

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

R. H. Allard

Foreman

14.152

1	14.204
2	12.464
3	10.464
4	8.191
5	5.709
6	3.188

TIME TABLE

FOR THE

LOS ANGELES DIVISION

177



To Take Effect Sunday, June 29, 1941, at 12:01 A. M.

1265 - 21119
1889 } 2663
2040 }
1439 - 2640
2040

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

L. B. McDONALD,
General Manager.

C. F. DONNATIN,
Assistant General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

D. J. RUSSELL,
Superintendent.

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.

Rule 5. 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 Sittings in Car Lengths	SECOND CLASS								FIRST CLASS								Distance from San Francisco
	814	810	816	812	96	72	52	98	76	60	26	374	2	70	56		
	Freight	Freight	Freight	Freight	Noon Daylight	Passenger	San Joaquin	Morning Daylight	Lark	West Coast	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		
BKWOTP Sta. Barbara yd.				11.25 PM	7.18 PM	6.40 PM		3:27 PM	6.10 AM			5.30 AM	5.20 AM	5.00 AM			
				11.32	7.22	6.45		3:31	6.15			5.35	5.25	5.05			
106 P				11.42	7.30	6.53		3:39	6.23			5.43	5.33	5.13			
40 P				11.50	7.35	f 6.59		3:44	6.28			5.48	5.38	5.18			
40 P				11.54		7.03			6.32			5.51	5.41	5.21			
39 P				11.59 PM	7.41	7.07		3:50	6.36			5.55	5.45	5.25			
105 P				12.06 AM	7.45	7.11		3:54	6.40			5.59	5.49	5.29			
29 P				12.15	7.50	7.17		3:59	6.46			6.04	5.54	5.34			
Yard Limits 123 WP				12.25	7.57	s 7.32		4:06	6.56			6.12	6.02	s 5.42			
40 YP				12.33		f 7.38			7.02			6.18	6.08	5.48			
Yard Limits 82 BKWOP				12.43	8.09	s 7.50		4:17	7.09			6.24	6.14	s 5.54			
66 P				12.53	8.14	7.57		4:21	7.15			6.30	6.20	6.00			
117 P				1.02	8.18	s 8.05		4:25	7.21			6.36	6.26	6.06			
43 P				1.10	8.22	f 8.11		4:28	7.26			6.40	6.30	6.10			
65 P				1.20	8.25	8.35		4:31	7.31			6.44	6.34	6.14			
103 WP				1.35	8.30	f 8.43		4:35	7.37			6.50	6.40	6.20			
69 P				1.50	8.35	8.52		4:41	7.46			6.58	6.49	6.29			
105 P				2.04	8.40	f 9.02 9.13		4:47	7.55			7.06	6.58	6.38			
72 P				2.18	8.44	f 9.21		4:51	8.02			7.12	7.05	6.45			
85 WYP				2.33	8.51	9.29		4:58	8.11			7.20	7.14	6.54			
E 56 W 56 P				2.41	8.55	f 9.35		5:02	8.16			7.25	7.20	7.00			
E 38 W 44 W				2.49	8.59	9.46		5:06	8.20			7.30	7.25	7.05			
103 P				2.57	9.03	9.53		5:10	8.25			7.35	7.30	7.10			
53 IP	10.05 PM	9.20 AM	4.13 AM	3.05	9.08	9.59	7.10 PM	5.15	8.30	8.10 AM	7.59 AM	7.40	7.35	7.15	2.50 AM		
YP															f 2.52		
P					s 9.20	s 10.12	s 7.20	5.27	s 8.42	s 8.22	s 8.12	7.52	s 7.47	s 7.27	s 3.05		
I																	
BKW OYP	10.30 PM	9.50 AM	4.40 AM	3.30 AM								8.00 AM			f		
I					9.28	10.23	7.28	5.34	8.49	8.33	8.23		7.58	7.38	3.14		
					9.33	10.28	7.33	5.38	8.53	8.38	8.28		8.03	7.43			
					9.35	10.30	7.35	5.40	8.55	8.40	8.30		8.05	7.45	3.45		
BKW IYP					s 9.40 PM	s 10.35 PM	s 7.40 PM	5.45 PM	s 9.00 AM	s 8.45 AM	s 8.35 AM		s 8.10 AM	s 7.50 AM	s 4.00 AM		
	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		
	(0.30) 16.20	(0.30) 16.20	(0.27) 18.00	(4.05) 24.57	(2.22) 43.61	(3.55) 26.34	(0.30) 22.40	(2.18) 44.86	(2.50) 36.42	(0.35) 19.20	(0.36) 18.66	(2.30) 40.04	(2.50) 36.42	(2.50) 36.42	(1.10) 9.60		

Time Table No. 177

June 29, 1941

STATIONS

(TO-R SANTA BARBARA) 1.2	370.7
EAST SANTA BARBARA 5.4	371.9
ORTEGA 3.9	377.3
TO CARPINTERIA 2.2	381.2
WAVE 2.3	383.4
PUNTA 2.9	385.7
SEA CLIFF 4.3	388.6
DULAH 4.4	392.9
VENTURA JOT. 0.9	397.3
TO VENTURA 5.0	398.2
MONTALVO 4.6	403.2
TO OXNARD 4.3	407.8
LEESDALE 4.5	412.1
TO CAMARILLO 3.2	416.6
SOMIS 3.1	419.8
LAGOL 4.2	422.9
TO MOORPARK 5.1	427.1
STRATHEARN 5.3	432.2
TO SANTA SUSANA 3.5	437.5
HASSON 4.5	441.0
TO CHATSWORTH 4.4	445.5
TO NORTHRIDGE 4.2	449.9
RAYMER 4.3	454.1
HEWITT 4.3	458.4
TO BURBANK JOT. 0.5	462.7
BURBANK 5.0	471.6
GLENDALE 0.2	472.1
GLENDALE TOWER P. E. Ry. CROSSING 1.2	477.1
ARROYO JOT 1.2	477.3
TO-R LOS ANGELES YD. 1.0	478.5
DAYTON AVE. TOWER 0.8	479.7
GLENDALE JOT. 0.4	480.7
EAST BANK JOT. 0.15	481.5
U. P. R. R. CROSSING 0.08	481.9
A. T. & S. F. Ry. CROSSING 0.05	482.05
MISSION TOWER 0.62	482.13
TO-R LOS ANGELES LAUPT	482.18
	482.8

(103.2)

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

VENTURA SUBDIVISION

Time Table No. 177

June 29, 1941

WESTWARD

STATIONS	Distance from Los Angeles	FIRST CLASS										THIRD CLASS				
		71	99	51	97	25	69	59	373	1	55	75	811	785	813	815
		Passenger	Morning Daylight	San Joaquin	Noon Daylight	Owl	Coaster	West Coast	C. M. W.	Sunset Limited	Tehachapi	Lark	Freight	Freight	Freight	Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
TO-R SANTA BARBARA 1.2	103.2	s 10.10 AM	s 10.28 AM		s 2.13 PM		s 9.55 PM		s 10.25 PM	s 10.40 PM		s 11.37 PM				
EAST SANTA BARBARA 5.4	102.0	10.05	10.24		2.09		9.50		10.21	10.36		11.32				
ORTEGA 3.9	96.6	9.55	10.16		2.01		9.42		10.13	10.28		11.24				
TO CARPINTERIA 2.2	92.7	s 9.50	10.11		1.56		9.37		10.08	10.23		11.19				
WAVE 2.3	90.5	9.43					9.34									
PUNTA 2.9	88.2	9.39	10.05		1.50		9.30		10.02	10.17		11.13				
SEAOLIFF 4.3	85.3	9.35	10.01		1.46		9.26		9.58	10.13		11.09				
DULAH 4.4	81.0	9.29	9.56		1.41		9.20		9.53	10.08		11.04				
VENTURA JOT. 0.9	76.6															
TO VENTURA 5.0	75.7	s 9.20	9.49		1.34		s 9.12		9.45	10.00		10.56				
MONTALVO 4.6	70.7	f 9.09					9.03		9.54			10.50				
TO OXNARD 4.3	66.1	s 9.03	9.38		1.22		s 8.57		9.33	9.48		10.44				
LEESDALE 4.5	61.8	8.54	9.34		1.18		8.48			9.43		10.39				
TO CAMARILLO 3.2	57.3	f 8.49	9.30		1.14		8.43		9.24	9.38		10.34				
SOMIS 3.1	54.1	f 8.44	9.27		1.11		8.39			9.34		10.30				
LAGOL 4.2	51.0	8.40	9.24		1.08		8.35			9.30		10.26				
TO MOORPARK 5.1	46.8	f 8.35	9.20		1.04		8.30		9.13	9.25		10.21				
STRATHEARN 5.3	41.7	8.29	9.15		12.59		8.18			9.19		10.15				
TO SANTA SUSANA 3.5	36.4	f 8.23	9.10		12.54		8.10		9.02	9.13		10.09				
HASSON 4.5	32.9	f 8.18	9.06		12.50		8.05			9.08		10.04				
TO CHATSWORTH 4.4	28.4	f 8.11	8.59		12.43		7.56		8.51	9.01		9.56				
TO NORTHRIDGE 4.2	24.0	f 7.56	8.55		12.39		7.50		8.38	8.55		9.51				
RAYMER 4.3	19.8	7.50	8.51		12.35		7.44		8.33	8.45		9.46				
HEWITT 4.3	15.5	7.45	8.47		12.31		7.39		8.28	8.40		9.41				
TO BURBANK JOT. 0.5	11.2	7.40	8.43	9.29 AM	12.26	6.31 PM	7.34	8.16 PM	8.22	8.34	9.15 PM	9.36	12.35 AM	8.25 AM	9.45 AM	5.25 PM
BURBANK 5.0	10.7	f									f 9.14					
GLENDALE 0.2	5.7	s 7.30	s 8.35	s 9.21	s 12.18	s 6.23	s 7.25	s 8.08	8.14	s 8.24	s 9.04	s 9.27				
GLENDALE TOWER P. E. Ry. CROSSING 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	8.00 AM	9.20 AM	5.00 PM
DAYTON AVE. TOWER 0.8	2.1	7.21	8.25	9.11	12.10	6.11	7.11	7.56		8.11	8.36	9.13				
GLENDALE JOT. 0.4	1.3															
EAST BANK JOT. 0.16	0.9	7.16	8.21	9.06	12.06	6.06	7.06	7.51		8.06	8.31	9.07				
U.P.R. R. CROSSING 0.08	0.75															
A.T. & S.F. Ry. CROSSING 0.05	0.67															
MISSION TOWER 0.82	0.62	7.14	8.19	9.04	12.04 PM	6.04	7.04	7.49		8.04	8.29	9.05				
TO-R LOS ANGELES LAUPT	0.0	7.10 AM	8.15 AM	9.00 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	Leave Daily
Time over District.....		(3.00)	(2.13)	(0.29)	(2.13)	(0.31)	(2.55)	(0.31)	(2.20)	(2.40)	(0.50)	(2.37)	(0.25)	(0.25)	(0.25)	(0.25)
Average Speed per Hour.....		34.40	46.55	23.17	46.55	21.67	35.38	21.67	42.90	38.70	13.44	39.43	19.44	19.44	19.44	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.

RULE 5. 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).

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.

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

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	EASTWARD											Distance from San Francisco	Time Table No. 177 June 29, 1941	Distance from Colton	WESTWARD				
	THIRD CLASS					FIRST CLASS									FIRST CLASS				
	830 Freight	828 Freight	826 Freight	824 Freight	822 Freight	368 The Imperial	6 Argonaut	4 Golden State Limited	44 Californian	370 A. O. N.	2 Sunset Limited				367 The Imperial	43 Californian	5 Argonaut	1 Sunset Limited	3 Golden State Limited
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
BKW OTP	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					
BKW IYP						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	A. T. & S. F. Ry CROSSING	56.35					
												482.8	U. P. R. R CROSSING	56.2					
P	10.30	10.10	3.20	8.00	2.00	s 9.50	s 8.35	s 8.30	s 8.20	8.06	s 10.05	487.7	TAYLOR JUNCTION	56.2	5.08	6.58	7.20	4.23	7.18
83 P	10.36	10.16	3.26	8.06	2.06	f 9.55	f 8.40	f 8.35	f 8.25		10.10	490.6	TO ALHAMBRA	51.3	s 4.52	s 6.42	s 7.05	s 4.07	s 7.01
70 P	10.44	10.24	3.34	8.14	2.14	f 10.02	f 8.45	f 8.40	f 8.30	8.15	10.15	494.6	SAN GABRIEL	48.4	f 4.39	6.33	6.58	3.57	6.52
I												495.0	EL MONTE	44.4	f 4.29	6.28	6.52	3.52	6.47
85 WP	10.49	10.29	3.47	8.19	2.19	f 10.08	f 8.49	f 8.44	f 8.34		10.19	497.3	EL MONTE TOWER	44.0					
75 P	10.55	10.35	3.53	8.25	2.25	f 10.16	f 8.53	f 8.48	f 8.38	8.22	10.23	500.7	P. E. Ry. CROSSING	41.7	f 4.23	6.23	6.47	3.47	6.43
66 P	11.03	10.42	4.01	8.33	2.33	f 10.22	f 8.56	f 8.51	f 8.41	8.25	10.26	503.5	TO BASSETT	38.3	f 4.17	6.18	6.42	3.42	6.38
84 P	11.12	10.50	4.10	8.42	2.42	f 10.29	f 9.00	f 8.55	f 8.45	8.29	10.30	506.8	PUEENTE	35.5	f 4.11	6.14	6.38	3.38	6.34
67 P	11.23	11.01	4.21	8.53	2.52	f 10.37	f 9.06	f 9.01	f 8.51	8.34	10.35	510.7	MARNE	32.2	f 4.06	6.10	6.34	3.34	6.30
Yard Limits 230 B&WTP	11.40	11.15	4.38	9.10	3.08	s 10.51	s 9.16	s 9.11	s 9.00	8.40	10.42	514.3	WALNUT	28.3	f 3.59	6.05	6.28	3.29	6.25
79 P	11.51 PM	11.23	4.49	9.21	3.19	10.58	9.22	9.17	9.06	8.44	10.48	517.8	SPADRA	24.7	s 3.51	6.00	f 6.21	3.24	6.20
Yard Limits 117	12.02 AM	11.28	5.00	9.32	3.34	s 11.10	s 9.30	s 9.24	s 9.11	8.48	10.53	520.2	POMONA	24.6					
65 WP	12.10	11.35	5.08	9.40	3.42	f 11.20	f 9.36	f 9.29	f 9.16	8.53	10.58	523.8	P. E. Ry. CROSSING	21.2	f 3.41	5.53	6.14	3.17	6.13
75 P	12.19	11.42	5.17	9.49	3.51	f 11.28	f 9.41	f 9.34	f 9.21	8.57	11.02	527.5	NAROD	18.8	f 3.34	5.48	f 6.09	3.12	6.08
87 YP	12.24	11.46	5.22	9.54	3.57	f 11.33	f 9.44	f 9.37	f 9.24	9.00	11.05	529.7	TO ONTARIO	15.2	f 3.25	5.42	6.03	3.06	6.02
79 P	12.34	11.51	5.32	10.04	4.07							532.1	GUASTI	11.5	f 3.17	5.37	5.57	3.01	5.56
IP												534.6	ETIWA	9.3	f 3.14	5.34	5.54	2.58	5.53
111 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	11.11	534.7	TO SOUTH FONTANA	6.9					
I												538.7	AILSA	4.4					
Colton yard BKWOTYP	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 11.20 AM	538.7	BLOOMINGTON TOWER	4.4					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily	539.0	P. E. Ry. CROSSING	4.3	f 3.05	5.28	5.48	2.52	5.47
	(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	(1.35) 36.06		COLTON TOWER	0.3					
													U. P. R. R. CROSSING	0.3					
													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.
 Rule 5—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 49 feet between interlocking derail and west clearance point El Monte 61, Bloomington 60 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.

EASTWARD										Distance from San Francisco	WESTWARD					
SECOND CLASS			FIRST CLASS								FIRST CLASS					
836	834	832	6	4	44	370	2	368	43		5	1	3	367		
Freight	Freight	Freight	Argonaut	Golden State Limited	Callornian	A. O. N.	Sunset Limited	The Imperial	Callornian	Argonaut	Sunset Limited	Golden State Limited	The Imperial			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Colton yard BKWOYYP	10.30 PM	8.00 AM	1.10 AM	10.06 PM	9.58 PM	9.45 PM	9.13 PM	11.25 AM	12.05 AM	539.0	TO-R COLTON 0.0	s 5.13 AM	s 5.33 AM	s 2.38 PM	s 5.33 PM	s 2.39 AM
										539.0	P. E. RY. CROSSING 3.6					
114 P	10.45	8.15	1.25	10.12	10.04	9.51	9.19	11.31	f 12.11	542.6	LOMA LINDA 1.9	f 5.07	5.27	2.32	5.27	f 2.31
65 P	10.50	8.20	1.30	10.15	10.07	9.54	9.22	11.34	f 12.15	544.5	TO BRYN MAWR 1.8	5.03	5.23	2.29	5.24	f 2.26
65 P	10.55	8.25	1.35	10.18	10.10	9.57	9.25	11.37	f 12.20	546.3	REDLANDS 2.8	f 4.59	5.19	2.26	5.21	f 2.21
115 WP	11.05	8.35	1.45	10.25	10.17	10.04	9.30	11.44	f 12.28	549.1	ORDWAY 3.6	4.53	5.13	2.20	5.15	f 2.12
70 P	11.20	8.50	2.04	10.33	10.25	10.12	9.36	11.52	f 12.37	552.7	EL CASO 2.7	4.47	5.07	2.14	5.09	f 2.04
65 P	11.28	8.58	2.12	10.37	10.29	10.16	9.41	11.57 AM	12.42	555.4	HAIG 1.8	4.42	5.02	2.09	5.04	1.58
65 P	11.35	9.05	2.19	10.41	10.33	10.20	9.45	12.01 PM	f 12.47	557.2	HINDA 2.5	4.38	4.58	2.06	5.01	f 1.53
66 P	11.42 PM	9.12	2.26	10.46	10.38	10.25	9.49	12.06	12.53	559.7	NIOKLIN 2.3	4.34	4.53	2.02	4.57	1.47
Yard Limits 152 WOYP	12.01 AM	9.30	2.44	f 10.53	10.45	10.32	9.54	s 12.13	s 1.05	562.0	TO BEAUMONT 3.5	f 4.29	4.48	1.57	4.52	s 1.41
74 P	12.11	9.41	2.54	10.59	10.51	10.38	10.00	12.18	1.10	565.5	PERSHING 2.7	4.21	4.39	1.49	4.44	1.28
110 P	12.20	9.50	3.03	f 11.03	10.55	10.42	10.05	s 12.24	s 1.20	568.2	TO BANNING 3.3	f 4.15	4.33	1.43	4.38	s 1.20
65 P	12.30	10.00	3.13	11.08	11.00	10.47	10.11	12.29	1.25	571.5	OWL 2.6	4.07	4.25	1.35	4.30	1.00
110 WP	12.53	10.19	3.31	11.12	11.04	10.51	10.16	12.33	f 1.31	574.1	TO CABAZON 2.1	4.00	4.17	1.28	4.22	f 12.53
70 P	1.00	10.26	3.38	11.16	11.08	10.55	10.20	12.37	1.36	576.2	MONS 2.4	3.54	4.10	1.21	4.16	12.45
62 P	1.08	10.34	3.48	11.20	11.12	10.59	10.25	12.41	1.41	578.6	FINGAL 4.0	3.48	4.03	1.14	4.09	12.37
108 WP	1.21	10.47	4.16	11.26	11.18	f 11.05	10.32	s 12.48	f 1.53	582.6	TO PALM SPRINGS 2.8	f 3.39	3.56	1.07	s 4.02	f 12.27
65 P	1.30	10.56	4.25	11.31	11.23	11.10	10.37	12.58	f 1.59	585.4	HUGO 2.7	3.30	3.47	12.58	3.52	f 12.18
109 WYP	1.49	11.15	4.44	11.36	11.28	11.15	10.42	1.03	s 2.07	588.1	TO GARNET 3.5	3.22	3.40	12.50	3.45	s 12.11
65 P	2.12	11.24	4.53	11.41	11.33	11.20	10.46	1.08	2.12	591.8	SALVIA 3.5	3.13	3.31	12.41	3.37	12.01 AM
65 P	2.22	11.33	5.02	11.46	11.38	11.25	10.50	1.13	2.17	595.1	RIMLON 3.9	3.08	3.26	12.36	3.32	11.56 PM
108 P	2.34	11.46	5.15	11.51	11.43	11.30	10.55	1.18	f 2.23	599.0	TO EDOM 3.0	3.03	3.21	12.31	3.27	f 11.51
65 P	2.39	11.51 AM	5.20	11.54	11.46	11.33	10.58	1.21	f 2.27	601.5	DRY CAMP 5.0	2.58	3.16	12.27	3.23	f 11.46
64 P	2.52	12.01 PM	5.30	11.59 PM	11.51	11.38	11.03	1.26	f 2.32	606.5	MYOMA 4.4	2.52	3.10	12.22	3.18	f 11.38
Indio yard BKWOYP	3.03 AM	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	3.03 AM	12.15 PM	3.11 PM	11.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(71.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.33)	(4.10)	(4.30)	(2.01)	(2.01)	(2.01)	(1.58)	(2.09)	(2.35)		Time over District	(2.28)	(2.30)	(2.23)	(2.22)	(3.14)
	15.80	17.26	15.97	35.65	35.65	35.65	36.55	33.51	27.83		Average Speed per Hour	29.14	28.76	30.17	30.38	22.23

Nos. 3, 5 and 4 passing Beaumont Station and Nos. 1, 2 and 4 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	Palm Springs	Unload Baggage			Daily
43	Ontario-Pomona	Receive	Los Angeles		When No. 5 is over one hour late.
43	Any Station	Discharge Revenue		Phoenix	Daily
1	Palm Springs, Banning, Beaumont, Redlands, Ontario, Pomona	Receive, Discharge, Revenue	Alhambra	Yuma	Daily
1	Ontario, Pomona	Discharge Revenue		Imperial Valley Points	Daily
1	Any Station	Discharge Revenue		East of El Paso	Daily
3	Any Station	Discharge		El Paso	Daily

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
3	Redlands, Ontario, Pomona	Receive Discharge	Santa Barbara, Bakersfield	Yuma	Daily
3	Redlands	Receive			Daily
2	Pomona, Ontario	Receive	Niland	Burbank	Daily
2	Loma Linda, Redlands	Discharge Revenue	Niland	Alhambra	Daily
6	Any Station	Receive	Yuma		Daily
4-44	Any Station	Receive Revenue	Wellton		Daily
4	Redlands	Receive Baggage for passengers on No. 44			Daily
4	Palm Springs	Discharge	Alhambra		Daily
44	Pomona, Ontario	Discharge Revenue	Burbank		Daily
44	Redlands	Discharge	Alhambra		Daily

SALTON SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths	EASTWARD										Distance from San Francisco	Time Table No. 177 June 29, 1941	Distance from Yuma	WESTWARD					SECOND CLASS	
	SECOND CLASS			FIRST CLASS										FIRST CLASS					363	357
	824	358	822	44	370	2	368	6	4	362				5	1	3	367	43	San Diego Passenger	Freight
Freight	Freight	Freight	Californian	A. O. N.	Sunset Limited	The Imperial	Argonaut	Golden State Limited	San Diego Passenger	Argonaut	Sunset Limited	Golden State Limited	The Imperial	Californian	Arrive Daily	Arrive 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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
Indio yard BKWOYP	3.15 PM		6.10 AM	11.51 PM	11.22 PM	1.39 PM	2.58 AM	12.12 AM	12.04 AM		121.8	s 2.58 AM	s 12.10 PM	s 3.06 PM	s 11.00 PM	s 2.40 AM				
82 P	3.26		6.22	11.58 PM	11.28	f 1.45	s 3.10	12.19	12.11		118.3	2.51	12.03 PM	2.59	s 10.51	2.33				
53 P	3.32		6.29	12.02 AM	11.32	f 1.49	s 3.20	12.23	12.15		114.7	2.46	11.58 AM	2.55	s 10.37	2.29				
140 WP	3.42		6.40	12.08	11.39	f 1.55	s 3.40	12.29	12.21		108.6	2.39	11.50	2.49	s 10.24	2.23				
64 P	3.50		6.49	12.13	11.44	2.00	f 3.48	12.34	12.26		103.9	2.34	11.44	2.44	f 10.12	2.18				
64 P	3.58		6.57	12.18	11.49	2.05	f 3.56	12.39	12.31		99.4	2.29	11.39	2.39	f 10.06	2.13				
102 P	4.06		7.05	12.23	11.54	2.10	f 4.04	12.44	12.36		94.9	2.24	11.33	2.34	f 10.00	2.08				
66 P	4.13		7.15	12.28	11.59 PM	2.15	f 4.12	12.49	12.41		90.6	2.19	11.28	2.30	f 9.54	2.04				
103 P	4.21		7.25	12.33	12.04 AM	2.25	f 4.20	12.54	12.46		85.9	2.14	11.23	2.25	f 9.48	1.59				
100 P	4.28		7.32	12.38	12.09	2.30	f 4.27	12.59	12.51		81.6	2.09	11.18	2.19	f 9.41	1.55				
65 P	4.35		7.39	12.43	12.14	2.35	f 4.34	1.04	12.56		77.1	2.04	11.13	2.14	f 9.34	1.50				
105 P	4.42		7.46	12.48	12.19	2.40	f 4.42	1.09	1.01		72.6	1.59	11.08	2.09	f 9.28	1.45				
68 P	4.48		7.52	12.52	12.23	2.44	f 4.49	1.13	1.05		69.2	1.54	11.04	2.05	f 9.22	1.41				
Yard Limits 148 BKWOYP	5.05		8.08	12.58	12.36	s 2.55	s 5.00 AM	1.21	s 1.12		65.2	1.49	f 10.59	f 2.01	9.15 PM	1.36				
64 P	5.15		8.16	1.03	12.41	3.00		1.30	1.18		61.0	1.40	10.49	1.51		1.30				
111 P	5.27		8.35	1.07	12.44	3.05		1.35	1.23		58.3	1.35	10.46	1.48		1.23				
65 P	5.37		8.45	1.12	12.49	3.11		1.41	1.31		54.2	1.31	10.41	1.43		1.12				
101 WP	5.52		9.06	1.25	1.00	3.18		1.47	1.37		48.1	1.25	10.34	1.36		f 1.00				
64 P	6.02		9.17	1.32	1.14	3.25		1.54	1.44		42.6	1.14	10.27	1.29		12.50				
102 P	6.12		9.27	1.39	1.21	3.32		2.01	1.51		37.1	1.07	10.20	1.22		12.43				
76 P	6.16		9.31	1.43	1.25	3.36		2.04	1.54		34.6	1.04	10.16	1.19		f 12.39				
101 P	6.24		9.39	1.49	1.31	3.42		2.10	2.00		29.7	12.59	10.11	1.14		12.33				
63 P	6.35		9.49	1.56	1.39	3.50		2.18	2.08		23.3	12.52	10.03	1.07		12.26				
65 P	6.40		9.59	2.00	1.43	3.54		2.23	2.13		20.4	12.49	9.59	1.04		12.22				
99 P	6.47		10.19	2.07	1.50	f 4.01		2.31	2.21		16.1	12.44	9.54	12.59		f 12.16				
64 P	6.57		10.30	2.14	1.58	4.09		2.39	2.29		10.1	12.37	9.47	12.52		12.08				
P	7.03	12.30 PM	10.36	2.20	2.05	4.15		2.45	2.35	12.25 AM	6.6	12.32	9.42	12.47		12.02 AM	1.20 AM	1.45 PM		
P											5.7									
Spur 30											0.8									
Yuma yard BKWOYP	7.20 PM	12.45 PM	10.50 AM	s 2.35 AM	s 2.20 AM	s 4.30 PM		s 3.00 AM	s 2.50 AM	s 12.40 AM	0.0	12.20 AM	9.30 AM	12.35 PM		11.50 PM	1.05 AM	1.30 PM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	(4.05) 29.82	(0.15) 26.40	(4.40) 26.10	(2.44) 44.56	(2.58) 41.05	(2.51) 42.74	(2.02) 27.81	(2.48) 43.50	(2.46) 44.02	(0.15) 26.40		(2.38) 46.25	(2.40) 45.63	(2.31) 48.39	(1.45) 32.34	(2.50) 42.98	(0.15) 26.40	(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	Mecca, Thermal, Coachella	Discharge		Yuma	Daily
6	Any Station	Receive	Yuma		Daily
4-44	Any Station	Receive Revenue	Wellton		Daily

Note—Operation through gantlet track, Yuma—See instructions under "Special Signals" Page 14.

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 Clyde and Iris, and No. 3 at Amos and Flowing Well each Monday, Wednesday and Friday, if necessary, to unload baggage and express.

No. 2 stop at Glamis when necessary, Exchange Parcel Post.

VENTURA SUBDIVISION

Capacity of sidings in car lengths	EASTWARD		Time Table No. 177	Distance from Ojai	WESTWARD	
			June 29, 1941			
			Ojai Branch			
			STATIONS			
P		397.3	VENTURA JOT. 3.5	15.0		
		400.8	ORTONVILLE 2.1	11.5		
		402.9	CANET 9.4	9.4		
17 WT		412.3	OJAI 15.0	0.0		

List of Intermediate Spurs page 10.

VENTURA SUBDIVISION

Capacity of sidings in car lengths	EASTWARD		Time Table No. 177	Distance from Saugus	WESTWARD	
			June 29, 1941			
			Santa Paula Branch			
			STATIONS			
Yard Limits YP		408.2	MONTALVO 4.4	45.5		
56 P		407.6	TO SATICOY 3.4	41.1		
		411.0	LIMCO 0.3	37.7		
P		411.3	HAINES 3.4	37.4		
Yard Limits 44 WP		414.7	TO SANTA PAULA 7.1	34.0		
P		421.8	SESPE 2.7	26.9		
Yard Limits 36 BKP		424.5	TO-R FILLMORE 3.7	24.2		
32 P		428.2	CAVIN 1.7	20.5		
		429.9	BUCKHORN 1.9	18.8		
WP		431.8	TO PIRU 2.5	16.9		
		434.3	OAMULOS 4.1	14.4		
P		438.4	KEMP 5.7	10.3		
33 P		444.1	NEWHALL RANOH 3.8	4.6		
		447.9	PARDEE 0.8	0.8		
E 66 Yd. Limits W 23 BkWOY		448.7	TO-R SAUGUS (45.5)	0.0		

List of Intermediate Spurs page 10.

VENTURA SUBDIVISION

Capacity of sidings in car lengths	EASTWARD		Time Table No. 177	Distance from Burbank	WESTWARD	
			June 29, 1941			
			Burbank Branch			
			STATIONS			
85 WYP		445.5	TO CHATSWORTH 3.7	21.3		
		449.2	CANOGA PARK 4.2	17.6		
		453.4	TARZANA 2.0	13.4		
		455.4	ENCINO 3.0	11.4		
		458.4	P. E. Ry. CROSSING 0.0	8.4		
W		458.4	VAN NUYS 1.5	8.4		
		459.9	KESTER 2.9	6.9		
		462.8	See Note NORTH HOLLYWOOD 4.0	4.0		
WYP		466.8	BURBANK (21.3)	0.0		

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

List of Intermediate Spurs page 10.

FIRESTONE PARK SUBDIVISION

Capacity of sidings in car lengths	Eastward		Distance from San Francisco	Time Table No. 177	Distance from San Pedro	Westward	
	FIRST CLASS			June 29, 1941			
	56 Tehachapt Leave Daily			San Pedro Branch			
			STATIONS				
	I	3.14 AM	480.7	DAYTON AVE. TOWER 1.2	24.8		
	IY	3.20	481.9	RIVER STATION TOWER } D.T.	23.6		
	IY	3.20	481.9	RIVER STATION TOWER 0.5	23.6		
			482.4	MISSION JUNCTION 0.12	23.5		
		3.45 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		
			482.5	WASHINGTON ST. JOT. 2.7	20.3		
	I		485.5	CLEMENT JOT. TOWER 0.3 P. E. Ry. CROSSING	20.0		
			485.7	BUTTE ST. JOT. 0.2	19.8		
			486.4	VERNONDALE 0.7	19.1		
	I		487.3	A. T. & S. F. Ry. CROSSING 0.9	18.2		
			487.5	P. E. Ry. CROSSING 0.2	18.0		
	WYP		489.1	TO-R FIRESTONE PARK 1.6	16.4		
			490.3	SOUTHGATE TWEEDY BLVD 1.2	15.2		
			491.3	P. E. Ry. CROSSING 1.0	14.2		
			491.8	LYNWOOD 0.5	13.7		
55			494.1	COMPTON 2.3	11.4		
	I		496.2	DOMINQUEZ TOWER 2.1 P. E. Ry. CROSSING	9.3		
			497.7	ELFTMAN 1.5	7.8		
33			500.0	WATSON 2.3	5.5		
	I		500.9	WILMINGTON (Anahelm Blvd.) TOWER 0.9 A. T. & S. F. Ry. CROSSING	4.6		
	YP		501.4	WILMINGTON (Anahelm Blvd.) 0.5	4.1		
			501.9	P. E. Ry. CROSSING (Stop) 0.2	3.6		
			502.1	ANAHEIM BOULEVARD 2.3	3.4		
			502.7	P. E. Ry. CROSSING (Stop) 0.6	2.8		
BK WOP			502.9	TO-R WILMINGTON 0.2	2.6		
	I		504.5	SAN PEDRO DRAWBRIDGE 1.6	1.0		
Yard Limits			505.5	SAN PEDRO 1.0	0.0		
		Arrive Daily		(24.8)			
		(0.31)		.....Time over district			
		3.52		.....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.

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in Car Lengths		Time Table No. 177 June 29, 1941 Long Beach Branch	
Distance from San Francisco			Distance from Long Beach
STATIONS			
YP	501.4	WILMINGTON (Anaheim Blvd.) 0.4	2.1
I	501.8	A. T. & S. F. Ry CROSSING 0.2	1.7
I	502.0	U. P. R. R. CROSSING 0.4	1.5
	502.4	P. E. Ry. CROSSING (Stop) 1.1	1.1
	503.5	TO LONG BEACH	0.0
(2.1)			

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in Car Lengths		Time Table No. 177 June 29, 1941 Santa Ana Branch	
Distance from San Francisco			Distance from Dyer
STATIONS			
WYP	489.1	TO-R FIRESTONE PARK 2.8	30.3
I	491.9	U. P. R. R. CROSSING 0.2	27.5
11	492.1	SOUTHGATE ATLANTIC BLVD 1.1	27.3
	493.2	VINVALE 1.8	26.2
32	495.0	TO DOWNEY 2.4	24.4
P	497.4	R STUDEBAKER 1.7	22.0
	499.1	TO NORWALK 5.3	20.3
67	504.4	BUENA PARK 4.6	15.0
Yard Limits WYP	509.0	WEST ANAHEIM 1.2	10.4
	510.2	ANAHEIM 1.7	9.2
P	511.9	TUSTIN JOT. 5.1	7.5
Yard Limits BKWOYP	517.0	TO-R SANTA ANA 0.1	2.4
	517.1	W. LEG WYE CROSSING 0.1	2.3
	517.2	E. LEG WYE CROSSING 2.2	2.2
	519.4	DYER	0.0
(30.3)			

List of Intermediate Spurs page 10.

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in car lengths		Time Table No. 177 June 29, 1941 Whittier Branch	
Distance from San Francisco			Distance from Whittier
STATIONS			
P	497.4	STUDEBAKER 2.1	5.9
	499.5	FULTON WELLS 1.1	3.8
	500.6	LOS NIETOS 0.0	2.7
I	500.6	LOS NIETOS TOWER A. T. & S. F. Ry CROSSING 0.4	2.7
	501.0	P. E. Ry CROSSING (Stop) 1.2	2.3
	502.2	EVERGREEN STREET 0.9	1.0
	503.1	P. E. Ry. CROSSING 0.1	0.1
W	503.2	WHITTIER	0.0
(5.9)			

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in car lengths		Time Table No. 177 June 29, 1941 Los Alamitos Branch	
Distance from San Francisco			Distance from Los Alamitos
STATIONS			
WYP	509.0	WEST ANAHEIM 4.6	9.4
	513.6	STANTON 0.4	4.8
	514.0	P. E. Ry. CROSSING (Stop) 0.1	4.4
Y	514.1	STANTON JUNCTION 4.3	4.3
Yard Limits	518.4	LOS ALAMITOS	0.0
(9.4)			

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in car lengths		Time Table No. 177 June 29, 1941 Smeltzer Branch	
Distance from San Francisco			Distance from End of Track
STATIONS			
Y	514.1	STANTON JUNCTION 3.3	6.9
	517.4	WESTMINSTER 2.1	3.6
	519.5	SMELTZER 1.0	1.5
	520.5	WINTERSBURG 0.5	0.5
	521.0	END OF TRACK	0.0
(6.9)			

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in car lengths		Time Table No. 177 June 29, 1941 Tustin Branch	
Distance from San Francisco			Distance from Tustin
STATIONS			
	511.9	TUSTIN JOT. 0.5	10.5
I	512.4	ANAHEIM TOWER A. T. & S. F. Ry CROSSING 2.1	10.0
	514.5	MARLBORO 0.2	7.9
	514.7	A. T. & S F Ry CROSSING (Stop) 2.0	7.7
	516.7	VILLA PARK 1.7	5.7
	518.4	MOPHERSON 1.0	4.0
	519.4	EL MODENA 3.0	3.0
	522.4	TUSTIN	0.0
(10.5)			

List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Capacity of Sidings in Car Lengths		Time Table No. 177 June 29, 1941 Covina Branch	
Distance from San Francisco			Distance from Pomona
STATIONS			
85 WP	497.3	TO BASSETT 3.6	17.8
	500.9	BALDWIN PARK 0.1	14.2
	501.0	P. E. Ry. CROSSING (Stop) 0.4	14.1
	501.4	ORUSHTON 0.3	13.7
	501.7	WITHAM 0.6	13.4
	502.3	IRWINDALE 1.8	12.8
	504.1	AZUSA AVENUE 1.0	11.0
Yard Limits WP	505.1	TO COVINA 1.6	10.0
	506.7	SAVOY 0.7	8.4
22	507.4	CHARTER OAK 1.1	7.7
	508.5	P. E. Ry. LONE HILL CRSG. 1.0	6.6
32	509.5	SAN DIMAS 2.4	5.6
E28 W20	511.9	LA VERNE 1.4	3.2
	513.3	GANESHA JOT. 1.8	1.8
Yard Limits 230 BKWTP	515.1	TO POMONA	0.0
(17.8)			

List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Capacity of Sidings in car lengths		Time Table No. 177 June 29, 1941 Pasadena Branch	
Distance from San Francisco			Distance from Pasadena
STATIONS			
P	487.7	TO ALHAMBRA 0.8	4.8
	488.5	P. E. Ry CROSSING (Stop) 1.0	4.0
I	489.5	P. E. Ry. CROSSING 1.7	3.0
	491.2	RAYMOND HOTEL 0.0	1.3
	491.2	A. T. & S. F. Ry. CROSSING 1.3	1.3
Yard Limits P	492.5	PASADENA	0.0
(4.8)			

List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Capacity of Sidings in Car Lengths		Time Table No. 177 June 29, 1941 Duarte Branch	
Distance from San Francisco			Distance from End of Track
STATIONS			
P	487.7	TO ALHAMBRA 1.0	13.5
	488.7	P. E. Ry. CROSSING (Stop) 0.8	12.5
	489.5	NORTH ALHAMBRA 7.0	11.7
20	496.5	ARCADIA 0.1	4.7
I	496.6	ARCADIA TOWER A. T. & S. F. Ry CROSSING 1.6	4.6
	498.2	MONROVIA 1.9	3.0
	500.1	DUARTE 1.1	1.1
	501.2	END OF TRACK	0.0
(13.5)			

List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Capacity of Sidings in Car Lengths		Time Table No. 177 June 29, 1941 San Bernardino Branch	
Distance from San Francisco			Distance from San Bernardino
STATIONS			
Colton Yard BKWOTYP	539.0	TO COLTON 3.0	3.2
I	542.0	E. ST. TOWER A. T. & S. F. Ry. Crossing 0.2	0.2
Yard Limits Y	542.2	SAN BERNARDINO	0.0
(3.2)			

Pacific Electric Bridge 541C 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	
Capacity of Sidings in Car Lengths		Time Table No. 177 June 29, 1941		Distance from End of Track	
Distance from San Francisco		Chino Branch			
		STATIONS			
Yard Limits 230 BKWTP	514.3	TO	POMONA 1.1	6.0	
I	515.4		POMONA JCT. TOWER U. P. R. R. Crossing 4.6	4.9	
Yard Limits	520.0		OHINO 0.3	0.3	
	520.3		END OF TRACK	0.0	
		(6.0)			

Eastward		POMONA SUBDIVISION		Westward	
Capacity of Sidings in Car Lengths		Time Table No. 177 June 29, 1941		Distance from Riverside	
Distance from San Francisco		Riverside Branch			
		STATIONS			
Colton Yard BKWOTYP	539.0	TO	COLTON 3.3	7.2	
	542.3	See note	HIGHGROVE 1.0	3.9	
	543.3		ORANGE CENTER 0.7	2.9	
I	544.0		CROSSING A. T. & S. F. Ry. 1.4	2.2	
	545.4		RIVERSIDE JCT. 0.8	0.8	
Yd. Limits P	546.2		RIVERSIDE	0.0	
		(7.2)			

Joint track with Pacific Electric Ry. over Bridge 540.11. See special instructions under Special Signals.
List of Intermediate Spurs page 10.

Eastward		BEAUMONT SUBDIVISION		Westward	
Capacity of Sidings in Car Lengths		Time Table No. 177 June 29, 1941		Distance from Greenspot	
Distance from San Francisco		Redlands Branch			
		STATIONS			
65	544.5	TO	BRYN MAWR 0.5	8.7	
	545.0		MOTOR JCT. 2.8	8.2	
Yd. Limits W	547.8		REDLANDS 2D STREET 2.7	5.4	
	550.5		MENTONE 0.9	2.7	
Yard Limits	551.4		CRAFTON 1.8	1.8	
Spur	553.2		GREENSPOT	0.0	
		(8.7)			

List of Intermediate Spurs page 10.

Eastward		CALEXICO SUBDIVISION		Westward	
Capacity of Sidings in Car Lengths		Time Table No. 177 June 29, 1941		Distance from El Centro	
Distance from San Francisco		Sendia Branch			
		STATIONS			
Yd. Limits 90 YP	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	
P	691.7		ORITA 2.5	22.0	
	694.2		OURLEW 3.3	19.5	
P	697.5		SANDIA 6.0	16.2	
Yd. Limits WYP	703.5		HOLTVILLE 1.0	10.2	
	704.5		RICO 3.1	9.2	
	707.6		MELOLAND 6.1	6.1	
Yd. Limits BKWYP	713.7	TO-R	EL CENTRO	0.0	
		(38.0)			

Trackage between Holtville and El Centro owned by Holton Inter-Urban Ry.
List of Intermediate Spurs page 10.

Eastward		CALEXICO SUBDIVISION		Westward	
Capacity of Sidings in Car Lengths		Time Table No. 177 June 29, 1941		Distance from Westmorland	
Distance from San Francisco		Westmorland Branch			
		STATIONS			
Yd. Limits 90 YP	675.7	TO	CALIPATRIA 3.4	12.6	
	679.1		VERDANT 1.5	9.2	
	680.6		SHAMROOK 2.5	7.7	
	683.1		FONDO 5.2	5.2	
Y	688.3		WESTMORLAND	0.0	
		(12.6)			

CALEXICO SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD			Distance from San Francisco
	THIRD CLASS	FIRST CLASS		
	452 S. D. & A. E. Mixed	362 San Diego Passenger	358 Mixed	
	Leave Daily Ex. Monday	Leave Daily	Leave Daily	
Yard Limits BKWOYP			5.25 AM	667.5
P			f	672.0
Yard Limits 90 WYP			s 5.40	675.7
Spur P			f	676.9
Spur P			f 5.50	681.0
Yard Limits BKWP			s 6.15	686.2
P			f	690.3
Yd. Limits P 131			s 6.30	695.6
Yard Limits BKWYP			s 7.00	699.4
Yard Limits 69 P			f 6.15	704.0
Yd. Limits 175 BKWOYP			s 6.30 AM	708.5
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	
	(0.30) 18.20	(0.15) 36.40	(2.00) 20.50	

Time Table No. 177 June 29, 1941		WESTWARD	
Distance from Calexico	STATIONS	FIRST CLASS	THIRD CLASS
		363 San Diego Passenger	451 S. D. & A. E. Mixed
		Arrive Daily	Arrive Daily Ex. Saturday
	TO-R NILAND 4.5	s 9.00 PM	
	ESTELLE 3.7	f	
	TO-R CALIPATRIA 1.2	s 8.46	
	BERNICE 4.1	f	
	ROCKWOOD 5.2	f 8.37	
	TO-R BRAWLEY 4.1	s 8.30	
	GRAPE 5.3	f	
	TO IMPERIAL 3.8	s 7.55	
	TO-R EL CENTRO 4.6	s 3.05 AM s 7.45	s 6.50 PM
	HEBER 4.5	f 2.59 s 7.20	f 6.37
	TO-R CALEXICO	2.53 AM 7.10 PM	6.25 PM
	(41.0)	Leave Daily	Leave Daily
	..... Time over District	(0.12)	(0.25)
	..... Average Speed per Hour	45.50	22.36

Rule 5—Time of first class trains at Calexico applies at passenger station.

List of Intermediate Spurs page 10.

INTERMEDIATE STATIONS AND SPURS

Table with columns: NAME, Mile Post, Capacity, NAME, Mile Post, Capacity. Lists stations like Santa Barbara-Los Angeles, Los Angeles-Colton, Ojai Branch, Santa Paula Branch, Burbank Branch, Pasadena Branch, Los Angeles-Colton, and Los Angeles-Colton Continued.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Table with columns: CLASS, NOT AIR-CONDITIONED (All-Steel, Steel-Underframe), AIR-CONDITIONED (All-Steel Cooling Season, All-Steel Heating Season). Lists various train car classes like Baggage, Chair, Coach, Diner, etc.

*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

Table with columns: LOCATION, NAME, TITLE. Lists surgeons and their titles across various locations like San Francisco, Los Angeles, Santa Monica, etc.

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..... Baehr-Bakula, Inc., 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.

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

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 MPH 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, ———— o 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.
Araz Jct.....	Trains on Inter-Cal. line.

RULE 14 (e). As specified below, ———— 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 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainmen by signal 12 (c).

RULE 14 (l) and (p). Air whistle will be used when engine so equipped.

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

For identification purposes, headlights may be dimmed when passing the head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

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. Identification 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.

Identification 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 or 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—First-class trains must register by ticket at train-order office.

RULE 83 (D). Trains must obtain clearance before leaving:

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

Beaumont..... All trains.

Yuma..... Inter-California Railway routed trains, Inter-California Railway clearance in addition to Los Angeles Division clearance.

Westward trains via Mojave Subdivision through Burbank Junction must obtain clearance 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.

Santa Barbara—Train-order office is located at freight station.

Santa Barbara—Conductors and engineers of westward first-class trains receiving train-orders clearance, and instructions at train-order office will deliver them to relieving crew at passenger station.

Colton..... Train-order office is located at yard office.

RULE 83 (E). A train may check the register against an extra when authorized by train-order in the following form: ". . . may check register at . . . against Extra . . . on order No. . . ." A train so authorized to check the register must also register.

An extra when instructed by train-order in the following form: "Extra . . . register at . . . on order No. . . ." will register, and place this order number and date in column captioned "Signals."

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

RULE 93. Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

Yard limits in which the provisions of Rule 93 will apply are established at the following points:

ANAHEIM West M.P. 508.37 On Los Alamitos Br. M.P. 509.26 East M.P. 510.68	LOS ANGELES San Pedro Branch.....M.P. 489.90 Santa Ana Branch.....M.P. 489.99 Santa Monica Branch.....M.P. 486.43
BEAUMONT West M.P. 561.06 East M.P. 563.60	MONTALVO (On Santa Paula Br. Only) Santa Paula Branch..East M.P. 404.83 Santa Paula Branch..West M.P. 403.25
BRAWLEY West M.P. 684.11 East M.P. 688.24	NILAND Main Line.....West M.P. 666.09 Main Line.....East M.P. 668.69 Niland to Calexico...East M.P. 668.27
CALEXICO West M.P. 706.40 East M.P. 708.88 (Int'n'l Line)	ONTARIO West M.P. 519.20 East M.P. 521.32
CALIPATRIA Main Line.....West M.P. 674.52 Main Line.....East M.P. 677.27 Sandia Br.....East M.P. 676.51	OXNARD West M.P. 406.61 East M.P. 409.12
COLTON Main Line.....West M.P. 536.51 Main Line.....East M.P. 541.14 Riverside Br.....East M.P. 540.70 San Bernardino Br..East M.P. 540.18	PASADENA POMONA Main Line.....West M.P. 512.54 Main Line.....East M.P. 515.71 Covina Branch.....M.P. 513.30
COVINA West M.P. 504.53 East M.P. 505.69	REDLANDS 2nd St. West M.P. 547.29 East M.P. 548.51
CRAFTON West M.P. 551.00 East M.P. 553.22 (End Branch) (Greenspot)	RIVERSIDE West M.P. 544.85
EL CENTRO West M.P. 697.83 East M.P. 700.89 M.P. 699.81 (on H. I. Ry.)	SAN BERNARDINO West M.P. 541.15
FILLMORE West M.P. 423.54 East M.P. 425.62	SAN PEDRO West M.P. 502.01
HEBER West M.P. 703.05 East M.P. 704.84	SANTA ANA West M.P. 516.15 East M.P. 517.68
HOLTVILLE West M.P. 708.53	SANTA BARBARA West M.P. 369.16 (On Coast Div'n) East M.P. 373.71
IMPERIAL West M.P. 694.13 East M.P. 696.62	SANTA PAULA West M.P. 412.57 East M.P. 416.53
INDIO West M.P. 607.85 East M.P. 613.12	SAUGUS Santa Paula Branch..West M.P. 448.17
LOS ALAMITOS	VENTURA Main Line.....West M.P. 397.13 Main Line.....East M.P. 399.45 Ojai Branch.....East M.P. 398.16
LOS ANGELES Coast Main Line...West M.P. 462.32 Valley Main Line...West M.P. 471.20 Yuma.....East M.P. 488.69 Burbank Branch.....M.P. 466.19 Duarte Branch.....M.P. 488.29 Pasadena Branch.....M.P. 488.24	YUMA West M.P. 731.51 (At Colorado) East M.P. 737.87 (On Tucson Div'n)

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 — o — unless switches are lined for the route to be used and a proceed signal is received from switchtender.

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 train-order 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, 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 Gantlet 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.—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—Approach not exceeding 8 miles per hour. If crossing clear, proceed.

One mile east of Southgate-Tweedy Blvd., 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. Instructions for operating located inside door of box opposite derail.

RULE 99. 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.

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:

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.

Lone Hill Pacific Electric main track.

La Verne Southern Pacific Covina Branch.

Ganessa Jct. Pacific Electric main track.

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.

DERAILS IN MAIN TRACK

TUSTIN BRANCH

Tustin—10 feet east of east switch.

SANTA ANA BRANCH

Dyer—M.P. 519.67.

COVINA BRANCH

Bassett—120 feet west of water tank, M.P. 497.52.

Pomona—50 feet west of west line of Rebecca St., M.P. 514.8.

REDLANDS BRANCH

Crafton—163 feet west of west switch, M.P. 551.1.

Crafton—400 feet from end of track, M.P. 551.6.

Redlands, 2nd Street—West end of Mill Creek bridge, M.P. 547.33.

SANDIA BRANCH

Calipatria—174 feet east of junction switch, M.P. 676.05.

WESTMORLAND BRANCH

Calipatria—171 feet east of junction switch, M.P. 676.05.

OJAI BRANCH

Ventura Jct.—250 feet east of junction switch.

Ojai—6 feet west of initial switch.

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. Chatsworth—West end Burbank Branch is at east connection switch, Signal 4461, east of station building.

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

Pomona—West end Chino Branch is at the connection at east end of siding.

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

Saugus—Track opposite station building extending from westerly connection 863 feet east to connection with main track 722 feet west of station building, is designated as middle siding. When first-class trains meet at Saugus, train taking siding will 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 building to enter and leave siding.

Colton—Track opposite passenger station extending from east limits Colton tower M.P. 538.81 to point opposite east end freight station M.P. 539.11, is designated as siding for use passenger trains.

Indio—Eastward first-class and extra passenger trains required to take siding will do so through connection 200 feet east of Signal 6106 unless otherwise instructed.

Indio—Westward first-class and extra passenger trains required to take siding will do so at east switch of west yard at Signal 6123 unless otherwise instructed.

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.

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 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.

Santa Barbara—Skids located on fence next to main track west of Chapella Street and west of Montecito Street must be placed on both rails against east wheels of cars set out on passenger station house track, to prevent unauthorized movement. When not in use they must be returned to proper location.

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

Outfit car must not be left next to oil or gasoline loading or unloading locations; warehouses; lumber yards; or other buildings.

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. Tank cars, or 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 in train next to cab of AC class 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 lower end of cars.

When necessary to move cars ahead of engine do not exceed 20 M.P.H.

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

RULE 869. All brakemen except rear brakeman must ride on top of train as follows:

- Beaumont to Edom
- Beaumont to Colton

Trainmen must remain with their portion of train until it stops 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 train while passing through Tunnel 26 between Hasson and Chatsworth.

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. When chains or blocking available wheels must be blocked.

AUTOMATIC BLOCK SYSTEM

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

Eastward and westward freight main tracks between Los Angeles Yard Office and Dayton Ave. tower.

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
 El Casco Siding

Beaumont Siding—between dwarf Signal 5626 located at east leg of wye and east end of Beaumont Siding.

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

West switch of cross-over 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.

Following instructions govern operation of push buttons at following locations:

- El Casco —West End
- Cabazon —East End
- Palm Springs —West End
- Garnet —East End

Push buttons and lights are located on mast of signal governing movements on main track direction bound. Train occupying main track may clear signal governing movements from siding by pressing button with number corresponding to the number of signal governing movements from the siding. Train on the siding to let train on main track pass should not pass overlap post 500 feet from signal governing movement from siding. If necessary to pass overlap post, press button with number corresponding to number of signal governing movements on main track.

Instructions for operating signals are located inside of push button box.

SPRING SWITCHES

When a block signal in advance of a facing point 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 or boosters started while engine is standing on or passing over such switches.

These switches located as follows and speed indicated must not be exceeded passing through turnout:

- End of double track, East Santa Barbara.....25 MPH
- East end of freight lead, East Santa Barbara.....15 MPH
- East switch of siding, Camarillo.....15 MPH
- End of double track, Alhambra.....25 MPH
- West switch of siding, Loma Linda.....15 MPH
- West switch of siding, El Casco.....15 MPH
- East switch of siding, Cabazon.....15 MPH
- West switch of siding, Palm Springs.....15 MPH
- East switch of siding, Garnet.....15 MPH
- East switch of siding, Edom.....15 MPH
- End of double track, Araz Jct.: Junction switch, Inter-California railway and west switch crossover leading from westward main track to eastward main track.....25 MPH

RULE 509. When making a reverse movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device. When these signals indicate "stop", in addition to complying with Rule 509, 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
P-3722	Spring Switch.....	East end of freight lead, Santa Barbara
P-3721	End of double track.....	East Santa Barbara
P-3727	End of double track.....	East Santa Barbara
P-4162	Spring Switch.....	Camarillo
P-4173	Spring Switch.....	Camarillo
P-4880	Spring Switch.....	End of double track, Alhambra
P-4881	Spring Switch.....	End of double track, Alhambra
P-5416	Spring Switch.....	Loma Linda
P-5427	Spring Switch.....	Loma Linda
P-5520	Spring Switch.....	El Casco
P-5521	Spring Switch.....	El Casco
P-5742	Spring Switch.....	Cabazon
P-5745	Spring Switch.....	Cabazon
P-5814	Spring Switch.....	Palm Springs
P-5815	Spring Switch.....	Palm Springs
P-5817	Spring Switch.....	Palm Springs
P-5887	Spring Switch.....	Garnet
P-5888	Spring Switch.....	Garnet
P-5890	Spring Switch.....	Garnet
P-5986	Spring Switch.....	Edom
P-5997	Spring Switch.....	Edom
P-7259	Spring Switch.....	Araz Jct.
P-7260	Spring Switch.....	Araz Jct.
P-7261	Spring Switch.....	Araz Jct.
P-7263	Spring Switch.....	Araz Jct.
P-7265	Spring Switch.....	Araz Jct.
P-7632	Spring Switch.....	Araz Jct.

Signals—5396 Colton—6106, 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.

When special type signal mounted on mast of automatic Signal 4864 indicates "stop", eastward freight trains will be brought to a stop west of Westminster Avenue crossing M.P. 487.3, and member of crew will communicate with Alhambra Operator and be governed by his instructions before proceeding.

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 Tower interlocking plant.

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 end 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 derail.

Overlap posts:

- Ailsa —Eastward trains—300 feet east of east switch.
- 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.

SPECIAL INSTRUCTIONS

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 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 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 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 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 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.

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.

GOVERNING OPERATION OF SIGNALS, ARAZ JCT.

Araz Jct. Two-indication light signal located on mast of automatic home Signal No. 7275 governs westward movement through east crossover and against current of traffic on eastward main track to westward light type automatic dwarf Signal P-7263 and will indicate proceed only after both switches of east crossover are set for crossover movement and block is unoccupied.

Two-indication light signal located on mast of automatic Signal P-7265 governs westward movement through crossover and against current of traffic on eastward main track to Signal P-7261. Light Signal P-7265 will indicate proceed after east switch to crossover is set for crossover movement and block is unoccupied.

Trains and engines will operate between Signal P-7265 and P-7261 against current of traffic on eastward main track on signal indication which supersedes the superiority of trains.

Two-indication light type automatic dwarf Signal P-7263 governs westward movement on eastward track to Signal P-7261.

Three-indication light type automatic Signal P-7261, normally stop, governs westward movement as follows: green, movement on eastward main track via Knob; yellow, movement on eastward main track via Inter-California Railway. To obtain signal for movement on eastward main track via Knob, operate push button No. 7261 in box located on signal case at west end of Bridge No. 726.08, south side of track. If signal does not indicate proceed in three minutes, be governed by Rule 509. To obtain signal for movement to Inter-California Railway, set the Inter-California Railway junction switch for that movement. If signal does not indicate proceed in three minutes, be governed by Rule 509.

Signal P-7261 may be released and proceed indication secured on Signal P-7259 by operating push button No. 7259 in box located on signal case of Signal P-7259, waiting three minutes for time release.

Eastward train via Knob, finding Signal P-7260 in proceed position and desiring to give precedence to eastward train from Inter-California Railway, will operate push button No. 7632 in box located on case of Signal P-7260. If Signal P-7632 does not indicate proceed in three minutes, be governed by Rule 509.

Eastward train via Knob, finding Signal P-7260 indicating stop account eastward train via Inter-California Railway occupying approach circuit and desiring to proceed on eastward track ahead of train on Inter-California Railway main track, will operate push button No. 7260 in box located on case of Signal P-7260. If signal does not indicate proceed in three minutes, be governed by Rule 509.

Eastward train via Inter-California Railway, finding Signal P-7632 in proceed position and desiring to give precedence to eastward train via Knob, will operate push button No. 7260 in box located on case of Signal P-7632. If Signal P-7260 does not indicate proceed in three minutes, be governed by Rule 509.

Eastward train via Inter-California Railway, finding Signal P-7632 indicating stop account eastward train via Knob occupying approach

circuit and desiring to proceed on eastward track ahead of train from Knob, will operate push button No. 7632 in box located on case of Signal P-7632. If Signal P-7632 does not indicate proceed in three minutes, be governed by Rule 509.

When red light shows in push button box on Signal P-7632, push button No. 7632 must not be operated until eastward train from Knob is stopped west of Signal P-7260.

Before operating push buttons, carefully review instructions posted in each box.

Double switch indicators located at east switch of east crossover, Araz, indicate conditions on eastward main track.

Double switch indicators located at east switch of crossover, Araz Junction. If left indicator indicates block occupied, crossover switch must not be opened until protection is provided in accordance with Rule 99 against an eastward train from Knob.

YUMA—OPERATION THROUGH GANTLET TRACK

Operation through gantlet track over Colorado River Bridge will be governed by positive block Signals 7320 and 7322 west of bridge, and Signals 7321 and 7323 east of bridge. Speed of 8 miles per hour must not be exceeded until engine has cleared gantlet track.

Trains and engines will operate within the above block limits in accordance with positive block signal indications, which supersede the superiority of trains. Second-class and inferior trains and engines must not occupy positive block or overlaps in connection therewith when it is known a first-class train will thereby be delayed.

When signals indicate "stop" and no train or engine in block, send flagman ahead immediately and after flagman has traversed block to opposing signal, proceed with caution.

Signal 7320 governing eastward movement against current of traffic on westward main track will indicate "proceed" only when train or engine is on approach circuit and push button opposite signal is pressed.

Signal 7321 governing westward movement against current of traffic on eastward main track will indicate "proceed" only when train or engine is within 275 feet of signal.

When a train or engine has received a proceed signal indication from either Signal 7323 or 7321 and is holding the indication by reason of standing within less than 275 feet of signal, the signal may be released and "proceed" indication secured on adjoining track by operating proper push button located on signal case adjoining Signal 7323 after train it is desired to move has entered approach circuit. Operating push button 7321-PB will place Signal 7321 at stop and clear Signal 7323. Operating push button 7323-PB will place Signal 7323 at stop and clear Signal 7321.

Signal 7322 will not indicate "proceed" until after engine has passed overlap post located 1100 feet west of this signal.

Eastward trains waiting at Colorado for a westward train will remain west of overlap post.

Directions for use and operation of push buttons located inside push button box.

INTERLOCKING

LOS ANGELES YARD
BURBANK JUNCTION TOWER

To Mojave Subdivision or Los Angeles, ———.
To Hewitt, ——— o o o o.
To siding, o o o o o.
To Industrial lead, o ——— o.

GLENDALE TOWER

To or from lead unit "A," o o o o o.

DAYTON AVENUE TOWER

To Glendale or East Bank Line, ———.
To River Station Tower or "C" unit, o o o o o.
To Midway unit or freight lead, ——— o ———.
For movement against current of traffic, ——— o o o o o.

RIVER STATION TOWER

To Glendale or Naud Junction, ———.
To Mission Junction or Yard lead, o o o o o.
To tracks one to five inclusive or to "B" shed, except track one, ——— o ———.
To tracks six to eleven, inclusive, or to track one "B" shed, ——— o o o o o.
To Mission Junction against current of traffic, o o o o ———.

MISSION TOWER

To LAUPT, o ———.

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

To Roundhouse, ——— o ——— o.

To River Station Tower or AO spur, o o o o o.

To Brewery spur or Lacy Manufacturing Co., o o o ———.

To Coach yard, o o o o ———.

To Wilson Packing Co. lead, ——— o ———.

To or from East Bank Line or Alhambra, o ——— o o.

To Alhambra Avenue Coach yard lead, o o ——— o.

To Naud Junction from East Bank Line, o o ——— o o.

Against current of traffic, ——— o o o o.

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.

CLEMENS JUNCTION TOWER

To Butte St. Interchange Yard, ——— o ———.

WILMINGTON (ANAHEIM BLVD.) TOWER

Governs crossing A. T. & S. F. Ry., M.P. 500.9 San Pedro Branch, also U. P. R.R. 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.

EL MONTE TOWER

To or from siding, o o o o o.

CHINO BRANCH

POMONA JUNCTION TOWER

To Packing House track, ——— o o o o.

BLOOMINGTON TOWER

To or from siding, o o o o o.

To house track or packing house spur, ——— o ———.

COLTON TOWER

To No. 1 track, ——— o o o o.

To No. 2 track, ——— o ———.

To Riverside, o o ———.

To Santa Fe interchange, o o o o o.

SAN BERNARDINO—E STREET TOWER

To wye, ——— o ———.

To house track, ——— ——— o.

To Pacific Electric track, ——— o o o o.

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 R. R.

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 and Ganesha Junction, and between Baldwin Park and Irwindale, on Reliance spur between initial switch and Consolidated Rock Co. yard.

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.

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.

When any car containing T.N.T., bombs, loaded projectiles, and other such articles of a highly sensitive nature is loaded in excess of 65% of the marked capacity, the maximum distance that a freight train handling may run without stopping for inspection is 50 miles.

Between Yuma and Niland, when conditions are favorable and in the judgment of the conductor and engineer 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

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 35. Car inspectors at Los Angeles and Yuma will furnish passenger conductors and engineers a written check of the number, type, percentage of graduated release, and condition of air brake equipment in their train. Conductor will give this information to road and helper engines coupled to his train en route, delivering a written check to relieving conductor.

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 gage 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 three miles west of Burbank Junction.

Running test need not be made approaching Glendale Tower.

Running test of trains leaving LAUPT 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.

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.

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.

SPECIAL INSTRUCTIONS

For the purpose of pushing trains out of yards:

- (h) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.
 - (i) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses except eastward freight trains at Beaumont.
 - (j) Air will not be coupled through pusher engine.
 - (k) 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.
 - (l) 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.
 - (m) 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 49 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, trainman will open steam valve on rear of train at station one-mile board and engineman will shut off the train heat 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.

Sand must not be used at location rail lubricators, as follows: between Chatsworth and Hasson M.P. 442.7 and M.P. 443.7; Eastbank Line eastward track M.P. 481.0; Mission Tower, eastward track M.P. 482.5; East of Taylor Jct., westward track M.P. 482.8.

Stop board west end of trestle 553.08 Greenspot. In case of high water, rain or indication of storm in mountains, do not pass over trestle until inspection has been made by trackmen.

Engines equipped with pilot snow plow are prohibited from entering Los Angeles Union passenger terminal account impaired platform clearance.

Engines heavier than 200,000 pounds on drivers must not be used on San Gabriel Valley Lumber spur at San Gabriel beyond clearance point.

Engines heavier than 200,000 pounds on drivers and P-6, 7, 8, 10, 12 and 14 class engines, must not be used on any branch, except:

AC 1, 2, and 3 class engines 4000 to 4049 inc., may be used on San Pedro and Pasadena Branches.

All classes may be used on Burbank Branch from west end at Chatsworth to a point 1000 feet east.

All classes except AC 6, 7, 8 and 9 may be used on Santa Paula Branch.

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

- Santa Barbara yard... In old yard; Caboose; Swamp; team behind freight house. Must not back up through short cross-overs at west end freight yard.
- Summerland..... All, except main track and west end of oil track for a distance of 450 feet from clearance point.
- Ortega..... Spur off west end of siding.
- Carpinteria..... Spur; outfit; MOD spur east of road crossing.
- Seacliff..... House, 200 feet beyond clearance point, both ends.
- Ventura Jct..... Associated Oil spur.
- Ventura..... Wholesale Grocery; Union Oil; Corral.
- El Rio..... Spur.
- Oxnard..... High lines and track 19 A. C. S. Yard.
- Leesdale..... Team beyond clearance point.
- Sucrosa..... Beet.
- Somis..... Corral and S. P. Mill beyond west end warehouse.
- Lagol..... Spur.
- Moorpark..... Corral; Standard; Union Oil spurs and S. P. Mill beyond west end warehouse.

- Strathearn..... Corral beyond a point 380 feet from switch point.
- Simi..... Warehouse.
- Santa Susana..... Tapo spur Mill; Corral; Oil spur.
- Chatsworth..... Storage; all tracks in old Chatsworth Park yard from a point 100 feet west of switch.
- San Pedro..... High line.
- Rudell..... Spur.
- Pomona..... Back team track west of Main St. Winery spur.
- Ontario..... Assets Corporation.
- Declezeville..... Quarry tracks.
- Beaumont..... West end oil unloading track, Blinn Lumber spur.
- Rockwood..... All except main track.
- Brawley, El Centro, Calexico..... Icing tracks or leads.
- El Centro..... Old wye.
- Calexico..... Wye.
- Between Niland and Calexico..... Industry tracks.
- Between Indio and Yuma..... Spurs; except Standard Oil, Narborn, Coachella Valley Grape Growers, ice house at Coachella; Glamis, Acolita and Ogilby.
- Mecca..... Water track beyond 100 feet east of crossing.
- Iris..... House track.
- Knob..... House track.

AC class engines may use Ojai Branch between Ventura Jct. and Main St. M. P. 398.00 including Hobson and water spurs.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.99		
23	2.36	36	1.40	49	1.13	62	0.98		

Engines must not exceed 15 MPH on curves and approaching grade crossings when backing.

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 class engines, must not exceed speed prescribed for type of power used.

AC-8 class engines 4177 to 4204 inclusive, must not exceed 55 MPH handling train, or 30 MPH running light forward.

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

All GS and Mt. class.

P-7, 8, 10, 12 class—2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

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

F-1, 3, 4, 5 class—3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

AC-4, 5 class—4100, 4101, 4102, 4103, 4104, 4105, 4107, 4109, 4110, 4111, 4112, 4113, 4114, 4115, 4116, 4117, 4118, 4119, 4120, 4121, 4122, 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 MPH 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 MPH must not be exceeded at any point; 35 MPH Beaumont to Garnet; 40 MPH 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 MPH.

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 15 MPH through main track turnouts and on sidings unless otherwise provided for, and do not exceed 10 miles per hour through turnouts and slip switches in other than main tracks.

C class engines must not exceed 10 MPH on curves and 25 MPH on straight track running forward or 10 MPH on curves and 20 MPH on tangent track running backward on Limonera spur, Santa Paula Branch.

C class engines must not exceed 15 MPH on Tapo spur Santa Susana.

Do not exceed 6 MPH entering Alameda St. from Finkelstein Foundry Co. spur M. P. 490.3, San Pedro Branch, crossing must be cleared as quickly as practicable.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	BETWEEN	PSGR mph	FRT. mph	Lgt. Eng. mph
2, 3	Santa Barbara over Street Crossings.....	20	20	20
2, 3	Ventura station and M. P. 397.09.....	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.	10	10	10
4	Los Angeles, entering street intersections between easterly line of Main St. and easterly line of Valley Boulevard.....	15	15	15
4	El Monte.....	30	25	25
4	Pomona, 2640 feet each side of station.....	30	30	30
4, 5	Colton.....	6	6	6
8	Pasadena, Hope Street crossing M. P. 490.4.....	5	5	5
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	Callpatria, Main Street.....	12	12	12
7	Vernon 783 feet east of Olement 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 SP class engine when inside main rod has been removed:

- Running under own steam..... 30 MPH.
- Being towed in train..... 30 MPH.

Dead or disabled engines, except S and SE class with all rods on, or main or side rods removed, are restricted to 30 MPH; with main and side rods removed, to 20 MPH.

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 MPH.

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

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

SPECIAL INSTRUCTIONS

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

Page No.	TERRITORY	Maxi- mum	PASSENGER				Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD								
			With E, T 26, 32, 37, 40 P.A. Mt. GS Engines and Motors	With M, T 1, 2, 8, 9, 23, 28, 31, 38, 57, 58 Mk. 5, 6, 7, 8, 9 Engines	With C-2 to 10 incl. C 10-29 incl. F 1, 3, 4, 5, 6, AC 4, 5, 6 AM 2 SP 1, 2, 3 Engines	With C 15, 17 TW Mk. 2, 4, 10 Engines				E, P, A, Mt. GS	T 26, 32, 37, 40	M, T 1, 2, 8, 9 23, 28, 31, 38, 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 7, 8 AM 2					
9	Westmorland Branch and Sandia Branch	25					25	25	20									
7	Ojai Branch	25					20	20	20									
7	Ojai Branch engines, backing on curves	15					15	15	15									
7	Ojai Branch M.P. 407 and 408	10					10	10	10									
7	Burbank Branch	25					25	25	20									
7	Encino—over Balboa Blvd. Crossing	10					10	10	10									
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	Through turnouts each side of first crossing bridge Los Angeles River and while cross- ing bridge	15					15	15	15									
7	Clement Jet. 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									
8	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	Niland Station and wye switch on Calexico line	20	20	20	20	20	20	20	20	20	20	20	20					

- Pasadena:**
Freight house platform..... Side
- Monrovia:**
Day and Night Water Heater Co., spur, platform and roof..... Side
- Crushton**—Switch stand on derail 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
- Ontario:**
Exchange Orange Products Co., track 3..... Side
- South Fontana**—Hog Farm No. 1 and No. 2..... Side
- Colton:**
All loading tracks Cement Plant..... Side
P. F. E. Track No. 6 and 7..... 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
- Riverside:**
Wilson & Company..... Side
Riverside Foundry..... Side
Union Oil Company..... Side
M. J. Johnson & Co., wholesale grocers..... Side
- Redlands, 2nd St.:**
Lyons & Sons Packing House..... 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 (Do not switch cars beyond this point)
- Wilmington (Anaheim Blvd.)**—Advance Truck Co. spur (Do not use beyond gate)
- San Pedro:**
S. P. Slip platform..... Side
Consolidated Lumber Co., platforms tracks 6 and 7..... 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
- Santa Ana:**
California Packing House..... 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:

Saugus	Elftman	Chino	Curlew
Sucrosa	Wintersburg	Brawley	Rico
Leesdale	Los Alamitos	El Centro	
Northridge	El Monte		
- 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.
- 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, tracks 6 and 7.
- Following water tanks are not standard clearance: Santa Paula, Piru, Pomona, Guasti, El Casco, Beaumont, Palm Springs.
- Following water columns are not standard clearance: Oxnard, Moorpark, Palm Springs.

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 Jet—Redlands 2d St.	19 ft. 6 in.	Mill Creek.

Los Angeles Yard: Impaired:
P. E. inbound local track, Brooklyn Ave. bridge, Macy Street... Overhead
American Hair and Felt Co..... Side
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
Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave..... Overhead
Peck & Hill spur, shed roof, N. Spring and Alpine..... Side
Hub switch stands for derails, Santa Fe Transfer tracks Bull Ring..... Side
L. A. Warehouse, Commercial and Alameda..... Side and Overhead

Santa Barbara:
Palmer Gavitt private car shed..... Overhead

Santa Paula—Santa Paula Rock Co., Wilshire spur..... Side and Overhead

Piru—Look out for drip pipes extending above ground at side of car between tracks serving Piru Citrus Association packing house.

West Glendale—Inner Tube Factory..... 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:
C. F. Braun Co.—Mission spur..... Side and Overhead

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

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Los Angeles to Ontario	Alhambra to Puente, Ontario to Colton	Colton to Los Angeles	Bloomington to Savanna, Stoneman to Alhambra	Colton 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, 1823 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	2513 to 2599, 2750,																
C-9, 10	C-57 22/30 200-SF	2752 to 2860.....																
C-9, 10	C-57 22/30 194-S	2698 to 2749, 2751	210	2550	5300	2950	5200	1550	1500	3600	3300	5200	4600	1200	1300	2700	5500	3900
C-8	C-57 22/30 192-S	2624 to 2693.....																
C-5	C-57 22/30 185-S, 187-S	2311 to 2362.....	210	2300	4850	2700	4700	1350	1250	3250	3000	4700	4150	1050	1200	2450	4650	3300
T-28, 31	T-63 22/28 162-S	3300 to 3324.....	{176 205}	3550	7450	4100	7200	2100	2050	4950	4550	7200	6350	1650	1850	3750	.....	.....
Mk-7, 8, 9	Mk-63 29/30 247-S, 257-SF	3611 to 3652.....	200	3750	7750	4350	7600	2300	2250	5250	4850	7600	6700	1750	1950	3950	.....	.....
Mk-7, 8, 9	Mk-63 27/30 247-S, 257-SF	3653 to 3667.....	200	4250	8400	4950	7800	2700	2600	6000	5500	10000	7600	2000	2200	4500	.....	.....
F-1	F-63 29 1/2 273-S, 282-SF	3668 to 3763, 3769	200	4500	8850	5350	8000	2700	2600	6600	6050	11000	8000	2100	2300	4800	.....	.....
F-3	F-63 29 1/2 306-B, 61-SF	3764 to 3768	210	3500	7450	4100	7250	2050	2000	5250	4850	8800	6500	1550	1750	3850	.....	.....
F-4, 5	F-63 29 1/2 306-B, 62-SF	4300 to 4376.....																
F-5	F-63 29 1/2 306-B, 60-SF	4400 to 4409	250	3700	8000	4450	7400	2250	2200	5500	5100	9200	6900	1600	1800	3950	.....	.....
Mt-1, 3, 4, 5	Mt-73 28/30 246-B, 60-SF	4410 to 4415	{280 300}	3800	8250	4450	7600	2250	2200	5650	5250	9500	7100	1650	1850	4100	.....	.....
GS-1	GS-73 27/30 262-B, 104-SF	4416 to 4429																
GS-2	GS-73 27/30 266-B, 104-SF	4430 to 4449	225	5200	10500	6200	9000	3000	2900	7400	6950	11900	9000	2300	2500	5500	.....	.....
GS-3	GS-80 26/32 267-B, 109-SF	5016 to 5048	210	4800	9950	5550	9750	3150	3050	6700	6200	11900	8600	2500	2700	5500	10950	8000
GS-4	GS-80 25 1/2 32 276-B, 118-SF	4000 to 4048	235	7750	13900	8750	13150	4000	3850	9450	8700	16500	12000	3200	3500	6900	.....	.....
SP-1	SP-63 24 1/2 316-B, 60-SF	4100 to 4125	250	8250	14800	9300	14500	4250	4100	10000	9250	18000	14000	3400	3700	7300	.....	.....
SP-2, 3	SP-63 24 1/2 317-B, 61-SF	4126 to 4204.....																
AC-1, 2, 3	AC-57 24 1/2 441-SF	Allowance for Empty and Underloaded Cars.....		3	3	3	3	3	3	6	6	6	6	3	3	6		
AC-4	AC-63 24 1/2 475-SF	Less than 40 Ms.....		0	0	0	0	0	0	3	3	3	3	0	0	3		
AC-5	AC-63 24 1/2 483-SF	40 Ms to 50 Ms.....		0	0	0	0	0	0	0	0	0	0	0	0	0		
AC-6, 7	AC-63 24 1/2 517-SF, 515-SF	More than 50 Ms.....		0	0	0	0	0	0	0	0	0	0	0	0	0		
AC-8	AC-63 24 1/2 532-SF																	

MILEAGE

Main Lines

Saugus to Yuma.....	S. P. R. R.....	281.35
Santa Barbara to Burbank.....	S. P. R. R.....	93.45
Niland to Calexico.....	S. P. Co.....	41.70
Cantu to Araz Jct.....	S. P. Co.....	2.71

Total Main Lines..... 419.21

Branches

Burbank.....	S. P. R. R.....	Burbank to Chatsworth Junction.....	20.74
Chino.....	S. P. R. R.....	Pomona to Chino.....	5.06
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.....	13.08
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.....	9.74
Smeltzer.....	S. P. R. R.....	Stanton Jct. to Wiebling.....	7.77
Ojai.....	S. P. R. R.....	Ventura Jct. to Ojai.....	15.18
Pasadena.....	S. P. R. R.....	Alhambra to Pasadena.....	4.69
Redlands.....	S. P. R. R.....	Bryn Mawr to Greenspot.....	8.94
San Bernardino & Riverside.....	S. P. R. R.....	San Bernardino to Riverside.....	11.89
Sandia.....	S. P. Co.....	Calipatria to Near Holtville..	27.46
		Near Holtville to El Centro..	9.73
San Pedro.....	S. P. R. R.....	Los Angeles to San Pedro.....	26.52
		L.A.&S.L.R.R. At Los Angeles.....	7.30
		P. E. Ry..... At San Pedro.....	0.03
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.....	S. P. Co.....	Calipatria to Westmorland.....	12.79
Whittier.....	S. P. R. R.....	Studebaker to Whittier.....	5.91

Total Branches..... 295.29

Total Los Angeles Division..... 714.50

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.

TERMINAL SUPERINTENDENT	CHIEF TRAIN DISPATCHER	ROAD FOREMEN OF ENGINES
M. A. NUGENT..... Los Angeles Yard	J. A. DAY..... Los Angeles	A. C. YOUNG..... Los Angeles
ASST. TERMINAL SUPERINTENDENT		C. G. HOLMBERG..... Los Angeles
G. L. MORRISON..... Los Angeles Yard		
TRAINMASTERS	ASST. CHIEF TRAIN DISPATCHERS	
E. J. KELLUM..... Los Angeles Yard	L. J. ANDREWS..... Los Angeles	
T. W. CARDWELL..... Los Angeles Yard	H. W. WALTERS..... Los Angeles	
H. W. MAXWELL..... Indio		
ASSISTANT TRAINMASTERS		
R. R. BADGLEY..... Calexico		
J. P. McLAUGHLIN... Southgate-Tweedy Blvd.		
W. T. SANDERS..... Southgate-Tweedy Blvd		

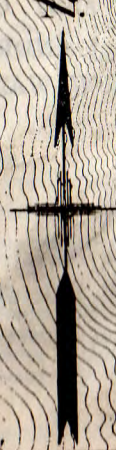
B. W. MITCHELL,
Assistant Superintendent.



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

MAP
OF THE
LOS ANGELES DIVISION
SOUTHERN PACIFIC COMPANY

AUGUST, 1918.
J.F.M.
SCALE OF MILES
0 5 10 20 30 40
Revised to Jan. 1, 1939.
Jan. 1, 1941



MEXICO
LOWER CALIFORNIA
SONORA