

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

TIME TABLE FOR THE LOS ANGELES DIVISION

To Take Effect Sunday, March 22, 1908, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this time-table at pleasure.

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. H. INGRAM,
General Superintendent.

LOS ANGELES AND INDIO SUBDIVISION

Eastward

FROM SAN FRANCISCO

Length of sidings in feet, and location of seats, fuel, water and turning stations.	SECOND CLASS						FIRST CLASS											Distance from San Francisco
	510	250	64	248	242	244	52	46	22	20	38	10	36	4	18	32	8	
	Way Freight	Crafton Way Freight	Pasadena and Duarte Freight	Colton Way Freight	Through Freight	Sunset Freight Limited	Pasadena Passenger	Pasadena Passenger	Riverside Passenger	Crafton Express	Pasadena Passenger	Sunset Express	Pasadena Passenger	Golden State Limited	Inside Track Flyer	Pasadena Passenger	El Paso Passenger	
Leave Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	
90.595 YTWFO		8.30 PM	6.10 AM	5.50 AM	5.30 AM	1.35 AM												
16.310 YWT																		
1.150																		
		8.33	6.15	5.53	5.35	1.40												
16.051		8.45	6.23	6.05	5.47	1.50												
19.580 I		9.00	6.30 AM	6.25	6.05	2.15												
3.584		9.06		6.35	6.10	2.20												
4.704		9.11		6.50	6.15	2.25												
2.627		9.18		6.59	6.25	2.33												
4.896		9.22		7.20	6.30	2.38												
6.944 W		9.45		7.26	6.38	2.50												
6.106		10.00			6.50	3.02												
1.099		10.05			7.00	3.07												
3.600		10.09			7.05	3.12												
4.546		10.20			7.17	3.25												
5.152		10.40			7.32	3.45												
7.799 W		11.00 11.20		9.45 10.45	7.55	4.15												
4.733		11.43			8.15	4.35												
7.358		12.01 AM			12.14 PM	8.42												
5.630 W		12.20			12.33	9.00												
327																		
3.626		12.27			12.48	9.10												
5.811		12.45			1.05	9.20												
3.026		1.10			1.17	9.30												
3.675		1.30			1.25	9.40												
45.058 YWOF	8.00 AM	1.40 2.20		1.40 PM	10.00 11.15	6.00 7.00												
5.068	8.12	2.30			11.30	7.18												
8.992	8.20 AM	2.45 AM			11.40 AM	7.28 AM												
	Arrive Mon. Wed. & Fri.	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily												

TIME TABLE

No. 99
March 22, 1908

STATIONS

DN-R RIVER STATION	1.90
DN-R LOS ANGELES	1.23
NAUD JUNG.	0.42
MISSION JUNG.	0.17
CROSSING A. T. & S. F. RY.	0.27
CROSSING S.P.L.A. & S.L.RY.	1.76
AURANT	3.12
DN-R DOLGEBVILLE	1.53
D ALHAMBRA	1.33
D SAN GABRIEL	2.54
SAVANNA	1.39
D MONTE	2.80
D-R BASSETT	3.40
DN PUENTE	1.60
PUENTE OIL SIDING	1.10
VERNE	3.30
D LEMON	3.96
SPADRA	3.53
DN-R POMONA	3.51
NAROD	2.44
DN-R ONTARIO	3.54
D CUCAMONGA	2.40
VIENTO (Spur)	1.30
ETIWA	2.25
DN DECLEZ	2.40
AILSA	2.60
D BLOOMINGTON	3.96
CRSNG A. T. & S. F. RY.	0.28
DN-R COLTON	0.02
CROSS'G RIVERSIDE BRANCH	3.36
LOMA LINDA	2.20
DN-R REDLANDS JUNG	

Double Track

Automatic Signals

Automatic Signals

(63.81)

Time over District
Average speed per hour

(0.20)	(6.15)	(0.20)	(7.50)	(6.10)	(5.53)		(0.17)	(0.20)	(2.25)	(2.21)	(0.20)	(2.20)	(0.19)	(2.30)	(2.35)	(0.18)	(2.40)
16.74	10.20	18.45	7.42	10.44	10.84		24.60	20.91	26.47	27.14	20.91	27.35	22.01	25.50	23.12	23.23	23.93

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions—Nos. 243 and 244 are superior to all other second-class trains.

Numbers 15, 18, 21, 22, 248, 249 run via Covina and Chino Branches.

LOS ANGELES AND INDIO SUBDIVISION

TOWARD SAN FRANCISCO

Westward

TIME TABLE

No. 99

March 22, 1908

STATIONS

DN-R RIVER STATION 1.90	Distance from Patio	31	33	15	37	17	9	41	7	47	21	3	241	67	249	511	243	251	Telegraph Office Hours		
DN-R LOS ANGELES 1.23		Pasadena Passenger	Pasadena Passenger	Riverside Passenger	Pasadena Passenger	Crafton Express	Sunset Express	Pasadena Passenger	California Passenger	Pasadena Passenger	Inside Track Flyer	Golden State Limited	Through Freight	Duarte Freight	Colton Way Freight	Way Freight	Steamer Freight Limited	Cra'ton Way Freight			
NAUD JUNG 0.42		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 Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues., Thurs. & Sat.	Arrive Daily	Arrive Daily Ex. Monday		
MISSION JUNG 0.17		251.30												11.30 AM	3.15 PM	4.05 PM		8.15 PM	12.20 AM	24 hours	
CR'SG A. T. & S. F. RY. 0.27		252.22	7.43 AM	8.35 AM	8.50 AM	9.30 AM	10.05 AM	12.45 PM	1.26 PM	4.50 PM	4.55 PM	7.00 PM	6.55 PM							24 hours	
CR'SG S.P.L.A. & S.L.R.Y. 1.76		250.99	7.36	8.28	8.43	9.23	9.57	12.37	1.19	4.42	4.48	6.53	6.48								
AURANT 3.12		250.57	7.34	8.26	8.41	9.21	9.55	12.35	1.17	4.40	4.46	6.51	6.46					7.45	11.40		
DN-R DOLGEVILLE 1.58		250.40																			
D ALHAMBRA 1.33		250.13																			
D SAN GABRIEL 2.54		248.37	7.31	8.22	8.36	9.16	9.50	12.27	1.14	4.32	4.41	6.46	6.41					7.30	11.30		
SAVANNA 1.39		245.25	7.26 AM	8.16 AM	8.27	9.10 AM	9.42	12.20	1.10 PM	4.25	4.35 PM	6.40	6.33	11.00	2.59	3.45		7.15	11.15	24 hours	
D MONTE 2.80		243.67			8.24		9.40	12.17		4.20		6.36	6.29	10.45	2.50 PM	3.21		7.00	11.00	7.00 AM to 7.00 PM	
D-R BASSETT 3.40		242.29			8.21		9.36	12.13		4.14		6.33	6.26	10.16		3.05		6.52	10.52	7.00 AM to 7.00 PM	
DN PUENTE 1.60		239.75			8.15		9.31	12.07		4.08		6.29	6.22	9.57		2.55		6.45	10.40		
PUENTE OIL SIDING 1.10		238.36			8.12		9.28	12.03 PM		4.04		6.26	6.19	9.52		2.50		6.35	10.33	7.00 AM to 7.00 PM	
VERNE 3.30		235.56			8.06		9.24	11.59		3.58		6.22	6.15	9.42		2.35 PM		6.27	10.21	24 hours	
D LEMON 3.96		232.16					9.19	11.54		3.49		6.10		9.32				5.52	10.00	7.00 AM to 7.00 PM	
SPADRA 3.53		230.56					9.16	11.50		3.44		6.08		9.27				5.42	9.46		
DN-R POMONA 3.51		229.46					9.14	11.47		3.42		6.06		9.24				5.37	9.40		
NAROD 2.44		226.16					9.10	11.41		3.34		6.01		9.10				5.22	9.25	7.00 AM to 7.00 PM	
DN-R ONTARIO 3.54		222.20					9.03	11.33		3.26		5.55		8.50				5.07	9.12		
D CUCAMONGA 2.40		218.67			7.30		8.57	11.25		3.18		5.45	5.50	8.35		10.20 9.30		4.55	9.00 8.40	24 hours	
VIENTO (Spur) 1.30		215.16					8.47	11.12		3.03		5.42		8.15				4.40	8.26		
ETIWA 2.25		212.72			7.07		8.42	11.07		2.58		5.22	5.36	8.05		8.42		4.30	8.15	24 hours	
DN DECLEZ 2.40		209.18			7.02		8.35	11.00		2.48		5.16	5.30	7.53		8.10		4.18	7.57	6.45 AM to 6.45 PM	
AILSA 2.60	206.78																				
D BLOOMINGTON 3.96	205.48			6.57		8.29	10.54		2.40		5.10	5.25	7.40		7.53		4.06	7.44			
CR'SG RIVERSIDE BRANCH 3.36	203.23			6.54		8.24	10.49		2.34		5.06	5.21	7.30		7.40		3.59	7.33	7.00 AM to 1.00 AM		
LOMA LINDA 2.20	200.83			6.51		8.18	10.43		2.28		5.02	5.17	7.20		7.25		3.52	7.20			
DN-R REDLANDS JUNG. (63.81)	198.23			6.47		8.13	10.38		2.22		4.58	5.13	7.10		7.15		3.45	7.10	6.30 AM to 6.30 PM		
ORSNG A. T. & S. F. RY. 0.28	194.27																				
DN-R COLTON 0.02	193.99			6.40 AM		8.00 7.53	10.25 10.20		2.10 2.00		4.48	5.02	6.50 6.15		7.00 AM	1.25 PM	3.20 2.50	6.50 6.15	24 hours		
Leave Daily Ex. Sunday	193.97																				
Leave Daily	190.61					7.43	10.10		1.50		4.38	4.50	6.00			1.05	2.38	6.00			
Leave Daily	188.41					7.38 AM	10.05 AM		1.45 PM		4.33 PM	4.45 PM	5.50 AM			12.55 PM	2.30 PM	5.50 PM	7.00 AM to 1.00 AM		

Time over District (0.17) (0.19) (2.10) (0.20) (2.27) (2.40) (0.16) (3.05) (0.20) (2.27) (2.15) (5.40) (0.25) (9.05) (0.30) (5.45) (6.30)
Average speed per hour 24.60 22.01 26.75 20.91 26.04 23.93 26.14 21.23 20.91 26.36 27.30 11.26 14.52 6.94 11.16 11.21 9.88

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions—Nos. 243 and 244 are superior to all other second-class trains.

Main line first-class trains will get clearance at passenger station Colton. Other trains will get clearance at Yard Office, 0.5 mile east.

Numbers 15, 18, 21, 22, 248, 249 run via Covina and Chino Branches.

LOS ANGELES AND INDIO SUBDIVISION (continued)

Length of siding in feet, and location of scales, fuel, water and turning stations.	Eastward			TOWARD SAN FRANCISCO			Westward			Distance from San Francisco.	TIME TABLE No. 99 March 22, 1908	Distance from Patico.	FIRST CLASS			SECOND CLASS			Telegraph Office Hours
	FROM SAN FRANCISCO			TOWARD SAN FRANCISCO			SECOND CLASS												
	242 Through Freight	510 Way Freight	244 Sunset Freight Limited	10 Sunset Express	4 Golden State Limited	8 El Paso Passenger	9 Sunset Express	7 California Passenger	3 Golden State Limited				511 Way Freight	243 Steamer Freight Limited	241 Through Freight				
Leave Daily	Lv. Mon. Wed. and Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. and Sat.	Arrive Daily	Arrive Daily								
8.992	11.40 AM	8.20 AM	7.28 AM	3.20 PM	12.15 PM	10.45 AM	545.25	DN-R REDLANDS JUNC.	188.41	10.05 AM	1.45 PM	4.45 PM	12.55 PM	2.30 PM	5.50 AM	7 AM to 1 AM			
4.052	11.50	8.30	7.38	3.25	12.20	11.05	547.05	BROOKSIDE	186.61	11.00	1.40	4.41	12.48	2.22	5.35				
7.021	12.28 PM	8.55	8.05	3.33	12.28	11.08	550.25	ORDWAY	183.41	9.52	1.32	4.34	12.28 PM	2.05	5.20				
7.358 W	12.53	9.43	8.50	3.43	12.38	11.08	554.15	DN EL CASCO	179.51	9.43	1.23	4.26	11.45	1.47	5.05	24 hours			
3.600	1.15 1.27	10.05	9.35	3.52	12.49	11.16	557.89	HINDA	175.77	9.35	1.15	4.19	11.16	1.27	4.45				
16.591 WYF	1.55	10.30 11.30	10.20	4.10	1.06	11.30	562.72	DN-R BEAUMONT	170.94	9.25	1.06	4.10	10.50 10.20	1.06	4.30	24 hours			
7.323	2.30	12.01 12.50 PM	11.00	4.25	1.20	11.44	568.97	D BANNING	164.69	9.08	12.50	3.50	9.58	12.20 PM	3.50	7 AM to 7 PM			
7.200 W	2.55	1.15	11.54	4.35	1.30	11.54	574.84	DN CABAZON	158.82	8.53	12.32	3.36	9.05	11.54	3.10	24 hours			
3.600	3.24	1.37	12.20 PM	4.43	1.37	12.02 PM	579.34	PINGAL	154.32	8.38	12.20	3.24	8.38	11.00	2.35				
3.600 W	3.45	1.55	12.35	4.50	1.43	12.09	583.34	D WHITE WATER	150.32	8.26	12.09 PM	3.13	8.00	10.35	2.10	7 AM to 7 PM			
							585.06	WHITE WATER GRAVEL PIT (Spur)	148.60										
3.008	3.57	2.03	12.43	4.55	1.48	12.14	586.04	HUGO	147.62	8.18	11.59	3.05	7.45	10.15	1.50				
7.200 W	4.10	2.15	12.55	5.00	1.53	12.19	588.84	DN PALM SPRINGS	144.82	8.10	11.50	2.58	7.35	10.00	1.25	24 hours			
2.930	4.25	2.25	1.06	5.06	1.59	12.26	592.28	MONAD	141.38	7.56	11.36	2.47	7.10	9.38	12.55				
3.022	4.40	2.41	1.18	5.12	2.04	12.33	595.84	RIMLON	137.82	7.49	11.27	2.41	6.55	9.25	12.40				
3.013	4.55	2.58	1.32	5.18	2.09	12.40	599.66	D EDOM	134.00	7.41	11.18	2.34	6.40	9.10	12.23	7 AM to 7 PM			
2.995	5.22	3.08	1.38	5.22	2.13	12.46	602.22	DRY CAMP	131.44	7.35	11.12	2.30	6.30	9.00	12.13 AM				
3.022	5.45	3.23	1.50	5.30	2.22	12.57	607.22	MYOMA	126.44	7.24	11.00	2.22	6.15	8.45	11.50				
36.658 WYF	6.00 PM	3.40 PM	2.05 PM	5.40 PM	2.30 PM	1.07 PM	611.66	DN-R INDIO	122.00	7.15 AM	10.50 AM	2.10 PM	6.00 AM	8.30 AM	11.30 PM	24 hours			
	Arrive Daily	Ar. Mon. Wed. and Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(66.41)		Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs. and Sat.	Leave Daily	Leave Daily				

(6.20)	(7.20)	(6.42)	(2.20)	(2.15)	(2.22) Time over District	(2.50)	(2.52)	(2.35)	(6.55)	(6.00)	(6.20)
10.46	9.06	9.94	28.45	29.52	28.05 Average speed per hour	23.43	23.17	25.32	9.60	11.12	10.46

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions—Nos. 243 and 244 are superior to all other second-class trains.

Trains must procure a clearance at Beaumont.

Unless otherwise instructed by train order, all trains, other than first class, will take siding for opposing trains while ascending grades between Rimlon and Loma Linda inclusive; this does not apply to light engines, which will take siding for all trains in either direction.

East-bound trains, except first-class trains, will take siding at Beaumont unless otherwise instructed.

In addition to tests made at Initial station, air brakes on all trains must be tested from rear of train at Colton, Beaumont, Palm Springs and Indio.

East-bound freight trains will stop at Cabazon, Palm Springs and Edom and west-bound freight trains at El Casco and Redlands Junction for 5 minutes, where trainmen will make careful examination of wheels under all cars in train.

Palm Springs, Rimlon, Edom and Myoma, registering stations for helper engines.

East
Length of sidings in feet, and location of scales, fuel, water and turning stations.
36.658
5.771
4.673
350
9.082
3.600
3.600
3.600
3.600
3.600
3.600
3.600
3.600
3.600
3.600
3.600
7.240
3.002
6.997
2.924
3.767
3.018
2.663
2.999
3.177
3.023
3.600
4.337
3.376
3.026
2.666

INDIO AND YUMA SUBDIVISION

Eastward		FROM SAN FRANCISCO.						Distance from San Francisco	TIME TABLE No. 99 March 22, 1908	Distance from Patio	TOWARD SAN FRANCISCO						Westward	
		SECOND CLASS			FIRST CLASS						FIRST CLASS			SECOND CLASS			Telegraph Office Hours	
		242 Through Freight	244 Sunset Freight Limited	500 Imperial Valley Local Freight	10 Sunset Express	4 Golden State Limited	8 El Paso Passenger				9 Sunset Express	7 California Passenger	3 Golden State Limited	501 Imperial Valley Local Freight	241 Through Freight	243 Steamer Freight Limited		
Length of sidings in feet, and location of scales, fuel, water and turning stations.	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily						
36.658 YWF	7.00 PM	3.00 AM	6.30 AM	5.45 PM	2.35 PM	1.25 PM	611.66	DN-R INDIO 3.40	122.00	7.05 AM	10.40 AM	2.01 PM	3.30 PM	10.20 PM	7.30 AM	24 Hours		
5.771	7.15	3.10	6.45 7.15	5.53	2.42	1.34	615.06	D COACHELLA 3.65	118.60	f 6.56	s 10.30	1.53	3.10	10.00	7.15	7.00 AM to 7.00 PM		
4.673	7.30	3.22	7.40	f 6.01	2.48	f 1.45	618.71	D THERMAL 2.82	114.95	f 6.47	f 10.17	1.45	2.48	9.45	7.00	7.00 AM to 7.00 PM		
350							621.53	DURBROW (Spur) 3.44	112.13									
9.082 W	7.55	3.45	8.10	f 6.12	2.57	s 1.55	624.97	DN MECCA 4.50	108.69	f 6.35	s 10.02	1.35	1.55	9.20	6.35	24 Hours		
3.600	8.10	4.02	8.23	6.20	3.04	f 2.02	629.47	CALEB 4.50	104.19	6.25	f 9.48	1.28	1.28	8.52	6.00			
3.600	8.30	4.20	8.36	6.28	3.11	f 2.09	633.97	MORTMERE 4.50	99.69	6.17	f 9.40	1.21	1.00	8.30	5.45			
3.600	8.50	4.40	8.50	6.36	3.18	s 2.16	637.47	D SALTON 5.27	95.19	6.09	f 9.32	1.14	12.45	8.12	5.30	7.00 AM to 7.00 PM		
3.600	9.15	5.10	9.19	6.49	3.31	f 2.29	642.74	DURMID 4.63	90.92	5.56	f 9.19	1.01	12.25	7.55	5.10			
3.600	9.35	5.33	9.33	6.58	3.38	f 2.36	647.42	N BERTRAM 4.30	86.24	5.48	f 9.11	12.54	12.10 PM	7.42	4.55	7.00 PM to 7.00 AM		
3.600	9.52	5.50	9.46	7.06	3.44	f 2.42	651.72	POPE 4.50	81.94	5.40	f 9.03	12.48	11.55	7.28	4.42			
3.600	10.10	6.09	9.59	7.14	3.51	f 2.48	656.22	FRINK 4.50	77.44	5.31	f 8.54	12.41	11.40	7.14	4.27			
3.600	10.30	6.27	10.12	7.22	3.58	f 2.54	660.72	D LANO 3.45	72.94	5.22	f 8.45	12.34	11.25	6.53	4.12	7.00 AM to 7.00 PM		
3.600	10.45	6.40	10.22	7.30	4.03	f 2.59	664.17	MUNDO 4.27	69.49	5.15	f 8.38	12.29	11.15	6.40	4.00			
7.240 YWF	11.15	7.10	10.40 AM	s 7.45	s 4.12	3.05 3.15	668.44	DN-R IMPERIAL JUNC. 4.00	65.22	s 5.07	s 8.30 8.20	s 12.23	11.00 AM	6.25	3.45	24 Hours		
3.002	11.35	7.30		7.55	4.19	f 3.22	672.44	FLOWING WELL 2.76	61.22	4.54	f 8.14	12.15		5.50	3.23			
6.997	11.55	7.47		8.03	4.24	f 3.30	675.20	N IRIS 4.04	58.46	4.51	f 8.11	12.12		5.35	3.15	7.00 PM to 7.00 AM		
2.924	12.15 AM	8.13		8.13	4.32	f 3.38	679.24	TORTUGA 4.87	54.42	4.46	f 8.06	12.07 PM		5.15	3.05			
3.767 Y	12.40	8.45		8.26	4.42	f 3.51	684.11	MAMMOTH 'Y' 1.25	49.55									
3.018	12.57	9.02		8.36	4.51	f 4.01	685.36	D MAMMOTH 5.50	48.30	4.39	f 7.59	11.59		4.42	2.50	7.00 AM to 7.00 PM		
2.663	1.15	9.20		8.46	5.00	f 4.11	690.86	ACOLITA 5.46	42.80	4.32	f 7.52	11.52		4.01	2.32			
2.999	1.25	9.35		8.51	5.05	f 4.16	696.32	MESQUITE 2.58	37.34	4.24	f 7.44	11.46		3.32	2.15			
3.177	1.48	9.55		9.00	5.12	f 4.25	698.88	DN GLAMIS 4.91	34.78	f 4.19	f 7.39	11.42		3.25	2.05	6.00 AM to 3.00 PM 7.00 PM to 4.00 AM		
3.023	2.20	10.20		9.11	5.23	4.36	703.79	RUTHVEN 6.30	29.87	4.12	f 7.32	11.35		3.10	1.48			
3.600	2.40	10.35		9.17	5.28	4.41	710.09	DRYLYN 3.00	23.57	4.03	f 7.23	11.26		2.50	1.25			
4.337	3.05	11.00		f 9.24	5.35	f 4.49	713.09	CACTUS 4.30	20.57	3.58	f 7.18	11.21		2.35	1.10			
3.376	3.41	11.22		9.36	5.46	f 5.01	717.39	DN OGILBY 6.30	16.27	f 3.52	f 7.12	11.15		2.20	12.50	24 Hours		
							723.69	KNOB 1.50	9.97	3.41	f 7.01	11.05		1.55	12.15 AM			
							725.19	HANLON JUNCTION 2.50	8.47									
3.026	4.15	11.45		9.46	5.56	5.11	727.69	ARAZ 4.95	5.97	3.32	6.52	10.57		1.25	11.45			
2.666	4.40	12.10 AM		9.56	6.06	5.21	732.64	COLORADO 0.48	1.02	3.22	6.42	10.47		1.10	11.15			
	4.50 AM	12.20 AM		10.00 PM	6.10 PM	5.25 PM	733.12	N-R YUMA (No Siding) (122.00)	0.58	* 3.20 AM	* 6.40 AM	* 10.45 AM		1.05 PM	11.10 PM	5.15 PM to 5.15 AM		
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			

(9.50)	(9.20)	(4.10)	(4.15)	(3.35)	(4.00)	(3.45)	(4.00)	(3.16)	(4.30)	(9.15)	(8.20)
12.40	13.06	13.63	28.57	33.88	30.50	32.53	30.50	37.34	12.62	13.13	14.64

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions—Nos. 243 and 244 are superior to all other second-class trains.

*Leaving time of No. 9 at Patio is 3:03 A.M.; of No. 7, 6:13 A.M.; of No. 3, 10:28 A.M.
 All trains (except first-class trains), must procure a clearance card before leaving Patio (Tucson Division), and will not be required to get a clearance at Yuma. Yuma will be considered a registering station for first-class trains only.
 Operator at Patio will register first-class trains on information received from operator at Yuma, and operators will be held strictly responsible for proper transmission.
 Engines and trains moving from Yuma to Patio must approach lead switch to Patio Yard east of Second Street, town of Yuma, prepared to stop and not pass this switch without signal from yard man.

LOS ANGELES AND INDIO SUBDIVISION (continued)

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FROM SAN FRANCISCO						Distance from San Francisco.	TIME TABLE No. 99 March 22, 1908	Distance from Pasadena.	TOWARD SAN FRANCISCO					Pasadena Freight	Telegraph Office hours		
	SECOND CLASS		FIRST CLASS							FIRST CLASS							SECOND CLASS	
	64	52	46	38	36	32				31	33	37	41	47			65	
		Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger					
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				
			6.50 PM	6.20 PM	2.40 PM	12.01 PM	8.15 AM			7.43 AM	8.35 AM	9.30 AM	1.26 PM	4.55 PM				
9,580		6.30 AM	7.07 PM	6.40 PM	3.01 PM	12.20 PM	8.33 AM	488.41	DN-R	7.26 AM	8.16 AM	9.10 AM	1.10 PM	4.32 PM	8.05 AM	24 hours		
1,369		6.37	f 7.13	f 6.48	f 3.08	f 12.27	f 8.39	491.31		f 7.19	f 8.10	f 9.04	f 1.04	f 4.25	7.55	24 hours		
988		6.40	f 7.15	f 6.49	f 3.09	f 12.28	f 8.40	491.89		f 7.17	f 8.08	f 9.02	f 1.02	f 4.23	7.50			
5,123	WT	6.45 AM	7.20 PM	6.53 PM	3.13 PM	12.32 PM	8.45 AM	493.21	D-R	7.15 AM	8.05 AM	9.00 AM	1.00 PM	4.20 PM	7.45 AM	7.00AM to 7.00PM		
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday			
		(0.15) 19.20	(0.13) 22.15	(0.13) 22.15	(0.12) 24.00	(0.12) 24.00	(0.12) 24.00			(0.11) 26.18	(0.11) 26.18	(0.10) 28.80	(0.10) 28.80	(0.12) 24.00	(0.20) 14.40			

NO. 64 IS SUPERIOR TO NO. 65. NO. 32 IS SUPERIOR TO NO. 37.
Trains will stop on signal at N. Dolgeville, Bank St., So. Pasadena and California St.

LOS ANGELES AND INDIO SUBDIVISION (continued)

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FROM SAN FRANCISCO				Distance from San Francisco.	TIME TABLE No. 99 March 22, 1908	Distance from Branch Terminals.	TOWARD SAN FRANCISCO			Telegraph Office hours	
	SECOND CLASS		FIRST CLASS					FIRST CLASS		SECOND CLASS		
	248	22	18	15				21	249			
		Colton Way Freight	Riverside Passenger	Inside Track Flyer			Riverside Passenger	Inside Track Flyer	Colton Way Freight			
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			
			5.25 PM	8.55 AM			8.50 AM	7.00 PM		24 hours		
6,944	W		7.26 AM	6.07 PM	9.33 AM	498.10	D-R	8.06 AM	6.22 PM	2.35 PM	24 hours	
1,820			7.35	f 6.15	f 9.39	501.60		f 7.58	f 6.15	2.20		
2,980			7.55	s 6.19	f 9.43	503.00		s 7.55	f 6.11	2.15		
417						503.70						
1,534			8.15	f 6.23	f 9.46	504.80		f 7.52	f 6.07	2.05		
8,224	W		9.00	s 6.27	s 9.51	505.80	D	s 7.50	s 6.05	2.00 PM	7.00AM to 7.00PM	
						506.50						
709			9.15	f 6.30	f 9.54	506.70		f 7.47	f 6.02	11.40		
						507.40						
951			9.20	s 6.34	f 9.57	508.10		s 7.45	f 6.00	11.30		
3,620			9.25	s 6.40	f 10.03	510.30	D	s 7.41	s 5.56	11.20	7.00AM to 7.00PM	
3,610			9.35	s 6.46	f 10.09	512.40	D	s 7.38	s 5.53	11.00	7.00AM to 7.00PM	
7,799	W		9.45	s 6.55	s 10.13	515.78	DN-R	s 7.30	s 5.45	10.20	24 hours	
7,799	W		10.45	s 6.55	10.18	514.99	DN-R	s 7.30	s 5.45	9.30	24 hours	
	I					516.97						
360						516.45						
2,160	WY		11.15	s 7.08	s 10.28	520.61	D	s 7.17	s 5.32	9.05	7.00AM to 7.00PM	
						525.68						
7,358			11.30 AM	s 7.20 PM	s 10.41 AM	525.8	DN-R	7.07 AM	5.22 PM	8.42 AM	24 hours	
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily Ex. Sunday		
			(4.04) 7.02	(1.11) 24.14	(1.08) 25.20			(0.59) 29.06	(1.00) 28.57	(5.53) 4.15		

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 7

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.

9,580
756
1,147
2,000
668
1,204
I
3,519
W
3,260
TW

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.

7,240
WYF
1,827
1,801
1,772
424
1,804
1,891
5,082
WY
2,376
4,441
61
WYF

LOS ANGELES AND INDIO SUBDIVISION (continued)

Eastward		FROM SAN FRANCISCO							Distance from San Francisco.	TIME TABLE		Distance from end of track	TOWARD SAN FRANCISCO							Westward				
		SECOND CLASS								No. 99			SECOND CLASS											
										March 22, 1908														
Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.									66	STATIONS	67								Telegraph Office Hours					
									Mixed		Mixed													
									Leave Daily Ex. Sunday	RIVER STATION	Arrive Daily Ex. Sunday								24 hours					
									6.10 AM		3.15 PM								24 hours					
9.580								8.35 AM	488.41	DN-R	DOLGEVILLE	14.01	2.40 PM											
756								8.45	490.21		NORTH ALHAMBRA	12.21	2.30											
1 147								8.50	490.91		EAST ALHAMBRA	11.51	2.20											
2.000								8.55	492.31		SAN MARINO	10.11	2.15											
668								9.10	494.31		CHAPMAN	8.11	2.00											
1.204								9.25	497.21		ARCADIA	5.21	1.45											
	I								497.30		CROSSING A. T. & S. F. RY.	5.12												
3.519	W							9.40	498.81	D	MONROVIA	3.61	1.35											7.00 AM to 7.00 PM
3.260	TW							10.00 AM	500.81	D-R	DUARTE	1.61	1.15 PM											7.00 AM to 7.00 PM
								Arrive Daily Ex. Sunday	502.42		End of track (14.01)	0.00	Leave Daily Ex. Sunday											

(1.25) Time over District (1.25)
 9.88 Average speed per hour 9.88

NOTE—Trains will stop on signal at Main St. (West Alhambra), Almansor St., Northsan, Lake Vineyard, Baldwin Ave. and Buena Vista Ave.
 Trains must procure clearance at Dolgeville. **No. 66 is superior to No. 67**

INDIO AND YUMA SUBDIVISION (continued)

Eastward		FROM SAN FRANCISCO				Distance from San Francisco	TIME TABLE		Distance from Calexico	TOWARD SAN FRANCISCO				Westward	
		SECOND CLASS		FIRST CLASS			No. 99			FIRST CLASS		SECOND CLASS			
							March 22, 1908								
Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.						STATIONS							Telegraph Office Hours		
		508	506	504	502		503	505	507	509					
		Freight	Imperial Valley Local Freight	Passenger	Passenger		Passenger	Passenger	Imperial Valley Local Freight	Freight					
		Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Except Sunday					
7.240	WYF		11.40 AM	3.30 PM	8.40 AM	668.44	DN-R	IMPERIAL JUNG.	40.40	8.00 AM	2.45 PM	10.45 AM		24 hours	
1.827			11.55	f 3.40	f 8.50	672.94		ESTELLE	35.90	f 7.42	f 2.27	10.15			
1.801			12.10 PM	f 3.50	f 9.00	677.44		BERNICE	31.40	f 7.32	f 2.17	10.00			
1.772			12.23	f 4.00	f 9.10	681.74		ROCKWOOD	27.10	f 7.22	f 2.07	9.45			
424						684.43		HOVELY (Spur)	24.41						
1.804			12.50	s 4.15	s 9.25	686.54	D	BRAWLEY	22.30	s 7.10	s 1.55	9.25		6.30 AM to 6.30 PM	
1.891			1.05	f 4.25	f 9.35	690.94		KEYSTONE	17.90	f 6.53	f 1.38	8.40			
5.082	WY		1.20	s 4.42	s 9.52	695.94	D	IMPERIAL	12.90	s 6.40	s 1.25	8.20		6.00 AM to 6.00 PM	
2.376			2.05	s 5.00	s 10.10	699.34	D	EL CENTRO	9.50	s 6.24	s 1.09	7.30		6.00 AM to 6.00 PM	
4.441			2.40	f 5.15	f 10.25	704.44		HEBER	4.40	f 6.10	f 12.55	7.00			
.61	WYF		3.00	f 5.30 PM	10.40 AM	708.84	D-R	CALEXICO	0.00	6.00 AM	12.45 PM	6.45 AM	3.55 PM	5.45 AM to 5.45 PM	
			3.40 PM					MEXICALI				3.50 PM			
			3.45 PM					(40.40)		Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily Except Sunday		

(3.50) Time over District (2.00)
 10.53 Average speed per hour 20.20

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.

LOS ANGELES AND INDIO SUBDIVISION (continued)

Eastward

FROM SAN FRANCISCO

Table with columns for train numbers (238-200), class (Second Class, First Class), departure/arrival times, and stations. Includes a 'TIME TABLE No. 99' section on the right with station names like MARKET ST., RIVERSIDE JUNG., and SAN BERNARDINO.

LOS ANGELES AND INDIO SUBDIVISION (continued)

Eastward

FROM SAN FRANCISCO

Table with columns for train numbers (250-302), class (Second Class, First Class), departure/arrival times, and stations. Includes a 'TIME TABLE No. 99' section on the right with station names like SAN BERNARDINO, MOTOR JUNG., and REDLANDS JUNG.

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions—Nos. 210 and 212 are superior to Nos. 215, 217 and 219. Nos. 222, 224, 226, 228, 230, 232 and 234 are Superior to Nos. 223, 227, 229, 233, 235 and 239. Nos. 18, 302, 308, 310 and 312 are superior to Nos. 303, 309, 311 and 315. All passenger trains terminating at Redlands will hold main line without protection between switches while doing station work. All other trains and engines approaching will be governed accordingly.

Motors only will stop at Bolan, Smith, Idlewild, Victoria, Tippecanoe, Race Track, Mill School House, Brinkmyer and Iowa Avenue. First-class trains, except Lake trains and Nos. 202, 217, 220, and 239, will stop on signal at Mill Street, Urbita, Bethune, Grand Terrace and Chicago Ave. Riverside and San Bernardino Branch trains must procure clearance at Market St., San Bernardino, and Colton passenger station. East-bound trains will get a clearance at Riverside Junction. Crafton Branch trains must procure clearance at Crafton, Redlands, Redlands Junction and San Bernardino.

TIME TABLE No. 99 March 22, 1908. STATIONS: MARKET ST., RIVERSIDE JUNG., RIVERSIDE, CROSSING A. T. & S. F. RY., RIVERSIDE JUNG., CROSSING A. T. & S. F. RY., ORANGE CENTER, HIGHGROVE, COLTON, TANNER (Spur), CROSSING A. T. & S. F. RY., SAN BERNARDINO. (11.13)

LOS ANGELES AND INDIO SUBDIVISION (continued)

TIME TABLE No. 99 March 22, 1908		Distance from San Bernardino.	TOWARD SAN FRANCISCO																	Westward			
			FIRST CLASS															SECOND CLASS		Telegraph Office Hours			
			203	205	207	209	211	215	217	219	221	223	225	227	229	231	233	235	237		239	245	
STATIONS			S. P., L. A. & S. L. Passenger	S. P., L. A. & S. L. Passenger	Passenger	Passenger	S. P., L. A. & S. L. Passenger	Passenger	S. P., L. A. & S. L. Passenger	Inside Track Flyer	Passenger	Passenger	S. P., L. A. & S. L. Passenger	Passenger	S. P., L. A. & S. L. Passenger	Passenger	S. P., L. A. & S. L. Passenger	Passenger	Passenger and Freight	Riverside Passenger	S. P., L. A. & S. L. Freight		
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
D-R	MARKET ST. (Riverside)	11.13			6.55 AM	8.13 AM			10.53 AM		11.35 AM	12.23 PM	2.28 PM		3.23 PM		5.20 PM		6.45 PM		8.10 PM	7.00 AM to 7.00 PM	
DN-R	RIVERSIDE JUNG.	9.93			6.52	8.10			10.50		11.32	12.20	2.25		3.20		5.17		6.42		8.05	24 hours	
D-R	RIVERSIDE	10.73																				7.00 AM to 7.00 PM	
	CROSSING A. T. & S. F. RY.	10.00																				24 hours	
DN-R	RIVERSIDE JUNG.	9.93	6.05 AM	6.40 AM	6.52	8.10	8.40 AM	10.50	11.21 AM	11.32	12.20	2.25	2.35 PM	3.20	4.50 PM	5.17	6.22 PM	6.42			8.05	7.05 PM	
	CROSSING A. T. & S. F. RY.	8.31																					
	ORANGE CENTER	7.63	6.00	6.34	6.47	8.05	8.35	10.45	11.16	11.27	12.15	2.17	2.27	3.15	4.45	5.12	6.15	6.37			7.59	6.57	
D	HIGHGROVE	6.83	5.57	6.31	6.45	8.03	8.33	10.43	11.14	11.25	12.13	2.15	2.25	3.13	4.43	5.10	6.11	6.35			7.57	6.52	
DN-R	COLTON	3.53	5.50 AM	6.23	6.37	7.55	8.23	10.35	11.03	11.18 AM	12.05 PM	2.08	2.18	3.05	4.35	5.02	6.03 PM	6.27	7.45 PM	7.52 PM	8.40 PM	24 hours	
	TANNER (Spur)	2.60			6.34	7.48		10.15			11.55	1.57											
	CROSSING A. T. & S. F. RY.	0.48																					
D-R	SAN BERNARDINO	0.00		6.15 AM	6.25 AM	7.40 AM	8.15 AM	10.05 AM	11.00 AM		11.45 AM	1.50 PM	2.10 PM	2.45 PM	4.25 PM	4.35 PM		6.10 PM	7.35 PM			7.00 AM to 7.00 PM	
		(11.13)	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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Time over District			(0.15)	(0.25)	(0.30)	(0.33)	(0.25)	(0.48)	(0.21)	(0.17)	(0.38)	(0.38)	(0.25)	(0.38)	(0.25)	(0.45)	(0.19)	(0.35)	(0.10)	(0.18)	(0.15)		
Average speed per hour			25.60	24.71	22.26	20.25	24.71	13.91	28.37	26.82	17.84	17.84	24.71	17.84	24.71	14.86	20.21	18.90	21.18	25.33	25.60		

LOS ANGELES AND INDIO SUBDIVISION (continued)

TIME TABLE No. 99 March 22, 1908		Distance from Craifton.	TOWARD SAN FRANCISCO											Westward								
			FIRST CLASS								SECOND CLASS			Telegraph Office Hours								
			17	301	303	305	307	309	311	315	21	317	251									
STATIONS			Crafton Express	Motor	Motor	Motor	Motor	Motor	Motor	Inside Track Flyer	Motor	Crafton Way Freight										
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday								
D-R	SAN BERNARDINO	13.97																				7.00 AM to 7.00 PM
	CROSSING A. T. & S. F. RY.	8.78																				
R	MOTOR JUNG.	6.80																				7.00 AM to 1.00 AM
DN-R	REDLANDS JUNG.	7.20	7.38 AM	10.00 AM	10.40 AM	12.11 PM	1.40 PM			3.18 PM	4.33 PM	4.47 PM	5.50 PM									7.00 AM to 1.00 AM
R	MOTOR JUNG.	6.80	7.36	9.53	10.38	12.09	1.38	2.09	3.16	3.53	4.31	4.45 PM	5.40									7.00 AM to 7.00 PM
D-R	REDLANDS	4.00	7.30	9.50 AM	10.30 AM	12.01 PM	1.30 PM	2.00 PM	3.08 PM	3.45 PM	4.25 PM		5.30									7.00 AM to 7.00 PM
	EASTBERNE (Spur)	2.50																				
	WARNER (Spur)	1.79																				
	MENTONE	1.00	7.23										5.05									7.00 AM to 7.00 PM
R	CRAFTON	0.00	7.20 AM										5.00 PM									7.00 AM to 7.00 PM
		(13.97)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ex. Sunday								
Time over District			(0.18)	(0.10)	(0.10)	(0.10)	(0.10)	(0.29)	(0.10)	(0.28)	(0.08)	(0.02)	(0.50)									
Average speed per hour			24.00	19.20	19.20	19.20	19.20	20.62	19.20	21.36	24.00	12.00	8.40									

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions—Nos. 210 and 212 are superior to Nos. 215, 217 and 219. Nos. 222, 224, 226, 228, 230, 232 and 234 are Superior to Nos. 223, 227, 229, 233, 235 and 239. Nos. 18, 302, 308, 310 and 312 are superior to Nos. 303, 309, 311 and 315. All passenger trains terminating at Redlands will hold main line without protection between switches while doing station work. All other trains and engines approaching will be governed accordingly.

COAST BRANCHES SUBDIVISION

Eastward

FROM SAN FRANCISCO

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS								FIRST CLASS								Distance from San Francisco.	TIME TABLE No. 99 March 22, 1908
	108	88	156	154	104	174	276	102	120	274	272	140	100	270				
	Santa Ana Freight	Santa Monica Freight	San Pedro Freight	Long Beach & San Pedro Freight	Santa Ana Passenger	Long Beach Passenger	Mixed	Newport Beach Passenger	Whittier and Norwalk Passenger	Mixed	Mixed	San Pedro Passenger	Newport Beach Passenger	Mixed				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday				
16.310 YWTF	11.25 PM	11.12 PM	10.00 AM	4.30 AM	5.10 PM	4.00 PM			1.00 PM			9.05 AM	9.00 AM					
	11.33	11.22 PM	10.11	4.38	f 5.15	4.05			f 1.05			f 9.10	f 9.05					
1.498	11.37		10.16	4.42	f 5.17	4.07			f 1.07			f 9.12	f 9.07					
1.382	11.41		10.22	4.46	5.19	4.09			1.09			9.14	9.09					
2.688 YW	11.57		10.31 AM	4.58 AM	s 5.22	s 4.11 PM			s 1.11			s 9.16 AM	s 9.13					
1.164																		
1.422	12.15 AM				f 5.27				f 1.17				f 9.19					
1.277	12.35				s 5.32				s 1.23				s 9.25					
2.317	12.50 1.50				s 5.37				1.29				s 9.30					
2.054	2.05				s 5.41				1.33 PM				s 9.34					
1.198	2.15				f 5.44								f 9.37					
3.736	2.30				s 5.50								s 9.42					
1.260	2.35				f 5.52								f 9.44					
990	2.40				f 5.55								f 9.46					
3.560 WY	3.00				s 5.58								s 9.50					
3.560 WY									12.55 PM									
1.580									1.04									
									1.10 PM									
3.560 WY	3.00				5.58							12.55 PM	9.50					
3.983	3.30				s 6.03							s 1.00	s 9.54					
	3.40				s 6.06		2.50 PM					1.03 PM	s 9.58					
	3.46				6.09		2.55						10.00					
1.195	4.00				f 6.12		f 3.00						f 10.03					
5.513 WYTF	4.30 AM				6.20 PM		3.30 PM	2.40 PM					s 10.10	7.30 AM				
514								f 2.48					f 10.18	f 7.42				
661								f 2.52					f 10.22	f 7.49				
474								f 2.54					f 10.24	f 7.53				
2116 WY								3.00 PM					10.30 AM	8.05 AM				
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Wednesday Only	Arrive Daily Ex. Sunday and Wed.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				
	(5.05) 6.54	(0.10) 10.20	(0.31) 10.45	(0.28) 11.57	(1.10) 28.53	(0.11) 29.45	(0.40) 7.59	(0.20) 33.60	(0.33) 28.03	(0.15) 12.28	(0.08) 21.75	(0.11) 29.45	(1.30) 29.66	(0.35) 19.20				

TIME TABLE
No. 99
March 22, 1908

STATIONS

484.16	DN-R LOS ANGELES
485.86	1.70 CLEMENT JUNC.
486.86	1.00 VERNONDALE
487.78	0.92 CR'SNG A. T. & S. F. RY.
488.06	0.28 DODSWORTH
489.56	1.50 D-R FLORENCE
490.66	1.10 CUDAHY
492.41	1.75 CR'SG S. P. L. A & S. L. RY.
492.59	0.18 PATATA
495.49	2.90 D DOWNEY
497.79	2.30 R STUDEBAKER
499.59	1.80 D NORWALK
501.69	2.10 CARMENITA
504.89	3.20 D BUENA PARK
505.89	1.00 ALMOND
507.59	1.70 BROOKSHURST
509.49	1.90 D-R WEST ANAHEIM
509.49	D-R WEST ANAHEIM
511.49	2.00 MIRAFLORES
512.56	1.07 R ANAHEIM JUNC.
509.49	D-R WEST ANAHEIM
510.69	1.20 D ANAHEIM
512.39	1.70 R TUSTIN JUNC.
513.37	0.98 ANAHEIM JUNC.
515.10	1.73 WEST ORANGE
517.45	2.35 D-R SANTA ANA
522.51	5.06 PAULARINO (Spur)
524.95	2.44 THURIN
526.08	1.13 HARPER
528.65	2.57 D-R NEWPORT BEACH

(44.49)

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions—No. 120 is superior to No. 119.

No. 100 is superior to No. 105. No. 102 is superior to No. 107. No. 109 is superior to No. 276.

Nos. 104 and 105 will hold main line without protection between switches at Santa Ana, and No. 120 at Norwalk, while doing station work. All other trains and engines approaching will be governed accordingly.

Trains will stop at Nadeau Park and Main Street, Santa Ana on signal.
Trains must procure clearance at Los Angeles, Newport Beach and Santa Ana.

COAST BRANCHES SUBDIVISION

TOWARD SAN FRANCISCO

Westward

TIME TABLE

No. 99

March 22, 1908

STATIONS	Distance from Newport Beach	FIRST CLASS						SECOND CLASS					Telegraph Office Hours	
		103 Santa Ana Passenger	171 Long Beach Passenger	105 Newport Beach Passenger	119 Whittier and Norwalk Passenger	107 Newport Beach Passenger	147 San Pedro Passenger	151 Long Beach & San Pedro Freight	153 San Pedro Freight	273 Mixed	109 Santa Ana and Whittier Freight	91 Santa Monica Freight		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Ar. Wednesday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
DN-R LOS ANGELES 1.70	44.49	8.26 AM	11.45 AM		3.00 PM	4.50 PM	6.45 PM		9.10 AM	1.20 PM		9.35 PM	10.05 PM	24 hours
Auto. Signals DN-R CLEMENT JUNG. 1.00	42.79	8.21	11.40		2.54	4.45	6.40		8.58	1.14		9.26	9.55 PM	
VERNONDALE 0.92	41.79	8.18	11.38		2.52	4.43	6.38		8.52	1.09		9.22		
OR'SNG A. T. & S. F. RY. 0.28	40.87													
DODSWORTH 1.50	40.59	8.15	11.35		2.50	4.40	6.35		8.47	1.05		9.16		
D-R FLORENCE 1.10	39.09	8.12	11.33 AM		2.48	4.37	6.33 PM		8.42 AM	12.55 PM		9.10		7.00 AM to 7.00 PM
QUDAH 1.75	37.99													
CRSG. S. P. L. A. & S. L. RY. 0.18	36.24													
PATATA 2.90	36.06	8.04			2.41	4.28						8.49		
D DOWNEY 2.30	33.16	7.58			2.35	4.22						8.30		7.00 AM to 7.00 PM
R STUDEBAKER 1.80	30.86	7.53			2.30 1.45	4.17						8.15 7.15		
D NORWALK 2.10	29.06	7.48			1.40 PM	4.12						6.50		7.00 AM to 7.00 PM
PA CARMENITA 3.20	26.96	7.44				4.08						6.30		
RK BUENA PARK 1.00	23.76	7.39				4.03						6.15		7.00 AM to 7.00 PM
ALMOND 1.70	22.76	7.37				4.01						6.02		
RST BROOKSHURST 1.80	21.06	7.34				3.58						5.55		
IEIM D-R WEST ANAHEIM	19.16	7.31				3.55						5.25		7.00 AM to 7.00 PM
IEIM D-R WEST ANAHEIM 2.00	18.35													7.00 AM to 7.00 PM
ES MIRAFLORES 1.07	16.35													
UNC. R ANAHEIM JUNG.	15.28													
HEIM D-R WEST ANAHEIM 1.20	19.16	7.31				3.55						5.25		7.00 AM to 7.00 PM
IM D ANAHEIM 1.70	17.96	7.27				3.51						5.20		7.00 AM to 7.00 PM
ING. R TUSTIN JUNG. 0.98	16.26	7.24				3.49			1.15 PM			5.15		
UNC. ANAHEIM JUNG. 1.73	15.28	7.22				3.47			1.10 PM			5.09		
NGE WEST ORANGE 2.35	13.55	7.19				3.44						5.05		
VA D-R SANTA ANA 5.06	11.20	7.15 AM			11.00 AM	3.40						5.00 PM		7.00 AM to 7.00 PM
NO (Spur) PAULARINO (Spur) 2.44	6.14				10.53	3.28								
THURIN 1.13	3.70				10.48	3.23								
HARPER 2.57	2.57				10.45	3.20								
D-R NEWPORT BEACH	0.00				10.40 AM	3.15 PM								7.00 AM to 7.00 PM
(44.49)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Lv. Wednesday only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		

Time over District	(1.11)	(0.12)	(0.20)	(0.35)	(1.35)	(0.12)	(0.28)	(0.25)	(0.05)	(4.35)	(0.10)
Average speed per hour	28.13	27.00	33.60	26.45	28.10	27.00	11.57	12.96	11.76	7.26	10.20

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions---No. 120 is superior to No. 119.
 No. 100 is superior to No. 105. No. 102 is superior to No. 107. No. 109 is superior to No. 276.
 Nos. 104 and 105 will hold main line without protection between switches at Santa Ana, and No. 120 at Norwalk, while doing station work.
 All other trains and engines approaching will be governed accordingly.

Trains will stop at Main Street, Santa Ana and Nadeau Park on signal.
 Trains must procure clearance at Newport Beach and Santa Ana.

COAST BRANCHES SUBDIVISION (continued)

Eastward		FROM SAN FRANCISCO								TOWARD SAN FRANCISCO						Westward											
Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS						FIRST CLASS	Distance from San Francisco.	TIME TABLE						Distance from Whittier.	SECOND CLASS						Telegraph Office Hours					
							124		108	120	No. 99						119	123	109								
							Freight		Freight	Whittier Passenger	March 22, 1908						Whittier Passenger	Freight	Freight								
						Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	STATIONS						Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday										
						1.00 PM			LOS ANGELES						3.00 PM									24 hours			
2317							7.15 PM	12.50 AM	1.45 PM	497.79	R	STUDEBAKER	2.10	5.90	2.30 PM	1.50 AM	8.15 PM										
1,353							7.19	12.54	f 1.50	499.89		FULTON WELLS	1.10	3.80	f 2.26	1.44	8.09										
1,000							7.22	12.57	f 1.54	500.99		LOS NIETOS	0.12	2.70	f 2.23	1.40	8.05										
										501.11		CROSSING A. T. & S. F. RY.	1.58	2.58													
2,074							7.26	1.01	f 1.59	502.69		EVERGREEN STREET	1.00	1.00	f 2.18	1.33	7.58										
2,616 TW							7.35 PM	1.10 AM	2.03 PM	503.69	D-R	WHITTIER	0.00	0.00	2.15 PM	1.30 AM	7.55 PM							7.00AM to 7.00PM			
						Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	(5.90)						Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday										
						(0.20)	(0.20)	(0.18)	Time over District.....						(0.15)	(0.20)	(0.20)										
						17.70	17.70	19.67	Average speed per hour.....						23.60	17.70	17.70										

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72 Exceptions—No. 120 is superior to No. 119. No. 124 is superior to No. 109, No. 108 is superior to No. 123. Trains must procure clearance at Whittier when operator on duty.

COAST BRANCHES SUBDIVISION (continued)

Eastward From San Francisco		FIRST CLASS		Distance from San Francisco.	TIME TABLE		Distance from Los Alamitos.	Toward S. Fran. West.		Telegraph Office Hours		
		282	Mixed		No. 99			271	287			
		Leave Daily Ex. Sunday			March 22, 1908			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
STATIONS												
3560 YW		10.21 AM	509.49	D-R	WEST ANAHEIM	9.30	10.06 AM	12.39 PM	7.00AM to 7.00PM			
		f10.26	511.11		1.62 NEFF (Spur)	7.8	f10.01	f12.35				
494		f10.29	512.09		0.98 NUTWOOD (Spur)	6.70	f 9.59	f12.32				
1,790		f10.34	513.99		1.90 BENEDICT	4.80	f 9.55	f12.27				
	Y	10 35	514.59	R	BENEDICT JUNCTION	4.20	9.53 AM	12.25				
12,917 TWO		10.45 AM	518.79	D-R	LOS ALAMITOS	0.00		12.15 PM	7.00AM to 7.00PM			
		Arrive Daily Ex. Sunday		(9.30)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				

(0.24) Time over District..... (0.13) (0.24)
 23.25 Average speed per hour..... 23.54 23.25

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions—No. 282 is superior to No. 287. Trains must procure clearance at West Anaheim and Los Alamitos. Main line switch at West Anaheim, on Los Alamitos Branch, will be left set for west leg of the "Y."

COAST BRANCHES SUBDIVISION (continued)

Eastward From San Francisco		FIRST CLASS		Distance from San Francisco	TIME TABLE		Distance from Newport Beach	Toward S. Fran. West.		Telegraph Office Hours	
		No. 99			271						
		March 22, 1908			Arrive Daily Ex. Sunday						
STATIONS											
514.59	R	BENEDICT JUNCTION	15.77	9.48 AM							
517.69		3.10 WESTMINSTER	12.67	f 9.35							
519.79		2.10 SMELTZER	10.57	s 9.18							
520.79		1.00 WINTERSBURG	9.57	s 9.00							
522.17		1.38 WIEBLING (Spur)	8.19	f 8.55							
522.59		0.42 LA BOLSA (Spur)	7.77	f 8.53							
523.00		0.41 NORTHAM (Spur)	7.36	f 8.50							
523.56		0.56 NEWLAND	6.80	f 8.45							
524.66		1.10 HUNTINGTON BEACH	6.70	s 8.35							
530.36	D-R	NEWPORT BEACH	0.00	8.15 AM					7.00AM to 7.00PM		
		(15.77)		Leave Daily Ex. Sunday							

Time over District..... (1.33)
 Average speed per hour..... 10.17

Trains must procure clearance at Newport Beach.

COAST BRANCHES SUBDIVISION (continued)

Eastward		FROM SAN FRANCISCO				TOWARD SAN FRANCISCO		Westward	
Length of sidings in feet, and location of Scales, Fuel, Water & Turning Stations.	Distance from San Francisco.	SECOND CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS	
		156	154	174	140	171	147	151	153
		San Pedro Freight	Long Beach & San Pedro Freight	Long Beach Passenger	San Pedro Passenger	Long Beach Passenger	San Pedro Passenger	Long Beach & San Pedro Freight	San Pedro Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
16,310	YTWOF	10.03 AM	4.30 AM	4.00 PM	9.05 AM	11.45 AM	6.45 PM	9.10 AM	1.20 PM
2,688	YW	10.31 AM	4.58 AM	4.11 PM	9.16 AM	11.33 AM	6.33 PM	8.42 AM	12.55 PM
498		10.33	5.05	4.13	9.18	11.30	6.30	8.34	12.51
2,637		10.36	5.12	4.16	9.21	11.26	6.26	8.28	12.48
5,744		10.43	5.47	4.21	9.26	11.21	6.21	8.23	12.40
4,764		10.53	6.12	4.27	9.32	11.15	6.15	8.12	12.25
4,700	Y	11.04	6.25	4.35	9.38	11.10	6.10	7.50	12.10
900				5.17	9.40	10.18	6.08		
2,316		11.10	6.34	5.19	9.42	10.15	6.05	7.42	12.02 PM
14,980	TFOW	11.22 AM	6.43 AM	5.25 PM	9.48 AM	10.10 AM	6.00 PM	7.32 AM	11.52 AM
8,192									
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.51)	(1.45)	(0.33)	(0.32)	(0.33)	(0.33)	(1.10)	(1.03)
		19.29	9.42	29.82	30.75	29.82	29.82	14.05	15.61

Eastward		From San Francisco		Toward S. Fran.		West.		Eastward		From San Francisco		Toward S. Fran.		West.	
Length of sidings in feet, and location of Scales, Fuel, Water & Turning Stations.	Distance from San Francisco.	FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS	
		174	172	171	173	278	279	174	172	278	279				
		Long Beach Passenger	San Pedro Passenger	Long Beach Passenger	San Pedro Passenger	Mixed	Mixed								
4,700	Y	4.35 PM	10.20 AM	11.10 AM	5.15 PM	1.10 PM	2.45 PM								
300		4.45	10.30	11.00	5.05										
2,063	T	4.50 PM	10.35 AM	10.45 AM	5.00 PM										
		Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Arrive Daily Ex. Sunday	Leave Daily Ex. Sunday								
		(0.15)	(0.15)	(0.25)	(0.15)	(0.45)	(0.40)								
		16.00	16.00	9.60	16.00	13.92	15.71								

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.
 Exceptions: No. 154 is superior to No. 151, No. 156 is superior to No. 153. No. 172 is superior to No. 171, No. 174 is superior to No. 173, No. 278 is superior to No. 279.
 Trains must procure clearance at San Pedro and Long Beach.

LOS ANGELES YARD. LOS ANGELES AND INDIO SUBDIVISION (continued)

Eastward

FROM SAN FRANCISCO

TIME TABLE
No. 99
March 22, 1908

STATIONS

SQUAB 1.15
DN-R RIVER STATION 0.67
NAUD JUNG. 0.43
COMMERCIAL ST. 0.80
DN-R LOS ANGELES

Manual Signals
Auto Signals

Double Track

56 Santa Barbara Passenger	170 Crafton Express	156 San Pedro Freight	370 Pasadena Passenger	26 The Owl	150 Riverside Passenger	10 Sunset Express	330 Pasadena Passenger	310 Pasadena Passenger	8 New Orleans Passenger	154 Long Beach & San Pedro Freight
Leave Daily	Leave Daily	Leave Daily Ex.Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex.Sunday	Leave Daily	Leave Daily Ex.Sunday
11.32 AM				8.38 AM		8.23 AM			6.48 AM	
11.39		9.45 AM		8.45		8.30			6.55	4.20 AM
11.43	9.57 AM	9.50	9.23 AM	8.49	8.43 AM	8.34	8.29 AM	7.36 AM	6.59	4.24
11.46	9.59	9.53	9.26	8.51	8.46	8.36	8.31	7.38	7.01	4.26
11.50 AM	10.05 AM	10.00 AM	9.30 AM	8.55 AM	8.50 AM	8.40 AM	8.35 AM	7.43 AM	7.05 AM	4.30 AM
Arrive Daily	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily Ex.Sunday

Trains must procure a clearance card at Los Angeles and River Station.

LOS ANGELES YARD. LOS ANGELES AND INDIO SUBDIVISION (continued)

Eastward

FROM SAN FRANCISCO

TIME TABLE
No. 99
March 22, 1908

STATIONS

SQUAB 1.15
DN-R RIVER STATION 0.67
NAUD JUNG. 0.43
COMMERCIAL ST. 0.80
DN-R LOS ANGELES

Manual Signals
Auto Signals

Double Track

244 Sunset Freight Limited	22 Coaster	108 Santa Ana and Whittier Freight	254 Sunset Freight Limited	88 Santa Monica Freight	272 Freight	58 Santa Barbara Passenger	210 Inside Track Flyer	30 Golden State Limited	40 Passenger and Freight	470 Pasadena Passenger	70 California Passenger	234 Way Freight	242 Through Freight	18 Los Angeles Passenger	410 Pasadena Passenger	90 Sunset Express
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	Leave Daily Ex.Sunday	Leave Daily Ex.Monday	Leave Daily	Leave Daily	Leave Daily
11.42 PM	11.28 PM		11.18 PM		7.56 PM	7.17 PM			5.02 PM			3.30 PM	3.00 PM	2.13 PM		
11.50 PM	11.35	11.20 PM	11.25 PM	10.30 PM	8.10 PM	7.24			5.10 PM			3.40 PM	3.15 PM	2.20		
	11.39	11.25		10.34		7.28	6.53 PM	6.48 PM		4.48 PM	4.42 PM			2.24	1.19 PM	12.37 PM
	11.41	11.28		10.37		7.31	6.56	6.50		4.50	4.45			2.26	1.22	12.39
	11.45 PM	11.35 PM		10.42 PM		7.35 PM	7.00 PM	6.55 PM		4.55 PM	4.50 PM			2.30 PM	1.26 PM	12.45 PM
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	Arrive Daily Ex.Sunday	Arrive Daily Ex.Monday	Arrive Daily	Arrive Daily	Arrive Daily

LIST OF SURGEONS

Name.	Location.	District.	Name.	Location.	District.
Dr. F. K. Ainsworth, Manager & Chief Surgeon	San Francisco, Cal.	All.	Dr. F. C. E. Mattison	Pasadena, Cal.	Between Dolgeville and Pasadena.
Dr. H. G. Cates, Division Surgeon	Los Angeles, Cal.	Between Burbank, University, Compton, Studebaker and Bassett.	Dr. L. N. Wheeler, Emergency Surgeon	Monrovia, Cal.	
Dr. G. L. Hutchinson, District Surgeon	Los Angeles, Cal.	Between Burbank, University, Compton, Studebaker and Bassett.	Dr. F. B. Elwood, Emergency Surgeon	Alhambra, Cal.	
Dr. R. C. Dundas, Surgeon, Emergency Hospital	East Los Angeles, Cal.		Dr. Edgar Reed, Emergency Surgeon	Monte, Cal.	Between Bassett and Lordsburg.
Dr. E. A. Bryant, Consulting Surgeon	Los Angeles, Cal.		Dr. J. D. Reed	Covina, Cal.	Between Bassett, Lordsburg and Declez.
Dr. A. C. Rogers, Oculist and Aurist	Los Angeles, Cal.		Dr. T. Hardy Smith	Pomona, Cal.	
Dr. N. H. Hamilton	Santa Monica, Cal.	Between University and Port Los Angeles.	Dr. C. Sheppard, Emergency Surgeon	Ontario, Cal.	
Dr. A. L. Holcombe, Emergency Surgeon	Compton, Cal.		Dr. J. A. Champion	Colton, Cal.	Between Declez and El Casco.
Dr. J. W. Wood, Emergency Surgeon	Long Beach, Cal.		Drs. J. T. & J. A. Colliver	San Bernardino, Cal.	Between San Bernardino, Redlands Junction and Colton.
Dr. W. A. Weldon	San Pedro, Cal.	Between Compton and San Pedro.	Dr. C. A. Sanborn	Redlands, Cal.	Between Redlands Junction and Riverside.
Dr. O. J. Rowley, Emergency Surgeon	Downey, Cal.		Dr. J. G. Baird	Riverside, Cal.	Between Colton and Riverside.
Dr. W. H. Stokes, Emergency Surgeon	Whittier, Cal.		Dr. Jno. C. King	Banning	El Casco and Imperial Junction.
Dr. J. F. Groover, Emergency Surgeon	Norwalk, Cal.		Nurse in charge of Emergency Hospital	Indio, Cal.	
Dr. W. H. Syer, Emergency Surgeon	Anaheim, Cal.		Dr. G. M. Bumgarner	Imperial, Cal.	Between Imperial Junction and Heber.
Dr. D. F. Royer, Emergency Surgeon	Orange, Cal.		Dr. F. W. Peterson	Callexico, Cal.	Between Heber and Callexico.
Dr. C. D. Ball	Santa Ana, Cal.	Between Studebaker and Smeltzer.	Dr. W. T. Heffernan	Callexico, Cal.	Between Heber and Callexico.
			Drs. E. B. & J. A. Ketcherside	Yuma, Ariz.	Between Imperial Junction and Mohawk Summit.

HOSPITALS FOR LOS ANGELES DIVISION.

General Hospital.—S. P. Hospital, Sacramento, Cal., pending reconstruction of General Hospital at San Francisco, Cal.
 Division Hospital.—Los Angeles Infirmary, Los Angeles, Cal.
 Emergency Hospitals.—S. P. Emergency Hospital, East Los Angeles, Cal.
 S. P. Emergency Hospital, Indio, Cal.

LOS ANGELES YARD. LOS ANGELES AND INDIO SUBDIVISION (continued)

TIME TABLE
No. 99
March 22, 1908

TOWARD SAN FRANCISCO

Westward

	233 Way Freight	55 Santa Barbara Passenger	39 Passenger and Freight	21 Coaster	81 New Orleans Passenger	321 Pasadena Passenger	241 Through Freight	181 Inside Track Flyer	151 Long Beach & San Pedro Freight	441 Golden State Limited	271 Freight									Telegraph Office Hours	
STATIONS	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily										
Manual Auto Signals SQUAB 1.15 DN-R RIVER STATN. 0.67 NAUD JUNG. 0.43 COMMERCIAL ST. 0.80 DN-R LOS ANGELES	6.22 AM	7.03 AM	7.24 AM	8.17 AM			8.52 AM				11.50 AM										
	6.15 AM	6.57	7.10 AM	8.11			8.45 AM		9.25 AM		11.40 AM									24 hours	
		6.52		8.06	8.12 AM	8.22 AM		9.02 AM	9.18	9.52 AM											
		6.50		8.04	8.09	8.20		9.00	9.15	9.49											
		6.45 AM		8.00 AM	8.05 AM	8.15 AM		8.55 AM	9.10 AM	9.45 AM											24 hours
	Leave Daily Ex.Sunday	Leave Daily	Leave Daily Ex.Sunday	Leave Daily	Leave Daily	Leave Daily Ex.Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex.Sunday	Leave Daily	Leave Daily										

LOS ANGELES YARD. LOS ANGELES AND INDIO SUBDIVISION (continued)

TOWARD SAN FRANCISCO

Westward

	361 Pasadena Passenger	101 Sunset Express	153 San Pedro Freight	57 Santa Barbara Passenger	17 San Francisco Passenger	381 Pasadena Passenger	201 Crafton Express	25 The Owl	221 Riverside Passenger	461 Pasadena Passenger	521 Pasadena Passenger	9 Sunset Express	253 Sunset Freight Limited	109 Santa Ana & Whittier Freight	243 Sunset Freight Limited	91 Santa Monica Freight	7 California Passenger				Telegraph Office Hours
STATIONS	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 Ex.Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily				
Manual Auto Signals SQUAB 1.15 DN-R RIVER STATN. 0.67 NAUD JUNG. 0.43 COMMERCIAL ST. 0.80 DN-R LOS ANGELES				2.03 PM	2.52 PM			5.17 PM				7.47 PM	9.52 PM		10.09 PM		11.47 PM				
			1.40 PM	1.57	2.46			5.11				7.41	9.45 PM	10.00 PM	10.00 PM	10.20 PM	11.41				24 hours
	12.07 PM	1.07 PM	1.28	1.52	2.41	2.47 PM	4.32 PM	5.06	5.32 PM	6.27 PM	6.57 PM	7.36		9.41		10.13	11.36				
	12.05	1.04	1.25	1.50	2.39	2.45	4.30	5.04	5.30	6.25	6.55	7.34		9.39		10.10	11.34				
	12.01 PM	1.00 PM	1.20 PM	1.45 PM	2.35 PM	2.40 PM	4.25 PM	5.00 PM	5.25 PM	6.20 PM	6.50 PM	7.30 PM		9.35 PM		10.05 PM	11.30 PM				24 hours
	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 Ex.Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily				

Trains will approach Fourth Street with great care and know that crossing is clear before passing over. When flagman is on duty, they will not proceed without signal from him that track is unobstructed.

ELECTRIC RAILWAY CROSSINGS.

Los Angeles Pacific .76 mile west Soldiers Home.
Los Angeles Interurban, .44 mile east Benedict.
Santa Ana and Newport Ry., .10 mile east Santa Ana.
San Bernardino Val. Trac. Co., .25 mile east San Bernardino.
San Bernardino Val. Trac. Co., .16 mile east Redlands.
Riverside and Arlington Ry., .43 mile west Riverside.
Pacific Electric Railway crossing .05 mile east of North Dolgeville.
L. A. I. U. Railway crossing .11 mile east of Monte.
L. A. I. U. Railway crossing .13 mile east of Vineland.

Pacific Electric Railway .92 mile west of Aurant.
Ontario and S. A. Heights Ry., .10 mile west Ontario.
Los Angeles Pacific, .06 mile east University.
Los Angeles Interurban, .10 mile east Dodsworth.
Los Angeles Interurban, .05 mile west Lynwood.
Pacific Electric, 1.35 miles west Elftman.
Pacific Electric, .04 mile west of West Alhambra.
Pacific Electric, .62 mile west South Pasadena.

J. H. DODDS, Train Master - - - - Los Angeles
L. G. SLOAN, Chief Dispatcher - - - - " "
N. K. POTTER, Dispatcher - - - - " "
H. M. BATY, Dispatcher - - - - " "
J. A. DAY, Dispatcher - - - - " "

R. T. BURDETTE, Asst. Train Master - - - Los Angeles
B. F. SCARBOROUGH, Night Chief Dispatcher " "
J. B. STEWART, Dispatcher - - - - " "
F. E. SLAKER, Dispatcher - - - - " "
J. A. WALKER, Dispatcher - - - - " "
G. H. CUMMINGS, Dispatcher. - - - - " "

COAST BRANCHES SUBDIVISION (continued)

Eastward		FROM SAN FRANCISCO								Distance from San Francisco.	TIME TABLE		Distances from Port Los Angeles and Branch Terminal.	TOWARD SAN FRANCISCO								Westward											
		SECOND CLASS									No. 99			SECOND CLASS								Telegraph Offices Not Open 24 Hours											
Length of sidings in feet, and location of Scales, Fuel, Water & Turning Stations.											88	March 22, 1908																					
										Santa Monica Freight																							
										Leave Daily Ex.Sunday			STATIONS																				
										11.12 PM			LOS ANGELES																				
16.310 YTWOF										11.22 PM	485.86	R	CLEMENT JUNC.		10.05 PM																		
1.005										11.37	487.96		2.10 WINTHROP		9.55 PM																		
4.010										11.55	488.96		1.00 UNIVERSITY		9.45																		
2.786										12.05 AM	491.26		2.30 CIENEGA		9.40																		
480											493.56		2.30 SENTOUS (Spur)		9.25																		
2.082										12.12	494.66		1.10 IVY		9.15																		
2.546										12.17	495.86		1.20 THE PALMS		9.10																		
1.130 Y										12.25	497.46		1.60 HOME JUNG.		9.00																		
1.130 Y		Soldiers' Home Branch								497.46	R	HOME JUNG.																					
409																		498.54		1.08 SAWTELLE (Spur)													
1.918																		499.26	D	0.72 SOLDIERS HOME												7.00AM to 7.00PM	
1.130 Y										12.25	497.46		HOME JUNG.		9.00																		
8.662										12.31	499.26		1.80 MATERIAL YARD		8.55																		
										12.35	501.12		1.86 R STA MONICA JUNG.		8.52																		
3.588 W										12.45 AM	501.36		0.24 D-R SANTA MONICA		8.50 PM										7.00AM to 7.00PM								
											501.36		0.24 SECOND STREET																				
881											503.16		1.80 SANTA MONICA CANON																				
10.406 WTO											504.56		1.40 PORT LOS ANGELES																				
										Arrive Daily Ex.Monday			(18.70)		Leave Daily Ex.Sunday																		

(1.23) Time over District..... (1.05)
 13.51 Average speed per hour..... 17.26

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.

Regular freight service to Soldiers' Home on Mondays and Fridays only.
 Trains running via Soldiers Home loop will leave a brakeman at Home Junction to throw switches and advise other trains.
 Trains and engines must come to a full stop and send flagman ahead before proceeding through Santa Monica tunnel, between 6 p. m. and 6 a. m. when tunnel flagman is off duty.
 Trains must procure clearance at Santa Monica unless released by Dispatcher.

RATING OF LOCOMOTIVES.

LOS ANGELES DIVISION.

ward
Telegraph
Offices
Not Open
24 Hours

COAM to 7.00PM
COAM to 7.00PM

CLASS.	ENGINE NUMBERS.	BOILER PRES-SUBE.	LOS ANGELES TO COLTON.		COLTON TO LOS ANGELES.		LOS ANGELES TO COLTON.		COLTON TO LOS ANGELES.		COLTON TO INDIO.		INDIO TO COLTON.		INDIO TO YUMA.		YUMA TO INDIO.	
			Rating in Ms.		Rating in Ms.		Rating in Ms.		Rating in Ms.		Rating in Ms.		Rating in Ms.		Rating in Ms.		Rating in Ms.	
			THROUGH	LOCAL	THROUGH	LOCAL	THROUGH	LOCAL	THROUGH	LOCAL	THROUGH	LOCAL	THROUGH	LOCAL	THROUGH	LOCAL	THROUGH	LOCAL
E-69 ^{1 1/2} / ₂₄	65	1382 to 1397, 1399 to 1401.....	160	790	790	1680	1745	1680	1745	450	450	1725	1725	1725	1725	1725	1725	
E-63 ^{1 1/2} / ₂₄	52	1300, 1307, 1309, 1310, 1312, 1318, 1319, 1324, 1326, 1327.....	150	655	655	1355	1430	1355	1430	360	360	1375	1375	1375	1375	1375	1375	
E-63 ^{1 1/2} / ₂₄	50	1302, 1304, 1305, 1306.....	150	650	650	1280	1375	1280	1375	360	360	1290	1290	1290	1290	1290	1290	
E-63 ^{1 1/2} / ₂₄	54	1329.....	150	690	690	1415	1500	1415	1500	385	385	1440	1440	1440	1440	1440	1440	
E-69 ^{1 1/2} / ₂₄	47	1295.....	140	595	595	1285	1335	1285	1335	330	330	1320	1320	1320	1320	1320	1320	
E-63 ^{1 1/2} / ₂₄	47	{ 1277, 1278, 1297, 1299, 1301, 1308, 1313 to 1317, 1321 to 1323, 1328 } 1330 to 1348, 1350 to 1354.....	140	600	600	1245	1320	1245	1320	330	330	1270	1270	1270	1270	1270	1270	
E-63 ^{1 1/2} / ₂₄	51	1228.....	140	565	565	1185	1255	1185	1255	300	300	1210	1210	1210	1210	1210	1210	
E-63 ^{1 1/2} / ₂₄	39	1216, 1237, 1273.....	140	465	465	1000	1055	1000	1055	245	245	1015	1015	1015	1015	1015	1015	
E-57 ^{1 1/2} / ₂₄	39	1220, 1222.....	140	475	475	970	1045	970	1045	245	245	980	980	980	980	980	980	
E-63 ^{1 1/2} / ₂₄	39	1217, 1218.....	140	480	480	1015	1080	1015	1080	255	255	1035	1035	1035	1035	1035	1035	
E-63 ^{1 1/2} / ₂₄	36	1219.....	140	415	415	900	955	900	955	210	210	915	915	915	915	915	915	
E-63 ^{1 1/2} / ₂₄	39	1224.....	140	475	475	1005	1065	1005	1065	250	250	1020	1020	1020	1020	1020	1020	
E-62 ^{1 1/2} / ₂₄	62	1468.....	140	477	477	970	1040	970	1040	425	425	1633	1633	1633	1633	1633	1633	
T-63 ^{1 1/2} / ₂₄	105	2221 to 2234.....	180	1130	1130	2270	2395	2270	2395	655	655	2305	2305	2305	2305	2305	2305	
T-69 ^{2 1/2} / ₂₄	100	2214 to 2220.....	180	1070	1070	2035	2215	2035	2215	600	600	2040	2040	2040	2040	2040	2040	
T-57 ^{1 1/2} / ₂₄	73	2114 to 2123.....	160	1005	1005	1935	2080	1935	2080	580	580	1955	1955	1955	1955	1955	1955	
T-57 ^{1 1/2} / ₂₄	66	2102, 2104, 2105, 2108, 2109, 2111 to 2113.....	145	885	885	1715	1840	1715	1840	505	505	1730	1730	1730	1730	1730	1730	
T-57 ^{1 1/2} / ₂₄	67	2020 to 2022.....	140	645	645	1275	1370	1275	1370	355	355	1285	1285	1285	1285	1285	1285	
T-57 ^{1 1/2} / ₂₄	58	2023 to 2025.....	140	765	765	1500	1610	1500	1610	430	430	1510	1510	1510	1510	1510	1510	
T-63 ^{1 1/2} / ₂₄	61	2026 to 2028.....	140	775	775	1565	1655	1565	1655	440	440	1590	1590	1590	1590	1590	1590	
T-57 ^{1 1/2} / ₂₄	64	2030.....	140	850	850	1650	1775	1650	1775	480	480	1665	1665	1665	1665	1665	1665	
T-57 ^{1 1/2} / ₂₄	67	2031 to 2095, 2029.....	140	860	860	1675	1800	1675	1800	490	490	1690	1690	1690	1690	1690	1690	
T-57 ^{1 1/2} / ₂₄	77	2002.....	140	850	850	1665	1785	1665	1785	480	480	1675	1675	1675	1675	1675	1675	
T-69 ^{2 1/2} / ₂₄	134	2278 to 2281.....	200	1485	1485	2955	3135	2955	3135	855	855	3000	3000	3000	3000	3000	3000	
M-63 ^{1 1/2} / ₂₄	126	1615 to 1719.....	190	1585	1585	2965	3210	2965	3210	925	925	2980	2980	2980	2980	2980	2980	
M-63 ^{1 1/2} / ₂₄	144	1725 to 1769, 1780 to 1802.....	200	1780	1780	3280	3580	3280	3580	1030	1030	3280	3280	3280	3280	3280	3280	
M-63 ^{1 1/2} / ₂₄	154	1720 to 1724, 1770 to 1779.....	200	1765	1765	3265	3565	3265	3565	1015	1015	3265	3265	3265	3265	3265	3265	
C-57 ^{1 1/2} / ₂₄	181	2624, 2627 to 2651, 2654 to 2671.....	200	2320	2320	4235	4620	4235	4620	1365	1365	4235	4235	4235	4235	4235	4235	
TW-55 ^{1 1/2} / ₂₄	155	2914 to 2923.....	200	1985	1985	3630	3960	3630	3960	1160	1160	3630	3630	3630	3630	3630	3630	
A-79 ^{1 1/2} / ₂₄	102	3016 to 3024.....	200	1270	1270	2470	2685	2470	2685	695	695	2480	2480	2480	2480	2480	2480	
"H. 1.0" means that helper has same power as road engine. "H. .75" means 3/4 power road engine, etc.				Single Engine	Single Engine	H. 1.0 Los Angeles to Delgeville. H. 1.0 Pomona to Pomona.	H. 1.0 Los Angeles to Delgeville. H. 1.0 Pomona to Ontario. H. 1.0 Delciz to Allis.	H. 1.0 Colton to Bloomington. H. 1.0 Savannah to Alhambra.	H. 1.0 Colton to Bloomington. H. 1.0 Savannah to Alhambra.	Single Engine	Single Engine					H. 1.0 Yuma to Knob.		
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS.			Less than 40 Ms.....	3	3	3	2	3	2	2	2	3	3	3	3	3	3	
			40 to 50 Ms.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			More than 50 Ms.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
LOCATION OF STATION TELEGRAPHERS.																		
Los Angeles. Pomona. Colton. Redlands. Beaumont. Indio. Imperial Junction.						Glamis. Calexico. Yuma. Tower 13, Florence. Port Los Angeles. San Pedro Wharf.						W—Water Station. C—Fuel Station. T—Turntable. Y—Wye. O—Track Scales. R—Register.						

SPECIAL RULES.

Standard Clocks, as per rule 3, are located at Los Angeles, River Station, Colton, Beaumont, Indio, Imperial Junction and Yuma.
 Trains must procure a clearance card before leaving their initial station if such station be a telegraph office.
 Extra trains may pass, or run ahead of, second class trains except Nos. 243 and 244 without receiving an order to do so.

INTERLOCKING SIGNAL TOWERS.

Tower No. 1.—Crossing of Southern California and S. P., L. A. & S. L. Railways, 1.9 miles east of Los Angeles.
 Engineers coming from roundhouse to River Station will sound one long and four short blasts of the whistle.
 From roundhouse to Arcade, one long blast.
 From all points to the roundhouse, one long and four short.
 From Yuma to River Station, one long and four short.
 From roundhouse to pressed-brick spur on east-bound main line, three short and one long.
 From pressed-brick spur through cross-over down main line, one long, one short and one long.
 From pressed-brick spur through cross-over to River Station, one long and four short.
 All main line movements against traffic, one long and one short.
 Movements in or out of Salt Lake transfer, four short and one long.

Tower No. 2.—Crossing of Southern California Railway, .9 mile east of Verdondale.

Tower No. 3.—Crossing of Southern California Railway, at Los Nietos. (Engineers of trains wishing to take siding will sound one long and four short blasts of the whistle.)

Tower No. 4.—Crossing of Southern California Railway, .5 mile east of Tustin Junction.

Tower No. 5.—Crossing of Southern California Railway, .3 mile east of Marlboro.

Tower No. 6.—Crossing of Southern California Railway, at west end of Colton yard. (East-bound trains desiring coach track will sound one long and

one short blast of the whistle; for No. 1 track, one long and four short blasts; for No. 2 track, three short and one long blasts, and for Riverside Branch two long and one short blasts.)

Tower No. 7.—Crossing of Southern California Railway at Arcadia.

Tower No. 8.—At Dolgeville (Engineers of trains going on Pasadena Branch will blow one long and four short blasts of the whistle, for the information of towerman. Going on Duarte Branch, four short and one long blast of the whistle. For passing track, one long and one short blast; for middle track, two long and one short; for passing from one main track to the other, five short blasts, and for house track, three short and one long blast. An engineer wishing to leave a track will sound same signal as for the track.)

Tower No. 9.—Crossing of Southern California Railway, .7 mile west of Orange Center.

Tower No. 10.—Crossing of Southern California Railway at Riverside Junction. (Engineers of trains going to Riverside freight yard will blow one long and four short blasts of the whistle for the information of towerman. Engineers of trains coming from or going to the S. P., L. A. & S. L. Ry. will sound one long and one short blast of the whistle for information of towerman.)

Tower No. 11.—At Naud Junction. (Engineers of trains running via Mission Junction will sound four short blasts of the whistle for information of towerman.)

Tower No. 12.—At River Station. (Engineers will sound one long blast of whistle for main line; five short blasts for cross-overs; one long and one short blast for side movements, and three short and one long blasts for Hotel tracks or new freight house tracks.)

Tower No. 13.—At Florence. (Engineers of east-bound trains going on Santa Ana Branch will sound one long and four short blasts of whistle for information of towerman. Engineers of west-bound trains wishing to take siding will

sound one long and one short blast of the whistle, and for trains from Santa Ana Branch wishing to pass over to east-bound track five short blasts.)

Tower No. 14.—At Pomona. (Trains desiring Chino or Covina Branch will sound one long and four short blasts of whistle; for Passing Track, one long and one short blast; for Storage Track and Winery spur, two long and one short blasts; for House Track, three short and one long blasts; from main line east of tower to main line west of tower, four short blasts; from Chino Branch to main line, one long blast.)

Tower No. 15.—Crossing of the San Pedro, Los Angeles and Salt Lake Railway, on Chino Branch, .2 mile west of Ontario.

Tower No. 16.—Crossing of the San Pedro, Los Angeles and Salt Lake Railway, on Chino Branch, 1.10 miles east of Pomona.

Tower No. 17.—Crossing of San Pedro, Los Angeles and Salt Lake Railway on Santa Ana Branch at Patata.

Tower No. 18.—At Clement Junction. (Engineers of east-bound trains wishing to go to Santa Monica will sound five short blasts of the whistle. Engineers of west-bound trains coming off the Santa Monica Branch and wishing to take east-bound tracks will sound one long and four short blasts of the whistle.)

Tower No. 19.—Crossing of Santa Fe Ry. at San Bernardino. (Engineers wishing to go around Y will sound one long and one short blast of whistle; for house track two long and one short blast.)

Tower No. 20.—Crossing of Pacific Electric Railway on Pasadena Branch .62 mile west of South Pasadena.

Tower No. 21.—Crossing Pacific Electric Railway on San Pedro Branch 1.35 miles west of Elftman.

When a train which has been given the semaphore does not wish to use the crossing, one short followed by one long blast of the whistle should be blown for information of towerman.

AUTOMATIC BLOCK SIGNALS PROVIDED WITH OVERLAPS ARE LOCATED AS FOLLOWS:

Los Angeles between Point 4600 feet west of first crossing Los Angeles River and River Station.

Los Angeles, between River Station and Naud Junction.

Los Angeles, between Arcade Depot and Clement Junction.

Los Angeles, between Naud Junction and Tower No. 1, on west-bound track.

Between Dolgeville and second crossing of Los Angeles River.

Between Dolgeville and Pomona.

Covina branch, one mile west of Pomona.

Between Bloomington and Palm Springs.

Santa Monica, from 99-steps to west end of Material Yard.

Block signals, between Naud Junction and Arcade Depot are "manually controlled."

The limits of these blocks when not indicated by signals will be shown by a sign reading "Block Signal Limit," placed on the engineer's side of the track.

Trains will be governed by these signals in accordance with standard rules. (See pages 90 and 100 to 110 inclusive.)

Referring to Rule No. 504, page 101, covering observance automatic block signals; when trains are stopped by signals through Santa Monica Yard will wait three minutes if flagman has gone ahead before proceeding through block cautiously.

When stopped by block signal between Bloomington and Palm Springs, trains ascending grade will wait three minutes; descending grade, five minutes. Between Dolgeville and Pomona, east bound trains will wait five minutes, and west bound trains three minutes, then proceed as per Rule 504.

Home signal 5448 west of Redlands Junction and 5405 at Colton will be one minute blocks.

Trainmen must not depend upon the Block System to protect their trains; but wherever necessary, must see that the train is protected by flag, as per rule 99.

All light engines will take siding for all trains.

LIST OF OVERHEAD STRUCTURES.

Santa Monica Branch:
 L. A. & P. Ry. concrete bridge, Santa Monica.
 Wagon bridge, Seventh St., Santa Monica.
 L. A. & P. Ry. Crossing just east of Fifth St., Santa Monica.
 North Beach bath-house, just east of tunnel, Santa Monica.

Los Angeles:
 Wagon bridge, First Crossing, Los Angeles River.
 Wagon and L. A. Ry. bridge, Buena Vista St.
 Pacific Electric Ry. Crossing, Daly St.
 Pacific Electric Railway viaduct .20 mile west of Aurant.
 L. A. Ry. viaduct, San Fernando St.

Santa Ana Branch:
 Bridge No. 491 C over Los Angeles River, about three-fourths miles west of S. P. L. A. and S. L. R. R. crossing.

Redlands Branch:
 Bridge No. 548 A over Mill Creek, just west of Redlands Yard.

Yuma:
 Colorado River Draw Bridge.

Speed of passenger trains will be restricted to 50 miles per hour, and freight trains to 35 miles per hour. Trains will not exceed the following speeds in miles per hour over districts as listed below:

	Passenger.	Freight.
Bloomington-Colton	30	30
Beaumont to Colton	40	18
Beaumont to Palm Springs.....	40	18
East Switch Knob to West Switch Araz	35	20
Imperial Junction-Calexico	30	
San Bernardino-Redlands Junction-Crafton	40	
All branches out of Los Angeles.....	40	

Speed limit of first class trains in miles per hour between outside switches of yards will be as follows:

Los Angeles,	12 miles per hour
Colton,	12 " " "
Indio,	12 " " "

SPEED OF TRAINS

Second class and extra trains will be governed by rule 93 in moving through these yards.

Passenger trains must not exceed speed of 30 miles per hour and freight trains 20 miles per hour over shoofly, 1½ miles west of Salton.

Trains must not exceed a speed of 6 miles per hour over Salt Creek Bridge just east of Salton.

Trains must not exceed speed of 8 miles per hour between Colorado River Bridge and City Limit board east end of Patio Yard.

Trains must not exceed speed of 15 miles per hour over shoofly between Bernice and Rockwood and 6 miles per hour over Alamo River bridge.

Trains must not exceed speed of 10 miles per hour over Lytle Creek bridge 1 mile west of San Bernardino.

Trains on Pasadena Branch must not exceed speed of 25 miles per hour between Glenarm street, Pasadena, and Hope street, South Pasadena, and 20 miles per hour on first curve out of Dolgeville.

Passenger trains must not exceed speed of 35 miles per hour and freight trains 25 miles per hour between slow board .3 miles west of The Palms to 1.10 miles east of The Palms.

Trains must not exceed speed of 12 miles per hour on Port Los Angeles Wharf.

Trains must not exceed speed of 20 miles per hour between slow boards between Harper and Newport Beach.

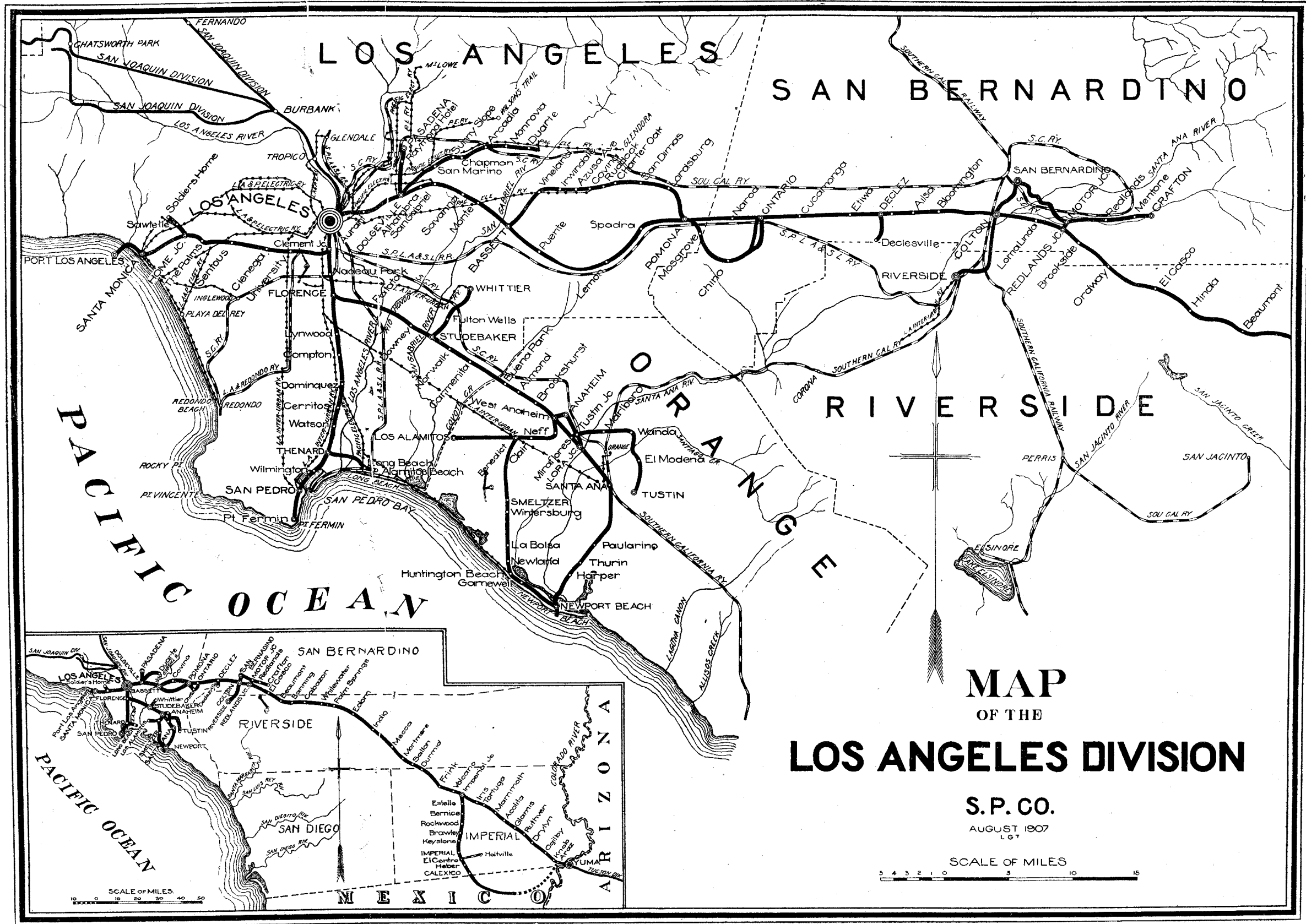
No train will exceed a speed of twenty miles per hour over any railroad crossing, motor and electric crossings included.

Light engines backing up will not exceed a speed of 15 miles per hour.

H. V. PLATT, Superintendent

Los Angeles Div.

J. W. METCALF, Asst. Superintendent



LOS ANGELES

SAN BERNARDINO

PACIFIC OCEAN

RIVERSIDE

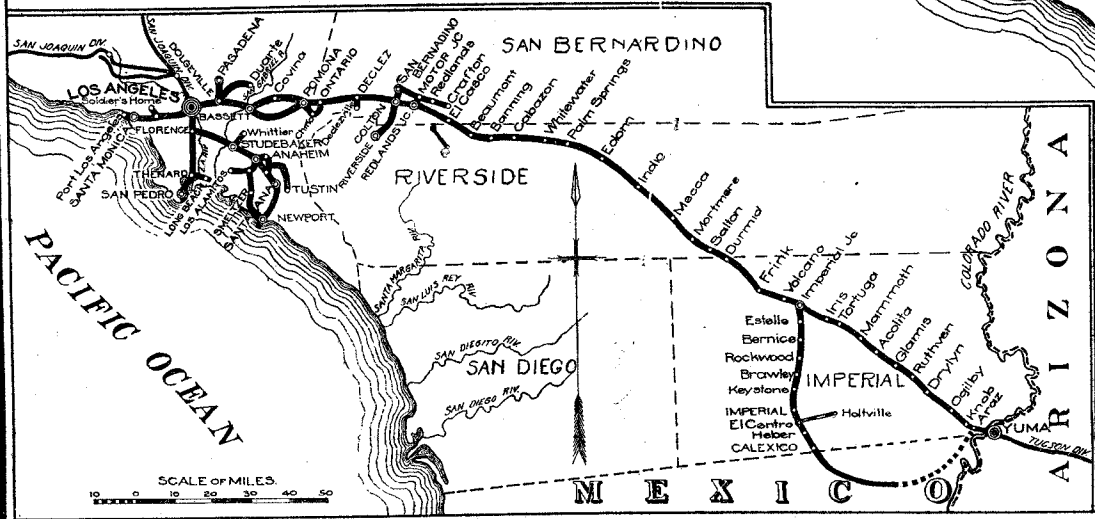
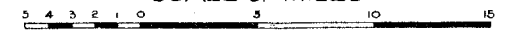
ORANGE

MAP
OF THE
LOS ANGELES DIVISION

S.P. CO.

AUGUST 1907

SCALE OF MILES



MEXIC

ARIZONA