

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

150

TIME TABLE

FOR THE

LOS ANGELES DIVISION

To Take Effect Sunday, March 20, 1927, 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.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

G. E. GAYLORD,
Superintendent.



SANTA BARBARA SUBDIVISION.

Time Table No. 150

March 20, 1927

Time Table No. 150

March 20, 1927

WESTWARD

STATIONS

TO-R STA. BARBARA	1.2
E. STA. BARBARA	1.5
COUNTRY CLUB	0.5
MONTECITO (No Siding)	0.7
MIRAMAR	1.6
SUMMERLAND	1.1
ORTEGA	3.9
TO CARPINTERIA	1.1
SEAROAD (Spur)	1.1
WAVE	1.1
BENHAM (Spur)	1.2
PUNTA	2.9
SEACLIFF	4.3
DULAH	4.4
VENTURA JOT.	0.9
TO VENTURA	1.2
ABSCO (Spur)	0.8
LEMON	0.8
EDFU	2.2
MONTALVO	2.4
EL RIO (Spur)	2.2
TO OXNARD	4.3
LEESDALE	1.5
SUCROSA	3.0
TO CAMARILLO	3.2
TO SOMIS	3.1
LAGOL	4.2
TO MOORPARK	5.1
STRATHEARN	1.3
SIMI	4.0
TO SANTA SUSANA	3.5
HASSON	4.5
TO CHATSWORTH	4.4
TO ZELZAH	4.2
RAYMER	0.9
Crossing P. E. Ry.	3.4
HEWITT	4.3
TO-R BURBANK JOT.	(92.0)

STATIONS

TO-R STA. BARBARA	92.0
E. STA. BARBARA	90.8
COUNTRY CLUB	89.3
MONTECITO (No Siding)	88.8
MIRAMAR	88.1
SUMMERLAND	86.5
ORTEGA	85.4
TO CARPINTERIA	81.5
SEAROAD (Spur)	80.4
WAVE	79.3
BENHAM (Spur)	78.2
PUNTA	77.0
SEACLIFF	74.1
DULAH	69.8
VENTURA JOT.	65.4
TO VENTURA	64.5
ABSCO (Spur)	68.8
LEMON	62.5
EDFU	61.7
MONTALVO	59.5
EL RIO (Spur)	57.1
TO OXNARD	54.9
LEESDALE	50.6
SUCROSA	49.1
TO CAMARILLO	46.1
TO SOMIS	42.9
LAGOL	39.8
TO MOORPARK	35.6
STRATHEARN	30.5
SIMI	29.2
TO SANTA SUSANA	25.2
HASSON	21.7
TO CHATSWORTH	17.2
TO ZELZAH	12.8
RAYMER	8.6
CROSSING P. E. RY.	7.7
HEWITT	4.8
TO-R BURBANK JOT.	0.0

Distance from Burbank Jct.

STATIONS	Distance from Burbank Jct.	FIRST CLASS						THIRD CLASS															
		71 Daylight Limited Arrive Daily	77 Shore Line Limited Arrive Daily	31 Los Angeles Santa Barbara Passenger Arrive Daily	101 Sunset Limited Arrive Daily	73 Padre Arrive Daily	75 Lark Arrive Daily	69 Ocean Shore Express Arrive Daily	39 Oxnard and Los Angeles Passenger Arrive Daily	35 Los Angeles Ventura Passenger Arrive Daily	121 Mixed Arrive Daily Ex. Sunday	243 Sunset Manifest Freight Arrive Daily											
TO-R STA. BARBARA	92.0	10.40AM	s 11.23AM	s 6.30PM	s 9.30PM	s 10.45PM	s 11.08PM	s 11.40PM				5.00PM											
E. STA. BARBARA	90.8	10.35	11.16	6.25	9.24	10.40	11.00	11.33				4.44											
COUNTRY CLUB	89.3	10.31	11.12	6.20	9.20	10.36	10.57	11.28				4.35											
MONTECITO (No Siding)	88.8																						
MIRAMAR	88.1			f				f															
SUMMERLAND	86.5	10.26	11.07	f 6.12	9.15	10.31	10.53	11.18				4.20											
ORTEGA	85.4	10.24	11.05	6.10	9.13	10.29	10.51	11.15				4.15											
TO CARPINTERIA	81.5	10.19	f 11.00	s 6.04	9.08	10.24	10.45	11.10				4.05											
SEAROAD (Spur)	80.4																						
WAVE	79.3	10.16	10.55	5.58	9.04	10.20	10.40	11.06				3.55											
BENHAM (Spur)	78.2																						
PUNTA	77.0	10.11	10.51	5.54	8.59	10.16	10.35	11.01				3.40											
SEACLIFF	74.1	10.06	10.47	5.50	8.54	10.12	10.30	10.56				3.30											
DULAH	69.8	10.00	10.41	5.44	8.48	10.06	10.24	10.50				3.13											
VENTURA JOT.	65.4										s 10.44AM												
TO VENTURA	64.5	9.48	s 10.30	s 5.33	f 8.37	9.55	10.13	s 10.38			s 10.15AM	10.38AM	3.01										
ABSCO (Spur)	68.8																						
LEMON	62.5																						
EDFU	61.7	9.42	10.22	5.21	8.30	9.51	10.08	10.29			f 10.07		2.53										
MONTALVO	59.5	9.38	10.19	5.18	8.26	9.48	10.05	f 10.26	s 6.56AM	10.03AM			2.48										
EL RIO (Spur)	57.1								f														
TO OXNARD	54.9	9.32	s 10.13	s 5.12	f 8.14	9.42	9.59	s 10.20	6.45AM				2.21										
LEESDALE	50.6	9.26	10.04	5.04		9.35	9.52	10.10					1.45										
SUCROSA	49.1																						
TO CAMARILLO	46.1	9.20	f 9.58	f 4.58	8.02	9.29	9.46	f 10.03					1.30										
TO SOMIS	42.9	9.16	f 9.50	f 4.54	7.58	9.25	9.42	9.58					1.20										
LAGOL	39.8	9.12	9.46	4.50	7.54	9.21	9.38	9.54					1.10										
TO MOORPARK	35.6	9.06	f 9.40	f 4.44		9.15	9.32	f 9.48					12.55										
STRATHEARN	30.5	8.59	f 9.32	4.37	7.42	9.08	9.25	9.41					12.37										
SIMI	29.2		f	f																			
TO SANTA SUSANA	25.2	8.52	f 9.24	f 4.30		8.56	9.18	9.34					12.25										
HASSON	21.7	8.47	9.18	4.25	7.31	8.51	9.07	9.28					12.05PM										
TO CHATSWORTH	17.2	8.38	9.09	f 4.16	7.22	8.41	8.58	9.11					11.40AM										
TO ZELZAH	12.8	8.32	f 9.02	f 4.10	7.16	8.34	8.50	f 9.04					11.20										
RAYMER	8.6	8.24	8.54	4.04	7.10	8.28	8.43	8.57					11.04										
CROSSING P. E. RY.	7.7			f																			
HEWITT	4.8	8.18	8.44	3.57	7.03	8.21	8.36	8.50					10.25										
TO-R BURBANK JOT.	0.0	8.12AM	8.30AM	3.51PM	6.54PM	8.14PM	8.29PM	8.44PM					10.00AM										
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily											

Time Over District	(2.28)	(2.53)	(2.30)	(2.36)	(2.31)	(2.39)	(2.50)	(0.11)	(0.12)	(0.08)	(7.00)
Average speed per hour	37.29	31.90	34.06	35.33	36.55	34.06	31.36	25.09	25.00	9.00	13.14

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

Large Passengers
Passengers from (or beyond)
or Santa Paula Branch

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS			ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers to (or beyond)	Train	At	Passengers from (or beyond)
69	Carpinteria	Salinas, where scheduled stop	101 69 77	Any Station Carpinteria Somis	El Paso Los Angeles Unload meat by express

SANTA BARBARA SUBDIVISION.

EASTWARD

SECOND CLASS							FIRST CLASS														Distance from San Francisco
Capacity sidings in car lengths	264 Freight	262 Freight	252 Sunset Manifest Freight	244 Sunset Manifest Freight	322 Local Freight	258 Freight	52 San Joaquin Flyer	78 Shore Line Limited	72 Daylight Limited	58 San Francisco Los Angeles Express	36 Ventura Los Angeles Passenger	32 Santa Barbara Los Angeles Passenger	70 Ocean Shore Express	34 Oxnard and Los Angeles Passenger	74 Padre	76 Lark	26 Owl	60 Southern California Express	102 Sunset Limited	56 San Francisco Los Angeles Passenger	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
E 80 Yard W73 BKWFYP	9.50 PM	4.00 PM	3.30 PM		9.30 AM	3.52 AM	10.05 PM			4.50 PM	4.00 PM			8.35 AM			7.35 AM	7.05 AM		6.10 AM	460.6
66 P	10.09	4.15	3.40		9.38	4.01	10.09			4.54	s 4.05			s 8.41			7.39	7.10		f 6.15	463.0
80														8.49							463.7
80 P	10.24	4.34	4.15		10.00	4.25	10.19			5.05	f 4.15			f 8.57			7.50	7.22		6.30	464.4
85 P	10.34	4.42	4.32		10.10	4.37	10.23			5.09	f 4.20			f 9.01			7.54	7.27		6.34	465.2
100 BKWFYP	10.45	4.54	4.45		10.25	4.51	10.28			f 5.14	s 4.28			s 9.08			8.00	7.33		s 6.41	461.8
86 P	10.50	5.03	4.55		10.30	4.56	10.31			5.17	f 4.33			f 9.10			8.04	7.38		f 6.45	462.5
P																					463.4
66 P	11.02	5.18 5.40	5.10		10.42	5.08	10.37			5.23	f 4.41			f 9.16			8.10	7.45		f 6.55	465.6
64 PI	11.13	5.52	5.28	2.55 PM	10.53	5.19	10.42	10.08 PM	7.12 PM	5.28	4.48	3.51 PM	11.18 AM	9.21	9.08 AM	8.53 AM	8.15	7.52	7.32 AM	7.02	471.6
64 PWY							10.43	10.09	7.13	5.29	s 4.49	s 3.53	f 11.19	s 9.23	9.09	8.54	8.16	7.53	7.33	s 7.03	472.1
P							s 10.50	s 10.18	7.20	s 5.35	s 4.59	s 4.02	s 11.28	s 9.31	s 9.18	s 9.03	s 8.25	s 8.02	s 7.40	s 7.12	474.3
I																					475.0
Yard BKTWFP	11.40 PM	6.20 PM	6.00 PM	4.15 PM	11.20 AM	5.45 AM								s							477.1
IY							11.02	10.32	7.32	5.47	5.12	4.16	11.42	9.42	9.32	9.17	8.37	8.17	7.52	7.27	477.3
I							11.06	10.36	7.36	5.51	5.16	4.21	11.46	9.46	9.36	9.21	8.41	8.21	7.56	7.31	477.9
Yard BKWTP							s 11.15 PM	s 10.45 PM	s 7.45 PM	s 6.00 PM	s 5.25 PM	s 4.30 PM	s 11.55 AM	s 9.55 AM	s 9.45 AM	s 9.30 AM	s 8.50 AM	s 8.30 AM	s 8.05 AM	s 7.40 AM	479.3
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	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	Arrive Daily	Arrive Daily	479.7
	(1.50) 15.02	(2.20) 16.75	(2.30) 12.48	(1.20) 7.65	(1.50) 15.81	(1.53) 15.54	(1.10) 28.37	(0.37) 19.61	(0.33) 22.00	(1.10) 28.37	(1.25) 23.35	(0.39) 18.61	(0.37) 19.61	(1.20) 24.82	(0.37) 19.61	(0.37) 19.61	(1.15) 26.48	(1.25) 23.35	(0.33) 22.00	(1.30) 22.07	481.9
																					482.5
																					483.7

Time Table No. 150

March 20, 1927

STATIONS

TO-R SAUGUS	2.4
TO NEWHALL	0.7
ELAYON	0.7
WALTZ JUNO.	2.2
TO TUNNEL	2.6
SYLMAR	2.6
TO-R SAN FERNANDO	0.7
JOKO (Spur)	0.9
PACOIMA	2.2
WAHOO (Spur)	2.3
ROSCOE	3.7
TO-R BURBANK JOT.	0.5
BURBANK	2.2
SEPULVEDA (Spur)	0.7
WEST GLENDALE	2.1
GLENDALE	0.2
Crossing P. E. Ry.	0.6
INDUSTRIAL (Spur)	1.4
TAYLOR (Spur)	0.4
TO-R LOS ANGELES YD	2.2
RIVER STA. TOWER	0.6
NAUD JOT.	1.2
TO-R LOS ANGELES	

(33.1)

Block Signals

Double Track

Westward trains are superior to trains of the same class in the opposite direction.
Schedule time and train orders at Burbank Jct., apply at end of double track.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Trains	At	Passengers to (or beyond)
102	Any Station	El Paso

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Trains	At	Passengers from (or beyond)
26	Saugus	Fresno
60	San Fernando	Lathrop
60	Saugus	Fresno
60	Burbank	For Coast Line points or from points west of Lathrop.
78	Burbank	Any Station
58	Any Station	West of Saugus
58	Los Angeles Yard	Deadhead Crews

Time Table No.

March 20, 1927

STATIONS

TO-R SAUGUS	2.4
TO NEWHALL	0.7
ELAYON	0.7
WALTZ JUNO.	2.2
TUNNEL	2.6
SYLMAR	2.6
TO-R SAN FERNANDO	0.7
JOKO	0.9
PACOIMA	2.2
WAHOO	2.3
ROSCOE	3.7
TO-R BURBANK	0.5
BURBANK	2.2
SEPULVEDA	0.7
WEST GLENDALE	2.1
GLENDALE	0.2
CROSSING P. E. Ry.	0.6
INDUSTRIAL	1.4
TAYLOR	0.4
TO-R LOS ANGELES	2.2
RIVER STA. TOW	0.6
NAUD JOT.	1.2
TO-R LOS ANGELES	

(33.1)

Time over district
Average speed per hour

Westward train
Schedule time

Train	Burl
59	San
59	Saug

SANTA BARBARA SUBDIVISION.

Table No. 150

March 20, 1927

STATIONS

SAUGUS	2.4
NEW HALL	0.7
ELAYON	0.7
WALTZ JUNO.	2.2
TUNNEL	2.6
SYLMAR	2.6
SAN FERNANDO	0.7
JOKO (Spur)	0.9
PACOIMA	2.2
WAHOO (Spur)	2.3
ROSCOE	3.7
URBANK JOT.	0.5
URBANK	2.2
PULVEDA (Spur)	0.7
W. GLENDALE	2.1
E. GLENDALE	0.2
Crossing P. E. Ry.	0.6
INDUSTRIAL (Spur)	1.4
TAYLOR (Spur)	0.4
LOS ANGELES YD.	2.2
RIVER STA. TOWER	0.6
NAUD JOT.	1.2
LOS ANGELES	(33.1)

Time Table No. 150

March 20, 1927

Block Signals

Distance from Los Angeles

STATIONS	Distance from Los Angeles	WESTWARD														THIRD CLASS					
		FIRST CLASS																			
		35 Los Angeles Ventura Passenger	71 Daylight Limited	51 San Joaquin Flyer	77 Shore Line Limited	57 Los Angeles San Francisco Express	31 Los Angeles Santa Barbara Passenger	37 Los Angeles Oxnard Passenger	25 Owl	59 Puget Sound Express	101 Sunset Limited	73 Padre	75 Lark	69 Ocean Shore Express	55 Tehachapi	261 Freight	323 Local Freight	243 Sunset Manifest Freight	251 Sunset Manifest Freight	255 Freight	263 Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
TO-R SAUGUS	33.1	s 8.23 AM		f 8.55 AM		s 1.28 PM		s 6.17 PM	7.10 PM	s 7.25 PM					s 12.40 AM	4.53 AM	10.25 AM		1.10 PM	8.20 PM	1.45 AM
TO NEW HALL	30.7	s 8.19		8.50		f 1.22		s 6.13	7.06	7.19					f 12.35	4.43	10.18		12.45	8.10	1.35
ELAYON	30.0			8.49																	
WALTZ JUNO.	29.3																				
TUNNEL	27.1	f 8.10		8.41		1.11		f 6.04	6.55	7.09					12.23	4.25	10.00		12.20	7.55	1.17
SYLMAR	24.5	8.05		8.36		1.05		f 5.58	6.49	7.01					12.16	4.10	9.50		12.06 PM	7.47	1.07
TO-R SAN FERNANDO	21.9	s 8.00		8.32		s 1.01		s 5.53	6.45	6.55					s 12.10	3.59	9.41		11.52 AM	7.40	12.54
JOKO (Spur)	21.2																				
PACOIMA	20.3	f 7.52		8.29		12.56		f 5.47	6.42	6.51					12.04 AM	3.44	9.26		11.35	7.25	12.39
WAHOO (Spur)	18.1																				
ROSCOE	15.8	f 7.45		8.23		12.49		f 5.40	6.35	6.43					11.56 PM	3.32	9.16		11.12	7.15	12.27
TO-R BURBANK JOT.	12.1	7.36	8.12 AM	8.18	8.30 AM	12.43	3.51 PM	5.33	6.29	6.36	6.54 PM	8.14 PM	8.29 PM	8.44 PM	11.49	3.21	8.50	10.00 AM	10.53	7.05	12.15 AM
BURBANK	11.6	s 7.35	8.11	8.17	s 8.29	s 12.42	f 3.50	s 5.32	6.28	6.35	6.53	8.13	8.28	f 8.43	f 11.48						
SEPULVEDA (Spur)	9.4																				
WEST GLENDALE	8.7																				
GLENDALE	6.6	s 7.25	8.05	s 8.11	s 8.21	s 12.34	s 3.41	s 5.24	s 6.21	s 6.28	s 6.46	s 8.06	s 8.21	s 8.36	s 11.40						
CROSSING P. E. RY.	6.4																				
INDUSTRIAL (Spur)	5.8																				
TAYLOR (Spur)	4.4																				
TO-R LOS ANGELES YD.	4.0							s							3.00 AM	8.25 AM	9.15 AM	10.00 AM	6.40 PM	11.50 PM	
RIVER STA. TOWER	1.8	7.13	7.58	8.03	8.13	12.23	3.28	5.13	6.13	6.18	6.38	7.58	8.13	8.28	11.28						
NAUD JOT.	1.2	7.09	7.54	7.59	8.09	12.19	3.24	5.09	6.09	6.14	6.34	7.54	8.09	8.24	11.24						
TO-R LOS ANGELES	0.0	7.00 AM	7.45 AM	7.50 AM	8.00 AM	12.10 PM	3.15 PM	5.00 PM	6.00 PM	6.05 PM	6.25 PM	7.45 PM	8.00 PM	8.15 PM	11.15 PM						
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time over district.....	(1.23)	(0.27)	(1.05)	(0.30)	(1.18)	(0.36)	(1.17)	(1.10)	(1.20)	(0.29)	(0.29)	(0.29)	(0.29)	(1.25)	(1.53)	(2.00)	(0.45)	(3.10)	(1.40)	(1.55)
Average speed per hour.....	23.93	26.81	30.55	24.20	25.46	20.01	25.79	28.37	24.82	25.04	25.04	25.04	25.04	27.20	15.50	14.60	13.60	9.85	17.52	15.23

Westward trains are superior to trains of the same class in the opposite direction.
 Schedule time and train orders at Burbank Jct., apply at end of double track.

Train	At	Passengers to (or beyond)	Train	At	Passengers to (or beyond)
59	Burbank	Mojave	25	San Fernando	Port Costa, where scheduled stop
59	San Fernando	Mojave and West	25	Saugus	Fresno
59	Saugus	Fresno	57	Los Angeles Yard	Deadhead Crews

Train	At	Passengers from (or beyond)
101	Any Station	El Paso.

LOS ANGELES SUBDIVISION.

EASTWARD

Capacity Sidings in Car Lengths	Yard	THIRD CLASS											FIRST CLASS					Distance from San Francisco
		96	244	94	132	92	46	2	4	104	12	102						
		Freight	Sunset Manifest Freight	Freight	Local Freight	Los Angeles Manifest Freight	Los Angeles Calexico Passenger	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited						
Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
	BKTWFP	11.00PM	7.15PM	6.00PM	6.00AM	2.00AM							479.8					
	IY	11.15	7.30	6.15	6.15	2.15							481.9					
	BKYWTP						11.30PM	6.30PM	5.00PM	2.30PM	10.00AM	9.05AM	483.7					
	I						11.39	6.39	5.09	2.39	10.09	9.14	482.5					
	I												482.4					
													482.5					
													482.6					
E 67 W 70	P	11.40	7.55	6.35	6.35AM	2.40	11.57PM	6.57	5.27	2.57	10.27	9.32	484.6					
52		11.43	7.58	6.38		2.43	f 12.03AM	7.03	5.32	f 3.03	10.33	9.37	487.7					
60	P	11.46	8.01	6.41		2.46	12.08	7.08	5.36	3.07	10.38	9.41	489.8					
51	P	11.51	8.06	6.46		2.51							490.6					
79	P	11.54	8.09	6.55		2.54	f 12.15	7.15	5.42	3.13	10.44	9.47	493.2					
96	PW	11.59PM	8.14	7.04		2.59	f 12.20	7.19	5.46	3.17	10.48	9.51	494.6					
86	P	12.05AM	8.28	7.11		3.05	f						495.0					
78	P	12.13	8.40	7.29		3.13	12.30	7.29	5.54	3.27	10.57	9.59	497.8					
60	P	12.21	8.55	7.39		3.23	f 12.36	7.35	5.58	3.33	11.02	10.03	500.7					
75	P	12.42	9.11	7.50		3.34	f 12.42	7.41	6.03	3.40	11.08	10.08	503.5					
Yard	WTP	1.00	9.30	8.08		3.50	s 12.51	f 7.49	6.10	f 3.49	11.15	10.15	506.8					
													510.7					
76	P	1.10	9.40	8.15		4.00	12.58	7.56	6.17	3.56	11.22	10.22	514.3					
107	P	1.19	9.48	8.23		4.12	s 1.07	f 8.03	6.22	f 4.08	11.28	10.27	514.4					
78	PW	1.26	9.55	8.30		4.36	f 1.13	8.09	6.28	4.14	11.34	10.33	517.8					
													520.2					
82	P	1.34	10.03	8.38		4.48	f						523.8					
60	PY	1.39	10.08	8.43		4.53	f 1.20	8.16	6.35	4.21	11.41	10.40	526.1					
73	P	1.48	10.16	8.51		5.03							527.5					
	PI												529.7					
94	P	1.55	10.23	8.59		5.13	f 1.27	8.22	6.41	4.27	11.47	10.46	532.1					
	I												534.6					
Yard	BKYWFTP	2.10AM	10.40PM	9.15PM		5.24AM	s 1.35AM	s 8.30PM	s 6.49PM	s 4.35PM	s 11.56AM	s 10.54AM	538.7					
													538.7					
													539.0					

Time Table No. 150
March 20, 1927

STATIONS	
TO-R LOS ANGELES YARD	2.1
RIVER STATION TOWER	1.8
TO-R LOS ANGELES	1.2
NAUD JOT.	0.4
MISSION JOT.	0.1
CROSSING A. T. & S. F. RY.	0.1
CROSSING L. A. & S. L. RY.	2.0
AURANT	3.1
TO SHORB	1.6
ALHAMBRA	1.3
SAN GABRIEL	2.6
SAVANNA	1.4
TO EL MONTE	0.4
CROSSING P. E. RY.	2.3
TO BASSETT	3.4
TO PUENTE	2.8
MARNE	3.3
TO WALNUT	3.9
SPADRA	3.6
TO POMONA	0.1
CROSSING P. E. RY.	3.4
NAROD	2.4
TO ONTARIO	3.6
TO GUASTI	2.3
VIENTO (Spur)	1.4
ETIWA	2.2
TO DEOLEZ	2.4
AILSA	2.5
CROSSING P. E. RY.	0.1
TO BLOOMINGTON	4.0
CROSSING A. T. & S. F. RY.	0.0
CROSSING L. A. & S. L. RY.	0.3
TO-R COLTON	

(59.2)
Time Over District
Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.
Schedule time and train orders at Shorb apply at end of double track.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from or beyond
12	Pomona and Ontario	Los Angeles

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers to or beyond
2	Any station	Yuma
12	Shorb	Mecca
12	Shorb, Pomona, Ontario	Where Scheduled Stop
12	Any station	El Paso
102	Any station	El Paso
4	Any station	Hutchison
104	Any Station	Tucson

Time Table No
March 20, 1927

STATIONS	
TO-R LOS ANGELES	2.1
RIVER STATION TO	1.8
TO-R LOS ANGELES	1.2
NAUD JOT.	0.4
MISSION JOT.	0.1
CROSSING A. T. & S. F.	0.1
CROSSING LA&SL	2.0
AURANT	3.1
TO SHORB	1.6
ALHAMBRA	1.3
SAN GABRIEL	2.6
SAVANNA	1.4
TO EL MONTE	0.4
CROSSING P. E.	2.3
TO BASSETT	3.4
TO PUENTE	2.8
MARNE	3.3
TO WALNUT	3.9
SPADRA	3.6
TO POMONA	0.1
CROSSING P. E. F	3.4
NAROD	2.4
TO ONTARIO	3.6
TO GUASTI	2.3
VIENTO	1.4
ETIWA	2.2
TO DEOLEZ	2.4
AILSA	2.5
CROSSING P. E. R	0.1
TO BLOOMINGTO	4.0
CROSSING A. T. & S. F	0.0
CROSSING LA&SL	0.3
TO-R COLTON	

(59.2)
Time over district.....
Average speed per hour.

ADDITIONAL STOPS T	
Train	At
1	Any Station
1	Ontario-Pomona-S
1	Puente El Monte
11	Any Station
101 & 103	Any Station
8	Any Station

LOS ANGELES SUBDIVISION.

WESTWARD

Time Table No. 150
March 20, 1927

STATIONS	Distance from Colton	FIRST CLASS						THIRD CLASS												
		45	1	3	103	11	101	243	135	91										
		Callexico and Los Angeles Passenger Arrive Daily	Californian Arrive Daily	Golden State Limited Arrive Daily	Argonaut Arrive Daily	Apache Arrive Daily	Sunset Limited Arrive Daily	Sunset Manifest Freight Arrive Daily	Local Freight Arrive Daily Ex. Sunday	Los Angeles Manifest Freight Arrive Daily										
TO-R LOS ANGELES YARD	59.2							6.00AM	1.40PM	3.00AM										
RIVER STATION TOWER	57.1							5.45	1.20	2.40										
TO-R LOS ANGELES	58.2	s 6.00AM	s 7.35AM	s 9.30AM	s 10.25AM	s 12.01PM	s 5.35PM													
NAUD JOT.	57.0	5.51	7.26	9.21	10.16	11.52AM	5.26													
MISSION JOT.	56.8																			
CROSSING A. T. & S. F. RY.	56.5																			
CROSSING L.A. & S.L. RY.	56.4																			
AURANT	54.4	5.32	7.07	9.02	9.57	11.33	5.07													
TO SHORB	51.3	f 5.25	7.01	8.56	f 9.49	f 11.27	5.00	5.11	1.00PM	2.15										
ALHAMBRA	49.7	f 5.18	6.56	8.53	9.45	11.22		5.07		2.10										
SAN GABRIEL	48.4	f 5.15	6.54	8.51	f 9.41	11.19	4.54	5.02		2.05										
SAVANNA	45.8	f 5.08	6.49	8.46	9.30	11.14		4.55		1.55										
TO EL MONTE	44.4	f 5.05	6.46	8.43	f 9.27	11.11	4.48	4.50		1.50										
CROSSING P. E. RY.	44.0																			
TO BASSETT	41.7	f 4.59	6.42	8.39	9.22	11.07	4.44	4.40		1.40										
TO PUENTE	38.3	f 4.53	6.37	8.34	f 9.17	11.02		4.25		1.27										
MARNE	36.5	4.47	6.32	8.29	9.12	10.57	4.36	4.10		1.13										
TO WALNUT	32.2	f 4.42	6.27	8.24	9.07	10.52	4.32	3.55		12.36 12.21										
SPADRA	28.3	f 4.36	6.21	8.18	9.01	10.47	4.27	3.34		12.05AM										
TO POMONA	24.7	f 4.29	6.14	8.11	8.54	f 10.40	4.20	3.15		11.50PM										
CROSSING P. E. RY.	24.6																			
NAROD	21.2	f 4.19	6.05	8.04	8.45	10.33	4.13	2.58		11.36										
TO ONTARIO	18.8	f 4.12	6.00	7.59	8.40	f 10.27	4.08	2.46		11.20										
TO GUASTI	16.2	f 4.03	5.54	7.53	8.34	f 10.17	4.02	2.35		10.56										
VIENTO (Spur)	12.9																			
ETIWA	11.5	f 3.56	5.48	7.48	8.29	10.11		2.22		10.38										
TO DEOLEZ	9.3	f 3.52	5.45	7.45	8.26	10.08	3.55	2.17		10.30										
AILSA	6.9	3.48	5.42	7.42	8.23	10.04		2.11		10.16										
CROSSING P. E. RY.	4.4																			
TO BLOOMINGTON	4.3	f 3.44	5.38	7.38	8.19	10.00	3.49	1.55		9.55										
CROSSING A. T. & S. F. RY.	0.3																			
CROSSING L.A. & S.L. RY.	0.3																			
TO-R COLTON	0.0	3.35AM	5.29AM	7.29AM	8.10AM	9.50AM	3.41PM	1.35AM		9.30PM										
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily										

Time over district.....	(2.25)	(2.06)	(2.01)	(2.15)	(2.11)	(1.54)	(4.25)	(0.40)	(5.30)
Average speed per hour.....	24.68	27.71	28.86	25.86	26.65	30.63	13.11	8.85	10.76

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers From or Beyond
1	Any Station	El Paso
1	Ontario-Pomona-Shorb	Yuma
1	Puente El Monte	Yuma
11	Any Station	El Paso
101 & 103	Any Station	Tucuman-San Antonio
3	Any Station	Hutchison

ADDITIONAL STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers for or Beyond
1, 101	Ontario, Pomona	Santa Barbara and West
103	Guasti	Load express

Westward trains are superior to trains of the same class in the opposite direction. Schedule time and train orders at Shorb apply at end of double track.

Table No. 150

March 20, 1927

STATIONS

LOS ANGELES YARD	2.1
RIVER STATION TOWER	1.8
S LOS ANGELES	1.2
NAUD JOT.	0.4
MISSION JOT.	0.1
CROSSING A. T. & S. F. RY.	0.1
CROSSING L. A. & S. L. RY.	2.0
AURANT	3.1
SHORB	1.6
ALHAMBRA	1.3
SAN GABRIEL	2.6
SAVANNA	1.4
EL MONTE	0.4
CROSSING P. E. RY.	2.3
BASSETT	3.4
PUENTE	2.8
MARNE	3.3
WALNUT	3.9
SPADRA	3.6
POMONA	0.1
CROSSING P. E. RY.	3.4
NAROD	2.4
ONTARIO	3.6
GUASTI	2.3
VIENTO (Spur)	1.4
ETIWA	2.2
DEOLEZ	2.4
AILSA	2.5
CROSSING P. E. RY.	0.1
BLOOMINGTON	4.0
CROSSING A. T. & S. F. RY.	0.0
CROSSING L. A. & S. L. RY.	0.3
COLTON	

(59.2)

Over District average speed per hour

PASSENGERS

Passengers to or beyond
ma
oca
ere Scheduled Stop
Paso
Paso
Hutchison
son

COLTON SUBDIVISION.

EASTWARD

Capacity Sidings in Car Lengths	Yard	Train	THIRD CLASS			SECOND CLASS			FIRST CLASS						Distance from San Francisco
			92	126	244	2	4	104	12	102	46				
			Los Angeles Manifest Freight	Freight	Sunset Manifest Freight	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited	Los Angeles Calexico Passenger				
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	Yard BKWFP		6.00AM	11.30PM	12.01AM	8.35PM	6.54PM	4.40PM	12.01PM	10.59AM	1.40AM	539.0			
			6.12	11.41	12.12	8.41	7.00	4.46	12.07	11.05	f 1.46	542.6			
	79 P		6.20	11.53PM	12.25	8.45	7.04	4.50	12.11	11.09	f 1.50	544.6			
	71 P		6.26	12.01AM	12.31	8.49	7.07	4.54	12.15	11.12	f 1.54	546.3			
	E 71 P		6.40	12.13	12.43	8.57	7.15	5.03	12.23	11.20	f 2.03	549.1			
	W 71 P		7.03	12.26	12.56	9.07	7.25	5.13	12.33	11.30	f 2.14	552.7			
	E 71 W 74 PW		7.29	12.38	1.09	9.14	7.31	5.20	12.40	11.36	2.20	555.4			
	77 P		7.49	12.48	1.19	9.19	7.36	5.25	12.45	11.41	f 2.25	557.2			
	71 P		8.01	12.59	1.31	9.28	7.44	5.34	12.54	11.49	2.33	559.7			
	73 P		8.35	1.22	1.54	f 9.37	7.51	f 5.42	f 1.03	11.56AM	s 2.43	562.0			
	Yard WYFPK		8.58	1.34	2.14	9.43	7.57				2.49	565.5			
	81 P		9.19	2.05	2.25	9.49	8.02	5.52	1.14	12.06PM	s 2.55	568.2			
	120 P		9.30	2.16	2.37	9.54	8.07	5.57	1.19	12.11	3.00	571.5			
	72 P		9.49	2.36	3.04	9.58	8.11	6.01	1.23	12.15	f 3.04	574.1			
	E 71 W 71 PW		9.56	2.43	3.12	10.02	8.15				3.08	576.2			
	77 P		10.04	2.51	3.20	10.06	8.19	6.08	1.30	12.22	3.12	578.6			
	70 P		10.35	3.05	3.50	f 10.12	8.25	f 6.14	f 1.36	f 12.28	f 3.19	582.6			
	E 70 W 70 PW		10.53	3.15	4.01	10.17	8.30				f 3.24	585.4			
	76 P		11.12	3.34	4.20	10.24	8.35	6.23	1.47	12.37	f 3.34	588.1			
	E 72 W 75 PYW		11.21	3.43	4.29	10.29	8.40		1.53			591.6			
	72 P		11.30	3.52	4.38	10.34	8.45	6.32	1.58	12.46	3.43	595.1			
	71 P		11.50	4.12	4.58	10.39	8.50		2.04		f	599.0			
	71 P		11.56AM	4.18	5.13	10.43	8.54	6.40	2.08	12.54	f 3.51	601.5			
	72 P		12.19PM	4.30	5.30	10.50	9.00	6.46	2.16		f 3.57	606.5			
	72 P		12.30PM	4.45AM	5.45AM	s 10.59PM	s 9.08PM	s 6.55PM	s 2.25PM	s 1.08PM	s 4.05AM	610.9			
	Yard BKWYFP		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				

Time Table No. 150

March 20, 1927

STATIONS

TO-R	COLTON	0.0
	Crossing P. E. Ry.	3.6
	LOMA LINDA	1.9
TO	BRYN MAWR	1.8
	REDLANDS	2.8
	ORDWAY	3.6
TO	EL CASCO	2.7
	HAIG	1.8
	HINDA	2.5
	NICKLIN	2.3
TO-R	BEAUMONT	3.5
	PERSHING	2.7
TO	BANNING	3.3
	OWL	2.6
TO	CABAZON	2.1
	MONS	2.4
	FINGAL	4.0
TO	PALM SPRINGS	2.8
	HUGO	2.7
TO	GARNET	3.5
	SALVIA	3.5
	RIMLON	3.9
TO	EDOM	2.5
	DRY CAMP	5.0
	MYOMA	4.4
TO-R	INDIO	4.4

(71.9)

(6.30) 11.06 (5.15) 13.69 (5.44) 12.57 (2.24) 29.96 (2.14) 32.19 (2.15) 31.95 (2.24) 29.96 (2.00) 33.44 (2.25) 29.75 Time over district Average speed per hour

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

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS			ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers to or Beyond	Train	At	Passengers from or Beyond
12, 104, 2	Redlands	Points where scheduled stop	102	Redlands	West of Los Angeles
	Any Station	Phoenix		Redlands	Los Angeles
102, 12, 2	Any Station	El Paso		Banning	
	Any Station	Hutchison			
4	Palm Springs	El Paso			
4	Any Station	Tucson			
104	Any Station				

Time Table No.

March 20, 1927

STATIONS

TO-R	COLTON	0.0
	CROSSING P. E. RY.	3.6
	LOMA LINDA	1.9
TO	BRYN MAWR	1.8
	REDLANDS	2.8
	ORDWAY	3.6
TO	EL CASCO	2.7
	HAIG	1.8
	HINDA	2.5
	NICKLIN	2.3
TO-R	BEAUMONT	3.5
	PERSHING	2.7
TO	BANNING	3.3
	OWL	2.6
TO	CABAZON	2.1
	MONS	2.4
	FINGAL	4.0
TO	PALM SPRING	2.8
	HUGO	2.7
TO	GARNET	3.5
	SALVIA	3.5
	RIMLON	3.9
TO	EDOM	2.5
	DRY CAMP	5.0
	MYOMA	4.4
TO-R	INDIO	4.4

(71.9)

Time over District Average Speed per hour

Westward tra

COLTON SUBDIVISION.

Table No. 150

March 20, 1927

STATIONS

COLTON	0.0
Crossing P. E. Ry.	3.6
LOMA LINDA	1.9
BRYN MAWR	1.8
REDLANDS	2.8
ORDWAY	3.6
EL CASCO	2.7
HAIG	1.8
HINDA	2.5
NICKLIN	2.3
BEAUMONT	3.5
PERSHING	2.7
BANNING	3.3
OWL	2.6
CABAZON	2.1
MONS	2.4
FINGAL	4.0
PALM SPRINGS	2.8
HUGO	2.7
GARNET	3.5
SALVIA	3.5
RIMLON	3.9
EDOM	2.5
DRY CAMP	5.0
MYOMA	4.4
INDIO	

(71.9)

..... Time over district
 Average speed per hour

Time Table No. 150

March 20, 1927

STATIONS

TO-R COLTON	0.0	71.9
CROSSING P. E. RY.	3.6	71.9
LOMA LINDA	1.9	68.8
TO BRYN MAWR	1.8	66.4
REDLANDS	2.8	64.6
ORDWAY	3.6	61.8
TO EL CASCO	2.7	58.2
HAIG	1.8	55.5
HINDA	2.5	53.7
NICKLIN	2.3	51.2
TO-R BEAUMONT	3.5	48.9
PERSHING	2.7	45.4
TO BANNING	3.3	42.7
OWL	2.6	39.4
TO CABAZON	2.1	36.8
MONS	2.4	34.7
FINGAL	4.0	32.3
TO PALM SPRINGS	2.8	28.3
HUGO	2.7	25.5
TO GARNET	3.5	22.8
SALVIA	3.5	19.3
RIMLON	3.9	15.8
TO EDOM	2.5	11.9
DRY CAMP	5.0	9.4
MYOMA	4.4	4.4
TO-R INDIO		0.0

(71.9)

Time over District	(3.05)	(2.29)	(2.24)	(2.44)	(2.35)	(2.28)	(5.25)	(8.25)
Average Speed per hour	24.40	28.95	29.96	26.30	27.83	29.14	13.27	13.27

WESTWARD

FIRST CLASS

THIRD CLASS

Distance from Indio	STATIONS	FIRST CLASS						THIRD CLASS											
		45 Calexico Los Angeles Passenger	1 Californian	3 Golden State Limited	103 Argonaut	11 Apache	101 Sunset Limited	91 Los Angeles Manifest Freight	243 Sunset Manifest Freight										
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
71.9	COLTON	s 3.20AM	s 5.24AM	s 7.24AM	s 8.05AM	s 9.45AM	s 3.36PM	7.50PM	12.50AM										
71.9	CROSSING P. E. RY.																		
68.8	LOMA LINDA	f 3.12			f 7.57			7.37	12.35										
66.4	BRYN MAWR	f 3.08			f 7.52			7.31	12.25										
64.6	REDLANDS	f 3.04	5.14	7.14	f 7.48	9.34	3.26	7.25	12.01AM										
61.8	ORDWAY	f 2.57			7.40			7.15	11.45PM										
58.2	EL CASCO	f 2.49	5.03	7.03	7.34	9.23	3.15	6.52	11.23										
55.5	HAIG	2.42			7.29			6.43	11.14										
53.7	HINDA	f 2.38	4.56	6.56	7.26	9.16	3.08	6.37	11.07										
51.2	NICKLIN	2.33	4.52	6.52	7.22	9.12	3.04	6.28	10.58										
48.9	BEAUMONT	s 2.24	f 4.48	6.48	s 7.18	f 9.08	3.00	6.20	10.50										
45.4	PERSHING	2.14	4.40	6.40	7.08	8.58	2.53	6.05	10.35										
42.7	BANNING	s 2.05	f 4.32	6.33	s 7.00	8.50	2.45	5.52	10.22										
39.4	OWL	1.54	4.23	6.23	6.50	8.40	2.36	5.29	10.10										
36.8	CABAZON	f 1.45	4.15	6.16	6.42	8.32	2.28	5.14	9.58										
34.7	MONS	1.36	4.07	6.09	6.34	8.24	2.21	4.52	9.37										
32.3	FINGAL	1.28	3.59	6.02	6.26	8.16	2.13	4.40	9.25										
28.3	PALM SPRINGS	f 1.18	f 3.50	5.53	f 6.17	8.07	f 2.03	4.25	9.10										
25.5	HUGO	f 1.07	3.42	5.45	6.09	7.58	1.55	4.10	8.50										
22.8	GARNET	s 12.58	3.34	5.37	6.01	7.50	1.47	3.55	8.35										
19.3	SALVIA	12.48	3.24	5.27	5.51	7.40	1.37	3.32	7.45										
15.8	RIMLON	12.42	3.18	5.22	5.45	7.34	1.32	3.18	7.29										
11.9	EDOM	f 12.36	3.13	5.17	5.40	7.29	1.27	3.07	7.15										
9.4	DRY CAMP	f 12.31	3.09	5.13	5.36	7.25	1.23	2.54	7.00										
4.4	MYOMA	f 12.24	3.03	5.07	5.30	7.18	1.16	2.41	6.46										
0.0	INDIO	12.15AM	2.55AM	5.00AM	5.21AM	7.10AM	1.08PM	2.25PM	6.25PM										
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily										

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

Train	At	Passengers From or Beyond
1, 11	Any Station	El Paso
103 & 101	Any Station	Tueumcari, San Antonio
1	Redlands	Phoenix
101	Redlands	El Paso
3	Any Station	Hutchinson
3	Palm Springs	El Paso
11	Banning, Redlands	Niland

Train	At	Passengers for or Beyond
101	Redlands	Santa Barbara and West
1 & 11	Redlands	Any point scheduled stop
103	Cabazon	For revenue passengers for points where scheduled stop
11	Banning	Los Angeles
11	Palm Springs	Points where scheduled stop

INDIO SUBDIVISION.

EASTWARD

Capacity Sidings in Car Lengths	Yard	THIRD CLASS		SECOND CLASS			FIRST CLASS						Distance from San Francisco	
		92 Los Angeles Manifest Freight	244 Sunset Manifest Freight	150 S. D. & A. Passenger	128 Freight	148 Inter-Cal. Passenger	126 Freight	2 Californian	4 Golden State Limited	104 Argonaut	12 Apache	102 Sunset Limited		46 Los Angeles Calexico Passenger
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	Yard BKYWFP	2.35 PM	7.05 AM		6.15 AM		5.16 AM	11.04 PM	9.13 PM	7.00 PM	2.30 PM	1.13 PM	4.10 AM	610.9
84	P	2.48	7.18		6.24		5.30	11.12		f 7.08	2.38		s 4.19	614.4
59	P	3.00	7.25		6.31		5.37	11.17		f 7.13	2.43		s 4.26	618.0
153	PW	3.18	7.36		6.47		5.48	11.25	9.31	f 7.21	2.51	1.31	s 4.37	624.1
71	P	3.31	7.48		6.57		5.57						f 4.46	628.8
71	P	3.40	7.58		7.05		6.05	11.36	9.42	7.31	3.02	1.42	f 4.54	633.8
71		3.50	8.08		7.13		6.13						f 5.01	637.8
71	P	4.10	8.26		7.21		6.26	11.47	9.53	7.42	3.13	1.53	f 5.09	642.1
72	P	4.20	8.52		7.40		6.44						f 5.16	646.8
72	P	4.29	9.16		7.48		6.52	11.58 PM	10.04	7.53	3.24	2.04	f 5.23	651.1
71	P	4.38	9.26		7.56		7.00						f 5.31	655.6
71	P	4.47	9.49		8.04		7.08	12.09 AM	10.15	8.04	3.36	2.15	f 5.39	660.1
73	P	4.56	9.58		8.10		7.14		10.20				f 5.46	663.5
	Yard BKYWFP	5.44	10.35		8.30		7.30	f 12.22	10.25	s 8.13 PM	s 3.50	2.24	s 5.55 AM	667.5
70	P	6.00	10.58		8.45		7.45	12.30	10.32		3.57	2.32		671.7
122	P	6.10	11.08		8.58		7.58	12.36	10.38		4.03	2.38		674.4
72	P	6.31	11.35 AM		9.08		8.08	12.41	10.43		4.10	2.43		678.5
	Y													683.4
71	W	6.52	12.14 PM		9.31		8.30	f 12.51	10.51		4.20	2.51		684.6
73	P	7.07	12.29		9.44		8.43	1.03	10.58		4.28	2.58		690.1
72	P	7.32	12.45		9.54		8.53	1.10	11.05		4.36	3.05		695.6
85	P	7.51	1.00		9.59		8.58	f 1.14	11.08		4.40	3.08		698.1
71	P	8.08	1.12		10.08		9.07	1.21	11.14		4.46	3.14		703.0
71	P	8.31	1.28		10.24		9.18	1.29	11.22		4.54	3.22		709.4
71	P	8.40	1.37		10.54		9.24	1.33	11.26		4.58	3.26		712.3
86	P	8.51	1.48		11.05		9.35	f 1.40	11.33		5.04	3.33		716.6
71	P	9.10	2.10		11.18		9.48	1.47	11.40		5.12	3.40		722.7
	P	9.25	2.27	5.05 PM	11.25	11.04 AM	9.55	1.53	11.46	11.25 PM	5.19	3.46		726.1
71	P	9.30	2.30	5.07	11.30	11.08	9.58	1.55	11.48 PM	11.27	5.21	3.48		727.0
	Yard BKTYWF	10.00 PM	3.00 PM	s 5.20 PM	11.50 AM	s 11.20 AM	10.20 AM	s 2.05 AM	s 12.01 AM	s 11.40 PM	s 5.35 PM	s 4.00 PM		732.7
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

(Runs via Calexico.)
(See page 14)

Time Table No. 150
March 20, 1927

STATIONS

TO-R INDIO	3.5
TO COACHELLA	3.5
TO THERMAL	3.6
TO MEOCA	4.1
TO MEOCA	4.7
CALEB	4.7
MORTMAR	4.5
MORTMAR	4.5
SALTON	4.5
SALTON	4.3
DURMID	4.7
TO BERTRAM	4.3
TO BERTRAM	4.3
POPE	4.5
FRINK	4.5
WISTER	3.4
MUNDO	4.0
TO-R NILAND	4.2
FLOWING WELL	2.7
IRIS	4.1
TORTUGA	4.9
AMOS WYE	1.2
TO AMOS	5.5
ACOLITA	5.5
MESQUITE	2.5
GLAMIS	4.9
RUTHVEN	6.4
DRYLYN	2.9
CACTUS	4.3
TO OGILBY	6.1
KNOB	3.4
TO-R ARAZ JUNCTION	0.9 (No Siding)
ARAZ	4.9
COLORADO (Spur)	0.8
TO-R YUMA	

(121.8)

(7.25) (7.52) (0.15) (5.35) (0.16) (5.04) (3.01) (2.48) (4.40) (3.05) (2.47) (1.45) Time over district
16.42 15.48 26.40 21.81 24.75 24.01 40.37 43.50 36.78 39.50 43.76 32.34 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.
Gauntlet track Colorado River Bridge, Yuma, normal position switch west end, for eastward track.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to or Beyond
2, 12	Any Station	Phoenix
102	Any Station	El Paso
4	Any Station	El Paso
104	Any Station	Hutchison Tucson

Time Table No. 1
March 20, 1927

STATIONS

TO-R INDIO	3.5
TO COACHELLA	3.6
TO THERMAL	4.1
TO MEOCA	4.7
CALEB	4.5
MORTMAR	4.5
SALTON	4.5
DURMID	4.7
TO BERTRAM	4.3
POPE	4.5
FRINK	4.5
WISTER	3.4
MUNDO	4.0
TO-R NILAND	4.2
FLOWING WELL	2.7
IRIS	4.1
TORTUGA	4.9
AMOS WYE	1.2
TO AMOS	5.5
ACOLITA	5.5
MESQUITE	2.5
GLAMIS	4.9
RUTHVEN	6.4
DRYLYN	2.9
CACTUS	4.3
TO OGILBY	6.1
KNOB	3.4
TO-R ARAZ JUNCT	0.9 (No Siding)
ARAZ	4.9
COLORADO	0.8
TO-R YUMA	

(121.8)

Time over District
Average speed per hour

Westward train
Gauntlet track

ADDITIONAL STOPS TO

Train	At
1, 11	Any Station
101	Any Station
3	Any Station
11	Mecca

INDIO SUBDIVISION.

WESTWARD

Time Table No. 150
March 20, 1927

STATIONS

Distance from Yuma

	Distance from Yuma	WESTWARD																		
		FIRST CLASS					THIRD CLASS													
		1	103	3	11	101	45	149	91	243	147									
STATIONS		Californian	Argonaut	Golden State Limited	Apache	Sunset Limited	Callexico Los Angeles Passenger	S. D. & A. Passenger	Los Angeles Manifest Freight	Sunset Manifest Freight	Inter. Cal. Passenger									
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									
TO-R INDIO	121.8	s 2.50 AM	s 5.16 AM	s 4.55 AM	7.05 AM	s 1.03 PM	s 12.02 AM		12.50 PM	5.30 PM										
TO COACHELLA	118.3	2.42	f 5.08			12.55	s 11.54 PM		12.34	6.10										
TO THERMAL	114.7		f 5.01	4.44	6.54		s 11.39		12.24	4.56										
TO MEOCA	108.6	2.28	4.52	4.37	6.47	12.42	s 11.25		12.09 PM	4.40										
COALEB	103.9		4.46				f 11.15		11.57 AM	4.12										
MORTMAR	99.4	2.16	4.38			12.31	f 11.08		11.40	3.59										
SALTON	94.9		4.32				f 11.02		11.25	3.50										
DURMID	90.6	2.05	4.25	4.16	6.26	12.20	f 10.54		11.02	3.13										
TO BERTRAM	85.9		4.18				f 10.48		10.46	2.52										
POPE	81.6	1.54	4.12	4.05	6.15	12.09 PM	f 10.41		10.26	2.42										
FRINK	77.1		4.06				f 10.32		10.06	2.30										
WISTER	72.6	1.43	4.00	3.54	6.04	11.58 AM	f 10.25		9.49	2.15										
MUNDO	69.2		3.55				f 10.20		9.37	1.50										
TO-R NILAND	65.2	f 1.34	s 3.50	3.45	5.55 AM	f 11.49	10.10 PM		9.25	1.25										
FLOWING WELL	61.0		3.35						9.04	12.50										
IRIS	58.3	1.23	3.24	3.35					8.58	12.36										
TORTUGA	54.2					11.35			8.45	12.28										
AMOS WYE	49.3																			
TO AMOS	48.1	1.11	3.12	3.23		11.27			8.30	12.14 PM										
ACOLITA	42.6	1.03							8.03	11.59 AM										
MESQUITE	37.1	12.56	2.59	3.10		11.14			7.53	11.43										
GLAMIS	34.6	f							7.47	11.30										
RUTHVEN	29.7	12.47	2.49	3.01		11.05			7.27	11.05										
DRYLYN	23.3								7.15	10.24										
CACTUS	20.4	12.36	2.38	2.50		10.54			7.09	10.15										
TO OGILBY	16.1	f							7.00	10.05										
KNOB	10.0	12.23	2.25	2.37		10.41			6.40	9.48										
TO-R ARAZ JUNCTION	6.6				2.55 AM			s 4.10 AM	6.19	9.19	s 1.35 PM									
ARAZ	5.7	12.15	2.16	2.30	2.51	10.35		4.07	6.16	9.16	1.30									
COLORADO (Spur)	0.8																			
TO-R YUMA	0.0	12.05 AM	2.05 AM	2.20 AM	2.40 AM	10.25 AM		3.55 AM	6.00 AM	9.00 AM	1.15 PM									
(121.8)	(121.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily									

(Runs via Callexico.)
(See Page 14.)

Time over District.....	(2.45)	(3.11)	(2.35)	(4.25)	(2.38)	(1.52)	(0.15)	(6.50)	(8.30)	(0.20)
Average speed per hour.....	44.29	38.26	47.14	37.45	46.25	30.32	26.40	17.82	14.32	19.80

Westward trains are superior to trains of the same class in the opposite direction.
Gauntlet track Colorado River Bridge, Yuma, normal position switch west end, for eastward track.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
1, 11	Any Station	El Paso
101	Any Station	Tucumcari, San Antonio
3	Any Station	Hutchison
11	Mecca	Niland

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	Revenue Passengers Only
1	Amos	Express Monday and Thursday
11	Mecca	
	Thermal Coachella	

Table No. 150

March 20, 1927

STATIONS

INDIO	3.5
COACHELLA	3.6
THERMAL	6.1
MEOCA	4.7
COALEB	4.5
MORTMAR	4.5
SALTON	4.3
DURMID	4.7
BERTRAM	4.3
POPE	4.5
FRINK	4.5
WISTER	3.4
MUNDO	4.0
NILAND	4.2
FLOWING WELL	2.7
IRIS	4.1
TORTUGA	4.9
AMOS WYE	1.2
AMOS	5.5
ACOLITA	5.5
MESQUITE	2.5
GLAMIS	4.9
RUTHVEN	6.4
DRYLYN	2.9
CACTUS	4.3
OGILBY	6.1
KNOB	3.4
ARAZ JUNCTION	0.9 (No Siding)
ARAZ	4.9
COLORADO (Spur)	0.8
YUMA	

Time over district
average speed per hour

SANTA BARBARA SUBDIVISION.

EASTWARD

FIRST CLASS

Table with columns for Capacity Sidings in Car Lengths, Class (36, 34), and Stations. Includes times and distances for various stations like MONTALVO, SATICOY, LIMCOO, etc.

Time Table No. 150

March 20, 1927

STATIONS

Table with columns for Distance from San Francisco, Direction (R, TO), Station Name, and Distance. Lists stations from MONTALVO to SAUGUS.

WESTWARD

FIRST CLASS

Table with columns for Class (35, 37), Direction (s, f), Station Name, and Distance. Lists stations from SAUGUS to MONTALVO.

(1.34) 27.97 Time over district Average speed per hour (1.25) 32.11

(1.29) 30.67 (1.29) 30.67

SANTA BARBARA SUBDIVISION.

EASTWARD

SECOND CLASS

Table with columns for Capacity Sidings in Car Lengths, Class (118), Direction (f, s), and Stations. Includes times and distances for various stations like OJAI, MATILJIJA, etc.

Time Table No. 150

March 20, 1927

STATIONS

Table with columns for Distance from San Francisco, Direction (TO-R), Station Name, and Distance. Lists stations from OJAI to VENTURA JCT.

(1.20) 17.64 Time over district Average speed per hour (0.51) 17.64

All trains stop on signal at Foster Memorial Park.

SANTA BARBARA SUBDIVISION.

EASTWARD

Table with columns for Capacity Sidings in Car Lengths, Direction (f, s), and Stations. Includes times and distances for various stations like CHATSWORTH, RESEDA, etc.

Time Table No. 150

March 20, 1927

STATIONS

Table with columns for Distance from San Francisco, Direction (TO), Station Name, and Distance. Lists stations from CHATSWORTH to BURBANK.

WESTWARD

EASTWARD

SECOND CLASS

Table with columns for Capacity Sidings in Car Lengths, Class (132), Direction (P, I, W, TW), and Stations. Includes times and distances for various stations like OJAI, MATILJIJA, etc.

EASTWARD

Table with columns for Capacity Sidings in Car Lengths, Direction (P, W, TW), and Stations. Includes times and distances for various stations like CHATSWORTH, RESEDA, etc.

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

Service by Extra Trains Only.

Westward train

STWARD
ND CLASS

LOS ANGELES SUBDIVISION

Table with columns: EASTWARD, WESTWARD, Capacity Sidings in Car Lengths, Distance from San Francisco, Time Table No. 150, STATIONS, Distance from Pasadena, Local Freight, Arrive Daily Ex. Sunday. Includes stations like SHORB, CROSSING P. E. RY., SO. PASADENA, GARFIELD AVE., RAYMOND HOTEL, PASADENA.

LOS ANGELES SUBDIVISION

Table with columns: EASTWARD, WESTWARD, Capacity Sidings in Car Lengths, Distance from San Francisco, Time Table No. 150, STATIONS, Distance from Pomona, Local Freight, Arrive Daily Ex. Sunday. Includes stations like BASSETT, BALDWIN PARK, CROSSING P. E. RY., ORUSHTON, WITHAM, IRWINDALE, LATEEN, AZUSA AVENUE, COVINA, SAVOY, CHARTER OAK, SAN DIMAS, LA VERNE, HOBBS, GANESHA JOT., POMONA.

LOS ANGELES SUBDIVISION 13

Table with columns: EASTWARD, WESTWARD, Capacity Sidings in Car Lengths, Distance from San Francisco, Time Table No. 150, STATIONS, Distance from Riverside, Local Freight, Arrive Daily Ex. Sunday. Includes stations like COLTON, GRAND TERRACE, HIGHGROVE, ORANGE CENTER, RIVERSIDE.

LOS ANGELES SUBDIVISION

Table with columns: EASTWARD, WESTWARD, Capacity Sidings in Car Lengths, Distance from San Francisco, Time Table No. 150, STATIONS, Distance from End of Tract, Local Freight, Arrive Daily Ex. Sunday. Includes stations like SHORB, CROSSING P. E. RY., NORTH ALHAMBRA, EAST ALHAMBRA, SAN MARINO, SUNNYSLOPE, PARADA, ARCADIA, MONROVIA, DUARTE, RIVAS, END OF TRACK.

LOS ANGELES SUBDIVISION

Table with columns: EASTWARD, WESTWARD, Capacity Sidings in Car Lengths, Distance from San Francisco, Time Table No. 150, STATIONS, Distance from Ontario, Local Freight, Arrive Daily Ex. Sunday. Includes stations like POMONA, CROSSING L. A. & S. L. RY., CROSSING P. E. RY., OHINO, EUOLID AVENUE, ONTARIO.

LOS ANGELES SUBDIVISION

Table with columns: EASTWARD, WESTWARD, Capacity Sidings in Car Lengths, Distance from San Francisco, Time Table No. 150, STATIONS, Distance from San Bernardino, Local Freight, Arrive Daily Ex. Sunday. Includes stations like COLTON, CROSSING A. T. & S. F. RY., SAN BERNARDINO.

COLTON SUBDIVISION

Table with columns: EASTWARD, WESTWARD, Capacity Sidings in Car Lengths, Distance from San Francisco, Time Table No. 150, STATIONS, Distance from Greenspot, Local Freight, Arrive Daily Ex. Sunday. Includes stations like BRYN MAWR, MOTOR JOT., REDLANDS, CROSSING P. E. RY., EASTBERNE, WARNER, MENTONE, CRAFTON, GREENSPOT.

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

Service by Extras Only

FLORENCE SUBDIVISION.

EASTWARD											WESTWARD													
SECOND CLASS			FIRST CLASS								FIRST CLASS										THIRD CLASS			
Capacity Sidings in Car Lengths	142 Local Freight	140 Tustin Freight	4 Union Pacific Passenger	26 Union Pacific Passenger	8 Union Pacific Passenger	36 Union Pacific Passenger	45 Union Pacific Passenger	28 Union Pacific Passenger	32 Union Pacific Passenger	43 Union Pacific Passenger	Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from Florence	3 Union Pacific Passenger	25 Union Pacific Passenger	7 Union Pacific Passenger	42 Union Pacific Passenger	31 Union Pacific Passenger	33 Union Pacific Passenger	27 Union Pacific Passenger	44 Union Pacific Passenger	37 Union Pacific Passenger	141 Tustin Freight	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
IY	8.30PM	10.00AM									481.9	RIVER STATION TOWER	7.2											6.15PM
Yard BKWTFP		10.15	11.00 PM	6.05 PM	6.00 PM	2.45 PM	2.40 PM	11.00 AM	9.15 AM	9.10 AM	483.7	TO-R LOS ANGELES	5.4	7.00AM	8.30 AM	9.10 AM	10.30 AM	10.35 AM	11.40 AM	2.30 PM	5.20 PM	5.25 PM	5.50	
I	Runs Via Union Pacific Line to Alhambra Ave. to Butte Street		11.10 PM	6.15 PM	6.10 PM	2.55 PM	2.50 PM	11.10 AM	9.25 AM	9.20 AM	485.2	WASHINGTON ST. JOT.	3.9	6.50AM	8.20 AM	9.00 AM	10.20 AM	10.25 AM	11.30 AM	2.20 PM	5.10 PM	5.15 PM		
98											485.5	CROSSING P. E. RY.	3.6											
I												486.4	VERNONDALE	2.7										
												487.3	CROSSING A. T. & S. F. RY.	1.8										
53 YWP	9.20PM	10.45 AM									487.5	CROSSING P. E. RY.	1.6											
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	489.1	TO-R FLORENCE	0.0	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
	(0.50) 8.04	(0.45) 9.60	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00		Time over district	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(0.55) 7.85	
												Average speed per hour	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	

Switch Tenders will be located at Washington Street Junction between 6:30 A. M. and 10:30 P. M. All westward trains from Union Pacific stop to clear Alameda Street unless a signal to proceed is received from Switch Tender.

All Eastward trains en route to Union Pacific will stop before crossing over Westward track near Washington Street Junction unless signal to proceed is received from switch Tender.

All Westward trains and engines between the hours of 6:30 A. M. and 10:30 P. M. will not pass the clearing point of Union Pacific connection at Washington Street Junction unless proceed signal is received from Switch Tender.

All Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.

Eastward trains leaving Passenger Station will not proceed beyond fouling point of track on which standing unless proceed signal is received from Switch Tender at 6th Street.

Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows: "Passenger trains when backing up must be equipped with back-up tail hose with whistle attached."

In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance card issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.

FLORENCE SUBDIVISION.

EASTWARD			WESTWARD			
Capacity Sidings in Car Lengths	Time Table No. 150 March 20, 1927		Distance from San Francisco	Time Table No. 150 March 20, 1927		Distance from Point Firmin
	STATIONS			STATIONS		
53 YWP		TO-R FLORENCE	489.1			18.9
30		TWEEDY	490.3			17.7
		CROSSING P. E. RY.	491.3			16.7
25		LYNWOOD	491.8			16.2
61		COMPTON	494.1			13.9
I		CROSSING P. E. RY.	496.2			11.8
74		ELFTMAN	497.7			10.3
		DOLORES (Spur)	498.4			9.6
		WATSON (Spur)	500.0			8.0
60 Y		THENARD	501.4			6.6
		CROSSING P. E. RY.	501.9			6.1
		BLINNVILLE	502.1			5.9
32		WILMINGTON	502.9			5.1
I		DRAWBRIDGE	504.5			3.5
Yard BFWPK		TO-R SAN PEDRO	505.5			2.5
		CENTER STREET	506.4			1.6
		POINT FIRMIN	508.0			0.0
		(18 9)				

Service by extras only.
Westward trains are superior to trains of the same class in the opposite direction.

FLORENCE SUBDIVISION.

EASTWARD			WESTWARD			
Capacity Sidings in Car Lengths	Time Table No. 150 March 20, 1927		Distance from San Francisco	Time Table No. 150 March 20, 1927		Distance from End of Track
	STATIONS			STATIONS		
60 Y		THENARD	501.4			2.7
		CROSSING P. E. RY.	502.4			1.7
		MEAD (Spur)	502.6			1.5
		GASPUR (Spur)	502.9			1.2
		LONG BEACH	503.5			0.6
		CROSSING P. E. RY.	503.6			0.5
		END OF TRACK	504.1			0.0
		(2.7)				

Service by extras only.

All trains and yard engines moving from Wilmington to San Pedro will communicate with yardmaster at San Pedro, from Wilmington, and obtain his authority for the movement.

FLORENCE SUBDIVISION.

EASTWARD										WESTWARD									
THIRD CLASS										THIRD CLASS									
Capacity Sidings in Car Lengths						124	142	140	Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from Newport Beach	143	141						
						Mixed	Local Freight	Tustin Freight				Local Freight	Tustin Freight						
					Leave Wed- nesday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday						Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					
										STATIONS									
53	YWP						9.20PM	10.45AM	489.1	TO-R FLORENCE	38.9	5.00PM	5.20PM						
19									490.1	1.0 ARDMORE	37.9								
	I								491.9	1.8 CROSSING L. A. & S. L. RY.	36.1								
24							9.30	10.55	492.1	0.2 OUDAHY	35.9	4.45	4.58						
10									493.2	1.1 VINVALE	34.8								
21							9.45	11.05	496.0	1.8 TO DOWNEY	33.0	4.31	4.44						
17	P						9.50	11.10	497.4	2.4 R STUDEBAKER	30.6	4.20 2.45	4.30						
39							10.05	11.15	499.1	1.7 TO NORWALK	28.9	2.40	4.20						
20							10.15	11.20	501.2	2.1 OARMENITA	26.8	2.30	4.12						
									503.4	2.2 LINEA (Spur)	24.6								
76							10.35	11.27	504.4	1.0 TO BUENA PARK	23.6	2.20	4.03						
32							10.40	11.30	505.4	1.0 ALMOND	22.6	2.12	3.55						
15							10.45	11.35	507.1	1.7 BROOKHURST	20.9	2.06	3.50						
24	WY						11.10	11.45	509.0	1.9 TO-R WEST ANAHEIM	19.0	2.00	3.40						
24	WY						9.45AM		509.0	0.8 TO-R WEST ANAHEIM	18.2								
									509.8	1.2 DREYFUS (Spur)	17.4								
29							9.55		511.0	1.1 MIRAFLORES	16.2								
							10.05AM		512.1	1.1 R WEST ANAHEIM JOT.	15.1								
24	WY							11.10	509.0	1.2 TO-R WEST ANAHEIM	19.0	2.00	3.40						
39								11.30	510.2	1.7 ANAHEIM	17.8	1.51	3.35						
30	P							11.35	511.9	1.0 R TUSTIN JOT.	16.1	1.47	3.30PM						
								11.40	512.9	1.7 R WEST ANAHEIM JOT.	15.1	1.45							
19								11.45	514.6	1.7 WEST ORANGE	13.4	1.40							
									515.6	1.0 CROSSING P. E. RY.	12.4								
Yard	BKWFYP							11.55PM	517.0	1.4 TO-R SANTA ANA	11.0	1.30PM							
63									517.1	0.1 CROSSING S. A. & N. RY.	10.9								
									519.4	2.3 DYER	8.6								
									522.1	2.7 PAULABINO (Spur)	5.9								
									524.5	2.4 THURIN	3.5								
17									526.7	1.2 COSTA MESA	2.3								
									527.2	1.5 BRANAGAN (Spur)	0.8								
									528.0	0.8 CROSSING P. E. RY.	0.0								
Yard	WY								528.0	0.0 TO NEWPORT BEACH	0.0								

(0.20) 9.30 (2.25) 10.80 (1.10) 17.05 Time over district (3.30) 15.06 (1.50) 12.45
 Average speed per hour.....

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

EAS	
Capacity Sidings in Car Lengths	
17	P
11	
15	
	I
39	
27	TW
EAS	
Capacity Sidings in Car Lengths	
YWP	
8	
33	
YP	
Yard	W
Westward t Joint use wi	

FLORENCE SUBDIVISION.

EASTWARD			Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from Whittier	WESTWARD		
Capacity Sidings in Car Lengths	SECOND CLASS					THIRD CLASS		
	144 Local Freight	Leave Daily Ex. Sunday					145 Local Freight	Arrive Daily Ex. Sunday
17 P		2.50 PM	497.4	R STUDEBAKER	5.9	4.10 PM		
11			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		3.25 PM	503.2	TO-R WHITTIER	0.0	3.35 PM		
		Arrive Daily Ex. Sunday		(5.9)		Leave Daily Ex. Sunday		

(0.35) Time over District (0.35)
10.01 Average speed per hour 10.01

FLORENCE SUBDIVISION.

EASTWARD			Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from Tustin	WESTWARD		
Capacity Sidings in Car Lengths	STATIONS					STATIONS		
	Arrive Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	
30			511.9	R TUSTIN JOT.	10.5			
I			512.4	CROSSING A. T. & S. F. RY.	10.0			
			512.7	GRATTO	9.7			
21			514.5	MARLBORO	7.9			
			514.7	CROSSING A. T. & S. F. RY.	7.7			
18			516.7	VILLA PARK	5.7			
33			518.4	MC PHERSON	4.0			
18			519.4	EL MODENA	3.0			
26 WT			522.4	TUSTIN	0.0			
				(10.5)				

Service by Extras only.

FLORENCE SUBDIVISION.

EASTWARD			Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from Los Alamitos	WESTWARD		
Capacity Sidings in Car Lengths	STATIONS					STATIONS		
	Arrive Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	
YWP			509.0	TO-R WEST ANAHEIM	9.4			
			510.3	NEFF (Spur)	8.1			
8			511.3	NUTWOOD	7.1			
33			513.6	STANTON	4.8			
			514.0	CROSSING P. E. RY.	4.4			
YP			514.1	STANTON JUNCTION	4.3			
Yard W			518.4	LOS ALAMITOS	0.0			
				(9.4)				

Service by extras only

FLORENCE SUBDIVISION.

EASTWARD			Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from Newport Beach	WESTWARD		
Capacity Sidings in Car Lengths	STATIONS					STATIONS		
	Arrive Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	
PY			514.1	STANTON JUNCTION	15.6			
50 W			517.4	WESTMINSTER	12.3			
			518.9	SUGAR	10.8			
27			519.5	SMELTZER	10.2			
			520.5	WINTERSBURG	9.2			
9			521.9	WIEBLING	7.8			
31			522.4	LA BOLSA	7.3			
29			522.8	WESTFALL	6.9			
23			523.3	NEWLAND	6.4			
14 P			524.4	HUNTINGTON BEACH	5.3			
			524.6	CROSSING P. E. RY.	5.1			
			525.4	GAMEWELL (No Siding)	4.3			
			529.7	CROSSING P. E. RY.	0.0			
Yard PWY			529.7	TO NEWPORT BEACH	0.0			
				(15.6)				

Service by extras only

Westward trains are superior to trains of the same class in the opposite direction.
Joint use with Pacific Electric Ry. over two bridges in Pacific Electric track between Newport Beach and Huntington Beach (see special rule).

SPECIAL INSTRUCTIONS.

“SAFETY FIRST”

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated watch inspectors:
 S. A. Pope, Supervisor of Time Service, 65 Market St., San Francisco.
 Los Angeles..... Newton Moore, 301 O. T. Johnson Bldg. Geo. D. Davidson Co., 445 S. Spring St. Walter Kursinski, 2628 N. Broadway E. E. Tompkins, 2635 Dayton Ave.
 Glendale..... J. E. Walker, 114 East Broadway
 Whittier..... Ross R. Day
 Santa Ana..... R. H. Ewert
 Oxnard..... Baker & Davis
 Santa Barbara..... I. F. Bitterly Co.
 San Pedro..... C. E. Perham
 Pasadena..... J. Herbert Hall & Co.
 Pomona..... C. C. Zilles
 Colton..... E. W. Cosgrove & Co.
 Redlands..... F. B. King
 Beaumont..... J. Fred Sprague
 Indio..... E. G. Shepard
 Yuma..... Wm. Faird
 Palmdale..... E. B. Melcher
 San Fernando..... H. E. Fox, Jr.
 Ventura..... R. W. Cummings
 Brawley..... E. J. McEvoy
 El Centro..... V. M. Bishop
 Fillmore..... W. M. Everitt
 San Bernardino..... Chas. M. Hanf
 Riverside..... F. S. Fisher
 Calexico..... Sieglitz Company

RULE 3. Standard clock at Los Angeles roundhouse enginemen will compare time and register before leaving.

Standard clock at Santa Barbara yard office.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track.

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

Ventura Jct..... Trains on Ojai line.
 Saugus..... Trains on Santa Paula line.
 Burbank Jct..... Trains on Coast line via Zelzah and trains on Van Nuys line.
 Mission Jct..... Trains on River Station Tower line.
 Pomona..... Trains on Covina line.
 Ontario..... Trains on Chino line.
 Araz Jct..... Trains on Inter-Cal. line.
 Colorado..... Trains on Potholes line.

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

Calipatria..... Trains on Sandia and Westmorland lines.
 Niland..... Trains on Calexico line.
 Bryn Mawr..... Trains on Crafon line.
 Colton..... Trains on Riverside and San Bernardino lines.
 Pomona..... Trains on Chino line.
 Bassett..... Trains on Covina line.
 Shorb..... Trains on Duarte and Pasadena lines.
 Chatsworth..... Trains on Van Nuys line.
 Montalvo..... Trains on Santa Paula line.
 Thenard..... Trains on Long Beach line.
 Florence..... Trains on Santa Ana line.
 Studebaker..... Trains on Whittier line.
 West Anaheim..... Trains on Los Alamitos and Miraflores lines.
 Tustin Jct..... Trains on Tustin line.
 Stanton Jct..... Trains on Los Alamitos line.
 River Station Tower..... Trains on Mission Jct. line.

RULE 17 and S19. Display headlight and marker lights while passing through Tunnels 25 and 26.

AUTOMATIC BLOCK SYSTEM

Automatic block signals in addition to those shown in brackets on schedule pages are in operation between River Station Tower and Naud Junction on eastward track, and between College St. and River Station Tower on westward track; between Mission Junction and Naud Junction on westward track only; between River Station Tower and Mission Junction; at Florence governing movement westward trains from San Pedro and Santa Ana lines to westward main track; on Covina Line one mile west of Pomona governing eastward trains; at Niland governing trains on Calexico line; at Calipatria, Brawley, El Centro and Calexico governing trains approaching yards.

Block signal lay out at Haig, Nicklin, Pershing, Mons and Flowing Well is so arranged that by opening switch main track or derailer, block signals between these stations and the next station beyond will indicate stop. When holding main track for meet, do not open switches until approaching train has passed the signal intermediate between stations.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D72 and 73. Trains and yard engines may move within limits of Los Angeles yard irrespective of time table superiority, except that freight trains and yard engines must take every precaution possible to avoid delaying passenger trains.

RULE 83 (A). Beaumont is register station only for trains originating, regular trains will register by form 2642 at that point for information of such trains.

At the following stations only trains originating and terminating will register:
 Ventura..... San Fernando.
 Oxnard..... Los Angeles.

At the following stations only the trains indicated will register:
 Ventura Jct..... Nos. 121, 118
 Montalvo..... Nos. 39, 35, 37, 34, 36, 38
 West Anaheim Jct..... No. 143

RULE 83 (B). Except when necessary to check the register against superior train, trains may register by ticket (Form 2642) as follows: First-class trains Los Angeles Yard and Colton; Trains 71 and 72, Santa Barbara passenger station; regular trains Burbank Jct.; regular trains via Ogilby and trains 11 and 104 Araz Jct.; trains 11 and 104 Calexico; trains 1, 3, 101, 102, 4 and 2, Niland.

RULE 83 (C). Westward extras from San Pedro will register at Florence.

SANTA BARBARA

The train-order office is located at the yard office, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or enginemen change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

Rule 14-K must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains on the opposite track.

All trains will register at the yard office. First-class trains will register at the passenger station, and may register by ticket at the yard office.

Rule 83 (D) will apply at the yard office.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the yard office.

RULE 83 (D). Trains must obtain clearance card before leaving:
 Los Angeles Yard or River Station Tower..... Trains en route to Florence Subdivision.
 Niland..... All trains.
 Saugus..... Trains to and from Santa Paula line.
 Newport Beach when operator on duty.

RULE 93. Yard limits are defined by yard limit signs at the following stations:
 SANTA BARBARA PASADENA BEAUMONT EL CENTRO
 OXNARD POMONA INDIO HEBER
 FILLMORE COVINA NILAND CALEXICO
 SAUGUS CHINO CALIPATRIA
 LOS ANGELES ONTARIO BRAWLEY
 SAN PEDRO COLTON IMPERIAL

Enginemen will approach west lead to new yard on third track east of Glendale tower with caution, call for signal from switch tender, failing to receive proceed signal stop sufficient distance west to clear the lead.

Westward trains entering "A" yard Los Angeles, will sound whistle signal one long, one short, one long for information of switch tender.

RULE D 97 (A). On double track, trains may run extra, moving with the current of traffic, without running orders:
 Burbank Jct., Shorb and Florence.
 Santa Barbara and East Santa Barbara.

RULE 98. The normal position of switches at junctions will be as follows:
 Montalvo..... For Santa Barbara—Oxnard main track.
 Stanton Jct..... West switch of wye for Smeltzer line.
 Shorb..... Switch in westward siding for Duarte line.
 Ontario..... Chino line switch on siding for siding.
 Lone Hill..... For Pacific Electric Line.
 Newport Beach.... For west leg of wye.

RULE 97 (A). On double track, trains may run extra, moving with the current of traffic, without running orders:
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 Lone Hill..... For Pacific Electric Line.
 Newport Beach.... For west leg of wye.

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 Shorb..... Switch in westward siding for Duarte line.
 Ontario..... Chino line switch on siding for siding.
 Lone Hill..... For Pacific Electric Line.
 Newport Beach.... For west leg of wye.

INTERLOCKING

For any movement against the current of traffic give one long and one short

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

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

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

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

Waiting car on Los Angeles Ry. tracks will have first right of way provided ready to move immediately.

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

Pacific Electric Ry., one mile east of Thenard, Long Beach line—STOP.

Pacific Electric Ry. 0.1 mile east of Long Beach—STOP.

Pacific Electric Ry., Griffith Lumber Spur, Santa Ana—STOP.

Pacific Electric Ry., one-tenth mile east Baldwin Park—STOP.

Santa Fe Ry., 0.3 mile east of Marlboro—STOP.

Union Pacific Ry., old Chino line, Ontario—STOP.

RULE 221. That portion reading: "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlaps are located at:
 Newhall..... Eastward trains.
 Alhambra..... Eastward trains.
 Alhambra..... Westward trains.
 San Gabriel..... Eastward trains.
 Savanna..... Eastward trains.

Overlap posts are painted white at the top and black at the base and are about six feet high.

RULE 519. Applies to following signals:
 4714 and 4626.—Burbank Junction Tower.
 4773 and 4774.—Glendale Tower.
 4878 and 4879.—Shorb.

RULE 820. Enginemen who have had less than 610 days' actual experience as enginemen in freight service and less than 60 days' experience on the division must not be used in passenger service.

When enginemen with less than 610 days' experience and less than 60 days' service as enginemen on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 867. When, in the judgment of Conductor, it is safe to do so, freight trains may run between Los Angeles Yard and Moorpark, and eastward freight trains Indio to Bertram and Amos to Ogilby for inspection.

RULE 873. Swing brakemen will ride on top near middle of train as follows:
 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.

RULE 875. When running air-brake test on passenger trains is made at Beaumont, in accordance with instructions contained in Rule No. 16 in Book of Rules and Regulations Governing the Care and Operation of Air Brakes, the proper point to make this test, under ordinary conditions, is in the vicinity of the east switch at Beaumont.

Within limits of Los Angeles Yard when making running test rear brakeman will use Communicating Signal 16 (h).

RULE 876. Standing air-brake test must be made at:
 Beaumont.—All trains except passenger trains on which brake pipe hose have not been separated.

RULE 887. Leading engines may take water without cutting off train as follows:
 Eastward trains, Piru, Ventura, Somis, Moorpark, Pomona, El Casco, Beaumont, Niland, Amos; Westward trains, Garnet, Cabazon, Burbank, Chatsworth, San Fernando.

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.

SHORB

Switch at end of double track at Shorb is electrically controlled and operated from telegraph office.

When fixed signals at end of double track Shorb are inoperative, train and enginemen will communicate with operator at telegraph office by means of telephone located in telephone box at end of double track.

Telephonic authority from operators will be accepted in lieu of hand signals provided for in Rules 628 and 663.

MAIN TRACK

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

Burbank Junction East of Tower through on West crossover to Coast

Westward train of whistle for top second arm and first end of siding.

Three-arm h Tower on Coast main track. Lo track against cur

Eastward train sound (—) of one long and one

Three-arm h on Saugus line an track. Lower an of traffic.

Eastward tra sound of whistle for lower arm.

Dwarf signal governs movement sound of whistle f

Glendale Tow To or from lead y

El Monte Tow east end of siding

Bloomington from east end sid and one short.

Colton Tower ward trains for c for No. 2 track, o two long.

E Street Tow Y one long and o one long and fo

Highgrove To Center.

Riverside To Riverside freight long, two short ar

Cudahy Tow

Nadeau Tow Dominguez T San Pedro D one mile west of

Los Nietos T short.

Anaheim Tow

Marengo Tow mile west of Sout

Arcadia Tow

Pomona Jct. 1 Packing House T Ontario Tow

Mission Tow east of Los Angel

Main Track e To River Sta

To Roundhou To Brewery s

To Union Pac To Outbound

To Pacific Co To Barber A

To Lacy Man

LOCKED
-STOP.
ur-STOP.
P. After stop has
d engine must not
tracks within 125
ear of the crossing,
ght of way provided

Wilmington, unless
line-STOP.

OP.
OP.

s will be shown in
ns by day, and in
onsidered a closed

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tual experience as
the division must

an 60 days' service
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ain as follows:

is made at Beau-
Book of Rules and
he proper point to
st switch at Beau-

ear brakeman will

ake pipe hose have

ff train as follows:
Casco, Beaumont,
Chatsworth, San

locking signal at
by one long sound

illed and operated

s, train and engine-
telephone located

f hand signals pro-

e east of Raymer.

Burbank Junction Tower.—Three-arm home 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. Second arm governs movements through crossover to Coast Line. Lower arm governs movement to east end of siding.

Westward trains approaching Interlocking Plant give one long sound (—) of whistle for top arm, one long and four short (— o o o o) sounds of whistle for second arm and five short (o o o o o) sounds of whistle for movement to and from east end of siding.

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.

Glendale Tower.—Crossing of Pacific Electric Railway, 0.2 mile east of Glendale. To or from lead yard "A" five short.

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

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

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, one short and two long.

SAN BERNARDINO-RIVERSIDE LINE

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, three long and one short. For P. E. track one long and four short.

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

Riverside Tower.—Crossing of Union Pacific Ry., at Riverside Junction. To Riverside freight yard one long and four short. From or to Union Pacific Ry. one long, two short and one long.

SANTA ANA LINE

Cudahy Tower.—Crossing Union Pacific Ry. at Cudahy.

SAN PEDRO LINE

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

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

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

WHITTIER LINE

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

TUSTIN LINE

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

PASADENA LINE

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

DUARTE LINE

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

CHINO LINE

Pomona Jct. Tower.—Crossing Union Pacific Ry., 1.1 miles east of Pomona. For Packing House Track, one long and four short.

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

LOS ANGELES YARD

Mission Tower.—Crossing A. T. & S. F. and Union Pacific Railways, 1.9 miles east of Los Angeles, or 0.6 mile east of River Station Tower.

Main Track to Passenger Station, one long.

Main Track east, one long.

To River Station Tower, one long, four short.

To Roundhouse, one long, four short.

To Brewery Spur, three long, one short.

To Union Pacific 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., three long, one short.

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

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.

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

Clement Junction Tower Crossing P. E. Ry.—To go on Pacific Electric transfer or to Hammond Lumber Co., one long and four short; on Butte St. interchange yard, one long, one short, one long. Through crossover either direction one long, one short.

MISCELLANEOUS

1. Due to operation of block signals between Glendale and Burbank, trains heading in or out from or to Westward main track at East end of siding must first line up inside switch before lining up derail switch.

After movement has been made, derail must be lined up before inside switch is returned to normal position.

2. Engines turning on Oxnard wye must move with caution; trains of the Ventura County Railway have preference.

3. Trains to and from Santa Paula line enter and leave main track through switch just east of water tank Saugus. East end of Santa Paula line, Saugus, will end at clearing point of first track south of main track.

4. Pocket track, Saugus Yard, just west of west siding near oil spout must not be used by freight trains.

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

North Spring St.: Crossover at College St.

Crossover just west of Macy Street.

Crossover just west of Commercial Street.

Crossover just west of Fourth Street.

Eastbound conn. at Naud Jet.

Westbound conn. at Naud Jet.

West leg wye conn. 7th and Alameda Coach Yd.

East leg wye conn. 7th and Alameda Coach Yd.

Alameda St. Crossover at Washington St. from eastbound to westbound, leading to Union Pacific connection.

Union Pacific conn. at Washington St. near Clement Jct.

Crossover between Fifth and Sixth Streets and between Seventh and Eighth streets.

6. Engines with forward trucks must not attempt to operate through single tongue girder-rail switches.

7. West end of Van Nuys line, Chatsworth, will end at East Cross-over Switch, Signal 4461, east of station.

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

9. That portion of Chino main track between the initial switch at Pomona Jct. and Pomona Depot will be used as a siding.

10. First-class trains, meeting at Pomona, will use cross-overs first east and west of station to enter and leave siding. Freight trains at Pomona, when first-class trains meet there, will keep these cross-overs, and track between them, clear.

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

12. At Colton, when taking siding, initial switch for eastward first-class trains will be just east of Santa Fe crossing, and for other eastward trains, switch just east of 9th Street leading into train yard.

Eastward inferior train, using main track between Santa Fe Crossing and switch leading into train yard, must do so only under protection against superior train.

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

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

15. Main track trains taking siding at Niland will use initial switch at east and west end of Niland yard on north side main track.

The tracks on South side of main track will ordinarily be used by trains to and from Niland-Calexico line.

16. Passenger trains to and from Niland-Calexico line will enter and leave the main track through westerly cross-over, Niland.

17. 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.

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

19. Helpers in freight trains will be so placed as to facilitate taking water and in all cases must be placed ahead of rear-end equipment.

20. Under no circumstances will engines, or engines with cars, be cut off or coupled to a train while same is in motion; except in case of yard engine which may cut off from westward trains west of Colton.

21. Switching movement from spurs on heavy grades should be accomplished in a manner to make it 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. Whenever possible, when switching on heavy grades, engine should be kept on downhill side of cars being handled, or such switching moves be made against a derailer.

22. Trains must be preceded by flagman over the following street crossings:

Orange Avenue, Riverside.

Orange Street, Redlands 2d Street.

Foothill Boulevard, just east of Duarte Station.

Los Angeles Street, Anaheim.

Mission Road, Edison Plant, Shorb, on track leading to Edison plant.

All crossings in old yard, Yuma.

23. 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.

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

25. P. F. E. employees icing and working around cars at ice decks Colton, P. F. E. tracks 5, 6 and 7, will be protected as follows: blue disc by day and blue light by night will be displayed on each end of shed above ice deck adjacent to track to be protected, and while so displayed, cars spotted at ice decks must not be coupled on to or moved.

26. Enginemen of westward passenger trains will not whistle for interlocking signal at Colton until after train has started from station.

27. Trackmen will display green flag 500 feet each side of dusty stretches or when replacing ties or otherwise disturbing track so as to cause dusty condition for information of enginemen in using sprinkler. Sprinklers should also be used on bridges as a fire precaution.

28. A telephone, also light signal, located west end Aurant, just east Soto street, north of westward track, connected with Mission Tower. When signal displays green light indicates towerman Mission Tower expects be able to move train promptly through plant. When signal dark, westward freight trains (of such length that if stopped at interlocking signal would block Workman street) will stop east of Soto street, use telephone to communicate with towerman, and be governed by his instructions.

29. Telegraphers at Araz Jct. will handle switches for trains moving to or from Inter-California when position of train order signal indicates Telegrapher on duty. Westward trains enroute to Inter-California will after they have sounded Signal 14-J (for train order signal), sound one long and four short (— o o o o) blasts of steam whistle for Inter-California route. Telegrapher, after lining switches, will give enginemen proceed signal. Telegrapher, when switch has been properly set for the route desired, must take a position on opposite side of track. Conductor, when rear of train passes over switch, must see that Telegrapher is at the switch. In event Telegrapher is not at switch to properly close it, conductor must stop train and close switch—making report by wire.

STAFF SYSTEM

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

Smeltzer Line.—Between Huntington Beach and La Bolsa.

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

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 telephone station.

JOINT USE PACIFIC ELECTRIC RY. TRACK OVER BRIDGES BETWEEN NEWPORT BEACH AND HUNTINGTON BEACH.

Southern Pacific trains are required to protect themselves by flag while using the Pacific Electric tracks over these two bridges.

Southern Pacific trains will stop before fouling the Pacific Electric track. Rear brakeman will protect to rear on both Pacific Electric and Southern Pacific tracks.

Head brakeman will immediately proceed ahead on Pacific Electric tracks to a point a sufficient distance beyond the junction switch of the Pacific Electric tracks to insure full protection against opposing Pacific Electric train before the Southern Pacific train occupies the track.

After waiting fifteen minutes for flagman to proceed ahead and front is protected as provided above, the switch will be opened and train will proceed over the joint track.

It must be thoroughly understood that the switches will not be opened for the Pacific Electric track until the flagman has properly protected the movement.

SPECIAL INSTRUCTIONS—Continued

TRAIN AND AIR INSPECTION

40. On freight trains where helpers are coupled in rear of train the last helper engineman to make coupling after brake pipe has been parted will sound one blast of the whistle for air test, the leading engineman 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 engineman has sounded signal for test. Other enginemen in train must not whistle off until air test has been made.

41. Eastward freight trains will stop at Cabazon, Garnet, Edom, and westward freight trains at Ordway, 10 minutes, where trainmen will make careful examination of wheels under all cars. The following are exceptions to this rule:

A. Eastward freight trains stopping at Owl for other operating reasons will be given not less than 10 minutes train inspection in which event stop at Cabazon for inspection need not be made; and if no other stops are necessary between Owl and Garnet, train will stop at Palm Springs for inspection.

B. Eastward freight trains stopping at Rimlon for other operating reasons will be given not less than 10 minutes' train inspection in which event stop at Edom for inspection need not be made. In such cases retainers will be turned down at Rimlon.

C. Eastward freight trains averaging less than 100 Ms per operative brake will not stop at Edom for train inspection, in which event retainers will be turned down at Garnet.

D. Westward freight trains stopping at El Casco will give not less than 10 minutes' train inspection in which event stop at Ordway for inspection will not be made, or trains stopping at Hinda or Haig will give not less than 10 minutes to inspection and will then not be necessary to stop at Ordway for inspection, but train will be permitted to go to Redlands and inspect train there.

42. Before signalling train to proceed, which has stopped on grade for inspection, conductor or rear brakeman must consult air gauge in caboose and know that train line is not obstructed by a closed angle cock.

43. Engines running light, descending grades of 1 1/2 per cent and over, will stop for inspection a sufficient length of time for the engineman to satisfy himself that tires and machinery are in satisfactory condition.

44. Maximum tonnage rating per operative brake 125 Ms between Colton and Garnet must be strictly observed.

45. 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.

46. Freight trains taking siding where it is necessary for them to open their own switch, and necessary to apply train (automatic) brakes 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; enginemen must be governed by gauge as well as time duration in this work.

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.

Where undesirable action of brake is noticed, enginemen 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.

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

47. At lay over points for passenger equipment, where there are no car inspectors, crews will make air brake test before starting on initial trip, as follows: train will be fully charged, engineman then apply air brakes; brakeman will examine each car to see whether all brakes are applied. If all brakes apply, brakeman will signal engineman to release them, by sounding air whistle signal four times using signal cord on rear car. Brakeman will then, again examine each car in train to see that all brakes release, and report condition to both conductor and engineman.

USE OF RETAINERS

PASSENGER TRAINS

Descending grade between Bryn Mawr and Garnet, retainers will be turned up on all cars. Westward trains need not stop at Bryn Mawr to turn down retainers, but all those accessible will be turned down at that point, balance at first stop west. When necessary eastward trains make stop Pershing, retainers may be turned up at that point instead of Apex.

FREIGHT TRAINS

Descending grade Beaumont to Edom, also on Pasadena and Crafton lines, following will govern:

Trains consisting of all loads, retainers will be turned up on all cars, including equalizers.

Trains consisting of 75 percent or more P. F. E. loaded cars, retainers on the 20 head cars will be turned up and on balance of train on each alternate car.

Trains consisting of loads and empties, retainers will be turned up on all loads and on each alternate empty.

Trains consisting of all empties, retainers will be turned up on 5 head cars, and every third one in balance of train.

When necessary stop at Pershing, retainers may be turned up that point instead of Apex.

Descending grade Beaumont to Colton; one retaining valve will be used for each 140 Ms contained in the train. After ascertaining number of retaining valves required, ten of these will be turned up on the first ten cars behind the engine, and the remainder will be distributed as evenly as possible throughout the balance of the train to the caboose.

Retainers will be turned down at Redlands. Speed of train will be reduced to 15 miles per hour unless train is stopped there for inspection or other reasons.

Descending grade San Fernando to Burbank; retainers will be used on all trains having over 120 Ms per operative brake San Fernando to Burbank.

GENERAL

Where retainers used speed of freight trains on any grade over 1 per cent must 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 restrictions does not affect speed on heavy grades or other locations where maximum now provided.

DERAILS IN MAIN TRACK

COVINA LINE

Bassett—120 feet west of water tank, mile post 497.52.
Pomona—50 feet west of west line of Rebecca St., mile post 514.8 (branch).

CRAFTON LINE

Crafton—163 feet west of west switch, mile post 551.1.
Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

SANDIA LINE

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

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN AT ANY POINT MUST NOT EXCEED 60 MILES PER HOUR, EXCEPT BETWEEN KNOB AND INDIOMUST NOT EXCEED 60 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 OR LIGHT ENGINE SHALL EXCEED A SPEED OF 20 MILES PER HOUR AROUND CURVES OF 6 DEGREES OR OVER. SUCH CURVES LOCATED AS FOLLOWS:

SANTA BARBARA AND BURBANK

Table with columns: Between, M. P., M. P., Curve. Rows include Wave-Benham, Hasson Chatsworth, and other locations with specific mileposts and curve degrees.

SAUGUS AND LOS ANGELES

Table with columns: Between, M. P., M. P., Curve. Rows include Saugus, Tunnel, Magazine, and 1st Crossing L. A. River.

LOS ANGELES AND YUMA

Table with columns: Between, M. P., M. P., Curve. Rows include River Sta. Twr. Miss. Jct, Ordway El Casco, Araz Jct. Araz, and Colorado-Yuma.

In addition, at Niland there is a 7 degree curve from M. P. 667.62 to 667.84.

OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:

Table with columns: Description, M. P. H. Rows include Light engines running ahead, Yard engines, 2-10-2 Class in passenger service, and various freight train services.

The following restrictions indicated by slow boards placed 1/4 mile from point of restriction.

Large table with columns: Page, Psgr. m. p. h., Frt. m. p. h., Lgt. Eng. m. p. h. Rows list various locations like Santa Barbara Yard, Los Angeles, and Huntington Park with corresponding speed restrictions.

(Continued on page 21)

Table with columns: Page, Description. Lists page numbers for various sections like '3600, 3700', 'Engines he', 'Santa Ana or o', etc.

SPECIAL INSTRUCTIONS—Concluded.

Pacific Fruit Express Company's icing platform Santa Barbara, Los Angeles, Brawley, El Centro, Calexico, and tracks 5, 6, 7 Colton, will not clear man on side of car. Clearance between edge of platform and center icing track six feet, eight inches.

At the plant of Orange County Rock & Gravel Co. located at Frink there are three power wires and two telephone wires passing over the spur on which cars are set for loading. These wires clear the top of the rail at a distance of 18 ft. No cars except gondolas and flats must be handled over this spur. S. P. engines must not pass under power line crossing near the bunkers.

Following water tanks are not standard clearance Chatsworth, Guasti, Cabazon, Palm Springs, Imperial, Calexico, Pomona, Colton and El Casco.

Water Column at Palm Springs is not standard clearance.

Employees are warned that it is dangerous to ride on top or sides cars at above mentioned points.

CLASS	AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.		
	All Steel	Steel Underframe	Wood
Baggage.....	96,200	.....	77,900
(Dynamo).....	101,800	.....	.....
Baggage and Mail 60 ft.....	97,800	.....	.....
69 ft.....	124,900	.....	.....
Baggage and Mail.....	.....	97,800	78,800
Baggage and Passenger.....	.....	.....	66,800
Baggage (CM&StP).....	125,000	.....	.....
Express, Refr. (NP RR).....	.....	74,000	60,000
(GN RR).....	.....	.....	70,000
(A.R.E.) 40-154.....	.....	78,000	.....
" " 155-224.....	.....	89,000	.....
" " 500-506.....	.....	110,000	.....
" " 1101-1175.....	.....	85,000	.....
(P.F.E.) 500-799.....	.....	83,000	.....
Tea and Silk.....	.....	.....	48,000
Express, Horse.....	130,000	.....	96,200
Postal 40 ft.....	71,800	.....	.....
60 ft.....	113,800	.....	.....
Club.....	185,300	121,400	.....
Business.....	178,500	141,600	114,200
(CM&StP).....	141,000	.....	.....
Chair.....	99,200	.....	84,300
Coaches 60 ft.....	101,200	.....	.....
71 ft.....	138,200	.....	.....
72 ft.....	119,900	.....	.....
(CM&StP).....	133,000	.....	.....
Coaches.....	.....	.....	75,300
Dining.....	150,400	143,400	130,600
Observation.....	144,000	128,100	121,700
Pullman Observation.....	148,000	142,000	.....
Parlor.....	150,000	142,000	.....
Standard Sleeper.....	158,000	.....	.....
Tourist.....	.....	133,000	.....
CM&StP Tourist Sleeper.....	141,000	.....	.....

MILEAGE		
Main Line		
Saugus to Yuma.....	S. P. R. R.....	232.49
Montalvo to Saugus.....	S. P. R. R.....	45.42
Santa Barbara to Burbank.....	S. P. R. R.....	93.45
Niland to Calexico.....	S. P. R. R.....	41.70
Cantu to Aras Jct.....	S. P. R. R.....	2.70
Total Main Line.....		485.76
Branches		
Burbank.....	S. P. R. R.....	Burbank to Chatsworth..... 20.92
Chino.....	S. P. R. R.....	Pomona Jct. to Chino..... 4.75
		Ontario to Chino..... 5.10 9.85
Covina.....	S. P. R. R.....	Bassett to Pomona..... 17.40
Decezville Spur.....	S. P. R. R.....	Decez to Decezville..... 2.55
Duarte.....	S. P. R. R.....	Shorb to Rivas..... 13.96
Laguna.....	S. P. R. R.....	Colorado to Potholes..... 12.33
Long Beach.....	S. P. R. R.....	Thenard to Long Beach..... 2.81
Los Alamitos.....	S. P. R. R.....	West Anaheim to Los Alamitos..... 10.23
Ojai.....	S. P. R. R.....	Ventura Jct. to Ojai..... 15.16
Pasadena.....	S. P. R. R.....	Shorb to Pasadena..... 4.33
Redlands.....	S. P. R. R.....	Bryn Mawr to Crafton..... 8.98
Westmorland.....	S. P. R. R.....	Calipatria to Westmorland..... 12.79
Sandia.....	S. P. R. R.....	Calipatria to Sandia..... 21.63
San Bernardino & Riverside.....	S. P. R. R.....	San Bernardino to Riverside..... 11.89
San Pedro.....	S. P. R. R.....	Los Angeles to Pt. Firmin..... 27.45
Los Angeles.....	S. P. R. R.....	Naud Jct. to Mission Jct..... 0.42
Santa Ana.....	S. P. R. R.....	Florence to Santa Ana..... 31.30
Newport.....	S. P. R. R.....	Santa Ana to Stanton Jct..... 26.14
Tustin.....	S. P. R. R.....	Tustin Jct. to Tustin..... 10.64
Whittier.....	S. P. R. R.....	Studebaker to Whittier..... 5.91
Total Branches.....		267.33
Total Los Angeles Division.....		753.09

LIST OF SURGEONS.

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
San Francisco.....	Dr. W. B. Coffey.....	Chief Surgeon and Manager	Colton.....	Dr. C. F. Whitmer.....	District Surgeon.
Los Angeles.....	Dr. G. S. Hall.....	Division Surgeon.	Colton.....	Dr. W. F. Prichard.....	Assistant District Surgeon.
Los Angeles.....	Dr. M. T. Steele.....	Assistant Surgeon.	San Bernardino.....	Dr. S. Forsythe.....	District Surgeon.
Los Angeles.....	Dr. R. W. Starr.....	Assistant Surgeon.	Redlands.....	Dr. G. G. Moseley.....	District Surgeon.
Los Angeles—(Inglewood and Hyde Park).....	Dr. E. D. Charland.....	District Surgeon.	Riverside.....	Dr. S. H. Keller.....	District Surgeon.
Los Angeles—(Huntington Park).....	Dr. Walter Gavey.....	District Surgeon.	Banning.....	Dr. A. L. Brankamp.....	District Surgeon.
Los Angeles—(Eagle Rock).....	Dr. Marion M. Null.....	District Surgeon.	Beaumont.....	Dr. F. D. West.....	District Surgeon.
Los Angeles—(Belvedere Gardens).....	J. P. Mortenson.....	District Surgeon.	Indio.....	Nurse in charge of Emergency Hospital.	
Los Angeles—(Hollywood).....	Dr. R. W. Avery.....	District Surgeon.	Thermal.....	Dr. S. S. M. Jennings.....	District Surgeon.
Los Angeles—(Riverside Gardens).....	Dr. Rollin D. Baker.....	District Surgeon.	Calipatria.....	Dr. F. F. Malone.....	District Surgeon.
Los Angeles.....	Dr. E. G. Goodrich.....	Visiting Surgeon.	Brawley.....	Dr. Eugene LaBaron.....	District Surgeon.
Los Angeles.....	Dr. E. A. Bryant.....	White Memorial Hospital.	Brawley.....	Dr. J. C. Hill.....	Assistant District Surgeon.
Los Angeles.....	Dr. Geo. W. McCoy.....	Consulting Surgeon.	Imperial.....	Dr. H. V. Gray.....	District Surgeon.
Los Angeles.....	Dr. R. O. Bullis.....	Oculist and Aurist.	El Centro.....	Dr. F. W. Peterson.....	District Surgeons.
Santa Monica.....	Dr. C. E. Rooney.....	Assistant Oculist and Aurist.	Calexico.....	Dr. W. S. Kiskadden.....	District Surgeons.
Compton.....	Dr. A. L. Holcombe.....	District Surgeon.	Yuma.....	Dr. P. N. Sims.....	District Surgeon.
Long Beach.....	Dr. C. R. Jennings.....	Emergency Surgeons.	Calexico.....	Dr. A. L. Rice.....	Assistant District Surgeon.
Long Beach.....	Dr. C. H. Woods.....	Emergency Surgeons.	Yuma.....	Drs. J. A. and H. D. Ketcherside.....	District Surgeons.
Wilmington.....	Dr. E. C. Renfrew.....	Emergency Surgeon.	Yuma.....	Dr. E. G. Colby.....	Assistant District Surgeon.
San Pedro.....	Dr. Guy Shirey.....	Emergency Surgeon.	Glendale.....	Dr. R. E. Chase.....	District Surgeon.
Downey.....	Dr. F. W. Reynolds.....	District Surgeon.	Burbank.....	Dr. David Thomson.....	District Surgeon.
Whittier.....	Dr. E. H. Welcome.....	Emergency Surgeon.	Van Nuys.....	Dr. Chas. B. Canby.....	Emergency Surgeon.
Norwalk.....	Dr. W. H. Stokes.....	Emergency Surgeon.	Owensmouth.....	Dr. Wm. J. Lakey.....	Emergency Surgeon.
Anaheim.....	Dr. L. J. Otis.....	Emergency Surgeon.	San Fernando.....	Dr. J. E. Wheat.....	District Surgeon.
Orange.....	Dr. J. L. Beebe.....	Emergency Surgeon.	San Fernando.....	Dr. E. F. Kinne.....	Assistant District Surgeon and Oculist and Aurist.
Santa Ana.....	Dr. D. F. Royer.....	Emergency Surgeon.	Newhall.....	Dr. W. D. Drake.....	Emergency Surgeons.
Santa Ana.....	Dr. C. D. Ball.....	District Surgeon.	Fillmore.....	Dr. G. F. Stevensen.....	District Surgeon.
Pasadena.....	Dr. Dexter R. Ball.....	Assistant District Surgeon.	Santa Paula.....	Dr. Will R. Manning.....	District Surgeon.
Monrovia.....	Dr. F. C. E. Mattison.....	District Surgeon.	Moor Park.....	Dr. Benj. E. Merrill.....	District Surgeon.
Alhambra.....	Dr. L. N. Wheeler.....	Emergency Surgeon.	Oxnard.....	Dr. F. A. Yoakam.....	Emergency Surgeon.
San Gabriel.....	Dr. J. S. Hull.....	Emergency Surgeon.	Ventura.....	Dr. Raymond T. Francis.....	Emergency Surgeon.
El Monte.....	Dr. C. L. Magee.....	Emergency Surgeon.	Carpinteria.....	Dr. G. A. Broughton.....	District Surgeon.
Puente.....	Dr. W. S. Wilcox.....	District Surgeon.	Santa Barbara.....	Dr. T. M. Shorkley.....	Emergency Surgeon.
Covina.....	Dr. W. W. Schultz.....	District Surgeon.	Santa Barbara.....	Dr. H. L. Shurmeier.....	District Surgeon.
Pomona.....	Dr. J. D. Reed.....	Emergency Surgeon.	Santa Barbara.....	Dr. Chas. S. Stevens.....	District Surgeon.
Chino.....	Dr. Edwin P. Wallace.....	District Surgeon.	Santa Barbara.....	Dr. Wm. J. Mellinger.....	Aurist.
Ontario.....	Drs. Reed and Miller.....	Emergency Surgeons.	Santa Barbara.....	Dr. G. W. Jean.....	Oculist
	Dr. S. A. Craig.....	District Surgeon.			

LOCATION HOSPITAL STRETCHERS.

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

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

HOSPITALS.

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