZALERE, - - - - Escondido.
DR. A. T. HEMBREE, - - - - - Redondo.


OREGON
IDAHO
WYOMING
NEBRASKA
IOWA
NEVADA
UTAH
COLORADO
MISSOURI
ARIZONA
NEW MEXICO
OKLAHOMA
ARKANSAS
TENN.
MISS
TEXAS
MEXICO
EL PASO
SALT LAKE CITY
GRAND CANYON OF ARIZONA
LOS ANGELES
GULF OF MEXICO
Santa Fe
A.T.& S.F.Sy. System, Through Lines
Lines Under Construction
Double Track

The Atchison, Topeka & Santa Fe Railway Co.

COAST LINES.

LOS ANGELES DIVISION.

EMPLOYES' TIME TABLE No. 35

IN EFFECT

SUNDAY, MAY 26, 1912,

AT 12:01 O'CLOCK A.M.

PACIFIC STANDARD TIME

Superseding Time Table No. 34, Dated January 22, 1912, and any Supplements thereto.

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

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

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

J. B. GALIVAN,
A. G. WILD,
TRAINMASTERS,
San Bernardino, Cal.

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