

# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

# 1921

## TIME TABLE

FOR THE

## LOS ANGELES DIVISION

To Take Effect Sunday, August 28, 1921, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,  
*General Manager.*

T. H. WILLIAMS,  
*Assistant General Manager.*

G. F. RICHARDSON,  
*Superintendent of Transportation.*

R. L. RUBY,  
*Assistant Superintendent of Transportation.*





SANTA BARBARA SUBDIVISION.

FROM SAN FRANCISCO

Eastward

THIRD CLASS

FIRST CLASS

Capacity ratings in cars, and location of Seals, Fuel, Water, Turbine and Telephone Stations.	THIRD CLASS										FIRST CLASS						Distance from San Francisco				
	120		118		244		38		78		32		110		30			76		102	
	Mixed	Mixed	Sunset Manifest Freight	Santa Paula Passenger	Shore Line Limited	Santa Barbara Oxnard Passenger	Sunset Express	Santa Barbara Oxnard Passenger	The Lark	Sunset Limited	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily
WFTO Yard			8.50AM																		370.7
47			8.55																		371.9
12			9.00																		373.4
17 P																					373.9
93																					374.6
46 W			9.10																		376.2
			9.15																		377.3
																					378.3
			9.28																		381.2
																					382.3
47			9.34																		383.4
16 P																					384.5
44			9.42																		385.7
70			9.52																		388.6
44 P			10.07																		392.9
P																					397.3
54 PW			4.30PM	s 3.58PM	10.17	10.30	s 8.15	s 3.20	s 9.35	s 7.50	7.10	5.11	398.2								
													399.4								
11													400.2								
26			f 4.40		10.49		8.19	f 3.24	9.39	f 7.54	7.14	5.16	401.0								
48 Y			s 4.50PM		11.09	8.35PM	8.22	s 3.28	9.42	s 7.58	7.17	5.20	403.2								
12					11.18	8.40	8.25	3.31	9.45	8.01	7.20	5.24	405.6								
Yard FOWY					11.30	s 8.50PM	s 8.34	s 3.40	s 9.54	s 8.10	7.24	5.30	407.8								
44					11.40		8.40	f 3.46	10.01	f 8.16	7.30	5.37	412.1								
35					11.55AM		8.42	3.48	10.04	8.18	7.32	5.40	413.6								
50					12.05PM		8.47	s 3.53	10.09	s 8.23	7.36	5.45	416.6								
51 W					12.20		8.54	s 4.00	10.14	s 8.28	7.41	5.52	419.8								
51					12.35		8.59	f 4.04	10.19	f 8.32	7.46	5.57	422.9								
22					12.40		9.02	4.07	10.22	8.35	7.48	6.00	424.2								
73 W					12.55		9.08	s 4.15	10.28	s 8.44	7.52	6.06	427.1								
70					1.14		9.18	f 4.26	10.38	f 8.53	8.00	6.16	432.2								
18 P								f		f			433.5								
55 P					1.30		9.25	s 4.34	10.47	s 9.04	8.10	6.26	437.5								
78 P					1.45		9.31	f 4.43	10.55	f 9.15	8.17	6.33	441.0								
E 47 W 53 PW					2.05		9.44	s 4.58	11.09	s 9.29	8.30	6.45	445.5								
					2.10		9.46	4.59	11.10	9.30	8.31	6.47	446.1								
E 51 W 51 P					2.20		9.53	f 5.05	11.15	f 9.36	8.37	6.54	449.9								
E 51 W 51					2.30		10.00	f 5.12	11.22	f 9.43	8.45	7.00	454.1								
I													455.0								
E 49 W 50 P					2.40		10.07	f 5.19	11.28	f 9.50	8.52	7.07	458.4								
PI					2.55PM		10.14PM	5.29PM	11.34AM	9.59AM	9.00AM	7.14AM	462.7								
			Arrive Daily	Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									

Time Table No. 138

August 28, 1921.

STATIONS

DN-R	STA. BARBARA	1.2
	E. STA. BARBARA	1.5
	COUNTRY CLUB	0.5
	MONTECITO (No Siding)	0.7
	MIRAMAR	1.6
D	SUMMERLAND	1.1
	ORTEGA	1.0
	SERENA (No Siding)	2.9
D	CARPINTERIA	1.1
	SEAROAD (Spur)	1.1
	WAVE	1.1
	BENHAM (Spur)	1.2
	PUNTA	2.9
	SEACLIFF	4.3
	DULAH	4.4
	VENTURA JCT.	0.9
DN	VENTURA	1.2
	ABSCO (Spur)	0.8
	LEMON	0.8
	EDFU	2.2
D	MONTALVO	2.4
	EL RIO	2.2
DN	OXNARD	4.3
	LEESDALE	1.5
	SUCROSA	3.0
D	CAMARILLO	3.2
D	SOMIS	3.1
	LAGOL	1.3
	TERNEZ	2.9
DN	MOORPARK	5.1
	STRATHEARN	1.3
	SIMI	4.0
D	SANTA SUSANA	3.5
	HASSON	4.5
DN	CHATSWORTH	0.6
	CHATSWORTH JCT.	3.3
D	ZELZAH	4.2
	RAYMER	0.9
	Crossing P. E. Ry.	3.4
	HEWITT	4.3
DN-R	BURBANK JCT.	

Automatic Block Signals

Double Track

(0.20) 27.00 (0.03) 18.00 (6.05) 15.15 (0.15) 18.40 (2.49) 32.66 (2.59) 30.83 (2.49) 32.66 (2.59) 30.83 (2.37) 35.15 (2.54) 31.72 ..... Total Time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. No. 102 stop all stations on signal to receive passengers for El Paso and East.

SANTA BARBARA SUBDIVISION.

TOWARD SAN FRANCISCO

Westward

Time Table No. 138

August 28, 1921.

STATIONS	Distance from Burbank Jct.	FIRST CLASS						THIRD CLASS											
		77	31	17	33	75	101	39	243	119	121								
		Shore Line Limited	Santa Barbara Oxnard Passenger	Seashore Express	Santa Barbara Oxnard Passenger	The Lark	Sunset Limited	Santa Paula Passenger	Sunset Manifest Freight	Mixed	Mixed								
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday					
(DN-R STA. BARBARA	92.0	s 11.28AM	s 6.00PM	s 7.30PM	s 10.30PM	s 11.08PM	s 1.40AM		5.00PM										
E. STA. BARBARA	90.8	11.20	5.54	7.23	10.22	11.00	1.33		4.45										
COUNTRY OLUB	89.3	11.16	f 5.51	7.18	f 10.16	10.57	1.29		4.35										
MONTECITO (No Siding)	88.8		f		f														
MIRAMAR	88.1		f		f														
D SUMMERLAND	86.5	11.11	f 5.45	7.13	f 10.09	10.53	1.22		4.20										
ORTEGA	85.4	11.09	f 5.42	7.10	f 10.06	10.51	1.19		4.15										
SERENA (No Siding)	84.4		f		f														
D CARPINTERIA	81.5	f 11.02	f 5.35	7.04	f 9.59	10.45	1.13		4.05										
SEAROAD (Spur)	80.4																		
WAVE	79.3	10.57	5.30	6.56	9.53	10.40	1.09		3.55										
BENHAM (Spur)	78.2		f		f														
PUNTA	77.0	10.52	f 5.25	6.50	f 9.49	10.35	1.05		3.40										
SEAOLIFF	74.1	10.47	f 5.20	6.44	f 9.45	10.30	1.01		3.25										
DULAR	69.8	10.40	f 5.13	6.37	f 9.39	10.24	12.55		3.09										
VENTURA JCT.	65.4	10.32	5.07	6.30	9.33	10.16	12.47		2.48		s 1.02PM								
DN VENTURA	64.5	s 10.30	s 5.05	s 6.27	s 9.31	10.13	12.45		2.45	s 12.35PM	1.00PM								
ABSCO (Spur)	63.8																		
LEMON	62.5																		
EDFU	61.7	10.22	f 4.56	6.19	f 9.25	10.08	12.39		2.35	f 12.27									
D MONTALVO	59.5	10.18	s 4.52	6.15	s 9.22	10.05	12.35	s 7.53AM	2.27	12.22PM									
EL RIO	57.1	10.14	f 4.48	6.11	f 9.19	10.02	12.31	f 7.40	2.16										
DN OXNARD	54.9	s 10.11	s 4.45	s 6.08	s 9.16	9.59	12.26	7.35AM	2.10										
LEESDALE	50.6	10.01	f 4.38	5.55	f 9.08	9.51	12.17		1.50										
SUCROSA	49.1	9.58	4.36	5.52	9.06	9.46	12.14		1.45										
D CAMARILLO	46.1	f 9.54	s 4.32	5.47	s 9.02	9.42	12.09		1.30										
D SOMIS	42.9	f 9.49	s 4.26	5.42	s 8.54	9.37	12.04AM		1.20										
LAGOL	39.8	9.45	f 4.21	5.37	f 8.46	9.33	11.59PM		1.10										
TERNEZ	38.5	9.43	4.19	5.34	8.43	9.30	11.57		1.05										
DN MOORPARK	35.6	f 9.38	s 4.15	5.30	s 8.38	9.26	11.52		12.55										
STRATHEARN	30.5	f 9.30	f 4.02	5.23	f 8.30	9.18	11.45		12.37										
SIMI	29.2	s	f		f														
D SANTA SUSANA	25.2	f 9.22	s 3.54	5.16	s 8.22	9.11	11.38		12.25										
HASSON	21.7	9.15	f 3.47	5.10	f 8.16	9.06	11.33		12.05PM										
DN OHATSWORTH	17.2	9.02	s 3.33	4.58	s 8.04	8.54	11.21		11.40AM										
CHATSWORTH JCT.	16.6	9.01	3.31	4.56	8.01	8.53	11.19		11.30										
D ZELZAH	12.8	f 8.54	f 3.23	4.50	f 7.55	8.48	11.12		11.15										
RAYMER	8.6	8.45	f 3.16	4.44	f 7.48	8.42	11.04		10.45										
CROSSING P. E. RY.	7.7																		
HEWITT	4.8	8.36	f 3.08	4.37	f 7.39	8.36	10.55		10.25										
DN-R BURBANK JCT.	0.0	8.28AM	3.00PM	4.29PM	7.30PM	8.28PM	10.45PM		9.59AM										
(92.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ex. Sunday					

Automatic Block Signal

Total Time	(3.00)	(3.00)	(3.01)	(3.00)	(2.40)	(2.55)	(0.18)	(7.01)	(0.13)	(0.02)
Average speed per hour	30.66	30.66	30.49	30.66	34.50	31.54	13.11	13.11	23.07	27.00

Westward trains are superior to trains of same class in opposite direction.

SANTA BARBARA SUBDIVISION.

Eastward

FROM SAN FRANCISCO

Capacity sidings in cars and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS						FIRST CLASS											Distance from San Francisco	Time Table No. 138	
		252	244	264		78	108	32	110	34	30	50	76	26	60	102	8		August 28, 1921.	
		Sunset Manifest Freight	Sunset Manifest Freight	Way Freight		Shore Line Limited	Fresno and Los Angeles Express	SantaBarbara Oxnard Passenger	Sunset Express	Oxnard and Santa Paula Passenger	SantaBarbara Oxnard Passenger	San Joaquin Valley Passenger	The Lark	The Owl	The Sacramento	Sunset Limited	San Francisco and Los Angeles Passenger		STATIONS	
	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	DN-B SAUGUS		
E 47		3.30PM		10.40AM													6.10AM	450.6	DN-B SAUGUS 2.4	
W 82 WFY		3.40		10.55		f 7.05			s 9.54								f 6.15	453.0	D NEWHALL 0.7	
66																		453.7	ELAYON 0.7	
20																		454.4	WALTZ JUNO. 2.2	
4																		456.6	TUNNEL 2.6	
60 P		4.10		11.25		f 7.20			f 10.10			8.59		7.56	7.16		6.30	459.2	SYLMAR 2.6	
11						f			f									461.8	DN SAN FERNANDO 0.7	
67 PWFY		4.35		11.59AM		s 7.30			s 10.19			9.10		8.05	7.27		s 6.41	462.5	JOKO (Spur) 0.9	
66		4.40		12.15PM		f 7.34			f 10.22			9.14		8.08	7.31		f 6.45	463.4	PACOIMA 3.9	
66		5.00		12.45		f 7.42			f 10.28			9.22		8.15	7.38		f 6.55	467.3	TEJUNGA (Spur) 0.6	
PI		5.10	2.55PM	1.20		10.14PM	7.50	5.29PM	11.34AM	10.34	9.59AM	9.29	9.00AM	8.21	7.44	7.14AM	7.02	467.9	ROSCOE 3.7	
66 PWY						10.15	s 7.53	s 5.30	11.35	s 10.35	s 10.00	9.30	9.01	8.22	7.45	7.15	s 7.03	471.6	DN-B BURBANK JCT. 0.5	
																		472.1	BURBANK 2.2	
																		474.3	SEPULVEDA (Spur) 0.7	
																		475.0	WEST GLENDALE 2.1	
65		5.37				10.22	f 8.01	f 5.37	11.42	f 10.42	f 10.07	9.37	9.07	8.28	7.52	7.22	f 7.12	477.1	D GLENDALE (Tropico) 0.2	
I																		477.3	Crossing P. E. Ry. 2.0	
Yard I		6.15PM	4.15PM	1.55PM		10.35	s 8.15	s 5.50	11.55	s 10.55	s 10.20	9.50	9.20	8.40	8.05	7.35	s 7.28	479.3	TAYLOR (Spur) 2.5	
I						10.39	8.19	5.54	11.59AM	10.59	10.24	9.54	9.24	8.44	8.09	7.39	7.33	481.8	DN-B RIVER STA. 0.7	
Yard						s 10.45PM	s 8.25PM	s 6.00PM	s 12.05PM	s 11.05AM	s 10.30AM	s 10.00AM	s 9.30AM	s 8.50AM	s 8.15AM	s 7.45AM	s 7.40AM	482.5	NAUD JCT. 1.2	
		Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	483.7	DN-B LOS ANGELES	
		(2.45) 10.74	(1.20) 7.65	(3.15) 9.60		(0.31) 23.42	(1.30) 22.07	(0.31) 23.42	(0.31) 23.42	(1.16) 26.13	(0.31) 23.42	(1.20) 24.82	(0.30) 24.20	(1.10) 23.37	(1.15) 26.48	(0.31) 23.42	(1.30) 22.07	..... Total Time		
																		..... Average speed per hour		

Westward trains are superior to trains of the same class in opposite direction.

No. 78 stop Burbank on signal to discharge passengers for Burbank and points West.

No. 102 stop all stations on signal to receive passengers for El Paso and East.

No. 60 stop Saugus on signal to discharge passengers from Fresno and points West.

STATIONS	
DN-B SAUGUS	2.4
D NEWHALL	0.7
ELAYON	0.7
WALTZ JUNO.	2.2
TUNNEL	2.6
SYLMAR	2.6
DN SAN FERNANDO	0.7
JOKO (Spur)	0.9
PACOIMA	3.9
TEJUNGA (Spur)	0.6
ROSCOE	3.7
DN-B BURBANK JCT.	0.5
BURBANK	2.2
SEPULVEDA (Spur)	0.7
WEST GLENDALE	2.1
D GLENDALE (Tropico)	0.2
Crossing P. E. Ry.	2.0
TAYLOR (Spur)	2.5
DN-B RIVER STA.	0.7
NAUD JCT.	1.2
DN-B LOS ANGELES	

(33.1)



SANTA BARBARA SUBDIVISION.

TOWARD SAN FRANCISCO

Westward

Time Table No. 138

August 28, 1921.

FIRST CLASS

THIRD CLASS

STATIONS	Distance from Los Angeles	FIRST CLASS											THIRD CLASS			
		77 Shore Line Limited	107 Los Angeles and Fresno Express	31 SantaBarbara Oxnard Passenger	17 Seashore Express	37 Oxnard Santa Paula Passenger	25 The Owl	59 The Sacramento	33 Santa Barbara Oxnard Passenger	49 San Joaquin Valley Passenger	75 The Lark	109 Sunset Express	101 Sunset Limited	263 Way Freight	243 Sunset Manifest Freight	251 Sunset Manifest Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily	
DN-R SAUGUS 2.4	33.1		s 10.30AM			s 6.50PM	s 7.10PM	7.40PM		s 8.50PM		s 11.25PM		3.00AM		1.10PM
D NEWHALL 0.7	30.7		f 10.25			s 6.44	7.05	7.34				f 11.20		2.45		12.45
ELAYON 0.7	30.0															
WALTZ JUNO. 2.2	29.3															
TUNNEL 2.6	27.1		f 10.10			f 6.29	6.52	7.20				11.03		2.20		12.20PM
SYLMAR 2.6	24.5		f			f										
DN SAN FERNANDO 0.7	21.9		s 9.52			s 6.15	6.43	7.06		f 8.17		s 10.50		2.00		11.59AM
JOKO (Spur) 0.9	21.2															
PACOIMA 3.9	20.3		f 9.45			f 6.05	6.40	7.01				10.47		1.15		11.30
TEJUNGA (Spur) 0.6	16.4															
ROSOE 3.7	15.8		f 9.38			f 5.55	6.34	6.53				10.39		1.00		11.05
DN-R BURBANK JCT. 0.5	12.1	8.28AM	9.31	3.00PM	4.29PM	6.45	6.29	6.45	7.30PM	8.00	8.28PM	10.32	10.45PM	12.45	9.59AM	10.55
BURBANK 2.2	11.6	8.27	f 9.29	s 2.59	4.28	s 5.44	6.28	6.44	s 7.29	7.59	8.27	f 10.31	10.44			
SEPULVEDA (Spur) 0.7	9.4															
WEST GLENDALE 2.1	8.7															
GLENDALE (Tropico) 0.2	8.6	8.21	* 9.22	* 2.53	4.22	s 5.37	6.21	6.37	* 7.23	7.52	8.21	*10.23	10.38			
CROSSING P. E. RY. 2.0	6.4															
TAYLOR (Spur) 2.5	4.4															
DN-R RIVER STA. 0.7	1.9	8.10	s 9.10	s 2.40	4.10	s 5.25	6.10	6.25	s 7.10	7.40	8.10	s 10.10	10.25	12.01AM	9.15AM	10.00AM
NAUD JCT. 1.2	1.2	8.06	9.06	2.36	4.06	5.21	6.06	6.21	7.06	7.36	8.06	10.06	10.21			
DN-R LOS ANGELES (33.1)	0.0	8.00AM	9.00AM	2.30PM	4.00PM	5.15PM	6.00PM	6.15PM	7.00PM	7.30PM	8.00PM	10.00PM	10.15PM			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily
Total Time.....		(0.28)	(1.30)	(0.30)	(0.29)	(1.35)	(1.10)	(1.25)	(0.30)	(1.20)	(0.28)	(1.25)	(0.30)	(2.59)	(0.44)	(3.10)
Average speed per hour.....		25.93	22.07	24.20	25.04	20.91	28.37	23.36	24.20	24.82	25.93	23.36	24.20	10.46	13.90	9.85

Westward trains are superior to trains of the same class in the opposite direction.

No. 109 stop all stations on signal to discharge passengers from El Paso and East.

\*Nos. 107, 109, 31, 33 stop at Glendale (Tropico) on signal to receive passengers only.

No. 59 stop Saugus on signal to receive passengers for Fresno and points West.







LOS ANGELES SUBDIVISION.

Eastward

FROM SAN FRANCISCO

Capacity Sidings in cars and location of Scales, Fuel, Water and Turning Stations.	Yard	THIRD CLASS					FIRST CLASS					Distance from San Francisco				
		148	154	92	94	244	2	110	4	102	46					
		Crafton Freight	Way Freight	Los Angeles Manifest Freight	Freight	Sunset Manifest Freight	Californian	Sunset Express	Golden State Limited	Sunset Limited	Imperial Valley Passenger					
		Leave Daily Ex. Sunday	Leave Mon. Wed. Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
	YWPPT											589.0				
												589.0				
												539.0				
	81 P					11.55PM	8.52	6.18	4.03	12.12	6.57 f 3.03	1.20	10.28 f 1.38	542.6		
	73 P					12.05AM	9.02	6.28	4.23	12.25	7.02 f 3.11	1.26	10.32 f 1.43	544.5		
	73 P						9.15	6.37	4.30	12.30	7.07	3.16	1.30	10.35	1.48	546.3
	E 73 W 73 P						9.32	6.50	4.44	12.43	7.16	3.24	1.38	10.42	f 1.55	549.1
	E 73 W 76 PW						10.00	7.30	5.29	1.08	7.27	3.34	1.46	10.50	f 2.05	552.7
	77 P						10.15	7.50	5.40	1.20	7.35	3.41	1.52	10.58	2.11	555.4
	73 P						10.25	8.02	5.47	1.27	7.40	3.46	1.56	11.02	f 2.17	557.2
	73 P						10.37	8.12	5.55	1.37	7.47	3.54	2.02	11.08	2.24	559.7
	Yard WYFP						11.16	8.45	6.15	1.57	7.55 s 4.04	2.07	11.16	s 2.31	562.0	
	82 P						11.35AM	9.02	6.28	2.12	8.01	4.10	2.13	11.22	2.38	565.5
	123 P						12.01PM	9.15	6.45	2.36 3.00	8.06 s 4.17	2.18	11.27	s 2.46	568.2	
	73 P						12.12	9.30	7.00	3.20	8.11	4.25	2.23	11.32	2.51	571.5
	E 73 W 73 PW						12.33	10.04	7.25	3.45	8.15 f 4.31	2.27	11.36	f 2.56	574.1	
	77 P						12.40	10.20	7.34	4.00	8.19	4.36	2.31	11.40	3.00	576.2
	72 P						12.50	10.32	7.42	4.28	8.23	4.40	2.35	11.44	3.04	578.6
	E 69 W 77 PW						1.04	10.50	8.00	4.43	8.29 f 4.46	2.41	11.50	f 3.11	582.6	
																584.4
	73 P						1.15	11.00	8.14	4.53	8.34	4.51	2.46	11.55AM f 3.16	585.4	
	E 74 W 75 PYW						1.35	11.25	8.33	5.13	8.39 f 4.56	2.51	12.01PM f 3.23	588.1		
	74 P						1.44	11.38	8.43	5.23	8.44	5.01	2.56	12.06	3.28	591.6
	76 P						1.53	11.50AM	8.53	5.33	8.49	5.06	3.01	12.11	3.34	595.1
	73 P						2.13	12.16PM	9.09	5.53	8.54 f 5.12	3.06	12.16	f 3.40	599.0	
	73 P						2.20	12.27	9.19	5.59	8.57	5.20	3.09	12.19	f 3.45	601.5
	73 P						2.45	12.41	9.31	6.12	9.03	5.26	3.15	12.25	f 3.54	606.5
	Yard WYFP						3.00PM	1.00PM	9.45AM	6.25AM	s 9.15PM s 5.35PM s 3.25PM s 12.35PM s 4.05AM					610.9
						Arrive Daily Ex. Mon.	Arrive Mon. Wed. Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

Time Table No. 138

August 28, 1921.

STATIONS

DN-R	<b>COLTON</b>	0.0
	Crossing P. E. Ry.	0.0
	Crossing Riverside Branch	3.6
	LOMA LINDA	1.9
DN	<b>REDLANDS JCT.</b>	1.8
	BROOKSIDE	2.8
	ORDWAY	3.6
DN	<b>EL CASCO</b>	2.7
	HAIG	1.8
	HINDA	2.5
	NICKLIN	2.3
DN	<b>BEAUMONT</b>	3.5
	PERSHING	2.7
D	<b>BANNING</b>	3.3
	OWL	2.6
DN	<b>CABAZON</b>	2.1
	MONS	2.4
	FINGAL	4.0
D	<b>WHITE WATER</b>	1.8
	White Water Gravel Pit (Spur)	1.0
	HUGO	2.7
DN	<b>PALM SPRINGS</b>	3.5
	SALVIA	3.5
	BIMLON	3.9
DN	<b>EDOM</b>	2.5
	DRY CAMP	5.0
	MYOMA	4.4
DN-R	<b>INDIO</b>	

Automatic Block Signals

(0.20)	(6.20)	(7.00)	(6.00)	(6.24)	(2.25)	(2.40)	(2.14)	(2.15)	(2.35)	Total Time
16.50	11.37	10.27	11.98	11.23	29.82	26.96	32.19	31.94	27.83	Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.  
 Nos. 2, 4 and 102 stop all stations on signal to receive passengers for El Paso and East.  
 No. 110 stop all stations on signal to receive passengers for Niland and East.



LOS ANGELES SUBDIVISION.

Time Table No. 138

August 28, 1921.

TOWARD SAN FRANCISCO

Westward

STATIONS	Distance from Indio	FIRST CLASS					THIRD CLASS																	
		47	1	3	109	101	155	149	91	243														
		Imperial Valley Passenger	Californian	Golden State Limited	Sunset Express	Sunset Limited	Way Freight	Crafton Freight	Los Angeles Manifest Freight	Sunset Manifest Freight														
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily											
DN-R COLTON	71.9	s 4.10AM	s 5.55AM	s 11.15AM	s 6.00PM	s 7.25PM					1.30PM	5.50PM	10.50PM	12.55AM										
CROSSING P. E. RY.	71.9																							
CROSSING RIVERSIDE BRANCH	71.9																							
LOMA LINDA	68.8	f 4.03	5.47	11.07	f 5.52	7.17				1.20	5.40	10.35	12.40											
DN REDLANDS JCT.	66.4	f 3.59	5.44	11.04	f 5.47	7.14				1.05	5.30PM	10.26	12.25											
BROOKSIDE	64.6	3.55	5.41	11.01	5.41	7.07				12.55		10.20	12.15											
ORDWAY	61.8	f 3.48	5.36	10.56	5.33	7.01				12.45		10.10	12.05AM											
DN EL CASCO	68.2	f 3.40	5.29	10.50	5.24	6.54				12.20PM		9.48	11.43PM											
HAIG	55.5	3.35	5.24	10.44	5.16	6.49				11.57AM		9.39	11.34											
HINDA	53.7	f 3.31	5.21	10.41	5.11	6.46				11.40		9.32	11.27											
NICKLIN	51.2	3.26	5.17	10.37	5.05	6.42				11.28		9.23	11.18											
DN BEAUMONT	48.9	s 3.20	5.13	10.32	s 5.00	6.38				11.16		9.15	11.10											
PERSHING	45.4	3.08	5.04	10.22	4.46	6.30				10.22		8.55	10.50											
D BANNING	42.7	s 3.00	4.57	10.17	s 4.39	6.24				9.50		8.45	10.38											
OWL	39.4	2.51	4.48	10.10	4.25	6.16				9.30		8.30	10.25											
DN CABAZON	36.8	f 2.42	4.40	10.04	f 4.15	6.08				9.15		8.15	10.10											
MONS	34.7	2.34	4.34	9.59	4.07	6.03				8.50		7.40	9.43											
FINGAL	32.3	2.26	4.28	9.53	4.00	5.57				8.42		7.31	9.35											
D WHITE WATER	28.3	f 2.15	4.18	9.44	f 3.49	5.48				8.25		7.04	9.15											
White Water Gravel Pit (Spur)	26.5																							
HUGO	25.5	f 2.07	4.10	9.33	3.41	5.40				8.14		6.26	8.54											
DN PALM SPRINGS	22.8	s 1.59	4.01	9.26	s 3.34	5.33				8.00		6.05	8.39											
SALVIA	19.3	1.48	3.51	9.20	3.23	5.25				7.45		5.46	8.00											
RIMLON	15.8	1.39	3.45	9.14	3.14	5.18				7.35		5.18 5.01	7.45											
DN EDM	11.9	f 1.31	3.40	9.09	f 3.06	5.12				7.10		4.45	7.32											
DRY CAMP	9.4	f 1.25	3.35	9.06	2.54	5.08				7.00		4.35	7.20											
MYOMA	4.4	f 1.15	3.27	9.00	2.45	4.59				6.47		4.20	6.56											
DN-R INDIO	0.0	1.05AM	3.18AM	8.51AM	2.35PM	4.50PM				6.30AM		4.00PM	6.35PM											
(71.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily											

Total Time.....	(3.05)	(2.37)	(2.24)	(3.25)	(2.35)	(7.00)	(0.20)	(6.50)	(6.20)
Average Speed per hour.....	23.32	27.48	29.96	21.04	27.83	10.27	16.50	9.60	11.35

Westward trains are superior to trains of the same class in the opposite direction.

Nos. 1, 3 and 101 stop all stations on signal to discharge passengers from El Paso and East.

No. 109 stop all stations on signal to discharge passengers from Niland and East.





INDIO SUBDIVISION.

TOWARD SAN FRANCISCO

Westward

Time Table No. 138

August 28, 1921.

STATIONS	Distance from Patio	FIRST CLASS					SECOND CLASS		THIRD CLASS												
		1	3	109	101	47	13	11	157	91	243										
		Californian	Golden State Limited	Sunset Express	Sunset Limited	Imperial Valley Passenger	S. D. & A. Passenger	Inter. Cal. Passenger	Way Freight	Los Angeles Manifest Freight	Sunset Manifest Freight										
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Friday	Arrive Daily	Arrive Daily											
DN-R <b>INDIO</b> 3.5	122.4	s 3.13AM	s 8.46AM	s 2.25PM	s 4.45PM	s 12.50AM			11.59AM	2.00PM	6.00PM										
D <b>COACHELLA</b> 3.6	118.9	3.05	8.38	s 2.13	4.37	s 12.40			11.40	1.40	5.50										
D <b>THERMAL</b> 2.8	115.3	3.00	8.33	f 2.04	4.32	s 12.25			11.22	1.30	5.35										
<b>ARABIA</b> (Spur) 3.3	112.5																				
DN <b>MECOA</b> 4.7	109.2	2.52	8.25	s 1.53	4.24	s 12.11			11.08	1.00	5.20										
<b>CALEB</b> 4.5	104.5	2.46	8.19	1.44	4.18	f 12.01AM			10.50	12.40	5.00										
<b>MORTMAR</b> 4.5	100.0	2.40	8.13	1.38	4.12	f 11.53PM			10.22	12.20	4.40										
D <b>SALTON</b> 4.3	95.5	2.34	8.07	f 1.32	4.06	f 11.46			9.50	12.01PM	4.20 3.56										
<b>DURMID</b> 4.7	91.2	2.27	8.00	1.25	3.59	f 11.37			9.25	11.45AM	3.30										
DN <b>BERTRAM</b> 4.3	86.5	2.21	7.54	f 1.18	3.53	f 11.28			9.05	11.30	3.15										
<b>POPE</b> 4.5	82.2	2.15	7.48	1.12	3.47	f 11.21			8.45	11.15	2.57										
<b>FRANK</b> 4.5	77.7	2.09	7.42	1.06	3.41	f 11.13			8.33	11.00	2.31										
<b>WISTER</b> 3.4	73.2	2.03	7.36	f 1.00	3.35	f 11.05			8.20	10.45	2.15										
<b>MUNDO</b> 4.0	69.8	1.58	7.31	12.55	3.30	f 10.58			8.10	10.25	1.54										
DNR <b>NILAND</b> 4.2	65.8	s 1.53	s 7.26	s 12.50	s 3.25	10.50PM			7.50	10.00	1.30										
<b>FLOWING WELL</b> 2.7	61.6	1.41	7.15	f 12.39	3.15				7.32	9.35	12.50										
<b>IRIS</b> 4.1	58.9	1.37	7.11	f 12.35	3.11				7.22	9.20	12.35										
<b>TORTUGA</b> 4.9	54.8	1.32	7.06	f 12.30	3.06				7.06	9.00	12.10PM										
<b>AMOS WYE</b> 1.2	49.9																				
DN <b>AMOS</b> 5.5	48.7	1.24	6.58	f 12.21	2.58				6.45	8.30	11.48AM										
<b>ACOLITA</b> 5.5	43.2	1.17	6.51	f 12.14	2.51				6.25	8.10	11.35										
<b>MESQUITE</b> 2.5	37.7	1.10	6.44	f 12.07	2.44				6.10	7.50	11.20										
DN <b>GLAMIS</b> 4.9	35.2	1.07	6.41	s 12.02PM	2.38				6.00	7.40	11.10										
<b>RUTHVEN</b> 6.4	30.3	1.01	6.35	f 11.55AM	2.32				5.45	7.25	10.55										
<b>DRYLYN</b> 2.9	23.9	12.53	6.27	f 11.47	2.24				5.23	7.00	10.40										
<b>CACTUS</b> 4.3	21.0	12.49	6.23	f 11.43	2.19				5.15	6.50	10.30										
DN <b>OGILBY</b> 6.1	16.7	12.43	6.17	s 11.35	2.13				5.00	6.28	10.15										
<b>KNOB</b> 3.4	10.6	12.35	6.09	11.27	2.05				4.40	6.09	9.59										
DN <b>ARAZ JUNCTION</b> 0.9 (No Siding)	7.2	12.27	6.02	11.19	1.57		s 6.23AM	s 2.13PM	4.24	5.34	9.29										
<b>ARAZ</b> 4.9	6.3	12.25	6.00	11.17	1.55		6.21	2.11	4.20	5.30	9.25										
<b>COLORADO</b> 0.8	1.4	12.19	5.54	f 11.09	1.49		6.14	2.04	4.10	5.10	9.10										
<b>YUMA</b> (No Siding) 0.6	0.6	s 12.15	s 5.50	s 11.05	s 1.45		s 6.10	s 2.00													
DNR <b>PATIO</b> (122.4)	0.0	12.07AM	5.40AM	10.56AM	1.35PM		6.00AM	1.50PM	4.00AM	5.00AM	9.00AM										
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Friday	Leave Daily	Leave Daily										

Total Time.....	(3.06)	(3.06)	(3.29)	(3.10)	(2.00)	(0.23)	(0.23)	(7.59)	(9.00)	(9.00)										
Average speed per hour.....	41.05	41.05	36.54	40.60	28.30	30.46	30.46	15.21	13.33	13.53										

Westward trains are superior to trains of the same class in the opposite direction.  
 Trains, except First Class, moving from Yuma to Patio not pass Lead Switch near Second Street without signal from yard man.  
 Nos. 1, 3 and 101 stop all stations on signal to discharge passengers from El Paso and East.  
 No. 109 stops all stations on signal to discharge passengers from Niland and East.

SANTA BARBARA SUBDIVISION.

Eastward From San Francisco				Distance from San Francisco	Time Table No. 138		Distance from Saugus	Toward S. Fran. Westward	
FIRST CLASS					August 28, 1921.			FIRST CLASS	
36 Ojai Passenger	34 Oxnard Passenger	Leave Daily	Leave Daily		35 Ojai Passenger	37 Oxnard Passenger		Arrive Daily	Arrive Daily
<b>STATIONS</b>									
48 Y		5.00PM	8.00AM	403.2	D-R	MONTALVO 4.4	45.5	s 12.20PM	s 8.33PM
64		s 5.09	s 8.11	407.6	D	SATIOOY 3.4	41.1	s 12.11	s 8.20
19				411.0		LIMCOO 0.3	37.7		
37		f 5.18	f 8.17	411.3		HAINES 2.0	37.4	f 12.04PM	f 8.12
				413.8		TEPIO (Spur) 0.7	35.4		
15				414.0		BLANCHARDS 0.7	34.7		
51 W		s 5.28	s 8.28	414.7	D	SANTA PAULA 1.3	34.0	s 11.56AM	s 8.04
				415.9		KEVET (Spur) 5.4	32.8		
				421.3		KEITH (Spur) 0.5	27.4		
24		f 5.40	f 8.42	421.8		SESPE 1.1	26.9	f 11.45	f 7.54
		f	f	422.9		BROWNSTONE (Spur) 1.6	25.8	f	f
43		s 5.47	s 8.50	424.5	D	FILLMORE 2.3	24.2	s 11.38	s 7.47
				426.8		WILSHIRE (Spur) 1.4	21.9		
37		f 5.53	f 8.57	428.2		CAVIN 1.0	20.5	f 11.30	f 7.40
				429.2		OATES (Spur) 0.7	19.5		
23		f 5.57	f 9.01	429.9		BUCKHORN 1.9	18.8	f 11.23	f 7.36
37 W		s 6.03	s 9.10	431.8	D	PIRU 2.5	16.9	s 11.18	f 7.31
23		f 6.10	f 9.16	434.3		CAMULOS 4.1	14.4	f 11.09	f 7.23
38		f 6.20	f 9.27	438.4		KEMP 2.8	10.3	f 11.00	f 7.14
		f	f	441.0		DEL VALLE (No Siding) 3.1	7.7	f	f
39		f 6.30	f 9.38	444.1		CASTAIO 1.1	4.6	f 10.49	f 7.04
19				445.2		BERG 2.7	3.8		
23				447.9		PARDEE 0.8	0.8		
32 FWY		s 6.40PM	s 9.47AM	448.7	DN-R	SAUGUS	0.0	10.40AM	6.55PM
		Arrive Daily	Arrive Daily			(45.5)		Leave Daily	Leave Daily

(1.40) (1.47) ..... Total Time ..... (1.40) (1.38)  
 27.30 25.51 ..... Average speed per hour ..... 27.30 27.85

SANTA BARBARA SUBDIVISION.

Eastward From San Francisco				Distance from San Francisco	Time Table No. 138		Distance from Ventura Jct.	Toward S. Fran. Westward	
SECOND CLASS					August 28, 1921.			SECOND CLASS	
118 Mixed					STATIONS			121 Mixed	
Capacity sidings in cars and location of Scales, Fuel, Water, Turning and Telephone Stations.									
			Leave Daily EX. SUNDAY					Arrive Daily EX. SUNDAY	
P 17 WFT			2.55PM	412.8	R D	OJAI 1.2	15.0	1.57PM	
			f	411.1		MATILJA (Spur) 2.2	13.8	f	
			f	408.9		TICO (Spur) 2.1	11.6	f	
10			f	406.8		OAKVIEW 1.7	9.5	f	
			f	405.1		LACROSS (Spur) 2.3	7.8	f	
5			f	402.9		CANET 0.5	5.6	f	
			f	402.4		WELDON (Spur) 1.6	5.1	f	
10			f	400.8		ORTONVILLE 1.8	3.5	f	
			f	399.0		CHRISMAN (Spur) 1.8	1.7	f	
			f	397.7		MAIN STREET (Spur) 0.4	0.4	f	
			s 3.55PM	397.3	R	VENTURA JCT.	0.0	1.02PM	
			Arrive Daily EX. SUNDAY			(15.0)		Leave Daily EX. SUNDAY	

(1.00) (0.55) ..... Total Time ..... (0.55) 16.36  
 15.00 ..... Average speed per hour ..... 16.36

All trains stop on signal at Foster Memorial Park.

SANTA BARBARA SUBDIVISION.

Eastward From S. Fran.				Distance from San Francisco	Time Table No. 138		Distance from Burbank	Toward S. Fran. Westward	
					August 28, 1921.				
<b>STATIONS</b>									
Capacity sidings in cars and location of Scales, Fuel, Water, Turning and Telephone Stations.									
				446.1		CHATSWORTH JCT. 3.0	20.7		
				449.1		Crossing P. E. Ry. 0.1	17.7		
37				449.2	D	OWENSMOUTH 4.2	17.6		
37				453.4		RESEDA 2.0	13.4		
33				455.4		ENCINO 3.0	11.4		
				458.4		Crossing P. E. Ry. 0.0	8.4		
39				458.4	D	VAN NUYS 1.5	8.4		
38				459.9		KESTER 1.3	6.9		
6				461.2		GARNSEY 1.6	5.6		
7				462.8	D	LANKERSHIM 1.1	4.0		
				463.9		LAPACO (Spur) 0.7	2.9		
				464.6		MACNEIL (Spur) 2.3	2.2		
66 WY				466.8		BURBANK	0.0		
						(30.7)			

..... Total Time .....  
 ..... Average speed per hour .....

Service by Extra Trains Only.

Westward trains are superior to trains of the same class in the opposite direction.



LOS ANGELES SUBDIVISION

Eastw'd from S. Fran.		Distance from San Francisco	Time Table No. 138		Distance from Pasadena	Toward San Fran. West'd	
Capacity sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		STATIONS	THIRD CLASS			
	132			133			
	Way Freight		Way Freight				
	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday				
Yard	6.40AM	487.7	DN-R SHORB	4.8	8.30AM		
		488.5	NORTH SHORB CROSSING P. E. RY.	4.0			
I		489.5	CROSSING P. E. RY.	3.0			
		489.9	SO. PASADENA	2.6			
23		490.6	GARFIELD AVE.	1.9			
15		491.2	RAYMOND HOTEL	1.3			
		491.2	CROSSING A. T. & S. F. RY.	1.3			
Yard WT	7.05AM	492.5	D-R PASADENA	0.0	8.10AM		
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		
	(0.25) 11.15	Total Time			(0.20) 14.40	Average speed per hour	

LOS ANGELES SUBDIVISION

Eastw'd from S. Fran.		Distance from San Francisco	Time Table No. 138		Distance from Pomona	Westward Toward S. Fran.	
Capacity sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		STATIONS	THIRD CLASS			
	144			145			
	Way Freight		Way Freight				
	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday				
96 W	11.00AM	497.3	DN BASSETT	17.8	10.15AM		
		500.9	BALDWIN PARK	14.2			
		501.0	CROSSING P. E. RY.	14.1			
28		501.4	ORUSHTON	13.7			
3		501.7	WITHAM	13.4			
33	11.30	502.3	IRWINDALE	12.8	9.40		
		503.0	LATEEN (Spur)	12.1			
25	11.45AM	504.1	AZUSA AVENUE	11.0	9.20		
Yard W	12.15PM	505.1	D COVINA	10.0	9.05		
		506.7	SAVOY	8.4			
27	12.40	507.4	CHARTER OAK	7.7	8.41		
		508.5	R CRSG. P. E. RY. LONE HILL	6.6			
38	12.55	509.5	SAN DIMAS	5.6	8.32		
57	1.30	511.9	LA VERNE	3.2	8.20		
		513.3	GANESHA JOT.	1.8			
		513.9	CROSSING P. E. RY.	1.2			
		514.5	CROSSING P. E. RY.	0.6			
Yard ITW	2.10PM	515.1	DN POMONA	0.0	8.00AM		
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		
	(3.10) 5.82	Total Time			(2.15) 7.91	Average speed per hour	

LOS ANGELES SUBDIVISION

Eastw'd from S. Fran.		Distance from San Francisco via Colton	Time Table No. 138		Distance from San Bernardino	Toward S. Fran. Westward	
Capacity sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		STATIONS	THIRD CLASS			
	152			153			
	Riverside Freight		Riverside Freight				
	Leave Daily Ex. Sunday		Arrive Daily Ex. Monday				
Yard P	5.30PM	546.2	R RIVERSIDE	10.4	2.15AM		
		545.4	CROSSING L. A. & S. L. RY.	9.6			
I		545.4	RIVERSIDE JUNC.	9.6	2.05		
24	5.40	543.3	ORANGE CENTER	7.5			
98 P	5.50	542.3	HIGH GROVE	6.5	1.50		
3		541.2	GRAND TERRACE	5.4			
		539.0	CROSSING MAIN LINE	3.2			
Yard WYOFF	6.15PM	539.0	DN-R COLTON	3.2	1.30AM		
		542.0	CROSSING A. T. & S. F. RY.	0.2			
Yard WY		542.2	DR SAN BERNARDINO	0.0			
	Arrive Daily Ex. Sunday				Leave Daily Ex. Monday		
	(0.45) 9.60	Total Time			(0.45) 9.60	Average speed per hour	

LOS ANGELES SUBDIVISION

Eastward From San Fran.		Distance from San Francisco	Time Table No. 138		Distance from End of Track	Toward San Fran. Westward	
Capacity sidings in cars, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		STATIONS	THIRD CLASS			
	134			135			
	Mixed		Mixed				
	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday				
Yard	8.35AM	487.7	DN-R SHORB	14.0	1.00PM		
		488.7	CROSSING P. E. RY.	13.0			
19	s 8.45	489.5	NORTH ALHAMBRA	12.2	s 12.50		
18	f	490.1	EAST ALHAMBRA	11.6	f		
41	f 8.55	491.7	SAN MARINO	10.0	f 12.35		
		492.9	SUNNYSLOPE (Spur)	8.8			
8	f	493.6	OHAPMAN	8.1	f		
		494.9	PARADA (Spur)	6.8			
		495.3	CROSSING P. E. RY.	6.4			
20	s 9.25	496.5	D ARCADIA	5.2	s 12.05PM		
		496.6	CROSSING A. T. & S. F. RY.	5.1			
52 W	s 9.40	498.2	D MONROVIA	3.5	s 11.55AM		
21 TW	s 9.50	500.1	D-R DUARTE	1.6	s 11.35		
		501.6	RIVAS	0.1			
59	10.00AM	501.7	END OF TRACK (14.0)	0.0	10.05AM		
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		
	(1.25) 9.28	Total Time			(2.55) 4.80	Average speed per hour	

LOS ANGELES SUBDIVISION

FROM SAN FRANCISCO		Distance from San Francisco	Time Table No. 138		Distance from Ontario	Toward S. Fran. Westward	
Eastward			STATIONS	SECOND CLASS			
138				139			
	Mixed		Mixed				
	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday				
W	8.00AM	514.3	DN POMONA	10.8	10.20AM		
		515.4	CROSSING L. A. & S. L. RY.	9.7			
I		515.7	CROSSING P. E. RY.	9.4			
Yard W	8.30	520.0	D OLINO	5.1	9.50		
		522.4	EUOLID AVENUE (Spur)	2.7			
		525.0	CROSSING L. A. & S. L. RY.	0.1			
I		525.1	DN ONTARIO	0.0	9.20AM		
107	9.00AM						
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		
	(1.00) 10.80	Total Time			(1.00) 10.80	Average speed per hour	

LOS ANGELES SUBDIVISION

From San Francisco		Distance from San Francisco via Redlands Junc.	Time Table No. 138		Distance from Sunshine Heights	Toward S. Fran. Westward	
Eastward			STATIONS	THIRD CLASS			
148				149			
	Crafton Freight		Crafton Freight				
	Leave Daily Ex. Monday		Arrive Daily Ex. Sunday				
73	12.10AM	544.5	DN-R REDLANDS JCT.	8.7	5.25PM		
		545.0	MOTOR JCT.	8.2			
Yard W	12.25	547.8	D REDLANDS	5.4	5.00		
		547.9	CROSSING P. E. RY.	5.3			
		549.2	EASTBERNE (Spur)	4.0			
		549.9	WARNER (Spur)	3.3			
		550.5	MENTONE (Spur)	2.7			
Yard Y	12.50AM	551.4	R CRAFTON	1.8	4.15PM		
		553.2	SUNSHINE HEIGHTS (Spur)	0.0			
	Arrive Daily Ex. Monday				Leave Daily Ex. Sunday		
	(0.40) 10.35	Total Time			(1.10) 5.91	Average speed per hour	

Westward trains are superior to trains of the same class in opposite direction.

INDIO SUBDIVISION.

Eastward				FROM SAN FRANCISCO				Distance from San Francisco	Time Table No. 138 August 28, 1921.	Distance from Colorado	TOWARD SAN FRANCISCO				Westward	
THIRD CLASS			FIRST CLASS				FIRST CLASS				THIRD CLASS					
Capacity sidings in cars and location of Scales, Fuel, Water and Turning Stations.	158 Freight	54 S. D. & A. Mixed	52 S. D. & A. Mixed	110 Sunset Express	16 S. D. & A. Passenger	44 Passenger	46 Passenger				15 S. D. & A. Passenger	45 Passenger	47 Passenger	159 Freight	51 S. D. & A. Mixed	
	Leave Daily Ex. Sunday	Leave Monday Only	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily				
Yard WYFOP	6.00AM			7.25PM		1.00PM	6.15AM	667.5	DN-R	NILAND	41.0			2.30PM		
77 P	6.10			f 7.34		f 1.09	f 6.24	672.0		ESTELLE	36.5			2.05		
29 PY	6.50			f 7.43		s 1.18	s 6.34	675.7	D	GALIPATRIA	32.8			1.18		
77 P	6.55			f 7.46		f 1.21	f 6.36	676.9		BERNICE	31.6			12.50		
32 P	7.10			f 7.55		f 1.29	f 6.45	681.0		ROOKWOOD	27.5			12.30PM		
								683.5		WOODS (Spur)	25.0					
								683.8		HOVELY (Spur)	24.7					
81 WP	8.45			s 8.10		s 1.40	s 7.05	686.2	D	BRAWLEY	22.3			11.59AM		
								687.6		KATSURA (Spur)	20.9					
								688.0		MELON (Spur)	20.5					
82 P	9.00			f 8.19		f 1.51	f 7.13	690.8		GRAPE	18.2			10.35AM		
91 WP	10.15			s 8.35		s 2.03	s 7.28	695.6	D	IMPERIAL	12.9			10.15		
Yard PY	11.24	8.10AM	7.05AM	s 8.50	3.50PM	s 2.18	s 7.50	699.4	DN-R	EL CENTRO	9.1	s 9.00AM	s 11.24	s 8.50	9.50	9.45PM
78 P	11.35	8.20	7.17	s 9.00	f 4.03	s 2.28	s 8.00	704.0		HEBER	4.5	f 8.47	s 11.10	s 8.40	9.00	9.30
Yard WYFOP	11.55AM	s 8.30AM	s 7.30AM	s 9.10PM	s 4.15PM	s 2.40PM	s 8.15AM	708.5	DN-R	GALEXICO	0.0	8.35AM	11.00AM	8.30PM	8.45AM	s 9.15PM
	Arrive Daily Ex. Sunday	Arrive Monday Only	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(5.55) 6.93	(0.20) 27.30	(0.25) 21.84	(1.45) 23.43	(0.25) 21.84	(1.40) 24.60	(2.00) 20.50		Total Time		(0.25) 21.84	(1.40) 24.60	(0.02) 20.50		(5.45) 7.16	(0.30) 18.20
									Average speed per hour							

INDIO SUBDIVISION					
FROM SAN FRANCISCO		Distance from San Francisco	Time Table No. 138 August 28, 1921.	Distance from Westmorland	Toward S. Fran.
Eastward					Westward
Capacity sidings in cars and location of Scales, Fuel, Water and Turning Stations.			<b>STATIONS</b>		
		675.7	GALIPATRIA	12.6	
		680.6	POPPY	7.7	
		683.1	FONDA	5.2	
		688.3	WESTMORLAND	0.0	
			(12.0)		
Service performed by extras only.					

INDIO SUBDIVISION					
FROM SAN FRANCISCO		Distance from San Francisco	Time Table No. 138 August 28, 1921.	Distance from Colorado	Toward SAN FRANCISCO
Capacity sidings in cars and location of Scales, Fuel, Water and Turning Stations.			<b>STATIONS</b>		
		744.4	POTHOLES	12.2	
		743.8	LAGUNA	11.6	
		739.6	SELLEW	7.4	
		737.8	BARD (Spur)	5.6	
		734.2	RAWLINGS (Spur)	2.0	
		732.2	COLORADO	0.0	
			(12.2)		
Service performed by extras only.					

Westward trains are superior to trains of the same class in opposite direction.

LOS ANGELES SUBDIVISION.

Eastward FROM SAN FRANCISCO							TOWARD SAN FRANCISCO Westward						
Capacity sidings in cars and location of Seals, Fuel, Water and Turning Stations.	THIRD CLASS						Distance from San Francisco	Time Table No. 138 August 28, 1921.	Distance from Newport Beach	THIRD CLASS			
	142	140	128	126	124	122				123	141	143	
	Santa Ana Freight	Whittier Freight	Mixed	Mixed	Mixed	Mixed				Mixed	Whittier Freight	Santa Ana Freight	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sun. & Wed.	Leave Wednesday Only	Leave Daily Ex. Sunday			Arrive Wednesday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
Yard IYTFOP	10.00PM	8.00PM					481.8	DN-R RIVER STA.	46.4				
Yard YWTFOP	10.15	8.20					483.7	DN-R LOS ANGELES	44.5				
I							485.5	CROSSING P. E. RY.	42.7				
98							486.4	VERNONDALE	41.8				
I							487.3	CROSSING A. T. & S. F. RY.	40.9				
							487.5	CROSSING P. E. RY.	40.7				
53 YWP	10.50	9.00					487.6	NADEAU	40.6				
19							489.1	D-R FLORENCE	39.1			5.42 6.50	
I							490.1	ARDMORE	38.1				
24	11.00	9.15					491.9	CROSSING L. A. & S. L. RY.	36.3				
10							492.1	QUADAHY	36.1			5.18 6.30	
21	11.15	9.45					493.2	VINVALE	35.0				
17 P	11.20	10.00PM					495.0	D DOWNEY	33.2			5.10 6.15	
39	11.35						497.4	R STUDEBAKER	30.8			5.00PM 5.58	
20	11.45PM						499.1	D NORWALK	29.1			5.45	
76	12.05AM						501.2	OARMENITA	27.0			5.35	
32	12.10						503.4	LINEA (Spur)	24.8				
15	12.15						504.4	D BUENA PARK	23.8			5.25	
24 WY	12.40						505.4	ALMOND	22.8			5.15	
24 WY					9.45AM		507.1	BROOKHURST	21.1			4.55	
							509.0	D-R WEST ANAHEIM	19.2			4.40	
							509.0	D-R WEST ANAHEIM	18.4				
							509.8	DREYFUS (Spur)	17.6				
					9.55		511.0	MIRAFLORES	16.4				
							512.1	R WEST ANAHEIM JCT.	15.3				
24 WY	12.40						509.0	D-R WEST ANAHEIM	19.2			4.40	
39	1.00						510.2	R ANAHEIM	18.0			4.25	
30 P	1.05		1.30PM	9.58AM			511.9	R TUSTIN JCT.	16.3	10.15AM		4.00	
	1.10		1.35				512.9	WEST ANAHEIM JCT.	15.3	10.09AM		3.50	
19	1.15		1.45				514.6	WEST ORANGE	13.6			3.40	
Yard WYFP	1.30AM		2.00PM				515.6	CROSSING P. E. RY.	12.6				
							517.0	D-R SANTA ANA	11.2			3.30PM	
							517.1	CROSSING S. A. & N. RY.	11.1				
63							519.4	DYER	8.8				
							522.1	PAULARINO (Spur)	6.1				
							524.5	THURIN	3.7				
17							525.7	HARPER	2.5				
							527.2	BRANAGAN (Spur)	1.0				
							528.0	CROSSING P. E. RY.	0.2				
Yard WY							528.2	D-R NEWPORT BEACH	0.0				
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sun. & Wed.	Arrive Wednesday Only	Arrive Daily Ex. Sunday		(46.4)		Leave Wednesday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(3.30) 10.05	(2.00) 7.63	(0.30) 10.20	(0.11) 15.84	(0.20) 9.30	(0.50) 13.44		Total Time.....	(0.06) 10.00	(1.45) 8.91	(4.15) 8.28		

Westward trains are superior to trains of the same class in the opposite direction.



LOS ANGELES SUBDIVISION.

Eastward From San Francisco			Distance from San Francisco	Time Table No. 138			Distance from Whittier	Toward S. F. Westward		
THIRD CLASS				August 28, 1921.				THIRD CLASS		
140								141		
Freight								Freight		
Leave Daily Ex. Sunday				STATIONS				Arrive Daily Ex. Sunday		
17	P	10.00PM	497.4	R	STUDEBAKER	5.9	5.00PM			
23			499.5		FULTON WELLS	3.8				
15			500.6		LOS NIETOS	2.7				
	I		500.6		CROSSING A. T. & S. F. RY.	2.7				
			501.0		CROSSING P. E. RY.	2.3				
39			502.2		EVERGREEN STREET	1.0				
			503.1		CROSSING P. E. RY.	0.1				
27	TW	10.30PM	503.2	D-R	WHITTIER	0.0	4.00PM			
Arrive Daily Ex. Sunday				(5.9)				Leave Daily Ex. Sunday		

(0.30) ..... Total Time ..... (1.00)  
 11.80 ..... Average speed per hour ..... 5.90

LOS ANGELES SUBDIVISION.

Eastward From S. F.			Distance from San Francisco	Time Table No. 138			Distance from Tustin	Toward S. F. Westward		
SECOND CLASS				August 28, 1921.				THIRD CLASS		
130								127		
Mixed				STATIONS				Mixed		
Leave Daily Ex. Sunday								Arrive Daily Ex. Sunday		
30		10.20AM	511.9	R	TUSTIN JCT.	10.5	1.20PM			
	I		512.4		CROSSING A. T. & S. F. RY.	10.0				
			512.7		GRATTO	9.7				
21		f 10.30	514.5		MARLBORO	7.9	f 1.10			
	I		514.7		CROSSING A. T. & S. F. RY.	7.7				
10		f 10.38	516.7		VILLA PARK	5.7	f 1.02			
20		s 10.45	518.4		MCPHERSON	4.0	s 12.55			
18		f 10.50	519.4		EL MODENA	3.0	f 12.40			
26	WT	11.00AM	522.4	R	TUSTIN	0.0	12.30PM			
Arrive Daily Ex. Sunday				(10.5)				Leave Daily Ex. Sunday		

(0.40) ..... Total Time ..... (0.50)  
 15.75 ..... Average speed per hour ..... 12.60

LOS ANGELES SUBDIVISION.

Eastward From San Francisco			Distance from San Francisco	Time Table No. 138			Distance from Los Alamitos	Toward S. F. Westward		
THIRD CLASS				August 28, 1921.				THIRD CLASS		
125								Mixed		
Mixed				STATIONS				Arrive Daily Ex. Sunday		
Leave Daily Ex. Sunday								Leave Daily Ex. Sunday		
YWP			509.0	D-R	WEST ANAHEIM	9.4	9.30AM			
			510.3		NEFF (Spur)	8.1	f 9.27			
8			511.3		NUTWOOD	7.1	f 9.24			
33			513.6		STANTON	4.8	f 9.18			
			514.0		CROSSING P. E. RY.	4.4				
YP			514.1	R	STANTON JUNCTION	4.3	9.15AM			
Yard TWO			518.4	D-R	LOS ALAMITOS	0.0				
				(9.4)				Leave Daily Ex. Sunday		

..... Total Time ..... (0.15)  
 ..... Average speed per hour ..... 20.40

LOS ANGELES SUBDIVISION.

Eastward From San Francisco			Distance from San Francisco	Time Table No. 138			Distance from Newport Beach	Toward S. F. Westward		
THIRD CLASS				August 28, 1921.				THIRD CLASS		
125								Mixed		
Mixed				STATIONS				Arrive Daily Ex. Sunday		
Leave Daily Ex. Sunday								Leave Daily Ex. Sunday		
PY			514.1		STANTON JUNCTION	15.8	9.15AM			
50	W		517.4		WESTMINSTER	12.5	f 9.05			
			518.9		SUGAR	11.0				
27			519.5		SMELTZER	10.4	s 9.00			
			520.5		WINTERSBURG	9.4	s 8.50			
9			521.9		WIEBLING	8.0	f 8.45			
31			522.4	D	LA BOLSA	7.5	f 8.43			
29			522.8		WESTFALL	7.1	f 8.40			
23			523.3		NEWLAND	6.6	f 8.35			
14	P		524.4		HUNTINGTON BEACH	5.5	s 8.30			
			524.6		CROSSING P. E. RY.	5.3				
			525.4		GAMEWELL (No Siding)	4.5	f 8.27			
			529.7		CROSSING P. E. RY.	0.2				
Yard PWY			529.9	D-R	NEWPORT BEACH	0.0	8.15AM			
				(15.8)				Leave Daily Ex. Sunday		

..... Total Time ..... (1.00)  
 ..... Average speed per hour ..... 15.80

Westward trains are superior to trains of the same class in the opposite direction.  
 Staff System between Huntington Beach and La Bolsa.  
 Light system between Gamewell and 1840 feet East.

LOS ANGELES SUBDIVISION.

Eastward		FROM SAN FRANCISCO						Distance from San Francisco	Time Table No. 138		Distance from Point Firmin	TOWARD SAN FRANCISCO						Westward	
Capacity siding in cars and location of Scales, Fuel, Water and Turning Stations.									August 28, 1921.										
									STATIONS										
53	YWP							489.1	D-R	<b>FLORENCE</b>	18.9								
30								490.3		1.2 <b>TWEEDY</b>	17.7								
								491.3		1.0 CROSSING P. E. RY.	16.7								
25								491.8		0.5 <b>LYNWOOD</b>	16.2								
61								494.1		2.3 <b>COMPTON</b>	13.9								
	I							496.2		2.1 CROSSING P. E. RY.	11.8								
74								497.7		1.5 <b>ELTMAN</b>	10.3								
								498.4		0.7 <b>DOLORES</b> (Spur)	9.6								
								500.0		1.6 <b>WATSON</b> (Spur)	8.0								
60	Y							501.4		1.4 <b>THENARD</b>	6.6								
								501.9		0.5 CROSSING P. E. RY.	6.1								
52								502.9		1.0 <b>WILMINGTON</b>	5.1								
	I							504.5		1.6 DRAWBRIDGE	3.5								
Yard	TFOWP							505.5	D-R	1.0 <b>SAN PEDRO</b>	2.5								
								506.4		0.9 <b>CENTER STREET</b>	1.6								
								508.0		1.6 <b>POINT FIRMIN</b>	0.0								
										(18.9)									

Service by extra trains only.

LOS ANGELES SUBDIVISION.

Eastward		From San Francisco						Distance from San Francisco	Time Table No. 138		Distance from Alarmitos Beach	Toward San Francisco						Westward	
Capacity siding in cars and location of Scales, Fuel, Water and Turning Stations.									August 28, 1921.										
									STATIONS										
60	Y							501.4		<b>THENARD</b>	3.8								
								502.4		1.0 CROSSING P. E. RY.	2.8								
								502.6		0.2 <b>MEAD</b> (Spur)	2.6								
								502.9		0.3 <b>GASPUR</b> (Spur)	2.3								
								503.6		0.7 CROSSING P. E. RY.	1.6								
								504.5		0.9 CROSSING P. E. RY.	0.7								
								504.7		0.2 <b>LONG BEACH</b>	0.5								
27	T							504.8		0.1 CROSSING P. E. RY.	0.4								
								505.2		0.4 <b>ALARMITOS BEACH</b>	0.0								
								505.4		0.2 CROSSING L. A. & S. L. RY.									
										(3.8)									

Service by extra trains only.

Westward trains are superior to trains of the same class in the opposite direction.



Extra trains may pass, or run ahead of third class trains without receiving order to do so.

On double track between Burbank Jct., Shorb and Florence, Santa Barbara and East Santa Barbara, extras may run without orders, but must comply with Rule 83-A.

#### STANDARD CLOCKS.

Santa Barbara	River Station	Indio	Calexico
Oxnard	Los Angeles	Niland	Patio
Saugus	Los Angeles Roundhouse	El Centro	Santa Ana
San Fernando	Colton		

#### WATCH INSPECTORS.

##### Name, Location and Territory:

Newton Moore, 301 O. T. Johnson Bldg., 4th and Broadway, Los Angeles only.  
 G. D. Davidson Co., 445 S. Spring St., and 2217 N. Broadway  
 Los Angeles and Los Angeles to Santa Barbara and Branches;  
 Los Angeles to Mojave and Los Angeles to Santa Ana, Newport and Tustin,  
 Los Angeles to Colton, including Chino, Duarte and Covina Branches.  
 Cole Bros., Whittier only.  
 Smith & Bishop, Santa Ana only.  
 F. J. Leidler, Long Beach only.  
 Baker and Davis, Oxnard only.  
 A. A. Poole, Santa Barbara only.  
 R. F. Winslow and Chas. E. Perham, San Pedro, San Pedro to Florence.  
 J. H. Hall, Pasadena only.  
 C. C. Zilles, Pomona only.  
 E. W. Cosgrove, Colton only.  
 F. B. King, Redlands only.  
 Wm. Baird, Yuma, and Yuma to Colton, including Imperial Branch.  
 Dutton Jewelry Co., Anaheim only. W. A. Manson, San Bernardino to Riverside.  
 H. E. Fox, Jr., San Fernando only. F. S. Fisher, Riverside only.  
 R. W. Cummings, Ventura only. Seiglitz Co., Calexico only.  
 E. J. McEvoy, Brawley only.  
 Smith & Slocum, El Centro only.  
 W. M. Everett, Fillmore only.

#### BULLETIN BOARDS.

Santa Barbara	River Station	Indio	Calexico
Oxnard	Los Angeles	Niland	Santa Ana
Saugus	L. A. Roundhouse	Patio	San Pedro
San Fernando	Colton	El Centro	

#### CLEARANCES.

- Rule 83-A not apply stations not telegraph offices, or where offices closed.
- Trains must obtain clearance card as follows:  
All at Patio, Niland, Beaumont, Colton.
- All branch trains at Redlands Junction, Redlands, West Anaheim, San Pedro, Duarte, and trains of the Van Nuys and Santa Paula lines at Burbank, Chatsworth, Montalvo and Saugus, when telegrapher on duty.

#### REGISTER EXCEPTIONS.

- First-class trains register by Form 2642 at River Station and Burbank Jct.
- First-class trains will have a train registering ticket (Form 2642) properly filled out, to be left with the Operator at Colton, provided they receive a train order check of the register covering all trains due which are superior or of the same class, and authority to register by ticket.
- Beaumont is a registering station only for extra trains originating at that point. Regular trains will leave a registering ticket (Form 2642) with the operator at Beaumont, who will enter same on the register for the information of such extra trains originating and this register will not apply on other trains.
- After having been shown on register at Los Angeles, River Station or Colton, signals for sections will not be taken down at, or displayed from any intermediate station between those points.
- Only trains originating and terminating register at Oxnard and Los Angeles.
- Only trains to and from branch and trains originating and terminating register at Ventura Junction, Montalvo, Chatsworth, Shorb, Bassett, Pomona, Redlands Junction.
- Train register is maintained at Yard Office at Santa Barbara, also at Passenger Station, Santa Barbara.

10 (A) The Yard Office at Santa Barbara will be considered the initial station for both Divisions except that westward first-class trains holding Los Angeles Division order to display signals to Santa Barbara must display them to the Passenger Station.

10 (B) Eastward first-class trains holding Coast Division order to display signals to Santa Barbara must display them to the Yard Office and under no circumstances must they be taken down at west end of double track or between that point and the Yard Office.

10 (C) Only first-class trains will register at the Passenger Station for the information of eastward first-class trains of the Los Angeles Division and for westward inferior trains of the Coast Division to check against eastward first-class trains of the Coast Division that do not appear on the Coast Division register at the Yard Office to avoid making an observation check on double track, also to check against all westward first-class trains of the Coast Division.

10 (D) First-class trains will register by ticket (Form 2642) at the Yard Office. Eastward first-class trains of the Los Angeles Division will accept the registration of westward first-class trains as they appear on the Passenger Station register, as applying at the Yard Office, but must check at Yard Office against over due first-class westward trains not on the register at the Passenger Station.

10 (E) Single track Rule 14 (k) will apply to the double track between East and West Santa Barbara. First-class trains being permitted to register at Yard Office by Form 2642 as per Rule 83 (b) conductors, telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

10 (F) Conductors and engineers of eastward first-class trains will obtain by telephone necessary information from the telegraph operator to enable them to properly indicate the identity of their train before leaving Passenger Station. Telegrapher at the Yard Office will furnish conductors and engineers of westward first-class trains all orders, clearance and special instructions governing movement of such trains west of Passenger Station on the Coast Division. Engineers receiving such orders and special instructions at the yard office will deliver same to outgoing engineers when relieved at Santa Barbara.

10 (G) The clerk at Passenger Station will advise telegrapher in Yard Office the arriving time and departing time of all first-class trains in addition to other information shown on the register at Passenger Station. Conductors must show the same information on Form 2642 at Yard Office as shown on register at the Passenger Station. The telegrapher at Yard Office must see that trains for the Coast Division and Los Angeles Division are registered in their respective registers.

11. At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register by ticket (Form 2642), as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

#### TRAIN AND AIR INSPECTION.

12. No freight train run more than 30 miles without stop for inspection of wheels, running gear, etc., with following exceptions:

A. Freight trains not having occasion to stop between River Station and Pomona for other purposes may make the run without stopping for inspection, provided train has been properly inspected at Pomona and train, in either direction, is in good running condition.

B. Freight trains which have been carefully inspected at Chatsworth and found in good running condition may run to Oxnard for inspection in case no stop for other purposes between such points.

C. Eastward freight trains not having occasion to stop between Santa Barbara and Oxnard may run to Oxnard for inspection.

13. On freight trains where helpers are coupled in rear of train the last helper engineer to make coupling after brake pipe has been parted will sound one blast of the whistle for air test, the leading engineer will, when train is ready, repeat the signal and test will then be made as per Rule No. 17 of the Air Brake Rules. Rear brakeman must not open rear angle cock for test until leading engineer has sounded signal for test. Other engineers in train must not whistle off until air test has been made.

14. Air brakes of all freight trains must be tested from rear at Beaumont, as per Rule 17, and on all passenger trains on which air brake hose have been separated.

15. Eastward freight trains stop at Cabazon, Palm Springs, Edom, and westward freight trains at Ordway, 10 minutes, where trainmen will make careful examination of wheels under all cars.

16. Engines running light, descending grades of 1½ per cent and over, will stop for inspection sufficient length of time for the engineman to satisfy himself that tires and machinery are in satisfactory condition.

17. Engines of freight trains cut off to take water when more than 20 cars.

18. Maximum tonnage rating per operative brake 125 Ms between Colton and Palm Springs must be strictly observed.

19. Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal, list

showing tonnage of each car in train. Car Inspector will record on list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

20. Swing Brakeman will ride on top near middle of train between the following points:

Eastward: Los Angeles to Bassett,  
Bloomington to Colton,  
Beaumont to Indio,  
Knob to Yuma.

Westward: Beaumont to Colton,  
Pomona to Puente,  
Shorb to Los Angeles,

21. Freight trains taking siding where it is necessary for them to open their own switch, also freight trains leaving siding where it has been found necessary to apply train (automatic) brakes after out on main track, must be brought to a stop and sufficient time allowed to insure release of all brakes in train before an attempt is made to start. One or one and one-half minutes generally is required to insure such release; engineer must be governed by gauge as well as time duration in this work.

21 (A) Practice that has governed in the past in handling freight trains on siding, between switches, will be permitted in future.

21 (B) Where train (automatic) brakes have been applied for any cause and speed reduced to as low as fifteen miles per hour, except in grade work where average speed is fifteen miles or lower, stop should also be made and time duration as outlined above recognized before attempt is made to start.

21 (C) Where undesirable action of brake is noticed, engineer must place handle of brake valve in lap position and allow train to come to stop, employing the same means to insure all brakes releasing before attempt is made to start again.

21 (D) Special attention of trainmen must be given in these instances to see that all brakes on rear end of train have released.

22. The following additional air whistle communicating signals will be used:  
One long, when running, look back for hand signals.

Six short, when running, increase steam heat.

#### Method for Testing for Triple, Causing Undesired Application of Air Brakes (dynamiter).

23. If test is made on grade, a sufficient number of hand brakes must be set to secure train.

23 (A) The brake pipe must be fully charged and brake valve kept in running or release position according to the type of brake or valve. Westinghouse in running position and New York in release position.

23 (B) Trainmen will then, starting from rear, station themselves so as to observe two cars apiece. The angle cock ahead of the cars being tested will then be closed and angle cock on rear of caboose opened very slowly, allowing a small flow of air, about the same as would be made from brake valve for a service application. If all brakes apply properly and show no bad triple action, close angle cock on rear of caboose.

23 (C) The above procedure is to be followed throughout the train, first separating the hose between the forward car of the cut, already tested, and the rear car of the cut to be tested and closing the angle cock at the forward end of the leading car of the cut—the number of cars in each test depending upon the number of trainmen available, not to exceed two cars for each man. Air brake of car going into emergency will be cut out and report rendered on Form 2809.

23 (D) After test is completed and before train proceeds, rear end air brake test, as per Rule 17, must be made to insure all hose coupled and angle cocks in proper position.

#### USE OF RETAINERS.

24. Passenger trains descending grades between Redlands Jct. and Palm Spring retainers will be turned up on all cars. Westward passenger trains need not stop at Redlands Junction to turn down retaining valves.

Trainmen will turn down such retaining valves as are accessible at Redlands Junction, others to be turned down first stop beyond Redlands Junction.

25. Freight trains consisting of all loads descending grades between Colton and Edom, turn up all retaining valves, also on equalizers when used.

26. On freight trains consisting of loads and empties, turn up retaining valves on all loads and every other one on empties. On freight trains consisting of all empties, turn up every second retaining valve throughout the train.

27. Where retainers used speed of freight trains on any grade over 1 per cent not exceed 25 miles per hour, and on grades this character more than 5 miles long, for first 5 miles time consumed in traveling any one mile not less than 3 minutes. Above maximum speed restriction not affect speed on heavy grades or other locations where maximum now provided.

28. Retainers will be used on all eastward freight trains between San Fernando and Burbank, composed of over 30 cars or 100 Ms per operative brake.



**"19" ORDER.**

29. Within automatic block signal limits between Saugus and Indio—Santa Barbara and Burbank—Niland and Yuma—San Bernardino and Riverside—note under Rule 211 modified as follows:

29 (A) Form "19" train order may be issued to restrict superiority of train, except that Form 31 must be used (1) when orders delivered at non-telegraph or closed telegraph station. (See Rule 217.) (2) When necessary to restrict train which has been cleared or engine of which has passed train order signal. (See Rule 219.) (3) When issuing order Form "G," example 3. (4) When giving any train right over all trains. (5) When reducing time order where necessary dispatcher have signature superior trains before completing order to inferior trains.

29 (B) Operator will fill out clearance, designating thereon numbers all orders (Forms 19 and 31), repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in space provided for. Operator retain carbon copy clearance.

29 (C) Dispatcher write train order numbers in train order book as transmitted by operator from clearance, and designate time clearance made O. K., not transmitting O. K. unless operator repeats numbers all orders to be delivered to train to which clearance addressed.

29 (D) When "19" order restricting superiority issued at station where superiority restricted, train must be stopped by operator before delivery of order.

29 (E) Conductor's and engineer's attention called to importance of approaching moderate speed telegraph offices where orders received. Also necessity carefully checking clearance to ascertain positively clearance properly addressed and orders received those called for by clearance.

29 (F) Clearance outside automatic block signal limits must show numbers all orders (both 31 and 19) and be O. K.'d by dispatcher same as within block signal limits.

**TRANSMITTING TRAIN ORDERS BY TELEPHONE.**

30. Rule 251 is amended to read as follows:

In transmitting or repeating a train order by telephone it will be done according to the following example:

"SECOND NO. 25 ENG. 3205 WAIT AT NEWHALL UNTIL NINE FIFTY 950 PM FOR EXTRA 2756 EAST."

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows: First pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d"; pronounce the word "Number" which will be abbreviated by "No." Pronounce the figures 2-5 and follow by spelling each digit, thus: "t-w-o f-i-v-e"; pronounce the word "Engine," which may be abbreviated in the order as "Eng."; pronounce the engine number in figures as "3-2-0-5," then follow by spelling each figure, as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e"; pronounce the words "wait at," then pronounce the station name and follow by pronouncing each letter of the station name, "N-e-w-h-a-l-l," pronounce the word "until," then pronounce the time, "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e f-i-f-t-y," then pronounce the figures: "950," followed by "P. M." Pronounce the word "for," also "Extra," then name each figure in the number, as: "2-7-5-6," following by spelling, as "t-w-o s-e-v-e-n f-i-v-e s-i-x" and then pronounce the word "East."

You will note that the words "Number," "Wait at," "For," "Extra," and "East" are merely pronounced and should not be spelled.

**AUTOMATIC SIGNALS.**

31. Automatic block signals in operation between Santa Barbara and Burbank Jet., Saugus and River Station, River Station and Naud Junction, Naud Junction and Mission Junction, on westward track only, River Station and Mission Junction, Los Angeles Shop and East yard limit Indio, on Covina Branch one mile west of Pomona, between Patio and Niland, between San Bernardino and Riverside.

32. Rule 504 is amended as follows:

When a train is stopped by block signal, it may proceed when the signal indicates proceed.

32 (A) ON SINGLE TRACK: Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but trains will not exceed six miles per hour to such block signal.

32 (B) ON DOUBLE TRACK: A train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

32 (C) A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, providing track is seen to be clear to the fouling point.

32 (D) When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch provided track is seen to be clear to that switch.

32 (E) When a train which is to take siding at meeting or passing point or is to enter terminal yard finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a trainman or switch tender is at the home signal giving proceed signal to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

32 (F) When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "Stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution to the next signal.

32 (G) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from the first train order office from which report can be made without delay to train.

32 (H) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without a flagman in advance, both engineman and fireman will watch carefully for such defects.

32 (I) Within block signal limits that portion of Rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

32 (J) Overlaps affecting eastward trains—Shorb, Alhambra, San Gabriel and Savanna. Trains in direction indicated holding main track against opposing trains must not pass post marking overlap of adjoining block, and switch must not be opened to head in opposing trains into siding until it is known that expected train has passed signal at opposite end of block.

33. Control for tower signals on eastward and westward tracks Glendale Tower and eastward track at Burbank Jet., extend beyond the limits of the interlocking and are held at stop by open switch or train on main track in same manner as automatic signals. These signals held at stop regardless of towerman's efforts if main track is occupied or switch open.

34. Distant switch signals operated east and west end Piru, east end Camulos and east of East switch Castaic. These signals set at "caution" by open switch or train on main track between signal and switch or by train fouling main track.

35. Automatic block signals—3895 Ventura—4026 Montalvo—4500 and 4513 Saugus—5145 Pomona—5209 Ontario—5399 and 5396 Colton—5440 Redlands Junction for trains going to Redlands Branch—6100, 6110, 6111, 6115, 6116, 6121 Indio—6663, 6672, 6673, 6676, 6677, 6681 Niland, governing movement of trains entering yards are minute signals. If signals are stop position wait one minute, then proceed under control, not exceeding 6 miles per hour.

36. Short arm on signal 5629 east end Beaumont siding governs trains entering siding. If arm does not clear when switch thrown train may proceed under flag through siding.

**INTERLOCKING STATIONS.**

37. Last paragraph of Rule 630 is amended, as follows:

"Before giving hand signals for a train to move through interlocking limits against fixed signals, the towerman must assure himself that switches are properly lined and that route is clear, and in giving such signals he must be on the ground and use a yellow flag by day and a yellow light by night."

38. Rule 663 is amended, as follows:

"Enginemen and trainmen must not accept a 'proceed' signal as against fixed signals except as provided for in Rule 630. When hand signals are given for trains to pass fixed signals at STOP, train must be brought to stop before passing interlocking signal and may then proceed under control not exceeding six miles per hour through the limits of the interlocking plant, keeping a sharp lookout for open derailleurs and trains on conflicting routes.

39. For any movement against the current of traffic give one long and one short sound of steam whistle. When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give one short followed by one long sound of steam whistle for the information of towerman.

40. Switch at end of double track Shorb electrically controlled and operated from telegraph office. Crossover switches west of double track switch between the two main tracks, and westward main track and middle track electrically lock when an approaching westward train enters the block. Switching movements through these crossovers can be made only by leaving train east of westward home signal at end of double track.

When fixed signals at end of double track Shorb are inoperative, be governed by Rules 630, 631 and 663.

**Main Track.**

41. Raymer Tower.—Crossing of Pacific Electric Railway, 0.9 mile east of Raymer.

42. Burbank Junction Tower.—Three-arm home and distant signal is located five hundred (500) feet East of Tower on Westward main track and top arm covers movement straight through on Westward main track to Saugus. Lower arm governs movement through crossover to Coast Line.

Westward trains approaching Interlocking Plant give one long sound (—) of whistle for top arm and one long and four short (— o o o o) sounds of whistle for lower arm.

Three-arm home and distant signal is located eight hundred (800) feet west of Tower on Coast main track and top arm governs movement through on Eastward main track. Lower arm governs movement through crossover to Westward main track against current of traffic.

Eastward trains approaching Interlocking Plant from Coast Line give one long sound (—) of whistle for movement straight through Eastward main track and one long and one short sound (— o) of whistle for lower arm.

Three-arm home and distant signal is located five hundred feet west of Tower on Saugus line and top arm governs movement through crossover to Eastward main track. Lower arm governs movement to Westward main track against current of traffic.

Eastward train approaching Interlocking Plant from Saugus give one long (—) sound of whistle for top arm and one long and one short (— o) sound of whistle for lower arm.

Dwarf signal located five hundred feet east of Tower on Eastward main track governs movements against current of traffic. Give one long and one short (— o) sound of whistle for this signal.

43. Glendale Tower.—Crossing of Pacific Electric Railway, 0.2 mile east of Glendale (Tropico).

44. El Monte Tower.—Crossing of P. E. Ry. 0.1 mile east of El Monte. To or from east end of siding, five short.

45. Bloomington Tower.—Crossing Pacific Electric Railway at Bloomington. To and from east end siding, five short. For house track or packing house spur, two long and one short.

46. Colton Tower.—Crossing of A. T. & S. F. Railway, west end Colton yard. Eastward trains for coach track, five short; for No. 1 track, one long and four short; for No. 2 track, one long, one short and one long; for Riverside Branch, two long and one short.

**San Bernardino-Riverside Branch.**

47. E Street Tower.—Crossing of A. T. & S. F. Ry., at San Bernardino. To go around Y one long and one short; for house track, two long and one short. For P. E. track one long and four short.

48. Highgrove Tower.—Crossing of A. T. & S. F. Railway, 0.7 mile west of Orange Center.

49. Riverside Tower.—Crossing of L. A. & S. L. Ry., at Riverside Junction. To Riverside freight yard one long and four short. From or to L. A. & S. L. Ry. one long and one short.

**Santa Ana Branch.**

50. Cudahy Tower.—Crossing L. A. & S. L. Ry. at Cudahy.

**San Pedro Branch.**

51. Nadeau Tower.—Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

52. Dominguez Tower.—Crossing Pacific Electric Railway 1.5 miles west of Elftman.

53. San Pedro Drawbridge Tower.—Governing movement of trains over drawbridge one mile west of San Pedro.

**Whittier Branch.**

54. Los Nietos Tower.—Crossing A. T. & S. F. Ry. at Los Nietos. For siding, five short.

**Tustin Branch.**

55. Anaheim Tower.—Crossing A. T. & S. F. Ry., 0.5 mile east of Tustin Junction.



SPECIAL INSTRUCTIONS—Continued.

56. Olive Tower.—Crossing A. T. & S. F. Railway, 0.3 mile east of Marlboro.

**Pasadena Branch.**

57. Marengo Tower.—Crossing of Pacific Electric Railway on Pasadena Branch, 0.2 mile west of South Pasadena.

**Duarte Branch.**

58. Arcadia Tower.—Crossing A. T. & S. F. Ry. 1 mile east of Arcadia.

**Chino Branch.**

59. Pomona Jct. Tower.—Crossing L. A. & S. L. Ry., 1.1 miles east of Pomona. For Packing House Track, one long and four short.

60. Ontario Tower.—Crossing L. A. & S. L. Ry., 0.2 mile west of Ontario.

**Los Angeles Yard.**

61. Mission Tower.—Crossing A. T. & S. F. and L. A. & S. L. Railways, 1.9 miles east of Los Angeles, or 0.7 mile east of River Station.

Main Track to Passenger Station, one long.

Main Track east, one long.

To River Station, one long, four short.

To Roundhouse, one long, four short.

To Brewery Spur, two long, one short.

To Salt Lake Transfer, four short, one long.

To Outbound Roundhouse Track, one long, one short, one long.

To Pacific Coast Packing Co., one long, one short, one long.

To Pressed Brick Spur, two short, one long, one short.

To Barber Asphalt, one short, one long, one short.

To Lacy Manufacturing Co., two long, one short.

All movements against the current of traffic, one long, one short, except to River Station against the current of traffic, five short.

62. River Station Tower.—One long for main track; five short for Yuma or Yard lead; one long, one short and one long for Hotel track or New House; one long and four short for Platform or EO tracks; one long and one short for movements against traffic, except toward Mission Junction, four short and one long.

63. Naud Junction Tower.—Trains running via Mission Junction, four short.

64. Clement Junction Tower Crossing P. E. Ry.—To go on Pacific Electric transfer or to Hamond Lumber Co., one long and four short; on Tenoni spur, one long, one short, one long.

**STAFF SYSTEM.**

65. Covina Branch.—Between Lone Hill, San Dimas, La Verne and Ganesha Junction.

66. Smeltzer Branch.—Between Huntington Beach and La Bolsa.

67. Possession of staff is authority for train to proceed to next staff.

68. Trains unable to secure staff from staff machine will, after waiting 5 minutes, send flagman ahead and after waiting 5 additional minutes, follow flagman to next staff machine. Failure of staff machine to be reported to Chief Dispatcher from first open telegraph station.

**LIGHT SYSTEM.**

69. Between Gamewell and a point 1840 feet east, 1840 feet of P. E. track will be operated over by the S. P. trains jointly with the P. E. Operation over this 1840 feet of track is controlled by a manually operated light-signal system. The light-signal consists of 3 red lamps located about 15 feet above ground on pole between S. P. and P. E. tracks at clearance point; these lights burning in series with red lamp enclosed within a box, the door of this box being equipped with a red bullseye, which reflects the rays of red lamp after door is closed and locked. All trains will stop at the clearing point. The normal indication of signal is dark.

69 (A) To operate, open the box and throw the switch lever. Display of red lamp in box and one side of pole is authority to proceed. The track switch should not be opened until after the proper indication has been received from the light signal.

69 (B) When light circuits are turned on at both ends simultaneously or the block is occupied, there will be no light indication.

69 (C) Should you fail to get the proper indication on account of defective light, conductor will endeavor to get in touch with P. E. dispatcher. Failing to get in touch with dispatcher, send a flagman in advance sufficient distance to insure full protection, then proceed.

69 (D) After clearing the joint track, throw the switch in the box, thereby restoring the signal to normal position. The operation of the light switch will be done by the conductor. Engineers must know proper indication is shown in the signal before proceeding beyond the clearing point.

**SPEED TABLE.**

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

**MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.**

All Locomotives, with the following exceptions, are Counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3309.....	63	45120 lbs.
A-2	3022.....	64	44500 "
MC-1	4000 and 4001.....	53	42760 "
MC-2	4002 to 4016.....	53	42760 "
MC-4	4017 to 4028.....	53	43130 "
MC-6	4029 to 4043.....	53	43230 "
MC-6	4044 to 4048.....	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211.....	49	46140 "
MK-4	3216 to 3230, 3232 to 3235.....	49	45560 "
MM-2	4200 to 4211.....	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205.....	50	22740 "
T-6	2197, 2208.....	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352.....	54	46220 "
TW-2	2946, 2948 to 2953.....	43	25860 "
TW-4	2926 to 2931.....	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of Counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

Above table for information of engineers must not be considered in any way to authorize exceeding speed limit specified under "speed restrictions."

**70 SPEED RESTRICTIONS.**

Maximum speed of any passenger train at any point must not exceed 50 miles per hour.

Maximum speed of any freight train at any point must not exceed 35 miles per hour.

No passenger train shall exceed a speed of 30 miles per hour around curves of 6 degrees and over.

No freight train shall exceed a speed of 20 miles per hour around curves of 6 degrees and over.

**OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:**

	M. P. H.
Light engines running ahead.....	35
Yard engines.....	20
2-10-2 class in passenger service (Nos. 3600 to 3652 inc.).....	45
2-10-2 class (Nos. 3653 to 3667 inc.) must under no circumstances be used in passenger service and in other service must not exceed 30 miles per hour on tangent track and curves of less than 6 degrees, and 15 miles per hour on curves of 6 degrees or over.	
2900 class, 4200 class—in passenger service.....	40
4000 class—in passenger service.....	35
Freight consolidation—in passenger service.....	45
Freight Mikado in passenger service (Nos. 3200 to 3235 inc.).....	45
Engines backing coupled in trains or light on main track.....	25
Same on Branches.....	20
Trains handling relief outfit on main track, Imperial and Santa Ana branches	25
Branches (except Santa Ana and Imperial).....	15

Mikado engines must not exceed 30 miles per hour between Calexico and Niland.

The following restrictions indicated by slow boards placed ¼ mile from point of restriction.

**SANTA BARBARA SUBDIVISION.**

	Psgr. m. p. h.	Frts. m. p. h.	Light Eng. m. p. h.
Santa Barbara Yd.—Between outside switches.....	15	15	15
Between M. P. 372 and 389.....	45	25	25
Ventura City Limits.....	10	10	10
Tunnel 26 (consume 6" at uniform speed).....	14	14	14
Between M. P. 442.62 and 444.39, east of Hasson.....	30	20	20
Between M. P. 451 and 455, east of Saugus.....	.....	25	25
Tunnel 25 (use 6" at uniform speed).....	13	13	13
456.37 and 458.10, east of Waltz Jct. ....	30	20	20
458.10 and 462, east of Tunnel.....	.....	25	25
Over two paved crossings San Fernando.....	25	25	25
Through crossovers Burbank Jct. tower.....	15	15	15
Los Angeles bet. 7th Street and junction of North Spring St. and San Fernando St., 800 ft. west of River Sta. ....	8	8	8
Between Outside switches in L. A. Yard.....	12	12	12
OJAI BRANCH (except as below).....	20	20	20
M. P. 407 and 408.....	10	10	10
MONTALVO AND SAUGUS (except as below).....	40	25	25
M. P. 414.06 and 414.20.....	30	18	18
Through city limits Santa Paula.....	15	15	15
M. P. 431.62 and 438.10.....	30	18	18
M. P. 439.05 and 441.96.....	30	18	18
M. P. 444.20 and 444.84.....	30	18	18
Chatsworth Jct. and Burbank via Van Nuys.....	25	20	20

**LOS ANGELES SUBDIVISION.**

	Psgr. m. p. h.	Frts. m. p. h.	Light Eng. m. p. h.
Los Angeles bet. 7th Street and Junction of North Spring St. and San Fernando St., 800 ft. west of River Sta. ....	8	8	8
Between Outside switches in L. A. Yard.....	12	12	12
Through city limits Pomona, Ontario and Colton.....	15	15	15
M. P. 537 and Colton.....	30	20	20
Between Outside switches Colton.....	12	12	12
M. P. 540 and 544 (descending grade).....	.....	25	35
M. P. 544 and 551.77 (descending grade).....	40	18	35
M. P. 551.77 and 551.97.....	30	18	18
M. P. 551.97 and 588 (descending grade).....	40	18	35
M. P. 588 and 610 (descending grade).....	.....	25	35
Between Outside switches, Indio.....	12	12	12
L. A. and San Pedro (except as below).....	40	25	25
Over Drawbridge.....	20	20	20
Consolidation engines in Passenger service.....	25	.....	.....
Locomotives over 195m. on driver, not to be used.			
Long Beach Branch.....	20	15	15
Whittier Branch.....	25	15	15
Santa Ana and Florence (except as below).....	40	30	30
West Anaheim and 1 mi. east of Anaheim.....	15	15	15
Santa Ana and West Anaheim via Newport, Huntington Beach and Los Alamitos.....	30	20	20
Tustin Branch.....	30	20	20
West Anaheim and West Anaheim Jct. via Miraflores Power heavier than Mogul not to be used.	15	15	15
Pasadena Branch.....	15	15	15
Duarte Branch (except as below).....	25	20	20
Over Main St. crossing West Alhambra (westward trains stop before crossing Main Street) eastward trains	6	6	6
Covina Branch (except Consolidated engines).....	40	25	25
Covina Branch, Consolidated engines.....	20	20	20
Chino Branch.....	25	18	18
Redlands Jct. and Crafton.....	25	20	20
Over all crossings, Redlands.....	10	10	10

**INDIO SUBDIVISION.**

	Psgr. m. p. h.	Frts. m. p. h.	Light Eng. m. p. h.
Salt Creek trestle 1 mi. west of Durmid.....	25	25	25
723 to 727.....	30	20	20
West switch, Colorado, to East switch, Patio.....	12	12	12
Westmoreland Branch and Laguna Dam Branch.....	20	20	20
Over Main St. crossing, El Centro.....	6	6	6
Following restrictions on branches handling large loaded oil cars: M. P. H.			
Saugus to Montalvo.....	.....	.....	15
Los Alamitos-Smeltzer, Long Beach and Duarte.....	.....	.....	12
Ojai, Whittier, Newport and Crafton.....	.....	.....	15
Declez and Declezville.....	.....	.....	10



71. On eastward main track, 300 feet east of Shed "A," Los Angeles, curvature through the cross-over switch is approximately 20 degrees. This is a tongue and groove girder rail switch.

Speed of all trains through this switch is restricted to 8 miles per hour.

72. Trains or engines with cars behind engine, moving in an eastward or westward direction, may proceed without stopping over 9th Street crossing, Colton, at a speed not exceeding ten (10) miles per hour, provided flagman is at crossing and signals trains, engine with cars behind engine, over crossing.

Engines with cars ahead, or cars detached from engine, will stop before fouling crossing even though flagman at crossing, and proceed only on signal from flagman.

73. Where ground is soft, speed should be 10 miles per hour or less.

74. Engines on westward passenger trains stop east of Colorado River bridge.

75. Atlantic and Pacific type or eight-wheel engines over 75,000 lbs. on drivers; ten-wheel engines over 100,000 lbs. on drivers, mogul engines over 126,000 lbs. on drivers; twelve-wheel or consolidation type engines over 125,000 lbs. on drivers, and cars gross load over 154,000 lbs. are restricted from operating over bridges 401-L and 405-B on the Ojai Branch.

76. All our standard railway equipment is permitted to operate over Mill Creek bridge just west of Redlands with the exception of Mikado, Mallet and 2-10-2 type locomotives.

77. Passenger trains not exceed 35 miles per hour and freight trains 20 miles per hour over any steam or electric crossing movement over which is controlled by interlocking signals.

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

79. When entering or leaving sidings, or moving while on sidings, do so under control not exceeding a speed of eight (8) miles per hour. Responsibility for collision on siding placed with moving train.

80. Train or portion of train, entering siding will pull into clear of main track before stopping. Light engines must not stop between main track and derail switch for purpose of lining up one switch before other switch is opened. Trains passing from siding to main track will not start until derailer and main track switches are both open. When backing out of sidings to the main track where such is equipped with block signals, train will back clear of the home signal and if the signal does not go to clear will be governed by Rule 504.

81. When engineer's judgment, track protected by slow order safe for higher speed than slow order, engineer notify conductor, stating speed considered safe, conductor notify Superintendent from first open telegraph office.

82. Yellow flags and lamps or slowboards will be placed one-fourth mile each side of structures or pieces of track over which speed of trains must not exceed fifteen miles per hour or rate of speed specified by bulletins, train orders, or slowboards.

**MAIN TRACK LINE-UP AT JUNCTIONS.**

83. Montalvo switch set and locked for Santa Barbara-Oxnard main track.

84. Stanton Jct., west switch of wye set and locked for Smeltzer Branch.

**LOCATION OF OVERHEAD STRUCTURES LESS THAN 22 FEET ABOVE TOP OF RAIL.**

85. All employees warned dangerous to stand erect on cars, particularly of extraordinary height, while passing these points, and must use necessary precaution to protect themselves from injury.

Mile Post	Between	Height	Description
454.9	Newhall and Sylmar . . . . .	17 ft. 8 in. . . . .	Tunnel No. 25.
441.2	Hasson and Chatsworth . . . . .	20 ft. 6 in. . . . .	Tunnel No. 26.
442.9	Hasson and Chatsworth . . . . .	20 ft. 10 in. . . . .	Tunnel No. 27.
443.9	Hasson and Chatsworth . . . . .	21 ft. 4 in. . . . .	Tunnel No. 28.
423.0	Sespe and Brownstone . . . . .	21 ft. 4 in. . . . .	Sespe Creek.
423.2	Piru and Camulos . . . . .	21 ft. 4 in. . . . .	Piru Creek.
446.2	Castaic and Saugus . . . . .	20 ft. 6 in. . . . .	Santa Clara River.
481.7	Taylor—River Station . . . . .	21 ft. 6 in. . . . .	Footbridge
482.6	Mission Junction—Aurant . . . . .	21 ft. 9 in. . . . .	2nd Xing L. A. River
547.3	Motor Junction—Redlands . . . . .	19 ft. 6 in. . . . .	Mill Creek
732.2	Colorado-Yuma . . . . .	19 ft. 10 in. . . . .	Colorado River drawbridge

85 (A) PACIFIC ELECTRIC TROLLEY POLES BETWEEN COLTON AND SAN BERNARDINO, LONE HILL AND GANESHA JUNCTION, LA POLSA AND HUNTINGTON BEACH, WILL NOT CLEAR MAN ON SIDE OF CAR.

85 (B) Posts erected each side of Pacoima Gravel Pit spur do not provide proper clearance. Do not ride on side of car in using this spur.

85 (C) C. V. U. structure in Brawley yard, north side of main street, is not standard clearance.

85 (D) Platform used by Enterprise Soda Works just east of Commercial Street, El Centro, is not standard clearance.

85 (E) Platform alongside lime pit track of Ventura County Ry. at Oxnard will not clear man riding on side of cars. Extreme care must be taken when entering this track.

85 (F) Los Angeles Yard:

West end Midway Yard Foot Bridge . . . . .	River Station.
Capital Milling Co. Bldg. . . . .	" "
Edison Electric Co. . . . .	" "
Road Crossing Bridge . . . . .	Taylor.
Union Warehouse Bldg. . . . .	Naud Junction.
Los Angeles River Bridge . . . . .	Mission Junction.
Llewellyn Iron Works House Spur . . . . .	" "
Lacey Mfg. Co., Gate Frame . . . . .	" "
Lacey Mfg. Co., crane on their spur inside yard . . . . .	" "
J. E. Cook Warehouse . . . . .	Jackson and Alameda Sts.
L. A. Farming and Milling Co. . . . .	Commercial and " "
L. A. Warehouse . . . . .	" " "
J. A. Roebing . . . . .	Market " " "
Western Commercial Co. . . . .	" " " "
Union Hardware and Metal Co. . . . .	First " " "
L. A. Ice and Cold Storage Co. . . . .	Fourth Street Plant.

**86 CROSSINGS WITH ELECTRIC RAILWAYS WHERE S. P. DOES NOT HAVE RIGHT OF WAY.**

Los Angeles Railway on Second St., crossing Davies Spur.  
 Los Angeles Railway on Central Ave., crossing Bernard Spur.  
 Los Angeles Railway on Mateo St., crossing Lead east end New Coach Yard.  
 P. E. Railway, between Thenard and Long Beach.

Pacific Electric Railway has prior right over crossing on spur track leading to Griffith Lumber Company's yard at Santa Ana. Movement over this crossing must not be made without first stopping before fouling crossing and observing whether Pacific Electric cars approaching.

Salt Lake Railroad has prior right over Old Chino Branch crossing Ontario. Southern Pacific trains will stop before fouling crossing, observe whether or not Salt Lake trains are approaching. Salt Lake trains will not stop before fouling the crossing.

Trains stop before fouling Pacific Electric Ry. crossing one-tenth mile east of Baldwin Park.

**MISCELLANEOUS.**

87. Rules 93 and D93 are revised as follows: Within yard limits the main track may be used, protecting against first-class trains. All trains must approach yard limits and pass through yards under control.

88. Shoving on wooden frame cabooses or light equipment in trains such as wooden frame flats, outfit cars, etc., not allowed.

89. Switching movement from spurs on heavy grades should be accomplished in a manner to make impossible for cars to run out on main track. This can be done by stopping train between switches and by switching from spur track to train, leaving switch lined for spur track until work is completed. Do not switch cars into a siding on a grade where such siding is unprotected by a derail. Do not handle cars ahead of engine descending grades when practicable to avoid same. When necessary to move cars ahead of engine, do not exceed 20 miles per hour.

90. Under no circumstances will engines, or engine with cars, be coupled to a train while same is in motion.

91. When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing and must use extreme care in returning for rear portion of train.

92. Helpers must not be cut off or coupled on while train is in motion. Train must not be split ahead of helpers while train is in motion letting rear portion of train trail leading portion to point where helper is to be cut out; the only exception to this rule being where yard engine cuts off from westward trains west of Colton.

93. Cars must not be cut off while in motion at Redlands and Crafton.

94. Trains must be preceded by a flagman over Orange crossing, Redlands.

95. All trains must be preceded by flagman when crossing Foothill Boulevard just east of Duarte Station.

96. All trains must stop and be preceded by a flagman before passing over Los Angeles Street, Anaheim.

97. Display headlight and marker lights while passing through Tunnels 25 and 26.

98. When a helper engine is to be coupled into a train copies of all orders affecting movement of the train at or beyond point from which helper is to be used must be delivered to each helper engine crew before leaving the point at which coupled into train.

98 (A) If helper engine is picked up at a closed or non-telegraph office a copy of order affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

99. Trains receiving orders to run extra between Santa Barbara and Los Angeles, Colton and Los Angeles in either direction, will consider such movements via the main track, and not via Chino, Covina or Van Nuys unless order so states.

100. When one torpedo is exploded train must come to a stop as per Rule 15. If no person is at hand to explain the placing of the torpedo, train may proceed as hereinafter provided:

(a) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(b) If track is seen to be clear (or within automatic block limits), if signals indicate "proceed" trains may proceed under control for a distance of one-half mile before resuming full speed.

101. When train encounters a red light or red flag unattended they will protect to the rear and flag ahead one-half mile.

102. When two or more main tracks are involved, unattended red or yellow signals will be placed on right hand side of track direction bound.

103. On double track lines trains encountering fusee burning red will stop, then proceed cautiously, not exceeding six (6) miles per hour, to the obstructions or until clear signal is reached, or track is known to be clear.

It will not be necessary to wait until red fusee has burned out.

104. When necessary for trackmen to place protection flags or lights on track between Grand Terrace and San Bernardino, which parallels the Pacific Electric, said flags or lights will be placed on the east side of the S. P. track and Pacific Electric will be asked to place their signals on west side of Pacific Electric track. This is to avoid signals between the tracks, confusing employees both lines.

**YARDS.**

105. Yards are established at following stations: Santa Barbara, Oxnard, Los Angeles, San Pedro, Pomona, Covina, Chino, Colton, Beaumont, Indio, Niland, El Centro, Calexico.

106. Engines turning on Oxnard wye must move under control; trains of the Ventura County Railway have preference.

107. All trains will hold main track at Saugus if there are no superior trains overdue, except Eastward extras, which will in all cases take siding at initial switch.

108. That portion of Santa Paula Branch line at Saugus between crossover switches west of Station and east of water tank, will be used as siding by first-class trains only.

109. Trains to and from Santa Paula Branch enter and leave main track through switch just east of water tank Saugus.

110. Eastward freight trains entering River Station yard stop clear of east lead to new class yard and proceed only on signal from switch tender.

111. In order to clear up any misunderstanding existing with reference to division of work at Los Angeles in connection with securing trains on arrival, the following will obtain:

(A) On trains arriving from Shorb or Florence, brakeman will cut off engine, except when the length of the train exceeds the track, in such case the brakeman will make the cut to clear the adjoining tracks; after the cut is made switchman will signal the engineer as to further movements and will secure the head portion of the train after doubling over—the rear and swing brakemen will set sufficient number of brakes on rear end of train to properly secure same.

(B) On westward trains pulling into the Midway swing brakeman will make the cut at Midway links and will tie down that portion of the train above such links; switchman will double over the head portion, tie down such portion and cut off the engine. On trains arriving in the New Classification yard brakeman will set a sufficient number of brakes on the head end of the train to properly secure same and cut engine off.

112. With the exception of those noted below, switches on Alameda St. are unsafe for operation of road engine on account of excessive curvature:

- San Fernando St.: Crossover at College St.
- Alameda St.: Eastbound conn. at Naud Jct.  
Westbound conn. at Naud Jct.  
West leg wye conn. 7th and Alameda Coach Yd.  
East leg wye conn. 7th and Alameda Coach Yd.  
Crossover from west to eastbound at west side of 8th St.  
Crossover at Washington St. from eastbound to westbound, leading to Salt Lake conn.
- Salt Lake conn. at Washington St. near Clement Jct.



SPECIAL INSTRUCTIONS—Concluded.

113. Engineers handling passenger trains which unload at umbrella shed, Los Angeles, will, on approaching Third Street, give one sound of steam whistle. Engineers in charge of freight trains and yard drags will give four sounds of steam whistle on approaching Third Street, Los Angeles.

114. Trains entering Los Angeles Passenger Station not pass Fourth Street until receive signal from switch tender.

115. West end Covina Branch line, Bassett, will end at Branch main track derailing switch near water tank.

116. That part of Chino Branch main track between the initial switch at Pomona Jct. and Pomona Depot will be used as a siding over which all trains must move under control expecting to find same occupied.

117. Trains to and from Chino Branch enter and leave main track through switch just east of station, Ontario.

118. Trains and switching movements over 7th and 8th Sts., also Orange Ave., Riverside, must be made only after flagman has taken position on crossing.

119. All trains, except eastward extras, will hold main track at Beaumont and Niland if there are no Superior trains overdue. Eastward extras will take siding at initial switch at Beaumont and Niland, unless otherwise instructed.

120. Hayes derailer has been installed in back storage track BEAUMONT, 300 ft. west of east switch. Helper crews eating at BEAUMONT, will leave their engine between these switches and line derailing switch to derail before absents themselves from engine.

Normal position of derailing switch will be "Not to derail." Switch to be left in that position when track not occupied by engines.

121. Trains taking siding at Whitewater will keep to the right, westward trains using first track from main and eastward trains second track from main. Inside switches at approaching end of siding must be left lined accordingly.

122. When first-class trains meet at Indio westward train hold main track. Eastward train take siding through crossover just west of station.

123. Trains to and from Imperial Branch enter and leave main track through switch just west of station, Niland.

124. Westward freight trains having work to do at Niland other than take water and fill water car, will take siding so as to permit of prompt departure of eastward freight trains that may be at Niland awaiting arrival of the westward train:

125. Between Colorado River Bridge and Fourth Street, Patio, use of locomotive whistle is prohibited except in emergency, and answering air signal when testing brakes.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.

Kind of Car	Average Weights—Pounds		
	Wood	Steel	Steel Underframe
Baggage.....	75,000	91,000	
" (Dynamo).....		101,000	
Baggage and Mail 60'.....		97,000	92,000
" " " 69'.....	75,000	122,000	
Baggage and Passenger.....	65,000		
Buffet.....		131,000	122,000
" (Dynamo).....		146,000	
Business.....	108,000	179,000	136,000
Chair.....	84,000	98,000	
Coaches.....	75,000	95,000	
Dining.....	131,000	146,000	138,000
Express, Horse.....	79,000		
Express, Refr. (A.R.E.) 40 to 154.....			78,000
" " " " " 155 to 224.....			89,000
" " " " " 500 to 506.....			110,000
" " " " " 1101 to 1175.....			85,000
" " (GN RR).....	70,000		
" " (NP RR).....	60,000		74,000
Observation.....	122,000	144,000	128,000
Postal 40'.....		72,000	
" 60'.....		111,000	
Pullman Observation.....	124,000	148,000	142,000
" Parlor.....	115,000	149,000	142,000
" Standard Sleepers.....	125,000	152,000	145,000
" Tourist Sleepers.....	94,000		133,000
Tea and Silk.....	48,000		

LOCATION HOSPITAL STRETCHERS.

Saugus	San Pedro	Indio
San Fernando	Pomona	Niland
Santa Barbara	Colton	El Centro
Los Angeles	Banning	Calexico

HOSPITALS FOR LOS ANGELES DIVISION.

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

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Manager & Chief Surgeon.....	San Francisco, Cal.....	All.
Dr. G. S. Hall, Division Surgeon.....	Los Angeles, Cal.....	Between Burbank, Compton, Studebaker and Bassett.
Dr. M. T. Steele, Assistant Surgeon.....	Los Angeles, Cal.....	Between Burbank, Compton, Studebaker and Bassett.
Dr. E. G. Goodrich, Visiting Surgeon, Golden State Hospital.....	Los Angeles, Cal.....	
Dr. M. Lee Martin, Visiting Surgeon, Emergency Hospital.....	East Los Angeles, Cal.....	
Dr. E. A. Bryant, Consulting Surgeon.....	Los Angeles, Cal.....	
Dr. Geo. W. McCoy, Oculist and Aurist.....	Los Angeles, Cal.....	
Dr. Earl T. McCoy, Assistant Oculist and Aurist.....	Los Angeles, Cal.....	
Dr. A. C. Rogers, Consulting Oculist and Aurist.....	Los Angeles, Cal.....	
Drs. A. L. Holcombe and C. R. Jennings, Emergency Surgeons.....	Compton, Cal.....	
Dr. F. C. Renfrew, Emergency Surgeon.....	Long Beach, Cal.....	
Dr. F. W. Reynolds, District Surgeon.....	San Pedro, Cal.....	Between Compton and San Pedro.
Dr. C. B. Alexander, Emergency Surgeon.....	Downey, Cal.....	
Dr. W. H. Stokes, Emergency Surgeon.....	Whittier, Cal.....	
Dr. L. J. Otis, Emergency Surgeon.....	Norwalk, Cal.....	
Dr. J. L. Beebe, Emergency Surgeon.....	Anaheim, Cal.....	
Dr. D. F. Royer, Emergency Surgeon.....	Orange, Cal.....	
Dr. C. D. Ball, District Surgeon.....	Santa Ana, Cal.....	Between Studebaker and Smeltzer.
Dr. F. C. E. Mattison, District Surgeon.....	Pasadena, Cal.....	Between Shorb and Pasadena.
Dr. L. N. Wheeler, Emergency Surgeon.....	Monrovia, Cal.....	
Dr. J. S. Hull, Emergency Surgeon.....	Alhambra, Cal.....	
Dr. C. L. Magee, Emergency Surgeon.....	San Gabriel, Cal.....	
Dr. S. L. Corpe, District Surgeon.....	El Monte, Cal.....	
Dr. W. W. Schultz, District Surgeon.....	Puente, Cal.....	
Dr. J. D. Reed, Emergency Surgeon.....	Covina, Cal.....	
Dr. T. Hardy Smith, District Surgeon.....	Pomona, Cal.....	Between Bassett and Declez.
Drs. Reed and Miller, Emergency Surgeons.....	Chino, Cal.....	
Dr. C. Sheppard, District Surgeon.....	Ontario, Cal.....	
Dr. C. F. Whitmer, District Surgeon.....	Colton, Cal.....	Between Declez and El Casco.
Dr. S. Forsythe, District Surgeon.....	San Bernardino, Cal.....	Between San Bernardino, Redlands Junction and Colton.
Dr. C. A. Sanborn, District Surgeon.....	Redlands, Cal.....	Between Redlands Junction and Crafton.
Dr. J. G. Baird, District Surgeon.....	Riverside, Cal.....	Between Colton and Riverside.
Dr. Jno. C. King, District Surgeon.....	Banning.....	Beaumont and Niland.
Dr. A. L. Brankamp, Asst. District Surgeon.....	Banning, Cal.....	
Dr. I. W. Keith, District Surgeon.....	Beaumont, Cal.....	El Casco and Banning.
Nurse in charge of Emergency Hospital.....	Indio, Cal.....	
Dr. S. S. M. Jennings, District Surgeon.....	Thermal, Cal.....	
Dr. H. W. Lyons, District Surgeon.....	Calipatria, Cal.....	Between Niland and Calipatria
Dr. Eugene LaBaron, District Surgeon.....	Brawley, Cal.....	Between Bernice and Keystone.
Dr. R. O. Thompson, District Surgeon.....	Imperial, Cal.....	Between El Centro and Keystone.
Dr. F. W. Peterson and Dr. W. E. Lyons, District Surgeons.....	El Centro, Cal.....	Between Imperial and Heber.
Dr. H. W. Owen, Oculist and Aurist.....	El Centro, Cal.....	
Dr. P. N. Sims, District Surgeon.....	Calexico, Cal.....	
Dr. C. P. Engel, Asst. District Surgeon.....	Calexico, Cal.....	Between Heber and Calexico.
Drs. E. B., J. A. & H. D. Ketcherside, & C. E. Rooney, Assistant District Surgeons.....	Yuma, Ariz.....	Between Niland and Mohawk Summit.
Dr. Geo. F. Stevenson, Emergency Surgeon.....	Newhall, Cal.....	
Dr. J. E. Wheat, District Surgeon.....	San Fernando, Cal.....	Between Ravenna and Burbank.
Dr. T. E. Cunnane, District Surgeon.....	Ventura, Cal.....	
Dr. J. P. Hinckley, District Surgeon.....	Fillmore, Cal.....	Between Santa Paula and Carpinteria.
Dr. Benj. E. Merrill, District Surgeon.....	Santa Paula, Cal.....	Between Saugus and Santa Paula.
Dr. B. L. Saeger, Emergency Surgeon.....	Ojai, Cal.....	
Dr. J. C. Cummings, Emergency Surgeon.....	Carpinteria, Cal.....	
Dr. Geo. A. Broughton, District Surgeon.....	Oxnard, Cal.....	
Dr. F. A. Yoakum, Emergency Surgeon.....	Moor Park, Cal.....	
Dr. R. M. Clark, Assistant District Surgeon.....	Santa Barbara, Cal.....	Between Carpinteria and Santa Barbara.
Dr. G. S. Loveren, District Surgeon.....		
Dr. A. E. W. Yale, District Surgeon.....	Burbank, Cal.....	Between Montalvo and Burbank.
Dr. Chas. B. Cunby, Emergency Surgeon.....	Van Nuys, Cal.....	
Dr. R. E. Chase, District Surgeon.....	Glendale, Cal.....	Glendale—Tropico and territory east to Verdugo Road.



# RATINGS OF LOCOMOTIVES--LOS ANGELES DIVISION

FOR THROUGH AND LOCAL TRAINS IN MS. OF 1000 LBS. BACK OF TENDER.

CLASS	ENGINE NUMBERS	BOILER PRESSURE	LOS ANGELES TO ONTARIO	ONTARIO TO COLTON	COLTON TO LOS ANGELES	COLTON AND INDIO	INDIO TO PATIO	PATIO TO INDIO	Los Angeles and Santa Barbara via Oxnard and between Montalvo and Saugus	LOS ANGELES TO SAUGUS	SAUGUS TO LOS ANGELES	
			Single Rating	Single Rating	Single Rating	Single Rating	Single Rating	Single Rating	Single Rating	THROUGH East and West	Single Rating	Single Rating
												Single Rating
Official												
E-6317/24	56	1367	710	1330	820	400	1430	1330				
E-6918/24	65	1394	820	1565	970	470	1665	1565				
E-6918/24	69	1383, 1386, 1389, 1397	840	1610	990	470	1705	1610				
E-6918/26	74	1467, 1471, 1482	930	1740	1090	530	1865	1740				
E-7320/24	92	1443, 1451	1150	2190	1350	650	2330	2190				
M-6320/28	126	1615 to 1719	1640	2960	1905	975	3210	2960		765	845	
M-6321/28	144	1725 to 1769; 1780 to 1803	1855	3345	2155	1100	3630	3345		860	950	
M-6321/28	147	1804 to 1822	200	3420	2200	1115	3720	3420		865	960	
T-5718/24	74	2017	150	970	1135	570	1930	1785				
T-5718/24	80	2039, 2082, 2095	1050	1950	1230	605	2110	1950				
T-5718/24	81	2128, 2131	160									
T-5718/24	83	2163	1020	1880	1190	585	2040	1880				
T-5718/24	88	2185, 2149, 2151	160									
T-5718/24	96	2180	1090	2020	1280	630	2185	2020				
T-6319/24	105	2229, 2234	160	985	1785	555	2015	1785				
T-6320/26	112	2237, 2246, 2257, 2264, 2265	180	1420	2600	645	2810	2600		645	720	
T-6320/26	116	2245	180									
T-6920/28	134	2274 to 2281	200	1520	2830	870	3050	2830				
T-6921/28	149	2290	200	1705	3160	990	3400	3180				
T-6321/28	144	2310	200	1890	3420	2200	3720	3420		865	960	
T-6322/28	160	2326	200	1820	3325	2130	3620	3325		820	910	
T-6322/28	162-S	2353 to 2362	200									
T-6923/28	174-S	2363 to 2370	200	2050	3770	1200	4040	3770				
P-7722/28	141	2414 to 2437	200	1700	3095	1005	3345	3095				
P-7725/28	172-S	2454 to 2458	200	2140	3990	1230	4280	3990				
C-5722/30	187	2513 to 2599 and 2752 to 2836	200	2295	4115	2640	4490	4115		1070	1175	
C-5722/30	184	2698 to 2751	200									
C-5722/30	180	2620 to 2679	200	2295	4115	2640	4490	4115		1050	1150	
C-5722/30	178	2680 to 2693	200									
C-5722/34	172	2600, 2601, 2602, 2605, 2606, 2608, 2610	175	2070	3720	1240	4070	3720		955	1055	
C-5722/34	176	2613, 2614, 2617	185	2215	3975	1330	4315	3975		1030	1135	
TW-5422-35/32	155	2916, 2920	190	1955	3415	2190	3830	3415		905	1000	
TW-5421/32	155	2914, 2915, 2917, 2918, 2919, 2921, 2922, 2923	170	1775	3220	2050	3510	3220		810	900	
TW-5020/26	110	2954	160	1400	2590	830	2720	2590		630	710	
A-8120/28	105	3031 to 3065	200	1230	2385	680	2535	2385				
MK-6326/28	210-S	3236 to 3270	200	2915	5270	3390	5720	5270		1355	1500	
F-6327 1/2/32	273-S	3601 to 3610	200	3500	6265	4025	2095			1635	1800	
MC-5726-40/30	394	4000, 4001	200	5230	9245	5910	3220			2500	2750	
MM-6325-38/28	320	4200 to 4211	200							2070	2280	
							Double Flowing Well to Iris	Helper 0.6 Patio to Knob				
NOTE—Rating of super-heated locomotives is 10% higher than saturated locomotives of the same class.		Allowance for Empty and Under-loaded Cars	Less than 40 Ms.	3	3	3	3	6	6	3	3	
			40 Ms. to 50 Ms.	0	0	0	0	3	3	0	0	

**W. H. JONES**, Trainmaster.....River Station.     **J. A. DAY**, Chief Train Dispatcher.....Los Angeles.  
**C. M. MURPHY**, Trainmaster.....River Station.     **T. W. McKINLEY** Asst. Chief Train Dispatcher...Los Angeles.     Train Dispatchers: { **H. M. BATY**     **J. A. WALKER**     **F. E. SLAKER**     **E. R. STINSON**  
**J. C. GOODFELLOW**, Terminal Trainmaster..River Station.     **G. H. MARSH**, Asst. Chief Train Dispatcher....Los Angeles.     { **F. H. EISENHARD**     **T. L. FOSTER**     **J. B. STEWART**     **C. H. PLUNKITT**  
**V. S. BURNHAM**, Trainmaster.....Indio                                         { **C. P. ENGLISH**     **C. A. PLANTZ**     **A. SAUTTER**

**W. H. WHALEN**     **C. F. DONNATIN**     **A. F. BOWLES**  
 Superintendent.     Asst. Superintendent.     Asst. Superintendent.

MILEAGE		Main Line		Branches		Total	
Saugus to Yuma.....S. P. R. R.	282.46	Declezeville Spur.....S. P. R. R.	2.55	Burbank.....S. P. R. R.	21.58	Westmorland.....S. P. R. R.	12.79
Montalvo to Saugus.....S. P. R. R.	45.39	Duarte.....S. P. R. R.	13.72	Burbank to Chatsworth Jct.....S. P. R. R.	4.50	San Bernardino & Riverside.S. P. R. R.	12.60
Santa Barbara to Burbank.S. P. R. R.	93.45	Inter-California Ry.....S. P. R. R.	96.07	Chino.....S. P. R. R.	5.31	San Bernardino to Riverside via Colton.	27.07
Total Main Line	421.30	Laguna.....S. P. R. R.	12.33	Pomona Jct. to Chino.....S. P. R. R.	4.81	Los Angeles.....S. P. R. R.	0.42
		Long Beach.....S. P. R. R.	4.28	Ontario to Chino.....S. P. R. R.	9.81	Naud Jct. to Mission Jct.....S. P. R. R.	31.39
		Los Alamitos.....S. P. R. R.	10.23			Florence to Santa Ana.....S. P. R. R.	26.14
		Ojai.....S. P. R. R.	15.16			Santa Ana to Santa Ana.....S. P. R. R.	10.98
		Pasadena.....S. P. R. R.	4.83			Santa Ana to Stanton Jct.....S. P. R. R.	5.91
		Redlands.....S. P. R. R.	8.98			Mirafleres (Tustin Jct.) to Tustin.....S. P. R. R.	
						Studebaker to Whittier.....S. P. R. R.	
						Total Branches.....	344.24
						Total Los Angeles Division.....	765.54





# MAP OF THE LOS ANGELES DIVISION

SOUTHERN PACIFIC COMPANY

AUGUST, 1918.

J.F.M.  
SCALE OF MILES  
0 5 10 20 30 40

Revised, 9-24-20

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