

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

LOS ANGELES DIVISION

173



To Take Effect Sunday, February 13, 1938, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MESSIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

C. F. DONNATIN,
Superintendent.

Geo W Bryant

VENTURA SUBDIVISION

Table with columns: EAST-WARD, WEST-WARD, Time Table No. 173, February 13, 1938, Ojai Branch, STATIONS, Capacity of Sidings in Car Lengths, Distance from San Francisco, Distance from Ventura Junc.

Service by Extra Trains Only. List of Intermediate Spurs page 11.

VENTURA SUBDIVISION

Table with columns: EAST-WARD, WEST-WARD, Time Table No. 173, February 13, 1938, Burbank Branch, STATIONS, Capacity of Sidings in Car Lengths, Distance from San Francisco, Distance from Burbank.

Service by Extra Trains Only. List of Intermediate Spurs page 11.

VENTURA SUBDIVISION

Main table with columns: EASTWARD, SECOND CLASS, FIRST CLASS, Capacity of Sidings in Car Lengths, 812, 72, 352, 98, 76, 2, 70, Leave Daily, Arrive Daily, Distance from San Francisco.

Rules 85, 86, 87 and 93—First Class trains except No. 76 will clear Nos. 98 and 99 not less than five minutes; and second class and inferior trains and engines will clear Nos. 98 and 99 not less than ten minutes.

No. 70 must not make non-revenue flag stops, except on account California Railroad Commission. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98, 99, 1, 2, 75, 76, 69 and 70. Dulah Siding will not hold more than 15 passenger cars and one engine. List of Intermediate Spurs page 11.

Table with columns: Train, At, Receive or Discharge, To (or beyond), From (or beyond), Frequency. Includes data for Train 2 and 352.

Time Table No. 173

February 13, 1938

STATIONS

Table listing stations and distances: TO-R SANTA BARBARA, E. STA. BARBARA, MONTECITO, BILTMORE, MIRAMAR, SUMMERLAND, ORTEGA, TO CARPINTERIA, WAVE, BENHAM, PUNTA, SEAOLIFF, DULAH, VENTURA JOT., TO VENTURA, LEMON, MONTALVO, TO OXNARD, LEESDALE, SUOROSA, TO CAMARILLO, TO SOMIS, LAGOL, TO MOORPARK, STRATHEARN, SIMI, TO SANTA SUSANA, HASSON, TO CHATSWORTH, TO NORTH LOS ANGELES, RAYMER, RAYMER TOWER, HEWITT, TO BURBANK JOT., (92.0), Time over District, Average Speed per Hour.

VENTURA SUBDIVISION

WESTWARD

FIRST CLASS

| STATIONS | Distance from Burbank Jct. | FIRST CLASS | | | | | |
|---|----------------------------|-------------|----------|-----------|---------|----------------|----------|
| | | 349 | 99 | 71 | 69 | 1 | 75 |
| | | Passenger | Daylight | Passenger | Coaster | Sunset Limited | Lark |
| TO-R SANTA BARBARA 1.2 | 92.0 | 10.15 AM | 10.32 AM | 11.25 AM | 8.55 PM | 10.35 PM | 11.35 PM |
| E. STA. BARBARA 1.5 | 90.8 | 10.08 | 10.28 | 11.20 | 8.50 | 10.30 | 11.30 |
| MONTECITO 0.5 | 89.3 | | | | | | |
| BILTMORE 0.7 | 88.8 | | | | | | |
| MIRAMAR 1.6 | 88.1 | f | | | | | |
| SUMMERLAND 1.1 | 86.5 | f | | | | | |
| ORTEGA 3.9 | 85.4 | 9.57 | 10.21 | 11.08 | 8.43 | 10.23 | 11.23 |
| TO CARPINTERIA 2.2 | 81.5 | 9.52 | 10.16 | 11.03 | 8.38 | 10.18 | 11.18 |
| WAVE 1.1 | 79.3 | 9.45 | 10.13 | 10.56 | 8.34 | 10.15 | 11.15 |
| BENHAM 1.2 | 78.2 | | | | | | |
| PUNTA 2.9 | 77.0 | 9.41 | 10.09 | 10.52 | 8.30 | 10.11 | 11.11 |
| SEACLIFF 4.3 | 74.1 | 9.36 | 10.05 | 10.48 | 8.26 | 10.07 | 11.07 |
| DULAH 4.4 | 69.8 | 9.29 | 10.00 | 10.42 | 8.20 | 10.01 | 11.01 |
| VENTURA JOT. 0.9 | 66.4 | | | | | | |
| TO VENTURA 2.0 | 64.5 | 9.20 | 9.53 | 10.32 | 8.12 | 9.53 | 10.53 |
| LEMON 3.0 | 62.5 | | | | | | |
| MONTALVO 4.6 | 59.5 | 9.10 | 9.48 | 10.21 | 8.05 | 9.40 | 10.40 |
| TO OXNARD 4.3 | 54.9 | 9.04 | 9.43 | 10.15 | 7.59 | 9.42 | 10.42 |
| LEESDALE 1.5 | 50.6 | 8.55 | 9.39 | 10.05 | 7.51 | 9.37 | 10.37 |
| SUCROSA 3.0 | 49.1 | | | | | | |
| TO CAMARILLO 3.2 | 46.1 | 8.49 | 9.35 | 9.59 | 7.45 | 9.32 | 10.32 |
| TO SOMIS 3.1 | 42.9 | 8.44 | 9.32 | 9.52 | 7.41 | 9.28 | 10.28 |
| LAGOL 4.2 | 39.8 | 8.39 | 9.29 | 9.47 | 7.37 | 9.24 | 10.24 |
| TO MOORPARK 5.1 | 36.6 | 8.34 | 9.24 | 9.42 | 7.32 | 9.19 | 10.19 |
| STRATHEARN 1.3 | 30.6 | 8.26 | 9.19 | 9.35 | 7.25 | 9.13 | 10.13 |
| SIMI 4.0 | 29.2 | f | | | | | |
| TO SANTA SUSANA 3.5 | 26.2 | 8.19 | 9.14 | 9.28 | 7.18 | 9.06 | 10.06 |
| HANSON 4.5 | 21.7 | 8.13 | 9.10 | 9.23 | 7.13 | 9.01 | 10.01 |
| TO CHATSWORTH 4.4 | 17.2 | 8.05 | 9.03 | 9.15 | 7.04 | 8.53 | 9.53 |
| TO NORTH LOS ANGELES 4.2 | 12.8 | 7.52 | 8.59 | 9.10 | 6.58 | 8.48 | 9.48 |
| RAYMER 0.9 | 8.6 | 7.46 | 8.55 | 9.05 | 6.52 | 8.43 | 9.43 |
| RAYMER TOWER Crossing P. E. Hy. 3.4 | 7.7 | | | | | | |
| HEWITT 4.3 | 4.3 | 7.41 | 8.51 | 9.00 | 6.46 | 8.38 | 9.38 |
| TO BURBANK JOT. (92.0) | 0.0 | 7.36 AM | 8.47 AM | 8.55 AM | 6.40 PM | 8.33 PM | 9.33 PM |
| Time over District | | (2.30) | (1.46) | (2.30) | (2.15) | (2.02) | (2.02) |
| Average Speed per Hour | | 34.71 | 33.67 | 36.80 | 40.88 | 46.24 | 46.24 |

Rules 85, 86, 87 and 93—First Class trains except No. 76 will clear Nos. 98 and 99 not less than five minutes; and second class and inferior trains and engines will clear Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98, 99, 1, 2, 75, 76, 69 and 70. Dulah Siding will not hold more than 15 passenger cars and one engine.

List of Intermediate Spurs page 11.

No. 69 must not make non-revenue flag stops, except on account California Railroad Commission.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|-------|-----------------|----------------------|-----------------------|------------------|-----------|
| 1 | Oxnard, Ventura | Receive | San Jose | | Daily |
| 349 | Carpinteria | Receive | West of Santa Barbara | | Daily |
| 75 | Ventura | Receive | Hollister | | Daily |

VENTURA SUBDIVISION

EASTWARD

WESTWARD

| Capacity of Sidings in Car Lengths | Distance from San Francisco | Time Table No. 173 | | Distance from Saugus |
|------------------------------------|-----------------------------|--------------------|---------------|----------------------|
| | | February 13, 1938 | | |
| | | Santa Paula Branch | | |
| | | STATIONS | | |
| Yard PY | 403.2 | | MONTALVO | 45.5 |
| 60 P | 407.6 | TO | SATICOY | 41.1 |
| 13 | 411.0 | | LIMCO | 37.7 |
| 34 P | 411.3 | | HAINES | 37.4 |
| Yard 45 PW | 414.7 | TO | SANTA PAULA | 34.0 |
| P | 421.8 | | SESPE | 26.9 |
| Yard BRP 40 | 424.5 | TO-R | FILLMORE | 24.2 |
| 36 P | 428.2 | | CAVIN | 20.5 |
| | 429.9 | | BUCKHORN | 18.8 |
| 36 PW | 431.8 | TO | PIRU | 16.9 |
| 21 | 434.3 | | OAMULOS | 14.4 |
| 36 P | 438.4 | | KEMP | 10.3 |
| 37 P | 444.1 | | NEWHALL RANCH | 4.6 |
| | 445.2 | | OBERG | 3.8 |
| | 447.9 | | PARDEE | 0.8 |
| 78 BKOWY Yard | 448.7 | TO-R | SAUGUS | 0.0 |
| | | | (45.5) | |

Service by extra trains only.
List of Intermediate Spurs page 11.

EASTWARD

See Current San Joaquin Division Time Table for Schedules of Eastward Trains Saugus to Burbank Junction.

Capacity of Sidings in Car Lengths

W 78 Yard E71BKWOYP

63 P

80

58 P

83 P

Yard 105 WOTP

85 P

39 P

96 P

52 PI

Distance from San Francisco

Time Table No. 173

February 13, 1938

STATIONS

| | |
|-------|----------------------|
| 450.6 | TO-R SAUGUS 2.4 |
| 453.0 | NEW HALL 0.7 |
| 453.7 | ELAYON 0.7 |
| 454.4 | WALTZ JUNO. 2.2 |
| 456.6 | TUNNEL 2.6 |
| 459.2 | SYLMAR 2.6 |
| 461.8 | TO SAN FERNANDO 1.6 |
| 463.4 | PACOIMA 2.2 |
| 465.6 | WAHOO 2.3 |
| 467.9 | ROSCOE 3.7 |
| 471.6 | TO BURBANK JCT. 21.0 |

VENTURA SUBDIVISION

EASTWARD

SECOND CLASS

FIRST CLASS

Capacity of Sidings in Car Lengths

Distance from San Francisco

Time Table No. 173

February 13, 1938

STATIONS

52 PI

PWY

P

I

Yard BKTWOP

I

IY

I

Yard BKYWP

471.6

472.1

474.3

475.0

477.1

477.3

479.7

480.6

481.9

482.5

483.7

| |
|---------------------------------------|
| TO BURBANK JCT. 0.5 |
| BURBANK 2.2 |
| SEPULVEDA 0.7 |
| WEST GLENDALE 2.1 |
| GLENDALE 0.2 |
| GLENDALE TOWER Crossing P. E. Ry. 2.4 |
| TO-R LOS ANGELES YD. 0.9 |
| DAYTON AVE. TOWER 1.3 |
| RIVER STA. TOWER 0.6 |
| NAUD JCT. 1.2 |
| TO-R LOS ANGELES |

| | 814 | 810 | 816 | 812 | 52 | 72 | 352 | 98 | 76 | 60 | 26 | 2 | 70 | 56 | |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------|
| | Freight | Freight | Freight | Freight | San Joaquin | Passenger | Passenger | Daylight | Lark | West Coast | Owl | Sunset Limited | Coaster | Tehachapi | |
| | 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 | |
| | 10.17 PM | 10.30 AM | 4.38 AM | 2.05 AM | 9.31 PM | 9.20 PM | 6.23 PM | 5.29 PM | 8.25 AM | 8.13 AM | 7.59 AM | 7.34 AM | 7.24 AM | 5.54 AM | 471.6 |
| | | | | | f 9.32 | f 9.21 | f 6.24 | | 8.26 | 8.14 | 8.00 | 7.35 | f 7.25 | f 5.56 | 472.1 |
| | | | | | | | | | | | | | | | 474.3 |
| | | | | | | | | | | | | | | | 475.0 |
| | | | | | h 9.41 | h 9.29 | s 6.33 | s 5.38 | s 8.33 | s 8.23 | s 8.08 | s 7.43 | s 7.33 | s 6.07 | 477.1 |
| | | | | | | | | | | | | | | | 477.3 |
| | 10.45 PM | 11.00 AM | 5.05 AM | 2.30 AM | | | | | | | | | | f | 479.7 |
| | | | | | 9.52 | 9.39 | 6.44 | 5.45 | 8.43 | 8.34 | 8.19 | 7.54 | 7.44 | | 480.6 |
| | | | | | 9.56 | 9.42 | 6.48 | 5.48 | 8.47 | 8.37 | 8.23 | 7.57 | 7.47 | 6.27 | 481.9 |
| | | | | | 10.00 | 9.46 | 6.51 | 5.52 | 8.50 | 8.41 | 8.26 | 8.01 | 7.51 | 6.31 | 482.5 |
| | | | | | h 10.10 PM | h 9.55 PM | s 7.00 PM | s 6.00 PM | s 9.00 AM | s 8.50 AM | s 8.35 AM | s 8.10 AM | s 8.00 AM | s 6.40 AM | 483.7 |
| | 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 | |
| | (0.28) 17.37 | (0.30) 16.20 | (0.27) 18.00 | (0.25) 19.44 | (0.30) 18.61 | (0.35) 20.74 | (0.37) 19.61 | (0.31) 23.41 | (0.35) 20.74 | (0.37) 19.61 | (0.36) 20.16 | (0.36) 20.16 | (0.36) 20.16 | (0.46) 15.77 | |

.....Time over District
.....Average Speed per Hour

Schedule time and train orders at Burbank Jct., apply at end of double track.

No. 70 must not make non-revenue flag stops, except on account California Railroad Commission.
Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98, 99, 1, 2, 75, 76, 69 and 70.
Revenue passenger trains must stop at Glendale.
Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point unless proceed signal is received from yardman.
List of intermediate spurs page 11.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---------|------------------|-----------------------|-----------------------------|------------------|-----------|
| 26 | Burbank | Discharge | | Fresno | Daily |
| 352, 52 | Los Angeles Yard | Receive and Discharge | D.H. Trainmen and Enginemen | | Daily |

Time Table No. 173

February 13, 1938

STATIONS

| | |
|-------------------------|------|
| TO-R SAUGUS 2.4 | 33.1 |
| NEWHALL 0.7 | 30.7 |
| ELAYON 0.7 | 30.0 |
| WALTZ JUNO. 2.2 | 29.8 |
| TUNNEL 2.6 | 27.1 |
| SYLMAR 2.6 | 24.8 |
| TO SAN FERNANDO 1.0 | 21.0 |
| PACOIMA 2.2 | 20.8 |
| WAHOO 2.3 | 18.1 |
| ROHOOE 3.7 | 18.8 |
| TO BURBANK JOT. 21.0 | 12.1 |

Distance from Los Angeles

See Current San Joaquin Division Time Table for Schedules of Westward Trains Burbank Junction to Saugus

Time Table No. 173

February 13, 1938

STATIONS

| | |
|---|------|
| TO BURBANK JOT. 0.5 | 12.1 |
| BURBANK 2.2 | 11.6 |
| SEPULVEDA 0.7 | 9.4 |
| WEST GLENDALE 2.1 | 8.7 |
| GLENDALE 0.2 | 6.6 |
| GLENDALE TOWER Crossing P. E. Ry. 2.4 | 6.4 |
| TO-R LOS ANGELES YD. 0.9 | 4.0 |
| DAYTON AVE. TOWER 1.3 | 3.1 |
| RIVER STA. TOWER 0.6 | 1.8 |
| NAUD JOT. 1.2 | 1.2 |
| TO-R LOS ANGELES (12.1) | 0.0 |

Distance from Los Angeles

**VENTURA SUBDIVISION
WESTWARD**

FIRST CLASS

THIRD CLASS

| | 349 | 51 | 99 | 71 | 25 | 69 | 59 | 1 | 55 | 75 | 811 | 813 | 815 | | | | | | |
|-----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|--------------|--------------|--|--|--|--|--|--|
| | Passenger | San Joaquin | Daylight | Passenger | Owl | Coaster | West Coast | Sunset Limited | Tehachapi | Lark | Freight | Freight | 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 | | | | | | |
| | 7.36 AM | 8.23 AM | 8.47 AM | 8.55 AM | 6.33 PM | 6.40 PM | 8.16 PM | 8.33 PM | 9.31 PM | 9.33 PM | 12.35 AM | 9.00 AM | 5.25 PM | | | | | | |
| | f 7.34 | h 8.22 | | f 8.54 | 6.32 | f 6.39 | 8.15 | 8.32 | f 9.30 | 9.32 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | h 7.25 | h 8.15 | s 8.39 | h 8.46 | h 6.24 | h 6.31 | h 8.08 | h 8.24 | h 9.20 | s 9.24 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | 12.10 AM | 8.40 AM | 5.00 PM | | | | | | |
| | 7.15 | 8.04 | 8.31 | 8.34 | 6.14 | 6.19 | 7.59 | 8.14 | | 9.14 | | | | | | | | | |
| | 7.12 | 8.01 | 8.27 | 8.31 | 6.11 | 6.16 | 7.56 | 8.11 | 8.46 | 9.11 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | 7.00 AM | 7.50 AM | 8.15 AM | 8.20 AM | 6.00 PM | 6.05 PM | 7.45 PM | 8.00 PM | 8.35 PM | 9.00 PM | | | | | | | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | |
| Time over District..... | (0.36) | (0.33) | (0.32) | (0.32) | (0.33) | (0.32) | (0.32) | (0.33) | (0.54) | (0.33) | (0.25) | (0.20) | (0.25) | | | | | | |
| Average Speed per Hour..... | 20.10 | 22.00 | 22.66 | 20.74 | 20.33 | 20.92 | 20.37 | 20.30 | 13.44 | 22.00 | 19.44 | 24.30 | 19.44 | | | | | | |

Schedule time and train orders at Burbank Jct., apply at end of double track.

- No. 99 must stop at Glendale with pilot beam of engine at west end of platform to receive passengers.
- No. 25 will reduce speed at Burbank to receive mail.
- No. 69 must not make non-revenue flag stops, except on account California Railroad Commission.
- Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98, 99, 1, 2, 75, 76, 69 and 70.
- Revenue passenger trains must stop at Glendale.
- Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point, unless proceed signal is received from yardman.
- Engineers will start trains at Los Angeles on hand signal from trainmen only.
- List of Intermediate Spurs page 11.

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---------------|-----------------------------|----------------------------------|----------------|--------------------------|-------------------------|
| 25 51, 349 | Burbank Los Angeles Yard | Receive Receive and Discharge | Mojave | D.H. Train and Enginemen | Daily Daily |
| 55 | River Sta. Tower | Receive Waybills | | | Daily ex. Sat. and Sun. |

POMONA SUBDIVISION

EASTWARD

WESTWARD

| Capacity of Sidings in Car Lengths | EASTWARD | | | | | | | | | | Distance from San Francisco | Time Table No. 173 February 13, 1938 | Distance from Colton | WESTWARD | | | | |
|------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|----------------------|-------------|----------------|--------------|-----------------------------|---|----------------------|----------------------|-----------------|-----------------|-----------------|-----------|
| | THIRD CLASS | | | | | FIRST CLASS | | | | | | | | FIRST CLASS | | | | |
| | 830 | 828 | 826 | 824 | 822 | 820 | 6 | 4 | 44 | 2 | | | | 819 | 43 | 5 | 1 | 3 |
| Freight | Freight | Freight | Freight | Freight | The Imperial | Argonaut | Golden State Limited | Californian | Sunset Limited | The Imperial | Californian | Argonaut | Sunset Limited | Golden State Limited | | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | |
| Yard BKTWOP | | | | | | | | | | | 479.7 | TO-R LOS ANGELES YARD | 59.3 | | | | | |
| I | | | | | | | | | | | 480.6 | DAYTON AVE. TOWER | 58.4 | | | | | |
| IY | | | | | | | | | | | 481.9 | RIVER STATION TOWER | 57.1 | | | | | |
| Yard BKTWOP | 10.00 PM | 9.40 PM | 3.15 PM | 7.30 AM | 1.30 AM | | | | | | 482.4 | MISSION JUNCTION | 56.6 | | | | | |
| I | | | | | | | | | | | 479.7 | R LOS ANGELES YARD | 58.5 | | | | | |
| Yard BKYWP | | | | | | | | | | | 480.6 | DAYTON AVE. TOWER | 57.6 | | | | | |
| I | | | | | | | | | | | 482.0 | EAST BANK JUNCTION | 56.2 | | | | | |
| I | | | | | | | | | | | 483.7 | TO-R LOS ANGELES | 58.3 | s 6.00 AM | h 7.20 AM | s 7.30 AM | s 5.00 PM | s 8.30 PM |
| I | | | | | | | | | | | 482.5 | NAUD JCT. | 57.1 | f 5.51 | 7.06 | 7.16 | 4.51 | 8.17 |
| I | | | | | | | | | | | 482.4 | MISSION JCT. | 56.6 | | | | | |
| IP | 10.30 | 10.10 | 3.45 | 8.00 | 2.00 | | | | | | 482.5 | CROSSING A. T. & S. F. RY. | 56.5 | | | | | |
| P | 10.36 | 10.16 | 3.51 | 8.06 | 2.06 | | | | | | 482.6 | CROSSING U. P. RY. | 56.4 | | | | | |
| P | 10.44 | 10.24 | 3.59 | 8.14 | 2.14 | | | | | | 482.8 | EAST BANK JUNCTION | 56.2 | | | | | |
| PW | 10.49 | 10.29 | 4.13 | 8.19 | 2.19 | | | | | | 484.6 | AURANT | 54.4 | | | | | |
| P | 10.55 | 10.35 | 4.19 | 8.25 | 2.25 | | | | | | 487.7 | TO ALHAMBRA | 51.3 | s 5.25 | h 6.45 | s 6.54 | s 4.29 | s 7.56 |
| P | 11.03 | 10.42 | 4.27 | 8.33 | 2.33 | | | | | | 490.6 | SAN GABRIEL | 48.4 | f 5.16 | 6.37 | 6.47 | 4.22 | 7.51 |
| P | 11.12 | 10.50 | 4.36 | 8.42 | 2.42 | | | | | | 494.6 | EL MONTE | 44.4 | f 5.06 | 6.31 | 6.42 | 4.17 | 7.46 |
| PW | 11.23 | 11.01 | 4.47 | 8.53 | 2.52 | | | | | | 495.0 | EL MONTE TOWER | 44.0 | | | | | |
| P | 11.51 PM | 11.23 | 5.15 | 9.21 | 3.19 | | | | | | 497.3 | TO BASSETT | 41.7 | f 5.00 | 6.26 | 6.38 | 4.13 | 7.42 |
| P | 12.02 AM | 11.28 | 5.26 | 9.32 | 3.30 | | | | | | 500.7 | TO PUENTE | 38.3 | f 4.54 | 6.21 | 6.33 | 4.08 | 7.37 |
| PW | 12.10 | 11.35 | 5.34 | 9.40 | 3.38 | | | | | | 503.5 | MARNE | 35.5 | 4.48 | 6.17 | 6.29 | 4.04 | 7.33 |
| P | 12.19 | 11.42 | 5.43 | 9.49 | 3.47 | | | | | | 506.8 | WALNUT | 32.2 | f 4.44 | 6.13 | 6.25 | 4.00 | 7.29 |
| P | 12.24 | 11.46 | 5.48 | 9.54 | 3.57 | | | | | | 510.7 | SPADRA | 28.3 | f 4.38 | 6.07 | 6.20 | 3.55 | 7.24 |
| P | 12.34 | 11.51 | 5.58 | 10.04 | 4.07 | | | | | | 514.3 | TO POMONA | 24.7 | s 4.31 | 6.00 | f 6.14 | 3.49 | f 7.19 |
| P | 12.43 | 11.56 PM | 6.07 | 10.13 | 4.16 | | | | | | 514.4 | CROSSING P. E. RY. | 24.6 | | | | | |
| P | 1.00 AM | 12.10 AM | 6.24 PM | 10.30 AM | 4.30 AM | | | | | | 517.8 | NAROD | 21.2 | f 4.22 | 5.53 | 6.06 | 3.41 | 7.12 |
| P | 12.02 AM | 11.28 | 5.26 | 9.32 | 3.30 | | | | | | 520.2 | TO ONTARIO | 18.8 | f 4.15 | 5.48 | f 6.01 | 3.36 | f 7.07 |
| PW | 12.10 | 11.35 | 5.34 | 9.40 | 3.38 | | | | | | 523.8 | GUASTI | 15.2 | f 4.07 | 5.42 | 5.55 | 3.30 | 7.01 |
| P | 12.19 | 11.42 | 5.43 | 9.49 | 3.47 | | | | | | 527.5 | ETIWA | 11.5 | f 4.00 | 5.36 | 5.49 | 3.25 | 6.56 |
| PY | 12.24 | 11.46 | 5.48 | 9.54 | 3.57 | | | | | | 529.7 | TO SOUTH FONTANA | 9.3 | f 3.57 | 5.33 | 5.46 | 3.22 | 6.53 |
| P | 12.34 | 11.51 | 5.58 | 10.04 | 4.07 | | | | | | 532.1 | AILSA | 6.9 | | | | | |
| PI | | | | | | | | | | | 534.6 | BLOOMINGTON TOWER | 4.4 | | | | | |
| P | 12.43 | 11.56 PM | 6.07 | 10.13 | 4.16 | | | | | | 534.7 | TO BLOOMINGTON | 4.3 | f 3.49 | 5.27 | 5.40 | 3.17 | 6.47 |
| I | | | | | | | | | | | 538.7 | COLTON TOWER | 0.3 | | | | | |
| Yard BKYWOP | 1.00 AM | 12.10 AM | 6.24 PM | 10.30 AM | 4.30 AM | | | | | | 538.7 | CROSSING A. T. & S. F. RY. | 0.3 | | | | | |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | 539.0 | TO-R COLTON | 0.0 | 3.40 AM | 5.18 AM | 5.31 AM | 3.09 PM | 6.39 PM |
| | | | | | | | | | | | | (59.3) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |
| | (3.00) 19.76 | (2.30) 23.40 | (3.09) 18.57 | (3.00) 19.76 | (3.00) 19.76 | | | | | | | Time over District..... | (2.20) 24.98 | (2.02) 24.67 | (1.59) 24.39 | (1.51) 31.51 | (1.51) 31.51 | |
| | | | | | | | | | | | | Average Speed per Hour..... | | | | | | |

Schedule time and train orders at Alhambra apply at end of double track. Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point unless proceed signal is received from yardman. Engineers will start trains at Los Angeles on hand signal from trainmen only. Nos. 43, 5 and 3 may arrive Los Angeles ahead of time shown, after observing scheduled time at Naud Jct. Capacity of main track in car lengths of 45 feet between interlocking derail and west clearance point El Monte 66 Bloomington 64 cars. See table on Page 7 for additional flag stops. List of Intermediate Spurs page 11.

BEAUMONT SUBDIVISION

| | | EASTWARD | | | | | WESTWARD | | | | | | | | | |
|---------------|--|-----------------|-----------------|-----------------|-----------------|-----------------|----------------------|-----------------|-----------------|-------------|--|--------------|--------------|--------------|----------------|----------------------|
| | | SECOND CLASS | | | FIRST CLASS | | | | | FIRST CLASS | | | | | | |
| | | 836 | 834 | 832 | 820 | 6 | 4 | 44 | 2 | | | 819 | 43 | 5 | 1 | 3 |
| | | Freight | Freight | Freight | The Imperial | Argonaut | Golden State Limited | Californian | Sunset Limited | | | The Imperial | Californian | Argonaut | Sunset Limited | Golden State Limited |
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard BKWOPT | | 10.45 PM | 8.00 AM | 1.55 AM | 11.10 PM | 10.11 PM | 10.03 PM | 9.55 PM | 11.45 AM | 539.0 | | | | | | |
| 77 P | | 11.00 | 8.15 | 2.10 | f 11.17 | 10.17 | 10.09 | 10.01 | f 11.51 | 542.6 | | | | | | |
| 70 P | | 11.05 | 8.20 | 2.15 | f 11.21 | 10.20 | 10.12 | 10.04 | 11.54 | 544.8 | | | | | | |
| 70 P | | 11.10 | 8.25 | 2.20 | f 11.27 | 10.23 | 10.15 | 10.07 | 11.57 AM | 546.3 | | | | | | |
| E 86 W 79 P | | 11.20 | 8.35 | 2.30 | f 11.36 | 10.30 | 10.22 | 10.14 | 12.04 PM | 549.1 | | | | | | |
| 125 PW | | 11.35 | 8.50 | 2.50 | f 11.48 | 10.38 | 10.30 | 10.22 | 12.12 | 552.7 | | | | | | |
| 75 P | | 11.43 | 8.58 | 3.00 | 11.55 PM | 10.42 | 10.34 | 10.26 | 12.16 | 555.4 | | | | | | |
| 70 P | | 11.50 | 9.05 | 3.08 | f 12.01 AM | 10.46 | 10.38 | 10.30 | 12.20 | 557.2 | | | | | | |
| 72 P | | 11.57 PM | 9.12 | 3.16 | 12.08 | 10.51 | 10.43 | 10.35 | 12.25 | 559.7 | | | | | | |
| Yard WYOP 186 | | 12.20 AM | 9.30 | 3.34 | s 12.20 | f 10.58 | 10.50 | 10.42 | s 12.32 | 562.0 | | | | | | |
| 80 P | | 12.34 | 9.41 | 3.45 | 12.26 | 11.04 | 10.56 | 10.48 | 12.39 | 565.8 | | | | | | |
| 118 P | | 12.45 | 9.50 | 3.54 | s 12.40 | f 11.08 | 11.00 | 10.52 | s 12.43 | 568.2 | | | | | | |
| 70 P | | 12.55 | 10.00 | 4.07 | 12.45 | 11.13 | 11.05 | 10.57 | 12.50 | 571.8 | | | | | | |
| 114 PW | | 1.14 | 10.19 | 4.16 | f 12.51 | 11.17 | 11.09 | 11.01 | 12.54 | 574.1 | | | | | | |
| 75 P | | 1.36 | 10.26 | 4.27 | 12.56 | 11.21 | 11.13 | 11.05 | 12.58 | 576.9 | | | | | | |
| 68 P | | 1.44 | 10.34 | 4.35 | 1.01 | 11.25 | 11.17 | 11.09 | 1.02 | 579.6 | | | | | | |
| E 68 W 68 PW | | 1.57 | 10.47 | 4.48 | f 1.16 | 11.31 | 11.23 | f 11.15 | f 1.08 | 582.8 | | | | | | |
| 70 P | | 2.06 | 10.56 | 4.57 | f 1.22 | 11.36 | 11.28 | 11.20 | 1.13 | 585.4 | | | | | | |
| E 70 W 71 PYW | | 2.25 | 11.15 | 5.16 | s 1.28 | 11.41 | 11.33 | 11.25 | 1.20 | 588.1 | | | | | | |
| 70 P | | 2.34 | 11.24 | 5.25 | 1.33 | 11.46 | 11.38 | 11.30 | 1.25 | 591.8 | | | | | | |
| 70 P | | 2.43 | 11.33 | 5.34 | 1.38 | 11.51 | 11.43 | 11.35 | 1.30 | 595.1 | | | | | | |
| 69 P | | 2.58 | 11.46 | 5.47 | f 1.43 | 11.56 | 11.48 | 11.40 | 1.35 | 599.0 | | | | | | |
| 70 P | | 3.03 | 11.51 AM | 5.52 | f 1.47 | 11.59 PM | 11.51 | 11.43 | 1.38 | 601.6 | | | | | | |
| 70 P | | 3.15 | 12.01 PM | 6.02 | f 1.52 | 12.04 AM | 11.56 PM | 11.48 | 1.43 | 606.6 | | | | | | |
| Yard BKWYOP | | 3.25 AM | 12.10 PM | 6.12 AM | s 2.00 AM | s 12.12 AM | s 12.04 AM | s 11.56 PM | s 1.51 PM | 610.9 | | | | | | |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | |
| | | (4.40) 15.40 | (4.10) 17.25 | (4.17) 16.78 | (2.80) 26.37 | (2.01) 36.00 | (2.01) 36.00 | (2.01) 36.00 | (2.00) 34.23 | | | | | | | |

Time Table No. 173
February 13, 1938

STATIONS

| | | | | | | | |
|------------------------------------|-----|------|-------------|-------------|-------------|-------------|-------------|
| TO-R COLTON | 0.0 | 71.9 | s 3.24 AM | s 5.13 AM | s 5.26 AM | s 3.04 PM | s 6.34 PM |
| CROSSING P. E. RY. | 3.6 | 71.9 | | | | | |
| LOMA LINDA | 1.9 | 68.3 | f 3.16 | f 5.07 | 5.20 | 2.58 | 6.28 |
| TO BRYN MAWR | 1.8 | 66.4 | f 3.11 | 5.04 | 5.17 | 2.55 | 6.25 |
| REDLANDS | 2.8 | 64.6 | f 3.06 | 5.01 | 5.14 | 2.52 | 6.22 |
| ORDWAY | 3.6 | 61.8 | f 2.58 | 4.55 | 5.08 | 2.46 | 6.16 |
| EL CASCO | 2.7 | 58.2 | f 2.50 | 4.49 | 5.02 | 2.40 | 6.10 |
| HAIG | 1.8 | 55.5 | 2.44 | 4.44 | 4.57 | 2.35 | 6.05 |
| HINDA | 2.5 | 53.7 | f 2.39 | 4.41 | 4.54 | 2.32 | 6.02 |
| NICKLIN | 2.3 | 51.2 | 2.33 | 4.37 | 4.50 | 2.28 | 5.58 |
| TO BEAUMONT | 3.5 | 48.9 | s 2.27 | f 4.32 | 4.45 | 2.23 | 5.53 |
| PERSHING | 2.7 | 45.4 | 2.13 | 4.23 | 4.37 | 2.15 | 5.45 |
| TO BANNING | 3.3 | 42.7 | s 2.06 | f 4.17 | 4.31 | 2.09 | 5.39 |
| OWL | 2.6 | 39.4 | 1.53 | 4.07 | 4.23 | 2.01 | 5.31 |
| TO CABAZON | 2.1 | 36.8 | f 1.44 | 3.59 | 4.16 | 1.54 | 5.23 |
| MONS | 2.4 | 34.7 | 1.36 | 3.51 | 4.10 | 1.48 | 5.17 |
| FINGAL | 4.0 | 32.3 | 1.26 | 3.43 | 4.04 | 1.42 | 5.10 |
| TO PALM SPRINGS | 2.8 | 28.3 | f 1.16 | f 3.34 | 3.57 | 1.35 | s 5.03 |
| HUGO | 2.7 | 26.6 | f 1.08 | 3.25 | 3.49 | 1.27 | 4.53 |
| TO GARNET | 3.5 | 22.8 | s 1.01 | 3.17 | 3.42 | 1.20 | 4.46 |
| SALVIA | 3.5 | 19.3 | 12.52 | 3.08 | 3.34 | 1.04 | 4.38 |
| RIMLON | 3.9 | 15.8 | 12.47 | 3.03 | 3.29 | 12.58 | 4.33 |
| TO EDOM | 2.5 | 11.9 | f 12.42 | 2.58 | 3.24 | 12.53 | 4.28 |
| DRY CAMP | 5.0 | 9.4 | f 12.38 | 2.53 | 3.20 | 12.48 | 4.24 |
| MYOMA | 4.4 | 4.4 | f 12.32 | 2.47 | 3.15 | 12.43 | 4.19 |
| TO-R INDIO | 0.0 | 0.0 | 12.25 AM | 2.40 AM | 3.08 AM | 12.36 PM | 4.12 PM |
| (71.9) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Time over District | | | (2.59) | (2.33) | (2.18) | (2.28) | (2.22) |
| Average Speed per Hour | | | 24.09 | 28.19 | 31.26 | 29.14 | 30.38 |

List of Intermediate Spurs page 11.

Nos. 43 and 4 reduce speed passing Beaumont Station sufficiently to permit throwing U. S. Mail in Mail car.
No. 2 reduce speed to 20 miles per hour at Palm Springs to permit dispatch of U. S. Mail.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | | | |
|--|--|-----------------------------|----------------|------------------------|-----------|
| Train | At | Receive or Discharge | To (or Beyond) | From (or Beyond) | Frequency |
| 5 | Any Station | Discharge | | Yuma | Daily |
| 43 | Any Station | Discharge | | East of Yuma | Daily |
| 1 | Palm Springs, Banning, Beaumont, Redlands, Ontario, Pomona | Receive, Discharge, Revenue | Alhambra | Phoenix | Daily |
| 1 | Ontario, Pomona | Discharge Revenue | Alhambra | Imperial Valley Points | Daily |
| 1 | Any Station | Discharge Revenue | | East of El Paso | Daily |
| 3 | Any Station | Discharge | | El Paso | Daily |
| 3 | Banning, Beaumont | Receive | Alhambra | | Daily |
| 3 | Redlands | Receive, Discharge | Alhambra | Yuma | Daily |
| 2 | Pomona, Ontario | Receive | | | |
| 2 | Redlands | Discharge Revenue | Niland | Alhambra | Daily |
| 2 | Any Station | Receive Revenue | Yuma | | Daily |
| 6 | Any Station | Receive | Yuma | | Daily |
| 4-44 | Any Station | Receive Revenue | Wellton | | Daily |
| 4 | Palm Springs | Discharge | | Alhambra | Daily |
| 44 | Redlands | Discharge | | Alhambra | Daily |

SALTON SUBDIVISION

EASTWARD

WESTWARD

| Capacity of Sidings in car lengths | EASTWARD | | | | | | | | | | Distance from San Francisco | WESTWARD | | | | | | | | | | SECOND CLASS |
|------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------------|-----------------|---------------------|-----------------|----------------|-------------------------------|---------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|--|--|--------------|
| | SECOND CLASS | | FIRST CLASS | | | | | | | | | STATIONS | FIRST CLASS | | | | | | 357 | | | |
| | 824 | 822 | 2 | 358 | 820 | 6 | 4 | 44 | 362 | 5 | | | 1 | 3 | 363 | 819 | 43 | | | | | |
| Freight | Freight | Sunset Limited | Mixed | The Imperial | Argonaut | Golden State Limited | Californian | San Diego Passenger | Argonaut | Sunset Limited | Golden State Limited | San Diego Passenger | The Imperial | Californian | Mixed | | | | | | | |
| 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 | | | |
| Yard BKYWOP | 2.35 PM | 6.10 AM | 1.56 PM | | 2.35 AM | 12.17 AM | 12.09 AM | 12.01 AM | | 610.9 | TO-R INDIO | 121.8 | s 3.03 AM | s 12.31 PM | s 4.07 PM | | s 11.55 PM | s 2.35 AM | | | | |
| 92 P | 2.47 | 6.22 | f 2.03 | | s 2.43 | 12.24 | 12.16 | 12.08 | | 614.4 | TO COACHELLA | 118.3 | 2.56 | 12.24 | 4.00 | | s 11.46 | 2.28 | | | | |
| 58 P | 2.54 | 6.29 | f 2.08 | | s 2.51 | 12.28 | 12.20 | 12.12 | | 618.0 | TO THERMAL | 114.7 | 2.51 | 12.19 | 3.55 | | s 11.34 | 2.24 | | | | |
| 121 PW | 3.05 | 6.40 | f 2.15 | | s 3.08 | 12.34 | 12.26 | 12.18 | | 624.1 | TO MEOCA | 108.6 | 2.44 | 12.12 | 3.48 | | s 11.24 | 2.18 | | | | |
| 70 P | 3.14 | 6.49 | 2.20 | | f 3.15 | 12.39 | 12.31 | 12.23 | | 628.8 | CALEB | 103.9 | 2.39 | 12.07 | 3.43 | | f 11.14 | 2.13 | | | | |
| 70 P | 3.22 | 6.57 | 2.25 | | f 3.22 | 12.44 | 12.36 | 12.28 | | 633.3 | MORTMAR | 99.4 | 2.34 | 12.02 PM | 3.38 | | f 11.09 | 2.08 | | | | |
| 109 P | 3.33 | 7.05 | 2.30 | | f 3.30 | 12.49 | 12.41 | 12.33 | | 637.8 | BALTON | 94.9 | 2.29 | 11.57 AM | 3.33 | | f 11.04 | 2.03 | | | | |
| 70 P | 3.45 | 7.15 | 2.35 | | f 3.37 | 12.54 | 12.46 | 12.38 | | 642.1 | DURMID | 90.6 | 2.24 | 11.52 | 3.28 | | f 10.59 | 1.58 | | | | |
| 110 P | 3.55 | 7.25 | 2.40 | | f 3.45 | 12.59 | 12.51 | 12.43 | | 646.8 | BERTRAM | 85.9 | 2.19 | 11.47 | 3.23 | | f 10.54 | 1.53 | | | | |
| 107 P | 4.03 | 7.32 | 2.45 | | f 3.52 | 1.04 | 12.56 | 12.48 | | 651.1 | POPE | 81.6 | 2.14 | 11.42 | 3.18 | | f 10.49 | 1.48 | | | | |
| 70 P | 4.10 | 7.39 | 2.50 | | f 3.59 | 1.09 | 1.01 | 12.53 | | 655.6 | FRINK | 77.1 | 2.09 | 11.37 | 3.13 | | f 10.44 | 1.43 | | | | |
| 111 P | 4.17 | 7.46 | 2.55 | | f 4.07 | 1.14 | 1.06 | 12.58 | | 660.1 | WISTER | 72.6 | 2.04 | 11.32 | 3.08 | | f 10.39 | 1.38 | | | | |
| 71 P | 4.23 | 7.52 | 3.03 | | f 4.14 | 1.20 | 1.10 | 1.02 | | 663.5 | MUNDO | 69.2 | 1.59 | 11.27 | 3.03 | | f 10.35 | 1.34 | | | | |
| Yard 159 BKYWOP | 4.37 | 8.08 | s 3.15 | | s 4.25 AM | 1.29 | 1.17 | 1.08 | | 667.5 | TO-R NILAND | 65.2 | 1.54 | f 11.22 | f 2.57 | | 10.30 PM | 1.29 | | | | |
| 69 P | 4.44 | 8.16 | 3.21 | | | 1.35 | 1.23 | 1.13 | | 671.7 | FLOWING WELL | 61.0 | 1.45 | 11.12 | 2.47 | | | 1.23 | | | | |
| 119 P | 5.02 | 8.35 | 3.29 | | | 1.40 | 1.28 | 1.17 | | 674.4 | IRIS | 58.3 | 1.40 | 11.08 | 2.43 | | | 1.17 | | | | |
| 70 P | 5.11 | 8.45 | 3.37 | | | 1.46 | 1.36 | 1.22 | | 678.5 | TORTUGA | 54.2 | 1.36 | 11.03 | 2.38 | | | 1.06 | | | | |
| 108 PW | 5.31 | 9.06 | 3.46 | | | 1.52 | 1.42 | 1.30 | | 684.6 | AMOS | 48.1 | 1.30 | 10.56 | 2.31 | | f 1.00 | | | | | |
| 72 P | 5.42 | 9.17 | 3.54 | | | 1.59 | 1.49 | 1.37 | | 690.1 | ACOLITA | 42.6 | 1.19 | 10.49 | 2.24 | | | 12.53 | | | | |
| 110 P | 5.52 | 9.27 | 4.02 | | | 2.06 | 1.56 | 1.44 | | 695.6 | MESQUITE | 37.1 | 1.12 | 10.42 | 2.17 | | | 12.46 | | | | |
| 84 P | 5.56 | 9.31 | 4.06 | | | 2.09 | 1.59 | 1.48 | | 698.1 | TO GLAMIS | 34.6 | 1.09 | 10.39 | 2.14 | | | f 12.42 | | | | |
| 108 P | 6.04 | 9.39 | 4.12 | | | 2.15 | 2.05 | 1.55 | | 703.0 | RUTHVEN | 29.7 | 1.04 | 10.34 | 2.09 | | | 12.37 | | | | |
| 69 P | 6.14 | 9.49 | 4.20 | | | 2.23 | 2.13 | 2.03 | | 709.4 | DRYLYN | 23.3 | 12.57 | 10.27 | 2.02 | | | 12.30 | | | | |
| 69 P | 6.20 | 9.55 | 4.25 | | | 2.28 | 2.18 | 2.08 | | 712.3 | CACTUS | 20.4 | 12.54 | 10.24 | 1.59 | | | 12.26 | | | | |
| 106 P | 6.37 | 10.19 | f 4.32 | | | 2.36 | 2.26 | 2.16 | | 716.6 | OGILBY | 16.1 | 12.49 | 10.19 | 1.54 | | | f 12.20 | | | | |
| 69 P | 6.48 | 10.30 | 4.39 | | | 2.44 | 2.34 | 2.24 | | 722.7 | KNOB | 10.0 | 12.42 | 10.12 | 1.47 | | | 12.13 | | | | |
| P | 6.54 | 10.36 | 4.45 | 12.14 PM | | 2.50 | 2.40 | 2.30 | 2.10 AM | 726.1 | ARAZ JUNCTION | 6.6 | 12.37 | 10.07 | 1.42 | 2.00 PM | | 12.07 AM | 10.20 AM | | | |
| IP | | | | | | | | | | 727.0 | TO ARAZ | 5.7 | | | | | | | | | | |
| Spur 30 | | | | | | | | | | 731.9 | TO COLORADO | 0.8 | | | | | | | | | | |
| Yard BKYWOP | 7.15 PM | 10.50 AM | s 5.00 PM | s 12.30 PM | | s 3.05 AM | s 2.55 AM | s 2.45 AM | s 2.25 AM | 732.7 | TO-R YUMA | 0.0 | 12.25 AM | 9.55 AM | 1.30 PM | 1.45 PM | | 11.55 PM | 10.05 AM | | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (121.8) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| | (4.40) 26.29 | (4.40) 26.29 | (3.04) 39.17 | (0.16) 24.75 | (1.50) 30.87 | (2.48) 43.50 | (2.46) 44.02 | (2.44) 44.56 | (0.15) 26.40 | | Time over District..... | (2.38) 46.20 | (2.36) 46.79 | (2.37) 46.54 | (0.15) 26.40 | (1.25) 39.95 | (2.40) 45.67 | (0.15) 26.40 | | | | |

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | | | |
|--|---------------------------|----------------------|----------------|------------------|-----------|
| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
| 5 | Any Station | Discharge | | Yuma | Daily |
| 43 | Any Station | Discharge | | East of Yuma | Daily |
| 43 | Niland | Discharge Mail | | | Daily |
| 1 | Any Station | Discharge Revenue | | East of El Paso | Daily |
| 3 | Any Station | Discharge | | El Paso | Daily |
| 3 | Mecoa, Thermal, Coachella | Discharge | | Yuma | Daily |
| 2 | Any Station | Receive Revenue | Yuma | | Daily |
| 6 | Any Station | Receive | Yuma | | Daily |
| 4-44 | Any Station | Receive Revenue | Wellton | | Daily |

Gauntlet track over Colorado River Bridge between Signals 7320 and 7322 west of bridge, and signals 7321 and 7323 east of bridge. When signal indicates proceed, trains may proceed through the gauntlet, irrespective of time table superiority, not exceeding eight (8) miles per hour. When signal indicates stop, and no train or engine in gauntlet, send flagman ahead, and, after waiting five minutes, follow flagman.

FIRESTONE PARK SUBDIVISION

| EASTWARD | | | | | | Distance from San Francisco | WESTWARD | | | | | | | | | |
|-------------------------|-------------------------|-------------------------|---------------------------|-------------------------|----------------------------|-----------------------------|---|---------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|--|--|--|
| FIRST CLASS | | | | | | | Time Table No. 173 February 13, 1938 San Pedro Branch | FIRST CLASS | | | | | | | | |
| 6 | 818 | 8 | 104 | 14 | Distance from Point Firmin | | | 103 | 7 | 717 | 5 | 21 | | | | |
| Union Pacific Passenger | Union Pacific Passenger | Union Pacific Passenger | Union Pacific Streamliner | Union Pacific Passenger | | | | Union Pacific Streamliner | Union Pacific Passenger | Union Pacific Passenger | Union Pacific Passenger | Union Pacific Passenger | Union Pacific Passenger | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave ★ See Footnote | Leave Daily | | Arrive ★ See Footnote | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| | | | | | | | STATIONS | | | | | | | | | |
| IY | | | | | | 481.9 | RIVER STATION TOWER | | | | | | | | | |
| Yard BKWOP | 10.30 PM | 8.05 PM | 8.00 PM | 6.30 PM | 8.00 AM | 483.7 | TO-R LOS ANGELES | 24.8 | 8.00 AM | 8.30 AM | 8.35 AM | 5.50 PM | 9.45 PM | | | |
| | 10.40 PM | 8.15 PM | 8.10 PM | 6.39 PM | 8.10 AM | 485.2 | WASHINGTON ST. JOT. | 22.8 | 7.48 AM | 8.16 AM | 8.21 AM | 5.38 PM | 9.33 PM | | | |
| I | | | | | | 485.5 | OLEMENT JOT. TOWER | 22.6 | | | | | | | | |
| 98 | | | | | | 486.4 | Crossing P. E. Ry | | | | | | | | | |
| I | | | | | | 487.3 | VERNONDALE | 21.6 | | | | | | | | |
| | | | | | | 487.5 | Crossing A. T. & S. F. Ry. | 20.7 | | | | | | | | |
| YWP | | | | | | 489.1 | Crossing P. E. Ry. | 20.5 | | | | | | | | |
| 30 | | | | | | 489.1 | TO-R FIRESTONE PARK | 18.9 | | | | | | | | |
| | | | | | | 490.3 | SOUTHGATE | 17.7 | | | | | | | | |
| | | | | | | 491.3 | TWEEDY BLVD | | | | | | | | | |
| 25 | | | | | | 491.3 | Crossing P. E. Ry. | 16.7 | | | | | | | | |
| 61 | | | | | | 491.8 | LYNWOOD | 16.2 | | | | | | | | |
| | | | | | | 494.1 | COMPTON | 13.9 | | | | | | | | |
| I | | | | | | 496.2 | DOMINQUEZ TOWER | 11.8 | | | | | | | | |
| | | | | | | 497.7 | Crossing P. E. Ry. | | | | | | | | | |
| 32 | | | | | | 497.7 | ELFTMAN | 10.3 | | | | | | | | |
| I | | | | | | 500.0 | WATHON | 8.0 | | | | | | | | |
| Y | | | | | | 500.0 | THENARD TOWER | 7.1 | | | | | | | | |
| | | | | | | 500.9 | Crossing A. T. & S. F. Ry. | | | | | | | | | |
| | | | | | | 501.4 | THENARD | 6.6 | | | | | | | | |
| | | | | | | 501.9 | Crossing P. E. Ry. | 6.1 | | | | | | | | |
| | | | | | | 502.1 | ANAHEIM BOULEVARD | 5.9 | | | | | | | | |
| | | | | | | 502.7 | Crossing P. E. Ry. | 5.3 | | | | | | | | |
| | | | | | | 502.9 | TO-R WILMINGTON | 5.1 | | | | | | | | |
| I | | | | | | 504.5 | SAN PEDRO | 3.5 | | | | | | | | |
| Yard BOWPK | | | | | | 505.5 | DRAWBRIDGE | 2.5 | | | | | | | | |
| | | | | | | 506.4 | SAN PEDRO | 1.6 | | | | | | | | |
| | | | | | | 508.0 | CENTER STREET | | | | | | | | | |
| | | | | | | 508.0 | POINT FIRMIN | 0.0 | | | | | | | | |
| | | | | | | | (24.3) | | Leave ★ See Footnote | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| | | | | | | | Time over District | | (0.12) | (0.14) | (0.14) | (0.12) | (0.12) | | | |
| | | | | | | | Average Speed per Hour | | 7.80 | 6.42 | 6.42 | 7.50 | 7.50 | | | |
| | (0.10) | (0.10) | (0.10) | (0.09) | (0.10) | | | | | | | | | | | |
| | 9.00 | 9.00 | 9.00 | 10.00 | 9.00 | | | | | | | | | | | |

| Eastward FIRESTONE PARK SUBDIVISION Westward | | | | |
|--|-----------------------------|--|-------|----------------------------|
| Capacity of Sidings in Car Lengths | Distance from San Francisco | Time Table No. 173 February 13, 1938 Long Beach Branch | | Distance from End of Track |
| | | STATIONS | | |
| | | PY | 501.4 | |
| I | 501.8 | CROSSING A. T. & S. F. Ry. | 2.1 | |
| 1 | 502.0 | CROSSING U. P. Ry. | 1.9 | |
| | 502.4 | CROSSING P. E. Ry. (Stop) | 1.5 | |
| | 502.6 | MEAD | 1.3 | |
| | 502.9 | GASPUR | 1.0 | |
| Yard | 503.5 | TO LONG BEACH | 0.4 | |
| | 503.6 | CROSSING P. E. Ry. (Stop) | 0.3 | |
| | 503.9 | END OF TRACK | 0.0 | |
| | | (2.5) | | |

Service by extra trains only

| Eastward FIRESTONE PARK SUBDIVISION Westward | | | | |
|--|-----------------------------|---|-------|--------------------|
| Capacity of Sidings in Car Lengths | Distance from San Francisco | Time Table No. 173 February 13, 1938 Santa Ana Branch | | Distance from Dyer |
| | | STATIONS | | |
| | | YWP | 489.1 | |
| 19 | 490.1 | ARDMORE | 29.3 | |
| I | 491.9 | CROSSING U. P. Ry. | 27.5 | |
| 24 | 492.1 | SOUTHGATE ATLANTIC BLVD | 27.3 | |
| 10 | 493.2 | VINVALE | 26.2 | |
| 21 | 495.0 | TO DOWNEY | 24.4 | |
| 17 P | 497.4 | R STUDEBAKER | 22.0 | |
| 39 | 499.1 | TO NORWALK | 20.3 | |
| 20 | 501.2 | CARMENITA | 18.2 | |
| 76 | 504.4 | BUENA PARK | 15.0 | |
| 32 | 505.4 | ALMOND | 14.0 | |
| Yard 24 WY | 509.0 | WEST ANAHEIM | 10.4 | |
| Yard | 510.2 | ANAHEIM | 9.2 | |
| 30 P | 511.9 | TUSTIN JOT. | 7.5 | |
| Yard BKWYOP | 517.0 | TO-R SANTA ANA | 2.4 | |
| | 517.1 | CROSSING W. LEG WYE | 2.3 | |
| | 517.2 | CROSSING E. LEG WYE | 2.2 | |
| 63 | 519.4 | DYER | 0.0 | |
| | | (30.3) | | |

Service by extra trains only
List of Intermediate Spurs page 11.

List of Intermediate Spurs page 11.
 *No. 103 Union Pacific Streamliner leaves on the 2nd, 8th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th, 29th of each month.
 *No. 104 Union Pacific Streamliner leaves on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.
 At Washington Street Junction trains from Union Pacific stop to clear Alameda Street and trains to Union Pacific stop before crossing over Westward track unless signal is received from Switch Tender.
 Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.
 Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point unless proceed signal is received from Yardman.
 Engineers will start trains at Los Angeles on hand signal from trainmen only.
 Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows:
 "Passenger trains when backing must be equipped with back-up hose or pipe with whistle attached."
 In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.
 Trackage east of Anaheim Boulevard is under jurisdiction of Harbor Belt Line Railroad. Eastward trains must communicate with yardmaster, Wilmington, before leaving Thenard.

Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 173 February 13, 1938, Whittier Branch, STATIONS, Distance from Whittier. Rows include 17 P, 15, 39, 27 TW.

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 173 February 13, 1938, Los Alamitos Branch, STATIONS, Distance from Los Alamitos. Rows include Yard YWP, Y, Yard.

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 173 February 13, 1938, Smeltzer Branch, STATIONS, Distance from Wiebling. Rows include Y, W, 15, 27, 9.

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 173 February 13, 1938, Tustin Branch, STATIONS, Distance from Tustin. Rows include 30, I, 21, 18, 33, 18, 26 W.

Service by extra trains only

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 173 February 13, 1938, Duarte Branch, STATIONS, Distance from End of Track. Rows include 67 P, 19, 18, 20, I, 52 W, 21 W, 59.

Service by extra trains only List of Intermediate Spurs page 11.

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 173 February 13, 1938, Pasadena Branch, STATIONS, Distance from Pasadena. Rows include 67 WP, I, 23, 15, Yard WP.

Service by extra trains only

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 173 February 13, 1938, Covina Branch, STATIONS, Distance from Pomona. Rows include 96 PW, 34, 28, 33, 25, Yard PW, 9, 27, 38, 57, Yard KPTW 245.

Service by extra trains only List of Intermediate Spurs page 11.

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 173 February 13, 1938, Chino Branch, STATIONS, Distance from Ontario. Rows include Yard KPTW 246, I, Yard W, I, 125 Yard P.

Service by extra trains only

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 173 February 13, 1938, Riverside Branch, STATIONS, Distance from Riverside. Rows include Yard BRWVOT, 98 P, 24, I, Yard P.

Service by extra trains only List of Intermediate Spurs page 11.

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 173 February 13, 1938, San Bernardino Branch, STATIONS, Distance from San Bernardino. Rows include Yard BRWVOT, I, Yard WY.

Service by extra trains only

BEAUMONT SUBDIVISION

| EASTWARD | | Time Table No. 173 February 13, 1938 | | WESTWARD | |
|---|-----------------------------|---|----------------------------------|-------------------------|--|
| Capacity of Sidings in Car Lengths | Distance from San Francisco | Redlands Branch | | Distance from Greenspot | |
| | | STATIONS | | | |
| 73 | 644.8 | TO | BRYN MAWR 0.5 | 8.7 | |
| | 646.0 | | MOTOR JOT. 2.8 | 8.2 | |
| Yard W | 647.8 | | REDLANDS 2D STREET 0.1 | 8.4 | |
| | 647.9 | | CROSSING P. E. RY. (Stop) 2.0 | 8.3 | |
| | 650.8 | | MENTONE 0.9 | 2.7 | |
| Yard | 661.4 | | CRAFTON 1.8 | 1.8 | |
| Spur 3 | 663.2 | | GREENSPOT | 0.0 | |
| (8.7) | | | | | |
| Service by extra trains only See list of Intermediate Spurs. | | | | | |

| EASTWARD | | CALEXICO SUBDIVISION | | WESTWARD | |
|---|-----------------------------|---|-------------------|-------------------------|--|
| Capacity of Sidings in Car Lengths | Distance from San Francisco | Time Table No. 173 February 13, 1938 | | Distance from Holtville | |
| | | Sandia Branch | | | |
| | | STATIONS | | | |
| Yard PY 101 | 675.7 | TO | CALIPATRIA 0.1 | 27.8 | |
| 73 | 681.8 | | TURN 5.0 | 21.7 | |
| 24 P | 686.8 | | MUNYON 3.0 | 16.7 | |
| 73 | 689.8 | | MOSS 1.9 | 13.7 | |
| 24 | 691.7 | | ORITA 2.5 | 11.8 | |
| 24 | 694.2 | | OURLEW 3.3 | 9.3 | |
| 24 YP | 697.5 | | SANDIA 6.0 | 6.0 | |
| | 703.5 | | HOLTVILLE | 0.0 | |
| (27.8) | | | | | |
| Service by extra trains only See list of Intermediate Spurs. | | | | | |

| EASTWARD | | CALEXICO SUBDIVISION | | WESTWARD | |
|---|-----------------------------|---|-------------------|---------------------------|--|
| Capacity of Sidings in Car Lengths | Distance from San Francisco | Time Table No. 173 February 13, 1938 | | Distance from Westmorland | |
| | | Westmorland Branch | | | |
| | | STATIONS | | | |
| Yard PY 101 | 675.7 | TO | CALIPATRIA 3.4 | 12.6 | |
| | 679.1 | | VERDANT 1.5 | 9.2 | |
| 12 | 680.6 | | SHAMROCK 2.6 | 7.7 | |
| 22 | 683.1 | | FONDO 5.2 | 5.2 | |
| 64 YP | 688.3 | | WESTMORLAND | 0.0 | |
| (12.6) | | | | | |
| Service by extra trains only See list of Intermediate Spurs. | | | | | |

| EASTWARD | | SALTON SUBDIVISION | | WESTWARD | |
|---|-----------------------------|---|-----------------|------------------------|--|
| Capacity of Sidings in Car Lengths | Distance from San Francisco | Time Table No. 173 February 13, 1938 | | Distance from Colorado | |
| | | Laguna Branch | | | |
| | | STATIONS | | | |
| | 744.4 | | POTHOLES 0.6 | 12.2 | |
| 16 | 743.8 | | LAGUNA 4.2 | 11.6 | |
| 25 | 739.6 | | SELLEW 7.4 | 7.4 | |
| | 732.2 | | COLORADO | 0.0 | |
| (12.2) | | | | | |
| Service by extra trains only See list of Intermediate Spurs. | | | | | |

CALEXICO SUBDIVISION

| EASTWARD | | | | Distance from San Francisco | WESTWARD | | | | |
|------------------------------------|---|----------------------------|------------------------------------|--|------------------------|-----------------------------|---|-------------------------------------|--|
| THIRD CLASS | FIRST CLASS | | | | Distance from Calexico | FIRST CLASS | THIRD CLASS | | |
| Capacity of Sidings in Car Lengths | 452 S. D. & A. E. Mixed Leave Daily | 92 Motor Leave Daily | 820 The Imperial Leave Daily | 94 San Diego Passenger Leave Daily | | 91 Motor Arrive Daily | 93 San Diego Passenger Arrive Daily | 819 The Imperial Arrive Daily | 451 S. D. & A. E. Mixed Arrive Daily |
| 48 Yard BKWYOP | | 3.20 PM | 4.35 AM | 667.5 | | s 11.05 AM | | s 10.25 PM | |
| P | f | f | | 672.0 | | f | f | | |
| Yard PY 92 W | f 3.33 | s 5.05 | | 675.7 | | f 10.51 | | s 10.15 | |
| Spur 77 P | f | f | | 676.9 | | f | f | | |
| Spur 30 P | f 3.42 | f 5.15 | | 681.0 | | f 10.42 | | f 10.00 | |
| Yard BKWP 80 | s 3.53 | s 5.53 | | 686.2 | | s 10.33 | | s 9.50 | |
| P | f | f | | 690.3 | | f | f | | |
| Yard 138 P | f 4.07 | s 6.13 | | 695.6 | | f 10.17 | | s 9.20 | |
| Yard BKPY 62 W | 6.00 AM | s 4.19 | s 6.50 | 699.4 | | s 10.07 | s 3.55 PM | s 9.10 | s 6.50 PM |
| Yard 75 P | f 6.15 | f 4.29 | s 7.08 | 704.0 | | f 9.55 | f 3.46 | s 8.55 | f 6.37 |
| Yard BKWYOP | s 6.30 AM | s 4.40 PM | s 7.25 AM | 708.5 | | 9.45 AM | 3.37 PM | 8.45 PM | 6.25 PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (0.30) 18.20 | (1.20) 30.75 | (2.50) 14.47 | | | (1.00) 30.75 | (0.18) 30.30 | (1.40) 24.60 | (0.25) 21.84 |

Time of first class trains at Calexico applies at passenger station.

See list of Intermediate Spurs.

INTERMEDIATE SPURS

| NAME | Mile Post | Capacity | NAME | Mile Post | Capacity |
|-----------------------------------|-----------|----------|----------------------------|-----------|----------|
| Santa Barbara—Burbank Jct. | | | Colton—Indio | | |
| So. Cal. Edison..... | 399.6 | 14 | Oehl Packing Co..... | 540.4 | 16 |
| Tapo Citrus Assn..... | 437.0 | 14 | Niland—Calexico | | |
| El Rio..... | 405.6 | 12 | Miller and Cummings..... | 688.0 | 14 |
| Todd..... | 410.6 | 9 | Sandia Branch | | |
| | | | Butters..... | 689.6 | 11 |
| | | | Fuller..... | 699.4 | 9 |
| | | | Westmorland Branch | | |
| | | | Casaba..... | 684.8 | 2 |
| | | | Laguna Branch | | |
| | | | Bard..... | 737.8 | 14 |
| | | | Duarte Branch | | |
| | | | Sunnyslope..... | 492.9 | 3 |
| | | | Covina Branch | | |
| | | | P. E. Ry..... | 502.0 | 3 |
| | | | Lateen..... | 503.0 | 8 |
| | | | Hobbs..... | 512.9 | 14 |
| | | | Riverside Branch | | |
| | | | Grand Terrace..... | 541.2 | 2 |
| | | | Redlands Branch | | |
| | | | Eastberne..... | 549.2 | 7 |
| | | | Warner..... | 549.9 | 2 |
| | | | Burbank Branch | | |
| | | | Lapaco..... | 463.9 | 3 |
| | | | Saugus—Los Angeles | | |
| | | | Consolidated Rock..... | 465.1 | 10 |
| | | | Industrial..... | 477.9 | 22 |
| | | | Taylor..... | 479.3 | 30 |
| | | | Los Angeles—Colton | | |
| | | | Stoneman..... | 489.3 | 14 |
| | | | Ambler Grain Mill..... | 491.3 | 13 |
| | | | Rudell..... | 491.7 | 14 |
| | | | Savanna..... | 493.2 | 57 |
| | | | C. C. Stafford..... | 496.5 | 16 |
| | | | International Livestock.. | 498.4 | 14 |
| | | | Hill-Benton..... | 508.1 | 12 |
| | | | Viento..... | 526.1 | 11 |
| | | | Los Alamitos Branch | | |
| | | | Neff..... | 510.3 | 3 |
| | | | Tustin Branch | | |
| | | | D. Hewes..... | 520.1 | 6 |

Figures shown in time table, under heading "Capacity of Sidings in Car Lengths," denote number of cars averaging 46 feet that the respective sidings will hold, not including cabooses or engines.

SPECIAL INSTRUCTIONS



AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

| CLASS | NOT AIR-CONDITIONED | | AIR-CONDITIONED | |
|------------------------------------|---------------------|------------------|--------------------------|--------------------------|
| | All-Steel | Steel-Underframe | All-Steel Cooling Season | All-Steel Heating Season |
| Baggage—60 ft. | 93,070 | | | |
| “ —66 ft. | 127,610 | | | |
| “ —70 ft. | 122,020 | | | |
| “ —70 ft. (With Auto. End Door) | 125,800 | | | |
| “ —(Dynamo) | 98,730 | | | |
| Baggage & Mail—60 ft. | 103,620 | 87,120 | | |
| “ —69 ft. | 124,760 | | | |
| “ —70 ft. | 129,140 | | | |
| “ —Passenger | 103,590 | | | |
| Express Refr.—N. P. Ry. | 108,675 | 112,640 | | |
| “ —A. R. E. No. 40-154 | | 74,000 | | |
| “ —“ —“ 155-224 | | 78,000 | | |
| “ —“ —“ 500-508 | | 89,000 | | |
| “ —“ —“ 1101-1175 | | 110,000 | | |
| “ —“ —“ 500-799 | | 85,000 | | |
| Express, Horse | 133,050 | 83,000 | | |
| Postal | 112,120 | | | |
| Postal Storage—60 ft. | 74,530 | | | |
| “ —60 ft. | 105,120 | | | |
| Assembly (ACW) | | | 168,950 | 168,950 |
| Club (ACI) | 146,210 | 122,300 | 172,200 | 164,700 |
| Official (NAC) | 170,700 | 155,370 | | |
| “ —Cars 107-128 (ACW) | | | 182,800 | 182,800 |
| “ —“ 140-141 (ACW) | | | 195,040 | 185,040 |
| Chair—60 ft. (ACI) | 100,620 | | 138,000 | 132,000 |
| “ —72 ft. (ACI) | | | 165,000 | 157,800 |
| “ —72 ft. (ACW) | | | 158,700 | 158,700 |
| “ —Streamline—Single (ACS) | | | 120,000 | 104,500 |
| “ —“ —Art. (ACS) | | | 205,400 | 172,600 |
| “ —74 ft. (ACI) | | | 180,915 | 173,125 |
| “ —74 ft. (ACS) | | | 197,944 | 181,600 |
| Coaches—60 ft. (ACI) | 98,130 | | 136,100 | 130,100 |
| “ —70 ft. (ACI) | 137,640 | | 157,800 | 151,000 |
| “ —70 ft. (ACW) | 137,640 | | 151,000 | 151,000 |
| “ —72 ft. (ACI) | | | 164,500 | 157,400 |
| “ —72 ft. (ACW) | | | 153,500 | 153,500 |
| “ —73 ft. 6 in. (ACW) | | | 163,000 | 163,000 |
| “ —73 ft. 6 in. (ACI) | | | 168,500 | 161,200 |
| “ —72 ft. (Interurban) | 120,000 | | | |
| All-Day Lunch—Chair | 108,970 | | | |
| “ —Coach | 103,875 | | | |
| Cafe-Coach (ACI) | | 138,600 | 155,700 | 149,000# |
| Cafe-Lounge (ACI) | 148,950 | 161,200 | 173,500 | 166,000 |
| “ (ACW) | | | 156,000 | 156,000 |
| Daylight—(12 car train) (ACS) | | | 1,344,080 | 1,147,280 |
| “ —Co. Bagg. & Coach (ACS) | | | 118,940 | 102,540 |
| “ —Art. Chair (ACS) | | | 203,640 | 170,840 |
| “ —Tavern (ACS) | | | 130,850 | 114,450 |
| “ —Diner (ACS) | | | 129,860 | 113,460 |
| “ —Parlor (ACS) | | | 115,880 | 99,480 |
| “ —Parlor-Obs. (ACS) | | | 118,690 | 102,290 |
| Diner—70 ft. (ACI) | 155,330 | 135,930 | | |
| “ —72 ft. (ACI) | 156,000 | 146,930 | | |
| “ —77 ft. (Arch Roof) (ACI) | | | 170,100 | 162,700 |
| “ —77 ft. () (ACW) | | | 162,950 | 162,950 |
| “ —77 ft. (Clare Story Roof) (ACW) | | | 169,450 | 169,450 |
| “ —77 ft. () (ACM) | | | 189,581 | 173,836 |
| “ —79 ft. (NAC) | 169,100 | | | |
| “ —80 ft. (Clare Story Roof) (ACM) | | | 201,323 | 184,700 |
| “ —“ —“ (ACI) | | | 189,800 | 181,630 |
| Lounge—(Arch Roof) (ACI) | | | 167,500 | 160,300 |
| “ —“ —“ (ACW) | | | 164,980 | 157,780 |
| Observation—75 ft. (ACI) | 154,400 | | 169,185 | 161,900 |
| “ —77 ft. (ACI) | | | 194,543 | 186,166 |
| “ —“ —“ (ACI) | | 141,870 | | |
| Pullman-Observation (ACI) | 160,800 | 153,000 | 177,314 | 169,200 |
| “ —“ —“ (ACM) | 160,800 | 153,000 | 192,300 | 176,300 |
| “ —“ —Lounge (ACM) | 171,200 | | 194,900 | 178,900 |
| “ —“ —“ (ACI) | 171,200 | | 187,682 | 179,600 |
| “ —Bedroom (ACI) | 167,600 | | 183,920 | 174,000 |
| “ —“ —“ (ACM) | 167,600 | | 195,800 | 179,800 |
| “ —Sleeper (ACM) | 163,100 | | 191,100 | 175,100 |
| “ —“ —“ (ACI) | 163,100 | | 180,075 | 171,500 |
| “ —Tourist (ACM) | 153,000 | | 185,200 | 169,200 |
| “ —“ —“ (ACI) | 153,000 | | 168,663 | 161,400 |
| Rail, Gas-Electric—400 H.P. | 158,400 | | | |
| “ —600 H.P. | 167,200 | | | |

#Steel underframe.
 CODE:—
 NAC—Non-Air Conditioned.
 ACI—Air-Conditioned—Ice System.
 ACM—Air Conditioned—Mechanical System.
 ACW—Air Conditioned—Waukesha System.
 ACS—Air Conditioned—Steam Ejector System.

RULE 2. Watch inspectors:
 S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.
 Los Angeles..... { Wm. B. Baehr, 103 Pacific Electric Bldg.
 Geo. D. Davidson Co., 445 S. Spring St.
 O. H. Patzer, 2708 North Broadway
 Ralph Laraway, 1222 San Fernando Rd.

| | | | |
|--------------------|---------------------|---------------------|----------------|
| Glendale..... | John R. Leaney | Indio..... | F. B. Dozier |
| Whittier..... | F. A. Pensinger | Yuma..... | Wm. Baird |
| Santa Ana..... | R. H. Ewert | Yuma..... | J. H. Huber |
| Oxnard..... | Jack Davis | San Fernando..... | F. G. Marshall |
| Santa Barbara..... | I. F. Bitterly | Van Nuys..... | C. H. Berggren |
| San Pedro..... | Chas. E. Perham | Ventura..... | R. W. Cummings |
| Long Beach..... | P. T. Myers | Brawley..... | F. T. De Arman |
| Pasadena..... | J. Herbert Hall Co. | El Centro..... | R. E. Couch |
| Pomona..... | W. B. Parsonage | Fillmore..... | Harvey H. Hoy |
| Colton..... | E. W. Cosgrove | San Bernardino..... | Chas. M. Hanf |
| Redlands..... | Howard S. Smith | Riverside..... | F. S. Fisher |
| Beaumont..... | J. Fred Sprague | Calexico..... | C. L. Wells |

RULE 10. Between Grand Terrace and San Bernardino signals must be placed on east side of track.

RULE 10 (J). A new type round slow board, painted yellow, has been adopted, which by black figures indicates the speed restrictions applying to trains 98 and 99 when these trains consist of streamlined cars and GS-2 or GS-3 class engines.

The speeds indicated by white oval slow boards apply to trains 98 and 99 unless a new type round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14 (d). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99:

| | |
|------------------|--|
| Saugus..... | Trains on Santa Paula Branch. |
| Burbank Jet..... | Trains on Coast line via North Los Angeles and trains on Burbank Branch. |
| Mission Jet..... | Trains on River Station Tower line. |
| Pomona..... | Trains on Covina Branch. |
| Ontario..... | Trains on Chino Branch. |
| Araz Jet..... | Trains on Inter-Cal. line. |
| Colorado..... | Trains on Laguna Branch. |

RULE 14 (e). As specified below six long sounds will be indication that flagman may return from east as prescribed by Rule 99:

| | |
|--------------------------|--|
| Calipatria..... | Trains on Sandia and Westmorland Branches. |
| Niland..... | Trains on Calexico line. |
| Bryn Mawr..... | Trains on Redlands Branch. |
| Colton..... | Trains on Riverside and San Bernardino Branches. |
| Pomona..... | Trains on Chino Branch. |
| Bassett..... | Trains on Covina Branch. |
| Alhambra..... | Trains on Duarte and Pasadena Branches. |
| Chatsworth..... | Trains on Burbank Branch. |
| Ventura Jet..... | Trains on Ojai Branch. |
| Montalvo..... | Trains on Santa Paula Branch. |
| Thenard..... | Trains on Long Beach Branch. |
| Firestone Park..... | Trains on Santa Ana Branch. |
| Studebaker..... | Trains on Whittier Branch. |
| West Anaheim..... | Trains on Los Alamitos Branch. |
| Tustin Jet..... | Trains on Tustin Branch. |
| Stanton Jet..... | Trains on Los Alamitos Branch. |
| River Station Tower..... | Trains on Mission Jet. line. |

RULE 17 (C). Headlight on light engines running forward must be dimmed in A, B, and C units Los Angeles yard.

RULES 17 and 19. Night signals will be displayed through all tunnels.

RULE 21 (C). Indicators of engines on extra trains will be displayed during time train is in Colton yard. Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

RULE 26. When signal displayed at end of ice platform along P. F. E. tracks 5, 6 and 7, Colton; cars on these tracks must not be coupled to or moved.

RULE D-71. Trains and engines may move within limits of Los Angeles yard with current of traffic irrespective of time table superiority, but must avoid delaying first-class trains. Eastward trains may move on Eastward track irrespective of time table superiority Araz Jet. to Yuma.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. Observation check may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be ap-

plied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Westward trains must comply with Rule 14 (k) when approaching trains on opposite track.

Observation check may be made by westward trains on double track between Yuma and Araz Junction, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

RULE 83 (A). At the following stations only trains indicated will register.

Los Angeles Yard and Los Angeles, originating and terminating. Light engines will not register at Los Angeles Yard except those to and from the Firestone Park Sub-division.

When directed to register at an intermediate station, an extra train must show in column captioned "signals," the number and date of train order authorizing its movement; also the restricting order if such an order is in effect.

RULE 83 (B). Trains may register by ticket as follows:

| | |
|-----------------|---|
| Colton..... | First class trains |
| Colton..... | Eastward third class and extras arrival |
| Niland..... | Nos. 1, 2, 3, 4, 5, 6, 43, 44, 822, 824 |
| Calipatria..... | Nos. 91 and 92 |
| Indio..... | First class except Nos. 819 and 820 |

SANTA BARBARA

Train order office is located at freight house. Conductors and engineers of westward first-class trains receiving train orders and instructions at freight house will deliver them to relieving crew at passenger station.

First-class trains must register by ticket at freight house.

RULE 83 (D). Trains must obtain clearance before leaving: San Joaquin Division routed trains must obtain San Joaquin Division clearance authorizing movement west of Burbank Jet., in addition to Los Angeles Division clearance, at initial station on Los Angeles Division. Each clearance must be properly designated.

Eastward trains from San Joaquin Division are authorized to assume corresponding schedule on Los Angeles Division from Burbank Jet. to terminal station of schedule. Trains to and from San Joaquin Division are not required to obtain clearance at Burbank Jet. provided train is properly cleared by train-order signal.

Los Angeles Yard, River Station Tower or Firestone Park, en route to Firestone Park Subdivision.

| | |
|---------------|---|
| Beaumont..... | All trains. |
| Yuma..... | Inter-California Railway routed trains, Inter-California Railway clearance in addition to Southern Pacific clearance. |

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at:

| | | | |
|---------------------------------------|--------------|-----------------------|------------|
| Santa Barbara | Los Angeles | Covina | Indio |
| Ventura | Pasadena | Chino | Niland |
| Montalvo (on Santa Paula Branch only) | Santa Ana | Ontario | Yuma |
| | Anaheim | Colton | Calipatria |
| Oxnard | West Anaheim | Riverside | Brawley |
| Santa Paula | Los Alamitos | San Bernardino | Imperial |
| Fillmore | San Pedro | Redlands (Second St.) | El Centro |
| Saugus | Long Beach | Crafton | Heber |
| San Fernando | Pomona | Beaumont | Calexico |

Approach west switch "A" unit, Los Angeles Yard, on third track east of Glendale Tower with caution. Call for signal from switchtender; failing to receive signal stop west of west switch.

Westward trains before entering "A" unit, Los Angeles Yard, must sound whistle signal one long, one short, one long.

Switch leading westward off westward main track towards Butte Street Yard, near 27th and Alameda, Los Angeles, also crossover switches in same location, may be left as used.

Engines must not go beyond a point 125 feet east of east storage track switch and must not exceed 10 miles per hour on Edison spur Chino.

At Colton trains and engines must stop clear of lead to P.F.E. Yard on west leg of wye and before crossing lead on east leg of wye, except on receiving signal from member of crew or herder at either of the locations, train may proceed without stopping.

In the absence of herder, member of crew must precede the train or engine and ascertain that no train or engine is approaching before fouling the lead or crossing.

RULE 95. Eastward first-class trains taking down signals at Colton must do so at yard office.

Eastward trains from San Joaquin Division holding train-order authority to display signals for following section to Burbank Jct. are authorized to display signals to terminal station of schedule on Los Angeles Division.

RULE 97. Extra trains must not run via Santa Paula, Burbank, Covina, Chino, or Sandia branches unless train order so specifies.

RULE D-97 (A). Will apply between Santa Barbara and East Santa Barbara, Burbank Jct., Firestone Park and Alhambra and between Araz Jct. and Yuma.

Eastward extra trains with running orders terminating at Burbank Junction may proceed beyond that station without a clearance, being governed by train order signal.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED.

Los Angeles Ry., on following spurs, Boyle Mfg. Co., Santa Fe Ave., near Fruitland Road; California Dressed Beef Co., 3969 Santa Fe Ave.; Date Street on Macy Street, Holbrook, Merrill and Stetson Spur, just east of Naud Jct.—STOP 25 feet from crossing and do not proceed until member of crew has gone on to crossing, ascertained that it is safe to do so, and has given suitable proceed signal.

Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.

Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.

Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks must have right of way provided ready to move immediately.

Trains and engines must stop before proceeding over city-owned double tracks at McFarland Avenue, Wilmington. If crossing is seen to be clear, may then proceed.

Pacific Electric Railway:

North Hollywood—STOP.

Van Nuys, Canoga Park—Approach not exceeding 8 miles per hour. If crossing clear, proceed.

One mile east of Tweedy, 1.1 miles east of Vernondale—approach not exceeding 6 miles per hour. If crossing clear, proceed.

First crossing one-half mile west of Wilmington, unless clear view and crossing seen to be unobstructed—STOP.

Trains and engines must stop before proceeding over Pacific Electric crossing one mile east of Thenard (Long Beach Branch) and 0.4 mile east of Stanton, and a member of the crew must go forward and ascertain that no train is approaching on opposing route in either direction that will interfere with movement of their train over crossing. In foggy or inclement weather when view is obscured all cars and trains on the opposite line of railroad will be brought to a stop before proceeding over the crossing.

Griffith Lumber Spur, Santa Ana—STOP.

Pasadena Branch M. P. 488.5 and Duarte Branch M. P. 488.7—STOP, be preceded by flagman and not foul crossing if Pacific Electric train is approaching.

Colton—Trains or engines must approach crossing prepared to stop before fouling same. When it is seen crossing is clear, trains or engines may proceed without stopping. Engines shoving cars will stop clear of crossing and proceed when same is seen to be clear. Cars must not be kicked over this crossing. ¶

Union Pacific Ry.—Old Chino line, Ontario—STOP. Electrically locked derail.

Cars must not be kicked over a railroad crossing not protected by an interlocking plant, unless a member of the crew is at crossing.

West end Calerico Subdivision at Niland is at connection just west of station.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Edison Spur one mile west of Pardee—Telegraph Road on Spur. (Movements to be made only during daylight hours.)

Limeneria Spur and Rockbank—Telegraph Road on spur.

Industrial—Fletcher Drive, on Van de Kamp spur.

South Gate—Independence Avenue, on Philadelphia Quartz Co. spur.

Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.

Riverside—Orange Avenue, Seventh and Eighth Streets.

Redlands Second Street—Orange Street, Second Street.

Redlands Second Street—Fourth Street on Mutual Orange Assn. spur.

Duarte—Foothill Boulevard, east of Station.

Anaheim—Los Angeles Street.

Santa Ana—Fourth Street.

Alhambra—Mission Road on track leading to Edison Plant.

Indio—Highway California Date Growers Assn. spur.

Yuma—All crossings in old yard.

Before pushing or backing cars on house track or drill track over Main Street crossing, El Centro, flagman must be placed on crossing until leading car has passed.

RULE 104. The normal position of switches at junction points is as follows:

East Santa Barbara Oil buffer spring switch—westward trains.

Firestone Park (eastward) Los Angeles—Anaheim Blvd.

Firestone Park (westward) Santa Ana—Los Angeles.

Stanton Jct. West Anaheim—Los Alamitos.

Alhambra Switch in westward siding for Duarte Branch.

Ganesha Jct. 170 feet east of LaVerne and Lone Hill—Pacific Electric Line.

Ontario Switch in siding for siding.

Inside crossover switch west end team track, Ventura, must be left lined for the straight track instead of crossover.

RULE 104 (D). Use of heavier than "C" class engines in making running switches is prohibited unless engine is routed over other than diverging track, except at east end Beaumont where speed must not exceed 8 miles per hour entering turnout.

RULE 105. West end Burbank Branch, Chatsworth, is at East Connection Switch, Signal 4461, east of station.

West end Covina Branch at Bassett is at Covina main track derailing switch near water tank.

West end Chino Branch is at Pomona Junction.

Saugus—Track opposite station extending from westerly connection 863 feet east of station to connection with main track 722 feet west of station, shall be known as the middle siding. First-class trains meeting at Saugus use middle siding unless otherwise instructed.

Oxnard—West switch to siding located at signals 4077 and 4078. Inside switch on siding must be left lined for drill track.

First-class trains, meeting at Pomona, will use connections just east and west of station to enter and leave siding.

At Colton, taking siding, initial switch for eastward first-class trains is just east of A. T. & S. F. Ry. crossing, and for eastward freight trains is switch just east of Ninth Street, leading into train yard. Eastward inferior trains using main track between A. T. & S. F. Ry. crossing and switch leading into train yard must do so only under protection against superior trains.

When first-class trains meet at Indio, eastward train take siding through connection just west of station.

Eastward extra passenger trains, unless otherwise instructed, take siding at Indio, using connection 200 feet east of signal 6110.

Trains taking siding at stations where eastward and westward sidings are designated by the letters "E" and "W", respectively, must enter at initial switch, direction bound, unless otherwise instructed. At Palm Springs westward siding is next to main track and eastward siding is second from main track, and inside switches at approaching end of siding must be left lined accordingly.

RULE 221. Light will not be displayed in train order signals on Firestone Park Subdivision east of Firestone Park; nor on Santa Paula, Duarte, Pasadena and Covina branches except when train orders are to be delivered.

Los Angeles yard is a train-order office for trains originating only.

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance reading:

"OK at M. Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 825. When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a human flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

In cutting crossing Sepulveda Boulevard Raymer, Penrose Ave., Roscoe or Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

Cars must not be left standing on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeill & Libby Plant, S. E. corner of Verdugo Ave. and S. P. tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and S. P. tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and S. P. tracks; on Team Track, most northerly track crossing Olive Avenue.

Skids at Santa Barbara, one located on fence next main track west of Chapella Street, other on fence west of Montecito Street.

A skid must be placed on rail, against wheel of east truck, of cars set out on passenger house track to prevent movement should hand brakes be released.

After skids have served their purpose, they must be returned to their proper location.

RULE 827. On freight trains moving on Ojai, Santa Paula, Burbank, Tustin, Los Alamitos, Duarte, Covina, Chino, Redlands and Laguna branches, a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

TRAIN AND AIR INSPECTION

Freight trains eastward must stop at Cabazon and Garnet, and westward at El Casco or Ordway 10 minutes for inspection.

Exceptions:

If required to stop at any station, Owl to Garnet, inclusive, not less than 10 minutes inspection will be made, and subsequent run for inspection must not exceed 14 miles where not less than 10 minutes inspection must be made.

When an eastward train is delayed to exceed 25 minutes at an inspection point, subsequent run for inspection must not exceed 10 miles.

Eastward freight trains, which do not stop at Rimlon, must stop 5 minutes at Edom.

Engines running light on descending grade between Colton and Edom must stop for inspection a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition.

Between Yuma and Niland, trains handling loaded cars must not make a continuous run to exceed forty (40) miles without stop for inspection, except eastward trains may run Niland to Drylyn, and Acolita to Yuma.

AIR BRAKE RULE 11.

Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, the engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

SPECIAL INSTRUCTIONS

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULE 16.

Air brake test must be made before descending grade from Beaumont. Within limits Los Angeles Yard air brake test must be made only leaving originating point unless continuity of brake pipe has been disturbed.

In conjunction with air brake test leaving Los Angeles Yard, Yuma, and approaching Burbank Junction eastward, communicating signal 16-H will be used.

If the air brake on a westward train is used at Burbank or Burbank Junction, test approaching Raymer interlocking limits is not required on that train.

AIR BRAKE RULE 17.

At Beaumont: Rear end test must be made by freight trains immediately before leaving; except running test may be made by westward trains of not over 65 cars immediately after leading engine passes east yard limit board and, if brakes operate properly, stop for rear end test not required.

Rear end test on incoming freight trains after setting out cars in one unit of Los Angeles Yard and before proceeding to another need not be made.

Before a train which has stopped on grade is signalled to proceed, air gauge in caboose must be observed. If gauge indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

AIR BRAKE RULE 56.**PASSENGER TRAINS**

Descending grade between Bryn Mawr and Garnet retaining valves on not less than 75% of cars in the train must be turned up.

FREIGHT TRAINS

125 M's per operative brake must not be exceeded on descending grade between Colton and Garnet.

One retaining valve for each 120 M's, commencing at forward end of train must be turned up Beaumont to Edom. Retaining valves may be turned down at Rimlon if train stops for other operating reasons and not required beyond in judgment of engineer.

One retaining valve must be turned up for each 140 M's Beaumont to Redlands.

One retaining valve must be turned up for each 200 M's Redlands to Colton.

One retaining valve must be turned up for each 100 M's in westward trains of over 10 cars on Pasadena and Redlands branches.

One retaining valve must be turned up for each 400 M's in eastward freight trains of 45 or more cars as follows:

At Tunnel or Sylmar turn up each alternate, beginning with head car; at Pacoima turn down those in use and turn up each alternate, beginning with next to head car; at Burbank Junction turn down.

If, in the judgment of the engineer, or conductor, additional retaining valves are required to properly control speed of the train, trainmen shall turn them up accordingly.

Where retaining valves are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

RULE 829. Westward passenger trains, except Nos. 69, 1 and 75, of 14 or more cars, take water at Oxnard and in making station stop, Santa Barbara, rear of train must clear State Street.

RULE 833. Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

Except those of Southern Pacific ownership, cranes or machines of similar type, with rotating body, loaded on open cars, must not be moved until inspected and released by mechanical department. Conductors must not move Jordan Spreaders, except when in use, unless wings are protected against spreading by chain or tie bar extending from wing to wing and wing arm to wing arm.

RULE 834—addition—must not be placed next to cab of Mallet or AC engines.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on down hill end of cars.

When necessary to move cars ahead of engine do not exceed 20 miles per hour.

RULE 843. When a train is split at two sidings for the purpose of meeting or passing trains, conductor must accompany both portions of the train.

RULE 869. All brakemen must ride on top of their train as follows:

Tunnel to Burbank
Beaumont to Edom
Beaumont to Colton

Exception: Rear brakeman Tunnel to Burbank and Garnet to Edom. Trainmen must remain with their portion of train until it comes to rest on designated track in yards.

Brakeman assigned as swingman of a crew must ride near middle portion of train assigned to him as follows:

Chatsworth to Glendale
Alhambra to Bassett
Bloomington to Colton

Knob to Yuma
Pomona to Puente
Hasson to Camarillo.

Additional swingmen must ride near middle of portion of train assigned to them.

Trainmen must not ride on top of their train while passing through Tunnels 25 and 26.

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track.

AUTOMATIC BLOCK SYSTEM

Block Signals in addition to those shown in brackets on schedule pages are in operation as follows:

River Station Tower and Naud Junction..... Eastward Track
College Street and River Station Tower..... Westward Track
Mission Junction and Naud Junction..... Westward Track
River Station Tower and Mission Junction
Dayton Ave. Tower to East Bank Junction
Firestone Park governing westward trains.
Piru, East and West end..... Distant signals
Camulos, East end..... Distant signal
Newhall Ranch, East end..... Distant signal

When signals 4789, 4791, 4793 and 4790 indicate stop, trains must not proceed until signal indicates proceed, or hand signal to proceed is received from switch tender.

El Casco. Entering siding, eastward trains governed by diverging route semaphore arm, westward trains by light signal. Push buttons 5521 and 5523 attached to signal 5523. When westward train on main track to let train pass, member of crew will press push button 5521. Westward train on siding to let train pass should not pass overlap post 500 feet east of signal 5521. If necessary to pass overlap post, member of crew will press push button 5523. Signal 5521, normally dark, will light when train enters overlap. If signals governing use of siding indicate "stop" be governed by Rule 509.

Cabazon. Push buttons and indication lights 5742 and 5744 attached to signal 5744. Lights indicate push button selection but not clear block. When eastward train on main track to let train pass, member of crew will press push button 5742. Eastward train on siding to let train pass should not pass overlap post 500 feet west of signal 5742. If necessary to pass overlap post, member of crew will press push button 5744. Signal 5742, normally dark, will light when train enters overlap. Signal 5733, normally dark, will light when train enters approach circuit 900 feet east of signal, but will not indicate "proceed" until switch is properly lined and block in advance clear.

Dwarf light block signal 7320, east leg of wye Colorado, is normally dark. When derail closed signal will light and indicate stop. When route is properly lined, and no train or engine in block, signal will indicate proceed. Train or engine moving to westward main track throw derail first, and when moving to eastward main track throw derail, then switch at west end of crossover.

Dwarf light block signal 6902, El Centro, governing movement eastward trains of S. D. & A. E. is normally dark. When route properly lined and no train or engine in block signal will indicate proceed. If it continues to indicate stop 2 minutes after route is lined, be governed by Rule 509.

OIL BUFFER SPRING SWITCHES

These switches located as follows and speed indicated must not be exceeded passing over them:

End of double track, East Santa Barbara—Eastward, 15 M.P.H.; Westward, 20 M.P.H.

East end of freight lead, East Santa Barbara—Westward, main track, 20 M.P.H. Dwarf Light Block Signal governing eastward movement from Freight Lead to Main Track at Clearance Point. Signal normally dark, but will display light indication when train or engine enters lighting circuit on lead. If the Main Track either side of the switch within the lighting circuit is occupied, Signal will indicate Stop. If signal indicates stop, train may proceed in accordance with Rule 509, but must be protected as prescribed by Rule 99.

West end Siding El Casco—Entering or leaving siding, 20 M.P.H.

East end Siding Cabazon—Entering or leaving siding, 20 M.P.H.

When a train is authorized to enter main track from siding at El Casco and Cabazon, oil buffer spring switch must be thrown by hand un-

less signal governing movement indicates "proceed".

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP," careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches.

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

The following block signals have included in their control limits some special protective device. When these signals indicate "STOP," careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

| Signal | Protects | Location |
|--------|-------------------------------|---------------------------|
| 3721 | Oil buffer spring switch..... | East Santa Barbara |
| 3727 | Oil buffer spring switch..... | East Santa Barbara |
| 4574 | Culvert 457 D..... | Between Tunnel and Sylmar |
| 4579 | Culvert 457 D..... | Between Tunnel and Sylmar |
| 5520 | Oil buffer spring switch..... | El Casco |
| 5521 | Oil buffer spring switch..... | El Casco |
| 5742 | Oil buffer spring switch..... | Cabazon |
| 5745 | Oil buffer spring switch..... | Cabazon |

Block signals—4500 to 4513 Saugus—5396 Colton—6110, 6115, 6116, 6118, 6119, 6121 Indio—7085 Calexico, govern movement of trains entering yards. If signals indicate stop, after stopping train may proceed with caution, not exceeding 12 miles per hour.

Short arm signal 5629 east end Beaumont siding governs trains entering siding. If signal does not clear when switch is thrown train must proceed under protection of flag through siding.

Eastward freight trains having more cars than can be placed between San Fernando Road and home interlocking signal at Burbank Junction; if automatic home signal 4706 indicates stop, must stop west of crossing and communicate with signal operator by telephone located on post opposite signal 4706.

RULE 509 (E). That portion reading: "And the intervening track is seen to be clear," is interpreted as referring to the track being clear of engines and/or cars.

RULE 511. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

RULES 512 and 512 (A). Switch indicators and dwarf signals located
Ventura Jet.
Montalvo Wye.
West end house track, Oxnard.
Hill-Benton spur between Walnut and Spadra.
East end yard track, Indio.

When switch indicator shows block clear, derail and switch may be lined for movement to main track. Signal is normally dark, but when derail is lined, signal will light and indicate stop. When derail and switch are both lined and block is clear, signal will indicate proceed. When switch indicator shows block occupied derail only may be lined. After waiting two minutes switch may be lined. If signal indicates stop after switch and derail have been lined, train will proceed as prescribed by Rule 509.

RULE 516. At Haig, Nicklin, Pershing, Mons and Flowing Well be governed by following:

When holding main track to meet a train, do not open switches until train to be met has passed signal intermediate to next station. When taking siding to meet a train, do not close main track switch until rear of train has passed fouling point or derailer.

Overlap posts are located at:
Newhall —Eastward trains—2000 feet east of west switch.
Bernice —Westward trains—Midway between switches.
Colorado —Eastward trains—signal 7318.

INTERLOCKING

When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give two short, one long and two short sounds of steam whistle for the information of signal operator.

**LOS ANGELES YARD
BURBANK JUNCTION TOWER**

To Roscoe or Los Angeles, one long.

To Hewitt, one long, four short.

To siding, five short.

To Industrial lead, one short, one long, one short.

GLENDALE TOWER

To or from lead unit "A," five short.

DAYTON AVENUE TOWER

To Glendale or Los Angeles, one long.
 To East Bank line, or "C" unit, five short.
 To Midway unit or freight lead, one long, one short, one long.
 If Signal 4808-SA indicates stop, train may if yellow flashing light is displayed, proceed in accordance with Rule 663 (a). In the event flashing light not received, call tower on telephone for authority to proceed under Rule 663 (b).

If either interlocking signal at west end of East Bank Line or interlocking dwarf signal at first crossover west of East Bank Junction on East Bank line, governing movements against current of traffic on eastward track indicate stop, call tower on telephone for authority to proceed under Rule 663 (a).

RIVER STATION TOWER

To Glendale or Los Angeles, one long.
 To Mission Junction or Yard lead, five short.
 To tracks one to five inclusive or to "B" shed, except track one, one long, one short, one long.
 To tracks six to eleven, inclusive, or to track one "B" shed, one long, four short.
 To Mission Junction against current of traffic, four short, one long.

NAUD JUNCTION TOWER

To Mission Junction, four short.

MISSION TOWER

To Alhambra or Naud Junction or east or west on East Bank Line, one long.
 To Roundhouse and to or from East Bank or Alhambra, one long, four short.
 To River Station Tower, five short.
 To Brewery spur or Lacy Manufacturing Co., three long, one short.
 To Union Pacific transfer, four short, one long.
 To outbound roundhouse track, or Pacific Coast Packing Co., one long, one short, one long.
 To Pressed Brick spur, two short, one long, one short.
 To Barber Asphalt Co., one short, one long, one short.
 To River Station Tower against current of traffic, one long and one short, followed by five short.

CLEMENT JUNCTION TOWER

To Butte St. Interchange Yard, one long, one short, one long.

NADEAU INTERLOCKING PLANT (AUTOMATIC)

Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

THENARD TOWER

Governs crossing A. T. & S. F. Ry., M.P. 500.9 San Pedro Branch, also U. P. Ry. crossing M. P. 502.0 and A. T. & S. F. Ry. crossing M. P. 501.8 Long Beach Branch. Warning signs used instead of distant signals. Telephones to call signal operator located at A. T. & S. F. and U. P. crossings. Call signal operator when using electric switch lock on Texas Oil Spur, Long Beach branch.

SANTA ANA BRANCH

SOUTHGATE INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry.

ALHAMBRA TOWER

Switch at end of double track and derail on eastward track are operated by signal operator. If signals indicate stop call signal operator on telephone and when authorized by him, proceed in accordance with Rule 663 (b). Rule 605 does not apply at this tower.

EL MONTE TOWER

To or from siding, five short.

CHINO BRANCH

POMONA JUNCTION TOWER

To Packing House track, one long, four short.

ONTARIO INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry., 0.2 mile west of Ontario.

BLOOMINGTON TOWER

To or from siding, five short.
 To house track or packing house spur, one long, one short, one long.

COLTON TOWER

To No. 1 track, one long four short.
 To No. 2 track, one long, one short, one long.
 To Riverside, one short, two long.
 To Santa Fe interchange, five short.

SAN BERNARDINO—E STREET TOWER

To wye, one long, one short, one long.
 To house track, three long, one short.
 To Pacific Electric track, one long, four short.

HIGHGROVE INTERLOCKING PLANT (AUTOMATIC)

Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

ARAZ TOWER

Switches at Araz Junction are operated by signal operator.
 If signals indicate stop, call signal operator on telephone and when authorized by him, crank switches if route is not properly lined, and proceed in accordance with Rule 663 (b).

Crank and instructions in box on post opposite switch.

For Inter-California Railway, one long, four short.

Crossover switches at Araz will be thrown by signal operator.

AUTOMATIC INTERLOCKING PLANTS

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box, equipped with a switch lock, at crossing and must comply with rules posted therein.

After release has been operated by flagman, signal should change to "Proceed," or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. In the event red indicator light does not appear, movement over crossing must be protected in each direction on the intersecting tracks. Instructions in box indicate the time interval required for release to function.

STAFF SYSTEM

COVINA BRANCH

Between Lone Hill, San Dimas, La Verne and Ganesha Junction, and between Baldwin Park, Irwindale and initial switch yard on Reliance Spur.

MISCELLANEOUS

1. Leading engines on freight trains of over 30 cars descending grade must be detached while taking water at Moorpark, Chatsworth, Raymer, San Fernando, El Casco, Beaumont, Cabazon, Palm Springs, or Garnet.
 3. Freight trains of over 70 cars exceeding 4500 M's with one 2-10-2 engine or 5300 M's with one S. P. class engine must be doubled from Chatsworth to Haddon.

4. For the purpose of pushing trains out of yards:

- (a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.
- (b) Engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.
- (c) Air will not be coupled through pusher engine.
- (d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.
- (e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
- (f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

- (a) No helper engine will be placed behind wooden underframe cars or cabooses.
 - (b) Helper engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.
 - (c) In no case will more than one helper engine be placed behind steel underframe cabooses.
 - (d) When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except between Burbank Jet. and Saugus C and heavier class must be placed ahead of AC class.
 - (e) Helper engines on freight trains must be placed in rear through Tunnels 25 and 26.
 - (f) Engines with cars must not be cut off or coupled to a train while same is in motion.
 - (g) Engines must not be cut off head end of trains while same are in motion.
 - (h) When helper engine is coupled behind caboose angle cocks must not be turned and hose separated while train is in motion.
6. Ventura County Railway has preference on Oxnard Wye.

8. At points where engine is to be changed, or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off the steam one half-mile from station.

10. Pocket track, Saugus, extending west from westward siding, must not be used by trains.

Tracks diverging from main track to following industries and routes Los Angeles yard must not be used by engines equipped with pony or engine truck:

- Lincoln Warehouse Spur, College Street,
- Paraffine Spur, Main Street, just east of Naud Junction,
- Kerckhoff Lumber Co., Naud Junction,
- Daniels Spur, West of Aliso Street,
- City Water Department, Ducommon Street,
- Los Angeles Warehouse, Jackson Street,
- Jackson Street Drill, Jackson Street,
- Wickwire Spencer Steel Co., Turner Street,
- California Hardware, Davies Spur No. 1 and Davies Spur Extension, between 1st and 2nd Streets,
- Roebblings Spur, 2nd Street.
- Haas, Baruch & Co., Panama No. 3, Panama No. 4, Ducommon Spur, between 2nd and 3rd Streets.
- Southern California Box Co., between 3rd and 4th Streets.
- Bekins Van and Storage Co., 4th Street.
- Fifth Street Team, 5th Street.
- Simmons Bed Co., between 5th and 6th Streets.
- New Sixth St. Market, 6th Street.
- Old Sixth St. Market, between 6th and 7th Streets.
- Santa Monica Air Line, 25th Street.

F, Mt, SP and AC class engines must not be used on any Branch.

Engines heavier than F Class must not use transfer track at San Fernando.

Engines heavier than C5 class must not be used on Pasadena and Duarte Branches.

Engines heavier than C class must not be used on Ojai and Tustin Branches.

Engines heavier than M class must not be used on Smeltzer, Los Alamitos and Laguna Branches.

Engines heavier than C class must not be used on tracks at points listed below:

- Santa Barbara Yard. In old yard, Caboose, Swamp, team behind freight house. Must not back up through short crossovers at west end freight yard.
- Summerland. All, except main track and west end of oil track for a distance of 450 feet from clearance point.
- Ortega. Spur off west end of siding.
- Carpinteria. Spur, outfit, MOD spur east of road crossing.
- Seaciff. House, 200 feet beyond clearance point, both ends.
- Ventura. Wholesale Grocery, Union Oil, Corral, spurs on Ojai branch between Ventura Jet. and Main St. except Hobson Bros. and water spurs.
- Montalvo. Spur off west end siding, all tracks in Old Yard except Main track, Texaco Oil spur.
- El Rio. Spur.
- Oxnard. Wye and No. 4, G & G spur west of packing shed. High lines A, C, S Yard.
- Todd. Spur.
- Leesdale. Beet beyond clearance point.
- Sucrosa. Beet.
- Camarillo. S.P. Milling from west switch to point 90 feet west of switch to Walnut House.
- Somis. Corral and S.P. Mill beyond west end warehouse.
- Lagol. Spur.
- Moorpark. Corral, Standard, Union Oil spurs and S.P. Mill beyond west end warehouse.
- Strathearn. Corral.
- Simi. Warehouse.
- Santa Susana. Tapo spur Mill, Corral, Oil spur.
- Haddon. Spurs at east end Haddon siding.
- Chatsworth. Storage, all tracks in Old Chatsworth Park yard from a point 100 feet west of switch.
- Hewitt. Team.
- Wahoo. Quarry.
- San Fernando. Newmark, track.
- Tunnel. Water, magazine spur.
- Waltz. Powder spur.
- Elayon. Oil spur.
- Saugus. Team, water, and house.
- Aurant. Storage.
- San Pedro. High line.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS IN MILES PER HOUR, WILL APPLY AS FOLLOWS:

Rudell.....Spur.
Pomona.....Back team track west of Main St. Winery spur.
Ontario.....Orange Products spur south side building and Assets Corporation.
Decluzville.....Quarry tracks.
Beaumont.....West end oil unloading track, Blinn Lumber spur.
Rockwood.....Spur.
Brawley, El Centro, Calexico.....Icing tracks or leads.
El Centro.....Old wye.
Calexico.....Wye.
Between Niland and Calexico.....Industry tracks.
Between Indio and Yuma.....Spurs; except Standard Oil, Narborn, Coachella Valley Grape Growers, ice house at Coachella; Glamis, Acolita and Ogilby.
Mecca.....Water track beyond 100 feet east of crossing.
Iris.....House track.
Knob.....House track.

Engines must not use Consolidated Rock tracks, Roscoe, beyond derauls west of Radford Ave.

AC class engines must not use Day track Saugus or Wye Colton.

Engines must not pass over scale in Guasti Winery spur near east end.

Southern Pacific crews must not use the most westerly track at Decluz Quarry.

Engines must not use Lime Spur, hog ranch, South Fontana.

Engines must not use Hill-Benton spur east of Walnut beyond 1300 feet from main track switch.

F and S.P. class engines may use Ojai branch at Ventura Jct. and Santa Paula branch at Montalvo providing sufficient cars are held on to, to keep engines off light rail at turnouts.

20. Head end passenger cars so constructed or loaded as to prevent trainmen passing through must not be handled on rear of any passenger train. Freight car or cars, must not be handled behind any car carrying passengers. The term "freight" does not include a baggage, express, or mail car, or a caboose.

Pennsylvania Ry. refrigerator cars must not be handled coupled together in freight trains.

23. Trains and engines moving on Alameda Street, Los Angeles, must respect city traffic signals, when in operation.

DERAILS IN MAIN TRACK

Long Beach—5 feet east of switch to Blacks Spur.

COVINA BRANCH

Bassett—120 feet west of water tank, mile post 497.52.

Pomona—50 feet west of west line of Rebecca St., mile post 514.8.

REDLANDS BRANCH

Crafton—163 feet west of west switch, mile post 551.1.

Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

SANDIA BRANCH

Calipatria—174 feet east of junction switch mile post 676.05.

WESTMORELAND BRANCH

Calipatria—171 feet east of junction switch mile post 676.05.

OJAI BRANCH

Ventura Jct.—250 feet west of junction switch.

SPEED TABLE

Table with 10 columns: SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MIN. SEC.

Main table with columns: TERRITORY, PASSENGER—STREAMLINED, CARS OTHER THAN STREAMLINED, FREIGHT, LIGHT ENGINES RUNNING FORWARD. Rows include Santa Barbara and Burbank Jct., M.P. 370.70-372.27, M.P. 372.27-383.66, etc.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS IN MILES PER HOUR, WILL APPLY AS FOLLOWS:

| Page No. | TERRITORY | PASSENGER | | | | | FREIGHT | Engines Backing | Switch Engines S-SE Type | LIGHT ENGINES RUNNING FORWARD | | | | | | | | | | | | |
|----------|--|-----------|--|--|---|---|---------|-----------------|--------------------------|-------------------------------|--------------------------------|------------------|--|--|----|----|----|----|----|----|----|----|
| | | Maximum | With E, T 28, 32, 37, 40 P.A. MT1, 2, 3, 4, 5 G S Engines and Motors | With M, T 1, 2, 11, 9, 23, 28, 31, 36, 57, 58 MK-5, 6, 7, 8, 9 Engines | With C-2 to 10 Incl. C 18-29 Incl. F 1, 3, 4, 5, 6, AC 4, 5, 6 MM 2 AM 2 SP 1, 2, 3 Engines | With C 12, 15, 17 TV MC 2, 4, 10 AC 1, 2, 3 Engines | | | | Freight and Mixed Maximum | E, P, A, Mt. 1, 2, 3, 4, 5, GS | T 26, 32, 37, 40 | M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3 | C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MIM 2 AM 2 | | | | | | | | |
| 11 | Laguna Branch | 15 | | | | | 15 | 15 | 15 | | | | | | | | | | | | | |
| 11 | Westmorland Branch | 25 | | | | | 25 | 25 | 25 | | | | | | | | | | | | | |
| 11 | Over Alamo bridge, Calipatria and Rockwood | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 11 | Calipatria and Sandia | 25 | | | | | 25 | 25 | 20 | | | | | | | | | | | | | |
| 11 | Sandia and Holtville | 20 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| 11 | Calexico west outside switch and international boundary line | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 20 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| 2 | Ojai Branch | 25 | | | | | 25 | 25 | 25 | | | | | | | | | | | | | |
| 2 | M.P. 407 and 408 Ojai Branch | 10 | | | | | 10 | 10 | 10 | | | | | | | | | | | | | |
| 2 | Burbank Branch | 25 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| 3 | Santa Paula Branch | 30 | | | | | 25 | 25 | 20 | | | | | | | | | | | | | |
| 3 | M.P. 414.06 and 414.20, Santa Paula Branch | 30 | | | | | 18 | 18 | 18 | | | | | | | | | | | | | |
| 3 | M.P. 431.62 and 438.10, Santa Paula Branch | 25 | | | | | 18 | 15 | 15 | | | | | | | | | | | | | |
| 3 | M.P. 439.05 and 439.41, Santa Paula Branch | 25 | | | | | 18 | 15 | 15 | | | | | | | | | | | | | |
| 3 | M.P. 440.93 and 441.96, Santa Paula Branch | 25 | | | | | 18 | 15 | 15 | | | | | | | | | | | | | |
| 3 | M.P. 444.20 and 444.84, Santa Paula Branch | 30 | | | | | 18 | 18 | 18 | | | | | | | | | | | | | |
| 9 | Clement Jct. and Firestone Park | 20 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| 9 | Home signals Nadeau interlocking plant | 10 | | | | | 10 | 10 | 10 | | | | | | | | | | | | | |
| 9 | Firestone Park and San Pedro | 40 | | | | | 30 | 30 | 20 | | | | | | | | | | | | | |
| 9 | Thenard and Fifth St., San Pedro | 15 | | | | | 15 | 15 | 15 | | | | | | | | | | | | | |
| 9 | Long Beach Branch | 40 | | | | | 25 | 25 | 20 | | | | | | | | | | | | | |
| 9 | Long Beach Branch, P. E. Crossing and Anaheim Blvd. | 10 | | | | | 10 | 10 | 10 | | | | | | | | | | | | | |
| 9 | Opposite Station Building and crossover switches. End of D.T. Firestone Park | 15 | | | | | 15 | 15 | 15 | | | | | | | | | | | | | |
| 9 | Home signals South Gate interlocking plant | 20 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| 9 | Firestone Park and Santa Ana | 40 | | | | | 30 | 30 | 20 | | | | | | | | | | | | | |
| 9 | West Anaheim and 1 mile east of Anaheim | 15 | | | | | 15 | 15 | 15 | | | | | | | | | | | | | |
| 9 | Santa Ana and Dyer | 30 | | | | | 25 | 25 | 20 | | | | | | | | | | | | | |
| 10 | Whittier Branch | 30 | | | | | 30 | 20 | 20 | | | | | | | | | | | | | |
| 10 | Whittier Branch over Telegraph Road | 10 | | | | | 10 | 10 | 10 | | | | | | | | | | | | | |
| 10 | Los Alamitos Branch | 20 | | | | | 15 | 15 | 15 | | | | | | | | | | | | | |
| 10 | Smeltzer Branch | 30 | | | | | 25 | 25 | 20 | | | | | | | | | | | | | |
| 10 | Tustin Jct. and Tustin, except following: | 30 | | | | | 30 | 20 | 20 | | | | | | | | | | | | | |
| | Bridge 513-D | 20 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| | M.P. 516.3 to 516.41; M.P. 517.73 to 518.25 | 20 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| | M.P. 518.70 to 518.92; M.P. 519.23 to 519.86 | 20 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| | M.P. 521.60 to 521.73 | 20 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| 10 | Pasadena Branch | 15 | | | | | 15 | 15 | 15 | | | | | | | | | | | | | |
| 10 | Duarte Branch, except | 30 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| 10 | Bridge 493B, Duarte Branch | 10 | | | | | 10 | 10 | 10 | | | | | | | | | | | | | |
| 10 | Over Bridge 496-E just east of Arcadia | 10 | | | | | 10 | 10 | 10 | | | | | | | | | | | | | |
| 10 | Covina Branch | 40 | | | | | 25 | 25 | 20 | | | | | | | | | | | | | |
| 10 | Covina Branch, C Class engines | 20 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| 10 | Chino Branch | 20 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| 10 | San Bernardino and Riverside Branches | 35 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| 10 | Home signals Highgrove interlocking plant | 20 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| 11 | Redlands Branch | 25 | | | | | 20 | 20 | 20 | | | | | | | | | | | | | |
| 11 | Station and wye switch on Calexico line—Niland | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |

Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by trains 98 and 99.

Trains consisting of streamlined cars, when handled by other than GS-2 or GS-3 class engines, must not exceed speed prescribed for type of power used.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to the C.M.W. and C.M.E., when those trains consist entirely of passenger equipment, or box cars with steel wheels, except maximum speed of 60 M.P.H. must not be exceeded.

Maximum speed for light engines running forward on branches when not otherwise shown will be same as maximum for freight trains.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 60 miles an hour.

Tenders having water capacity in excess of 7,000 gallons, and including classes 70-R-1 and 70-SC-1, maximum speed same as engine speed.

Trains handling relief outfit main track and Santa Ana branch, 25 miles per hour; branches other than Santa Ana, 15 miles per hour.

Do not exceed 10 miles per hour entering or leaving sidings.

F and S.P. class engines must not exceed 8 miles per hour on No. 7 turnouts and all slip switches.

F and S.P. class engines must not exceed 8 miles per hour on tracks other than main tracks, or 4 miles per hour backing through crossovers and turnouts, Santa Barbara.

C class engines must not exceed 5 miles per hour on curves and 20 miles per hour on straight track running forward or 5 miles per hour on curves and 15 miles per hour on straight track running backward on Limonaria spur (Santa Paula).

C class engines must not exceed 5 miles per hour on curves and ten miles per hour on straight track, Tapo Spur (Santa Susana).

C class engines must not exceed 12 miles per hour between Santa Ana and Dyer, Redlands, Second Street, and Crafton.

Do not exceed 8 miles per hour on curves leading to Rheems Co. and Philadelphia Quarts Co. spurs, Southgate.

Do not exceed 8 miles per hour on spur to Pasadena Orange Growers Association, Pasadena.

Engines heavier than M4 class must not exceed 8 miles per hour on sidings Duarte branch.

S.P., Mt and F class engines must not exceed 4 miles per hour on storage track Pomona, or Corral, Seale, Caboose and No. 14 tracks, Colton.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

| PAGE | BETWEEN | PSGR. m.p.h. | FRT. m.p.h. | Lgt. Eng. m.p.h. |
|---------|--|--------------|-------------|------------------|
| 2, 3 | Santa Barbara | 20 | 20 | 20 |
| 2, 3 | Ventura station and M. P. 397.09 | 25 | 20 | 20 |
| 3 | Santa Paula | 15 | 15 | 15 |
| 4, 5, 6 | San Fernando, over street crossings east and west of station | 25 | 25 | 25 |
| 6 | Los Angeles; between 25th St., River Station tower, Naud Jct. and easterly line of Main St. Los Angeles, entering street intersections between easterly line of Main St. and easterly line of Valley Boulevard | 10 | 10 | 10 |
| 6 | El Monte | 15 | 15 | 15 |
| 6 | Pomona, 2640 feet each side of station | 30 | 30 | 30 |
| 6, 7 | Colton | 30 | 30 | 30 |
| 10 | Pasadena, Hope Street crossing M. P. 490.4 | 6 | 6 | 6 |
| 10 | Pasadena, California Street crossing M. P. 491.8 | 5 | 5 | 5 |
| 10 | La Verne, 7958 feet west and 3336 feet east of station | 40 | 25 | 25 |
| 10 | Covina Branch Pomona Jct. switch and 1161 feet west | 15 | 15 | 15 |
| 11 | Redlands, 2nd St., all street crossings | 10 | 10 | 10 |
| 10 | San Bernardino, across Second, Rialto and Mill Streets | 20 | 20 | 20 |
| 11 | El Centro, Main Street crossing | 20 | 20 | 20 |
| 11 | Calipatria, Main Street | 12 | 12 | 12 |
| 9 | Los Angeles; 25th St. and River Station Tower | 10 | 10 | 10 |
| 9 | Vernon 783 feet east of Clement Jct. and Slauson Ave., 9340 feet | 20 | 20 | 20 |
| 9 | Compton over Orange and Olive Sts. | 20 | 20 | 20 |
| 9 | Compton over Main Street | 8 | 8 | 8 |
| 9 | Santa Ana, 3208 feet west and 2132 feet east of station | 12 | 12 | 12 |

Maximum operating speeds for S.P. class engine when inside main rod has been removed:

- Running under own steam.....30 M.P.H.
- Being towed in train.....30 M.P.H.

Dead or disabled engines, except S and SE Class with all rods on, or main or side rods removed, are restricted to 30 miles per hour; with main and side rods removed, to 20 miles per hour.

Dead or disabled S and SE Class engines with all rods on, or main or side rods removed, or main and side rods removed, are restricted to 20 M.P.H.

When all weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 miles an hour.

When all weight has been removed from only one wheel of a pair of drivers on an engine, the speed must not exceed 30 miles an hour.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Large loaded oil cars must not be moved to exceed 15 miles per hour on any branch, except may be moved 20 miles per hour on tangent track on Santa Paula, San Pedro, Whittier, Santa Ana, Sandia, and Westmorland branches.

Baggage cars, express cars and freight cars equipped with steel wheels assigned to merchandise service are restricted to 60 M.P.H. under load.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Trains carrying cabooses equipped with cast iron wheels must not exceed 40 miles per hour.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employees are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury. Bulletins may be issued from time to time referring to impaired clearances not listed below.

| MPLE Post | BETWEEN | HEIGHT | DESCRIPTION |
|-----------|----------------------------|------------------|----------------|
| 441.2 | Hasson and Chatsworth | 20 ft. 2 in. | Tunnel No. 26. |
| 442.9 | Hasson and Chatsworth | 20 ft. 6 in. | Tunnel No. 27. |
| 443.9 | Hasson and Chatsworth | 20 ft. 6 1/2 in. | Tunnel No. 28. |
| 423.0 | Sespe and Fillmore | 21 ft. 4 in. | Sespe Creek. |
| 432.2 | Piru and Camulos | 21 ft. 4 in. | Piru Creek. |
| 481.7 | Taylor—River Sta. Tower | 21 ft. 6 in. | Footbridge. |
| 482.6 | Mission Junction—Aurant | 21 ft. 9 in. | L. A. River. |
| 547.3 | Motor Jct.—Redlands 2d St. | 19 ft. 6 in. | Mill Creek. |

SPECIAL INSTRUCTIONS

Los Angeles Yard:
 P. E. inbound local track, Brooklyn Ave. bridge, Macy Street. Overhead
 Califfet Co., eaves, Aurant. Side
 Western Concrete Co., wall, Aurant. Side
 Herberger Pickle Co., wall, Aurant. Side
 Ventura Spur (Texaco Spur), Aurant platform. Side
 Davies Spur, fire escape, Vernon Edler Building. Side and Overhead
 F. Arbogast Bldg., Commercial and Market. Side
 L. A. Warehouse, gate, Commercial and Market. Side
 J. F. Holbrook, gate, 310 Market St. Side
 Roberts, Otter & Nelson Bldg., 316 Market St., platform. Side
 Pacific Pipe Supply Co., platform, 1002 Santa Fe. Side
 Ore Grande Co., platform, 743 Wilson St. Side
 International Harvester Co. Bldg., 734 Atlantic St. Side
 Old Market Platform, 6th Street. Side
 Bekins Storage Co., building, 4th and Alameda. Side
 Western Machinery Co. Bldg. and Oable, Dayton and Alhambra Ave. Overhead
 Paraffine Co., spur, wall, Main and Augusta Sts. Side
 Kerkhoff-Cuzner Lbr. Co., gate Alameda and Macy Sts. Side
 Peck & Hill spur, shed roof, N. Spring and Alpine. Side
 Capitol Mill Co. Spur, gate, building entrance, N. Spring and B. & B. Side and Overhead
 Yard. Side
 "B" Freight Shed, platform, N. Spring. Side
 L. A. Junk Co. Spur, Roundout St. platform. Side
 Sand Blast Shed (door), L. A. Shops. Side and Overhead
 Track 11, 3 lean-to's Lumber Shed, L. A. Shops. Side
 District Store Office Platform, L. A. Shop. Side
 Sand Houses, Fire Brick Sheds, L. A. Shops. Side
 L. A. Brewery Building, L. A. Shops, 1920 N. Main. Side
 Foot Bridge (East and Westward main tracks, upper tracks 1, 2, 3, 4, 5, 6, 7, and 15) River Station. Overhead and Side
 Building (River Station), Standard Oil track. Side
 Scale House (River Station), Lower Track 15. Side
 Hub switch stands for derrails, Santa Fe Transfer tracks Bull Ring. Side
 Fence (along track 16 L. A. Passenger), 4th and 6th Alameda. Side
 Los Angeles River Bridge, West end Midway Yard. Side
 L. A. River Bridge, Mission Jct. Side
 Lacy Mfg. Co., Crane Post on their spur Inside Yard. Overhead and Side
 L. A. Warehouse, Commercial and Alameda. Side and Overhead
 Lead to L. A. Warehouse, Market and Alameda. Side
 Union Hdw. & Metal Co., First and Alameda. Side and Overhead
 L. A. Ice & Cold Storage Co., Fourth Street plant. Side and Overhead
 Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles. Side
 Bohnhoff Spur Buildings, Fourteenth and Alameda Sts. Side
 Southern California Hardwood Co., 15th and Alameda. Side
 Cooper Lumber Co., Spur, Shed, 15th and Alameda. Side
 Oil Well Supply Co., Steps and Crane, Alameda at Naud Jct. Side
 Griffin Wheel Co., Concrete platforms, Vernon. Side

Santa Barbara:
 Palmer Gavitt private car shed. Overhead
 Ventura—Platform Coast Wholesale Co. Side
 Sumnerland—Loading racks Seaside Oil Co. Side
 Santa Paula—Corner of Blanchards Packing House. Side
 Santa Paula—Pump house, siding. Side
 Santa Paula—Santa Paula Rock Co., Wilshire spur. Side and Overhead
 Santa Paula—Santa Paula Rock Co. loading chute. Side and Overhead
 Elayon—Standard Oil Co. filling racks. Side
 Roscoe—Consolidated Rock Co. bunkers. Both Sides
 Roscoe—Consolidated Rock Co. sand piles and switch stands. Side
 Wahoo—Consolidated Rock Co. piles of rock. Side
 Wahoo—Consolidated Rock Co. rock crusher. Side and Overhead
 West Glendale—Inner Tube Factory. Side
 Glendale—L. A. Basket Co. bldg. Side
 Glendale—Tropico Potteries Bldg. and retaining wall. Side
 Canoga Park—Stock chutes. Side
 Van Nuys—Fence at Hammond Lumber Company spur. Side
 Oxnard—American Beet Sugar Co.:
 Track 15 beet dump. Side
 Track 7, power house and scale house. Side

Alhambra:
 Braun Iron Works. Overhead
 Braun Co. inside fence. Side
 Huntington Land Co. spur, fence alongside track. Side
 High line west of station, guy wire on P. E. trolley pole. Side

Pasadena:
 Ice house track, Fords Blueing Co. building. Side
 Freight house platform. Side

Monrovia:
 East of Canon Street, one telephone pole. Side
 Day and Night Water Heater Co., spur, platform and roof. Side
El Monte:—Ross Construction Co. spur, platform and material piles. Side
Crushton:—Switch stand on deraill No. 3 between P. E. and S. P. tracks. Side
Azusa Ave.—Golden Orange Growers Packing House platform. Side

Pomona:
 Stine Transfer Company. Side
 Pomona Box Co. Side

Narod:
 West Ontario Citrus Association, East and West. Side

Ontario:
 Hickey Warehouse Co. Side
 Exchange Orange Products Co., both tracks. Side and Overhead

Chino:
 Water tank. Side
 Sugar tracks No. 4 and No. 5. Side

South Fontana:—Hog Farm No. 1 and No. 2. Side

Colton:
 All loading tracks Cement Plant. Side
 P. F. E. Track No. 6. Overhead and Side
 Roundhouse. Side
 Colton sand spur. Overhead

San Bernardino:
 Southern Pacific Grain Co. Side
 I. S. Chapman & Co. Side
 P. E. Poles, Colton to San Bernardino. Side

Highgrove:
 Stock corral. Side
 Station platform. Side

Riverside:
 Wilson & Company. Side
 Riverside Foundry. Side
 Union Oil Company. Side
 M. J. Johnson & Co., wholesale grocers. Side
 Albers Packing House. Side

Redlands, 2nd St.:
 Auto loading platform. Side
 Lyons & Sons Packing House. Side

Crafton:
 Krumm Manufacturing Company. Side

Banning—Canning Co. spur. Side

Mecca—Water track. Side

Brawley:
 Shed 28. Side
 Hammond Lumber Company spur. Side
 Loading chute corral. Side

Calxico:
 Mt. Signal Produce Shed Track 4. Side

Compton—Shed in Union Rock Co. plant. Side and Overhead
 (Do not switch cars beyond this point)

Thenard—Advance Truck Co. Spur. Side and Overhead
 (Do not use beyond gate)

San Pedro:
 Drawbridge. Side and Overhead
 S. P. Slip platform. Side
 S. P. High wharf 10th Street. Side
 E. K. Wood Lumber Co., fire house. Side
 E. K. Wood Lumber Co., drinking fountain. Side
 Consolidated Lumber Co., platforms tracks 6 and 7. Side

Long Beach—P. E. trolley wires across tracks at 6th and 7th Sts. Overhead

Long Beach—Telephone wires at Long Beach Freight House. Overhead

San Pedro Branch—1000 ft. west of M. P. 495, telephone wires. Overhead

Vinvale—Bridge 492-D (steel structure). Side

Whittier:
 U. P. Ry. trestle west end Citrus Assn. house. Side
 Old Murphy Packing House. Side

Norwalk—Stock chute and Greenings warehouse. Side

Buena Park—Beet dump. Side

Buena Park—American Fruit Growers house, also low switch stands. Side

Anaheim:
 At intersections of Los Angeles and Claudena Sts., four fifty-foot poles. Side
 Lemon and Orange Growers house. Side

Los Alamitos:
 Los Alamitos Sugar Co., power house. Side

Santa Ana:
 Oil pipe at round house. Side
 Railing and portion of building off Santa Fe Wye. Side
 California Packing House. Side
 Pipe at Chapmans Cement House. Side

Dyer:
 Holly Sugar Co.—East and west gates. Side
 Scale house. Overhead and Side
 Tin warehouse. Side
 Brick sugar house. Side
 Electrical shop and rock pile. Side
 Glass Factory, gates. Side

Tustin:
 David Hewes Packing House electric wire. Overhead
 Hood Oil Co. Side

Open pit under and alongside track on Consolidated Rock Company Spurs at Thenard and Whittier.

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress Sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, will not clear man on side of car.

Tracks adjacent to icing platform following points have side clearance of less than 7 feet 8 inches and are restricted to service of Pacific Fruit Express which is defined as icing, heating, ventilating, unloading salt, heating appliances, fuel, storage of refrigerator cars and trains of mixed consist requiring Pacific Fruit Express platform service; Taylor, one track; Colton, track 6.

Following water tanks are not standard clearance: Santa Paula, Piru, Pomona, Chino, Guasti, Colton, El Caseo, Cabazon, Palm Springs.

Following water columns are not standard clearance: Moorpark, Palm Springs.

SURGEONS

| LOCATION | NAME | TITLE |
|-------------------------|--|---------------------------------|
| San Francisco | Dr. W. B. Coffey | Chief Surgeon and Manager. |
| Los Angeles | Dr. G. S. Hall | Assistant Chief Surgeon. |
| Los Angeles | Dr. M. T. Steele | District Surgeon. |
| Los Angeles | Dr. E. W. Starr | District Surgeon. |
| Los Angeles | Dr. E. R. Watts | District Surgeon. |
| Los Angeles | Dr. A. S. Lineer | District Surgeon. |
| Los Angeles | Dr. Elmer Nelson | Visiting Physician and Surgeon. |
| Los Angeles | Dr. R. G. Stern | District Surgeon. |
| Los Angeles | Dr. A. M. Anton | District Surgeon. |
| Inglewood and Hyde Park | Dr. E. D. Charland | District Surgeon. |
| Huntington Park | Dr. D. E. Stewart | District Surgeon. |
| Huntington Park | Dr. H. W. Amyes | District Surgeon. |
| Eagle Rock | Dr. Marion M. Null | District Surgeon. |
| Belvedere Gardens | Dr. J. P. Mortenson | District Surgeon. |
| Hollywood | Dr. R. W. Avery | District Surgeon. |
| Riverside Gardens | Dr. Wm. A. Dashiell | District Surgeon. |
| F. R. Strong Building | Dr. M. H. Burge | District Surgeon. |
| 7th and Central | Dr. Geo. H. Kress | Oculists and Aurists. |
| Los Angeles | Dr. Jos. Goldstein | |
| Santa Monica | Dr. C. E. Rooney | District Surgeon. |
| Compton | Dr. F. E. Abbott | District Surgeon. |
| Long Beach | Dr. R. G. Young | District Surgeon. |
| Wilmington | Dr. W. W. Horst | District Surgeon. |
| San Pedro | Dr. J. L. Bloch | District Surgeon. |
| Downey | Dr. E. H. Welcome | Emergency Surgeon. |
| Downey | Dr. R. V. Fernandez | Emergency Surgeon. |
| Whittier | Dr. H. P. Wilson | Emergency Surgeon. |
| Norwalk | Dr. L. J. Otis | District Surgeon. |
| Anaheim | Dr. J. L. Beebe | Emergency Surgeon. |
| Orange | Dr. Arthur J. Nies | Emergency Surgeon. |
| Santa Ana | Dr. Dexter R. Ball | District Surgeon. |
| Santa Ana | Dr. John D. Ball | Assistant District Surgeon. |
| Westminster | Dr. R. I. Johnson | Emergency Surgeon. |
| Pasadena | Dr. Z. T. Malaby | District Surgeon. |
| Pasadena | Dr. H. T. Upshaw | District Surgeon. |
| Monrovia | Dr. W. M. Briggs | Emergency Surgeon. |
| Alhambra | Dr. J. F. Hull | District Surgeon. |
| San Gabriel | Dr. C. L. Magee | Emergency Surgeon. |
| El Monte | Dr. E. D. Farrington | District Surgeon. |
| Puente | Dr. W. W. Schulta | District Surgeon. |
| Covina | Dr. J. B. Marr | Emergency Surgeon. |
| Pomona | Dr. Geo. W. Keller | District Surgeon. |
| Pomona | Dr. H. C. Anderson | Assistant District Surgeon. |
| Chino | Dr. J. M. Swindt | District Surgeon. |
| Ontario | Dr. D. S. Gidley | District Surgeon. |
| Colton | Dr. C. F. Whitmer | District Surgeon. |
| Colton | Dr. D. B. Williams | District Surgeon. |
| San Bernardino | Dr. S. Forsythe | District Surgeon. |
| San Bernardino | Dr. C. L. Hadley | Oculist and Aurist. |
| Riverside | Dr. Thomas A. Card | District Surgeon. |
| Redlands | Dr. H. G. Hill | District Surgeon. |
| Banning | Dr. A. L. Brankamp | District Surgeon. |
| Beaumont | Dr. F. D. West | District Surgeon. |
| Indio | Nurse in charge of Emergency Hospital. | |
| Indio | Dr. Russell M. Gray | District Surgeon. |
| Indio | Dr. W. H. Blackman | Assistant District Surgeon. |
| Calipatria | Dr. J. A. Wallace | District Surgeon. |
| Westmorland | Dr. O. C. Long | Emergency Surgeon. |
| | Dr. G. C. Holleran | District Surgeon. |
| Brawley | Dr. Chas. M. Cutshaw | Assistant District Surgeon. |
| | Dr. John L. Parker | Associate District Surgeon. |
| Imperial | Dr. H. V. Gray | District Surgeon. |
| | Dr. F. W. Peterson | District Surgeons. |
| El Centro | Dr. W. W. Apple | |
| | Dr. M. C. Canfield | Assistant District Surgeon. |
| El Centro | Dr. H. P. Findley | Oculist and Aurist. |
| Holtville | Dr. H. B. Graeser | District Surgeon. |
| Calxico | Dr. T. E. Bartholomew | District Surgeon. |
| Calxico | Dr. Harold J. Gregg | Assistant District Surgeon. |
| Mexicali | Dr. E. D. Flores | District Surgeon. |
| Yuma | Dr. C. S. Powell | District Surgeon. |
| Yuma | Dr. J. W. Stacey | District Surgeon. |
| Yuma | Dr. Donald Marchus | Assistant District Surgeon. |
| Glendale | Dr. N. C. Paine | District Surgeon. |
| Burbank | Dr. David Thomson | District Surgeon. |
| Van Nuys | Dr. Chas. B. Canby | Emergency Surgeon. |
| Canoga Park | Dr. Wm. J. Lakey | Emergency Surgeon. |
| San Fernando | Dr. R. W. Johnson | District Surgeon. |
| Newhall-Saugus | Dr. E. C. Innis | District Surgeon. |
| Fillmore | Dr. Will R. Manning | District Surgeon. |
| Santa Paula | Dr. D. G. Clark | District Surgeon. |
| Saticoy | Dr. A. W. Cruden | Emergency Surgeon. |
| Moor Park | Dr. F. A. Yoakam | Emergency Surgeon. |
| Oxnard | Dr. J. W. Nielsen | District Surgeon. |
| Ventura | Dr. G. A. Broughton | District Surgeon. |
| Ojai | Dr. C. O. Drace | Emergency Surgeon. |
| Carpinteria | Dr. T. M. Shorkley | Emergency Surgeon. |
| Santa Barbara | Dr. Chas. S. Stevens | District Surgeon. |
| Santa Barbara | Dr. Kent R. Wilson | District Surgeon. |
| Santa Barbara | Dr. A. B. Steele | Associate District Surgeon. |
| Santa Barbara | Dr. Wm. J. Mellinger | Aurist. |
| Santa Barbara | Dr. W. H. Johnston | Oculist. |

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

General Hospital—San Francisco, Cal.
 Division Hospital—White Memorial Hospital, Los Angeles, Cal.
 Emergency Hospitals—S. P. Emergency Hospital, East Los Angeles, Cal.
 S. P. Emergency Hospital, Indio, Cal.

RATING OF ENGINES—LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

| NOMINAL CLASS | OFFICIAL CLASS | ENGINE NUMBERS | Boiler Pressure | Los Angeles to Ontario | Alhambra to Puente, Ontario to Colton | Colton to Los Angeles | Bloomington to Savanna, Stoneman to Alhambra | Colton and Indio | Indio to Yuma | Yuma to Indio | Indio and Niland Amos and Knob | Niland and Arac Jct. via Inter-California Railway Line | Los Angeles to Saugus | Saugus to Los Angeles | Los Angeles and Santa Barbara via Oxnard |
|---------------|---------------------------|---|-----------------|------------------------|---------------------------------------|-----------------------|--|------------------|---------------|---------------|--------------------------------|--|-----------------------|-----------------------|--|
| M-4 | M-63 20/28 126 | 1617 to 1713..... | 190 | 1600 | 3450 | 1850 | 3350 | 940 | 2250 | 2100 | 3300 | 2900 | 730 | 820 | 1700 |
| M-4 | M-63 20/28 128-S | | | | | | | | | | | | | | |
| M-4 | M-63 20/28 135-S | | | | | | | | | | | | | | |
| M-6 | M-63 21/28 150-S | 1720 to 1803..... | 200 | 2000 | 4250 | 2300 | 4150 | 1200 | 2800 | 2600 | 4050 | 3600 | 930 | 1000 | 2150 |
| M-6, 8 | M-63 21/28 159-S | | | | | | | | | | | | | | |
| M-9 | M-63 21/28 150-S | 1804 to 1822, 1828 to 1831..... | 210 | 2100 | 4500 | 2450 | 4300 | 1250 | 2900 | 2750 | 4300 | 3800 | 990 | 1100 | 2250 |
| M-11 | M-63 21/28 153-S | | | | | | | | | | | | | | |
| P-1, 3, 5 | P-77 22/28 141-S | | | | | | | | | | | | | | |
| P-4 | P-77 23/28 155-B, 58-SF | 2401, 2402, 2400, 2410, 2414, 2410, 2420, 2422, 2424, 2436. | 210 | 2050 | 4600 | 2400 | 4350 | 1180 | 3050 | 2850 | 4300 | 3800 | 900 | 1000 | 2250 |
| P-6 | P-77 25/28 172-S | | | | | | | | | | | | | | |
| P-7 | P-73 25/28 171-S | | | | | | | | | | | | | | |
| P-10 | P-73 25/30 181-SF | 2476, 2477..... | 200 | 2400 | 5450 | 2800 | 5400 | 1400 | 3400 | 3150 | 4950 | 4400 | 1100 | 1150 | 2500 |
| P-10 | P-73 25/30 183-B, 63-SF | | | | | | | | | | | | | | |
| P-12 | P-73 27/28 189-SF | 2478 to 2483..... | 200 | 2500 | 5800 | 3000 | 5450 | 1450 | 3000 | 3300 | 5200 | 4650 | 1100 | 1250 | 2750 |
| P-12 | P-73 26/28 189-SF | | | | | | | | | | | | | | |
| C-9, 10 | C-57 22/30 200-SF | | | | | | | | | | | | | | |
| C-9, 10 | C-57 22/30 194-S | 2484 to 2491..... | 190 | 2600 | 6050 | 3050 | 5450 | 1500 | 3700 | 3450 | 5450 | 4850 | 1200 | 1350 | 2950 |
| C-8 | C-57 22/30 192-S | | | | | | | | | | | | | | |
| C-5 | C-57 22/30 187-S | | | | | | | | | | | | | | |
| C-5 | C-57 22/30 185-S | 2513 to 2500, 2750, 2752 to 2800 | 210 | 2550 | 5300 | 2950 | 5200 | 1500 | 3000 | 3300 | 5200 | 4600 | 1200 | 1300 | 2700 |
| T-28, 31 | T-63 22/28 162-S | | | | | | | | | | | | | | |
| Mk-7, 8, 9 | Mk-63 20/30 247-S | 2608 to 2740, 2751..... | 210 | 2300 | 4850 | 2700 | 4700 | 1350 | 3250 | 3000 | 4700 | 4150 | 1050 | 1200 | 2450 |
| Mk-7, 8, 9 | Mk-63 20/30 257-SF | | | | | | | | | | | | | | |
| F-1 | F-63 27 1/2 273-B | 2624 to 2679..... | 200 | 3750 | 7750 | 4350 | 7600 | 2250 | 5250 | 4850 | 7600 | 6700 | 1750 | 1950 | 3950 |
| F-3 | F-63 29 1/2 207-B | | | | | | | | | | | | | | |
| F-4, 5 | F-63 29 1/2 306-B, 61-SF | 2680 to 2693..... | 200 | 4500 | 8850 | 5350 | 8000 | 2700 | 6600 | 6050 | 11000 | 8000 | 2100 | 2300 | 4800 |
| F-5 | F-63 29 1/2 306-B, 62-SF | | | | | | | | | | | | | | |
| Mt-1, 3, 4, 5 | Mt-73 28/30 246-B, 60-SF | 3011 to 3062..... | 210 | 3500 | 7450 | 4100 | 7250 | 2050 | 5250 | 4850 | 8800 | 6500 | 1550 | 1750 | 3850 |
| SP-1 | SP-63 28 1/2 316-B, 60-SF | | | | | | | | | | | | | | |
| SP-2, 3 | SP-63 28 1/2 317-B, 61-SF | 3063 to 3067..... | 225 | 5200 | 10500 | 6200 | 9000 | 2900 | 7400 | 6950 | 11900 | 9000 | 2450 | 2700 | 5500 |
| AC-1, 2, 3 | AC-57 28 1/2 441-SF | | | | | | | | | | | | | | |
| AC-4 | AC-63 28 1/2 475-SF | 3068 to 3703, 3709..... | 210 | 4800 | 9050 | 5550 | 9750 | 2850 | 6700 | 6200 | 11900 | 8600 | 2250 | 2450 | 5050 |
| AC-5 | AC-63 28 1/2 483-SF | | | | | | | | | | | | | | |
| GS-1 | GS-73 27/30 262-B, 104-SF | 4100 to 4125..... | 235 | 6750 | 13000 | 7800 | 12000 | 4000 | 9450 | 8700 | 16500 | 12000 | 3200 | 3500 | 7150 |
| GS-2 | GS-73 27/30 266-B, 104-SF | | | | | | | | | | | | | | |
| GS-3 | GS-80 26/32 267-B, 109-SF | | | | | | | | | | | | | | |
| | | 4400 to 4409..... | 250 | 3700 | 8000 | 4450 | 7400 | 2100 | 5500 | 5100 | 9200 | 6900 | 1600 | 1800 | 3950 |
| | | 4410 to 4415..... | 280 | 3800 | 8250 | 4450 | 7600 | 2150 | 5650 | 5250 | 9500 | 7100 | 1650 | 1850 | 4100 |
| | | 4416 to 4420..... | | | | | | | | | | | | | |
| | | Allowance for Empty and Underloaded Cars..... | | | | | | | | | | | | | |
| | | Less than 40 Ms..... | 3 | 3 | 3 | 3 | 3 | 3 | 6 | 6 | 6 | 6 | 3 | 3 | 6 |
| | | 40 Ms to 50 Ms..... | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 3 | 0 | 0 | 3 |
| | | More than 50 Ms..... | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| MILEAGE | |
|--|---------------|
| Main Lines | |
| Saugus to Yuma..... | 282.54 |
| Santa Barbara to Burbank..... | 93.45 |
| Inter-California Ry... I. C. Ry..... | 41.70 |
| | 2.71 |
| Total Main Lines..... | 480.40 |
| Branches | |
| Burbank..... S. P. R. R..... Chataworth Junction..... | 20.74 |
| Chino..... S. P. R. R..... Pomona to Ontario..... | 9.86 |
| Covina..... S. P. R. R..... Bassett to Pomona..... | 17.40 |
| Declarville..... S. P. R. R..... South Fontana to Declarville..... | 1.05 |
| Duarte..... S. P. R. R..... Alhambra to Rivas..... | 18.96 |
| Laguna..... S. P. R. R..... Colorado to Potholes..... | 12.28 |
| Long Beach..... S. P. R. R..... Thonard to Long Beach..... | 3.59 |
| Los Alamitos..... S. P. R. R..... West Anaheim to Los Alamitos..... | 10.23 |
| Smeltzer..... S. P. R. R..... Stanton Jet. to Whibling..... | 7.78 |
| Ojai..... S. P. R. R..... Ventura Jet. to Ojai..... | 15.16 |
| Pasadena..... S. P. R. R..... Alhambra to Pasadena..... | 4.76 |
| Redlands..... S. P. R. R..... Bryn Mawr to Greenport..... | 8.94 |
| San Bernardino & Riverside..... S. P. R. R..... San Bernardino to Riverside..... | 11.75 |
| Sandia..... I. C. Ry..... Calipatria to Near Holtville..... | 37.4 |
| | 37.19 |
| San Pedro..... S. P. R. R..... Los Angeles to Pt. Firmin..... | 36.1 |
| | 32.99 |
| Santa Ana..... S. P. R. R..... Firestone Park to Dyer..... | 33.94 |
| Santa Paula..... S. P. R. R..... Montalvo to Saugus..... | 45.42 |
| Tustin..... S. P. R. R..... Tustin Junction to Tustin..... | 10.64 |
| Westmorland..... I. C. Ry..... Calipatria to Westmorland..... | 12.79 |
| Whittier..... S. P. R. R..... Studebaker to Whittier..... | 5.91 |
| Total Branches..... | 315.98 |
| Total Los Angeles Division..... | 796.38 |

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"E"—Eight-wheelers
"P"—Pacific Type

Example—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:
C-57—187
30

Rating of engines entering Los Angeles from Firestone Park Subdivision is 10 per cent additional to rating Indio to Yuma.

| | | |
|---|--|---|
| <p>TRAINMASTERS</p> <p>E. J. KELLUM..... Los Angeles Yard</p> <p>T. W. CARDWELL..... Los Angeles Yard</p> <p>H. W. MAXWELL..... Indio</p> <p>TERMINAL TRAINMASTER</p> <p>G. E. DONNATIN..... Los Angeles Yard</p> <p>ASSISTANT TRAINMASTERS</p> <p>M. A. NUGENT..... Los Angeles</p> <p>A. S. McCANN..... Calexico</p> | <p>CHIEF TRAIN DISPATCHER</p> <p>J. A. DAY..... Los Angeles</p> <p>ASST. CHIEF TRAIN DISPATCHERS</p> <p>L. J. ANDREWS..... Los Angeles</p> <p>H. W. WALTERS..... Los Angeles</p> | <p>ROAD FOREMEN OF ENGINES</p> <p>FRANK La FOND..... Los Angeles</p> <p>A. C. YOUNG..... Los Angeles</p> |
|---|--|---|

H. A. CULP,
Asst. Superintendent.



MAP OF THE LOS ANGELES DIVISION

SOUTHERN PACIFIC COMPANY

AUGUST, 1918.

SCALE OF MILES



Revised to Jan. 1, 1935

LOS ANGELES AND ADJACENT TERRITORY

SCALE OF MILES