SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

LOS ANGELES YARD

TIME TABLE

LOS ANGELES DIVISION

To Take Effect Sunday, June 6, 1909, 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.
The company reserves the right to vary from this time-table at pleasure.

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

H. V. PLATT,
General Superintendent.

LOS ANGELES YARD.

FIRST CLASS

19				45	9		41			17	37				15	33		31	7	
190	40	144	18	450	90	120	410	56	172	170	370	140	102	26	150	330	10	310	70	8
Crafton Passenger	Passenger and Freight	Long Beach Passenger	Coast Passenger	Pasadena Passenger	Sunset Express	Whittier and Norwalk Passenger	Pasadena Passenger	Santa Barbara Passenger	Long Beach Passenger	Crafton Express	Pasadena Passenger	San Pedro Passenger	Newport Beach Passenger	The Owl	Riverside Passenger	Pasadena Passenger	Sunset Express	Pasadena Passenger	California Passenger	New Orleans Passenger
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex.Sunday	Leave Daily	Leave Daily
	3.45 PM		2.12 PM					11.31 AM						8.37 AM			8.12 AM			6.47 AM
	4.10 PM		s 2.21					s11.40						s 8.46			s 8.21			s 6.56
4.14 PM				2.03 PM	1.08 PM		12.18 PM			9.44 AM	9.13 AM				8.33 AM	8.18 AM		7.23 AM	7.03 AM	
4.17				2.06	1.12		12.21			9.47	9.16				8.36	8.21		7.26	7.07	
4.25				2.11	1.20		12.26			9.55	9.21				8.41	8.26		7.31	7.15	
f 4.27			2.24	2.13	1.22		12.28	11.43		9.57	9.23			8.49	8.43	8.28	8.24	7.33	7.17	6.59
f 4.29			2.26	f 2.16	1.24		f12.31	f11.46		f 9.59	f 9.26			8.51	f 8.46	f 8.31	8.26	f 7.35	7.19	7.01
4.35 PM		3.30 PM	2.30 PM	2.20 PM	1.30 PM	1.00 PM	12.35 PM	11.50 AM	10.10 AM	10.05 AM	9.30 AM	9.05 AM	8.55 AM	8.55 AM	8.50 AM	8.35 AM	8.30 AM	7.40 AM	7.25 AM	7.05 AM
		3.35				1.05			10.15			9.10	9.00							
		3.37 PM				1.07 PM			10.17 AM			9.12 AM	9.02 AM							
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily

YARD TIME TABLE No. 2

June 6, 1909

STATIONS

Automatic Signals — Double Track

- **TAYLOR** (Spur) — 1.70 — DN-R **RIVER STATN.**
- MAIERS (Spur) — 1.60
- AURANT — 1.76
- CROSSING S.P.,L.A.&S.L.RY. — 0.27
- CROSSING A. T. & S. F. RY — 0.17
- MISSION JUNC. — 0.83
- DN-R **RIVER STATN** — 0.67
- **NAUD JUNC.** — 0.43
- COMMERCIAL ST. — 0.80
- Aut. Sigs. — DN-R **ARCADE STA'N** — 1.70
- **CLEMENT JUNC** — 1.00
- VERNONDALE

LOS ANGELES YARD.

SECOND CLASS

	254	251	152	110	243	242	244	249	67	241	272	112
	Sunset Freight Limited	Crafton Way Freight	San Pedro Freight	Santa Ana Freight	Steamer Freight Limited	Through Freight	Sunset Freight Limited	Colton Way Freight	Duarte Freight	Through Freight	Freight	Whittier Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex.Sunday	Leave Daily Ex.Sunday	Arrive Daily	Leave Daily Ex.Monday	Leave Daily	Arrive Daily Ex.Sunday	Leave Daily Ex.Sunday	Arrive Daily	Leave Daily	Leave Daily Ex. Monday
	11.50 PM					5.45 PM	4.00 PM				3.15 AM	
	12.15 AM		9.45 PM	9.40 PM		6.15 PM	4 20 PM				3.30 AM	
		11.22 PM			7.22 PM			3.35 PM	2.55 PM	5.20 AM		
		11.30			7.30			3.42	2.59	5.25		
		11.40			7.45			3.55	3.07	5.40		
		12.20 AM			8.15 PM			4.05 PM	3.15 PM	6.00 AM		
			9.50	9.45								1.55 AM
			9.53	9.48								2.03
			10.00	9.55								2.07 AM
			10 08	10.03								
			10.13 PM	10.07 PM								
	Arrive Daily	Arrive Daily Ex Monday	Arrive Daily Ex.Sunday	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily Ex.Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday

FIRST CLASS

	22	108	58	3 30	21 210	108	47 470
	Coaster	Fresno Express	Santa Barbara Passenger	Golden State Limited	Inside Track Flyer	Newport Beach Passenger	Pasadena Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	11.27 PM	7.56 PM	7.26 PM				
	s11.36	s 8.05	s 7.35				
				6.37 PM	6.19 PM		4.28 PM
				6.41	6.22		4.31
				6.46	6.30		4.36
	11.39	8.08	7.38	6.48	6.32		4.38
	11.41	f 8.11	f 7.41	6.50	6.35		f 4.40
	11.45 PM	8.15 PM	7.45 PM	6.55 PM	6.40 PM	5.10 PM	4.45 PM
						5.15	
						5.17 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

YARD TIME TABLE No. 2

June 6, 1909

STATIONS

Automatic Signals — Double Track

- **TAYLOR** (Spur) — 1.70 — DN-R **RIVER STATN**
- MAIERS (Spur) — 1.60
- AURANT — 1.76
- CROSSING S.P.,L.A.&S.L.RY. — 0.27
- CROSSING A.T. & S.F. RY. — 0.17
- MISSION JUNCT. — 0.83
- DN-R **RIVER STATN** — 0.67
- **NAUD JUNC.** — 0.43
- COMMERCIAL ST. — 0.80
- Aut. Sigs. — DN-R **ARCADE STA'N** — 1.70
- **CLEMENT JUNC** — 1.00
- VERNONDALE

NOTE—Where Los Angeles Division trains shown with two numbers, upper represents train between Maier's Spur and Naud Junction, lower represents train between Naud Junction and Arcade Station.

LOS ANGELES YARD.

YARD TIME TABLE No. 2
June 6, 1909

FIRST CLASS

STATIONS	55 Santa Barbara Passenger	107 Fresno Express	21 Coaster	16 161 Crafton Passenger	32 321 Pasadena Passenger	39 Passenger and Freight	101 Santa Ana Passenger	18 181 Inside Track Flyer	4 441 Golden State Limited	141 San Pedro Passenger	34 341 Pasadena Passenger	139 Long Beach Passenger	173 Long Beach Passenger	10 101 Sunset Express	36 361 Pasadena Passenger	57 Santa Barbara Passenger	17 San Francisco Passenger	119 Whittier and Norwalk Passenger	38 381 Pasadena Passenger	20 201 Crafton Express	105 Newport Beach Passenger
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
TAYLOR (Spur) 1.70	7.03 AM	8.10 AM	8.18 AM			8.23 AM										2.03 PM	2.53 PM				
DN-R RIVER STATN.	s 6.55	s 8.02	s 8.10			8.15 AM										s 1.55	s 2.45				
MAIERS (Spur) 1.60				8.22 AM	8.27 AM			9.12 AM	10.04 AM		11.17 AM			12.20 PM	1.07 PM				3.32 PM	4.42 PM	
AURANT 1.76				8.19	8.24			9.09	10.00		11.14			12.16	1.04				3.29	4.39	
CR'SG S.P.L.A.&S.L.RY. 0.27																					
CR'SG A.T.&S.F.RY. 0.17																					
MISSION JUNC. 0.83				8.14	8.19			9.04	9.54		11.09			12.10	12.59				3.24	4.34	
DN-R RIVER STATN. 0.67																					
NAUD JUNC. 0.43	f 6.51	7.56	8.06	s 8.12	s 8.17			9.02	9.52		s11.07			12.08	s12.57	f 1.51	2.41		s 3.22	s 4.32	
COMMERCIAL ST. 0.80	s 6.49	s 7.54	8.04	s 8.09	s 8.15			9.00	9.49		s11.04			12.05	s12.55	s 1.49	2.39		s 3.20	s 4.30	
DN-R ARCADE STATN. 1.70	6.45 AM	7.50 AM	8.00 AM	8.05 AM	8.10 AM		8.30 AM	8.55 AM	9.45 AM	10.55 AM	11.00 AM	11.45 AM	11.55 AM	12.01 PM	12.50 PM	1.45 PM	2.35 PM	3.00 PM	3.15 PM	4.25 PM	4.50 PM
CLEMENT JUNC. 1.00							8.25			10.50		11.40	11.49					2.54			4.45
VERNONDALE							8.22 AM			10.48 AM		11.38 AM	11.47 AM					2.52 PM			4.42 PM
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex.Sunday	Leave Daily Ex.Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily

Auto. Signals — Double Track — Aut. Sigs.

LOS ANGELES YARD.

YARD TIME TABLE No. 2
June 6, 1909

FIRST CLASS

STATIONS	25 The Owl	22 221 Riverside Passenger	46 461 Pasadena Passenger	145 San Pedro Passenger	52 521 Pasadena Passenger	9 Sunset Express	8 81 El Paso Passenger	7 California Passenger
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TAYLOR (Spur) 1.15	5.18 PM					7.49 PM		11.48 PM
DN-R RIVER STATN.	s 5.10					s 7.41		s11.40
MAIERS (Spur) 1.60		5.42 PM	6.32 PM		7.07 PM		8.49 PM	
AURANT 1.76		5.39	6.29		7.04		8.45	
CR'SG S.P.L.A.&S.L.R'Y. 0.27								
CR'SG A.T.&S.F.RY. 0.17								
MISSION JUNCT. 0.83		5.34	6.24		6.59		8.39	
DN-R RIVER STATN. 0.67								
NAUD JUNC. 0.43	5.06	s 5.32	s 6.22		6.57	7.36	8.37	11.36
COMMERCIAL ST. 0.80	5.04	s 5.30	s 6.20		6.55	7.34	8.34	11.34
DN-R ARCADE STATN. 1.70	5.00 PM	5.25 PM	6.15 PM	6.35 PM	6.50 PM	7.30 PM	8.30 PM	11.30 PM
CLEMENT JUNC. 1.00				6.30				
VERNONDALE				6.28 PM				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SECOND CLASS

STATIONS	151 San Pedro Freight	244 Sunset Freight Limited	248 Colton Way Freight	64 Pasadena and Duarte Freight	241 Through Freight	242 Through Freight	271 Freight	109 Santa Ana Freight	111 Whittier Freight	250 Crafton Way Freight	253 Sunset Freight Limited	243 Sunset Freight Limited
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily Ex.Sunday	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily
TAYLOR (Spur) 1.15					9.25 AM		11.40 AM				9.55 PM	10.10 PM
DN-R RIVER STATN.					9.15 AM		11.30 AM	9.00 PM	9.15 PM		9.45 PM	10.00 PM
MAIERS (Spur) 1.60		1.58 AM	6.13 AM	6.27 AM		9.25 AM				9.08 PM		
AURANT 1.76		1.50	6.05	6.23		9 17				9.00		
CR'SG S.P.L.A.&S.L.R'Y. 0.27												
CR'SG A.T.&S.F.RY. 0.17												
MISSION JUNCT. 0.83		1.40	5.53	6.15		9.05				8.50		
DN-R RIVER STATN. 0.67		1.35 AM	5.50 AM	6.10 AM		9.00 AM				8.45 PM		
NAUD JUNC. 0.43								8.41	9.06			
COMMERCIAL ST. 0.80								8.39	9.04			
DN-R ARCADE STATN. 1.70	1.40 AM							8.35	9.00			
CLEMENT JUNC. 1.00	1.33							8.26	8.48			
VERNONDALE	1.28 AM							8.22 PM	8.43 PM			
	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex.Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily

Auto. Signals — Double Track — Aut. Sig.

NOTE—Where Los Angeles Division trains shown with two numbers, upper represents train between Maier's Spur and Naud Junction, lower represents train between Naud Junction and Arcade Station.

INTERLOCKING SIGNAL TOWERS.

Tower No. 1.—Crossing of Southern California and S. P., L. A. & S. L. Railways, 1.9 miles east of Los Angeles.

Engineers coming from all points to Arcade, one long blast.

From all points to the roundhouse and River Station, one long and four short.

From roundhouse to pressed-brick spur on east-bound main line, one long, one short and one long.

From pressed-brick spur through cross-over down main line, one long, one short and one long.

From pressed-brick spur through cross-over to River Station, one long and four short.

From pressed-brick spur to River Station on east bound, five short blasts.

All main track movements against current traffic, one long and one short.

Movements in or out of Salt Lake transfer, four short and one long.

River Station Tower.—Engineers will sound one long blast of whistle for main line; five short blasts for cross-over; one long and one short blast for side movements, and for Hotel tracks or new freight house track, one long, one short and one long blast.

Naud Junction Tower.—Engineers of trains running via Mission Junction will sound four short blasts of the whistle for information of towerman.

Clement Junction Tower.—Engineers of eastward trains wishing to go on Santa Monica Branch will sound five short blasts of the whistle.

Amoco Tower.—Crossing of Pacific Electric Railway on Santa Monica Branch .2 miles east of Clement Junction. Engineers of westward trains coming off Santa Monica Branch wishing to take eastward track will sound one long and four short blasts of the whistle.

When a train which has been given the semaphore does not wish to use the crossing, one short followed by one long blast of the whistle should be blown for information of towerman.

When an accident occurs to a train, or switch engine drag in the inter-locking limits, the first duty of all concerned is to see that the detector bars are cleared, so that the inter-locking plant may be operated.

AUTOMATIC BLOCK SIGNALS.

Between Westerly yard limits and River Station.

Between River Station and Naud Junction.

Between Arcade Depot and Clement Junction.

Between Naud Junction and Tower No. 1 on westward track.

Between second crossing Los Angeles River and Easterly yard limits.

SPECIAL RULES.

1. When switching on transfer or other tracks (not protected by derailer) that lead to main line, cars will not be cut off, but will be shoved in with engine before uncoupling.

2. Switch engine foremen handling cars to or from the Los Angeles Pacific Transfer at Sentous, will note any exceptions to seals, and report defects promptly to the General Yard Master.

3. Foremen delivering or receiving cars at Sentous, will report the number of engine, the name of engineer and his own name to the Yard Office, showing time of departure from River Station and arrival at Sentous, also time of departure from Sentous and arrival at River Station, so that Tonnage Report may be completed.

4. Foremen handling trains from River Station to Arcade Depot for delivery to train crew, will report to yard office time of departure from River Station and Foremen handling trains to River Station, that have been set out by train crew at Arcade Depot, will report arrival at River Station.

5. All inside switch stands are provided with a hook which must be placed in the eye to hold lever down. All main line switches must be locked. Employes using switches with either hook or lock gone must report same to their superior officers before leaving shift.

6. When switching transfers, under no circumstances must bad order cars be taken away from the transfer, but must be handled with as little switching as possible and returned to the delivering line.

7. Railroad crossing semaphore has been installed at the crossing of S. P. track with the Santa Fe on Lawrence Street back of the stanton Lumber Yard, on what is known as the "Rainier Spur," Los Angeles. The normal position of this semaphore is against S. P. trains. The Santa Fe has prior right and whenever crossing is used the semaphore should be returned to position reading "Stop" for the S. P. tracks, and locked.

8. Under no circumstances are street cars to be detained at crossings by trains or switch engine drags. If at any time a train or drag is stalled or blocked crossing must be cut to prevent delay to street cars. This rule must be closely observed.

9. When trains, or switch engine drags are stopped by River Station Tower, engineers will stop train so signal may be seen by them when given by brakeman standing on crossing at Main and Redondo streets, so that crossing may be cut promptly and delay to street cars avoided.

10. Brakemen must remain on top of their trains arriving at River Station and be prepared to pass signals until rear of train clears all tracks. Trains arriving from San Joaquin Division must be tied down securely on the head end. Trains arriving from the Los Angeles Division must be tied down securely on the rear end.

11. No Freight Train will pass through the Bull Ring without a signal from the switch tender.

12. Trains will approach Fourth street under full control and when flagman is on duty, will not proceed without a signal from him.

STANDARD CLOCKS.

Standard clocks are located in Dispatcher's Office, Arcade Depot, and Telegraph Office, River Station.

BULLETIN BOARDS.

Bulletin Boards are located at River Station, Arcade Depot and at Round-house.

SPEED RESTRICTIONS.

Trains and Engines must not exceed twelve miles per hour between outside switches, Los Angeles yards.

OVERHEAD STRUCTURES.

Overhead structures less than twenty-two feet above rails:

Buena Vista Street Bridge	River Station.
L. A. Ry. Viaduct on San Fernando St.	
River Station Foot Bridge	River Station.
Capital Milling Co. Bldg.	" "
Edison Electric Co.	" "
Road Crossing Bridge	Squab.
Union Warehouse Bldg.	Naud Junction.
Llewellyn Iron Works, House Spur	Mission Junction.
Lacey Mfg. Co., Gate Frame	" "
Lacy Mfg. Co., crane on their spur inside of yard.	
J. E. Cook Warehouse	Jackson and Alameda Sts.
L. A. Farming and Milling Co.	Commercial and " "
L. A. Warehouse	" " " "
J. A. Roebling	Market " " "
Western Commercial Co.	" " " "
Union Hardware and Metal Co.	First " " "
L. A. Ice and Cold Storage Co.	Fourth Street Plant.
Oil pipes over high line near Bull Ring	

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

Los Angeles Railway on Second St., crossing Davies' Spur.
Los Angeles Railway on Central Ave., crossing Benard Spur.
Los Angeles Railway on Mateo St., crossing the Lead East end of New Coach Yard.

LIST OF SURGEONS.

Dr. E. T. Dillon, Division Surgeon, Pacific Electric Bldg.; Office Phone, Main 135; Residence Phone, Temple 1105.

Dr. Harris Garcelon, District Surgeon; Office Phone, Main 7426; Residence Phone, W. 3985.

Dr. R. C. Dundas, Emergency Hospital; Residence, 2709 Downey Ave.; Phone, E. 324.

Dr. E. A. Bryant, Consulting Surgeon, Pacific Electric Bldg.

Dr. A. C. Rogers, Oculist and Aurist.

HOSPITALS.

General Hospital, Sacramento, Cal., pending reconstruction of General Hospital at San Francisco, Cal.

Division, Los Angeles Infirmary, Los Angeles, Cal.

Emergency Hospital.

S. P. Emergency, Shop Ground, Los Angeles, Cal.

REGISTERING STATIONS.

Telegraph Office, River Station.
Telegraph Office, Arcade Depot.

W. H. AVERELL, Superintendent.

R. T. BURDETTE, Train Master,
M. J. KINGSBURY, Asst. Train Master,

L. G. SLOAN, Chief Dispatcher.
J. S. JONES, General Yardmaster.

A. M. JAMISON, Asst. Superintendent.