

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

## LOS ANGELES DIVISION

# 176

To Take Effect Saturday, March 30, 1940, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,  
*General Manager.*

W. B. KIRKLAND,  
*Superintendent of Transportation.*

C. F. DONNATIN,  
*Assistant General Manager.*

D. J. RUSSELL,  
*Superintendent.*

G. C. BAKER,  
*Assistant Superintendent of Transportation.*



VENTURA SUBDIVISION

EASTWARD

Rules 86 and 93. Between Santa Barbara and Burbank Jct., Second and inferior class trains, extra trains and engines must clear the time of Nos. 96, 97, 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 96, 97, 98 and 99.

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

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between terminal limits and end of tracks at Los Angeles.

Revenue passenger trains must stop at Glendale.

Additional flag stop No. 72, Simi (M.P. 433.5).

Additional flag stops to receive or discharge passengers:

No. 70 Camarillo, Moorpark—Receive revenue to Los Angeles or beyond.

No. 2 Ventura, Oxnard—Discharge from or beyond Salinas.

No. 26 Burbank—Discharge from Fresno or beyond.

No. 72 Miramar (M. P. 374.6), Receive to Yuma or beyond. Los Angeles Yard—Discharge D.H. trainmen and enginemen.

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of intermediate stations and spurs, page 10.

Capacity of Sidings in Car Lengths	SECOND CLASS								FIRST CLASS								Distance from San Francisco
	814	810	816	812	96	72	52	98	60	76	26	374	2	70	56		
	Freight	Freight	Freight	Freight	Noon Daylight	Passenger	San Joaquin	Morning Daylight	West Coast	Lark	Owl	C. M. E.	Sunset Limited	Coaster	Tehachapl		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun. & Mon.	Leave Daily	Leave Daily	Leave Daily		
BKPWOT Yard				11.25 PM	7.18 PM	5.45 PM		3.27 PM		6.13 AM		5.30 AM	5.20 AM	5.00 AM	370.7		
				<b>11.30</b>	7.22	5.50		3.31		6.18		5.35	5.25	5.05	371.9		
89 P				11.42	7.30	5.58		3.39		6.26		5.43	5.33	5.13	377.3		
42 P				11.50	7.35	f 6.04		3.44		6.31		5.48	5.38	5.18	381.2		
44 P				11.54		6.08				6.34		5.51	5.41	5.21	383.4		
42 P				11.59 PM	7.41	6.12		3.50		6.38		5.55	5.45	5.25	385.7		
110 P				12.06 AM	7.45	6.16		3.54		6.42		5.59	5.49	5.29	388.6		
31 P				12.15	7.50	6.22		3.59		6.48		6.04	5.54	5.34	392.9		
P															397.3		
Yard 131 PW				12.25	7.57	s 6.33		4.06		6.57		6.12	6.02	s 5.42	398.2		
45 PY				12.33		f 6.39				7.03		6.18	6.08	5.48	403.2		
BKOWP 82 Yard				12.43	8.09	s 6.50		4.17		7.09		6.24	6.14	s 5.54	407.8		
71 P				12.53	8.14	6.56		4.21		7.15		6.30	6.20	6.00	412.1		
84 P				1.02	8.18	s 7.03		4.25		7.21		6.36	6.26	6.06	416.6		
44 P				1.10	8.22	f 7.08		4.28		7.26		6.40	6.30	6.10	419.8		
69 P				1.20	8.25	7.13		4.31		7.31		6.44	6.34	6.14	422.9		
110 PW				1.35	<b>8.30</b>	f 7.20		4.35		7.37		6.50	6.40	6.20	427.1		
74 P				1.50	8.35	7.28		4.40		7.45		6.58	6.49	6.29	432.2		
108 P				2.04	8.40	f 7.36		4.45		7.54		7.06	6.58	6.38	437.5		
77 P				2.18	8.44	f 7.43		4.49		8.01		7.12	7.05	6.45	441.0		
91 PWY				2.33	<b>8.51</b>	<b>7.56</b>		4.56		<b>8.09</b>		7.20	7.14	6.54	445.5		
E 59 W 57 P				2.41	<b>8.55</b>	f 8.05		5.00		8.14		7.25	7.20	7.00	449.9		
E 44 W 47 W				2.49	9.00	8.10		5.05		8.18		7.30	7.25	7.05	454.1		
I															455.0		
105 P				2.57	9.05	8.16		5.10		8.23		7.35	7.30	7.10	458.4		
52 PI	10.17 PM	10.30 AM	4.38 AM	3.05	9.10	<b>8.22</b>	7.04 PM	5.15	8.40 AM	8.28	7.59 AM	7.40	7.35	7.15	462.7 471.6		
PWY						f 8.23								f 5.56	472.1		
P					s 9.22	s 8.37	s 7.15	s 5.27	s 8.52	s 8.39	s 8.12	7.52	s 7.47	s 7.27	s 6.07	477.1	
I															477.3		
Yard BKTWOP	10.45 PM	11.00 AM	5.05 AM	3.30 AM								8.00 AM		f	478.5		
I					9.29	8.48	7.23	5.34	9.03	8.48	8.23		7.58	7.38	6.16	480.7	
					9.33	8.53	7.28	5.38	9.08	8.53	8.28		8.03	7.43		481.5	
					9.35	8.55	7.30	5.40	9.10	8.55	8.30		8.05	7.45	6.35	481.9	
Yard BKYWPI					s 9.40 PM	s 9.00 PM	s 7.35 PM	s 5.45 PM	s 9.15 AM	s 9.00 AM	s 8.35 AM		s 8.10 AM	s 7.50 AM	s 6.50 AM	482.05	
															482.13		
															482.18		
															482.8		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	Arrive Daily	Arrive Daily	Arrive Daily		
	(0.28) 17.37	(0.30) 16.20	(0.27) 18.00	(4.05) 24.57	(2.22) 43.61	(3.15) 31.75	(0.31) 21.63	(2.18) 44.86	(0.35) 19.20	(2.47) 37.07	(0.36) 18.66	(2.30) 40.04	(2.50) 36.42	(2.50) 36.42	(0.56) 12.10		

Time Table No. 176  
March 30, 1940

STATIONS

TO-R SANTA BARBARA	1.2
EAST SANTA BARBARA	5.4
ORTEGA	3.9
TO CARPINTERIA	2.2
WAVE	2.3
PUNTA	2.9
SEACLIFF	4.3
DULAH	4.4
VENTURA JOT.	0.9
TO VENTURA	5.0
MONTALVO	4.6
TO OXNARD	4.3
LEESDALE	4.5
TO CAMARILLO	3.2
SOMIS	3.1
LAGOL	4.2
TO MOORPARK	5.1
STRATHEARN	5.3
SANTA SUSANA	3.5
HASSON	4.5
TO CHATSWORTH	4.4
TO NORTHRIDGE	4.2
RAYMER	0.9
RAYMER TOWER	3.4
Crossing P. E. Ry.	
HEWITT	4.3
TO BURBANK JOT.	0.5
BURBANK	5.0
GLENDALE	0.2
GLENDALE TOWER	1.2
Crossing P. E. Ry.	
ARROYO JOT.	1.2
TO-R LOS ANGELES YD	1.0
DAYTON AVE. TOWER	0.8
GLENDALE JOT.	0.4
EAST BANK JOT.	0.15
CROSSING U. P. Ry	0.08
CROSSING A. T. & S. F. Ry.	0.05
MISSION TOWER	0.62
TO-R LOS ANGELES LAUPT	

(103.2)  
Time over District  
Average Speed per Hour

WESTWARD

Time Table No. 176

March 30, 1940

FIRST CLASS

THIRD CLASS

STATIONS	Distance from Los Angeles	FIRST CLASS										THIRD CLASS			
		71 Passenger Arrive Daily	99 Morning Daylight Arrive Daily	51 San Joaquin Arrive Daily	97 Noon Daylight Arrive Daily	25 Owl Arrive Daily	69 Coaster Arrive Daily	59 West Coast Arrive Daily	373 C. M. W. Arrive Daily Ex. Sat. & Sun.	1 Sunset Limited Arrive Daily	55 Tehachapi Arrive Daily	75 Lark Arrive Daily	811 Freight Arrive Daily	813 Freight Arrive Daily	815 Freight Arrive Daily
TO-R SANTA BARBARA 1.2	103.2	s 10.20 AM	s 10.28 AM		s 2.13 PM		s 9.55 PM		s 10.25 PM	s 10.40 PM		s 11.35 PM			
EAST SANTA BARBARA 5.4	102.0	10.15	10.24		2.09		9.50		10.21	10.36		<b>11.30</b>			
ORTEGA 3.9	96.6	10.03	10.16		2.01		9.42		10.13	10.28		11.22			
TO OARPINTERIA 2.2	92.7	s 9.58	10.11		1.56		9.37		10.08	10.23		11.17			
WAVE 2.3	90.5	9.50					9.34								
PUNTA 2.9	88.2	9.46	10.05		1.50		9.30		10.02	10.17		11.11			
SEACLIFF 4.3	85.3	9.42	10.01		1.46		9.26		9.58	10.13		11.07			
DULAH 4.4	81.0	9.36	9.56		1.41		9.20		9.53	10.08		11.02			
VENTURA JOT. 0.9	76.6														
TO VENTURA 5.0	75.7	s 9.26	9.49		1.34		s 9.12		9.45	10.00		10.54			
MONTALVO 4.6	70.7	f 9.13					9.03			9.54		10.48			
TO OXNARD 4.3	66.1	s 9.07	9.38		1.22		s 8.57		9.33	9.48		10.42			
LEESDALE 4.5	61.8	8.55	9.34		1.18		8.48			9.43		10.37			
TO CAMARILLO 3.2	57.3	f 8.49	9.30		1.14		8.43		9.24	9.38		10.32			
SOMIS 3.1	54.1	f 8.43	9.27		1.11		8.39			9.34		10.28			
LAGOL 4.2	51.0	8.39	9.24		1.08		8.35			9.30		10.24			
TO MOORPARK 5.1	46.8	f 8.34	9.20		1.04		<b>8.30</b>		9.13	9.25		10.19			
STRATHEARN 5.3	41.7	8.28	9.15		12.59		8.18			9.19		10.13			
SANTA SUSANA 3.5	36.4	f 8.22	9.10		12.54		8.10		9.02	9.13		10.06			
HASSON 4.5	32.9	f 8.17	9.06		12.50		8.05			9.08		10.01			
TO OHATSWORTH 4.4	28.4	f <b>8.09</b>	8.59		12.43		<b>7.56</b>		<b>8.51</b>	9.01		9.53			
TO NORTHRIDGE 4.2	24.0	f 8.00	8.55		12.39		7.50		8.38	<b>8.55</b>		9.48			
RAYMER 0.9	19.8	7.54	8.51		12.35		7.44		8.33	8.45		9.43			
RAYMER TOWER Crossing P. E. Ry. 3.4	18.9														
HEWITT 4.3	15.5	7.49	8.47		12.31		7.39		8.28	8.40		9.38			
TO BURBANK JOT. 0.5	11.2	7.44	8.43	9.09 AM	12.26	6.33 PM	7.34	8.16 PM	<b>8.22</b>	8.34	9.15 PM	9.33	12.35 AM	9.20 AM	5.25 PM
BURBANK 5.0	10.7	f								f 9.14					
GLENDALE 0.2	5.7	s 7.34	s 8.35	s 9.01	s 12.18	s 6.24	s 7.25	s 8.08	8.14	s 8.24	s 9.04	s 9.24			
GLENDALE TOWER Crossing P. E. Ry. 1.2	5.5														
ARROYO JOT. 1.2	4.3														
TO-R LOS ANGELES YD. 1.0	3.1								8.05 PM	f			12.10 AM	9.00 AM	5.00 PM
DAYTON AVE. TOWER 0.8	2.1	7.21	8.25	8.51	12.10	6.11	7.11	7.56		8.11	8.36	9.11			
GLENDALE JOT. 0.4	1.3														
EAST BANK JOT. 0.15	0.9	7.16	8.21	8.46	12.06	6.06	7.06	7.51		8.06	8.31	9.06			
CROSSING U. P. RY. 0.08	0.75														
CROSSING A. T. & S. F. RY. 0.05	0.67														
MISSION TOWER 0.62	0.62	7.14	8.19	8.44	12.04 PM	6.04	7.04	7.49		8.04	8.29	9.04			
TO-R LOS ANGELES LAUPT	0.0	7.10 AM	8.15 AM	8.40 AM	12. NOON	6.00 PM	7.00 PM	7.45 PM		8.00 PM	8.25 PM	9.00 PM			
(103.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District.....		(3.10)	(2.13)	(0.29)	(2.13)	(0.33)	(2.55)	(0.31)	(2.20)	(2.40)	(0.50)	(2.35)	(0.25)	(0.20)	(0.25)
Average Speed per Hour.....		32.58	46.55	23.17	46.55	20.36	35.38	21.63	42.90	38.70	13.44	39.94	19.44	24.30	19.44

RULES 86 and 93. Between Santa Barbara and Burbank Jct., Second class and inferior class trains, extra trains and engines must clear the time of Nos. 96, 97, 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 96, 97, 98 and 99.

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

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between terminal limits and end of tracks at Los Angeles.

Revenue passenger trains must stop at Glendale.

Additional flag stops—No. 71, Simi (M.P. 433.5) Summerland (M.P. 376.2), Miramar (M.P. 374.6).

Additional flag stops to receive or discharge passengers:

No. 71 Los Angeles Yard, receive DH trainmen and enginemen.

No. 25 Burbank, receive to Mojave or beyond.

No. 1 Oxnard, Ventura, receive to Watsonville Jct. or beyond.

No. 75 Ventura, receive to Salinas or beyond.

Nos. 99 and 97 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.

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of intermediate stations and spurs, page 10.

POMONA SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD											Distance from San Francisco	Time Table No. 176		Distance from Colton	WESTWARD				
	THIRD CLASS					FIRST CLASS							FIRST CLASS							
	830	828	826	824	822	368	6	4	44	370	2		367	43		5	1	3		
	Freight	Freight	Freight	Freight	Freight	The Imperial	Argonaut	Golden State Limited	Californian	A. O. N.	Sunset Limited		The Imperial	Californian		Argonaut	Sunset Limited	Golden State Limited		
												March 30, 1940								
												STATIONS								
												TO-R LOS ANGELES YARD								
												DAYTON AVE. TOWER								
												GLENDALE JCT.								
												EAST BANK JUNCTION								
												TAYLOR JUNCTION								
												LAUPT								
												TO-R LOS ANGELES								
												MISSION TOWER								
												CROSSING A. T. & S. F. RY.								
												CROSSING U. P. RY.								
												TAYLOR JUNCTION								
												TO ALHAMBRA								
												SAN GABRIEL								
												EL MONTE								
												EL MONTE TOWER								
												TO BASSETT								
												TO PUENTE								
												MARNE								
												WALNUT								
												SPADRA								
												TO POMONA								
												CROSSING P. E. RY.								
												NAROD								
												TO ONTARIO								
												GUASTI								
												ETIWA								
												TO SOUTH FONTANA								
												AILSA								
												BLOOMINGTON TOWER								
												TO BLOOMINGTON								
												COLTON TOWER								
												CROSSING A. T. & S. F. RY.								
												CROSSING U. P. RY.								
												TO-R COLTON								
												(58.6)								
												Time over District								
												Average Speed per Hour								
Yard BKTWOP	10.00 PM	9.40 PM	2.50 PM	7.30 AM	1.30 AM							479.7	TO-R LOS ANGELES YARD	58.6						
I												480.7	DAYTON AVE. TOWER	57.6						
												481.5	GLENDALE JCT.	56.8						
												481.9	EAST BANK JUNCTION	56.4						
												482.1	TAYLOR JUNCTION	56.2						
Yard BKWPI						9.30 PM	8.15 PM	8.10 PM	8.00 PM		9.45 AM	481.9	LAUPT	57.1	s 5.15 AM	s 7.05 AM	s 7.30 AM	s 4.30 PM	s 7.25 PM	
I						9.34	8.19	8.14	8.04	7.50 PM	9.49	482.52	TO-R LOS ANGELES	56.48	5.09	6.59	7.21	4.24	7.19	
												482.57	MISSION TOWER	56.43						
												482.65	CROSSING A. T. & S. F. RY.	56.35						
						9.35	8.20	8.15	8.05	7.51	9.50	482.8	CROSSING U. P. RY.	56.2						
67 IP	10.30	10.10	3.20	8.00	2.00	s 9.53	s 8.38	s 8.33	s 8.23	8.06	s 10.08	487.7	TAYLOR JUNCTION	56.2	5.08	6.58	7.20	4.23	7.18	
88 P	10.36	10.16	3.26	8.06	2.06	s 9.58	s 8.43	s 8.38	s 8.28		10.13	490.6	TO ALHAMBRA	51.3	s 4.52	s 6.42	s 7.05	s 4.07	s 7.01	
75 P	10.44	10.24	3.34	8.14	2.14	f 10.05	f 8.48	f 8.43	f 8.33	8.15	10.18	494.6	SAN GABRIEL	48.4	f 4.39	6.33	6.58	3.57	6.52	
I												494.6	EL MONTE	44.4	f 4.29	6.28	6.52	3.52	6.47	
90 PW	10.49	10.29	3.47	8.19	2.19	f 10.11	f 8.52	f 8.47	f 8.37		10.22	495.0	EL MONTE TOWER	44.0						
81 P	10.55	10.35	3.53	8.25	2.25	f 10.18	f 8.56	f 8.51	f 8.41	8.22	10.26	497.3	Crossing P. E. Ry	41.7	f 4.23	6.23	6.47	3.47	6.43	
70 P	11.03	10.42	4.01	8.33	2.33	f 10.24	f 8.59	f 8.54	f 8.44	8.25	10.29	500.7	TO BASSETT	38.3	f 4.17	6.18	6.42	3.42	6.38	
86 P	11.12	10.50	4.10	8.42	2.42	f 10.31	f 9.03	f 8.58	f 8.48	8.29	10.33	503.5	TO PUENTE	35.5	f 4.11	6.14	6.38	3.38	6.34	
72 P	11.23	11.01	4.21	8.53	2.52	f 10.39	f 9.09	f 9.04	f 8.54	8.34	10.38	506.8	MARNE	32.2	f 4.06	6.10	6.34	3.34	6.30	
Yard KWTP 243	11.40	11.15	4.38	9.10	3.08	s 10.52	s 9.18	s 9.13	s 9.02	8.40	10.45	510.7	WALNUT	28.3	f 3.59	6.05	6.28	3.29	6.25	
												514.3	SPADRA	24.7	s 3.51	6.00	f 6.21	3.24	6.20	
72 P	11.51 PM	11.23	4.49	9.21	3.19	10.59	9.24	9.19	9.08	8.44	10.51	514.4	TO POMONA	24.6						
Yard 125 P	12.02 AM	11.28	5.00	9.32	3.34	s 11.10	s 9.31	s 9.25	s 9.12	8.48	10.56	517.8	CROSSING P. E. RY.	21.2	f 3.41	5.53	6.14	3.17	6.13	
69 PW	12.10	11.35	5.08	9.40	3.42	f 11.20	f 9.37	f 9.30	f 9.17	8.53	11.01	520.2	NAROD	18.8	f 3.34	5.48	f 6.09	3.12	6.08	
80 P	12.19	11.42	5.17	9.49	3.51	f 11.28	f 9.42	f 9.35	f 9.22	8.57	11.05	523.8	TO ONTARIO	15.2	f 3.25	5.42	6.03	3.06	6.02	
90 PY	12.24	11.46	5.22	9.54	3.57	f 11.33	f 9.45	f 9.38	f 9.25	9.00	11.08	527.5	GUASTI	11.5	f 3.17	5.37	5.57	3.01	5.56	
70 P	12.34	11.51	5.32	10.04	4.07							529.7	ETIWA	9.3	f 3.14	5.34	5.54	2.58	5.53	
PI												532.1	TO SOUTH FONTANA	6.9						
75 P	12.43	11.56 PM	5.47	10.13	4.16	f 11.43	f 9.52	f 9.44	f 9.31	9.05	11.14	534.6	AILSA	4.4						
I												534.7	BLOOMINGTON TOWER	4.3	f 3.05	5.28	5.48	2.52	5.47	
												538.7	Crossing P. E. Ry.	0.3						
Yard BKWOTP	1.00 AM	12.10 AM	6.00 PM	10.30 AM	4.30 AM	s 11.55 PM	s 10.01 PM	s 9.53 PM	s 9.40 PM	9.13 PM	s 11.23 AM	538.7	TO BLOOMINGTON	0.3						
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	539.0	COLTON TOWER	0.0						
	(3.00) 19.76	(2.30) 23.40	(3.10) 18.50	(3.00) 19.76	(3.00) 19.76	(2.25) 23.62	(1.46) 32.32	(1.43) 33.26	(1.40) 34.26	(1.23) 40.82	(1.38) 34.96		(TO-R COLTON)	0.0	2.55 AM	5.18 AM	5.38 AM	2.43 PM	5.38 PM	
													(58.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
															(2.20) 24.47	(1.47) 32.01	(1.52) 30.59	(1.47) 32.01	(1.47) 32.01	

No. 3 passing Ontario station reduce speed sufficiently to permit throwing U. S. Mail in mail car.  
 Rules and regulations of Los Angeles Union Passenger Terminal must be observed between Terminal limits and end of tracks at Los Angeles.  
 Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.  
 Schedule time and train orders at Alhambra apply at end of double track for eastward trains only.  
 Capacity of main track in car lengths of 46 feet between interlocking derail and west clearance point El Monte 66 Bloomington 64 cars.  
 See table on Page 5 for additional flag stops.  
 List of Intermediate Spurs page 10.  
 When necessary to stop at signal bridge No. 3, East Bank Line, eastward freight trains will stop west of Main Street Crossing.

BEAUMONT SUBDIVISION

EASTWARD										WESTWARD														
SECOND CLASS										FIRST CLASS														
Capacity of Sidings in Car Lengths	836	834	832	6	4	44	370	2	368	Distance from San Francisco	Time Table No. 176										Distance from Indio			
	Freight	Freight	Freight	Argonaut	Golden State Limited	Californian	A. O. N.	Sunset Limited	The Imperial		March 30, 1940													
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Leave Daily		STATIONS													
Yard BKWOPT	10.30 PM	8.00 AM	1.10 AM	10.06 PM	9.58 PM	9.45 PM	9.13 PM	11.28 AM	12.05 AM	539.0	TO-R COLTON	71.9	s 5.13 AM	s 5.33 AM	s 2.38 PM	s 5.33 PM	s 2.39 AM							
										539.0	CROSSING P. E. RY.	71.9												
77 P	10.45	8.15	1.25	10.12	10.04	9.51	9.19	11.34	f 12.11	542.6	LOMA LINDA	68.3	f 5.07	5.27	2.32	5.27	f 2.31							
70 P	10.50	8.20	1.30	10.15	10.07	9.54	9.22	11.37	f 12.15	544.5	TO BRYN MAWR	66.4	5.03	5.23	2.29	5.24	f 2.26							
67 P	10.55	8.25	1.35	10.18	10.10	9.57	9.25	11.40	f 12.20	546.3	REDLANDS	64.6	f 4.59	5.19	2.26	5.21	f 2.21							
E 86 W 79 P	11.05	8.35	1.45	10.25	10.17	10.04	9.30	11.47	f 12.28	549.1	ORDWAY	61.8	4.53	5.13	2.20	5.15	f 2.12							
125 PW	11.20	8.50	<b>2.04</b>	10.33	10.25	10.12	9.36	11.55	f 12.37	552.7	EL CASO	58.2	4.47	5.07	2.14	5.09	f <b>2.04</b>							
75 P	11.28	8.58	2.12	10.37	10.29	10.16	9.41	11.59 AM	12.42	555.4	HAIG	55.5	4.42	5.02	2.09	5.04	1.58							
70 P	11.35	9.05	2.19	10.41	10.33	10.20	9.45	12.03 PM	f 12.47	557.2	HINDA	53.7	4.38	4.58	2.06	5.01	f 1.53							
72 P	11.42 PM	9.12	2.26	10.46	10.38	10.25	9.49	12.08	12.53	559.7	NIOKLIN	51.2	4.34	4.53	2.02	4.57	1.47							
Yard WYOP 166	12.01 AM	9.30	2.44	f 10.53	10.45	10.32	9.54	s 12.15	1.05	562.0	TO BEAUMONT	48.9	f 4.29	4.48	1.57	4.52	s 1.41							
80 P	12.11	9.41	2.54	10.59	10.51	10.38	10.00	12.20	1.10	565.5	PERSHING	45.4	4.21	4.39	1.49	4.44	1.28							
118 P	12.20	9.50	3.03	f 11.03	10.55	10.42	10.05	s 12.26	<b>1.20</b>	568.2	TO BANNING	42.7	f 4.15	4.33	1.43	4.38	s <b>1.20</b>							
70 P	12.30	10.00	3.13	11.08	11.00	10.47	10.11	12.31	1.25	571.5	OWL	39.4	4.07	4.25	1.35	4.30	1.00							
114 PW	<b>12.53</b>	10.19	3.31	11.12	11.04	10.51	10.16	12.35	f 1.31	574.1	TO CABAZON	36.8	4.00	4.17	1.28	4.22	f <b>12.53</b>							
75 P	1.00	10.26	3.38	11.16	11.08	10.55	10.20	12.39	1.36	576.2	MONS	34.7	3.54	4.10	1.21	4.16	12.45							
68 P	1.08	10.34	<b>3.48</b> <b>4.03</b>	11.20	11.12	10.59	10.25	12.43	1.41	578.6	FINGAL	32.3	<b>3.48</b>	<b>4.03</b>	1.14	4.09	12.37							
E 68 W 68 PW	1.21	10.47	4.16	11.26	11.18	f 11.05	10.32	f 12.50	f 1.53	582.6	TO PALM SPRINGS	28.3	f 3.39	3.56	1.07	s 4.02	f 12.27							
70 P	1.30	10.56	4.25	11.31	11.23	11.10	10.37	<b>12.58</b>	f 1.59	585.4	HUGO	25.5	3.30	3.47	<b>12.58</b>	3.52	f 12.18							
E 70 W 71 PYW	1.49	11.15	4.44	11.36	11.28	11.15	10.42	1.03	s 2.07	588.1	TO GARNET	22.8	3.22	3.40	12.50	3.45	s 12.11							
70 P	<b>2.12</b>	11.24	4.53	11.41	11.33	11.20	10.46	1.08	<b>2.12</b>	591.6	SALVIA	19.3	3.13	3.31	12.41	3.37	12.01 AM							
70 P	2.22	11.33	5.02	11.46	11.38	11.25	10.50	1.13	2.17	595.1	RIMLON	15.8	3.08	3.26	12.36	3.32	11.56 PM							
69 P	2.34	11.46	5.15	<b>11.51</b>	11.43	11.30	10.55	1.18	f 2.23	599.0	EDOM	11.9	3.03	3.21	12.31	3.27	f <b>11.51</b>							
70 P	2.39	11.51 AM	5.20	11.54	<b>11.46</b>	11.33	10.58	1.21	f 2.27	601.5	DRY CAMP	9.4	2.58	3.16	12.27	3.23	f <b>11.46</b>							
70 P	<b>2.52</b>	12.01 PM	5.30	11.59 PM	11.51	<b>11.38</b>	11.03	1.26	f 2.32	606.5	MYOMA	4.4	<b>2.52</b>	3.10	12.22	3.18	f <b>11.38</b>							
Yard BKWYOP	<b>3.03 AM</b>	12.10 PM	5.40 AM	s 12.07 AM	s 11.59 PM	s 11.46 PM	s 11.11 PM	s 1.34 PM	s 2.40 AM	610.9	TO-R INDIO	0.0	2.45 AM	<b>3.03 AM</b>	12.15 PM	3.11 PM	11.25 PM							
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily	Arrive Daily		(71.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
	(4.33) 15.80	(4.10) 17.26	(4.30) 15.97	(2.01) 35.65	(2.01) 35.65	(2.01) 35.65	(1.58) 36.55	(2.06) 34.24	(2.35) 27.83		..... Time over District.....	(2.28) 29.14	(2.30) 28.76	(2.23) 30.17	(2.22) 30.38	(3.14) 22.23								
											..... Average Speed per Hour.....													

Nos. 3, 5 and 4 passing Beaumont Station and Nos. 1 and 2 passing Palm Springs Station, reduce speed sufficiently to permit throwing U. S. Mail in Mail car.

List of Intermediate Spurs page 10.

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 Revenue		Phoenix	Daily
1	Palm Springs, Banning, Beaumont, Redlands, Ontario, Pomona	Receive, Discharge, Revenue	Alhambra	Yuma Imperial Valley Points	Daily
1	Ontario, Pomona	Discharge Revenue		East of El Paso	Daily
1	Any Station	Discharge Revenue		El Paso	Daily
3	Any Station	Discharge			Daily
3	Redlands, Ontario, Pomona	Receive	Santa Barbara, Bakersfield		Daily
3	Redlands	Discharge		Yuma	Daily
2	Pomona, Ontario	Receive			Daily
2	Loma Linda, Redlands	Discharge Revenue	Niland	Burbank	Daily
2		Receive	Niland	Alhambra	Daily
6	Any Station	Discharge Revenue			Daily
4-44	Any Station	Receive Revenue	Yuma		Daily
4	Redlands	Receive Revenue	Wellton		Daily
4		Receive Revenue			Daily
4	Palm Springs	Receive Revenue			Daily
44	Pomona, Ontario	Receive Revenue		Alhambra	Daily
44	Redlands	Discharge Revenue		Burbank	Daily
44		Discharge		Alhambra	Daily

SALTON SUBDIVISION

Capacity of Sidings in car lengths	EASTWARD										Distance from San Francisco	WESTWARD									
	SECOND CLASS		FIRST CLASS									STATIONS	FIRST CLASS								SECOND CLASS
	824	822	44	370	2	358	368	6	4	362			5	1	3	363	367	43	357		
	Freight	Freight	Californian	A. O. N.	Sunset Limited	Mixed	The Imperial	Argonaut	Golden State Limited	San Diego Passenger			Argonaut	Sunset Limited	Golden State Limited	San Diego Passenger	The Imperial	Californian	Mixed		
Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
Yard BKYWOP	2.40 PM	6.10 AM	11.51 PM	11.22 PM	1.39 PM		2.58 AM	12.12 AM	12.04 AM	610.9	TO-R INDIO	121.8	2.58 AM	12.10 PM	3.06 PM		11.00 PM	2.40 AM			
92 P	2.59	6.22	11.58 PM	11.28	f 1.45		s 3.10	12.19	12.11	614.4	TO COACHELLA	118.3	2.51	12.03 PM	2.59		s 10.51	2.33			
58 P	3.06	6.29	12.02 AM	11.32	f 1.49		s 3.20	12.23	12.15	618.0	TO THERMAL	114.7	2.46	11.58 AM	2.55		s 10.37	2.29			
149 PW	3.17	6.40	12.08	11.39	f 1.55		s 3.40	12.29	12.21	624.1	TO MEOCA	108.6	2.39	11.50	2.49		s 10.24	2.23			
70 P	3.26	6.49	12.13	11.44	2.00		f 3.48	12.34	12.26	628.8	CALEB	103.9	2.34	11.44	2.44		f 10.12	2.18			
70 P	3.34	6.57	12.18	11.49	2.05		f 3.56	12.39	12.31	633.3	MORTMAR	99.4	2.29	11.39	2.39		f 10.06	2.13			
109 P	3.41	7.05	12.23	11.54	2.10		f 4.04	12.44	12.36	637.8	SALTON	94.9	2.24	11.33	2.34		f 10.00	2.08			
70 P	3.51	7.15	12.28	11.59 PM	2.15		f 4.12	12.49	12.41	642.1	DURMID	90.6	2.19	11.28	2.30		f 9.54	2.04			
110 P	4.01	7.25	12.33	12.04 AM	2.25		f 4.20	12.54	12.46	646.8	BERTRAM	85.9	2.14	11.23	2.25		f 9.48	1.59			
107 P	4.08	7.32	12.38	12.09	2.30		f 4.27	12.59	12.51	651.1	POPE	81.6	2.09	11.18	2.19		f 9.41	1.55			
70 P	4.15	7.39	12.43	12.14	2.35		f 4.34	1.04	12.56	655.6	FRINK	77.1	2.04	11.13	2.14		f 9.34	1.50			
111 P	4.22	7.46	12.48	12.19	2.40		f 4.42	1.09	1.01	660.1	WISTER	72.6	1.59	11.08	2.09		f 9.28	1.45			
71 P	4.28	7.52	12.52	12.23	2.44		f 4.49	1.13	1.05	663.5	MUNDO	69.2	1.54	11.04	2.05		f 9.22	1.41			
Yard 159 BKYWOP	4.38	8.08	12.58	12.36	s 2.55		s 5.00 AM	1.21	s 1.12	667.5	TO-R NILAND	65.2	1.49	f 10.59	f 2.01		9.15 PM	1.36			
69 P	4.44	8.16	1.03	12.41	3.00			1.30	1.18	671.7	FLOWING WELL	61.0	1.40	10.49	1.51			1.30			
119 P	5.02	8.35	1.07	12.44	3.05			1.35	1.23	674.4	IRIS	58.3	1.35	10.46	1.48			1.23			
70 P	5.11	8.45	1.12	12.49	3.11			1.41	1.31	678.5	TORTUGA	54.2	1.31	10.41	1.43			1.12			
108 PW	5.31	9.06	1.25	1.00	3.18			1.47	1.37	684.6	AMOS	48.1	1.25	10.34	1.36			f 1.00			
72 P	5.42	9.17	1.32	1.14	3.25			1.54	1.44	690.1	ACOLITA	42.6	1.14	10.27	1.29			12.50			
110 P	5.52	9.27	1.39	1.21	3.32			2.01	1.51	695.6	MESQUITE	37.1	1.07	10.20	1.22			12.43			
84 P	5.56	9.31	1.43	1.25	3.36			2.04	1.54	698.1	TO GLAMIS	34.6	1.04	10.16	1.19			f 12.39			
108 P	6.04	9.39	1.49	1.31	3.42			2.10	2.00	703.0	RUTHVEN	29.7	12.59	10.11	1.14			12.33			
69 P	6.14	9.49	1.56	1.39	3.50			2.18	2.08	709.4	DRYLYN	23.3	12.52	10.03	1.07			12.26			
69 P	6.20	9.59	2.00	1.43	3.54			2.23	2.13	712.3	CACTUS	20.4	12.49	9.59	1.04			12.22			
106 P	6.37	10.19	2.07	1.50	f 4.01			2.31	2.21	716.6	OGILBY	16.1	12.44	9.54	12.59			f 12.16			
69 P	6.48	10.30	2.14	1.58	4.09			2.39	2.29	722.7	KNOB	10.1	12.37	9.47	12.52			12.08			
P	6.54	10.36	2.20	2.05	4.15	12.30 PM		2.45	2.35	726.1	ARAZ JUNOTION	6.6	12.32	9.42	12.47	12.55 PM		12.02 AM			
IP										727.0	TO ARAZ	5.7									
Spur 30										731.9	COLORADO	0.8									
Yard BKYWOP	7.15 PM	10.50 AM	s 2.35 AM	s 2.20 AM	s 4.30 PM	s 12.45 PM		s 3.00 AM	s 2.50 AM	732.7	GAUNTLET TRACK (See Note)	0.0	12.20 AM	9.30 AM	12.35 PM	12.40 PM		11.50 PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	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			
	(4.35) 26.57	(4.40) 26.10	(2.44) 44.56	(2.58) 41.05	(2.51) 42.74	(0.15) 26.40	(2.02) 27.81	(2.48) 43.50	(2.46) 44.02			(2.38) 46.25	(2.40) 45.63	(2.31) 48.39	(0.15) 26.40	(1.45) 32.34	(2.50) 42.98	(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 Revenue		Phoenix	Daily
1	Any Station	Discharge Revenue		East of El Paso	Daily
3	Any Station	Discharge		El Paso	Daily
3	Any Station	Discharge		Yuma	Daily
6	Any Station	Receive	Yuma		Daily
4-44	Any Station	Receive Revenue	Wellton		Daily

On gauntlet track over Colorado River Bridge between signals 7320 and 7322 west of bridge, and signals 7321 and 7323 east of bridge, trains and engines will be governed by block signals, whose indications will supersede the superiority of trains. Speed over gauntlet track must not exceed eight (8) miles per hour until engine has cleared gauntlet track. When signals indicate stop and no train or engine in gauntlet, send flagman ahead and after waiting five minutes follow flagman.

- Nos. 1 and 2 will stop on flag at Ogilby Mondays, Amos Tuesdays and Glamis Saturdays to receive and discharge non-revenue passengers.
- No. 2 will make stops if necessary, to unload baggage and express Tuesdays and Fridays Flowing Well to Amos inclusive, Wednesdays and Saturdays Acolita to Knob inclusive.
- No. 1 will make stop at Drylyn and Iris, and No. 3 at Amos and Flowing Well each Monday, Wednesday and Friday, if necessary, to unload baggage and express.

VENTURA SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD		Time Table No. 176 March 30, 1940	Distance from Ojai	WESTWARD	
			Ojai Branch			
			STATIONS			
		397.3	VENTURA JCT. 3.5	15.0		
		400.8	ORTONVILLE 2.1	11.5		
5		402.9	CANET 6.0	9.4		
8		408.9	TICO 3.4	3.4		
17 PWT		412.3	OJAI	0.0		
			15.0			

Service by extra trains only.  
List of Intermediate Spurs page 10.

VENTURA SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD		Time Table No. 176 March 30, 1940	Distance from Burbank	WESTWARD	
			Burbank Branch			
			STATIONS			
91 PWY		446.5	TO CHATSWORTH 3.6	21.3		
		449.1	CROSSING P. E. RY. 0.1	17.7		
		449.2	CANOGA PARK 4.2	17.6		
37		453.4	TARZANA 2.0	13.4		
33		455.4	ENCINO 3.0	11.4		
		458.4	CROSSING P. E. RY. 0.0	8.4		
W		458.4	VAN NUYS 1.5	1.4		
38		459.9	KESTER 2.9	6.9		
		462.8	NORTH HOLLYWOOD 4.0	4.0		
45 PWY		466.8	BURBANK	0.0		

Joint track with Pacific Electric Ry. between Kester and North Hollywood see special instructions under special signals.

Service by extra trains only.  
List of Intermediate Spurs page 10.

FIRESTONE PARK SUBDIVISION

Capacity of Sidings in Car Lengths	Eastward		Distance from San Francisco	Time Table No. 176 March 30, 1940	Distance from San Pedro	Westward
	FIRST CLASS			San Pedro Branch		
	56 Tehachapi Leave Daily			STATIONS		
I	6.16 AM	480.7		DAYTON AVE. TOWER 1.2	24.8	
IY	6.20	481.9		RIVER STATION TOWER	23.6	
IY	6.20	481.9		RIVER STATION TOWER 0.5	23.6	
		482.4		MISSION JUNCTION 0.12	23.5	
	6.35 AM	482.5		MISSION TOWER	23.6	
		482.5		MISSION TOWER 0.12	23.6	
		482.4		MISSION JUNCTION 0.5	23.5	
		482.5		NAUD JUNCTION	23.0	
		482.5		NAUD JUNCTION 0.6	23.0	
		485.2		WASHINGTON ST. JOT. 0.3	20.3	
I		485.5		CLEMENT JOT. TOWER Crossing P. E. Ry. 0.2	20.0	
		485.7		BUTE ST. JOT. 0.7	19.8	
		486.4		VERNONDALE 0.9	19.1	
I		487.3		CROSSING A. T. & S. F. RY. 0.2	18.2	
		487.5		CROSSING P. E. RY. 1.6	18.0	
YWP		489.1		TO-R FIRESTONE PARK 1.2	16.4	
		490.3		SOUTHGATE TWEEDY BLVD 1.0	15.2	
		491.3		CROSSING P. E. RY. 0.5	14.2	
		491.8		LYNWOOD 2.3	13.7	
61		494.1		COMPTON 2.1	11.4	
I		496.2		DOMINQUEZ TOWER Crossing P. E. Ry. 1.5	9.3	
		497.7		ELFTMAN 2.3	7.8	
32		500.0		WATSON 0.9	5.5	
I		500.9		WILMINGTON (Anahelm Blvd.) TOWER Crossing A. T. & S. F. Ry. 0.5	4.6	
PY		501.4		WILMINGTON (Anahelm Blvd.) 0.5	4.1	
		501.9		CROSSING P. E. RY. (Stop) 0.2	3.6	
		502.1		ANAHEIM BOULEVARD 0.6	3.4	
		502.7		CROSSING P. E. RY. 0.2	2.8	
BOWPK		502.9		TO-R WILMINGTON 1.6	2.6	
I		504.5		SAN PEDRO DRAWBRIDGE 1.0	1.0	
Yard		505.5		SAN PEDRO	0.0	
	Arrive Daily			(24.8)		
	(0.19)			..... Time over district .....		
	5.74			..... Average speed per hour .....		

Between Fourth and Sixth Streets Los Angeles yard, track 14 eastward and track 18 westward, will be used as main tracks.

Trackage east of Anaheim Boulevard is under jurisdiction of Harbor Belt Line Railroad. Eastward trains must communicate with yardmaster, Wilmington, before leaving Wilmington (Anaheim Boulevard.)

List of Intermediate Spurs page 10.

VENTURA SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD		Time Table No. 176 March 30, 1940	Distance from Sangus	WESTWARD	
			Santa Paula Branch			
			STATIONS			
Yard PY		403.2	MONTALVO 4.4	45.5		
60 P		407.6	TO SATICOY 3.4	41.1		
		411.0	LIMCO 0.3	37.7		
34 P		411.3	HAINES 3.4	37.4		
Yard 45 PW		414.7	TO SANTA PAULA 7.1	34.0		
P		421.8	SESPE 2.7	26.9		
Yard BKP 40		424.5	TO-R FILLMORE 3.7	24.2		
35 P		428.2	CAVIN 1.7	20.5		
		429.9	BUCKHORN 1.9	18.8		
35 PW		431.8	TO PIRU 2.5	16.9		
21		434.3	OAMULOS 4.1	14.4		
36 P		438.4	KEMP 5.7	10.3		
37 P		444.1	NEWHALL RANOH 3.8	4.6		
		447.9	PARDEE 0.8	0.8		
78 BKOWY Yard		448.7	TO-R SAUGUS	0.0		
			(45.8)			

Service by extra trains only.  
List of Intermediate Spurs page 10.

Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 176 March 30, 1940 Long Beach Branch, STATIONS, Distance from Long Beach. Rows include WILMINGTON, CROSSING A. T. & S. F. RY., CROSSING U. P. RY., CROSSING P. E. RY. (Stop), LONG BEACH.

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. 176 March 30, 1940 Santa Ana Branch, STATIONS, Distance from Dyer. Rows include TO-R FIRESTONE PARK, ARDMORE, CROSSING U. P. RY., SOUTHGATE ATLANTIC BLVD, VINVALE, DOWNEY, STUDEBAKER, NORWALK, BUENA PARK, WEST ANAHEIM, ANAHEIM, TUSTIN JOT., SANTA ANA, CROSSING W. LEG WYE, CROSSING E. LEG WYE, DYER.

Service by extra trains only List of Intermediate Spurs page 10.

Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 176 March 30, 1940 Whittier Branch, STATIONS, Distance from Whittier. Rows include STUDEBAKER, FULTON WELLS, LOS NIETOS, LOS NIETOS TOWER, CROSSING P. E. RY. (Stop), EVERGREEN STREET, CROSSING P. E. RY., WHITTIER.

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. 176 March 30, 1940 Los Alamitos Branch, STATIONS, Distance from Los Alamitos. Rows include WEST ANAHEIM, STANTON, CROSSING P. E. RY. (Stop), STANTON JUNCTION, LOS ALAMITOS.

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. 176 March 30, 1940 Smeltzer Branch, STATIONS, Distance from End of Track. Rows include STANTON JUNCTION, WESTMINSTER, SMELTZER, WINTERSBURG, END OF TRACK.

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. 176 March 30, 1940 Tustin Branch, STATIONS, Distance from Tustin. Rows include TUSTIN JOT., ANAHEIM TOWER, MARLBORO, CROSSING A. T. & S. F. RY. (Stop), VILLA PARK, MOPHERSON, EL MODENA, TUSTIN.

Service by extra trains only List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 176 March 30, 1940 Covina Branch, STATIONS, Distance from Pomona. Rows include BASSETT, BALDWIN PARK, CROSSING P. E. RY. (Stop), CRUSHTON, WITHAM, IRWINDALE, AZUSA AVENUE, OOVINA, SAVOY, CHARTER OAK, CRSG. P. E. RY. LONE HILL, SAN DIMAS, LA VERNE, GANESHA JOT., POMONA.

Service by extra trains only List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 176 March 30, 1940 Pasadena Branch, STATIONS, Distance from Pasadena. Rows include ALHAMBRA, CROSSING P. E. RY. (Stop), CROSSING P. E. RY., RAYMOND HOTEL, CROSSING A. T. & S. F. RY., PASADENA.

Service by extra trains only List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 176 March 30, 1940 Duarte Branch, STATIONS, Distance from End of Track. Rows include ALHAMBRA, CROSSING P. E. RY. (Stop), NORTH ALHAMBRA, EAST ALHAMBRA, ARCADIA, ARCADIA TOWER, MONROVIA, DUARTE, END OF TRACK.

Service by extra trains only List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 176 March 30, 1940 San Bernardino Branch, STATIONS, Distance from San Bernardino. Rows include COLTON, E. ST. TOWER, SAN BERNARDINO.

Service by extra trains only Pacific Electric Bridge 641C used as joint track. Southern Pacific trains must stop clear of fouling point, may then proceed if track seen to be clear. If view obscured train must be preceded by flagman.



Eastward		POMONA SUBDIVISION		Westward	
		<b>Time Table No. 176</b>			
		March 30, 1940			
		<b>Chino Branch</b>			
		<b>STATIONS</b>			
Capacity of Sidings in Car Lengths	Distance from San Francisco			Distance from Ontario	
Yard KPTW 245	514.3	TO	POMONA 1.1	10.8	
I	515.4		POMONA JOT. TOWER Crossing U. P. Ry. 4.6	9.7	
Yard	520.0		OHINO 2.4	8.1	
	522.4		EUOLID AVENUE 2.6	2.7	
I	525.0		CROSSING U. P. RY. 0.1	0.1	
125 Yard P	525.1	TO	ONTARIO	0.0	
		(10.8)			
Service by extra trains only					

Eastward		POMONA SUBDIVISION		Westward	
		<b>Time Table No. 176</b>			
		March 30, 1940			
		<b>Riverside Branch</b>			
		<b>STATIONS</b>			
Capacity of Sidings in Car Lengths	Distance from San Francisco			Distance from Riverside	
Yard BKWYOPT	539.0	TO	COLTON 3.3	7.2	
98	542.3	See note	HIGHGROVE 1.0	3.9	
24	543.3		ORANGE CENTER 0.7	2.9	
I	544.0		CROSSING A. T. & S. F. RY. 1.4	2.2	
	545.4		RIVERSIDE JOT. 0.8	0.8	
Yard P	546.2		RIVERSIDE	0.0	
		(7.2)			
Joint track with Pacific Electric Ry. over Bridge 540.11. See special instructions under Special Signals.					
Service by extra trains only List of Intermediate Spurs page 10.					

Eastward		BEAUMONT SUBDIVISION		Westward	
		<b>Time Table No. 176</b>			
		March 30, 1940			
		<b>Redlands Branch</b>			
		<b>STATIONS</b>			
Capacity of Sidings in Car Lengths	Distance from San Francisco			Distance from Greenspot	
73	544.5	TO	BRYN MAWR 0.5	8.7	
	545.0		MOTOR JOT. 2.8	8.2	
Yard W	547.8		REDLANDS, 2D STREET 2.7	8.4	
	550.5		MENTONE 0.9	2.7	
Yard	551.4		ORAFTON 1.8	1.8	
Spur 3	553.2		GREENSPOT	0.0	
		(8.7)			
Service by extra trains only List of Intermediate Spurs page 10.					

Eastward		SALTON SUBDIVISION		Westward	
		<b>Time Table No. 176</b>			
		March 30, 1940			
		<b>Laguna Branch</b>			
		<b>STATIONS</b>			
Capacity of Sidings in Car Lengths	Distance from San Francisco			Distance from Colorado	
	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 List of Intermediate Spurs page 10.					

Eastward		CALEXICO SUBDIVISION		Westward	
		<b>Time Table No. 176</b>			
		March 30, 1940			
		<b>Sandia Branch</b>			
		<b>STATIONS</b>			
Capacity of Sidings in Car Lengths	Distance from San Francisco			Distance from El Centro	
Yard PY 101	675.7	TO	CALIPATRIA 6.1	38.0	
	681.8		TURN 5.0	31.9	
P	686.8		MUNYON 3.0	26.9	
	689.8		MOSS 1.9	23.9	
	691.7		ORITA 2.5	22.0	
	694.2		OURLEW 3.3	19.5	
P	697.5		SANDIA 6.0	16.2	
Yard WYP 32	703.5		HOLTVILLE 1.0	10.2	
	704.5		RICO 3.1	9.2	
	707.6		MELOLAND 6.1	6.1	
Yard BKP 52 YW	713.7	TO-R	EL CENTRO	0.0	
		(38.0)			
Trackage between Holtville and El Centro owned by Holton Inter-Urban Ry. Service by extra trains only List of Intermediate Spurs page 10.					

Eastward		CALEXICO SUBDIVISION		Westward	
		<b>Time Table No. 176</b>			
		March 30, 1940			
		<b>Westmorland Branch</b>			
		<b>STATIONS</b>			
Capacity of Sidings in Car Lengths	Distance from San Francisco			Distance from Westmorland	
Yard PY 101	675.7	TO	CALIPATRIA 3.4	12.6	
	679.1		VERDANT 1.5	9.2	
12	680.6		SHAMROCK 2.5	7.7	
22	683.1		FONDO 5.2	5.2	
64 YP	688.3		WESTMORLAND	0.0	
		(12.6)			
Service by extra trains only					

CALEXICO SUBDIVISION

EASTWARD					WESTWARD						
Capacity of Sidings in Car Lengths	THIRD CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 176		FIRST CLASS		THIRD CLASS	
	452	S. D. & A. E. Mixed	94	358		March 30, 1940	93	357	451	S. D. & A. E. Mixed	451
		Leave Daily Ex. Monday	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Saturday
48 Yard BKWYOP				5.25 AM	667.5	TO-R NILAND 4.5	41.0	s 9.00 PM			
P				f	672.0	ESTELLE 3.7	36.5	f			
Yard PY 92 W				s 5.40	675.7	TO-R CALIPATRIA 1.2	32.8	s 8.46			
Spur 77 P				f	676.9	BERNICE 4.1	31.6	f			
Spur 30 P				f 5.50	681.0	ROCKWOOD 5.2	27.5	f 8.37			
Yard BKWP 80				s 6.15	686.2	TO-R BRAWLEY 4.1	22.3	s 8.30			
P				f	690.3	GRAPE 5.3	18.2	f			
Yard P 138				s 6.30	695.6	TO IMPERIAL 3.8	12.9	s 7.55			
Yard BKPY 52 W		6.00 AM	11.58 PM	s 7.00	699.4	TO-R EL CENTRO 4.6	9.1	s 2.45 PM	s 7.45		s 6.50 PM
Yard 75 P		f 6.15	f 12.05 AM	s 7.10	704.0	HEBER 4.5	4.5	f 2.38	s 7.20		f 6.37
Yard BKWYOP		s 6.30 AM	s 12.13 AM	s 7.25 AM	708.5	TO-R CALEXICO	0.0	2.32 PM	7.10 PM		6.25 PM
		Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily		(41.0)		Leave Daily	Leave Daily		Leave Daily Ex. Saturday
		(0.30) 18.20	(0.15) 36.40	(2.00) 20.50		..... Time over District ..... ..... Average Speed per Hour .....		(0.13) 42.00	(1.50) 22.36		(0.25) 21.84

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

List of Intermediate Spurs page 10.

INTERMEDIATE STATIONS AND SPURS

NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
<b>Santa Barbara—Los Angeles</b>			<b>Los Angeles—Colton Continued</b>		
Montecito	373.4		Union Stock Yards	496.5	16
Biltmore	373.9		Union Feed Mill	498.4	14
Miramar	374.6		Hill-Benton	508.1	12
Summerland	376.2		Racimo	522.4	14
So. Cal. Edison	399.6	14	<b>Colton—Indio</b>		
Lemon	400.2		Oehl Packing Co.	540.4	16
El Rio	405.6	12	<b>Niland—Calexico</b>		
Sucrosa	413.6	32	Miller and Cummings	688.0	14
Simi	433.5		<b>Sandya Branch</b>		
Sepulveda	474.3		Butters	689.6	11
West Glendale	475.0		Fuller	699.4	9
Industrial	477.9	22	<b>Laguna Branch</b>		
Taylor	479.3	30	Bard	737.8	14
<b>Ojai Branch</b>			<b>Duarte Branch</b>		
Matilija	411.1	3	Sunnyslope	402.0	3
La Cross	405.1	8	<b>Covina Branch</b>		
Weldons	402.4	3	P. E. Ry.	502.0	3
Wadstrom	400.3	19	Lateen	503.0	8
Ebba	399.4	3	Hobbs	512.9	6
Chrisman	399.0	12	Hobbs	512.4	37
<b>Santa Paula Branch</b>			<b>Riverside Branch</b>		
Kimball	404.5	15	Grand Terrace	541.2	2
Briggs	413.3	2	<b>Redlands Branch</b>		
Kevet	415.9	8	Warner	549.9	2
Keith	421.2	22	<b>San Pedro Branch</b>		
Fillmore Gravel Pit	423.8	33	Dolores	498.4	2
Wilshire	426.8	8	<b>Santa Ana Branch</b>		
Cates	429.2	8	Liberty Vegetable Oil Co.	503.0	4
Rockbank	432.5	18	Mirakol Chemical Co.	513.3	6
So. Cal. Edison	446.2	26	<b>Tustin Branch</b>		
<b>Burbank Branch</b>			D. Hewes	520.1	6
Canoga Citrus Assn.	447.7				
Owens Brick Co.	457.8				
Lapaco	463.9	3			
<b>Pasadena Branch</b>					
Garfield Ave.	490.6	8			
<b>Los Angeles—Colton</b>					
Stoneman	489.3	14			
Ambler Grain Mill	491.3	13			
Rudell	491.7	14			
Rudell-El Monte	493.2	15			

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel-Underframe	All-Steel Heating Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
—66 ft.	127,610			
—70 ft.	122,620			
—70 ft. (With Auto. End Door)	125,800			
—(Dynamo)	98,730			
Baggage & Mail—60 ft.	103,620			
—69 ft.	124,760			
—70 ft.	129,140			
Passenger	108,675			
Express Refr.—N. P. Ry.		103,590		
—A. R. E. No. 40-154		112,640		
—155-224		74,000		
—500-506		78,000		
—1101-1175		89,000		
—P. F. E. 500-799		110,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
—60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210		122,300	172,200
Official (NAC)	170,700		155,370	
Cars 107-128 (ACW)			182,800	182,800
140-141 (ACW)			195,040	195,040
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)			120,900	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)	88,130		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	105,970			
—Coach	103,875			
Cafe—Coach (ACI)			138,600	155,700
Cafe—Lounge (ACI)	148,950		173,500	160,000
—(ACW)			156,000	156,000
Morning Daylight—(14 car train) (ACS)			1,750,822	1,750,822
—Chair, Baggage (ACS)			134,848	134,848
—Chair Car (ACS)			135,858	135,858
—Articulated Chair (ACS)			230,546	230,546
—Diner (Trip. Unit) (ACS)			380,344	380,344
—Tavern (ACS)			139,778	139,778
—Parlor Car (ACS)			135,198	135,198
—Parlor-Obs. (ACS)			133,158	133,158
Noon Daylight—(12 car train) (ACS)			1,344,080	1,147,280
—Co. Bag. & 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)			118,600	102,290
Diner—70 ft.			135,930	
—72 ft.	155,330		140,930	
—77 ft. (Arch Roof) (ACI)	156,000			
—77 ft. (ACW)			162,950	162,950
—77 ft. (Clere Story Roof) (ACW)			169,450	169,450
—77 ft. (ACM)			165,530	165,530
—77 ft. (ACM)			189,581	173,836
—79 ft. (NAC)	169,100			
—80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (ACI)			189,800	181,630
—(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
Pullman—Observation (ACI)	160,800		141,870	
—(ACM)	160,800		153,000	
—Lounge (ACM)	171,200		192,300	176,800
—(ACI)	171,200		194,900	178,900
—Bedroom (ACI)	171,200		187,682	179,600
—(ACM)	167,600		183,920	176,000
—(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			
—800 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.

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
Los Angeles	Dr. G. S. Hall	Assistant Chief Surgeon.
Los Angeles	Dr. M. T. Steele	District Surgeon.
Los Angeles	Dr. R. W. Starr	District Surgeon.
Los Angeles	Dr. A. S. Linear	District Surgeon.
Los Angeles	Dr. Elmer Nelson	Visiting Physician and Surgeon.
Los Angeles	Dr. R. G. Stern	District Surgeon.
Los Angeles	Dr. G. L. Gamette	District Surgeon.
Los Angeles—Angelus-Mesa	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.
Montebello	Dr. J. Q. Nicola	District Surgeon.
Eagle Rock	Dr. A. E. Hollenbeck	District Surgeon.
Belvedere Gardens	Dr. J. P. Mortenson	District Surgeon.
Hollywood	Dr. R. W. Avery	District Surgeon.
Beverly Hills and West Hollywood	Dr. Edwin H. Wiley	District Surgeon.
F. R. Strong Building 7th and Central	Dr. M. H. Burge	District Surgeon.
Los Angeles	Dr. R. A. Woodhull	Oculists and Aurists.
Los Angeles	Dr. Jos. Goldstein	Oculists and Aurists.
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. J. W. Camp	Emergency Surgeon.
Norwalk	Dr. L. J. Otis	District Surgeon.
Anaheim	Dr. J. L. Beebe	District 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. K. W. Taber	Associate 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. Schultz	District Surgeon.
Covina	Dr. J. B. Marr	Emergency Surgeon.
Pomona	Dr. Geo. W. Kellar	District Surgeon.
Pomona	Dr. H. C. Anderson	Assistant District Surgeon.
Chino	Dr. H. B. Miller	District Surgeon.
Ontario	Dr. D. S. Gidley	District Surgeon.
Colton	Dr. C. F. Whitmer	District Surgeon.
Colton	Dr. J. N. Martin	Assistant 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.	Emergency Hospital.
Indio	Dr. W. H. Blackman	District Surgeon.
Indio	Dr. R. E. Pawley	Assistant District Surgeon.
Calipatria	Dr. J. A. Wallace	District Surgeon.
Westmorland	Dr. O. C. Long	Emergency Surgeon.
Westmorland	Dr. G. C. Holleran	District Surgeon.
Brawley	Dr. Chas. M. Cutshaw	Assistant District Surgeon.
Brawley	Dr. C. F. Peters	Associate District Surgeon.
Imperial	Dr. John L. Parker	Associate District Surgeon.
Imperial	Dr. H. V. Gray	District Surgeon.
El Centro	Dr. F. W. Peterson	District Surgeons.
El Centro	Dr. W. W. Apple	District Surgeons.
El Centro	Dr. M. C. Canfield	Assistant District Surgeon.
Holtville	Dr. H. P. Findley	Oculist and Aurist.
Holtville	Dr. H. B. Graeser	District Surgeon.
Calexico	Dr. T. E. Bartholomew	District Surgeon.
Calexico	Dr. Harold J. Gregg	Assistant District Surgeon.
Mexicali	Dr. Mario Flores	District Surgeon.
Yuma	Dr. C. S. Powell	District Surgeon.
Yuma	Dr. J. W. Sacey	District Surgeon.
Yuma	Dr. W. C. Cain	Assistant District Surgeon.
Yuma	Dr. F. W. Gwinn	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. Yoakum	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.  
 White Memorial Hospital, Los Angeles, Cal.  
 Emergency Hospital, East Los Angeles, Cal.  
 Emergency Hospital, Indio, Cal.

**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.  
 and Room 305, LAUPT.  
 O. H. Patzer, 2708 North Broadway  
 Ralph Laraway, 1222 San Fernando Rd.

Glendale.....	John R. Leaney	Banning.....	B. B. Felts
Santa Ana.....	R. H. Ewert	Indio.....	F. B. Dozier
Oxnard.....	Jack Davis	Yuma.....	Wm. Baird
Santa Barbara.....	Mrs. I. F. Bitterly	Van Nuys.....	J. H. Huber
San Pedro.....	Chas. E. Perham	Ventura.....	C. H. Berggren
Long Beach.....	P. T. Myers	Brawley.....	R. W. Cummings
Pasadena.....	J. Herbert Hall Co.	El Centro.....	F. T. De Arman
Alhambra.....	H. E. Wellman	Fillmore.....	R. E. Couch
Covina.....	J. Howard Boal	San Bernardino.....	Harvey H. Hoy
Pomona.....	W. R. Parsonage	Riverside.....	Chas. M. Hanf
Colton.....	E. W. Cosgrove	Calexico.....	F. S. Fisher
Redlands.....	Howard S. Smith		O. F. Haun

**RULE 10.** Between Grand Terrace and San Bernardino, signals must be placed as follows: Grand Terrace and Colton, on the right, facing westward; Colton and San Bernardino, on the right, facing eastward.

**RULE (10 J).** Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars with engines counterbalanced for speeds of 75 M.P.H. or over. Speeds indicated by oval white slow boards apply to those trains unless a 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 Jct.....	Trains on Coast line via Northridge.
Burbank.....	Trains on Burbank Branch.
Mission Jct.....	Trains on River Station Tower line.
Pomona.....	Trains on Covina Branch.
Ontario.....	Trains on Chino Branch.
Araz Jct.....	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 Jct.....	Trains on Ojai Branch.
Montalvo.....	Trains on Santa Paula Branch.
Wilmington (Anaheim Blvd.).....	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 Jct.....	Trains on Tustin Branch.
Stanton Jct.....	Trains on Los Alamitos Branch.
River Station Tower.....	Trains on Mission Jct. 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 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.** Colton—When signal displayed at end of ice platform along P. F. E. tracks 5, 6 and 7, 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 Jct. 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 applied 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 station only trains indicated will register:

Los Angeles Yard, originating and terminating, except engines without cars to or from Ventura and Pomona Subdivisions.

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

Los Angeles Yard.....	Nos. 373 and 374
Colton.....	First class trains
Colton.....	Eastward third class and extras arrival
Niland.....	Nos. 1, 2, 3, 4, 5, 6, 43, 44, 370, 822, 824
Indio.....	First class except Nos. 367 and 368

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

Westward trains via Mojave Subdivision through Burbank Junction must obtain clearance, form 2643, at initial station on Los Angeles Division, endorsed "San Joaquin Division", in addition to clearance from Los Angeles division endorsed "Los Angeles Division".

Trains to or from Mojave Subdivision are not required to obtain clearance at Burbank Junction, provided train is properly cleared by train-order signal, except trains originating.

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 92.** First paragraph does not apply to trains arriving Los Angeles LAUPT.

**RULE 93.** Yard limits are established at:

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

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, unless switches are lined for the route to be used and a proceed signal is received from switch tender.

Switch leading westward off westward main track towards Butte Street yard, Butte Street Jct., also crossover switches in same location, may be left as used.

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.** Sections of eastward first-class schedules 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 following points:  
Santa Barbara and East Santa Barbara.  
Burbank Jct., Los Angeles and Alhambra via East Bank Jct.  
San Pedro Branch, Easterly limits Dayton Ave. Tower interlocking plant and Firestone Park.  
Araz Jct. and Gauntlet Track.

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

Los Angeles Ry., on following spurs, Boyle Mfg. Co., Santa Fe Ave., near Fruitland Road; California Dressed Beef Co., 3969 Santa Fe Ave.; 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.

A. T. & S. F. RY., Industrial track south of Mission Tower, crossing Gladding, McBean Co., Wilson & Co. and Eureka Supply Co. spur—STOP. If crossing clear and no engine or car approaching, proceed.

Pacific Electric Railway:  
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.

One half mile east of Wilmington (Anaheim Blvd.) San Pedro Branch unless clear view and crossing seen to be unobstructed—STOP.

0.6 mile east of Anaheim Blvd., San Pedro Branch—STOP.  
One mile east of Wilmington (Anaheim Blvd.), Long Beach Branch, and 0.4 mile east of Stanton, Los Alamitos Branch—Trains and engines must stop before proceeding over crossing 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.

Santa Ana, Griffith Lumber Spur—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.

**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.)

Limoneria Spur and Rockbank—Telegraph Road on spur.

Industrial—Fletcher Drive, on Van de Kamp spur.

Los Angeles Yard—Wilson St., Mateo St.

South Gate (Atlantic Blvd.)—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.

El Centro—Before pushing or backing cars on house track or drill tracks over Main Street crossing, 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.

Ventura Jct.....For Santa Barbara—Ventura main track.

Saugus.....Switch in middle siding, to Santa Paula Branch, for siding.

Naud Jct.....River Station Tower—Washington St. Jct.

Firestone Park (eastward) Los Angeles—Anaheim Blvd.

Firestone Park (westward) Santa Ana—Los Angeles.

Studebaker, West Ana-

heim and Tustin Jct....For Santa Ana Branch.

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.

Calipatria.....Westmorland Branch and Sandia Branch—For Niland-Calexico main track.

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

**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.

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

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.

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

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.

Indio—When first-class trains meet, eastward train take siding through connection 200 feet east of signal 6110.

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

Calexico—Track known as Roundhouse lead is designated as a siding capacity 175 cars.

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 and Covina branches except when train orders are to be delivered.

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

**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; 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.

North Hollywood—Cars must not be left standing on house track east of derail.

**RULE 827.** On freight trains moving on all branches except San Pedro, Long Beach, Santa Ana and Sandia, a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

**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.** Open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when such lading projects above sides and end walls of car, must not be placed next to cab of 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 except rear brakemen must ride on top of their train as follows:

Beaumont to Edom

Beaumont to Colton

Trainmen must remain with their portion of train until it comes to rest on designated track in yards.

Fourth or additional brakemen must ride near middle of portion of train assigned to them.

Trainmen must not ride on top of their train while passing through Tunnel 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.

#### TRAIN INSPECTION

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

Exceptions:

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

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 at Edom, and, after so doing, may proceed.

Engines running light on descending grade must stop for inspection at freight train inspection points, a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition. Exception:

If required to stop at Palm Springs, Hugo or Haig, inspection will be made at those points instead of Garnet, El Casco or Ordway.

Between Yuma and Niland, when conditions are favorable and in the judgment of the conductor it is safe to do so, freight trains in either direction need not stop for inspection.

AON trains will not stop for inspection unless necessary in judgment of the conductor and engineer.

#### AIR BRAKE RULES

##### FREIGHT AND MIXED

**RULE 3.** Standard brake pipe pressure for freight and mixed trains is 80 pounds.

##### FREIGHT TRAINS

**RULE 24.**

Beaumont: Rear end test must be made 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.

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

AON Trains—Running air brake tests shall be made approaching interlocking plants and leaving Beaumont. Standing air brake test shall not be made at Beaumont, unless continuity of the brake pipe has been changed.

**RULE 33.**

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.

AON Trains—Retaining valves will be turned up between Beaumont and Edom when, in the judgment of the engineer or conductor, the use of retaining valves to properly control speed of the train is necessary.

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.

#### PASSENGER TRAINS

**RULE 38.**

Santa Barbara and Indio—When engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train after the brake pipe has been charged to standard pressure, the Engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gauge hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling he will answer with two blasts of the whistle. The trainman will immediately signal by four blasts of the air signal whistle (using the signal cord on rear car) to release the brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than 5 pounds below standard pressure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train.

Exception: At Santa Barbara, engineers will use hand, instead of steam whistle, signals. Trainmen will place themselves in a position to relay signals to the best advantage.

**RULE 39.**

Running test must be made before descending grade, Beaumont.

Running test must be made on eastward trains 3 miles west of Burbank Junction.

Running test need not be made approaching Glendale Tower.

Running test on trains leaving Los Angeles shall not be made within limits of Los Angeles Union Passenger Terminal or Mission Tower interlocking plant.

Running test on trains leaving Los Angeles must be made immediately after clearing Mission Tower interlocking plant.

If air brakes have been used at Alhambra, running test need not be made approaching Mission Tower.

If air brakes have been used at Burbank or Burbank Junction, running test need not be made approaching Raymer Tower.

**RULE 46.**

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

**AUTOMATIC BLOCK SYSTEM**

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

- North Broadway Bridge San Pedro Branch.... Westward track
- East end "A" freight shed San Pedro Branch... Eastward track
- 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

West switch of crossover located at Arroyo Jct. is equipped with electric switch lock with semaphore indicator and push button release. To use crossover open door of electric switch lock. If indicator indicates "Track Unoccupied", throw lever to the left, then throw switch, and restore electric lock lever to normal; close and lock door. If indicator indicates "Track Occupied" and no reasons seen therefor, operate push button release in accordance with instructions on inside of door. Push button will release electric switch lock.

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.

**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, 25 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 and east end siding Cabazon, through turnout, passenger 25 M.P.H., freight 20 M.P.H.

When a train is authorized to enter single track from double track East Santa Barbara or main track from siding at El Casco and Cabazon, oil buffer spring switch must be thrown by hand unless signal governing movement indicates "proceed". Employee throwing switch by hand must see that it is returned to normal position when train has passed.

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 switch, 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. Sand must not be used at location rail lubricators.

**RULE 609.** 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
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—5396 Colton—6110, 6115, 6116, 6118, 6119, 6123 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.

When block signal 4841 east of Taylor Jct. indicates "Stop", a member of the crew of freight trains will communicate with signal operator at Mission Tower by telephone located on the signal, and be governed by his instructions as to when train can be handled through Mission interlocking plant.

**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.

**RULES 509, 512 and 512 (A).**

Signals at clearance points governing movements to main track under automatic block system rules, are located at the following points:

- Signal 3973—Ventura Junction.
- " 4036—Montalvo wye.
- " 4075—Oxnard, west and house track.
- " 5084—Hill-Benton spur.
- " 6120—Indio, east end yard.
- " 7320—Colorado, east leg of wye.
- " 6992—El Centro, S. D. & A. E. Junction.

Signals will indicate "Proceed" when derails and main track switches are set for movement to the main track and block is clear.

Where switch indicators are provided and indicate "block occupied", or where switch indicators are not provided, wait three minutes after

setting derail before opening main track switch, unless it can be seen that no train is approaching or has passed the home signal governing such approaching train, or that the approaching train has stopped clear of the route to be used.

**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:

- Bernice —Westward trains—Midway between switches.
- Colorado —Eastward trains—signal 7318.

**SPECIAL SIGNALS**

**Joint Track Between Kester and North Hollywood**

Movement of Southern Pacific and Pacific Electric trains or engines operating between North Hollywood and Kester, on the Burbank Branch, will be governed by block signal indications which supersede the superiority of trains.

Normal position of Junction switches at North Hollywood and Kester is for Pacific Electric movements.

Signal 147, 200 feet east of Junction switch, North Hollywood, governs westward movement from Southern Pacific track.

Signal 145, 1050 feet east of Junction switch, and Signals 141 and A-141, 1650 feet east of Junction switch, North Hollywood, govern westward movement from Pacific Electric track.

Signal 164, 400 feet west of Junction switch, Kester, governs eastward movement from Southern Pacific track.

Signals 166 and A-166, 900 feet west of Junction switch, Kester, govern movement from Pacific Electric tracks.

Signal 155 is an intermediate home signal located between North Hollywood and Kester, governing westward movement.

Signal 154 is an intermediate home signal located between Kester and North Hollywood, governing eastward movement.

Normal position of block signals at North Hollywood and Kester is "STOP".

Westward trains on Southern Pacific track will stop at Signal 147; if switch indicator at Junction switch indicates "BLOCK CLEAR", switch may be set for movement from Southern Pacific track.

Eastward trains on Southern Pacific track will stop at Signal 164; if switch indicator at Junction switch indicates "BLOCK CLEAR", switch may be set for movement from Southern Pacific track.

If switch indicator at Junction switch indicates "BLOCK OCCUPIED", wait ten (10) minutes and, if no train or engine is seen or heard approaching, the switch may then be set for movement from Southern Pacific track. After switch has been set for movement from Southern Pacific track and signal does not indicate "PROCEED", and the intermediate signal can be seen in "PROCEED" position and the intervening track is seen to be "CLEAR", proceed at once, with caution, not exceeding 10 miles per hour. If the intermediate signal is not in view or indicates "STOP", send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train reaches the intermediate signal.

If signals on Pacific Electric track indicate "STOP", trains, after stopping, may proceed with caution, not exceeding 10 miles per hour if the next intermediate signal can be seen indicating "PROCEED" and the intervening track is seen to be "CLEAR". If intermediate signal is not in view or indicates "STOP", send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train reaches the intermediate signal.

Trains stopped by intermediate Signal 154 or 155 indicating "STOP", will send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train has passed and is clear of Junction switch.

Crossover between Southern Pacific and Pacific Electric main tracks is located twelve hundred (1200) feet west of North Hollywood Station. If switch indicator located at west switch of crossover indicates "BLOCK CLEAR", crossover switches may be set for movement to Pacific Electric track. If switch indicator indicates "BLOCK OCCUPIED", before either crossover switch is set for crossover movement, flag protection must be provided, in both directions, on Pacific Electric track.

Signal 145 governs movement from west end of house track, North Hollywood, to Pacific Electric main track. If switch indicator located at house track switch indicates "BLOCK CLEAR", switch may be set for movement to Pacific Electric main track. If switch indicator indicates "BLOCK OCCUPIED", flag protection must be provided, in both directions, on Pacific Electric track before switch is set for movement from house track to Pacific Electric main track.

To avoid delay to Pacific Electric trains, switches must be restored to proper position immediately after having been used.

## SPECIAL INSTRUCTIONS

## Joint Track over Bridge 540.11

Southern Pacific track on Bridge 540.11 over Santa Ana River, Riverside Branch, will be used as joint track by Southern Pacific and Pacific Electric trains.

Movement on joint track is controlled by manually operated "Light" signals.

All trains and engines must stop at the "Stop" boards located at the fouling point each end of joint track.

Intermediate signals are located midway between junction switches.

In the absence of "Light" in intermediate signal, it must be regarded as displaying its most restrictive indication.

Switches for operating "Light" signals are located in boxes at each end of joint track. Normal indication of "Light" signals is dark. Before entering joint track, member of crew will operate "Light" signal switch in cut-in box.

Green "Light", when obtained by operating "Light" signal switch, will be authority to proceed. If green or red "Light" is displayed in "Light" switch box and in home signal prior to operating switch "Light", or both green and red "Lights" appear when "Light" switch is operated, it indicates that joint track is occupied.

If "Light" signals fail to appear when "Light" switch operated, or both green and red "Lights" continue indication, restore "Light" switch immediately to original position. If opposing train does not appear, wait at least five minutes and proceed over joint track under protection of flagman.

Procedure for use of joint track must be followed separately for each movement.

After use of joint track, member of crew will operate "Light" signal switch in cut-out box to extinguish lights as soon as joint track is clear.

Normal position of switches at both ends of joint track is for Southern Pacific trains.

## INTERLOCKING

## RAYMER TOWER

Signal operator on duty 2.30 p.m. to 6.30 p.m. and 7.30 p.m. to 11.30 p.m. daily except Sunday. Plant cannot be operated by member of crew.

## LOS ANGELES YARD

## BURBANK JUNCTION TOWER

To Mojave Subdivision 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 East Bank Line, one long.

To River Station Tower or "C" unit, five short.

To Midway unit or freight lead, one long, one short, one long.

For movement against current of traffic, one long, four short.

## RIVER STATION TOWER

To Glendale or Naud Junction, 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.

## MISSION TOWER

To LAUPT, one short, one long.

To Alhambra or Naud Junction, east or west on East Bank Line, one long.

To Roundhouse, one long, one short, one long, one short.

To River Station Tower or AO spur, five short.

To Brewery spur or Lacy Manufacturing Co., three long, one short.

To Coach yard, four short, one long.

To Wilson Packing Co. lead, one long, one short, one long.

To or from East Bank Line or Alhambra, one short, one long, two short.

To Alhambra Avenue Coach yard lead, two short, one long, one short.

To Naud Jet. from East Bank Line, two short, one long, two short.

Against current of traffic, one long, four short.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving verbal authority of Signal Operator or Signal Maintainer."

Signs bearing words "Clearing Section" located as follows:

200 ft. west of Signal Bridge No. 3 on the East Bank Line.

200 ft. west of signal on eastward passenger track from East Bank Line to L. A. U. P. T. via Alhambra Avenue.

200 ft. east of first signal east of U. P. Crossing on westward Alhambra Avenue main tracks.

200 ft. east of first signal leaving Coach Yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank Line will remain west of Main Street when stopped by signal.

## CLEMMENT JUNCTION TOWER

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

## WILMINGTON (ANAHEIM BLVD.) 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.

## LOS NIETOS TOWER

Signal operator on duty 2.30 p. m. to 6.30 p. m. and 7.30 p. m. to 11.30 p.m. daily except Sunday. Plant cannot be operated by member of crew.

## 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. Rule 605 does not apply.

## EL MONTE TOWER

To or from siding, five short.

## CHINO BRANCH

## POMONA JUNCTION TOWER

To Packing House track, one long, four short.

## 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.

## 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.

## SAN PEDRO BRANCH

## NADEAU INTERLOCKING PLANT (AUTOMATIC)

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

## SANTA ANA BRANCH

## SOUTHGATE INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry.

## CHINO BRANCH

## ONTARIO INTERLOCKING PLANT (AUTOMATIC)

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

## RIVERSIDE BRANCH

## HIGHGROVE INTERLOCKING PLANT (AUTOMATIC)

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

## 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

4. Helper service:

- No helper engine will be placed behind wooden underframe cars or cabooses.
- Helper engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- In no case will more than one helper engine be placed behind steel underframe cabooses.
- When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except trains via San Joaquin Division, Mojave Subdivision C and heavier class must be placed ahead of AC class.
- Helper engines on freight trains must be placed in rear through Tunnel 26.
- Engines with or without cars must not be cut off or coupled to a train and angle cocks must not be turned and hose separated while train is in motion.
- Where it can be avoided, engines backing must not be placed ahead of engines running forward.

4 (A). For the purpose of pushing trains out of yards:

- No engine will be placed behind wooden underframe caboose or other wooden frame equipment.
- Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses except eastward freight trains at Beaumont.
- Air will not be coupled through pusher engine.
- 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.
- 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.
- Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. 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 caboose and engines.

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. High water may be anticipated at Bridge 427-B, one-half mile west of Cavin, Santa Paula Branch. Approach this structure with caution, looking out for obstructions on track, and stopping if necessary to make an examination before passing.



SPECIAL INSTRUCTIONS

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

Page No.	Territory	PASSENGER				Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD				
		Maximum	With E, T 28, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S Engines and Motors	With M, T 1, 2, 8, 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, SP 1, 2, 3 Engines				With C 15, 17 TW MK 2, 4, 10 AC 1, 2, 3 Engines	E, P, A, Mt. 1, 2, 3, 4, 5, GS	T 28, 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 15, 17 TW, MK 2, 4, 10 AC 1, 2, 3, 4, 5, 6 AM 2	
9	Laguna Branch	10				10	10	10					
9	Westmorland Branch	25				25	25	20					
9	Calipatria and Sandia	25				25	25	20					
9	Sandia and Holtville	25				25	25	20					
9	Holtville and El Centro	25				25	25	20					
7	Ojai Branch	25				20	20	20					
7	Ojai Branch engines, backing on curves	15				15	15	15					
7	M.P. 407 and 408 Ojai Branch	10				10	10	10					
7	Burbank Branch	25				25	25	20					
7	Santa Paula Branch	30				25	25	20					
7	M.P. 414.06 and 414.20, Santa Paula Branch	30				18	18	18					
7	M.P. 431.62 and 438.10, Santa Paula Branch	25				18	15	15					
7	M.P. 439.05 and 439.41, Santa Paula Branch	25				18	15	15					
7	M.P. 440.93 and 441.96, Santa Paula Branch	25				18	15	15					
7	M.P. 444.20 and 444.84, Santa Paula Branch	30				18	18	18					
7	Clement Jct. and Firestone Park	30				30	30	20					
7	Home signals Nadeau interlocking plant	10				10	10	10					
7	Firestone Park and San Pedro	40				30	30	20					
7	Wilmington (Anaheim Blvd.) and Fifth St., San Pedro	15				15	15	15					
8	Long Beach Branch	40				25	25	20					
8	Long Beach Branch, P. E. Crossing and Anaheim Blvd.	10				10	10	10					
7	Opposite Station Building and crossover switches. End of D.T. Firestone Park	15				15	15	15					
8	Home signals South Gate (Atlantic Blvd.) interlocking plant	20				20	20	20					
8	Firestone Park and Santa Ana	40				30	30	20					
8	West Anaheim and 1 mile east of Anaheim	15				15	15	15					
8	Santa Ana and Dyer	30				25	25	20					
8	Whittier Branch	30				30	20	20					
8	Whittier Branch over Telegraph Road	10				10	10	10					
8	Los Alamitos Branch	20				20	20	20					
8	Smeltzer Branch	30				25	25	20					
8	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					
8	Pasadena Branch	15				15	15	15					
8	Duarte Branch, except	30				25	20	20					
8	Over Bridge 496.87 just east of Arcadia	10				10	10	10					
8	Covina Branch	30				25	25	20					
9	Chino Branch	20				20	20	20					
8	San Bernardino and Riverside Branches	35				20	20	20					
9	Home signals Highgrove interlocking plant	20				20	20	20					
9	Redlands Branch	25				20	20	20					
9	Station and wye switch on Calexico line—Niland	20	20	20	20	20	20	20	20	20	20	20	20

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.

Do not exceed 10 miles per hour through turnouts and slip-switches and 15 miles per hour on sidings unless otherwise provided.

C class engines must not exceed 10 miles per hour on curves and 25 miles per hour on straight track running forward or 10 miles per hour on curves and 20 miles per hour on straight track running backward on Limoneria spur, Santa Paula Branch.

C class engines must not exceed 10 miles per hour on Tapo spur (Santa Susana).

Do not exceed 6 miles per hour entering Alameda St. from Finkelstein Foundry Co. spur located 600 feet east of Tweedy Boulevard, San Pedro Branch, crossing must be cleared as quickly as practicable.

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 over Street Crossings	20	20	20
2, 3	Ventura station and M. P. 397.00	25	20	20
7	Santa Paula	15	15	15
2, 3, 4	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
4	El Monte	15	15	15
4	Pomona. 2640 feet each side of station	30	30	30
4, 5	Colton	30	30	30
8	Pasadena. Hope Street crossing M. P. 490.4	6	6	6
8	Pasadena. California Street crossing M. P. 491.8	5	5	5
8	La Verne. 7958 feet west and 3336 feet east of station	40	25	25
8	Covina Branch Pomona Jct. switch and 1161 feet west	15	15	15
9	Redlands. 2nd St., all street crossings	10	10	10
8	San Bernardino, across Second, Rialto and Mill Streets	20	20	20
9	El Centro. Main Street crossing	20	20	20
9	Calipatria. Main Street	12	12	12
7	Vernon 783 feet east of Clement Jct. and Slauson Ave., 9340 feet	20	20	20
7	Compton over Orange and Olive Sta.	20	20	20
7	Compton over Main Street	8	8	8
8	Santa Ana, 3208 feet west and 2132 feet east 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 per 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 per hour.

Engine with engine truck removed, running under own steam or hauled in train must not exceed 20 miles per hour.

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

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

Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by trains 96, 97, 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.

ACS engines 4177 to 4204 inclusive, must not exceed 55 miles per hour handling train, or 30 miles per hour running light forward or backward.

Following engines have been cross counter-balanced for speed of 75 miles per hour with passenger streamlined cars only:

All GS-1, 2, 3, MT-1, 2, 3, 4, 5.

P-7, 8, 10, 12—2461, 2462, 2463, 2464, 2467, 2469, 2473, 2474, 2475, 2476, 2479, 2480, 2482, 2483, 2484, 2485, 2486, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

Following engines have been cross counter-balanced for speed of 55 miles per hour handling passenger trains:

F-1, 3, 4, 5—3625, 3634, 3652, 3656, 3658, 3665, 3666, 3670, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.

AC-4, 5—4101, 4102, 4107, 4111, 4113, 4114, 4115, 4116, 4117, 4119, 4120, 4121, 4123, 4124, 4125.

Maximum speed authorized 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 authorized for passenger trains between Los Angeles and Yuma will apply to Arizona overnight mdse. trains (AON) when consists entirely of cars equipped with steel wheels, except as follows: 60 miles per hour must not be exceeded at any point; 35 miles per hour Beaumont to Garnet; 40 miles per hour Knob to Araz Jct.

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

Trains consisting of engine and caboose only must not exceed freight train speed.

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 50 miles per hour.



**SPEED RESTRICTIONS**

(Unless otherwise further restricted by time table, slow board, or train order)

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LOADING, ETC.	M.P.H.
2-3-4	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
	On tangent main tracks.....	35
	except SPMW 4044.....	25
5-6	On tangent branch tracks.....	25
All	On all curves..... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
2-3-4	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
	On tangent main tracks.....	20
All	On curves and on branch tracks.....	15
2-3-4	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
	On tangent main tracks.....	25
All	On curves and on branch tracks.....	15
2-3-4	Trains handling steel pile-drivers may make maximum freight train speed.	
	On tangent main tracks.....	35
5-6	On tangent branch tracks.....	25
All	On all curves..... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

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.

Not more than 30 express refrigerator cars may be handled in one freight train and such equipment must be located on rear of train.

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

When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

29. Movements over Union Pacific tracks within Los Angeles Terminal area are governed by Union Pacific rules, time tables, special instructions, and bulletins.

**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.

Mile 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 1/4 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.
547.3	Motor Jct.—Redlands 2d St.....	19 ft. 6 in.	Mill Creek.

Los Angeles Yard:	Impaired:
P E inbound local track, Brooklyn Ave. bridge, Macy Street.....	Overhead
Califelt 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  
 Oro Grande Co., platform, 743 Wilson St..... Side  
 International Harvester Co. Bldg., 734 Atlantic St..... Side  
 Bekins Storage Co., building, 4th and Alameda..... Side  
 Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave. Overhead  
 Paraffine Co., spur, wall, Main and Augusta Sts..... Side  
 Peck & Hill spur, shed roof, N. Spring and Alpine..... Side  
 Capitol Mill Co. Spur, gate, building entrance, N. Spring and B. & B. Yard..... Side and Overhead  
 "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  
 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), 4th and 6th Alameda..... 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 Hdq. & 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  
 Oil Well Supply Co., Steps, Crane and Gate, 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  
 Summerland—Loading racks Seaside Oil Co..... Side  
 Saticoy—Saticoy Rock Co. loading chute..... Overhead and 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  
 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:**  
 Freight house platform..... Side  
**Monrovia:**  
 East of Canon Street, one telephone pole..... Side  
 Day and Night Water Heater Co., spur, platform and roof..... Side  
 Rudell Spur—Pipe..... Overhead  
 El Monte—Ross Construction Co. spur, platform and material piles..... Side  
 Crushton—Switch stand on derrick 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  
 Exchange Orange Products Co., track 3..... Side  
**Chino:**  
 Water tank (sugar factory)..... 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, 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  
**Banning:**  
 Canning Co. spur..... Side  
 Unloading ramp near San Geronio Ave..... Side  
**Mecca—Water track..... Side**  
**Brawley:**  
 Shed 28..... Side  
 Hammond Lumber Company spur..... Side  
 Loading chute corral..... Side  
**Calexico:**  
 Mt. Signal Produce Shed Track 4..... Side  
**Compton—Shed in Union Rock Co. plant..... Side and Overhead**  
 (Do not switch cars beyond this point)  
**Wilmington (Anaheim Blvd.)—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**  
**Whittier:**  
 U. P. Ry. trestle west end Citrus Assn. house..... Side  
**Norwalk—Stock chute and Greenings warehouse..... 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.—Scale house..... Overhead and Side  
 Tin warehouse..... Side  
 Brick sugar house..... Side  
 Electrical shop and rock pile..... Side  
 Glass Factory, gates..... Side

When in use, apron on beet dump and beet loading conveyor at stations named below will not clear a car of greater height than a beet rack:

Sucrosa	Elftman	Chino	Curlew
Leedsdale	Wintersburg	Brawley	Rico
Northridge	El Monte	El Centro	

Open deck trestle at M.P. 462.44, 90 feet west of east switch of joint track North Hollywood; 90 feet east of east switch at east end of joint track near Kester; M.P. 540.11 Santa Ana River Bridge Riverside Branch; Lytle Creek Bridge San Bernardino Branch 541-C.

Open pit under and alongside track on Consolidated Rock Company Spurs at Wilmington (Anaheim Blvd.) and Whittier.

Pacific Electric trolley poles on San Bernardino Branch between M.P. 539.30 and M.P. 542.04, on Riverside Branch between M.P. 539.43 and M.P. 541.36, and on Covina Branch between 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 (sugar factory), Guasti, El Casco, Garnet, Palm Springs, West Anaheim.

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

**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 Savannah, Stoneman to Alhambra	Colton to Indio	Indio to Colton	Indio to Yuma	Yuma to Indio	Indio and Niland Amos and Knob	Niland and Araz Jct. via Inter-California Railway Line	Los Angeles to Saugus	Saugus to Los Angeles	Los Angeles and Santa Barbara via Oxnard	SAN PEDRO BRANCH	
																	San Pedro to 47th St.	47th St. to L. A. Yard via Butte St. & E. Bank Line
M-4	M-63 20/28 126, 135-S	1617 to 1713	190	1600	3450	1850	3350	940	900	2250	2100	3300	2900	730	820	1700	3400	2500
M-6, 8	M-63 21/28 150-S, 159-S	1720 to 1803, 1823 to 1825	200	2000	4250	2300	4150	1200	1150	2800	2600	4050	3600	930	1000	2150	4000	2900
M-9, 11	M-63 21/28 150-S, 153-S	1804 to 1822, 1826 to 1831	210	2100	4500	2450	4300	1250	1200	2900	2750	4300	3800	990	1100	2250	4200	3000
P-1, 3, 5	P-77 22/28 141-S	2400 to 2452	210	1800	4200	2100	4050	1000	1000	2550	2350	3750	3350	800	890	1950	3800	2700
P-4	P-77 23/28 155-B, 58-SF	{2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424, 2436}	210	2050	4600	2400	4350	1150	1100	3050	2850	4300	3800	900	1000	2250	4150	2950
P-6	P-77 25/28 172-S	2453 to 2458	200	2250	5200	2600	5100	1300	1250	3200	2950	4650	4150	1000	1150	2500	4650	3350
P-7	P-73 25/28 171-S	2476, 2477	200	2400	5450	2800	5400	1400	1300	3400	3150	4950	4400	1100	1250	2650	4900	3500
P-10	P-73 25/30 181-SF	2478 to 2483	200	2500	5600	3000	5450	1450	1400	3600	3300	5200	4650	1100	1250	2750	5250	3750
P-10	P-73 25/30 183-B, 63-SF	2484 to 2491	200	2600	5600	3100	5750	1450	1400	3900	3600	5400	4850	1100	1250	2850	5250	3750
P-12	P-73 27/28 189-SF	3120 to 3129	{190, 205}	2600	6050	3050	5450	1550	1500	3700	3450	5450	4850	1200	1350	2950	5450	3900
P-12	P-73 26/28 189-SF																	
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	2550	5300	2950	5200	1550	1500	3600	3300	5200	4600	1200	1300	2700	5500	3900
C-9, 10	C-57 22/30 194-S																	
C-8	C-57 22/30 192-S	2698 to 2749, 2751																
C-5	C-57 22/30 185-S, 187-S	2624 to 2693																
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	2300	4850	2700	4700	1350	1250	3250	3000	4700	4150	1050	1200	2450	4650	3300
Mk-7, 8, 9	Mk-63 29/30 247-S, 257-SF	3300 to 3324	{176, 205}	3550	7450	4100	7200	2100	2050	4950	4550	7200	6350	1650	1850	3750	....	....
Mk-7, 8, 9	Mk-63 27/30 247-S, 257-SF																	
F-1	F-63 27 1/2 273-S, 282-SF	3611 to 3652	200	3750	7750	4350	7600	2300	2250	5250	4850	7600	6700	1750	1950	3950	....	....
F-3	F-63 29 1/2 300-SF	3653 to 3667	200	4250	8400	4950	7800	2700	2600	6000	5500	10000	7600	2000	2200	4500	....	....
F-4, 5	F-63 29 1/2 306-B, 61-SF	3668 to 3763, 3769	200	4500	8850	5350	8000	2700	2600	6600	6050	11000	8000	2100	2300	4800	....	....
F-5	F-63 29 1/2 306-B, 62-SF	3764 to 3768																
Mt-1, 3, 4, 5	Mt-73 28/30 246-B, 60-SF	4300 to 4376	210	3500	7450	4100	7250	2050	2000	5250	4850	8800	6500	1550	1750	3850	....	....
GS-1	GS-73 27/30 262-B, 104-SF	4400 to 4409	250	3700	8000	4450	7400	2250	2200	5500	5100	9200	6900	1600	1800	3950	....	....
GS-2	GS-73 27/30 266-B, 104-SF	4410 to 4415																
GS-3	GS-80 26/32 267-B, 109-SF	4416 to 4429	280	3800	8250	4450	7600	2250	2200	5650	5250	9500	7100	1650	1850	4100	....	....
SP-1	SP-63 31 1/2 316-B, 60-SF	5000 to 5015	225	5200	10500	6200	9000	3000	2900	7400	6950	11900	9000	2450	2700	5500	....	....
SP-2, 3	SP-63 31 1/2 317-B, 61-SF	5016 to 5048																
AC-1, 2, 3	AC-57 31 1/2 441-SF	4000 to 4048	210	4800	9950	5550	9750	3150	3050	6700	6200	11900	8600	2250	2450	5050	10950	8000
AC-4	AC-63 31 1/2 475-SF		235	6750	13900	7800	13150	4000	3850	9450	8700	16500	12000	3200	3500	6900	....	....
AC-5	AC-63 31 1/2 483-SF	4100 to 4125																
	Allowance for Empty and Underloaded Cars	Less than 40 Ms. 40 Ms to 50 Ms. More than 50 Ms		3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	6 3 0	6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	6 3 0		

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.

**MILEAGE**

**Main Lines**

Saugus to Yuma	S. P. R. R.	281.35
Santa Barbara to Burbank	S. P. R. R.	93.45
Inter-California Ry. I. C. Ry.	Niland to Calexico	41.70
	Cantu to Araz Jet	2.71
<b>Total Main Lines</b>		<b>419.21</b>
<b>Branches</b>		
Burbank	S. P. R. R. Burbank to Chatsworth Junction	20.74
Chino	S. P. R. R. Pomona to Ontario	9.86
Covina	S. P. R. R. Bassett to Pomona	17.40
Declezville	S. P. R. R. South Fontana to Declezville	1.65
Duarte	S. P. R. R. Alhambra to Duarte	13.27
Laguna	S. P. R. R. Colorado to Potholes	12.28
Long Beach	S. P. R. R. Wilmington (Anaheim Blvd.) to Long Beach	2.31
Los Alamitos	S. P. R. R. West Anaheim to Los Alamitos	0.74
Smeltzer	S. P. R. R. Stanton Jct. to Wiebling	7.78
Ojai	S. P. R. R. Ventura Jct. to Ojai	45.16
Pasadena	S. P. R. R. Alhambra to Pasadena	4.76
Redlands	S. P. R. R. Bryn Mawr to Greenspot	8.94
San Bernardino & Riverside	S. P. R. R. San Bernardino to Riverside	11.80
Sandia	I. C. Ry. Calipatria to Near Holtville	27.46
	H. I. Ry. Near Holtville to El Centro	9.73
San Pedro	S. P. R. R. Los Angeles to San Pedro	26.83
	L.A. & S.L.R.R. At Los Angeles	7.30
	P. E. Ry. At San Pedro	.03
Santa Ana	S. P. R. R. Firestone Park to Dyer	31.03
Santa Paula	S. P. R. R. Montalvo to Saugus	45.42
Tustin	S. P. R. R. Tustin Junction to Tustin	10.65
Westmorland	I. C. Ry. Calipatria to Westmorland	12.79
Whittier	S. P. R. R. Studebaker to Whittier	5.91
<b>Total Branches</b>		<b>312.92</b>
<b>Total Los Angeles Division</b>		<b>732.13</b>

**TRAINMASTERS**

**E. J. KELLUM** ..... Los Angeles Yard  
**T. W. CARDWELL** ..... Los Angeles Yard  
**H. W. MAXWELL** ..... Indio

**TERMINAL TRAINMASTER**

**M. A. NUGENT** ..... Los Angeles Yard

**ASSISTANT TRAINMASTER**

**F. E. KALBAUGH** ..... Calexico

**CHIEF TRAIN DISPATCHER**

**J. A. DAY** ..... Los Angeles

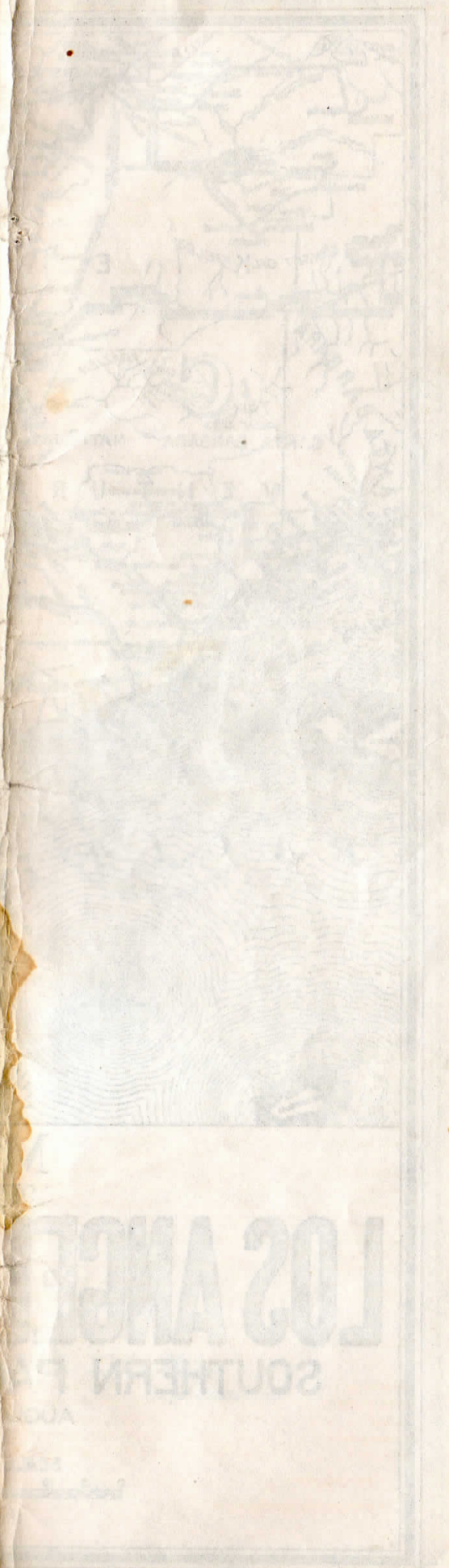
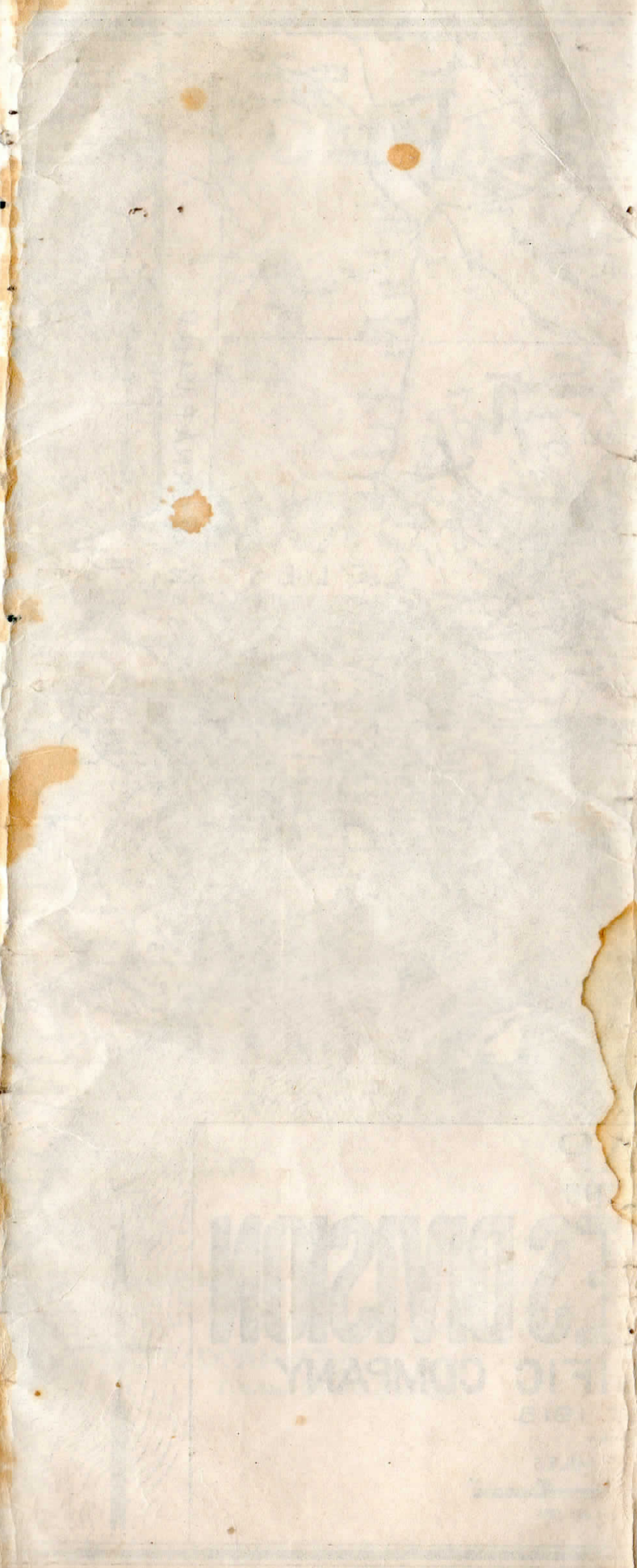
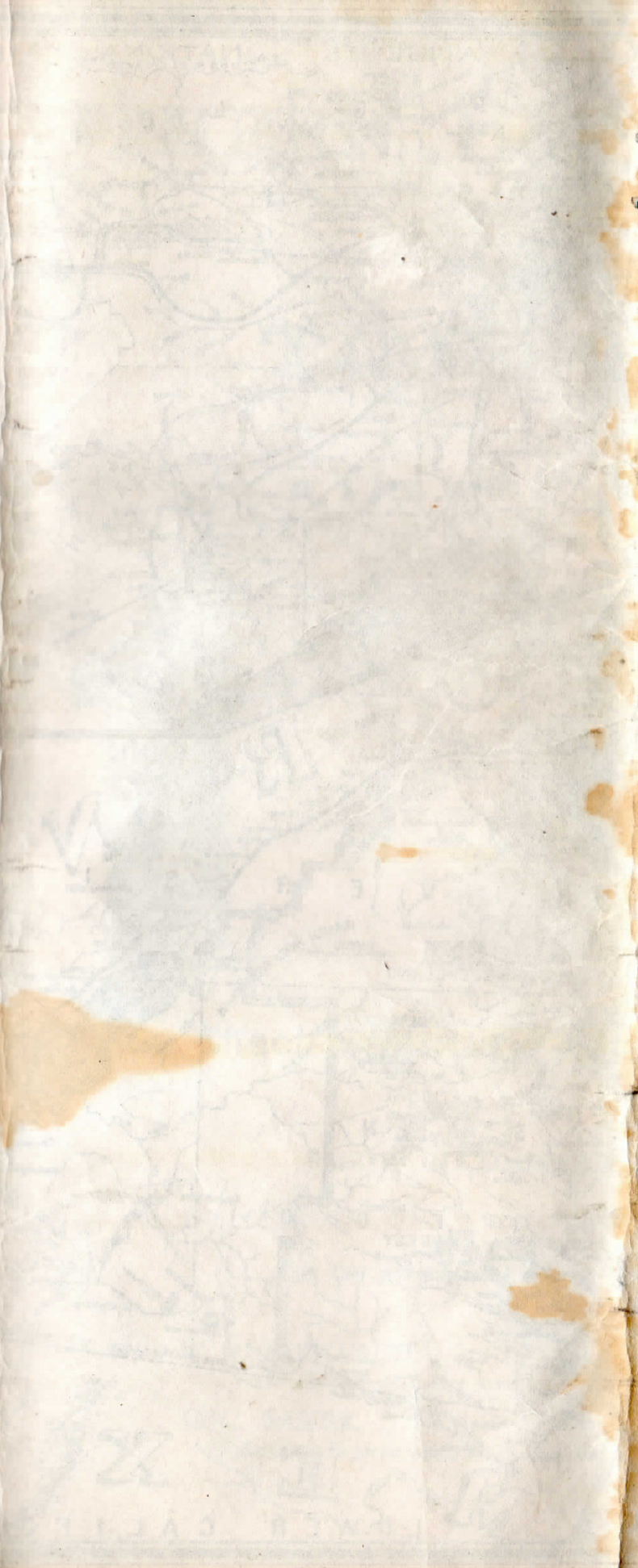
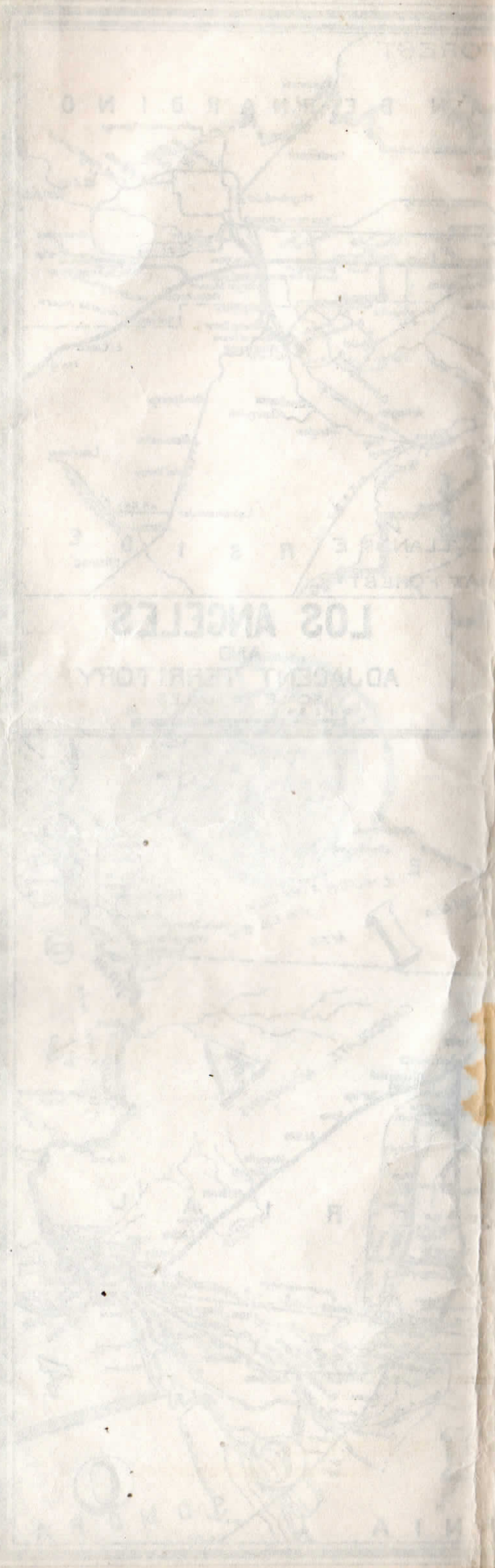
**ASST. CHIEF TRAIN DISPATCHERS**

**L. J. ANDREWS** ..... Los Angeles  
**H. W. WALTERS** ..... Los Angeles

**ROAD FOREMAN OF ENGINES**

**FRANK La FOND** ..... Los Angeles

**B. W. MITCHELL,**  
 Assistant Superintendent.





# MAP OF THE LOS ANGELES DIVISION

SOUTHERN PACIFIC COMPANY

AUGUST, 1918.

J.F.M. SCALE OF MILES



Revised to Jan. 1, 1936.

**LOS ANGELES AND ADJACENT TERRITORY**  
SCALE OF MILES  
0 1 2 3 4 5 10 15