SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

OS ANGELES DIVISION





To Take Effect Sunday, March 7, 1943, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

C. F. DONNATIN,

General Manager.

J. W. CORBETT,
Assistant General Manager.

R. E. HALLAWELL,

General Superintendent of Transportation.

G. C. BAKER,
Superintendent of Transportation.

H. R. GERNREICH, Superintendent.

VENTURA SUBDIVISION

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. 98 and 99 not less than ten minutes.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 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, except exclusively Government business, must stop at Glendale.

No. 72 stop daily except Sunday at Carpinteria to receive U.S. mail.

No. 72 Vega-Stop to dispatch mail.

Additional flag stops to receive or discharge passengers:

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

No. 76 Ventura—Discharge revenue from or beyond Salinas.

No. 26 Burbank—Discharge from Fresno or beyond.

No. 72 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.

			VIII.				EAST	WARD									
		SI	ECOND GLA	1SS		att Water	March Service of			FIRST (CLASS	AND ALL	or a standards			00 m	Time Table No. 18
Capacity of Sidings in	806 Freight	804 Freight	802 Freight	808 Freight	812 Freight		1- 100 000	52 San Joaquin	98 Daylight	60 West Coast	26 0w1	76	70 Coaster	72 Passenger	56 Tehachapi	Distance from San Francisco	March 7, 1943
Car Lengths	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Léave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	- 42	STATIONS
BKWOTP S. Barbara yd.					11.25 PM			To the latest of	3.40PM	1		6.10AM	5.15AM	2.45AM		370.7	(TO-R SANTA BARBARA
. Darbara yu.					11.32				3.43			6.15	5.20	2.50		371.9	EAST SANTA BARBARA
106 P				-	11.42		MANAGEMENT AND ASSESSED.		3.50			6.23	5.28	2.58		377.3	ORTEGA
40 P					11.50	1	1000		3.55		14	6.28	5.34	f 3.06		381.2	TO CARPINTERIA
40 P				- 1 C 11 C	11.54				HUTAR	THE PARTY NAMED IN	***	6.32	5.38	3.11		383.4	WAVE
39 P					11.59 PM				4.01		Tall be	6.36	5.42	3.16		385.7	PUNTA E. 3.1
105 P					12.06 AM		171.	6" 62 "1	4.05		77. 64	6.40	5.47	3.22		388.6	SEACLIFF E. 4.1
29 P				-	12.15		We I		4.10			6.46	5.53	3.28		392.9	DULAH E. 4.5
P		and the	With the last		it alem		To Killian St.	The same of			and the					397.3	VENTURA JCT.
Yard Limits 123 WP	100	N. W. B.		7. 4.1	12.25		The same		4.18		FE AN	6.56	s 6.05	s 3.48		398.2	TO VENTURA
40 YP					12.33	T. P. Page	of the same	1		NT T		7.02	6.12	3.56		403.2	E. 4.7 — MONTALVO
Yard Limits 07 BKWOP			-		12.43				4.29			7.09	s 6.25	s 4.12		407.8	TO OXNARD
66 P					12.53			To de la constante	4.34		A 1.3 W. 15	7.15	6.31	4.19		412.1	LEESDALE
117 P			- 1		1.02		T. fig.	6 9	4.39			7.21	6.37	s 4.30		416.6	TO CAMARILLO
43 P			A POST		1.10		THAT ISSUE		4.42		The state of	7.26	6.42	4.37		419.8	SOMIS
65 P			1:	4 .	1,20				4.45	6,	A BU	7.31	6.47	4.43		422.9	E. 3.1 LAGOL E. 3.8
03 WP			1000		1.35		I I I	A. O	4.49		TAX T	7.37	6.55	f 4.54	- Away	427.1	TO MOORPARK
69 P			LINE TO		1,50	TO REFE	TYPE W	Viet Control	1 70 00 0			7.46	7.04	5.03		432.2	STRATHEARN E. 5.0
05 P					2.04				5.00	I KA		7.55	7.13	f 5.13		437.5	TO SANTA SUSANA
72 P					2.18		Land.		5.05		Territoria de la constantina della constantina d	8.02	7.21	5.22		441.0	HASSON E. 4.8
85 WYP					2,33				5.12			8.09	7.30	f 5.32		445.5	TO CHATSWORTH
E 56 W 56 P		Wales			2.41			4.00	5.16			8.15	7.36	f 5.42		449.9	TO NORTHRIDGE
E 38 W 44				AMALES TO	2.49				5.20		NA THE	8.20	7.42	5.49		454.1	RAYMER
103 P			1		2.57	A STATE OF THE STA		The state of	5.24		t en	8.25	7.48	5.55		458.4	E. 4.6 HEWITT
84 IP	8.50 PM	2.20PM	8.20AM	3.18AM	3.05			8.59PM		9.20AM	8.54AM		7.54	6.02	5.10AM	462.7 471.6	TO BURBANK JCT.
YP						1000			10		West 1			f 6.04	f 5.12	472.1	BURBANK E. 5.0
P	- 1		Hi - Abo	21-1-1			1	s 9.10	s 5.40	s 9.32	s 9.07	s 8.42			s 5.35	477.1	GLENDALE E. 0.2
I																477.3	GLENDALE TOWER P. E. Ry. CROSSING E. 1.2
																478.5	ARROYO JCT.
BKW	9.15 PM	2.45 PM	8.45AM	3.55 AM	3.30AM	da Nos V	TOP S CT	V 100 190	TOAT		The same		Make I		f	479.7	TO-R LOS ANGELES YARI
1				8), Fall (1)				9.18	5.48	9.43	9.18	8.49	8.19	6.31	5.48	480.6	DAYTON AVE. TOWER
			- Logi											- SOUTH BUILDING	will be the	481.5	GLENDALE JCT.
- H			-cies	5 7 F 8 8				9.23	5.53	9.48	9.23	8.53	8.24	6,36	5.53	481.9	EAST BANK JCT.
Interlocking					a wargit	TOO TO	aline, se	1. 1. 1.	.9 75.30	ras Int.	Es T					482.05	U. P. R. R. CROSSING E. 0.08
king													Time			482.13	A. T. & S. F. Ry. CROSSING E. 0.05
ī							100 cm 100 cm 100 cm	9.25	5.55	9.50	9.25	8.55	8.27	6.38	5.55	482,18	MISSION TOWER
BKW			1.47	F	121			s 9.30 PM	7 1 1 2 3		-	s 9.00AM	s 8.35AM	s 6.45AM	s 6.00AM	482.8	TO-R LOS ANGELES
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	korevia, dis	e's let Mest	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Same of the	(103.2)
	(0.25) 19.44	(0.25) 19.44	(0.25) 19.44	(0.37)	(4.05) 24.57			(0.31) 21.67	(2.20)	(0.35) 19.20	(0.36) 18.66	(2.50) 36.42	(3.20)	(4.00) 25.80	(0.50)		Time over District

VENTURA SUBDIVISION

Ti T-11- N- 100						FIRET	. 01 466		ESTWA					HIRD CLAS		
Time Table No. 180	from	F-1	1 00	1 71	05		CLASS	FF	I			801	803	805	807	
March 7, 1943	Distance from Los Angeles	51 San Joaquin	99 Daylight	71 Passenger	25 0w1	59 West Coast	69 Coaster	55 Tehachapi	75 Lark	1		Freight	Freight	Freight	Freight	H.
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Árřive Daily	GL	it.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
TO-R SANTA BARBARA	103.2		s 10.30AM	s 4.50PM			s 9.40PM		s 11.37 PM		THE STATE OF					
EAST SANTA BARBARA	102.0		10.26	4.45			9.33		11.32							
ORTEGA	96.6		10.19	4.35			9.23		11.24							
TO CARPINTERIA	92.7		10.14	s 4.29			9.17		11.19		Charles .					
W. 2.1	90.5			4.18			9.11									
PUNTA	88.2		10.08	4.12	14 / / 15	All the last	9.06		11.13	y guy						11/2
SEACLIFF	85.3		10.04	4.05		THE T	9.01		11.09							
DULAH	81.0		9.59	3.49		1 2	8.54		11.04							
VENTURA JCT.	76.6						min y			AT LT						
TO VENTURA	75.7		9.52	s 3.40			s 8.45		10.56	1.00						
W. 3.9 MONTALVO	70.7			f 3.22			8.33		10.50			HIII HIII				
TO OXNARD	66.1		9.41	s 3.15			s 8.26		10.44							
LEESDALE	61.8		9.37	2.59			8.14		10.39							
TO CAMARILLO	57.3		9.32	f 2.53			8.09		10.34							1
SOMIS W 2.2	54.1			f 2.45			8.04		10.30							
LAGOL	51.0		9.26	2.40	OL LES		7.59	200	10.26	7. 1.110						
TO MOORPARK	46.8		9.22	f 2.34	-		7.54		10.21							
W. 5.0 STRATHEARN	41.7		9.17	2.26			7.48		10.15	7						1
W. 5.3																6)
TO SANTA SUSANA W. 3.4	36.4		9.11	f 2.19	0		7.41		10.09	9 6 7						-
HASSON W. 5.0	32.9		9.07	f 2.13			7.36		10.04		, OA 0					-
TO CHATSWORTH	28.4		9.00	f 2.05			7.27		9.56							
TO NORTHRIDGE	24.0		8.56	f 1.55			7.21		9.51					BILLY MAINTEN		-
RAYMER W. 4.7	19.8		8.52	1.48	No. of Parts		7.15		9.46			9.11		Parameter of		+
HEWITT W. 3.5	15.5		8.48	1.42			7.09		9.41					0.45.00	C 10m	4
TO BURBANK JCT.	11.2	8.29AM	8.43	1.36	5.31 PM	6.01 PM	7.03	9.15 PM	9.36			12.35 AM	8.55 AM	9.45 AM	6.10PM	
BURBANK W. 5.0	10.7			f 1.35			Austra	f 9.14								-
GLENDALE W. 0.2	5.7	s 8.21	s 8.35	s 1.26	s 5.23	s 5.53	s 6.54	8 9.04	s 9.27	(6 8)		******				
P. E. Ry. CROSSING	5.5				1-1-1		many trend	info III	- made to							
ARROYO JCT.	4.3				Tall Late								1 H 1 E 1			
TO-R LOS ANGELES YARD	3.1		a White	er Lighter			1,1947	f	The state of the s		1.54	12.10AM	8.30AM	9.20 AM	5.45PM	N. F
DAYTON AVE. TOWER	2.1	8.11	8.25	1.11	5.11	5.41	6.41	8.36	9.13				A Francisco			1
GLENDALE JCT.	1.3								Elem-Bill						77/17/18	
EAST BANK JCT.	0.9	8.06	8.21	1.06	5.06	5.36	6.36	8.31	9.07			No. 17	F. 28 18			1
U. P. R. R. CROSSING W. 0.08	0.75											Page 1				4
A. T. & S. F. Ry. CROSSING W. 0.05	0.67							,								
MISSION TOWER	0.62	8.04	8.19	1.04	5.04	5.34	6.34	8.29	9.05			Harry L				
TO-R LOS ANGELES	0.0	8.00AM	8.15AM	1.00 PM	5.00 PM	5.30PM	6.30PM	8.25PM	9.00 PM					Mr. terring	The Labor	off I
(103.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	T		Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Time over District		(0.29)	(2.15) 45.86	(3.50) 26.92	(0.31) 21.67	(0.31)	(3.10) 32.58	(0.50) 13.44	(2.37) 39.43			(0.25) 19.44	(0.25) 19.44	(0.25)	(0.25) 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. 98 and 99 not less than ten minutes.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 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 except exclusively Government business 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 be-

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.

- 4												DE N	POMONA SUBDIVIS	ION							
								EAST	WARD								W	ESTWAI	RD		1
		SI	ECOND-CL	iss			Kin Wala	FIRST	CLASS			TOTH SCO	Time Table No. 180	Е		FIRST	CLASS		Т	HIRD CLAS	is
Capacity of Sidings in Car Lengths	830 Freight	828 Freight	826 Freight	824 Freight	822 Freight	X03	668	Golden State	6 Argonaut	44 Californian	2 Sunset Limited	Distance fr San Franch	March 7, 1943	Distance fre	43 Californian	5 Argonaut	Sunset Limited	Golden State	821 Freight	823 Freight	825 Freight
- Freignic	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily		"STÁTIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
OTP	11.30PM	9.45PM	2.50 PM	7.00 AM	1.30AM							479.7	TO-R LOS ANGELES YARD	58.6					3.00AM	10.45AM	7.00P
1												480.6	DAYTON AVE. TOWER	57.7			ri l	The same			K TOTAL TOTAL
			W WHITE IN									481.5	GLENDALE JCT.	56.8		- 0				WHITE IS	
E												481.9	EAST BANK JUNCTION	56.4		N.	31			Acres Transpor	
Z												482.1	TAYLOR JUNCTION	56.2							
BKW	of Labor.	Chill And Th						8.30PM	6.30 PM	5.00 PM	8.30AM	481.9	TO-R LOS ANGELES	57.1	s 11.00 AM	s 11.15AM	8 6.00 PM	s 10.40 PM			
II								8.34	6.34	5.04	8.34	482.52	MISSION TOWER	56.48	10.53	11.07	5.52	10.31			
200000000000000000000000000000000000000			-0-2-400		-1 1/2							482.57	A. T. & S. F. Ry. CROSSING	56.43		188, 1.19					
			Laureiu iš	plant in								482.65	U. P. R. R. CROSSING	56.35							
100								8.35	6.35	5.05	8.35	482.8	TAYLOR JUNCTION	56.2	10.52	11.06	5.51	10.30			
P	12.01 AM	10.15	3.20	7.30	2.00		-	s 8,50	s 6.50	s 5.20	s 8.50	487.7	TO ALHAMBRA	51.8	s 10.37	s 10.51	s 5.36	s 10.15	2.30	10.15	6.27
83 P	12.07	10.21	3.26	7.36	2.06			8.56	6.56	5.25	8.55	490.6	SAN GABRIEL E. 3.2 - W. 3.9	48.4	10.29	10.43	5.25	10.05	2.24	10.09	6.21
140 P	12.15	10.29	3.34	7.44	2.14			9.01	7.02	5.32	9.00	494.6	EL MONTE E. 0.4 — W. 0.4	44.4	10.23	10.37	5.16	9.58	2.14	10.00	6.12
I												495.0	EL MONTE TOWER P. E. RV. CROSSING	44.0							The state of the s
125 WP	12.20	10.34	3.39	7.49	2.19			9.06	7.07	5.37	9.05	497.3	TO BASSETT	41.7	10.18	10.32	5.11	9.53	2.07	9.52	6.04
75 P	12.26	10.40	3.45	7.55	2.25			9.11	7.12	5.42	9.10	500.7	TO PUENTE	38.3	10.13	10.27	5.06	9.47	1.59	9.45	5.56
66 P	12.34	10.47	3.52	8.03	2.33			9.15	7.17	5.46	9.14	503.5	E.3.1 – W.3.0 – MARNE	35.5	10.09	10.23	5.02	9.42	1.53	9.39	5.46
122 P	12.42	10.55	4.00	8.12	2.42	1		9.20	7.22	5.51	9.19	506.8	TO WALNUT	32.2	10.04	10.18	4.57	9.34	1.46	9.33	5.37
67 P	12.52	11.05	4.10	8.22	2.52		T C	9.26	7.28	-5.57	9.25	510.7	E.3.7 – W.3.2 – SPADRA	28.3	9.58	10.12	4.51	9.26	1.38	9.25	5.29
89 BKWTP	1.07	11.19	4.22	8.36	3.08			9.36	7.39	s 6.05	9.35	514.3	E. 2.2 – W. 4.3 – POMONA E. 4.5 – W. 3.0	24.7	f 9.52	10.06	4.44	9.12	1.30	9.12	5.21
128 P	1.18	11.29	4.36	8.46	3.19			9.42	7.46	6.11	9.43	517.8	NAROD E. 2.7 — W. 2.7	21.2	9.43	9.57	4.36	9.05	1.18	9.05	5.14
Yard Limits 17 P	1.28	11.39	4.46	8.56	3.32			9.47	7.55	6.16	9.50	520.2	TO ONTARIO	18.8	f 9.32	9.50	4.31	s 8.59	12.56	8.56	5.05
65 WP	1.36	11.47	4.54	9.05	3.42	, -		9.52	8.01	6.21	9.55	523.8	E. 3.8 – W. 3.3 – GUASTI – E. 3.9 – W. 4.0 – E. 3.0 – E.	15.2	9.25	9.43	4.25	8.53	12.46	8.46	4.54
75 P	1.45	11.56PM	5.03	9.19	3.51			9.57	8.07	6.26	10.00	527.5	KAISER —— E. 2.3 — W. 2.4	11.5	9.19	9.37	4.19	8.47	12.37	8.37	4.44
87 YP	1.50	12.01 AM	5.08	9.34	3.57	M. M.		10.01	8.11	6.29	10.03	529.7	TO SOUTH FONTANA E. 2.2 - W. 2.0	9.3	9.16	9.34	4.16	8.44	12.32	8.32	4.40
65 P	2.00	12.11	5.18	9.44	4.07				1 19			532.1	AILSA —— E. 1.6 — W. 2.0	6.9				a Especial	12.26	8.26	4.35
111 P	2.09	12.20	5.26	9.53	4.16			10.09	8.19	6.36	10.10	534.7	TO BLOOMINGTON E. 4.9 - W. 4.9	4.3	9.10	9.28	4.10	8.38	12.20	8.20	4.30
I		100										538.7	COLTON TOWER	0.3							-
						P you in I						538.7	A. T. & S. F. Ry. CROSSING U. P. R. R. CROSSING	0.3							
Colton yard BKWOTYP	2.25AM	12.35AM	5.40PM	10.10AM	4.30AM	-8.1	HILL T	s 10.20 PM	s 8.28 PM	s 6.45 PM	s 10.20AM		TO-R E.0.3 — W.0.3	0.0	9.00AM	9.18AM	4.00 PM	8.28PM	12.01 AM	8.00AM	4.10PM
	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(58.6)	5 T.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				

___Time over District____ _Average Speed per Hour__

(3.10) 18.51

(3.00) 19.76

(2.50) 20.68

No. 1 passing Ontario station reduce speed sufficiently to permit throwing U. S. Mail in mail car.

No. 5 stop on flag Puente to receive U. S. registered mail.

Nos. 1 and 5 Pomona and No. 44 Ontario reduce speed to handle U. S. Mail.

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 138.

See table on Page 5 for additional flag stops.

List of Intermediate Spurs page 10.

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.

0			(13)	E	ASTWARD					A LONG AS THE			CLEAN	HE L	WEST	WARD			
-	S CON DE	SECONI	CLASS	HOUSE !	FIRST	CLASS		PET JOHN	from	Time Table No. 180	re from Yard		FIRST	CLASS		27.2 8 12 17	SECON	D CLASS	in Constant
Capacity of Sidings in Car Lengths	838 Freight	836 Freight	834 Freight	832 Freight	4 Golden State Limited	6 Argonaut	44 Californian	2 Sunset Limited	Distance San Fran	March 7, 1943	Distance Indio Y	43 Californian	5 Argonaut	1 Sunset Limited	3 Golden State Limited	831 Freight	833 Freight	835 Freight	837 Freight
man agent	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	mark.	STATIONS	off least 1	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Colton yard BKWOTY	6.30PM	1.00 PM	5.50 AM	12.30 AM	10.30 PM	8.40 PM	6.53PM	10.28AM	539.0	TO-R COLTON P. E. Ry. CROSSING	72.3	s 8.50 AM	s 9.08AM	s 3.50PM	s 8.20PM	6.15AM	11.50AM	5.30 PM	12.05AM
E126 P W132	6.45	1.15	6.00	12.45	10.36	8.46	6.59	10.34	542.6	TO LOMA LINDA	68.7	f 8.43	9.01	3.43	8.14	6.00	11.34	5.14	11.50PM
65 P	6.50	1.20	6.05	12.50	10.39	8.49	7.02	10.37	544.5	TO BRYN MAWR	66.8	8.38	8.56	3.38	8.10	5.49	11.29	5.09	11.45
120 P	6.55	1.25	6.10	12.55	10.42	8.52	7.05	10.41	546.3	E. 1.5 — W. 2.1	65.0	f 8.33	8.51	3.33	8.06	5.44	11.24	5.04	11.40
126 P	7.05	1.35	6.20	1.05	10.49	9.01	7.12	10.49	549.1		62.2	8.26	8.44	3.26	8.00	5.37	11.17	4.57	11.30
115 WP	7.20	1.50	6.35	1.20	10.59	9.10	7.20	10.58	552.7	TO EL CASCO	58.6	8.20	8.38	3.20	7.54	5.18	10.58	4.38	11.10
70 P	7.33	1.58	6.43	1.28	11.03	9.14	7.24	11.02	555.4	E. 2.9 — W. 2.5 — HAIG	55.9	8.15	8.33	3.15	7.48	5.11	10.48	4.31	11.03
122 P	7.43	2.05	6.50	1.35	11.07	9.20	7.28	11.08	557.2	E. 1.8 – W. 2.3 – HINDA	54.1	8.11	8.29	3.11	7.43	5.06	10.43	4.26	10.48
119 P	7.52	2.12	6.57	1.42	11.12	9.25	7.35	11.13	559.7	E. 2.3 — W. 2.2 — — — NICKLIN	51.6	8.07	8.25	3.07	7.35	4.58	10.35	4.18	10.40
Yard Limit 174 WOY	8.10	2.30	7.15	2.00	11.21	f 9.35	7.43	s 11.23	562.0	TO-R BEAUMONT	49.3	f 8.02	8.20	3.02	7.28	4.50	10.27	4.10	10.31
Bri. Th					RATE BUILT BUILT			1145	563.8	TO APEX	47.6			1-1-195					
130 P	8.21	2.52	7.28	2.11	11.27	9.41	7.49	11.29	565.5	PERSHING	45.8	7.52	8.10	2.52	7.21	4.36	10.16	3.58	10.18
110 P	8.30	3.01	7.46 8.04	2.20	11.32	f 9.49	7.54	s11.37	568.2	TO BANNING	43.1	f 7.46	8.04	2.46	7.15	4.28	10.08	3.51	10.10
120 P	8.40	3.11	8.14	2.30	11.38	9.55	8.00	11.43	571.5	E.3.5 – W.3.6 – OWL	39.8	7.37	7.55	2.37	7.07	4.14	9.54	3.38	9.55
E123 W127 W	8.59	3.27	8.33	2.49	11.43	10.00	8.05	11.48	574.1	TO CABAZON	37.2	7.29	7.47	2.29	6.59	4.03	9.43	3.27	9.37
120 P	9.06	3.34	8.40	2.56	11.48	10.05	8.10	11.53	576.2	E. 2.2 – W. 2.2 – MONS	35.1	7.22	7.40	2.22	6.52	3.53	9.33	3.09	9.27
118 P	9.17	3.42	8.49	3.04	11.53PM	10.10	8.15	11.58AM	578.6	E. 2.2 — W. 2.2 — FINGAL	32.7	7.15	7.33	2.15	6.45	3.43	9.23	2.59	9.17
108 WP	9.29	3.54	9.01	3.17	s 12.02AM	f 10.21	s 8.24	812.08PM	582.6	TO PALM SPRINGS	28.7	f 7.06	7.24	2.06	s 6.38	3.17	9.01	2.48	9.06
118 P	9.38	4.03	9.10	3.26	12.07	10.27	8.30	12.13	585.4	E. 3.4 — W. 3.6 ——————————————————————————————————	25.9	6.56	7.14	1.56	6.28	3.04	8.44	2.22	8.50
109 WYP	9.57	4.22	9.29	3.45	12.12	10.32	8.35	12.18	588.1	TO GARNET	23.2	6.48	7.06	1.48	6.21	2.55	8.35	2.13	8.35
120 P	10.06	4.31	9.38	3.54	12.17	10.37	8.40	12.23	591.6	E. 2.7 — W. 2.9	19.7	6.38	6.56	1.38	6.12	2.46	8.26	2.02	8.21
121 P	10.15	4.40	9.47	4.03	12.22	10.42	8.45	12.28	595.1	E. 4.3 — W. 4.3 — — — — — — — — — — — — — — — — — — —	16.2	6.33	6.51	1.33	6.07	2.38	8.18	1.54	8.13
108 P	10.28	4.53	10.00	4.16	12.27	10.47	8.50	12.33	599.0	TO EDOM	12.3	6.28	6.46	1.28	6.02	2.31	8.11	1.47	8.06
120 P	10.33	4.58	10.05	4.21	12.31	10.51	8.54	12.37	601.5	DRY CAMP	9.8	6.23	6.41	1.23	5.58	2.24	8.04	1.40	7.59
112 P	10.43	5.08	10.15	4.31	12.37	10.57	9.00	12.43	606.5	TO MYOMA	4.8	6.17	6.35	1.17	5.52	2.14	7.54	1.30	7.49
PX o Xq		The state of the s	La I		s 12.45 AM	s 11.05 PM	s 9.07 PM	s 12.50 PM	610.9	TO-R INDIO	0.4	6.10AM	6.28AM	1.10PM	5.45PM				Mary and Service
置 (BKWOYI	10.55 PM	5.20 PM	10.25AM	4.40AM				020	611.3	TO-R INDIO YARD	0.0				31 T T T T T	2.00 AM	7.40 AM	1.15 PM	7.35 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(72.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.25) 16.27	(4.20) 16.86	(4.35) 15.97	(4.10) 17.26	(2.15) 32.13	(2.25) 29.75	(2.14) 32.19	(2.22) 30.38		Time over District Average Speed per Hour		(2.40) 26.90	(2.40) 26.90	(2.40) 26.90	(2.35) 27.83	(4.15) 16.91	(4.10) 17.26	(4.15) 16.91	(4.30) 15.97

See Page 6 for additional schedules between Indio and Indio Yard.

No. 1 passing Banning Station reduce speed sufficiently to permit throwing U. S. Mail in mail car.

Nos. 3, 5 and 44 passing Beaumont and Banning Stations and Nos. 1 and 5 passing Palm Springs Station, reduce speed sufficiently to permit throwing U. S. Mail in mail car.

No. 5 stop at Edom when there is parcel post to dispatch.

List of Intermediate Spurs page 10.

Train	At	Receive or Discharge	(or Beyond)	(or Beyond)	Frequency
43	Palm Springs, Banning, Beaumont, Redlands, Loma Linda, Pomona, Ontario, El Monte El Monte Palm Springs, Banning, Beaumont, Redlands, Loma Linda, Ontario, Pomona Banning, Beaumont, Redlands, Loma Linda, Pomona, Ontario, El Monte	Discharge Revenue Receive, Discharge, Revenue Discharge	Alhambra	Yuma E. of El Paso Imperial Valley Points El Paso	Daily Daily Daily Daily

Train	At	Receive or Discharge	To (or Beyond)	(or Beyond)	Frequency
2	Pomona, Ontario, Loma Linda, Redlands	Receive, Discharge Revenue	Niland	Alhambra	Daily
6	El Monte, Ontario, Pomona, Loma Linda, Redlands	Receive	Yuma		Daily
44	El Monte, Ontario, Loma Linda, Redlands, Beaumont, Banning	Receive Revenue	East of Wellton		Daily
6	Redlands	Discharge	-	Alhambra	Daily
4	Pomona, Ontario	Receive	Phoenix		
4	Redlands, Beaumont, Banning	Receive	East of El Paso		Daily

SALTON SUBDIVISION

					EAST	WARD										W	ESTWAI	RD			(
Capacity of		SECON	CLASS			F	RST CLAS	5 S		u o	Time Table No. 180	- E		FIRST	CLASS		SECON	CLASS	TI	IIRD CLAS	is
Sidings in Car Lengths	826 Freight	358 Freight	824 Freight	822 Freight	6 Argonaut	44 Californian	362 San Diego Passenger	2 Sunset Limited	4 Golden State Limited	Distance fra San Francis	March 7, 1943	*Distance fr	43 Californian	5 Argonaut	1 Sunset Limited	Golden State	363 San Diego Passenger	357 Freight	821 Freight	823 Freight	825 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
BKWOYP					11.21PM	9.17PM	74	1.00PM	1.00 AM	610.9	(TO-R INDIO	121.8	s 6.00 AM	s 6.18AM	s 1.00PM	s 5.35 PM		19272 3			Star Star
2	4.05 PM		7.35 AN	1.15AM		7				611.3	TO-R INDIO YARD	121.3							8.30AM	4.05 PM	12.20
										612.3	TO-R EAST INDIO	120.3					WILLIAM			Contain	
82 P	4.16		7.46	1.26	f 11.28	9.24		f 1.06	1.06	614.4	TO COACHELLA	118.3	5.53	6.11	12.53	5.28			8.21	3.54	12.12
120 P	4.22		7.52	1.32	f 11.33	9.29		f 1.12	1.12	618.0	TO THERMAL	114.7	5.48	6.05	12.48	5.23			8.15	3.48	12.064
140 WP	4.32		8.02	1.42	11.41	9.36		f 1.19	1.19	624.1	TO MECCA	108.6	5.41	5.58	12.41	5.16			8.02	3.38	11.56
64 P	4.40		8.10	1.50	11.48	9.42		1.25	1.25	628.8	E.5.1 — W. 4.4 ——————————————————————————————	103.9	5.35	5.52	12.35	5.10			7.45	3.30	11.48
131 P	4.48		8.18	1.58	11.54 PM	9.48		1.31	1.31	633.3	E. 4.4 — W. 5.1 — — — — — — — — — — — — — — — — — — —	99.4	5.29	5.46	12.29	5.05			7.37	3.22	11.33
102 P	5.00		8.26	2.06	12.01 AM	9.53		1.37	1.36	637.8	E. 4.6 — W. 4.3 ——————————————————————————————————	94.9	5.23	5.40	12.23	5.00			7.29	3.14	11.25
66 P	5.07		8.33	2.13	12.07	9.59		1.43	1.41	642.1	E. 4.3 — W. 3.9 ——————————————————————————————————	90.6	5.18	5.35	12.18	4.55			7.22	3.07	11.17
103 P	5.15		8.41	2.21	12.14	10.05		1.50	1.47	646.8	TO BERTRAM	85.9	5.12	5.29	12.12	4.49			-7.14	2.59	11.08
100 P	5.22		8.48	2.28	12.20	10.10		1.56	1.52	651.1	POPE	81.6	5.07	5.24	12.07	4.44			7.07	2.52	11.00
65 P	5.29		8.55	2.35	12.26	10.16		2.02	1.58	655.6		77.1	5.01	5.18	12.01 PM	4.39			7.00	2.45	10.52
105 P	5.36		9.02	2.42	12.33	10.21		2.08	2.04	660.1		72.6	4.55	5.12	11.55 AM	4.34			6.53	2.38	10.45
68 P	5.42		9.08	2.48	12.39	10.26		2.13	2.08	663.5	E 3.4 — W. 3.1 —	69.2	4.50	5.07	11.51	4.30	TW En		6.47	2.32	10.39
Yard Limits 48 BKWOYP	6.00		9.25	3.05	s 12.55	f 10.32		s 2.25	s 2.25	667.5	Zi TO-R NILAND	65.2	s 4.45	s 5.02	f11.46	f 4.25			6.40	2.25	10.32
64 P	6.10		9.34	3.15	1.05	10.37		2.31	2.30	671.7	E. 4.6 — W. 3.8 ——————————————————————————————————	61.0	4.19	4.52	11.36	4.17			6.19	2.06	10.05
111 P	6.22		9.45	3.27	1.11	10.42		2.37	2.35	674.4	E. 2.7 — W. 3.2 — IRIS	58.3	4.15	4.48	11.33	4.14			6.13	2.00	9.59
65 P	6.32		9.54	3.39	1.17	10.47		£ 2.43	2.42	678.5	TORTUGA	54.2	4.10	4.43	11.28	4.09			6.05	1.52	9.51
101 WP	6.47		10.09	4.03	1.25	10.54	THE PERSON	v 2.51	2.50	684.6	TO AMOS	48.1	4.03	4.36	11.21	4.02			5.55	1.42	9.41
68 P	6.57		10.19	4.13	1.33	11.00		2.58	2.58	690.1	E.5.9 — W.5.6 —	42.6	3.56	4.30	11.15	3.56			5.44	1.32	9.31
102 P	7.07		10.29	4.24	1.42	11.06		3.05	3.06	695.6	E.5.0 — W.5.4 — — — MESQUITE	37.1	3.50	4.24	11.09	3.50			5.34	1.22	9.21
128 P	7.11		10.33	4.33	1.47	11.10		3.10	3.12	698.1	TO GLAMIS	34.6	3.46	4.20	11.06	3.47			5.28	1.16	9.15
101 P	7.19		10.41	4.41	1.53	11.17		3.16	3.19	703.0	E. 5.2 - W. 4.9	29.7	3.41	4.15	11.01	3.42	V X		5.18	1.08	9.07
63 P	7.30		10.54	4.52	2.01	11.25		3.35	3.34	709.4	E. 6.4 — W. 6.1 ——————————————————————————————————	23.3	3.34	4.08	10.54	3.35			5.07	12.58	8.57
127 P	7.35		11.01	4.57	2.06	11.29		3.40	3.38	712.3	E. 2.8 — W. 3.5 ——————————————————————————————————	20.4	3.22	4.04	10.51	3.27			4.57	12.52	8.51
99 P	7.42		11.08	5.04	2.14	11.37		f 3.50	3.45	716.6	TO E. 4.4 - W. 4.0 - OGILBY	16.1	3.16	3.59	10.46	3.21			4.44	12.45	8.44
130 P	7.52		11.18	5.14	2.23	11.44		3.58	3.52	722.7	E. 5.5 — W. 5.8 — KNOB	10.1	3.08	3.52	10.38	3.13			4.32	12.33	8.32
P	7.58	12.30PM	11.25	5.22	-		11.00PM		4.00	726.1	E.4.3 - W.3.0 - ARAZ JUNCTION	6.6	3.02	3.38	10.32	3.07	4.00 AM	1.45 PM	4.20	12.21	8.20
P						5 1112				727.0	TO ARAZ	5.7									
Spur 30										731.9	COLORADO	0.8									
uma yard KWOTYP	8.15PM	12.45PM	11.40AM	5.40AM	s 2.45AM	s 12.05 AM	s 11.15PM	s 4.20PM	8 4.15AM	1000000	GANTLET TRACK (A. P. B.)	0.0	2.50AM	3.25 AM	10.20AM	2.55PM	3.45 AM	1.30 PM	4.00AM	12.01 PM	8.00P
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily				(10-R YOMA)	0.0	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.10) 29.23	(0.15) 26.40	(4.05) 29.82	(4.25) 27.57	(3.24)	(2.48) 43.50	(0.15) 26.40	(3.20) 36.54	(3.15)		Time over District		(3.10)	(2.53) 42.24	(2.40) 45.67	(2.40) 45.67	(0.15) 26.40	(0.15) 26.40	(4.30) 27.06	(4.04) 29.91	(4.20) 28.10
Suday	29.23	26.40	29.82	27.57	35.82	43.50	26.40	36.54	37.43		Average Speed per Hour		38.46	42.24	45.67	45.67	26.40	26.40	27.06	29.91	28

Train		At	Receive or Discharge	(or beyond)	From (or beyond)	Frequenc
5 43	Mecca, T	hermal, Coac	hella Discharge Discharge Rev-		Yuma	Daily
1			enue Discharge Rev-		Phoenix	Daily
3	u u	4 4	Discharge	Colton	El Paso Yuma	Daily Daily
3 3 44 6 4			Receive Revenue Receive	East of Wellton Yuma		Daily Daily Daily Daily

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.

See page 5 for additional schedules between Indio and Indio Yard.

Capacity of sidings in	EASTWARD	Distance from San Francisco	Time Table No. 180 March 7, 1943	Distance from Ojai	WESTWARD
car lengths		Distan San F	Ojal Branch	Distan	
Harl.			STATIONS		
P		397.3	VENTURA JCT.	15.0	
		400.8	ORTONVILLE #	11.5	
		402.9	CANET	9.4	
7 WT		412.3	OJAI	0.0	
			(15.0)		

VENTURA SUBDIVISION

	EASTWARD				WESTWARD
Capacity of sidings in car lengths		Distance from San Francisco	Time Table No. 180 March 7, 1943	Distance from Saugus	
		Dis	Senta Paula Branch	Dist	
	Sept 1 may July by	India G.	STATIONS		
Yard Limits YP		403.2	MONTALVO	45.5	
56 P		407.6	TO SATICOY	41.1	
		411.0	LIMCO 0.3	37.7	
P		411.3	HAINES	37.4	
Yard Limits 44 WP		414.7	TO SANTA PAULA	84.0	
P		421.8	7.1 SESPE	26.9	
Yard Limits 36 BKP		424.5	TO-R FILLMORE	24.2	
32 P		428.2	CAVIN	20.5	
		429.9	BUCKHORN	18.8	
WP		431.8	PIRU 2.5	16.9	
		434.3	CAMULOS 4.1	14.4	
P		488.4	KEMP 5.7	10.8	
33 P		444.1	NEWHALL RANCH	4.6	
V 80 BKWOY		448.7	TO-R SAUGUS	0.0	The second second
			(45.5)		

List of Intermediate Spurs page 10.

VENTURA SUBDIVISION WEST-EAST-WARD Time Table No. 180 WARD Distance from San Francisco March 7, 1943 Capacity of sidings in car lengths Burbank Branch STATIONS 85 WYP 21.3 445.5 CHATSWORTH 449.2 CANOGA PARK 17.6 TARZANA 13.4 453.4 ENCINO 11.7 455.1 8.4 458.4 P. E. Ry. CROSSING 458.4 VAN NUYS 8.4 NORTH HOLLYWOOD 462.8 4.0 Yard Limits WYP BURBANK 0.0 466.8 (21.8)

Joint track with Pacific Electric Ry. between MP 459.9 and North Hollywood Movements governed by A-P. B. system—see special instructions page 14.

List of Intermediate Spurs page 10.

		astward				Westward
		astwaru	Distance from San Francisco	Time Table No. 180 March 7, 1943	e from	Mestwaru
si	pacity of dings in		Distar San F	San Pedro Branch	Distance from San Pedro	
ca	r lengths			STATIONS		
1	1		480.6	DAYTON AVE. TOWER	24,8	
	IY		481.9	RIVER STATION TOWER	23.6	
	IY		481.9	RIVER STATION TOWER	23.6	
			482.4	MISSION JUNCTION	23.5	
	I		482.5	MISSION TOWER	23.6	
	I		482.5	MISSION TOWER	23.6	*
P.			482.4	MISSION JUNCTION	23.5	Mill resident
S Ya			482.5	NAUD JUNCTION	23.0	F-07 4
Los Angeles Yard			482.5	NAUD JUNCTION	23.0	
Los		Market III	485.2	WASHINGTON ST. JCT.	20.3	
	I		485.5	P. E. Ry. CROSSING	20.0	
			485.7	BUTTE ST. JCT.	19.8	
		w m ii mili	486.4	VERNONDALE 0.9	19.1	
	1		487.3	A. T. & S. F. Ry. CROSSING	18.2	
			487.5	P. E. Ry. CROSSING	18.0	
	WYP		489.1	TO-R FIRESTONE PARK	16.4	7/11/19
			490.3	SOUTHGATE TWEEDY BLVD.	15.2	
			491.3	P. E. Ry. CROSSING	14.2	2000
Ш			491.8	LYNWOOD 2.3	13.7	
5	55		494.1	COMPTON 2.1	11.4	
	I		496.2	P. E. Ry. CROSSING	9.3	
		16	497.7	ELFTMAN 2.3	7.8	
3	13		500.0	WATSON 0.9	5.5	170.00
	1		500.9	WILMINGTON (Anaheim Blvd.) TOWER A. T. & S. F. Ry. CROSSING	4.6	
	YP		501.4	WILMINGTON (Anaheim Blvd.)	4.1	
			501.9	P. E. Ry. CROSSING (Stop)	3.6	
			502.1	ANAHEIM BOULEVARD	3.4	
		10.	502.7	P. E. Ry. CROSSING (Stop)	2.8	4-12-
В	KWOP		502.9	TO-R WILMINGTON	2.6	
	1		504.5	SAN PEDRO DRAWBRIDGE 1.0	1.0	
Ya	ard Limits		505.5	SAN PEDRO	0.0	
		7		(24.8)		A STEP SEED
		1111111		Average speed per hour		1 1 1

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.

astward	FIREST	ONE PARK SUBDIVISION W	estward	Eastward	FIREST	ONE PARK SUBDIVISION V	Vestward	Eastward	H	POMONA SUBDIVISION	W	Vestward	Eastward		POMONA SUBDIVISION		Westware
				=======================================				Zastward		1	W		Eastward				Westwar
Capacity of	rom	Time Table No. 180	ron ich			Time Table No. 180			8.9	Time Table No. 180	шо			0	Time Table No. 180		
Sidings in ar Lengths	ance f	March 7, 1943	g Bea		E 8		H 80	Capacity of	e from	March 7, 1943	nce fro		Capacity of	e from ncisco	March 7, 1943	ance from	No to the last
at Dengths	Dista San 1	Long Beach Branch	Distance from Long Beach	Capacity of	Distance from San Francisco	March 7, 1943	Distance from Los Alamitos	Sidings in car lengths	Distance from San Francisco	Pasadena Branch	Distar		Sidings in Car Lengths	Distance San Fran	Chino Branch	Distanc End of	
		STATIONS		Sidings in car lengths	istano an Fr		istan os Al		Sag	STATIONS 1				Di		Di	
YP	501.4	WILMINGTON (Anaheim Bivd.)	2.1		O 83	Los Alamitos Branch	O I	Yard Limits					Said Limits		STATIONS		
1	501.8	A. T. & S. F. Ry. CROSSING	1.7		1	STATIONS		P P	487.7	TO ALHAMBRA	4.8		230 BKWTP	514.3	TO POMONA	6.0	-
1	502.0	U. P. R. R. CROSSING	1.5	Yard Limits WYP	509.0	WEST ANAHEIM	9.4		488.5	P. E. Ry. CROSSING (Stop)	4.0		I	515.4	POMONA JCT. TOWER U. P. R. R. CROSSING	4.9	
	502.4	P. E. Ry. CROSSING (Stop)	1.1	WYP	513.6	4.6 STANTON	4.8	I	489.5	P. E. Ry. CROSSING	3.0			520.0	CHINO	0.3	
	503.5	TO LONG BEACH	0.0		514.0	P. E. Ry. CROSSING (Stop)	4.4		491.2	RAYMOND HOTEL	1.3			520.3	END OF TRACK	0.0	
	1 73	(2.1)		Y	514.1	STANTON JUNCTION	4.3		491.2	A. T. & S. F. Ry. CROSSING	1.3	1 2 2		- Jan	(6.0)		
		(2.1)			518.4	LOS ALAMITOS	0.0	P	492.5	PASADENA	0.0			Takin .	(610)		
					010.4		0.0		- JAN	(4.8)							
						(9.4)		1000	1 1100	List of Intermediate Spurs page 1							
			in ran -		-				A COLOR	List of Intermediate Spars page 1	•			-	DOLLOW CHIRDWING		XX t
				Eastward	FIREST	ONE PARK SUBDIVISION W	Testward		1-10				Eastward		POMONA SUBDIVISION		Westwar
			1				NI FIIV							E o	Time Table No. 180	ii oui	
					F o	Time Table No. 180	E 34		-				Capacity of	e fro	March 7, 1943	tance from Bernardino	
			200	Capacity of	e from	March 7, 1943	e froi Trac						Sidings in Car Lengths	Distance from San Francisco	San Bernardino Branch	Distan San Be	
				Sidings in Car Lengths	stance n Fran	Smaltrey Burnet	Distance from End of Track					10- 10	LOW/III	SS	STATIONS	Sa	
			mar.	Our Deligities	Dist	Smeltzer Branch	Die						Colton Yard BKWOTYP	539.0	2 TO COLTON	3.2	
			Cardin II			STATIONS							DAWOTT	-	3.0 3. A. T. & S. F. Ry. CROSSING (Stop)	0.2	
			DOMEST OF STREET	Y	514.1	STANTON JUNCTION	6.9						Vard Limite	542.0	0.2		
					517.4	WESTMINSTER	3.6		-				Yard Limits Y	542.2	SAN BERNARDINO	0.0	
tward I	FIREST	ONE PARK SUBDIVISION We	estward		519.5	SMELTZER	1.5	Eastward		POMONA SUBDIVISION	W	Testward			(3.2)		A TOWN
		Time Table No. 180			520,5	WINTERSBURG	0.5			Time Table No. 180			Pacific	Electric	Bridge 541.30 used as joint t	rack. So	outhern
	E o				521.0	END OF TRACK	0.0		E 60	March 7, 1943	rom a		Pacific	traine m	ust stop clear of fouling point, m be clear. If view obscured train m	av then	proceed
city of ngs in	tance from Francisco	March 7, 1943	e fron					Capacity of Sidings in	ance fr Francis	March 1, 1945	omona		by flagr	nan.	be clear. If view obscured train in	lust be p	receued
ngs in engths	stanc n Fra	Santa Ana Branch	stance Dye			(6.9)		Car Lengths	Dista Ban F	Covina Branch	Dista						
	Di		Di	4						STATIONS		YH					
		STATIONS		Eastward !	FIREST	ONE PARK SUBDIVISION V	Vestward	85 WP	497.3	TO BASSETT	17.8						
Limits WYP							1		500.9	BALDWIN PARK	14.2	The state of					
WYP		TO-R FIRESTONE PARK	30.3			Time Table No. 180			501.0	P. E. Ry. CROSSING (Stop)	14.1	7 385	Eastward		POMONA SUBDIVISION		Westwar
1	491.9	U. P. R. R. CROSSING	27.5		nom isco	March 7, 1943	E		501.4	CRUSHTON	13.7	Last		BLILL	m: m-11- N- 100		
	492.1	SOUTHGATE ATLANTIC BLVD.	27.8	Capacity of Sidings in	Distance from San Francisco	22210111, 2020	Distance from Tustin		502.3	IRWINDALE	12.8			E 8	Time Table No. 180	E .	7.
	493.2	VINVALE	26.2	car lengths	Dista San F	Tustin Branch	Dista		504.1	AZUSA AVENUE	11.0	7 211	Capacity of Sidings in	ce from	March 7, 1943	ersid	
	495.0	TO DOWNEY	24.4					Yard Limits WP	505.1	COVINA	10.0	N. June	Car Lengths	Distance San Frar	Riverside Branch	Distance from Riverside	
	499.1	NORWALK	20.3			STATIONS			506.7	SAVOY	8.4			2 %	STATIONS	-	
1	504.4	BUENA PARK	15.0		511.9	TUSTIN JCT.	10.5	22	507.4	CHARTER OAK	7.7		Colton Yard			7.0	
WYP	509.0	WEST ANAHEIM	10.4	Ţ	512.4	ANAHEIM TOWER			508.5	P. E. Ry. LONE HILL CRSG.	6.6		Colton Yard BKWOTYP	539.0	TO COLTON 3.3 HIGHGROVE	7.2 3.9	344
	510.2	ANAHEIM	9.2	-	5 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	A. T. & S. F. Ry. CROSSING	10.0	32	509.5	SAN DIMAS	5.6	0.4		542.3	1.0		-
P	511.9	TUSTIN JCT.	7.5		514.5	MARLBORO 0.2	7.9	E28 W20	511.9	LA VERNE	3.2		I	543.3	ORANGE CENTER 0.7	2.9	
imits OYP	517.0	TO-R SANTA ANA	2.4		514.7	A. T. & S. F. Ry. CROSSING (Stop)	7.7	WZU	513.3	GANESHA JCT.	1.8			544.0	A. T. & S. F. Ry. CROSSING	2.2	
	517.1	W. LEG WYE CROSSING	2.3	100	516.7	VILLA PARK	5.7	Yard Limits 230 BKWTP	515.1	TO POMONA	0.0		Vd Timita D	545.4	RIVERSIDE JCT.	0.8	
	517.2	E. LEG WYE CROSSING	2.2		518.4	McPHERSON 1.0	4.0	230 BKWTP					Yd. Limits P	546.2	RIVERSIDE	0.0	
1	519.4	DYER	0.0	100	519.4	EL MODENA	3.0			(17.8)					(7.2)		
		(30.3)	THE RESERVE		522.4	TUSTIN	0.0						Joint trac	ck with l	Pacific Electric Ry. over Bridge 5	40.11.	See specia
	- 11	Will be a second of the second				(10.5)			1.340				instruction	s under	Special Signals.		1 01
		Intermediate Spurs page 10.					11			List of Intermediate Spurs page 1			7		List of Intermediate Spurs page 10		

Eastward		BEAUMONT SUBDIVISION	W	estward
	Distance from San Francisco	Time Table No. 180	Distance from Crafton	
Capacity of Sidings and	istand an Fra	March 7, 1943	istance fr Crafton	
Car Lengths	O SS	Redlands Branch	Q	
	P. Oak in	STATIONS	2 18 6	4000
65	544.5	TO BYRN MAWR	6.9	AUT IN
	545.0	MOTOR JCT.	6.4	
Yd. Limits W	547.8	REDLANDS, 2nd STREET	3.6	S. ad
	550.5	MENTONE 0.9	0.9	
Yard Limits	551.4	CRAFTON	0.0	
		(6.9)		

List of Intermediate Spurs page 10.

CALEXICO SUBDIVISION

		EASTWA	RD	PHY . O			United the second of		The series	WESTV	VARD	
	THIRD	CLASS	FIRST CLAS	55	W. negative		Time Table No. 180	В		FIRST CLASS		THIRD CLASS
Capacity of Sidings in Car Lengths	tourse and	452 8. D. & A. E. Mixed	362 San Diego Passenger	358 Mixed	Distance from San Francisco		March 7, 1943	Distance from Calexico	357 Mixed	363 San Diego Passenger		451 S. D. & A. E. Mixed
	1000	Leave Daily Ex. Monday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily		Arrive Daily Ex.Saturday
Yard Limits BKWOYP				3.30 AM	667.5	=	TO-R NILAND	41.0	s 1.50AM			
P				f	672.0		ESTELLE E. 3.3 — W. 3.6	36.5	f			
Yard Limits 90 YP				8 3.45	675.7		TO-R CALIPATRIA E.1.2 - W.1.2	32.8	s 1.36		The state of the s	
Spur P			Exe Labor	f	676.9	77	BERNICE —— E. 4.7 — W. 4.3	31.6	f		dent to	4.40,000
Spur P				f 3.55	681.0	oci .	ROCKWOOD E. 3.5 – W. 5.3	27.5	f 1.27			
Yard Limits BKWP			Track at 1 1 1 1 1 1 1 1 1 1	8 4.20	686.2	B.	TO-R BRAWLEY E. 5.6 - W. 4.0	22.3	s 1.20			
P	II. Inties			f	690.3	4	GRAPE	18.2	f			RATE CHARLES THE REST
Yd. Limits P	Table of			8 4.35	695.6		TO IMPERIAL E. 3.4 — W. 3.8	12.9	s 12.45			
Yard Limits BKWYP	I Lange	6.15 AM	8.50 PM	s 5.05	699.4	1	TO-R EL CENTRO	9.1	s 12.30	s 6.15 AM	8	6.50PM
Yard Limits 69 P	1	6.30	f 8.57	8 5.15	704.0	,,,,,	E. 5.6 — W. 4.6 ——————————————————————————————————	4.5	s 12.11	f 6.08	f	6.37
Yd. Limits 175 BKWOYP	8	6.45AM	s 9.05 PM	8 5.30AM	708.5		TO-R CALEXICO	0.0	12.01 AM	6.00AM		6.25PM
Bank St		Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily			(41.0)		Leave Daily	Leave Daily		Leave Daily Ex. Saturday
	125	(0.30) 18.20	(0.15) 36.40	(2.00) 20.50			Time over District		(1.49) 22.56	(0.15) 36.40	Roun Na	(0.25) 21.84

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

List of Intermediate Spurs page 10.

Eastw	ard	CALEXICO SUBDIVISION	Westward		
Capacity of Sidings in Car Lengths Distance from San Francisco		Time Table No. 180 March 7, 1943	Distance from El Centro		
Car Si	Dist	Sandia Branch	Dist		
93		STATIONS			
Yd. Lmts. 90 YP 675		TO CALIPATRIA	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	CURLEW 3.3	19.5		
P	697.5	SANDIA 6.0	16.2		
Yd. Lmts. YP	703.5	HOLTVILLE	10.2		
	704.5	RICO 3.1	9.2		
	707.6	MELOLAND	6.1		
Yd. Lmts. 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.

Eastw	ard	CALEXICO SUBDIVISION	Westward		
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 180 March 7, 1943	Distance from Westmorland		
Car Sic Car	Dista San l	Westmorland Branch	Dist		
		STATIONS			
Yd. Lmts. 90 YP	675.7	TO CALIPATRIA	12.6		
	679.1	VERDANT 1.5	9.2		
	680.6	SHAMROCK 2.5	7.7		
No.	683.1	FONDO 5.2	5.2		
	688.3	WESTMORLAND	0.0		
		(12.6)			

INTERMEDIATE STATIONS AND SPURS

NAME	Mile Post	Capac- ity	NAME	Mile Post	Capac- ity
Santa Barbara—			Los Angeles—Colton		
Los Angeles			Continued		
Summerland	376.2		Union Feed Mill	498.4	14
VenturaCoastalLemonCo.	399.61		Hill-Benton	508.1	12
Lemon	400.2		Racimo	522.4	14
El Rio	405.6	12	Ailsa	531.5	
Simi	433.5				
Vega			Niland—Calexico		the state of
Sepulveda	474.3		Miller and Cummings	688.0	14
West Glendale	475.0		Million and Cammings	000.0	12
Industrial	477.9	22			
Taylor	479.3	30	Sandia Branch		
		7 10	Butters	689.6	11
Ojai Branch			Fuller	699.4	9
Weldons	402.4	3	The state of the s		
Wadstrom	400.3	19	Covina Branch		
Chrisman	399.0	12	P. E. Ry	502.0	3
			Lateen	503.0	8
Santa Paula Branch			Hobbs	512.9	6
Kimball	404.5	15	Hobbs	512.4	37
Kevet	415.9	8			
Keith	421.2	22	Riverside Branch		
Fillmore Gravel Pit	423.8	33	Grand Terrace	541.2	2
Rockbank	432.5	18 26			
So. Cal. Edison	440.2	20	Redlands Branch		
Dushauk Danak	La constitution		Warner	549.9	2
Burbank Branch Canoga Citrus Assn	447.7		warner	049.9	4
RKO Studio Spur	454.6	53			
KKO Studio Spur	404.0	99	Santa Ana Branch		
D 1 D 1			Studebaker	489.4	14
Pasadena Branch	490.6		The Glidden Co	503.0	4
Garfield Ave	490.0	8	Mirakol Chemical Co	513.3	6
Los Angeles—Colton					
Stoneman	489.3	14	Tustin Branch		
Ambler Grain Mill	491.3	13	D. Hewes	520.1	6
Rudell	491.7	14			
Union Stock Yards	496.5	16			
	200.0	10			
					Mary 1
			The second second second		

	NOT A	IR- FIONED	CONDIT	IONED
CLASS	All- Steel	Steel- Under- frame	All-Steel Cooling Season	All-Stee Heatin Season
Baggage—60 ft	93,070			
66 ft	127.610			• • • • • • • • • • • • • • • • • • • •
-70 ft	122,620 125,800	1-72-02-00-00-00-00-00-00-00-00-00-00-00-00	Property and the second	SECTION OF STATE
	98,730	87.120		
-(Dynamo) Baggage & Mail—60 ft	103,620			
" —69 It	124,760 129,140			
* Passenger	100 675	103,590		• • • • • • •
Express Refr.—N. P. Ry	100,070	74,000		
" —A. R. E. No. 40- 154		78,000		
* " = " 500- 506		110,000		
- 1101-1175	• • • • • • • • •	85,000	• • • • • • • • • • • • • • • • • • • •	•••••
Express, Horse	133,050			
Postal Storage—40 ft.	74,530	•••••		
-60 ft	105,120			
Assembly(ACW) Club(ACI)	146,210	122,300	168,950 172,200	168,95 164,70
Official(NAC)	170,700	155,370	100 000	
" 99-140-141(ACW)		::::::::	195,040	195,04
Chair—60 ft (ACI)	100,620		138,000	132,00
* —72 ft(ACW)			158,700	158,70
-Streamline-Single (ACS)			181,400	172.60
* -74 ft(ACI)			182,800 195,040 138,000 165,000 158,700 108,900 181,400 180,915 186,000 136,100 157,800 151,000 164,500 163,500 168,500	182,80 195,04 132,00 157,80 158,70 104,50 172,60 173,12 181,60 151,00 151,00 157,40 163,00 163,00 161,20
Coaches—60 ft. (ACI)	98.130		136,000	130.10
—70 ft(ACI)	137,640		157,800	151,00
-70 it(ACW)	137,040		164,500	157,40
-72 ft(ACW)			153,500	153,50
-73 ft. 6 in(ACI)			168,500	161,20
# # Assenger Passenger Pas	120,000			
# —Coach	103,875	100 000	155 700	
Cafe-Lounge(ACI)	148,950	161,200	155,700 173,500 156,000	149,00 166,00 156,00 2,163,45 124,25 203,00 336,20 121,20 129,18 124,60 117,35 2,547,00
Doublight (20 con train) (ACW)			156,000	156,00
"—Chair-Baggage(ACS)			2,163,450 124,250 203,000	124,25
"—Articulated Chair(ACW)			203,000	203,00
" —Chair Car(ACW)			336,200 121,200 129,180	121,20
" —Tavern(ACS) " —Parlor(ACS)			129,180	129,18
-Parlor-Obs(ACW)			124,600 117,350 2,755,000	117,35
Bark—(20-car train)	127,000			
-Postal(NAC)	132,000		325,000	325,00
-Pullmans (Streamline)(ACM)			146,000	130,00
Diner—70 ft	155,330	135,930 146,930		:::::::
- Pullmans (Streamline)	156,000		170,100	162,70
" —77 ft. (Clere Story Roof) (ACW)		165,530	162,950 169,450	162,95 169,45
-77 ft. (" ") (ACM)	160 100		189,581	173,83
" -80 ft. (Clere Story Roof) (ACM)	100,100		201,323	184,70
Lounge(" ") (ACI) (Arch Roof)(ACI)			189,800 167,500	181,68
"(ACW)			164,980	160,30 157,78
Observation—75 ft(ACI) —77 ft(ACI)	154,400		169,185 194,543	161,90 186,16
•	160 900	141,870		169.20
Pullman-Observation (ACI) (ACI) (ACM) (ACM)	160,800 160,800	153,000 153,000	177,314 192,300	176,30
Lounge (ACM) (ACM) (ACI) (ACI)	171,200 171,200		194,900 187,682	178,90 179,60
- Bedroom (ACI)	167,600		183,920	176,00
" — " (ACM)	167,600 163,100		195,800 191,100	179,80 175,10
* - *(ACI)	163,100		180,075	171,50
	153,000 153,000		185,200 168,663	169,20 161,40
		700		

*Steel underframe.

NAC—Non-Air Conditioned.
ACI—Air-Conditioned—Ice System.
ACM—Air Conditioned—Mechanical System.
ACW—Air Conditioned—Waukesha System.
ACS—Air Conditioned—Steam Ejector System.

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker Dr. M. T. Steele Dr. R. W. Starr.	Chief Surgeon and Manager.
os Angeles	Dr. M. T Steele	Assistant to Chief Surgeon.
Los Angeles	Dr. R. W. Starr	Division Examiner and Surgeo
os Angeles	Dr. A. S. Lineer	District Examiner and Surgeon
os Angeles	Dr. A. S. Lineer Dr. Elmer Nelson	Visiting Physician and Surgeon
os Angeles	Dr. R. R. Holzman. Dr. G. L. Gamette. Dr. W. O. Gregg.	District Physician and Surgeon
os Angeles	Dr. G. L. Gamette	District Examiner and Surgeon
os Angeles	Dr. W. U. Gregg	District Surgeon.
Los Angeles	Dr. D. Beltz Dr. M. J. Seton	District Surgeon. District Physician and Surgeon
Los Angeles—		District I hysician and Surgeon
Angelus-Mesa	Dr. F. X. McDonald	District Surgeon.
Angelus-Mesa Inglewood and Hyde Park	Dr. E. D. Charland	District Surgeon.
Huntington Park	Dr. D. E. Stewart	District Surgeon.
Huntington Park	Dr. H. W. Amyes	District Surgeon
Eagle Rock	Dr. A. E. Hollenbeck	District Surgeon. District Surgeon. District Surgeon.
Belvedere Gardens	Dr. J. P. Mortenson	District Surgeon.
Belvedere Gardens Hollywood North Hollywood	Dr. R. W. Avery	District Surgeon.
ENGREE TO SERVER TO A	Dr. F. X. McDonald. Dr. E. D. Charland. Dr. D. E. Stewart. Dr. H. W. Amyes. Dr. A. E. Hollenbeck. Dr. J. P. Mortenson. Dr. R. W. Avery. Dr. T. H. Ransom.	District Surgeon.
F. R. Strong Building 7th and Central	Dr. M. H. Burge. Dr. J. R. Martin. (Dr. R. A. Woodhull. Dr. Jos. Goldstein Dr. L. E. Croft Dr. Ernest I. Mulder Dr. C. H. Woods. Dr. W. W. Horst Dr. J. L. Bloch Dr. R. V. Fernandes. Dr. J. W. Camp Dr. L. J. Otis Dr. J. L. Beebe Dr. Arthur J. Nies	District Surgeon. District Surgeon.
os Angeles	[Dr. R. A. Woodhull]	Oculists and Aurists.
Santa Monica	Dr. Jos. Goldstein	District Surgeon.
Compton	Dr. Ernest I. Mulder	District Corners
ong Beach	Dr. C. H. Woods	Emergency Surgeon.
Vilmington	Dr. W. W. Horst	District Surgeon,
an Pedro	Dr. J. L. Bloch	District Surgeon.
Downey	Dr. R. V. Fernandez	Emergency Surgeon.
Whittier	Dr. J. W. Camp	District Surgeon.
Norwalk	Dr. L. J. Otis	District Surgeon.
Anabeim	Dr Arthur I Nice	District Surgeon. District Surgeon. District Surgeon. District Surgeon. Emergency Surgeon. Emergency Surgeon. District Surgeon. District Surgeon. Emergency Surgeon. District Surgeon. Emergency Surgeon. District Surgeon.
Santa Ana	Dr. Arthur J. Nies Dr. Dexter R. Ball	District Surgeon.
Santa Ana	Dr. Dexter R. Ball Dr. John D. Ball Dr. R. I. Johnson Dr. Z. T. Malaby Dr. John S. Hibben Dr. John S. Hibben Dr. W. M. Briggs Dr. J. F. Hull Dr. C. L. Magee Dr. E. D. Farrington Dr. W. W. Schultz Dr. S. Thomasen Dr. G. H. Ernsberger Dr. Geo. W. Kellar Dr. S. D. Carney Dr. H. B. Miller Dr. C. F. Whitmer Dr. J. N. Martin Dr. S. Forsythe	Assistant District Surgeon.
Westminster	Dr. R. I. Johnson	Emergency Surgeon.
Pasadena	Dr. Z. T. Malaby	Emergency Surgeon. District Surgeon.
Pasadena	Dr. John S. Hibben	District Surgeon. Emergency Surgeon.
Monrovia	Dr. W. M. Briggs	Emergency Surgeon.
Alhambra	Dr. J. F. Hull	District Surgeon. Emergency Surgeon.
San Gabriel	Dr. C. L. Magee	Emergency Surgeon.
El Monte	Dr. E. D. Farrington	District Surgeon. District Surgeon.
Puente	Dr. W. W. Schultz	Emergency Surgeon
Covina	Dr G H Ernsberger	Emergency Surgeon. Emergency Surgeon.
omona	Dr. Geo W Keller	District Surgeon.
Pomona	Dr. S. D. Carney	District Surgeon.
Chino	Dr. H. B. Miller	District Surgeon.
Colton	Dr. C. F. Whitmer	District Examiner and Surgeon
Colton	Dr. J. N. Martin	Assistant District Surgeon.
an Bernardino	Dr. S. Forsythe Dr. C. L. Hadley Dr. Thomas A. Card	District Surgeon.
San Bernardino	Dr. C. L. Hadley	Oculist and Aurist.
Riverside	Dr. Thomas A. Card	District Surgeon.
Redlands	Dr. H. G. Hill	District Surgeon.
BanningBeaumont	Dr. A. L. Brankamp Dr. F. D. West	District Surgeon. District Surgeon.
ndio	Nurse in charge of Emerg	ency Hospital
ndio	Dr. W. H. Blackman	District Examiner and Surgeon
ndio	Dr. Raymond O'Connell	District Surgeon.
ndio	Dr. M. J. Pierce	Oculist and Aurist.
Calipatria	Dr. Howard E. Hart	District Surgeon.
Westmorland	Dr. O. C. Long	Emergency Surgeon. Associate District Surgeon.
Brawley	Dr. A. H. Foster	Associate District Surgeon.
Brawley	Dr. John L. Parker	Associate District Surgeon.
mperial	Dr. H. V. Gray	District Surgeon.
El Centro	Dr. W. Peterson	District Examiner and Surgeon District Surgeon.
El Centro	Dr. H. V. Gray Dr. F. W. Peterson Dr W. W. Apple Dr. H. P. Findley	Oculist and Aurist.
Holtville	Dr. H. B. Graeser	District Surgeon.
Calexico	Dr. T. E. Bartholomew	District Surgeon. District Examiner and Surgeon
Calexico	Dr. Fred C. Gregg	Assistant District Surgeon.
Mexicali	Dr. Mario Flores	District Surgeon.
uma	Dr. Wm. A. Phillips	District Examiner and Surgeon
ruma	Dr. W. C. Cain	Assistant District Surgeon.
uma	Dr. J. H. Sturges	Oculist.
Glendale	Dr. Chester L. Roberts	District Surgeon.
Burbank	Dr. David Thomson	District Surgeon.
an Nuvs	Dr. Chas. B. Canby	Emergency Surgeon.
Canoga Park	Dr. Will B Manning	Emergency Surgeon.
Fillmore	Dr. Chas. B. Canby Dr. Wm. J. Lakey Dr. Will R. Manning Dr. H. B. Osborn	District Surgeon. District Surgeon.
Santa Paula	Dr. D. G. Clark	District Surgeon. District Surgeon.
Saticoy	Dr. C. R. Illiek	Emergency Surgeon.
Moorpark	Dr. C. R. Illick Dr. F A. Yoakum	Emergency Surgeon.
Oxnard	Dr. Everett C. Beach	District Surgeon.
Ventura	Dr. Everett C. Beach Dr. Fred A. Shore	District Surgeon.
Ojai	Dr. C. O. Drace Dr. T. M. Shorkley Dr. Chas. S. Stevens Dr. Edwin R. Kluss	Emergency Surgeon.
Carpenteria	Dr. T. M. Shorkley	Emergency Surgeon.
anta Barbara	Dr. Chas. S. Stevens	District Examiner and Surgeon
Santa Barbara	Dr. Edwin R. Kluss	Assistant District Physician ar
V to the second	CST 102 102 102 102	Surgeon.
Santa Barbara	Dr. A. B. Steele	District Surgeon.
lands Doobses		
Santa Barbara	Dr. Wm. J. Mellinger Dr. W. H. Johnston	Aurist. Oculist.

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

HOSPI General Hospital—San Francisco, Cal. White Memorial Hospital, Los Angeles, Cal. Emergency Hospital, East Los Angeles, Cal. Emergency Hospital, Indio, Cal.

SPECIAL INSTRUCTIONS

RULE 2.	Watch inspectors:
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S. A. Pope,	Manager of	Time	Service,	65 Market	St.,	San Francisco.

Los Angeles	Bachr-Bakula, Inc., 103 Pacific Electric Bldg. Geo. D. Davidson Co., 445 S. Spring St. O. H. Patzer, 2708 North Broadway
	O. H. Patzer, 2708 North Broadway

Huntington Park. James Podmore	ColtonE. W. Cosgrove
Glendale John R. Leaney, 112 W. Broadway	RedlandsHoward S. Smith BanningB, B. Felt
Santa AnaR. A. Ewert	Indio The E. G. Shepard Co.
OxnardJack Davis	YumaJ. H. Huber
Santa BarbaraH. V. Weirum	Van Nuys
San PedroChas. E. Perham	Ventura R. W. Cummings
Long BeachLeo Miller	Brawley F. T. De Armar
PasadenaJ. Herbert Hall Co.	El CentroJ. L. Bledsoe
PasadenaGeo. W. Collis	CalexicoE. E. Pinnell
AlhambraH. E. Wellman	Fillmore Duard E. Goble
CovinaJ. Howard Boal	San Bernardino Chas. M. Han
PomonaW. R. Parsonage	RiversideF. S. Fisher

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.

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant

Eastward	SA	NTA BA	RBARA-BURBA	NK JCT.	W	estward
374.89 379.86	410.67 414.95	421.44 439.26			413.71 421.21	373.12 378.83
381.79	418.31	460.10			424.92	394.28
405.66		CATT	TIG TOG ANG	TY TO		
450 01	407 00		GUS-LOS ANG	The state of the s		
459.81	465.92					463.14
461.92	475.13					475.87
		LOS	ANGELES-CO	LTON		
537.40 .						488.10
		(COLTON-INDIC)		
542.76	566.49	597.55		547.77	569.94	583.76
553.96	570.05	600.25		550.90	579.84	592.97
563.94	593.73			554.41	0.0.01	002.01
			INDIO-YUMA			
622.12	649.09	666.75		616.37	652.66	677.53
627.17	653.98	682.38		626.16	657.19	696.98
636.11	658.46	688.18		630.42	662.13	705.02
640.48	661.94	707.93		639.76	665.16	710.90
644.76	665.31			643.70	668.04	718.50
011.10	000.01			648.39	669.19	724.22
				040.09	009.19	124.22

..... Trains on Santa Paula Branch Burbank Jct..... Trains on Coast line via Northridge. Mission Jct..... Trains on River Station Tower line. Pomona..... Trains on Covina Branch. Araz Jct..... Trains on Inter-Cal. line.

Rule 99: Trains on Conditional Washington I D

Campatria	I rains on Sandia and Westmoriand Branc.	nes.
	Trains on Calexico line.	-
Bryn Mawr	Trains on Redlands Branch.	
	Trains on Riverside and San Bernard Branches.	lino
Pomona	Trains on Chino Branch.	
	Trains on Covina Branch.	
A T T T T T T T T T T T T T T T T T T T		

Alhambra. Trains on Coving Branch.
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. West Anaheim..... Trains on Los Alamitos Branch. Tustin Jet..... Trains on Tustin Branch.
Stanton Jet...... Trains on Los Alamitos Branch.
River Station Tower. Trains on Mission Jet. line.

RULE 14 (1). Eastward trains sound whistle signal 14(1) one-fourth mile west of Ventura River Bridge, and Westward trains sound whistle signal 14(1), at signboard "Ventura Junction Switch."

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

RULES 17 and 17(C). Mars Signal Light on engines so equipped must not be used.

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-Three-indication light type signals at each end of PFE track 6, Colton yard, may display either a blue, yellow, or red

When blue aspect is displayed cars on this track must not be coupled to or moved.

When yellow aspect is displayed engines with or without cars will proceed with caution.

When red aspect is displayed engines with or without cars must not enter the shed.

When the light fails in such signals, the signal must be regarded as displaying its most restrictive indication, and yardmaster or engine foreman or conductor should contact the general foreman or other person in authority at the Colton Ice Plant, and be governed by his instructions.

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

RULE 82 (A). Trains must obtain clearance before leaving:

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

Beaumont..... Westward trains and Eastward first-class trains. Apex.........Eastward trains except first-class. Indio..... First-class trains Indio Yard..... Westward trains, except first-class. East Indio..... Eastward trains, except first-class.

Niland 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.

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

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 vard office.

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.

Operator Indio will repeat registration of first-class trains to operator Indio Yard for entry in register. Registration must be repeated for verification.

"SAFETY"

RULE 83 (B). Trains may register by ticket as follows: Niland...... Nos. 1, 2, 3, 4, 5, 6, 43, 44, 822, 824, 826 Indio......First-class

Santa Barbara-First-class trains must register by ticket at train-

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

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

West M	IP	East MF
508.37	Anaheim	510.68
	" (Los Alemitos Br.)	509.26
561.06	Desument	509.20
	Beaumont	
684.11	Brawley	
706.40	Calexico	708.88
674.52	Calipatria	
	" (Sandia Br.)	676.51
536.51		
990.91	Colton.	041.14
	" (Riverside Br.)	540.70
	(San Bernardino Br.)	540.18
504.53	Covina	505.69
551.00	Crafton	551.64
697.83	El Centro	700.89
699.81	" (G-J:- D-)	100.00
	" (Sandia Br.)	
423.54	Fillmore	
703.05	Heber	704.84
708.53	Holtville	
694.13	Imperial	696.62
607.85		
	Indio	613.12
462.32	Los Angeles (Coast line)	TO VOS TOR
471.20	" (Saugus-Alhambra line)	488.69
	" (Burbank Br.)	466.19
	" (Pasadena Br.)	488.24
		489.90
	" (San Pedro Br.)	
	" (Santa Ana Br.)	489.99
	(Santa Monica Dr.)	
403.25	Montalvo (Santa Paula Br.)	404.83
666.09	Niland	668,69
668.27	" (Calexico line)	
519.20	Ontario	521.32
406.61	Oxnard	409.12
512.54	Pomona	515.71
513.30	" (Covina Br.)	
547.29	Redlands, 2nd Street	548.51
544.85	Riverside	010.01
541.15	Can Damardina	
	San Bernardino	
502.01	San Pedro	-
516.15	Santa Ana	517.68
369.16	Santa Barbara	373.71
412.57	Santa Paula	416.53
449.41	Saugus	452.60
	((Casta Dayla Day	402.00
448.17	" (Santa Paula Br.)	
397.13	Ventura	399.45
	" (Ojai Br.)	398.16
731.51	Yuma	737.87
12 - 3 -		
Am	proach west switch "A" unit I og Angeles Vend on this	nd troals

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 Fletcher Drive, except trains consisting of over 71 cars. Switchtender will permit movement by signal over Fletcher Drive sufficient distance to clear the interlocking limits of Glendale Tower, and train crew will then cut Fletcher Drive crossing.

Eastward freight trains held at Glendale Tower, and having Los Feliz Boulevard crossing cut, will, after receiving "Proceed" interlocking signal, couple up the crossing and during coupling operation may expect Glendale Tower to permit traffic, including Pacific Electric cars, to cross the tracks. As soon as train is recoupled and air pumped up, engineer will sound whistle. Glendale towerman will then place interlocking signal in "Proceed" position.

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.

West switch eastward siding, Loma Linda, will be remote-controlled by switchtender east end Colton yard. Operation between east switch Colton and west switch eastward siding Loma Linda will be governed by block signal indication which supersedes the superiority of trains. Eastward trains must not pass fouling point, east switch Colton yard unless proceed signal is received from yardman at east switch (green flag

Trains or engines stopped by Signals 5402SA, 5401SA, or 5403SA will communicate with switchtender east end Colton yard, and be governed by his instructions. Telephone in door of concrete relay shelter just south of switch.

Trains and engines must move with caution not exceeding 20 MPH between east switch Colton and west switch eastward siding Loma Linda.

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.

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 Rv., 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,

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-STOP, be preceded by flagman and not foul crossing if Pacific Electric train is approaching.

Union Pacific Ry.-Old Chino line, Ontarlo-STOP. Electrically locked derail. Instructions for operating located inside door of box opposite derail.

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.

A. T. & S. F. Ry., E Street, San Bernardino-STOP.

All trains and engines must approach this crossing with caution and stop not less than 50 feet from the crossing and not proceed until member of crew has gone forward and ascertained that no trains, cars, or engines are approaching on opposing route in either direction that would interfere with the movement of their train over the crossing. If any trains, cars, or engines are approaching on opposing route, movement over the crossing shall not be started until such approaching trains, cars, or engines have been brought to a stop. In event of simultaneous arrival at the crossing, precedence shall be given to occupied passenger trains or cars; otherwise, Santa Fe trains, engines, or cars shall have precedence.

Trains must stop and traffic on highway be protected by member

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. 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 Jet..... For Santa Barbara—Ventura main track. Saugus......Switch in middle siding, to Santa Paula Branch, for siding.

Firestone Park (westward) Santa Ana-Los Angeles. West Anaheim and

Tustin Jct..... For Santa Ana Branch. Stanton Jct...... West Anaheim-Los Alamitos. Lone Hill......Pacific Electric main track. La Verne......Pacific Electric San Bernardino line. Ganesha Jct. Southern Pacific 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.

Loma Linda-Normal position of inside switches of crossovers at east end, eastward siding, and west end, westward siding, is for movement between eastward and westward sidings.

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.

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.

Ventura Jct.—250 feet east of junction switch. Ojai-6 feet west of initial switch.

SANTA PAULA BRANCH Montalvo—350 feet west of switch to M.O.D. track.

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

RULE 105. 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

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.

Loma Linda-Westward siding may be used by eastward trains on receipt of instructions at Loma Linda over the signature of Chief Train Dispatcher. Eastward siding may be used by westward trains on receipt of instructions at Loma Linda over the signature of General Yard-

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

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.

To avoid delay to opposing trains, eastward trains taking siding at Edom, Palm Springs, and Camarillo; and westward trains at Oxnard; and both eastward and westward trains at Garnet, will stop back of the home signal until the switch is thrown to enter the siding.

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 only for trains originating. Apex is a train-order office only for eastward trains, except first-class. Beaumont is a train-order office only for westward trains and eastward first-class trains.

Indio is a train-order office only for first-class trains.

Indio Yard is a train-order office only for westward trains, except first-class

East Indio is a train-order office only for eastward trains, except firstclass.

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

When cars are left on grade not protected with derails they must be chained to rail.

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 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

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 505. 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 Camulos, East end. Distant signal
Newhall Ranch, East end. Distant signal

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:

Oxnard -East End Walnut -East End -West End El Casco 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.

When signals 5396 at Colton; 6106, 6115, 6116, 6118, 6119, and 6123 at Indio; and 7085 at Calexico are found in "stop" position, train, after stopping, may proceed with caution, not exceeding 12 MPH to next home

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 inter-

When special type signal mounted on mast of Automatic Signal 4864 indicates "stop", eastward freight trains will be brought to a stop west of sign reading "SPECIAL SIGNAL LIMIT" located 200 feet west of Westminster Avenue crossing M. P. 487.3, and a member of the crew will communicate with Alhambra Operator by telephone located at Westminster Avenue and be governed by his instructions before proceeding.

Special signal, normally dark, located at M.P. 513.6 immediately west of Hamilton Boulevard, Pomona, may display flashing white aspect to authorize eastward movement on siding east of Hamilton Boulevard. Eastward trains, except first-class, taking siding at Pomona will not proceed east of Hamilton Boulevard except on receipt of flashing white aspect of above special signal or under train order or schedule authority.

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.

" 5076—East switch, Walnut.

" 5084—Hill-Benton spur.

" 7320—Colorado, east leg of wye.

" 6992—El Centro, S. D. & A. E. Junction.

Push button on Signal 5076 to be used to obtain proceed indication of Signal 5076 in event a reverse movement is made on main track within

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

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device.

Eastwar Signal	d PROTECTION	Westward Signal
P-3720 P-3722	Spring switch, end double track, East Santa Barbara Spring switch, east end freight lead, Santa Barbara Spring switch, Ortega	P-3721 P-3741
P-4086 P-4088	Spring switch, Oxnard	
P-4452	Spring switch, Camarillo Spring switch, Hasson Spring switch, Chatsworth.	P-4411
P-4880 P-5456 P-5482	Spring switch, end double track, Alhambra	P-4881
P-5520	Spring switch, El Casco	(1) 5591
P-5568 P-5590	Spring switch, Hinda	
P-5732)	Spring switch, Banning	P-5689
P-5742 P-5744	Spring switch, Cabazon	P-5745
	Spring switch, Mons	P-5767 P-5787 (P-5815
P-5814	Spring switch, Palm Springs	{P-5817
P-5878)	Spring switch, Hugo	(P-5879
P-5888 P-5890	Spring switches, Garnet	P-5881 P-5891
P-5986	Spring switch, Edom. Spring switch, Dry Camp Spring switch, Myoma	P-5997 P-6027
P-7260 P-7632	Spring switch, Araz Jct	

RULE 516. At Pershing 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:	
	-Eastward Trains300 feet east of west switch
Bryn Maw	r—Eastward TrainsMP 544.2
Nicklin	-Eastward TrainsMP 559.6
Nicklin	-Westward TrainsMP 559.6
Pershing	-Eastward Trains MP 565.8
Owl	-Eastward TrainsMP 571.9
Mons	-Eastward TrainsMP 575.8
Mons	-Westward TrainsMP 575.9
Bernice	-Westward TrainsMidway between switches
Colorado	-Eastward TrainsSignal 7318

RULE 535. SPRING SWITCHES

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

ceded passing unrough turnout.	D	
	Passenger MPH	Freight MPH
East end of double track, East Santa Barbara		20
East end of double track, East Santa Barbara	APC - 70 E	15
East switch of siding, Ortega		15
		15
East switch of siding, Oxnard		15
East switch of siding, Hasson		15
West switch of siding, Chatsworth		15
		20
End of double track, Alhambra	15	15
West switch of siding, Redlands		15
West switch of siding, Ordway		15
West switch of siding, El Casco	15	15
West switch of siding, Hinda		
West switch of siding, Nicklin		15
East switch of siding, Pershing		15
East switch of siding, Banning		15
East switch of siding, Owl		15
West switch of westward siding, Cabazon		15
East switch of eastward siding, Cabazon		15
East switch of siding, Mons		15
East switch of siding, Fingal		15
West switch of siding, Palm Springs	15	15
East switch of siding, Palm Springs		15
East switch of siding, Hugo	15	15
West switch of siding, Garnet	15	15
East switch of siding, Garnet	15	15
East switch of siding, Edom	15	15
East switch of siding, Dry Camp		15
East switch of siding, Myoma		15
End of double track, Araz Jct.: Junction switch	h,	
Inter-California Railway and west switch cros	8-	
ward main track	25	20

TAKE-SIDING INDICATORS

RULE 705. Cabazon: When the letter "S" is displayed the letter "E" or "W" will also be displayed. When letter "E" is displayed in conjunction with letter "S", trains in either direction will use eastward siding. When letter "W" is displayed in conjunction with letter "S", trains in either direction with letter "S", trains in either direction will use westward siding. Eastward trains using westward siding and westward trains using eastward siding must take necessary precautions for safety.

RULE 726. 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.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK SYSTEM

JOINT TRACK BETWEEN MP 459.9 AND NORTH HOLLYWOOD

Absolute-Permissive Block System governs Joint Track between MP 459.9 and North Hollywood, Burbank Branch.

Normal position of junction switches at North Hollywood and MP 459.9 is for Pacific Electric movements and normal position of signals at junction switches is (forty).

junction switches is "stop". Switch indicators are in use.

If switch indicator indicates "block occupied", wait 10 minutes, and if no train is heard or seen approaching, the switch may then be set for movement from Southern Pacific track. If signal does not then indicate "proceed", comply with Rule 744.

Crossover between Southern Pacific and Pacific Electric main tracks. located 1200 feet west of North Hollywood Station, is provided with switch indicator. Switch at west end of house track to Pacific Electric main track, North Hollywood, is provided with switch indicator and signal. If either of these switch indicators indicates "block occupied",

after waiting 10 minutes, comply with Rule 509(J) and Rule 99.

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

YUMA-OPERATION THROUGH GANTLET TRACK

Operation through gantlet track by absolute-permissive block system rules between ABSOLUTE signals west of bridge and ABSOLUTE signals east of bridge, speed of 8 miles per hour must not be exceeded until engine has cleared gantlet track.

Signal 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 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 train or engine has received "proceed" indication from either signal east of bridge 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 high signal after train it is desired to move has entered approach signal circuit. Operating push button 7321 P.B. will place dwarf signal at "stop" and clear high signal. Operating push button 7323 P.B. will place high signal at "stop" and clear dwarf signal.

High signal west of bridge will not indicate "proceed" until after engine has passed overlap post 1100 feet west of this signal.

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

Eastward freight trains held out of Yuma Yard by Yardmaster's instructions will remain west of signal 7314.

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

SPECIAL SIGNALS **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"

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

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

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

GOVERNING OPERATION OF SIGNALS ,ARAZ JCT.

Araz Ict. 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 of the control of the contr 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 he governed by Rule 500 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.

RULE 605.

INTERLOCKING

LOS ANGELES YARD BURBANK JUNCTION TOWER

To Mojave Subdivision or Los Angeles, -

To Hewitt, — o o o o o.
To siding, o o o o o.
To Industrial lead, o —

Eastward trains from Ventura subdivision stopped by interlocking signal Burbank Jct. Tower will stop before passing fouling point east switch of siding. If on siding, will stop before fouling switch to Lockheed plant.

Upper unit of three-unit interlocking signal at east interlocking limit on westward main track governs movement on main track to Mojave Subdivision. Center unit governs movement through crossover to Ventura Subdivision. Lower unit governs movement to Valley siding.

Upper unit of two-unit Signal SA4714 at west interlocking limit governs movement to eastward main track. Lower unit governs movement against current of traffic through interlocking limit, and also to General Water Heater spur.

Westward freight trains of over 30 cars must stop before fouling Alameda Ave., Burbank (MP 472.8) unless both arms on Signal 4723 are in proceed position, cutting crossings if blocked by train. Forward brakeman must go to telephone opposite Signal 4724 and communicate with signal operator Burbank Jct. Tower. If signal inoperative and authorized by signal operator to proceed, comply with Rule 509 or 509(F), as the case may be, within automatic block system limits.

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 No. 1 track, o - o; other tracks or freight

For movement against current of traffic, --- o o o o.

One long blast of Tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Special signals on masts of interlocking signals which govern movements from "C" unit, are normally dark, but when displaying flashing yellow light will authorize a train or engine, after stopping, to pass the interlocking signal at stop, and move with caution to the next interlocking signal, expecting to find the block occupied.

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,

To tracks six to eleven, inclusive, or to track one "B" shed -0000.

To Mission Junction against current of traffic, o o o o -

One long blast of Tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

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, -

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, -

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.

One long blast of Tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

CLEMENT 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.

ANAHEIM 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, —— 0 0 0 0.

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.

REMOTE CONTROL INTERLOCKING

East and west switches Beaumont siding equipped with dual control switch, normally operated by remote control from Beaumont station. If stopped by signals at this point call operator and be governed by his instructions as prescribed by Rule 663(b). Interlocking rules will govern. Hand throw lever on switch machine may be used only after permission received from operator.

Telephone located on signal case adjoining switch.

AUTOMATIC INTERLOCKING

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.

TRAIN INSPECTION

Mixed trains, including military trains, made up in part of freight cars equipped with cast iron wheels, shall be required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, likewise speed restrictions.

When practicable, trainman must ride rear platform or in rear car on all trains, in position, where he can observe fire that might be set from moving train, when passing through wooden lined tunnels and over long, open-deck wood trestles.

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.

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.

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; exception: on trains handling sugar beets, one retaining valve must be turned up for each 120 M's Beaumont to Redlands and 140 M's Redlands to Colton.

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

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

One retaining valve must be turned up for each 150 M's on eastward trains handling 20 or more cars of rock or sand, Roscoe to Los Angeles Yard, and continuous run may be made between these points. If stop made between Burbank Junction and Los Angeles Yard for other operating reasons, retaining valves may be turned down if not required beyond.

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

- 1. Westward trains take only sufficient water at Mecca to insure making run to Indio.
- 4. Helper service:
- (a) No helper engine will be placed behind wooden underframe cars or cabooses.
- (b) Helper engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- (c) In no case will more than one helper engine be placed behind steel underframe cabooses.
- (d) When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except trains via San Joaquin Division, Mojave Subdivision C and heavier class must be placed ahead of AC class.
- (e) Helper engines on freight trains must be placed in rear through Tunnel 26.
- (f) 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.
- (g) Where it can be avoided, engines backing must not be placed ahead of engines running forward.

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.
- (1) 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. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

 Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.
- 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.

SPECIAL INSTRUCTIONS

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. Ordway M.P. 549.9, between Ordway and El Casco, M.P. 551.1 between El Casco and Haig M.P. 554.0.

Engines, except Mt and GS class, equipped with pilot snow plow are prohibited from entering Los Angeles Union passenger terminal account impaired platform clearance.

Engines must not use American Crystal Sugar Co. track No. 3,

Engines heavier than 200,000 pounds on drivers must not be used on San Gabriel Valley Lumber spur at San Gabriel beyond clearance point, or tracks of South Fontana Farm Co., South Fontana.

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, 9, 10 and 11 may be used on Santa Paula

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. Carpinteria......Spur; outfit; MOD spur east of road crossing.

Ventura Jct......Associated Oil spur.

Ventura...... Wholesale Grocery; Union Oil; Corral.

El Rio.......Spur.

point 2100 feet from the switch point.

Leesdale..... Team beyond clearance point.

Somis......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.

Chatsworth......Storage; all tracks in old Chatsworth Park vard

from a point 100 feet west of switch.

Rudell.....Spur.

Pomona......Back team track west of Main St. Winery spur.

Ontario......Assets Corporation.

Declezville Quarry tracks.

Beaumont......West end oil unloading track, Blinn Lumber spur.

RockwoodAll except main track.

El Centro. Old wye and Storage No. 1.

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, Mortmar, Durmid,
Pope, Wister and house track Iris.

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

AC-10 class engines must not enter curve on fruit packer's spur at west end of house track at Beaumont. If necessary to pick up off this spur, reach will be used.

20. Head end passenger cars so constructed or loaded as to prevent trainmen passing through must not be handled on rear of any passenger

Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail

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

- 23. Trains and engines moving on Alameda Street, Los Angeles, must respect city traffic signals, when in operation.
- 29. Movements over Union Pacific tracks between Santa Fe overhead bridge 2606 feet east of Dayton Ave. tower (east bank line) and connection switch Butte St. yard at Santa Fe Ave. 3550 feet west of Butte St. Jct. are governed by Union Pacific rules, time tables, special instructions,

Trainmen and enginemen operating over East Bank line of the Union Pacific Railroad must provide themselves with copy of Union Pacific Special Rules No. 3, effective August 1st, 1940, and pamphlet indicating points of difference between Union Pacific and Southern Pacific operating rules, which may be secured at crew dispatchers' office Taylor yard and roundhouse; roundhouse foreman's office Alhambra Ave., and train order

SPEED RESTRICTIONS

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 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.

Following engines have been cross counter-balanced and must not exceed 75 MPH:

All GS, Mt.

All P-7, 8, 10, 12 class, except 2470 and 2477.

Following engines have been cross counter-balanced and must not exceed 55 MPH:

F-1, 3, 4, 5 class—3612, 3615, 3619, 3625, 3634, 3636, 3652, 3656, 3665, 3665, 3666, 3668, 3676, 3677, 3681, 3682, 3683, 3685, 3687, 3692, 3701, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4, 5, 7, 8, 10 and 11 class.

Trains with passenger equipment handling steel wheel box cars commonly known as "PMT" cars or foreign line steel wheel box cars equipped for movement in passenger trains or trains consisting wholly of steel wheel box cars, except those equipped with high speed trucks, must not exceed 60 MPH.

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.

Maximum speed for switch engines S or SE class, 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Maximum speed for gas-electric cars light backing, 60 MPH, but must not exceed speed permitted when handling passenger trains.

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

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH. Tenders having water capacity in excess of 7,000 gallons, and includ-

ing 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 Limoneria spur, Santa Paula

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.

Do not exceed 10 MPH while shoving freight or passenger equipment to VC yard Oxnard.

AC class engines must not exceed 45 MPH over the following struc-

MP 372.75 over highway east of Santa Barbara

MP 374.24 west of Miramar

MP 381.55 Carpinteria

MP 396.87 Ventura River bridge, Ventura

MP 539.83 Santa Ana River bridge, Colton.

Within the limits of Burbank Jct. Tower interlocking, speed of westward trains via Mojave Subdivision restricted as follows:

Passenger35	MPH
Freight	
Light engines	

Speed of freight and mixed trains, Araz Junction, through all switches and through crossover at Araz restricted to 20 MPH.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	BETWEEN	PSGR. mph	FRT.	Lgt. Eng
2, 3 2, 3 7	Santa Barbara, over street crossings	20 25 15	20 20 15	20 20 15
2, 3, 4, 7	Los Angeles, along longitudinal streets No. Spring, No. Main, Alameda and College Sts. to 25th St	10	10	10
4 4 4 4,5	ing: (1) Main St., Alhambra Ave., Soto St. to Main St. (2) East city boundary to Soto St. El Monte, all streets. Pomona, 2640 feet each side station. M. P. 536.2 (Rialto), Riverside Ave. Colton, all streets.	15 25 30 40 30 30	15 25 25 40 30 30	15 25 25 35 30 30
7 7 7 8	Vernon, 783 feet east of Clement Jct. and Slauson Ave. (9340 feet). Compton, across Main St. Compton, across Myrrh, Orange and Olive Sts.	12 8 20	12 8 20	12 8 20
8 8 8 8 8	Santa Ana, 3208 feet west and 2132 feet east of station. San Bernardino, all streets. South Pasadena, all streets. Pasadena, all streets. La Verne, 7958 feet west and 3336 feet east of	12 20 15 20	12 20 15 20	12 20 15 20
8	LaVerne, 7958 feet west and 3336 feet east of station. Covina branch, Pomona junction switch and	40	25	25
9 9 9	1161 feet west. Redlands 2nd Street, all street crossings. El Centro, Main Street crossing. Calipatria, Main Street crossing.	15 10 20 12	15 10 20 12	15 10 20 12

SPECIAL INSTRUCTIONS

Maximum speed (in MPH) of disabled engines (except class S or SE) running under own steam or hauled in train, must not exceed:

The state of the s	J.C.
When all weight has been removed from any one pair of	
drivers	20 MPH
When all weight has been removed from only one wheel	
from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH
Class S and SE engines under all conditions	20 MPH

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

Engines operating backward handling train must not exceed speed permitted same engines backing light.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains. Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 MPH. When consist includes more than three wooden passenger-carrying cars maximum speed must not exceed 40 MPH.

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

Trains carrying cabooses equipped with cast iron wheels must not exceed 40 MPH.

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	MPH
2-3-4 5-6 All	Trains handling wooden pile-drivers: locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels: On tangent main tracks. except SPMW 4044. On tangent branch tracks. On all curves 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	25 25 25 25
2-3-4 All	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency): On tangent main tracks. On curves and on branch tracks. Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practically and the contract of the contract o	20 15
2-3-4 All All	On curves and on branch tracks. Trains handling steel pile-drivers may make maximum freight train speed.	25 15
2-3-4 5-6 All	Trains handling relief outfit with steam derrick: On tangent main tracks On tangent branch tracks On all curves5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards. Through interlockings with caution.	25 25

SPEED TABLE

	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6 8 10 12 15 16 17 18 19 20 21 22 23	10.00 7.30 6.00 5.00 4.00 3.45 3.31 3.20 3.09 3.09 2.51 2.43 2.36	24 25 26 27 28 29 30 31 32 33 34 35 36	2.30 2.24 2.18 2.13 2.08 2.04 2.00 1.56 1.52 1.49 1.45 1.42 1.40	37 38 39 40 41 42 43 44 45 46 47 48	1.37 1.34 1.33 1.30 1.27 1.25 1.23 1.21 1.20 1.18 1.16 1.15 1.13	50 51 52 53 54 55 56 57 58 59 60 61 62	1.12 1.10 1.09 1.08 1.06 1.05 1.04 1.03 1.02 1.01 1.00 0.59 0.58	63 64 65 67 68 69 70 72 74 75	0.57 0.56 0.55 0.54 0.53 0.52 0.51 0.50 0.49 0.48

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

		PASSENGER						LIGHT ENGINES RUNNING			RUNNING FOI	RWARD		
Page No.	TERRITORY	lined cars only	P-7-8 (cross counter- balanced) P-10-12 Mt-1-2-3-4-5 GS-1-2-3-4-5	E T-26-32-37- 40 P-1-3-4-5-6- 7-8-11 id Gas-elec. cars	F-1-3-4-5 (cross counter- balanced) AC-4-5-7-8- 9-10-11	M (except M-21 T-1-8-9-23-28- 31-36-57-58 Mk-5-8-7-8-9	C-2 to 10,inc. 18-19-26- 27-28-29 AC-6 AM-2	M-21 - C-15-17 TW Mk-2-4-10 F-1-3-4-5 AC-1-2-3 SP-1-2-3	FREIGHT AND MIXED	E	T-26-32-37- 40 F-1-3-4-5	M T-1-8-9-23-28- 31-38-57-58 C-2 to 10 inc 18-19-26-27- 28-29 Mk-5-6-7-8-9 F-1-3-4-5 SP-1-2-3	DES C-15-17 TW AC	LIGHT ENGINES BACKING (except gas-elec. cars)
2, 3 2, 3 2, 3 2, 3 2, 3 2, 3 2, 3	Santa Barbara and Mission Tower, via Oxnard and Raymer as follows: M.P. 370.70-383.66. M.P. 383.66-387.70 Eastward Westward M.P. 387.70-400.00 M.P. 400.00-418.00 M.P. 418.00-437.80.	50	50 45 45 60 65 60	50 45 45 60 65 60	50 45 45 50 50 50	50 45 45 50 50 50	45 45 45 45 45 45 45	40 40 40 40 40 40	35 35 35 40 40 40	35 35 30 35 35 35	35 35 30 35 35 35	35 35 30 35 35 35 30	30 30 30 30 30 30	30 30 30 30 30 30 30
2, 3 2, 3 2, 3 2, 3 2, 3	M.P. 437.80-440.90. M.P. 440.90-444.39. M.P. 444.39-460.85. M.P. 460.85-462.38. M.P. 462.38-462.70 {Eastward. Westward.	60 40 75 70 40 35	60 40 65 55 40 35	60 40 65 55 40 35	50 40 50 50 40 35	50 40 50 50 40 35	45 40 45 45 40 35	40 40 40 40 40 35	35 30 40 35 30 30	35 30 35 35 30 30	35 30 35 35 35 30 30	35 30 35 35 30 30	30 30 30 30 30 30 30	30 30 30 30 30 30 30
2, 3 2, 3 2, 3 2, 3 2, 3	Burbank Jct., Crossover east of tower M.P. 462.70-475.88. M.P. 475.88-476.35. M.P. 476.35-477.34. M.P. 477.34-480.37 (Glendale tower)—(Eastward home signal Dayton Ave. tower).	30 50 50 50 50	30 50 50 50 50	30 50 50 50 50	30 45 45 50 40	30 45 45 50 40	30 45 45 45 45	30 40 40 40 40	25 35 30 35 25	25 35 30 35 25	25 35 30 35	25 35 30 35 25	25 30 30 30 30	25 30 30 30 30
7 2, 3 2, 3 7 2, 3 2, 3	M.P. 480.37—River Station Tower. Through Switches M.P. 478.98 and M.P. 480.60 On Third Track Glendale Tower and West Lead "A" Yard. River Station Tower to Mission Tower via Rondout St. East Bank Line, Dayton Ave. Tower and East Bank Jct. East Bank Line, on curve between East Bank Jct. and Mission Tower.	25 25 15 10 20	25 25 15 10 20	25 25 15 10 20	25 25 15 10 20	25 25 15 10 20	25 25 15 10 20	25 25 15 10 20	20 20 15 10 20	20 20 15 10 20	20 20 15 10 20	20 20 20 15 10 20	20 20 15 10 20	20 20 15 10 20
4, 5 4 4 4 4 4	Mission Tower—Eastbank Jct. and Indio except as otherwise provided. Eastbank Jct. and Taylor Jct. Alhambra, end double track through turnout, eastward M.P. 491.20-536.65		50 15 25 65 30	50 15 25 65 30	50 15 25 50 30	50 15 25 50 30	45 15 25 45 30	40 15 25 40 30	35 15 25 40 30	35 15 25 35 30	35 15 25 35 30	35 15 25 35 30	30 15 25 30 30	30 15 20 30 30
5	M.P. 540.00-546.64 Eastward. Westward. M.P. 546.64-563.06 Eastward. Westward.		50 50 40 40	50 50 40 40	50 50 40 40	50 50 40 40	45 45 40 40	40 40 40 40	35 25 35 25	35 35 35 35	35 35 35 35	35 35 35 35	30 30 30 30 30	30 25 30 25
5	M.P. 563.06-567.82 Eastward Westward M.P. 567.82-589.00 Eastward Westward		50 50 40 40	50 50 40 40	50 50 40 40	50 50 40 40	45 45 40 40	40 40 40 40	20 35 20 35	35 35 35 35 35	35 35 35 35 35	35 35 35 35	30 30 30 30 30	20 30 20 30
5	M.P. 589.00-598.55 Eastward Westward Eastward Westward Westward Eastward Westward		60 60 60	60 60 60	50 50 50 50	50 50 50 50	45 45 45 45	40 40 40 40	25 40 35 40	45 35 35 35 35	40 35 35 35 35	35 35 35 35	30 30 30 30	25 30 30 30
6 6	Between outside switches Indio. East switch Indio-M.P. 667.5. M.P. 667.5-693.50. M.P. 693.50-723.00. Araz Jet. through all switches and through crossovers		30 55 60 60	30 55 60 60	30 50 50 50	30 50 50 50	30 45 45 45 45	30 40 40 40 40	20 40 40 40 40	20 45 45 35	20 40 40 35	20 35 35 35 35	20 30 30 30 30	20 30 30 30 30
9	at Araz. M.P. 727 and M.P. 731.75. M.P. 731.75 and Yuma. Over Alamo Bridge 679.85 between Calipatria and Rockwood. Araz Lt. W.		25 60 15 30	25 60 15 30	25 50 15 30	25 50 15 30	25 45 15	20 40 15	25 35 15 30	20 45 15	20 40 15	20 35 15	20 30 15	20 30 15
	Araz JctWestward trains via Knob moving against current of traffic on eastward main track must not exceed 25 MPH over Inter-Cal. Jct. switch.									00	50	30	30	30

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

			PASSENGER					FREIGHT		LIGH	IGHT ENGINES RUNNING FORWARD		
Page No.	TERRITORY	Maxi- mum	With E, T 26, 32, 37, 40 P.A. Mt. GS Engines and Motors	2, 8, 9, 23, 28, 31, 36, 57, 58 Mk5, 6, 7, 8, 9.	With C-2 te 10 Incl. C 18-29 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 AC 1, 2, 3 Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	E, P. A, Mt.	T 28, 32, 37, 40	M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 Inci. C 18-29 Inci. Mk, 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3	C 15, 17 FW,Mk.2,4.10 AC1,2,34,5,6 7,8 AM 2
977777777777	Westmorland Branch and Sandia Branch. Ojai Branch. Ojai Branch engines, backing on curves Ojai Branch M.P. 407 and 408. Burbank Branch. Encino—over Balboa Blvd. Crossing. Santa Paula Branch. M.P. 414.06 and 414.20, Santa Paula Branch M.P. 431.62 and 438.10, Santa Paula Branch	25 15 10 25 10 30 30					25 20 15 10 25 10 25 18 18	25 20 15 10 25 10 25 18 15	20 20 15 10 20 10 20 18 15				
7 7 7 7 7 7 7 7 7 7	M.P. 439.05 and 439.41, Santa Paula Branch M.P. 440.93 and 441.96, Santa Paula Branch M.P. 444.20 and 444.84, Santa Paula Branch Through turnouts each side of first crossing bridge Los Angeles River and while cross- ing bridge. Clement Jct. and Firestone Park. Home signals Nadeau interlocking plant. Firestone Park and San Pedro. Wilmington (Anaheim Blvd.) and Fifth St., San Pedro. Long Beach Branch. Long Beach Branch, P. E. Crossing and Anaheim Blvd.	25 30 15 30 10 30					18 18 18 15 30 10 30 15 25	15 15 18 15 30 10 30 15 25	15 15 18 18 15 20 10 20 15 20 15 20				
7 8 8 8 8 8 8	Opposite Station Building and crossover switches. End of D.T. Firestone Park Home signals South Gate (Atlantic Blvd.) interlocking plant. Firestone Park and Santa Ana. West Anaheim and I mile east of Anaheim Santa Ana and Dyer. Los Alamitos Branch. Smeltzer Branch.	15					15 20 30 15 25 20 25	15 20 80 15 25 20 25	15 20 20 15 20 20 20 20				
8 8 8 8 9 9	Tustin Jct. and Tustin, except following: Bridge 513-D. M.P. 516.3 to 516.41; M.P. 517.73 to 518.25 M.P. 518.70 to 518.92; M.P. 519.23 to 519.86 M.P. 521.60 to 521.73. Pasadena Branch. Covina Branch. Chino Branch. San Bernardino and Riverside Branches. Home signals Highgrove interlocking plant. Redlands Branch. Niland Station and wye switch on Calexico line	30 20 15 30 20 35 20 25					30 20 20 20 20 15 25 20 20 20 20	20 20 20 20 20 15 25 20 20 20 20	20 20 20 20 20 15 20 20 20 20 20			20	

All trains do not exceed 10 MPH entering Avalon Boulevard, Wilmington M.P. 503.3. Speed may be resumed after engine has passed over the crossing.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE Employes 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
441.2 442.9 443.9 423.0 432.2 481.7 547.3	Hasson and Chatsworth. Hasson and Chatsworth. Hasson and Chatsworth. Sespe and Fillmore. Piru and Camulos. Taylor—River Sta. Tower. Motor JctRedlands 2d St.	20 ft. 2 in 20 ft. 6 in 20 ft. 6¾ in 21 ft. 4 in 21 ft. 4 in 21 ft. 6 in	Tunnel No. 26. Tunnel No. 27. Tunnel No. 28. Sespe Creek. Piru Creek. Footbridge. Mill Creek.

Los Angeles Yard:	Impaired:
P. E. inbound local track, Brooklyn Ave. bridge, Macy Street	Overhead
American Hair and Felt Co	
F. Arbogast Bldg., Commercial and Market	
L. A. Warehouse, gate, Commercial and Market	
J. F. Holbrook, gate, 310 Market St	
Roberts, Otter & Nelson Bldg., 316 Market St., platform	
Western Machinery Co. Bldg. and Cable, Dayton and Alhamb Ave	ra
Peck & Hill spur, shed roof, N. Spring and Alpine	Side
Hub switch stands for derails, Santa Fe Transfer tracks Bull	
L. A. Warehouse, Commercial and AlamedaSide a	
Santa Barbara:	
Palmer Gavit private car shed	Overhead
Santa Paula—Santa Paula Rock Co.,Side a	

West Glendale—Inner Tu	be Factory		Side
Van Nuys-Fence at Ham	mond Lumber Con	mpany spur	Side
Oxnard—American Beet S	ugar Co.:		
Track 15 beet	dump		Side
Track 7, power	house and scale i	iouse	Side
Pasadena: Freight house platform			Side
Crushton-Switch stand o	n derail No. 3 bet	ween P. E. and S. I	. tracksSide
Azusa Ave.—Golden Oran	ge Growers Packir	g House platform.	Side
Pomona:			
Stine Transfer Company			
Pomona Box Co			
South Fontana-Hog Far	m No. 1 and No.	2	Side
Colton:			21.1-
All loading tracks Cem P. F. E. Track No. 6 a	ent Plant	Over	head and Side
Roundhouse			Side
Colton sand spur			Overhead
San Bernardino:			
I. S. Chapman & Co			Side
P. E. Poles, San Berna	rdino		Side
Riverside:			Ola-
Wilson & Company 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 Co			
Compton—Shed in Union point)	Rock Co. plant	(Do not switch ca	rs beyond this
Wilmington (Anaheim B	lvd.)—Advance T	ruck Co. spur (Do	not use beyond
San Pedro:			
S. P. Slip platform			Side
Consolidated Lumber	Co., platforms tra	cks 6 and 7	Side
Buena Park—American F	ruit Growers hous	e, also low switch s	tandsSide
Anaheim: At intersections of Los	Angeles and Claud	lena Sts., four fifty-	foot poles.Side
Santa Ana: California Packing Ho	use		Side
Portable runway be	tween warehous	es on Holly Suga	ar Co., sugar
house track, Dyer, must	be removed before	ore track is used.	
When in use, apron tions named below will n	ot clear a car of	greater height tha	n a beet rack:
	Elftman	Chino	Curlew
2002 4410	Vintersburg	Brawley El Centro	Rico
	Il Monte		
Open deck trestle at track North Hollywood track at M.P. 459.9; M.P.	; 90 feet east of c .540.11 Santa Ana	east switch at eas River Bridge Rive	t end of joint
Lytle Creek Bridge San	Bernardino Bran	ch 541.30.	

Lytle Creek Bridge San Bernardino Branch 541.30.

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:

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

		KAI.	1110 0	1 211	111120	200	HILIODI	320 2	TVIOL	J_1					Maria de la Companya			
4				Los Angeles	Alhambra	Colton to	Bloomington		200			Indio to					SAN PE	DRO BRANCH
MINAL	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	to Alhambra Puente to Ontario	to Puente, Ontario to Colton	Bloomington, Savanna to Stoneman	to Savanna, Stoneman to Los Angeles	Colton to Indio	Indio to Colton	Niland to Amos	Yuma to Knob	Indio to Niland, Amos to Yuma, Knob to Indio	Niland and Araz Jct. via I-C Ry.	Los Angeles to Saugus	Saugus to Los Angeles	Los Angeles and Santa Barbara via Oxnard	San Pedro to 47th St.	47th St. to L. A. Yard via Butte St. and east bank
M— 4 M—6, 8 M—9, 11	M—63 20/28 126, 135-S M—63 21/28 150-S,159-S M—63 21/28 150-S,153-S	1617 to 1713	190 200 210	1600 2000 2100	3450 4250 4500	1850 2300 2450	3350 4150 4300	940 1200 1250	900 1150 1200	2250 2800 2900	2100 2600 2750	3300 4050 4300	2900 3600 3800	730 930 990	820 1000 1100	1700 2150 2250	3400 4000 4200	2500 2900 3000
T-26 T-23	T-69 21/28 152-S T-63 21/28 156-S, 163-SF	2283 to 2299 2301 to 2310		1750 2100	4000 4500	2050 2450	3650 4300 4700	1000 1250 1350	950 1200 1250	2500 2900 3250	2300 2750 3000	3600 4300 4700	3250 3800 4150	800 990 1050	900 1100 1200	1900 2250 2450	3700 4200 4650	2600 3000 3300
T-28,31 P-1,3,5	T-63 22/28 162-S P-77 22/28 141-S	2311 to 2362	210 210	2300 1800	4850 4200	2700 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,}	210	2050	4600	2400	4350	1150	1100	3050	2850	4300	3800	900	1000	2250	4150	2950
P— 6 P— 7 P—10 P—10 P—11	P-77 25/28 172-S P-73 25/28 171-S P-73 25/30 181-SF P-73 25/30 183-B, 63-SF P-68 24/26 157-S	2424, 2436	200 200 200 200 200 180	2250 2400 2500 2600 2000	5200 5450 5600 5600 4250	2600 2800 3000 3100 2300	5100 5400 5450 5750 4150	1300 1400 1450 1450 1200	1250 1300 1400 1400 1150	3200 3400 3600 3900 2800	2950 3150 3300 3600 2600	4650 4950 5200 5400 4050	4150 4400 4650 4850 3600	1000 1100 1100 1100 850	1150 1250 1250 1250 950	2500 2650 2750 2850 2150	4650 4900 5250 5250 4000	3350 3500 3750 3750 2900
P-12 P-12	P-73 27/28 189-SF P-73 26/28 189-SF	3120 to 3129	${190 \brace 205}$	2600	6050	3050	5450	1550	1500	3700	3450	5450	4850	1200	1350	2950	5450	3900
C-9, 10 C-9, 10 C- 8 C- 5	C-57 22/30 200-SF C-57 22/30 194-S C-57 22/30 192-S C-57 22/30 185-S,187-S	2513 to 2599, 2750, 2752 to 2860 2698 to 2749, 2751 2624 to 2693	210	2550	5300	2950	5200	1550	1500	3600	3300	5200	4600	1200	1300	2700	5500	3900
Mk-2, 4 Mk-5, 6	Mk— 23½/30 206-S, 230-SF Mk— 6326/28 210-S, 233-SF	3200 to 3240	(4770)	3000 3200	6150 6750	3500 3700	5950 6500	1700 1850	1650 1800	4100 4500	3700 4100	5950 6500	5250 5750	1300 1450	1400 1600	3200 3500	6350 6950	4450 4900
Mk-7, 8, 9 Mk-7, 8, 9	Mk-63 29/30 247-S,257-SF Mk-63 27/30 247-S,257-SF	3300 to 3324	${176 \brace 205}$	3550	7450	4100	7200	2100	2050	4950	4550	7200	6350	1650	1850	3750		••••
F- 1	F-63 27 1/32 273-S,282-SF	3611 to 3652	200	3750	7750	4350	7600	2300	2250	5250	4850	7600	6700	1750	1950	3950		
F 3	$F-63 \ 29 \ 32 \left\{ \frac{297-S}{300-SF} \right\}$	3653 to 3667	200	4250	8400	4950	7800	2700	2600	6000	5500	10000	7600	2000	2200	4500		
F-4, 5 F-5	F-63 29 1/32 306-B, 61-SF F-63 29 1/32 306-B, 62-SF	3668 to 3763, 3769 3764 to 3768	200	4500	8850	5350	8000	2700	2600	6600	6050	11000	8000	2100	2300	4800		••••
AC-1,2,3	AC-57 23-02 441-SF	4000 to 4048	210	4800	9950	5550	9750	3150	3050	6700	6200	11900	8600	2500	2700	5500	10950	8000
AC- 4 AC- 5 AC-6, 7	AC-63 24-24 475-SF AC-63 24-24 483-SF AC-63 24-25 517-SF,515-SF	4100 to 4125	235	7750	13900	8750	13150	4000	3850	9450	8700	16500	12000	3200	3500	6900	••••	••••
AC-8,10,11	AC-63 24-24 532-SF	4126 to 4274	250	8250	14800	9300	14500	4250	4100	10000	9250	18000	14000	3400	3700	7300	···· .	
Mt—1,3,4,5 Mt— 2	Mt—73 28/30 246-B, 60-SF Mt—73 29/30 262-SF	4300 to 4376	210 210	3500 3600	7450 7700	4100 4200	7250 7350	2050 2100	2000 2050	5250 5250	4850 4950	8800 9000	6500 6650	1550 1600	1750 1800	3850 3900		
GS- 1 GS- 2	GS-73 27/30 262-B,104-SF GS-73 27/30 266-B,104-SF	4400 to 4409 4410 to 4415	250	3700	8000	4450	7400	2250	2200	5500	5100	9200	6900	1600	1800	3950		
GS— 3 GS— 4 GS— 5	GS—80 26/32 267-B,109-SF GS—80 25½/32 276-B,118-SF GS—80 25½/32 279-B, 122-SF	4416 to 4429	300	3800	8250	4450	7600	2250	2200	5650	5250	9500	7100	1650	1850	4100		
SP— 1 SP—2, 3	SP—63 28-32 316-B, 60-SF SP—63 28-32 317-B, 61-SF	5000 to 5015 5016 to 5048 }	225	5200	10500	6200	9000	3000	2900	7400	6950	11900	9000	2300	2500	5500		
	Allowance for Empty and Underloaded Cars	Less than 45 Ms		3 3 0	3 3 0	3 3 0	3 3 0	3 3 0	3 3 0	6 3 0	6 3 0	6 3 0	6 3 0	3 3 0	3 3 0	6 3 0		
	MITTEA	20		Т	hese ratings inc	lude the total	weight of train,	exclusive of e	ngine and ten	der, which the	different of	lass of engines wi	ll haul in each d	lirection between	the stations sh	own.		

MILEAGE	
Main Lines	

~	Main Lines		
	Newhall to Yuma	278.53 93.45	
	Niland to Calexico	41.70 2.71	
	Total Main Lines		416.
	Branches		
	Burbank S. P. R. R. Burbank to Chatsworth Junction Chino S. P. R. R. Pomona to Chino	20.74 5.06	
	Covina S. P. R. R. Bassett to Pomona Declesville S. P. R. R. South Fontana to Declesville Long Beach S. P. R. R. Wilmington (Anaheim Blvd.) to Long	17.40 1.65	
	Beach	2.31 9.74	
	Smeltzer S. P. R. R. Stanton Jct. to Wiebling Ojai S. P. R. R. Ventura Jct. to Ojai	6.68	All
	Pasadena S. P. R. R. Alhambra to Pasadena Redlands S. P. R. R. Bryn Mawr to Crafton S. R.	4.69 7.14	1
	Riverside S. P. R. R San Bernardino to Riverside	11.68	
	Sandia. (S. P. Co Calipatria to Near Holtville 27.46 H. I. Ry Near Holtville to El Centro	37.19	
	(S. P. R. R. Los Angeles to San Pedro 26.52	19	
	San Pedro. L.A.&S.L.R.R.At Los Angeles. 7.30 P. E. RyAt San Pedro. 0.03	83.85	
	Santa AnaS. P. R. R Firestone Park to Dyer	31.03	
	Santa Paula. S. P. R. Montalvo to Saugus. Tustin. S. P. R. Tustin Junction to Tustin.	44.98 10.65	
	WestmorlandS. P. CoCalipatria to Westmorland	12.79	
	Total Branches		272.
	Total Los Angeles Division		680

TERMINAL SUPERINTENDENT
M. A. NUGENT.....Los Angeles Yard

W. A. SEAL ... Los Angeles Yard W. R. MORLEY ... Los Angeles Yard

TRAINMASTERS

E. J. KELLUM Los Angeles Yard H. W. MAXWELL Colton H. G. HARVEY Colton R. D. WORKMAN Niland

TERMINAL TRAINMASTER

G. L. KELLY......Indio

ASSISTANT TRAINMASTERS

B. M. BISHOP Los Angeles Yard
H. C. KAIM Indio
J. ROBBINS El Centro
WILLIAM WILKINS Oxnard

CHIEF TRAIN DISPATCHER

F. A. FLANAGAN Los Angeles

ASST. CHIEF TRAIN DISPATCHERS

L. J. ANDREWS Los Angeles
H. W. WALTERS Los Angeles
A. C. SHUTT Los Angeles
R. W. WILSON Los Angeles
A. F. CLACK Los Angeles
L. J. CHRISTMAS Los Angeles

ASSISTANT TRAINMASTER— DIVISION EXAMINER

A. W. KILBORN Los Angeles Yard

ROAD FOREMEN OF ENGINES

A. C. YOUNG Los Angeles
C. G. HOLMBERG Los Angeles

F. W. CANTRELL, Assistant Superintendent. A. S. McCANN, Assistant Superintendent.

