SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

LOS ANGELES DIVISION

To Take Effect Sunday, March 20, 1927, at 12:01 A.M.

SAFETY

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.

								_	SA	NTA B	YKRYI	RA SUE	DIAIC	1011								Time Table No. 150
												WARD				FIRS	r CLASS			100	from	Time Table 110. 200
									36 TH	118 CL	244	78		38	72	32 Santa Barbara	70 Ocean Shore	74	76 Lark	102 Sunset Limited	Distance from San Francisco	March 20, 1927
pacity		-							Ventura Los Angeles Passenger	Mixed	Sunset Manifes Freight	t Shore Limit	Line and Pas	Angeles Oxnard senger	Пиниси	Santa Barbara Los Angeles Passenger	Express	Padre Leave Daily		Leave Daily	D 28	STATIONS
dings n Car engths					_	_				Leave Daily Ex Sunday	Leave Dai	Leave I	Daily Leav	ve Daily	Leave Daily	Leave Daily	Leave Daily		6.10AM	5.05 AM	370.7	TO-R STA. BARBARA
Juguis					_						8.5	5.AM 7.3	BOPM		4.45PM	1.15 PM	8.30AM 8.35	6.35AM 6.40	6.15	5.10	371.9	E. STA. BARBARA
KPWFT)											9.00				4.50	1.20	8.37	6.43	6.18	5.13	373.4	MONTEOTO (No Sidi
					_						9.0	5 7.	37		4.03						373.9	MONTEOITO INC.
47																f	f				374.6 376.2	SUMMERLAND
											9.1	3			4.57	f 1.27		6.47	6.22	5.17 5.19	377.8	ORTEGA
P			12. 921						48.74		9.1		42		4.59	1.29	8.43	6.49	6.24	5.24	381.2	TO CARPINTERIA
93 P											9.2	8 7	47		5.04	f 1.35	f 8.49	6.54	0.20		382.3	SEAROAD (Sp
46 PW			ļ					· · · · · · · · · · · · · · · · · · ·	1/1						E-07	1.38	8.53	6.57	6.32	5.27	883,4	WAVE 11 BENHAM (Sr
								4.4			9.3	34 7	.50		5:07	-					384.5	BENHAM U.
44 P		/									-		.54	e Literatura (d. 1886). Sa	5.11	1.42	8.57	7.01	6.36	5.31	885.7	SEACLIFF
16 P	ļ,									1983.30	9.4	=	.58		5.15	1.46	9.01	7.05	6.40	5.35 5.41	388.6	DULAH
70 P	,										10.0		3.04		5.21	1.52	9.08	7.11	6.46	- 5.41	397.8	VENTURA JOT.
44 P				:					1	1.30) PM						s 9.22	7.22	6.57	f 5.53	398.2	TO VENTURA
P									2.09	M s 1.36	3PM 10.	30 B E	3.17		5.33	s 2.04	8 9.22				399.4	A 08
54 PW															1		-				400,2	LEMON 0.8 EDFU
							2	7.03				-	3.22		5.37	2.08	9.26	7.26	7.01	5.57		MONTALVO
									f 2.13	T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10.		B.26	7.50	PM 5.40	f 2.12	f 9.38	7.29	7.04	6.00	405.6	EL BIO
48 PY	1								s 2.18	PM			-	-					+	f 6.08		TO OXNARD
								1.4.13.1			11	.30 s	8.33 s	8.05	PM 5.46						-	LEESDALE 1.5
BKFWYP 63 Yard											11	.40AM	8.39		5.52	2.27	9.52		1		413.6	SUCROSA 3.0 TO CAMARILLO
76 P															5.5	B f 2.34			7.24	6.20		3.2 POM IS
35													8.45		6.0			7.52	7,29			LAGOL
78 P													8.49	<u> </u>	6.0							- WOODPARK
41 P 71 P											نئننا بنن		9.00		6.1	2 f 2.5						OTDATHEARN
73 PW									_			114	9.08		6.1	9 2.5	9 10.24	4 8.15	3 7.5		433.5	IMIE
70 P								-		2:08	1. 34	() 13×3	real P	<u> </u>	_	f	f 10.3	3 8.2	0 8.0	1 6.E	3 487.	TO SANTA SUSANA
18 P												1.30	9.18		6.2			<u> </u>		9 6.5	9 441.0	
55 P												1.45	9.28		6.3				8 8.2			1/2
78 P E 90	<u> </u>											2.05	9.38		6.5							4.0
W 53 PW E 51		_	_									2.20 2.30	9.52		6.5		11.0	4 8.5	8.3	8 7.9	20 454. 455.	Crossing P. E. Ry.
W 51 P E 51 W 51																f			1 8.4	4 7.	26 458.	4 HEWITT
W 51	·							-					10.00		7.0						32 AM 462	4.0
E 49 W 50 P							 						10.08P						Daily Arrive		Daily	(92.0)
PI				_				_	Arrive	Defly Arrive	e Daily lunday Ar	rive Daily	trive Dail	Arrive l	Daily Arrive	Daily Arrive	Daily Arrive					Time Over Dist. Average speed per h
		-							(0.09			(6.00) 18.40	(2.38) 34.93	(0.1 18.	(2.2 40 37.	27) (2.4 55 33.	6) (2.4 25 32 .8	(2.33 35 36.0	3) (2.43)7 33.8	37.	56	
									33.3	3 9.	w	20. 2 0					PASSENGERS			ADDITION	AL STOPS TO	DISCHARGE PASSENGERS Passengers from (or beyond)

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

Time Table No. 1 March 20, 1927

STATIONS

TO-R STA. BARBA E. STA. BARBARA COUNTRY CLUE MONTECITO (No MIRAMAR
1.6
SUMMERLAI
1.1
ORTEGA
3.9 TO CARPINTERI.
SEAROAD
1.1
WAVE 1.1

BENHAM

1.2

PUNTA
2.9

SEAOLIFF
4.3

DULAH
4.4

VENTURA J(

VENTURA
1.2

ABSCO ABSCO __ LEMON - 0.8 --EDFU 3.5
HASSON
4.5
OHATSWOR
2ELZAH
4.2
RAYMER
0.9
CROSSING P. E. TO

> Time Over District . . Average speed per ho

TO-R BURBANI

HEWITT

Average speed per i

Westward trai

Time Table No. 150

Distance from Burbank Jet.

71

Daylight Limited 77

Shore Line Limited

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

31

Los Angeles antaBarbars Passenger FIRST

101

Suncet Limited CLASS

73

Padre

Time Table No. 150

March 20, 1927

March 20, 1927

STATIONS TO-R STA. BARBARA E. STA. BARBARA COUNTRY OLUB MONTECITO (No Siding) MIRAMAR SUMMERLAND ORTEGA TO CARPINTERIA SEAROAD WAVE BENHAM (Spur PUNTA SEACLIFF DULAH VENTURA JOT. VENTURA ABSQO (Spur) LEMON EDFU MONTALVO (Spur) EL RIO OXNARD LEESDALE SUCROSA CAMARILLO SOMIS LAGOL MOORPARK STRATHEARN SIMI TO SANTA SUSANA HASSON TO CHATSWORTH ZELZAH RAYMER Crossing P. E. Ry. HEWITT TO-R BURBANK JOT.

RGE PASSENGERS

Passengers from (or beyond)

or Santa Paula Branch

Arrive Daily Ex. Sunday STATIONS Arrive Daily TO-R STA. BARBARA) 92.0 10.40㎞ 11.23AM 6.30PM 9.30 PM 310.45PM 11.40P 11.08PM 5.00PF E. STA. BARBARA 11.16 8,00 10.35 6.25 10.40 11.33 9.24 11.00 4.44 COUNTRY CLUB 89.8 10.31 11.12 6.20 9.20 10.36 10.57 11.28 4.35 MONTECITO (No Siding) 88.8 MIRAMAR 88.1 SUMMERLAND 86.5 10.26 11.07 6.12 10.31 9.15 10.53 11.18 4.20 ORTEGA 85.4 10.24 11.05 6.10 10.29 9.13 10.51 11.15 4.15 10.19 11.00 6.04 CARPINTERIA 81.5 9.08 10.24 10.45 11.10 4.05 SEAROAD 80.4 WAVE 79,3 10.16 10.55 5.58 9.04 10.20 10.40 11.06 3.55 BENHAM 78.2 (Spur) PUNTA 77.0 10.51 5.54 10.11 8.59 10.16 10.35 11.01 3.40 SEACLIFF 74.1 10.47 5.50 10.06 10.56 8.54 10.12 10.30 3.30 DULAR 69.8 10.00 10.41 5.44 8.48 10.06 10.50 10.24 3.13 VENTURA JOT. 65.4 10.44 VENTURA TO 64.5 9.48 10.30 5.33 8.37 9.55 10.13 10.38 s 10.15 AM 10.38AM 3.01 ABSCO 68.8 (Spur) LEMON 62,5 61.7 10.22 5.21 EDFU 9.4210.29 10.07 8.30 9.5110.08 2.53 59.5 10.19 5.18 9.38 MONTALVO 8.26 9.48 10.05 f 10.26 6.56AM 10.03 AN 2.48 EL RIO 57.1 TO OXNARD 54.9 9.32 10.13 5.12 8.14 10.20 9.42 9.59 6.45AM 2.21 LEESDALE 10.04 5.04 50.6 9.26 9.52 10.10 9.35 1.45 SUCROSA 49.1 CAMARILLO 46.1 9.20 9.58 4.58 f 10.03 8.02 9.29 9.46 1.30 9.50 4.54 то SOMIS 42.9 9.16 7.58 9.25 9.429.58 1.20 4.50 9.46 LAGOL 9.12 89,8 7.54 9.549.21 9.38 1.10 4.44MOORPARK 85.6 9.06 9.40 9.48 9.15 9.32 12.55 STRATHEARN 80.5 8.59 9.32 4.37 7.429.419.08 9.25 12.37 SIMI 29.2 SANTA SUSANA 25,2 8.52 9.24 4.30 8.56 9.34 9.18 12.25 HASSON 21.7 8.47 9.18 4.25 7.31 8.51 9.07 9.28 12.05PM CHATSWORTH то 17.2 8.38 9.09 4.16 7.228.41 8.58 9.11 11.40AN TO ZELZAH 12.8 8.32 9.02 4.10 7.16 8.34 9.04 8.50 11.20 RAYMER 8.6 8.24 8.54 4.047.10 8.28 8.43 8.57 11.04 CROSSING P. E. RY. 7.7 REWITT 4.8 8.18 8.44 3.57 7.03 8.21 8.36 8.50 10.25 BURBANK JOT. 0.0 8.12AM 8.30 AM 3.51 PM 6.54 PM 8.14PM 8.29PM 8.44PM 10.004 Leave Daily (92,0) Leave Daily Leave Daily Leave Dail eave Daily Leave Daily Leave Daily Leave Daily Leave Daily Ex. Sunday Leave Daily (2.28) 37.29 (2.53) 31.90(2.36) 35.38 (2.56) 31.36 (0.12) 25.00

SANTA BARBARA SUBDIVISION.

39

Oznard and Los Angeles

69

Ocean Shor Express

75

Lark

WESTWARD

243

Sunset Manifest Freight

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Passengers to (or beyond)

Train

101 69 77

Train

69

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

At

Any Station Carpinteria Somis

121

Mixed

THIRD GLASS

35

Los Angeles Ventura 3

SANTA BARBARA SUBDIVISION.

												EASTW	ARD									
			SECOND	CLASS				~				*	FIRST	GLASS					· · · · · · · · · · · · · · · · · · ·		from	Time Table No. 150
_	264	262	252	244	322	258	52	78	72	58	36	32	70	34	74	76	26	60	102	56	ance f Franc	
Capacity idings in ar lengths	Freight	Freight	Sunset Manifest Freight	Sunset Manifest Freight	Local Freight	Freight	San Joaquin Flyer	Shore Line Limited	Daylight Limited	San Francisco Los Angeles Express	Ventura Los Angeles Passenger	SantaBarbara Los Angeles Passenger	Ocean Shore Express	Oxnard and Los Angeles Passenger	Padre	Lark	Owl	Southern California Express	Sunset Limited	San Francisco Los Angeles Passenger		March 20, 1927
		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daity	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
280 Yard 3 BKWFY	9.50PM	4.00 PM	3.30PM		9.30 AM	3.52 AM	10.05 PM			4.50PM	4.00 PN	1		8.35 AM			7.35 AM	7.05 AM		6.10	450.6	TO-R SAUGUS
16 1	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 6.1 5	453.0	TO NEWHALL
80														8.49							453.7	ELAYON
																	***************************************				454.4	WALTZ JUNG.
80 F	10.24	4,34	4.15		10.00	4.25	10.19			5.05	f4.15			f 8.57			7.50	7.22		6.30	456.6	TO TUNNEL
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	459,2	SYLMAR
00 BKWFTI	10.45	4.54	4.45		10.25	4.51	10.28			f 5.14	s 4.28			s 9 .06			8.00	7.33		s 6.41	461.8	TO-R SAN FERNANDO
																					462,5	0.7 JOKO (8pur
86 J	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 6.4 5	463.4	PACOIMA
	-	E 10																-			465.6	WAHOO (Spur
-	11.02	5.18 5.40	5.10		10.42	5.08	10.37	*			f4.41			f 9.16			8.10	7.45		f 6 .55	467.9	ROSCOE
.64 P	11.13	5.52	5.28	2.55 PN	10.53	5.19	10.42	10.08PM			4.48		11.18AM	9.21	9.084	8.53AM	8.15	7.52	7.32 AM	7.02	471.6	TO-R BURBANK JOT.
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	BURBANK
	_				<u> </u>																474.3	SEPULVEDA (Spur)
																					475.0	WEST GLENDALE
) -				-		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	477.1	GLENDALE 3
]																					477.3	Crossing P. E. Ry.
					-																477.9	INDUSTRIAL (Spur)
Yard																					479.3	TAYLOR (Spur)
KTWFP	11.40PM	6.20PM	6.00PM	4.15PM	11.20 AM	5.45AM			- 05		<u>f</u>			S							479.7	TO-R LOS ANGELES YD
17							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	481.9	RIVER STA. TOWER
Vord 1							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	482.5	NAUD JOT.
Yard KYWTP											l	ļ	 	s 9.55AM				s 8.30AM			-	TO-R LOS ANGELES
	ArriveDaily	Arrive Daily	Arrive Daily	ArriveDaily	Arrive Daily Ex. Monday	ArriveDaily	Arrive Daily	Arrive Daily	ArriveDaily	Arrive Daily	ArriveDaily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	ArriveDaily	Arrive Daily	<u> </u>	(83.1)
	(1.50)	(2.20)	(2.30)	(1.20)	(1.50)	(1.53)	(1.10)	(0.37)	(0.33)	(1.10)	(1.25)	(0.39)	(0.37)	(1.20)	(0.37)	(0.37)	(1.15)	(1.25)	(0.33)	(1 90)		Time over district

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.

Trains	At	Passengers to (or beyond					
102	Any Station	El Paso					

4

	ADDITIONAL STOPS TO DISCHARGE PASSENGERS								
Trains	At	Passengers from (or beyond)							
26	Saugus	Fresno							
26 6 0	San Fernando	Lathrop							
60	Saugus	Fresno							
6ō	Burbank	For Coast Line points or from points west of Lathron.							
78	Burbank	Any Station							
58	Any Station	West of Saugus							
58 58	Los Angeles Yard	Deadhead Crews							

Time Table No.

March 20, 1927

STATIONS

TO-R SAUGUS

2.4

TO NEWHALL
0.7

ELAYON
2.2

TUNNEL
2.6

SYLMAR
2.6

SYLMAR
70.7

JOKO
0.9

PACOIMA
2.2

WAHOO
2.3

ROSCOE
3.7

TO-R BURBANK
2.2

SEPULVEDA
0.5

BURBANK
2.2

SEPULVEDA
0.7

WEST GLENDA
2.1

GLENDALE
0.2

CROSSING P. E. RY.
0.6

INDUSTRIAL (
TAYLOR (
TO-R LOS ANGELES
2.2

RIVER STA. TOW

Westward train

Time over district Average speed per ho

NAUD JOT. TO-R LOS ANGELES

-m-12 m2 - 11 -	
Train	
59 59 59	Bur San Sau

(3,10) 9,85 (1.55) 15.23

SANTA BARBARA SUBDIVISION.

Table No. 150 rch 20, 1927 **TATIONS** SAUGUS NEWHALL ELAYON ALTZ JUNO, TUNNEL -- 2.6 --SYLMAR AN FERNANDO JOKO (Spur) PACOIMA WAHOO 2.3 ROSCO E URBANK JOT. URBANK PULVEDA (8pur ! GLENDALE LENDALE pasing P. E. Ry. OUSTRIAL (Spur) TAYLOR (Spur) S ANGELES YD STA. TOWER LUD JOT.

OS ANGELES

(83.1)

ie over district ge speed per hour

WESTWARD Distance from Los Angeles THIRD CLASS FIRST CLASS Time Table No. 150 243 Sunset Manifest Freight **75** 69 55 261 323 251 255 263 35 71 51 77 57 31 **25** 59 **73** 101 37 March 20, 1927 Sunset Manifest Freight Los Ange**les** Ventura Passenger Los Angeles San Francisco Express Los Angeles SantaBarbara Passenger Ocean Shore Express Los Angele Oxnard Local Freight Daylight Limited an Joaquin Shore Line Limited Puget Sound Express Sunset Limited Freight Freight Freight Padre Tehachapi Owl Lark Flyer Passenger Arrive Daily Ex. Sunday Arrive Daily Arrive Daily | Arrive Daily STATIONS 1.45AM 4.53AM 10.25AM 1.10PM 8.20 PM 8.23AM 8.55AM s 12.40AW s 1.28PM 7.10PM 7.25PM 33.1 TO-R SAUGUS 6.17PM 12.45 8.50 4.43 10.18 8.10 1.35 s 8.19 f 1.22 7.19f 12.35 30.7 s 6.13 7.06NEWHALL 8.49 ELAYON WALTZ JUNO. 29,3 12.23 4.25 10.00 12.20 7.55 1.17 8.10 8.41 6.55 7.0927.1 1.11 f 6.04 TUNNEL 4.10 12.06PM 7.471.07 9.50 8.05 8.36 7.01 12.16 SYLMAR 24.5 1.05 f 5.58 6.49 11.52AM 7.403.59 9.41 12.54 s 12.10 21,9 8.00 8.32 s 1.01 s 5.53 6.45 6.55 TO-R SAN FERNANDO 21,2 JOKO (Spur) 7.2512.04AN 3.44 9.26 11.35 12.39 7.528.29 6.51 20,3 12.56 5.47 6.42 PACOIMA WAHOO 18,1 (Spur) 12.27 7.1511.56PM 3.32 9.16 11.12 7.45 8.23 6.43 15.8 12.49 f <u>5.40</u> 6.35 ROSCOE 10.00AM 10.53 7.05 12.15AM 8.29PM 8.44PM 11.49 8.50 7.36 8.12AM 8.18 6.36 6.54PM 8.14PM 3.21 TO-R BURBANK JOT. 12.1 8.30AM 12.43 3.51 PM 5.33 6.29 8.28 f 11.48 BURBANK 11,6 7.35 8.11 8.17 8.29 s12.423.50 5.32 6.28 6.35 6.53 8.13 8.43 SEPULVEDA (Spur) 9.4 WEST GLENDALE 8.7 6.46 s 8.06 8.21 8.36 s11.40 GLENDALE 6,6 7.258.11 8.21 3.41 5.246.21 6.28 CROSSING P. E. RY. 6,4 INDUSTRIAL (Spur) 5.8 4.4 TAYLOR (Spur) 6.40PM 11.50PM 3.00AM 8.25AM 9.15AM 10.00AM 4.0 TO-R LOS ANGELES YD 1.8 7.13 7.58 8.03 8.13 6.38 7.58 8.13 8.28 11.28 RIVER STA. TOWER 12.23 3.28 5.13 6.13 6.18 6.34 8.09 1,2 7.547.59 6.14 7.548.24 11.24 NAUD JOT. 7.09 8.09 12.19 3.24 5.09 6.09 11.15PM 7.00 AM 7.45AM 7.50 AM 8.004 12.10PM 3.15PM 5.00 PM 6.00PM 6.05PM 6.25PM 7.45PM 8.00PM 8.15PM TO-R LOS ANGELES Leave Daily Ex. Sunday (33.1) Leave Daily Leave Daily

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 59 59	Burbank San Fernando Saugus	Mojave Mojave and West Fresno	25 25 57	San Fernando Saugus Los Angeles Yard	Port Costa, where scheduled stop Fresno Deadhead Crews

ADDIT	IONAL STOPS TO D	ISCHARGE PASSE NGERS
Train	At	Passengers from (or beyond)
101	Any Station	El Paso.
-		

6		LOS	S ANGE	ELES SU	BDIVIS	ION.				•					
1			E	ASTWA			•						_ `		1 ,
			1 .	THIRE	CLASS			1	FIRST	C LASS	1	1	rior Second	Time Table No. 150	
Capacity Sidings in Car Lengtha		96 . Freight	244 Sunset Manifest Freight	94 Freight	132 Local Freight	92 Los Angeles Manifest Freight	46 Los Angeles Calexico Passenger	2 Californian	4 Golden State Limited	104 Argonaut	12 Apache	102 Sunset Limited	Distance from San Francisco	March 20, 1927	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily		-	STATIONS	
Yard BKTWFP		11.00PM	7.15PM	6.00PM		2.00AM							479.8	TO-R LOS ANGELES YARD	=
IY		11.15	7.30	6.15	6.15	2.15							481.9	RIVER STATION TOWER	
ard BKYWTP							11.30PM	6.30PM	5.00 PM	2.30PM	10.00 AM	9.05AN	483.7	TO-R LOS ANGELES	
							11.39	6.39	5.09	2.39	10.09	9.14	482,5	NAUD JOT.	Ы
													482.4	MISSION JOT.	ouble
-				·						·			482,5	CROSSING A. T. & S. F. RY.	T E
													482,6	CROSSING L. A. & S. L. RY.	2
67 P		11.40	7.55				11.57PM	6.57	5.27	2.57	10.27	9.32	484.6	AURANT 3.1	
52		11.43	7.58	6.35 6.38	6.35AM	2.40	f 12.03AM	7.03	5.32	f 3.03	10.33	9.37	487.7	TO SHORB	
60 P		11.46	8.01	6.38		2.43	10.00	7.00			1000		489.8	ALHAMBRA	_
51 P		11.51	8.06	6.46		2.46 2.51	·12.08	7.08	5.36	3.07	10.38	9.41	490,6	SAN GABRIEL	_
79 P		11.54	8.09	6.55		2.54	f 12.15	7.15			10.44		493,2	SAVANNA 1.4	_
		***************************************				2.01	112.10	7.10	5.42	3.13	10.44	9.47	494.6 495.0	TO EL MONTE	_
96 PW		11.59PM	8.14	7.04		2.59	f 12.20	7.19	5.46	3.17	10.48	0.51	497.8	CROSSING P. E. RY.	_
86 P		12.05AM	8.28	7.11		3.05	f		3.40	3.17	10.48	9.51	500,7	TO BASSETT	_
78 P		12.13	8.40	7.29		3.13	12.30	7.29	5.54	3.27	10.57	9.59	503.5	TO PUENTE	_ _
60 P		12.21	8.55	7.39		3.23	f <u>12.36</u>	7.35	5.58	3.33	11.02	10.03	506.8	MARNE 3.3	
75 P		12.42	9.11	7.50		3.34	f 12.42	7.41	6.03	3.40	11.08	10.08	510,7	TO WALNUT	-
rd WTP		1.00	9.30	8.06		3.50	s 12.51	f 7.49	6.10	f 3.49	11.15	10.15	514.8	SPADRA 3.6 TO POMONA	-
													514.4	0,1	-
76 P		1.10	9.40	8.15		4.00	12.58	7.56	6.17	3.56	11.22	10.22	517.8	CROSSING P. E. RY.	-
07 P		1.19	9.48	8.23		4.12	s 1.07	f 8.03	6.22	f 4.08	11.28	10.27	520,2	TO ONTARIO	-
78 PW		1.26	9 .5 5	8.30		4.36	f 1.13	8.09	6.28	4.14	11.34	10.33	523.8	3.6	-
			-										526.1	TO GUASTI 2.3 VIENTO (Spur	-
82 P		1.34	10.03	8.38		4.48	f						527.5	ETIWA (Spin	-1
73 P		1.39	10.08	8.43		4.53	f 1.20	8.16	6.35	4.21	11.41	10.40	529.7	TO DEOLEZ	
PI		1.48	10.16	8.51		5.03							532.1	AILSA	-
94 P													534.6	CROSSING P. E. RY.	
I		1.55	10.23	8.59		5.13	f 1.27	8.22	6.41	4.27	11.47	10.46	534.7	TO BLOOMINGTON	-
		_											588.7	CROSSING A. T. & S. F. RY.	-
rd KYWFTP		0.10**	10.400	0.15***		5.041	4.0			4.5			538.7	CROSSING L. A. & S. L. RY.	
ALL TIF IX		2.10AM		9.15PM	Applyed Delle	5.24 AM		s 8.30PM			s 11.56AM		-11	TO-R COLTON	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(59.2)	- .
		(3.10) 18.69	(3.25) 17.32	(3.15) 18.21	(0.35) 15.34	(3.24) 17.41	(2.05) 29.53	(2.00) 29.00	(1.49) 32.03	(2.05) 29.53	(1.56) 30.10	(1.49) 32.03		Time Over District Average speed per hour	=
		20.00	24.02	10.21	10.04	11.41	29.00	29.00	32.03	. 20.00	30.10	32.03	*********	Average speed per hour	
Westward trains are superior to tra	tins of the same class in the opposite direction	•										DDITIONAL F	1 AC STOPS	TO RECEIVE PASSENGERS	
Schedule time and train orders at	onorn appry at end of double track.								RGE PASSENGE		Train	1	At	Passengers to or beyond	
						Train	Pomons and		Los Angele						
				•	·		Tomona and	JIII	Too ungelo		12 12 12 12 102 104	Shorb, I Any sta Any sta Any sta Any Sta	tion Pomons, Ontion tion	tario Where Scheduled Stop El Paso El Paso Hutchison	

Time Table No March 20, 192

STATIONS TO-R LOS ANGELES

RIVER STATION TO

1.8

TO-R LOS ANGELE

1.2

(NAUD JOT.

0.1

CROSSING A. T. 4 S. F.

CROSSING LAASL

2.0

AURANT

3.1

TO SHORB

ALHAMBRA

1.3

SAN GABRIE 1.3
SAN GABRIE.
2.6
SAVANNA
1.4
TO EL MONTE
0.4
CROSSING P. E.
2.3
TO BASSETT
3.4
TO PUENTE
2.8
MADDIE MARNE

3.3

WALNUT

3.9

SPADRA

7.6

POMONA TO TO CROSSING P. E. F - 3.4 -NAROD NAROD
2.4
ONTARIO
3.6
GUASTI
2.3
VIENTO
1.4
ETIWA
2.2
DEOLEZ
2.4
AILSA
CROSSING P. E. R
BLOOMINGTO то

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

TO BLOOMINGTO

CROSSING A. T. & S. F. 0.0 CROSSING LA.&S.L. 0.3 TO-R COLTON

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

Table No. 150

arch 20, 1927

STATIONS

ANGELES YARD
2.1
CATION TOWER
1.8
S ANGELES
1.2
IAUD JOT.
0.4

0.4 ISSION JOT. 0.1 G A.T.&S. F. RY. 0.1 ING L. A. & S. L. RY. 2.0

SHORB

1.6

ALHAMBRA

1.3

I GABRIEL

2.6

3AVANNA

2.6
3.4 VANNA
1.4
1. MONTE
0.4
ROSSING P. E. RY.
2.3
BASSETT

BASSETT

3.4

PUENTE

2.8

MARNE

3.3

WALNUT

3.9

SPADRA

7.6

POMONA

POMONA
0,1
ROSSING P. E. RY.
8,4
NAROD
2,4
ONTARIO
3,6

OUASTI
2.3
VIENTO (Spur)
1.4
ETIWA
2.2
DEGLEZ

DECLEZ

2.4

AILSA

2.5

ROSSING P. E. RY.

-- 0,1 LOOMINGTON -- 4,0 SSING A. T. & S. F. RY.

SSING L A. & S. L. RY. 0.3 OOLTON

(59.2)

e Over District rage speed per hour

PASSENGERS
engers to or beyond
ca
cea
ere Scheduled Stop
Paso
ttchison

cson

LOS ANGELES SUBDIVISION.

								DOU AI	CLL	CODDI											
				111111111111111111111111111111111111111		-	de la companya de la	10.70.7	WEST	WARD									:		
	1			FIRST	elass					THIRD	CLASS										
	Distance from Colton	45	1	3	103	11	101	243	135	91											
	Distan Co	Calexico and Los Angeles Passenger	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited	Sunset Manifest Freight	Local Freight	Los Angeles Manifest Freight											
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily											
1	59.2							6.00AM	1.40PM	3.00 AM				_							
	57.1		,					5 ,4 5	1.20	2.40											
	58.2	s 6.00AM	s 7.35AM	s 9.30AM	s 10.25 AM	s12.01PM	s 5.35PM							_							
ğ	57.0	5.51	7.26	9.21	10.16	11.52 AM	5.26					-					_		_		
uble	56,6			,										_					-	_	
Track	56.5					***															
유	56.4						H-18-11														
	54.4	5.32	7.07	9.02	9.57	11.33	5.07														
	51.8	f 5.25	7.01	8.56	f 9.49	f 11.27	5.00	5.11	1.00PM	2.15											
''	49.7	f 5.18	6.56	8.53	9.45	11.22		5.07		2.10								· .			
	48.4	f 5.15	6.54	8.51	f 9.41	11.19	4.54	5.02		2.05			-								
	45,8	f 5.08	6.49	8.46	9.30	11.14		4.55		1.55						_					
	44.4	f 5.05	6.46	8.43	f 9.27	11.11	4.48	4.50		1.50											
_	44.0																			-	
	41.7	f 4.59	6.42	8.39	9.22	11.07	4.44	4.40		1.40											
	38,8	f 4.53	6.37	8.34	f 9.17	11.02		4.25		1.27											
	35.5	4.47	6.32	8.29	9.12	10.57	4.36	4.10		1.13											
	32,2	f 4.42	6.27	8.24	9.07	10.52	4.32	3.55		12.36											
	28,3	f 4.36	6.21	8.18	9.01	10.47	4.27	3.34		12.05 AM											
	24.7	f 4.29	6.14	8.11	8.54	f 10.40	4.20	3.15		11.50PM								·		,	
	24.6			A COLUMN TO THE PARTY OF THE PA									Ţ								
	21,2	f 4.19	6.05	8.04	8.45	10.33	4.13	2.58		11.36	1 1		-	-							
	18,8	f 4.12	6.00	7.59		f 10.27	4.08	2.46		11.20				-							
			5.54	7.53		f 10.17	4.02	2.35		10.56				-		-					
	40.0											-	ļ	-	-	-					

7

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

12.9

11.5

9.3

6,9

4.4

4.3

0.3

0.3

0.0

f 3.56

3.52

3.48

3.44

3.35 AM

Leave Daily

24.08

5.48

5.45

5.42

5.38

5.29M

Leave Daily

(2.06)

27.71

7.48

7.45

7.42

7.38

7.29 AM

(2.01)

28.86

Leave Daily | Leave Daily

8.29

8.26

8.23

8.19

8.10AM

(2.15)

25.86

10.11

10.08

10.04

10.00

9.50AM

26.65

Leave Daily | Leave Daily

2.22

2.17

2.11

1.55

1.35AM

(4.25)

13.11

Leave Daily Ex. Sunday

(0.40)

8.85

3.55

3.49

3.41PM

(1.54)

30.63

10.38

10.30

10.16

9.55

9.30PM

eave Daily

(5.30)

10.76

(Spur)

Time Table No. 150

March 20, 1927

STATIONS

NAUD JOT.

MISSION JOT.

CROSSING A.T. & S.F. RY.

CROSSING LAZ S.L. RY.

2.0

A URANT

SHORB
1.6
ALHAMBRA
1.3
SAN GABRIEL

SAVANNA TO EL MONTE

CROSSING P. E. RY.

BASSETT

PUENTE 28 MARNE

WALNUT

SPADRA

POMONA

NAROD 24 ONTARIO

GUASTI

VIENTO

ETIWA

DEOLEZ

AILSA

TO BLOOMINGTON

TO-R COLTON

CROSSING P. E. RY.

CROSSING A. T. & S. F. RY.

CROSSING LA&S.L.RY.

(59.2)

Time over district.....

Average speed per hour

CROSSING P. E. RY.

TO

TO

то

TO

то

TO-R LOS ANGELES YARD

TO-R LOS ANGELES

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.

COLTON SUBDIVISION.

	EASTWARD																			
							THI	RD CLASS	SECON	D CLASS			FIRST	CLASS				Tir	ne Tal	ole No. 150
								92	126	244	2	4	104	12	102	46	ance from Francisco	,		
Capacity Sidings in Car Lengths								Los Angeles Manifest Freight	Freight	Sunset Manifest Freight	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited	Los Angeles Calexico Passenger	Distance San Fra		March	20, 1927
								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STA'	TIONS
Yard BKYWFPT								6.00AM	11.30PM	12.01AM	8.35PM	6.54 PM	4.40PM	12.01PM	10.59 AM	1.40 AM	539.0	TO-R		OLTON 0.0
BKYWFFI																	539.0	ſ	Cross	sing P. E. Ry.
79 P			-					6.12	11.41	12.12	8.41	7.00	4.46	12.07	11.05	f 1.46	542.6		LOMA	LINDA
71 P			_				***************************************	6.20	11.53PM	12.25	8.45	7.04	4.50	12.11	11.09	f 1.50	544.5	ТО	BRY	N MAWR
71 P								6.26	12.01AM	12.31	8.49	7.07	4.54	12.15	11.12	f 1.54	546 .3		RED	LANDS
E 71 W 71 P			-					6.40	12.13	12.43	8.57	7.15	5.03	12.23	11.20	f 2.03	549.1	∥ ! —		DWAY
W 71 F E 71 W 74 PW								7.03	12.26	12.56	9.07	7.25	5.13	12.33	11.30	f 2.14	552.7	то	EL (0ASCO 2.7
77 P								7.29	12.38	1.09	9.14	7.31	5.20	12.40	11.36	2.20	555. 4	_	H	AIG 1.8
71 P		•						7.49	12.48	1.19	9.19	7.36	5.25	12.45	11.41	f 2.25	557.2		HI	NDA 2.5
73 P								. 8.01	12.59	1.31	9.28	7.44	5.34	12.54	11.49	2.33	559.7		NIC	OKLIN 2.3
ard WYFPK								8.35	1.22	1.54	f 9.37	7.51	f 5.42	f 1.03	11.56AM	s 2.43	562.0	то	R BEA	AUMONT
								8.58	1.34	2.14	9.43	7.57				2.49	565.5		PER	SHING
81 P				<u> </u>				9.19	2.05	2.25	9.49	8.02	5.52	1.14	12.06PM	s 2.55	568.2	a TO	BAN	2.7 ——— INING
120 P								9.30	2.16	2.37	9.54	8.07	5.57	1.19	12.11	3.00	571.5	ig	0	3.3 ———— WL
72 P								9.49	2.36	3.04	9.58	8.11	6.01	1.23	12.15	f 3.04	574.1	g TO	CAR	2.6 ———BAZON
71 W 71 PW								9.56	2.43	3.12	10.02	8.15				3.08	576.2		M	2.1 ———— IONS
77 P			-					10.04	2.51	3.20	10.06	8.19	6.08	1.30	12.22	3.12	578.6		FI	NGAL
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	TC	PAL	4.0 ———— A SPRINGS
E 70 W 70 PW								10.53	3.15	4.01	10.17	8.30	-	-		f 3.24	585.4		Ħ	UGO
76 P								11.12	3.34	4.20	10.24	8.35	6.23	1.47	12.37	f 3.34	588.1	то	GA	2.7 ——— RNET
E 72 W 75 PYW								11.21	3.43	4.29	10.29	8.40		1.53			591,6	1 1	SA	LVIA
72 P		w.				-		11.30	3.52	4.38	10.34	8.45	6.32	1.58	12.46	3.43	595,1	1 1	RI	3.5 ——— MLON
71 P			_				1800-11-11-11-11-11-11-11-11-11-11-11-11-1	11.50	4.12	4.58	10.39	8.50		2.04		f	599.0	то	E.	DOM
71 P	_		-					11.56AM		5.13	10.43	8.54	6.40	2.08	12.54	f 3.51	601.5		DRY	2.5 ———— COAMP
72 P			_	-				12.19PM		5.30	10.50	9.00	6.46	2.16		f 3.57	606,5	1	M	5.0 ———— YOMA
72 P Yard			_					12.30PM	 	-	·	-			s 1.08P	s 4.05A	610.9	TC	D-R IN	4.4 (DIO
BKWYFP			_						7.40	0.10		-	\ 		-			-11		71.9)
I								Arrive Daily	ArriveDaily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			•	
		1 1)	1		<u> </u>		(6.30) 11,06	(5.15)	(5.44) 12.57	(2.24)	(2.14) 32.19	(2.15) 31.95	(2.24) 29.96	(2.09)	(2.25) 29.75				Time over district verage speed per hou

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, 2 102, 12, 2 4 104	Redlands Any Station Any Station Any Station Palm Springs Any Station	Points where scheduled stop Phoenix El Paso Hutchison El Paso Tucson	102 12	Redlands Redlands Banning	West of Los Angeles Los Angeles					

Time Table No.

March 20, 1927

STATIONS

DRY CAMP
5.0

MYOMA
4.4

TO-R INDIO

Time over District ... Average Speed per hou

3.5
SALVIA
3.5
RIMLON
3.9
TO EDOM
2.5

Westward tra

Table No. 150

[arch 20, 1927

STATIONS

COLTON

0.0

Crossing P. E. Ry.

3.6

1.9

BRYN MAWR

1.8

REDLANDS

ORDWAY

3.6

EL CASCO

2.7

HAIG

1.8

HINDA

HINDA — 2.5 NIOKLIN — 2.3

BEAUMONT
3.5
PERSHING
BANNING
0WL
2.6
CABAZON
2.1

MONS

2.4

FINGAL

4.0

ALM SPRINGS

2.8

HUGO

2.7

GARNET

3.5

BALVIA

3.5

RIMLON

2.5

DEV CAMP

5.0

MYOMA

1NDIO

(71.9)

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

COLTON	SURDIVISION.	

								COL	TON SU	RD1A12	ION.										
									WEST	WARD											
Time Table No. 150	a	FIRST CLASS							THIRD	CLASS	-							,			
March 20, 1927	Distance from Indio	45 Calexico Los Angeles Passenger	1 Californian	3 Golden State Limited	103	11 Apache	101 Sunset Limited	91 Los Angeles Manifest Freight	243 Sunset Manifest Freight			-									
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily												
TO-R COLTON	71.9	s 3.20AM	s 5.24 AM	s 7.24 AM	s 8.05AM	s 9.45AM	s 3.36PM	7.50PM	12.50AM												
CROSSING P. E. RY.	71.9																			_	
LOMA LINDA	68.8	f 3.12			f 7.57			7.37	12.35												
TO BRYN MAWR	66.4	f 3.08			f 7.52			7.31	12.25												
REDLANDS	64.6	f 3.04	5.14	7.14	f 7.48	9.34	3.26	7.25	12.01AM								-		_		
ORDWAY 3.6	61.8	f 2.57			7.40			7.15	11.45PM										_		
TO EL CASCO	58.2	f 2.49	5.03	7.03	7.34	9.23	3.15	6.52	11.23			_	-						_		_
HA IG	55.5	2.42			7.29			6.43	11.14					_				-		_	
HINDA 2.5	53.7	f 2.38	4.56	6.56	7.26	9.16	3.08	6.37	11.07					_	_	_					
NICKLIN 2.3	51.2	2.33	4.52	6.52	7.22	9.12	3.04	6.28	10.58	*						_		_	_		ļ
TO-R BEAUMONT	48.9	s 2.24	f 4.48	6.48	s 7.18	f 9.08	3.00	6.20	10.50									-			
PERSHING	45.4	2.14	4.40	6.40	7.08	8.58	2.53	6.05	10.35									-	-	-	
TO BANNING	42.7	s 2.05	f 4.32	6.33	s 7.00	8.50	2.45	5.52	10.22						-	_				_	
OWL	39.4	1.54	4.23	6.23	6.50	8.40	2.36	5.29	10.10						-			_	-		_
TO CABAZON	36.8	f 1.45	4.15	6.16	6.42	8.32	2.28	5.14	9.58					_		_	_		_	_	-
MONS	34.7	1.36	4.07	6.09	6.34	8.24	2.21	4.52	9.37			_		-		_	_			_	-
FINGAL 4.0	82.8	1.28	3.59	6.02	6.26	8.16	2.13	4.40	9.25			_		-	_	-	_		_	_	-
TO PALM SPRINGS	28.3	f 1.18	f 3.50	5.53	f 6.17	8.07	f 2.03	4.25	9.10			_				_	-	-			-
HUGO	25.5	f 1.07	3.42	5.45	6.09	7.58	1.55	4.10	8.50			-		_	_		_			_	
TO GARNET	22.8	s 12.58	3.34	5.37	6.01	7.50	1.47	3.55	8.35					_						*	-
SALVIA 3.5	19.3	12.48	3.24	5.27	5.51	7.40	1.37	3.32	7.45			_	_					_		-	_
RIMLON 3.9	15.8	12.42	3.18	5.22	5.45	7.34	1.32	3.18	7.29												
TO EDOM	11.9	f 12.36	3.13	5.17	5.40	7.29	1.27	3.07	7.15		-										
DRY CAMP	9.4	f 12.31	3.09	5.13	5.36	7.25	1.23	2.54	7.00												
MYOMA	4.4	f 12.24	3.03	5.07	5.30	7.18	1.16	2.41	6.46									-			
TO-R INDIO	0,0	12.15AM	2.55 AM	5.00 AM	5.21 AM	7.10AM	1.08 PM	2.25 PM	6.25PM												
							l	l													1

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

(2.29) 28.95

Leave Daily Leave Daily

(2.44) 26.30

Train	At	Passengers From or Beyon						
1. 11	Any Station	El Paso						
103 & 101	Any Station	Tucumcari, San Antonio						
1	Redlands	Phoenix						
101	Redlands	El Paso						
3	Any Station	Hutchison						
3 11	Palm Springs Banning, Redlands	El Paso						
11	Banning, Redlands	Niland						

Leave Daily

(3.05) 24.40

(71.9)

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

(5.25) 13.27

(6.25) 13.27

Leave Daily Leave Daily Leave Daily Leave Daily

(2.28) 29.14

(2.35) 27.83

40	
117	

EASTWARD EASTWARD																			
1						THIRD (CLASS		SECON	D GLASS				FIRST	CLASS			85 OB	Time Table No. 150
Capacity Sidings in Car Lengths						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	Distance from San Francisco	March 20, 1927
				-	-	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	-	STATIONS
r1						2.35PM	7.05 AM		6.15 AM		5.16AM	11.04PM	9.13PM	7.00PM	2.30PM	1.13PM	4.10AM	610.9	TO-R INDIO
84 P				_		2.48	7.18		6.24		5.30	11.12		f 7.08	2.38		s 4.19	614.4	TO OOAOHELLA
59 P						3.00	7.25		6.31		5.37	11.17		f 7.13	2.43		s 4.26	618.0	TO THERMAL
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	TO MECCA
71 P						3.31	7.48		6.57		5.57						f 4.46	628.8	OALEB 4.5
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	MORTMAR 4.5
71				- 		3.50	8.08		7.13		6.13						f 5.01	637.8	SALTON 4.3
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	DURMID 4.7
72 P	· · · · · · · · · · · · · · · · · · ·			-		4.20	8.52	***************************************	7.40		6.44						f 5.16	646.8	TO BERTRAM
72 P						4.29	9.16		7.48		6.52	11.58PM	10.04	7.53	3.24	2.04	f 5.23	651.1	POPE
71 P						4.38	9.26		7.56		7.00						f 5.31	655.6	FRINK
71 P				-		4.47	9.49		8.04		7.08	12.09AM	10.15	8.04	3.36	2.15	f 5.39	660,1	WISTER 3,4
73 P				- 		4.55	9.58		8.10		7.14		10.20				f 5.46	663.5	MUNDO
rd BKYWFP						5.44	10.35		8.30		7.30	f 12.22	10.25	s 8.13PM	s 3.50	2.24	s 5.55 AM	667.5	TO-R NILAND
70 P						6.00	10.58		8.45		7.45	12.30	10.32		3.57	2.32		671.7	FLOWING WELL
122 P						6.10	11.08		8.58		7.58	12.36	10.38		4.03	2.38		674.4	IRIS
72 P						6.31	11.35AM		9.08		8.08	12.41	10.43		4.10	2.43		678.5	TORTUGA
Y	.													૽				683,4	AMOS WYE
71 W						6.52	12.14 PM		9.31		8.30	f 12.51	10.51	£ Xic	4.20	2.51		684.6	TO AMOS
73 P				_		7.07	12.29		9.44		8.43	1.03	10.58	Calexico age 14)	4.28	2.58		690,1	ACOLITA
72 P				_		7.32	12.45		9.54		8.53	1.10	11.05	la Cal	4.36	3.05		695.6	MESQUITE
85 P				_		7.51	1.00		9.59		8.58	f 1.14	11.08	uns via (See pe	4.40	3.08		698.1	GLAMIS 4.9
71 P						8.08	1.12		10.08		9.07	1.21	11.14	<u>a</u> (2)	4.46	3.14		703.0	RUTHVEN 6.4
71 P						8.31	1.28		10.24		9.18	1.29	11.22	æ	4.54	3.22		709.4	DRYLYN
71 P				-		8.40	1.37		10.54		9.24	1.33	11.26		4.58	3.26		712.3	OACTUS
86 P				-		8.51	1.48		11.05		9.35	f 1.40	11.33		5.04	3.33		716,6	TO OGILBY
71 P				_		9.10	2.10		11.18		9.48	1.47	11.40		5.12	3.40		722,7	KNOB 3.4
P				_		9.25	2.27	5.05PM	11.25	11.04AM	9.55	1.53	11.46	11.25PM	5.19	3.46		726,1	TO-R ARAZ JUNOTION
71 P						9.30	2.30	5.07	11.30	11.08	9.58	1.55	11.48PM	11.27	5.21	3.48		727.0	ARAZ
				-							·							731.9	OOLORADO (8
rd KTYWF						10.00PM	3.00PM	s 5.20PM	11.50 AM	s 11.20 AM	10.20AM	s 2.05AM	s 12.01 AM	s 11.40PM	s 5.35PM	s 4.00PM		732,7	TO-R YUMA
-						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(121.8)
,			<u> </u>			(7.25) 16.42	(7.52) 15.48	(0.15) 26.40	(5.35) 21.81	(0.16) 24.75	(5.04) 24.01	(3.01) 40.37	(2.48) 43.50	(4.40) 36.78	(3.05) 39.50	(2.47) 43.76	(1.45) 32.34		Time over district 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, 12 102 104 104	Any Station Any Station Any Station Any Station Any Station Any Station	Phoenix El Paso El Paso Hutchison Tucson						

Time Table No. 1

March 20, 1927

STATION

		STATIC	NS
-	TO-R	IND	io o
	TO (3.5 DOAOHI	LLA
	то	THERM	IAL
	TO	6.1 MEO	DA.
		OALE	В
		MORTA	AR
		SALTO	N
		DURM 4.7	u D
	то	BERTR	AM
-	***************************************	POP.	E
		FRIN	K
		WISTI	R
		MUNI	
	TO-R	NILAI	ND D
	FL	OWING	WELL
4		IRIS	3
		TORTU	GA_
		AMOS 1	WYE_
	TO	AMO 5.5	
	 -	ACOLI	TA
		MESQU 2.5	ITE
		GLAM	118
		RUTHY 6.4	7EN
		DRYL 2.0	YN
		OAOT	U8
	TO	OGIL:	
		KNO 3.4	
	TO-R	ARAZ 0.9	TONUT
	<u> </u>	ARA 4.9	
		COLOR 0.8	ADO
	10-R	YUM	A

(121.8)

Time over Distric Average speed per hou

Westward train

ADDITIONAL STOPS TO							
Train	At						
1, 11 101 11	Any Statio Any Statio Any Statio Mecca						

Table No. 150

[arch 20, 1927

STATIONS INDIO -- 3,5 --

OACHELLA

3.6

THERMAL

6.1

MECCA

4.7

- 4.7
- CALEB
- 4.5
- MORTMAR
- 4.5
- SALTON
- 4.3
- DURMID
- 4.7
- BERTRAM
- 4.3
- POPE
- 4.5
- EDINE

FRINK

4.5

WISTER

3.4

MUNDO

4.0

NILAND

4.2

WING WELL

2.7

IRIS

4.1

TORTUGA

TORTUGA

A.9

AMOS WYE

1.2

ACOLITA

5.5

MESQUITE

2.5

GLAMIS

4.9 BUTHVEN
6.4
DRYLYN
2.9
OAOTUS
4.3

OGILBY

- 6.1

KNOB

- 3.4

ARAZ JUNCTION
O.9 (No Biding) ARAZ

4.9

DOLORADO (Spur)

0.8

YUMA

(121.8)

. Time over district age speed per hour

INDIO SUBDIVISION.

11

WESTWARD

(6.50) 17.82

(8.30) 14,32

THIRD CLASS

Ma	rch 20, 1927	unce f	1	103	3	11	101	45	149	91	243	147	
s	TATIONS	Distance f	Californian	Argonaut	Golden State Limited	Apache	Sunset Limited	Calexico 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 - 3.5	121,8	s 2.50 AM	s 5.16^{AM}	s 4.55 AM	7.05AM	s 1.03PM	s 12.02 AM		12.50PM	5.30PM		
TO OO	AOHELLA 3.5	118.3	2.42	f 5.08			12.55	s11.54PM		12.34	5.10		
TO T	HERMAL 6.1	114.7		f 5.01	4.44	6.54		s 11.39		12.24	4.55		
то	MECOA - 4.7	108.6	2.28	4.52	4.37	6.47	12.42	s 11.25		12.09PM	4.40		
	OALEB - 4.5	103.9		4.46				f 11.15		11.57AM	4.12		
М	ORTMAR	99.4	2.16	4.38			12.31	f 11.08		11.40	3.59		
	BALTON 4.3	94.9		4.32				f 11.02		11.25	3.50		
	DURMID 4.7	90.6	2.05	4.25	4.16	6.26	12.20	f 10.54		11.02	3.13		M
TO B	ERTRAM - 4.3	85.9		4.18				f 10.48		10.46	2.52		
	POPE	81.6	1.54	4.12	4.05	6.15	12.09PM	f 10.41		10.26	2.42		
	FRINK	77.1		4.06				f 10.32		10.06	2.30		
	WISTER 3.4	72.6	1.43	4.00	3.54	6.04	11.58AM	f 10.25		9.49	2.15		
	MUNDO	69.2		3.55				f 10.20		9.37	1.50	-	
	NILAND	65,2	f 1.34	3.50 s 3.35	3.45	5.55 AM	f 11.49	10.10 PM		9.25	1.25		-
FLO	WING WELL	61.0								9.04	12.50		
T	IRIS	58.3	1.23	3.24	3.35					8.58	12.36	-	
T	ORTUGA	54.2					11.35			8.45	12.28		
A	MOS WYE	49.3				0.)							-
TO	AMOS - 5.5	48.1	1.11	3.12	3.23	Calexico.) ge 14.)	11.27			8.30	12.14PM		
	ATIJOOL	42.6	1.03		•	ale e 1		•		8.03	11.59AM		
	ESQUITE 2.5	87.1	12.56	2.59	3.10		11.14			7.53	11.43		
	GLAMIS	34.6	f			- 4				7.47	11.30		
R	UTHVEN	29.7	12.47	2.49	3.01	(Runs v (See	11.05			7.27	11.05		
. 1	DRYLYN	23.3				(R				7.15	10.24		
	OACTUS	20.4	12.36	2.38	2.50		10.54			7.09	10.15		
TO	OGILBY	16.1	f							7.00	10.05		
	KNOB - 3.4	10.0	12.23	2.25	2.37		10.41			6.40	9.48		
TO-R A	RAZ JUNCTION O.9 — (No Siding)	6.6				2.55 AM			s 4.10 AM	6.19	9.19	s 1.35PM	
	ARAZ	5.7	12.15	2.16	2.30	2.51	10.35		4.07	6.16	9.16	1.30	
0	OLORADO (Spur)	0,8					ape "						
TO-R	YUMA .	0.0	12.05AM	2.05 AM	2.20 AM	2.40 AM	10.25 AM		3.55 AM	6.00 AM	9.00AM	1.15 PM	
	(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

FIRST GLASS

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.

ADDITIONA	L STOPS TO D	ISCHARGE PASSENGERS
Train	At	Passengers from (or beyond)
1,11 101 13	Any Station Any Station Any Station Mecca	El Paso Tucumcari, San Antonio Hutchison Niland

Time Table No. 150

ADDITIONA	L STOPS TO REC	CEIVE OR DISCHARGE PASSENGERS
Train	At	
1	Amos	Revenue Passengers Only
11	{ Mecca Thermal Coachella	Express Monday and Thursday

	EASTWARD					WE	STWARD
	FIRST CLAS	36	5.0	Time Table No. 150	E	FII	IST GLASS
Capacity Sidings in ar Lengths	36 Ventura Los Angeles Passenger	34 Oxnard and Los Angeles Passenger	Distance from San Francisco	March 20, 1927	Distance from Saugus	35 Los Angeles Ventura Passenger	37 Los Angeles and Oxnard Passenger
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily
48 PY	2.22 PM	7.04AM	403.2	R MONTALVO	45.5	s 9.58AM	s 7.49PM
64 P	s 2.30	s 7.10	407.6	TO SATIOOY	41.1	s 9.50	s 7.41
19			411.0	LIMOO	37.7		
37 P	f 2.36	f 7.16	411.8	HAINES	87.4	f 9.43	f 7.34
			418.8	TEPIC (Spur)	85.4		
15			414.0	BLANCHARDS	84.7		
51 PW	s 2.47	s 7.25	414.7	TO SANTA PAULA	84.0	s 9.3 5	s 7.26
1		•	415,9	KEVET (Spur)	82.8		
			421,2	KEITH (Spur)	27.5		
24 P	f 2.58	f 7.35	421.8	SESPE	26,9	f 9.25	f 7.16
	f	f	422.9	BROWNSTONE (Spur)	25.8	f	f
Yard KP	s 3.05	s 7.41	424,5	TO FILLMORE	24.2	s 9.20	s 7.11
			426,8	WILSHIRE (Spur)	21,9		
37 P	f 3.12	f 7.47	428.2	OAVIN 1.0	20,5	f 9.12	f 7.03
			429.2	CATES (Spur)	19,5		
23	f 3.15	f 7.50	429.9	BUCKHORN	18,8	f 9.08	f 6. 59
37 PW	s 3.22	s 7.56	481.8	TO PIRU	16,9	s 9 .03	f 6.54
23	f 3.29	f 8.03	484,8	CAMULOS	14.4	f 8.55	f 6.46
38 P	f 3.38	f 8.12	488.4	KEMP	10,8	f 8.46	f 6.37
	f	f	441.0	DEL VALLE (No Siding)	7.7	f	f
39 P	f 3.48	f 8.21	444.1	CASTAIC	4.6	f 8.37	f 6.28
19			445.2	OBERG 2.7	3,8		
23			447.9	PARDEE	0.8		
82 BKFWY Yard	s 3.56 PM	s 8.29AM	448.7	TO-R SAUGUS	0,0	8.29 AM	6.20PM
	Arrive Daily	Arrive Daily		(45,5)		Leave Daily	Leave Daily
	(1.34) 27,97	(1.25) 32.11		Time over district		(1.29) 30.67	(1.29) 30.67

	EASTWARD				WE	STWAR	D
	SECOND CLASS	E 8	Time Table No. 150	gg	SEC	OND CLAS	8
Capacity Sidings in Car Lengths	118 Mixed	Distance from San Francisco	March 20, 1927	Distance from Ventura Juno.	121 Mixed		
	Leave Dai Ex. Sunda	y Y	STATIONS		Arrive Daily Ex. Sunday		
17 PWFT	12.10	M 412.8	TO-R OJAI	15.0	s 11.35 AM		
	f	411.1) 13.8	f		
	f	408.9	1100 (6)46	11.6	f		
10	f	406.8	OAKVIEW	9.5	f		
	f	405,1		7.8	f		
	f	402.9	CANET 0,5	5,6	f		
	f	402.4	WELDONS (Spur	5.1	f		
10	f 1.05	400,8	ORTONVILLE 0.5	8.5	f 10.55		
	f	400.3		3.0	f		
	f	399.0	CHRISMAN (Spur	1.7	f		2
	f	897.7		0.4	f		
	s 1.30			0,0	10.44 AM		
	Arrive Dai Ex. Sunda	y	(15.0)	-	Leave Daily Ex. Sunday		

(1,20) Time over district
17.64 Average speed per hour

All trains stop on signal at Foster Memorial Park.

		SANTA I	BARBARA SUBDIVISI	ON.	
Capacity Sidings in Car Lengths	EASTWARD	Distance from San Francisco	Time Table No. 150 March 20, 1927 STATIONS	Distance from Burbank	WESTWARD
E90 PW		445.5		21.3	
		449.1	Crossing P. E. Ry.	17.7	
37		449.2	TO OWENSMOUTH	17.6	
37		458.4	4,2 RESEDA 2,0	18.4	
33		455,4	ENOINO 8.0	11.4	
		458,4	Crossing P. E. Ry.	8.4	
39	·	458.4	VAN NUYS 1,5	8.4	
88		459.9	KESTER	6.9	
6		461,2	GARNSEY 1.6	5,6	
7		462.8	LANKERSHIM	4.0	
		463.9		2.9	
		464,6		2.2	
130 WY		466,8	BURBANK	0.0	
			(21.3)	and the state of t	

Service by Extra Trains Only.

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

East 67 P G.4OAM

East 67 P G.4OAM

Yard WP

TO SEGOND GLASS

132
Local Freight
Leave Daily Ex. Sunday

7.05AM

Arrive Daily Ex. Sunday

(0.25)
11.15

Capacity
Sidings
in Car
Lengths

East 67 P
West 70

19
18
41

20
I
52 W
21 TW

Westward train

				LOS	ANGELES SUBDIVIS	SION			LO	S AN	GELES SUBDIVISION	1			LC	OS AN	GELES SUBDIVISION	ſ	13
STWARD			EASTWARD				WESTWARD	EAST	WARD				WESTWARD	EAST	WARD				WESTWARD
OND CLASS			Capacity Sidings in Car Lengths	Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from Pasadena	THIRD CLASS 133 Local Freight	Capacity Sidings in Car Lengths		Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from Pomona	-	Capacity Sidings in Car Lengths	SECOND GLASS 152 Local Freight	Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from Riverside	THIRD CLASS 151 Local Freight
		l	Leave Daily Ex. Sunday		STATIONS]	Arrive Daily Ex. Sunday				STATIONS			Vord	Leave Daily Ex. Sunday		STATIONS	:	Arrive Daily Ex. Sunday
			East 67 P West 70 6.40AM	487.7	ro-r shorb	4.8	8.3 OAM	96 PW		497,3	3.6	17.8		Yard BKWYFPT	4.30PM	539,0	2.2	7.2	6.15PM
				488.5	CROSSING P. E. RY.	4.0		34		500,9	BALDWIN PARK	14.2		98 P	4.50	541.2 542.3	GRAND TERRACE(Spur)	5.0	5.50
		}	I	489.5	CROSSING P. E. RY.	8.0		28		501.0	CROSSING P. E. RY.	14.1		24	4.50	543.8	HIGHGROVE 1.0 ORANGE_CENTER	3.9 2.9	5.50
				489.9	SO. PASADENA	2,6		3		501.4 501.7	ORUSHTON	13.7		I		544.0	iii	2.2	-
		, F	23	490.6	GARFIELD AVE.	1.9		33		502,3	IRWINDALE	13.4			5.05	545.4	RIVERSIDE JCT.	0,8	5.40
			15	491.2	RAYMOND HOTEL	1,3				503.0	LATEEN (Spur)			I		545.4	CROSSING L. A. & S. L. RY.	0,8	
				491.2	CROSSING A. T. & S. F. RY.	1.8		25		504.1	AZUSA AVENUE	11.0		Yard P	5.15PM	546.2	R RIVERSIDE	0.0	5.30PM
		İ	Yard WP 7.05AM	492.5	ro-r pasadena	0.0	8.10AM	Yard PW		505.1	1.0	10,0			Arrive Daily Ex. Sunday		(7.2)	-	Leave Daily Ex.Sunday
<u> </u>		l	Arrive Daily Ex. Sunday		(4.8)		Leave Daily Ex. Sunday	9		506.7	SAVOY	8,4			(0.45) 9.60			•••	(0.45) 9.60
			(0.25) 11.15		Time over district		(0.20) 14.40	27		507.4	CHARTER OAK	7.7			9.60		Average speed per hour	• • •	9.00
		İ								508.5	CRSG. P.E.RY. LONE HILL	6.6			1.0	N A N	GELES SUBDIVISION	r i	
		1						38		509.5	SAN DIMAS	5,6				O AII	GEDES SUBDIVISION	1	
				•				57	_	511,9	LA VERNE	3.2		EAST	WARD		Time Table No. 150	l.	WESTWARD
				LO	S ANGELES SUBDIV	ISIO	T		-41	512.9 513.3	HOBBS (Spur) GANESHA JOT.	2,2 1,8		Capacity		speisco	March 20, 1927	Distance from San. Bernardino	
STWARD			EASTWARD			W	ESTWARD		_	513.9	CROSSING P. E. RY.	1,2		Sidings in Car		Distant San Fr		distan	
	, M.	N y		g 8	Time Table No. 150					514.5	CROSSING P. E. RY.	0,6		Lengths		II ⊶∞	STATIONS	120	
			Capacity	France	March 20, 1927	rom reck		Yard PTW		515,1		0,0		Vard					-
			Sidings in Car	Dista		ance from					(17.8)			Yard BKWYFPT		539,0 542,0	TO-R COLTON 3.0 CROSSING A. T. & S. F. RY	0.2	-
			Lengths		STATIONS	Diet				II I	Service by Extras Only	11		Yard WY		542.2	m 25	0.0	
			Enet 87 D														(3.2)		
			East 67 P West 70	487.7 488.7	CROSSING P. E. RY.	14.0			LO	S AN	GELES SUBDIVISION	4			<u>'</u>	/ S	Service by Extras Only		
			19	489.5	NORTH ALHAMBRA	12,2							WESTWARD	=====		· · · · · · · · · · · · · · · · · · ·			
			18	490.1	· EAST ALHAMBRA	11.6		EAST	WARD	_	Time Table No. 150		WESTWARD		V	COLI	ON SUBDIVISION		
		,	41	491.7	8AN MARINO	10,0			SECOND GLASS	tance from Francisco	inne 1able 140. 150	from	SECOND CLASS	EAST	WARD				WESTWARD
		1	· · · · · · · · · · · · · · · · · · ·	492.9	SUNNYSLOPE (8pur)	8.8		Capacity Sidings	138	tanoe Fra:	March 20, 1927	stance fro Ontario	139]	HO SS SS	Time Table No. 150	e t	
				494.9	PARADA (Spur)	6,8		in Car Lengths	Local Freight	Dia Sen		Ð Sig	Local Freight	Capacity Sidings		Distance from San Francisco	March 20, 1927	Distance fron Greenspot	
	4	.	20	496.5	AROADIA	5,2			Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	in Car		Dista San F	,	Dista Gre	
	ı		I	496.6	CROSSING A. T. & S. F. RY.	5.1		Yard PTW	8.004	514.3	TO-R POMONA	10.8	10.20AM	Lengths			STATIONS		
			52 W	498.2	1.9	3,5		1		515.4	CROSSING L. A. & S. L. RY.	9,7			l		. !!		
	. •		21 TW	500.1	1.5	1.6				515,7	CROSSING P. E. RY.	9.4		73		544.5	TO-R BRYN MAWR	8.7	
				501.6	RIVAS	0.1		Yard W	8.30	520,0	OHINO 2.4	5,1	9.50	Yard W		547.8	MOTOR JOT. 2 8 REDLANDS, 2D STREET	8.2 5.4	
			59	501.7	END OF TRACK	0.0				522.4	EUCLID AVENUE (Spur)		-	1200		547.9	CROSSING P. E. RY.	5.3	
					(14.0)			107 F		525.0 525.1	TO-R ONTARIO	0.1	9.20AM			549.2	EASTBERNE (Spur)	4.0	
					Service by Extras only	11	.	107 1	9.00AM			0.0	_			549.9	WARNER (Spur)	3.3	
									Arrive Daily Ex. Sunday	, ,	(10.8)Time over district		Leave Daily Ex. Sunday	3		550.5	MENTONE 0.9	2.7	
	X.1	*** }							(1.00) 10.80	*****	Average speed per hour		(1.00) 10.80	Yard Y		551.4	R CRAFTON	1.8	
						_				•	1					553.2	GREENSPOT (Spur)	0.0	
			Westward tra	ins are	superior to trains of	the sa	me class in the	opposite	e direction	n.							(8.7)		
																S	ervice by Extras Only		

14							٠		INDI	O SUBDIVISION.									
		E/	ASTV	WARD	4										W	ESTWAF	RD		
•	THIRD CLASS		1		FI	RST CLAS	35			m: m-110 No 150	_		F	RST CLAS	3 S			THIRD C	LASS
Capacity sidings in car lengths	Local	158 Local Freight Leave Daily Ex. Sunday Leave Daily	& A.	104 Argonaut	156 Niland and Calexico Motor	150 8. D. & A. Passenger	154 Niland and Calexico Motor	46 Los Angeles and Calexico Passenger	Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from Calexico	11 Apache	149 8. D. & A. Passenger	153 Calexico and Niland Motor	155 Calexico and Niland Motor	45 Calexico and Los Angeles Passenger	159 Local Freight	161 8. D. & A. Mixed	
	Leave Da Ex. Sund	ly Leave l	Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	
Yard BKWYFP	6.10	MA		8.18PM	4.00 PM		11.55AM	6.00AM	667.5	TO-R NILAND	41.0	s 5.50 AM		s 11.35 AM	s 3.40 PM	s 10.00PM	2.13PM		
77 P	6.20	,		f 8.25	f 4.07		f 12.02 PM	f 6.08	672.0		86,5	f 5.41		f 11.27	f 3.32	f 9.52	1.50		
Yard PY	7.08	;		s 8.33	s 4.15		s 12.10	s 6.18	675,7	TO CALIPATRIA	82,8	s 5.34		s 11.21	s 3.26	s 9.44	1.18		
77 P	7.53			f 8.36	f 4.18		f 12.13	f 6.22	676,9	BERNICE	81.6	f 5.28		f 11.14	f 3.19	f 9.37	12.50		
82 P	8.08	5		f 8.42	f 4.24		f 12.19	f 6.29	681.0	BOOKWOOD	27.5	f 5.21		f 11.07	f 3.12	f 9.29	12.19PM		
Yard KWP	9.30)		s 8.55	f 4.37		s 12.32	s 6.49	686,2	TO BRAWLEY	22.8	s 5.14		s 11.00	s 3.05	s 9.20	11.59AM		
82 P	9.50	,		f 9.01	f 4.43	***************************************	f 12.38	f 6.57	690,8		18.2	f 5.04		f 10.48	f 2.53	f 9.01	10.48		
Yard WP	18:48			s 9.10	s 4.51		s 12.46	s 7.12	695,6		12,9	s 4.57		s 10.40	s 2.45	s 8.50	10.15		
Yard BKPY	11.34		05 AM s	s 9.30	s 5.02	3.15 PM	s 12.57	s 7.35	699,4	TO-R EL CENTRO	9,1	s 4.47	s 6.00AM	s 10.30	s 2.35	s 8.40	9.45	s 7.20PM	
Yard 78 P	11.44	f 6.	23	s 9.40	s 5.14	f 3.23	s 1.09	s 7.48	704.0	HEBER	4.5	s 4.38	f 5.52	s 10.20	s 2.25	s 8.2 5	9.17	f 7.07	
Yard BKWYFP	11.5	s 6.	35 AM :	s 9.50PM		s 3.30PM	s 1.20PM	s 8.00AM	708.5	TO-R CALEXICO	0,0	4.3QAM	5.45AM	10.10AM	2.15PM	8.15 PM	8.55AW	6.55PM	
	Arrive Dr Ex. Sund	ily Arrive	Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(41.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	
	(5.45) 7.12	(0.3	30)	(1.32) 26.74	(1.25) 28.94	(0.15) 36.40	(1.25) 28.94	(2.00) 20.50				(1.20) 30.75	(0,15) 36,40	(1.25) 28.94	(1.25) 28.94	(1.45) 23.43	(5.18) 7.73	(0.25) 21.84	

Time of first class trains at Calexico applies at passenger station. First Class trains stop on signal at Raymer's Camp, mile and one half mile east of Bernice.

	•	INDIO SUBDIVISIO	V			IND	IO SUBDIVISION					INDIO SUBDIVISIO	N	
EASTV	WARD		WES	TWARD	EASTWARD				WES TW ARD	EAST	WARD		WE	STWARD
		Time Table No. 150	11			rom	Time Table No. 150	from				Time Table No. 150		
Ca- ecity idings n car engths	ance from Francisco	March 20, 1927	Sandia		Capacity sidings in ear lengths	Distance fi San Franc	March 20, 1927	Distance f Westmorb		Ca- pacity sidings in car lengths	Distance from San Francisco	March 20, 1927	Sistance from Colorado	
ngtns	Oist Ban	STATIONS	Dis				STATIONS				D. S. D.	STATIONS	Δ'	
ard PY	675.7	TO CALIPATRIA	21.8		Yard PY	675.7	TO CALIPATRIA	12.6			744.4	R POTHOLES	12.2	
73	681.8	6.1 TURN	15.7			679.1	VERDANT	9.2		16	743.8	LAGUNA	11.6	
24	686.8	5.0 MUNYON	10.7		12	680.6	SHAMROCK	7,7		25	739.6	SELLEW 1.8	7,4	
73	689.8	3.0 MOSS	7.7		22	683.1	FONDO	5.2			737.8	BARD (Spur)	5.6	
24	691.7	ORITA	5.8			684.8	OASABA (Spur)	3.5			734.5	RAWLINGS (Spur)	2.3	
24	694.2	CURLEW	3.3		64 Y	688.3	WESTMORLAND	0.0			782.2	R OOLÕRADO	0.0	
24 Y	697.5	SANDIA	0.0				(12.6)					(12.2)		
		21.8		τ,		Serv	ice performed by extras only.							

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

SECOI 142 Capacity Sidings in Car Lengths Local Freigh Leave Da Ex. Sundi 8.30 IY Runs Via

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Althambra Ave. to Yard BKYWTFP 53 YWP Switch Ten Union Pacific st All Eastwai unless signal to

All Westwa Pacific connecti All Westwa Eastward t signal is receive

EAS Capacity Sidings in Car Lengths

Westward

Yard BFWPK

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y			SECOND						CLASS		,		from	Time Ta	ble No. 3	L50	from				F'	IRST CLAS	3S	
		Capacity Sidings in Car Lengths	142 Local Freight	140 Tustin Freight	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	36 Union Pacific Passenger	Union Pacific Passenger	28 Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Distance San Fra	March	h 20, 1927		Distance Floren	Union Pacific Passenger	Union Pacific Passenger	7 Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	Union Pacific Passenger	U Pi Par
			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STA	TIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arri
		IY	8.30PM	10.00AM									481.9	RIVER STAT	TON TOW	ER,	7.2							
	į.	Yard BKYWTF	to De		11.00 PM	6.05PM	6.00PM	2.45 PM	2.40PM	11.00 AM	9.15AM	9.10AM	483.7	TO-R LOS A	NGELES		5.4	s 7.00AM	8.30 AM	s9.10AM	s 10.30 AM	s 10.35 AM	s 11.40AM	s 2
	F*		ia c Lin ve. eet		11.10PM	6.15PM	6.10PM	2.55PM	2.50 PM	11.10 AM	9.25 AM	9.20 AM	485,2	WASHINGT	ON ST. JO	or.	8.9	6.50AM	8.20 AM	9.00AM	10.20 AM	10.25 AM	11.30AM	2
		I	Runs Via Union Pacific I Alhambra Ave Butte Stree										485,5			Joub	3.6							·
	Ac)	98	P. P. P. Ette										486.4		0.9		2.7					,		
	i		Han Bu										487.3	CROSSING A.	T. & S. F. RY	'. R	1.8							l
															1.6		1.6							i
		53 YWP	9.20PM Arrive Daily	10.45 AM									489.1	TO-R FLO	RENCE		0.0							l
												Arrive Daily	<u> </u>		7.2				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leav
			(0.50) 8.64	(0.45) 9.60	(0.10) 9.0 0	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	9.00	9.00			over district.		• • • • • • • • • • • • • • • • • • • •	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	((
		Union A. unless A. Pacific A:	Pacific stop to a signal to produce to the signal to produce to the signal to produce to the signal	o clear Alar rains en rou ceed is rece rains and er t Washingto rains and er s leaving I	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger :	et unless a Pacific wi switch Ter veen the ho unction unle st receive p Station wil	signal to p ill stop bef nder. ours of 6:3 less procee proceed sig il not proc	ore crossing A. M. and a signal is grad from S	received from the first over We and 10:30 Post of the first over t	om Switch estward tra . M. will a from Switch der before a	Tender. ck near W not pass th h Tender. passing 6th	ashington e clearing Street.	ard trains Street Ju point of	s from unction Union	Shoul "Pass In cas Junction,	d it beco senger tra se Union clearance	me neces lins when Pacific card iss	sary at any backing u Dispatcher ued eastwa	time to be p must be s desire	ack a pass equipped signals dis at Los Ans	enger train, a with back-up splayed by the teles will be	attention is on tail hose witheir trains authority to	called to Ruvith whistle	atta
		Union A. unless A. Pacific A:	Pacific stop to a signal to pro- I Westward to connection a light was tward to the street of the str	o clear Alar rains en rou ceed is rece rains and er t Washingto rains and er s leaving I	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger :	ref unless a Pacific will switch Ter even the hounction unless receive p Station will 6th Street.	signal to p ill stop bef nder. ours of 6:3 less procee proceed sig	oroceed is a core crossic of A. M. ared signal is gnal from Second beyon	received from gover We and 10:30 P s received from the following p	om Switch estward tra . M. will r from Switch der before point of trace	Tender. ck near W not pass th h Tender. passing 6th	ashington e clearing Street.	ard trains Street Ju point of	s from unction Union	Shoul "Pass In cas Junction,	d it beco senger tra se Union clearance	me neces lins when Pacific card iss	sary at any backing u Dispatcher ued eastwa	time to be p must be s desire	ack a pass equipped signals di- at Los Ang Pacific ord	enger train, a with back-up splayed by ti teles will be ders for signa	attention is on the p tail hose witheir trains authority to als.	called to Ruvith whistle between Lodisplay sig	atta os A gnal
		Union A. unless A. Pacific A:	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and e s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger :	re unless a Pacific wi switch Ter ween the hounction unlest receive p Station will 6th Street.	signal to p ill stop bef nder. ours of 6:3 less procee proceed sig	oroceed is a core crossic of A. M. ared signal is gnal from Second beyon	received from the first over We and 10:30 Post of the first over t	om Switch estward tra . M. will r from Switch der before point of trace	Tender. ck near W not pass th h Tender. passing 6th	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In cas Junction,	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to be p must be s desire	ack a pass equipped signals di- at Los Ang Pacific ord	enger train, a with back-up splayed by ti teles will be ders for signa	attention is on the p tail hose witheir trains authority to als.	called to Ruvith whistle between Lodisplay sig	atta os A gnal
		Union A unless A Pacific Ai Esignal	Pacific stop to a signal to produce to the signal to produce to the signal to produce to the signal	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and e s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger :	a Pacific wi switch Ter sween the ho unction unl st receive p Station wil 6th Street.	signal to p ill stop bef noder. ours of 6:3 less procee proceed sig il not proc	ore crossis of A. M. ared signal from Steed beyon	received from gover We and 10:30 P s received from the following p	om Switch stward tra . M. will refrom Switch der before point of traces	Tender. ck near W not pass the Tender. passing 6the ck on which	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In cas Junction,	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to be p must be s desire	ack a pass equipped signals di- at Los Ang Pacific ord	enger train, a with back-up splayed by ti geles will be iers for signa	attention is on p tail hose we their trains authority to als.	called to Ruvith whistle between L o display sig	atta os A gnal:
		Union A. unless A. Pacific A:	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and e s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger :	t unless a Pacific wi switch Ter ween the ho unction unl st receive p Station wil 6th Street.	signal to p ill stop bef nder. ours of 6:3 less proceed proceed sig il not proc LOREI Tin	ore crossis of A. M. ared signal from Steed beyon	received from gover We and 10:30 Post received from Switch Tend of fouling public Williams Post 150	om Switch estward tra . M. will r from Switch der before point of trace	Tender. ck near W not pass th h Tender. passing 6th k on which	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In ca: Junction, play signa Capacity Sidings in	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to b p must be s desire and trains ing Union	equipped signals disat Los Ang Pacific ord	enger train, a with back-up splayed by ti geles will be ders for signa	attention is on p tail hose we their trains authority to als. SUBDIVIOLED No. 15	vith whistle between L display sig	atta
○		Capacity Sidings in	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and e s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger :	a Pacific wi switch Ter switch Ter veen the ho unction uni st receive p Station wil 6th Street.	signal to p ill stop bef nder. ours of 6:3 less proceed proceed sig il not proc LOREI Tin	ore crossis of A. M. ared signal is gnal from Sceed beyon	received from over We and 10:30 Possible second from the second for the second four from the second four from the second four from the second four from the second from the se	om Switch stward tra . M. will r from Switch der before point of trace SION.	Tender. ck near W not pass th h Tender. passing 6th k on which	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In ca: Junction, play signa Capacity Sidings in	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to b p must be s desire and trains ing Union	equipped signals disat Los Ang Pacific ord	enger train, a with back-up splayed by ti geles will be ders for signa	attention is on p tail hose we their trains authority to als. SUBDIVIOLED No. 15	vith whistle between L display sig	atta
		Capacity Sidings in	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and e s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger :	a Pacific wi switch Ter switch Ter veen the ho unction uni st receive p Station wil 6th Street.	signal to p till stop bef nder. ours of 6:3 less proceed proceed sig ll not proc CLOREI Tin	ore crossis ore crossis of A. M. are designal is gral from Seed beyon. NCE SU me Table March 20 STATIC	received from gover We and 10:30 Possible from the second of the second of four from the second four from the second four from the second from	om Switch stward tra . M. will r from Switch der before point of trace SION.	Tender. ck near W not pass th h Tender. passing 6ti ck on which	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In ca: Junction, play signa Capacity Sidings in	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to b p must be s desire and trains ing Union	equipped signals disat Los Ang Pacific ord	enger train, a with back-up splayed by ti geles will be ders for signa RENCE Time Tal	attention is of p tail hose witheir trains authority to als. SUBDIVIDE No. 15 to 20, 1927	vith whistle between L display sig	atta
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		Capacity Sidings in Car Lengths	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and e s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger :	a Pacific will saving a Pacific will saving a Pacific will saving a Pacific will a Pacific will a Pacific will at receive p Station will 6th Street.	signal to p ill stop bef inder. ours of 6:3 less procee proceed sig il not proc TIOREI Tin	ore crossistore cr	received from gover We and 10:30 Property of the second of	om Switch stward tra . M. will r from Switch der before soint of traces of	Tender. ck near W not pass th h Tender. passing 6th ck on which	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In ca: Junction, play signa Capacity Sidings in car Lengths	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to b p must be s desire and trains ing Union	ack a pass equipped signals disat Los Ang Pacific ord	enger train, a with back-up splayed by ti geles will be iers for signa RENCE Time Tal March STAT THE CROSSIN	sttention is of p tail hose we their trains authority to als. SUBDIVATIONS ENARD 1.0 1.0 P.E. RY.	vith whistle between L display sign	atta os A mora somena
		Capacity Sidings in Car Lengths	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and e s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger :	a Pacific will savice the hounction und street the hounction und street postation will 6th Street.	signal to p till stop bef noder. ours of 6:3 less procee proceed sig ill not proc TOREN TO-R	ore crossis O A. M. are designal is gral from Second beyon NCE SU March 20 STATIC FLORE TWEE TWEE TO CROSSING P O.5 LYNWO	received from gover We and 10:30 Property of the state of	om Switch stward tra . M. will refrom Switch der before point of traces of	Tender. ck near W not pass th h Tender. passing 6ti ck on which	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In ca: Junction, play signa Capacity Sidings in car Lengths	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to b p must be s desire and trains ing Union	FLO	enger train, a with back-up splayed by ti geles will be iers for signa RENCE Time Tal March STAT THE CROSSIN	attention is of p tail hose we their trains authority to als. SUBDIVIDED NO. 15 1 20, 1927 TIONS ENARD 1.0 NG P. E. RY. 0.2 EEAD	vith whistle between L display significant with the betwe	atta os A grande rom Target rom T
		Capacity Sidings in Car Lengths	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and e s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger	a Pacific will saving a Pacific will saving a Pacific will saving a Pacific will	signal to p ill stop bef noder. ours of 6:3 less proceed proceed sig ill not proc TOREI TO-R	ore crossis ore crossis ore crossis ore crossis of A. M. are of signal is mal from Steed beyon. NCE SU Table March 20 STATIC TWEE 1.0 CROSSING P 0.5 LYNWC 2.3 COMPT	received from gover We and 10:30 Pts received if Switch Tended fouling public No. 150 Pts received if Switch Tended fouling public No. 150 Pts received if Switch Tended fouling public No. 150 Pts received in the switch Tended fouling public No. 150 Pts received in the switch Tended from the switch	SION.	Tender. ck near W not pass the h Tender. passing 6th tek on which sk on which a.9777	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In ca: Junction, play signa Capacity Sidings in car Lengths	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to b p must be s desire and trains ing Union	FLO The state of the state of	enger train, a with back-up splayed by ti geles will be iers for signa RENCE Time Tal March STAT THE CROSSIN	sttention is of p tail hose we their trains authority to als. SUBDIVATIONS ENARD 1.0 NG P. E. RY. 0.2 SPUR 0.6	vith whistle between L display signature of the display signature of th	atta os A grando Turok Turok Turok Turok Turok
		Capacity Sidings in Car Lengths	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and e s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger	a Pacific will save the hounction und streecive p Station will 6th Street. F	signal to p ill stop bef inder. ours of 6:3 less procee proceed sig il not proc TLOREI Tin	ore crossisted in a construction of the constr	received from gover We and 10:30 Property of the state of	SION. 188 17 16	Tender. ck near W not pass the h Tender. passing 6th ck on which ck on which 3.9 3.7 3.7 3.2 3.9	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In ca: Junction, play signa Capacity Sidings in car Lengths	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to b p must be s desire and trains ing Union	FLO	enger train, a with back-up splayed by ti geles will be iers for signa RENCE Time Tal March STAT THE CROSSIN	sttention is of p tail hose we their trains authority to als. SUBDIVIDED TO SUBDIVIDAD SUBDIVIDED TO SUBDIVIDED TO SUBDIVIDED TO SUBDIVIDAD SUBDIVIDAD SUBDIVIDAD SUBDIVI	vith whistle between L display signature of the control of the con	atta os A gnal: 100 Justinio 1
% <i>9</i> 7		Capacity Sidings in Car Lengths	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and ei s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger	Tuniess a Pacific will have been the hounction unless receive p Station will 6th Street. F. Woodpard William Company of the World W	signal to p ill stop bef noder. ours of 6:3 less procee proceed sig ill not proc LOREN Tin	ore crossing the state of the s	received from gover We and 10:30 Property of the service of the se	SION. 18 18 17 16 18 18	Tender. ck near W not pass the h Tender. passing 6th ck on which sk on which 3.9 3.7 3.7 3.2 3.9 3.8	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In ca: Junction, play signa Capacity Sidings in car Lengths	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to b p must be s desire and trains ing Union	FLO wood of the control of the cont	enger train, a with back-up splayed by ti geles will be iers for signa RENCE Time Tal March STAT THE CROSSIN	attention is of p tail hose we their trains authority to als. SUBDIVIDED IN THE SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDU	vith whistle between L display signature of the control of the con	atta grands rom Presence rom End of Lizok T. 7
% <i>9</i> 7		Capacity Sidings in Car Lengths 53 YWP 30 25 61	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and ei s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger	a Pacific will save times a Pacific will switch Ter veen the hounction und streecive p Station will 6th Street. F	signal to p ill stop bef noder. ours of 6:3 less proceed proceed sig ill not proc TOREI TO-R	ore crossis ore crossis ore crossis ore crossis ore crossis ore crossis or crossis or crossis or crossis or crossis or crossis or crossis or crossis or crossis or crossing processing proc	received from gover We and 10:30 P is received if Switch Tended fouling public No. 150	SION. SION. 188 17 16 18 11 10	Tender. ck near W not pass the h Tender. passing 6th ck on which sk on which 3.9 3.7 3.7 3.2 3.9 3.8	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In ca: Junction, play signa Capacity Sidings in car Lengths	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to b p must be s desire and trains ing Union	FLO The state of the state of	enger train, a with back-up splayed by ti geles will be iers for signa RENCE Time Tal March STAT THE CROSSIN GAR LONG CROSSIN	attention is of p tail hose we their trains authority to als. SUBDIVIDED IN THE SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDU	vith whistle between L display signature of the control of the con	atta ognalis norman man gradit in man gradi
16. 297		Capacity Sidings in Car Lengths 53 YWP 30 25 61	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and ei s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger	A Pacific will save tuniess a Pacific will switch Ter even the hounction und at receive p Station will 6th Street. F	signal to p ill stop bef nder. ours of 6:3 less procee proceed sig il not proc TORE TO-R	ore crossis ore crossis ore crossis of A. M. and add signal is gral from Steed beyon. NCE SU Table March 20 STATIC FLORE 1.0 CROSSING P 1.0 CROSSING P 1.5 LYNWC 2.3 CMPT CROSSING F 1.6 O.7 DOLOGE WATS	received from gover We and 10:30 Progressions of the second from the second form of the s	SION. SION. 18 17 16 18 11 10 19 11	Tender. ck near W not pass the h Tender. passing 6th tek on which sk on which	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In ca: Junction, play signa Capacity Sidings in car Lengths	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to b p must be s desire and trains ing Union	FLO The state of the state of	enger train, a with back-up splayed by ti geles will be iers for signa RENCE Time Tal March STAT THE CROSSIN GAR LONG CROSSIN	attention is of p tail hose we their trains authority to als. SUBDIVIDED IN THE SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDUAL SUBDIVIDU	vith whistle between L display signature of the control of the con	atta ognalis norman man gradit in man gradi
16. 297	The second of th	Capacity Sidings in Car Lengths 53 YWP 30 25 61	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and ei s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger	ASP.1 490.3 491.3 494.1 496.2 497.7 498.4	signal to p ill stop bef noder. ours of 6:3 less proceed proceed sig ill not proc LOREN Ton TO-R	TYPE ELYNWE CROSSING POLOF LA THENA	received from gover We and 10:30 P is received if Switch Tend of fouling public to the switch Tend of fouling public to the switch Tend of fouling public to the switch Tend of fouling public to the switch Tend of fouling public to the switch Tend of fouling public to the switch Tend of the switch	SION. SION. 18 17 18 17 18 19 19 19 19 19 19 19 19 19	Tender. ck near W not pass the h Tender. passing 6th ck on which ck on which 3.9 3.7 3.7 3.2 3.9 3.8 3.8	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Table No. 150									
16. 297	The second of th	Capacity Sidings in Car Lengths 53 YWP 30 25 61 74	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and ei s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger	a Pacific will save times a Pacific will switch Ter sween the hounction und at receive p Station will 6th Street. F. Machine and Machine	signal to p ill stop bef inder. ours of 6:3 less procee proceed sig il not proc TORE TO-R	ore crossis ore crossis ore crossis ore crossis ore crossis ore crossis or crossis or crossis or crossis or crossis or crossis or crossis or crossis or crossing processing proc	received from gover We and 10:30 Property of the second from the second from the second founding property of the second from t	SION. SION. 18 17 16 18 17 16 18 11 10 10 10 10 10 10 10 10	Tender. ck near W not pass the h Tender. passing 6th ck on which ck on which 3.9 7.7 3.7 3.2 3.8 3.8 3.8 3.8	STATIONS												
** ****	The second of th	Capacity Sidings in Car Lengths 53 YWP 30 25 61 74	Pacinc stop t I Eastward t signal to pro I Westward t connection a I Westward t astward train is received f	o clear Alai rains en rou ceed is rece rains and e t Washingto rains and ei s leaving I rom Switch	neda Stree te to Union elved from ngines betv on Street Ju ngines mus Passenger	AB9.1 490.3 491.8 494.1 496.2 497.7 498.4 500.0 501.4	signal to p ill stop bef noder. ours of 6:3 less procee proceed sig ill not proc TOREN TO-R	ore crossis ore crossis ore crossis ore crossis of A. M. and and signal is gral from Sized beyon. NCE SU TATIO STATIO FLORE 1.0 CROSSING P 1.0 CROSSING P 1.0 CROSSING F 1.0 CROSSING F 1.6 WATS 1.4 THENA 0.5	received from gover We and 10:30 Property of the state of	SION. SION. 18 17 16 18 17 16 18 17 16 18 17 16 18 11 10 10 10 10 10 10 10 10	Tender. ck near W not pass the h Tender. passing 6th tek on which sk on which	ashington e clearing a Street. h standing	ard trains Street Ju point of unless pr	s from unction Union roceed	Shoul "Pass In ca: Junction, play signa Capacity Sidings in car Lengths	d it beco senger tra se Union clearance ls to Los	me neces ins when Pacific card iss Angeles	sary at any i backing u Dispatcher ued eastwa when hold	time to b p must be s desire and trains ing Union 50 50 50 50 50	FLO The state of the state of	enger train, a with back-up splayed by the splayed	attention is of p tail hose we their trains authority to als. SUBDIVIDED TO SUBDIVIDAD.	VISION (Spur) (Spur) (Spur) (Spur)	atta os al o

THIRD 33 27 37 141 Tustin Freight Arrive Daily Ex. Sunday aily Arrive Daily Arrive Daily Arrive Daily Arrive Daily 6.15PM 35 AM s 11.40 AM s 2.30 PM s 5.20 PM s 5.25 PM 5.50 5AM 11.30AM 2.20PM 5.10PM 5.15PM 5.20PM Leave Daily Ex Sunday aily Leave Daily Leave Daily Leave Daily Leave Daily on is called to Rule 103B reading as follows:

15

ose with whistle attached."

rains between Los Angeles and Washington Street rity to display signals. Westward trains will dis-

EASTWARD		7. 7. 1. 2. 1. 2.	-	WESTWARD		EASTW	VARD				WESTWARD
Capacity Sidings in Car Lengths	Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from Point Firmin		Capacity Sidings in			Distance from San Francisco	Time Table No. 150 March 20, 1927	Distance from End of Track	
		STATIONS			Car Lengths			ig &		덫묩	
53 YWP	489.1	TO-R FLORENCE	18,9						STATIONS		
30	490.3	TWEEDY	17.7		60 Y			501.4	THENARD	2.7	
	491.8	CROSSING P. E. RY.	16.7					502,4	CROSSING P. E. RY.	1.7	
25	491,8	LYNWOOD	16,2					502.6	MEAD (Spur)	1.5	
61	494.1	COMPTON	18.9					502.9	GASPUR (Spur)	1.2	
I	496.2	CROSSING P. E. RY.	11.8					503.5	LONG BEACH	0.6	
74	497.7	ELFTMAN 0.7	10.3					503.6	CROSSING P. E. RY.	0.5	
	498.4	DOLORES (Spur)	9.6					504.1	END OF TRACK	0.0	
	500,0	WATSON (Spur)	8.0					_	(2.7)		
60 Y	501,4	THENARD	6.6					_			
·	501,9	CROSSING P. E. RY.	6,1	·				_ .			
	502.1	BLINNVILLE	5.9								
32	502,9	WILMINGTON	5.1						Service by extras only.		•
. I	504.5	DRAWBRIDGE	8.5						•		
Yard BFWPK	505.5	TO-R SAN PEDRO	2.5								
	506,4	CENTER STREET	1.6								
	508.0	POINT FIRMIN	0.0								

Service by extras only.

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

(18.9)

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.

	EASTW	/ARD									WES	TWARD			
	THIRD CL.		SECONE	CLASS	E 00	Ti T-L1	- NT - 150	from Beach				CLASS	-		
	INIAD CL	124	142	140	noe fr	Time Table	6 IVO. 100	Distance Newport	143	141				<u> </u>	
Capacity Sidings in ar Lengths		124 Mixed	Local		Distance from San Francisco	March 2	0, 1927	Dist	Local	Tustin Freight					
r rengins.			Freight	Tustin Freight					Freight						
		Leave Wed- nesday Only		Leave Daily Ex. Sunday		STAT	ONS		Arrive Daily Ex. Sunday	Ex. Sunday				-	
53 YWP			9.20PM	10.45AM	489.1	TO-R FLOR	RENOE	38,9	5.00PM	5.20PM					
19					490.1	ARDM	ORE	37.9							
I					491.9	CROSSING L.	A. & S. L. RY.	36,1							
24			9.30	10.55	492.1	OUDA 1.		85.9	4.45	4.58					
10 :					493.2		ALE	34.8							
21			9.45	11.05	495.0		NEY .	33.0	4.31	4.44					
17 P			9.50	11.10	497,4		BAKER	30.6	4.20 2.45	4.30					
39			10.05	11.15	499.1	11	ALK	28.9	2.40	4.20					
20			10.15	11.20	501.2		CNITA	26.8	2.30	4.12					
					503.4		EA (Spw)	24.6							
76			10.35	11.27	504.4		PARK	23.6	2.20	4.03			-		
32			10.40	11.30	505,4		מאס	22.6	2.12	3.55					
15			10.45	11.35	507.1	BROOK	HURST	20,9	2.06	3.50				:	
24 WY			11.10	11.45	509.0	TO-R WEST A		19.0	2.00	3.40					
24 WY		9.45AM			509.0	TO-R WEST A	NAHEIM	18,2							
					509,8	0.8	3	17.4							
29		9.55			511.0	1.2		16.2							
		10.05AM				R WEST ANAH		15.1							
24 WY			11.10	11.45	-	TO-R WEST AI		19.0	2.00	3.40	***************************************				
39			11.30	11.50	510,2	1.2	:	17.8	1.51	3.35					
30 P			11.35	11.55AM		1.7	·	16,1	1.47	3.30PM					
			11.40			R WEST ANAL)	15.1	1.45						
19			11.45		514.6	1.7		13,4	1.40						
	•				515,6	1.0		12.4							
d KWYFP			11.55PM			TO-R SANTA		11,0	1.30PM						
WIFF			11.00.1		517.1	0.1		10.9	1.00						
33					519.4	2.3	A. C. N. N.	8,6							
					522,1	2.7		5.9							
:					524.5	PAULA 2.4	RINO (Spur)	3.5					_		
17					525.7	1.2									
					527.2	COSTA 1.5	MESA	2.3							
						0.8	GAN (Spur)	8.0							
d my					528.0	0.0	P. E. RY.	0,0							
d WY					528.0	TO NEWPOR'	I BEAOH	0.0							
1		Arrive Wed- nesday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		38.9		<u> </u>	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				<u></u>	
		(0.20) 9.30	(2.35) 10.80	(1.10) 17.05		Time ov	ver district		(3.30) 15.06	(1.50) 12.43					

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

EAS Capacity Sidings in Car Lengths 11 EAS Capacity Sidings in Car Lengths

> Westward t Joint use wi

EA	STWARD				WESTWARD	EASTW	ARD					\ <u>\</u>	WESTWARD		
,	SECOND CLASS		Time Table No. 150	_	THIRD CLASS	·		8	Time Tal	ole No. 150	g				
apacity lings in Lengths	144 Local Freight	Distance from San Franciero	March 20, 1927	Distance from Whittier	145 Local Freight	Capacity Skilings in Car Lengths	Distance from	Ē.		20, 1927	Distance fro Tustin		-		<u> </u>
	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday		•			rions					
7 P	2.50PM	497.4	R STUDEBAKER	5,9	4.10PM	30		1.9 R	(N JOT.	10.5				
1		499,5	FULTON WELLS	8,8		_		2.4	(A. T. & S. F. RY.),3 ————————————————————————————————————	10,0				
		500.6	LOS NIETOS	2.7		21		2.7		i.8 LBORO	7.9				
I		500,6	CROSSING A. T. & S. F. RY.	2.7		_		4.5		0,2 ————————————————————————————————————	7.7				
		501.0	CROSSING P. E. RY.	2.3		18		4.7 6.7		2.0 ———	5.7		-		
		502,2	EVERGREEN STREET	1,0		33		8,4	MC PH	PARK 1.7 ————— ERSON	4.0				
		503,1	CROSSING P. E. RY,	0.1		18	— <u></u> -	9.4		ODENA	8.0				
7 TW	3.25 PM	503.2	TO-R WHITTIER	0.0	3.35 PM	26 WT		2.4		B.O ————————————————————————————————————	0.0				.
	Arrive Daily Ex. Sunday		(5.9)		Leave Daily Ex. Sunday										
									(1	0,5)					
	(0.35) 10.01	• • •	Time over District		(0.35) 10.01				Se	rvice by Extras or	ıly.				,
]	FLORE	NCE SUBDIVISION.					I	FLOREN	CE SUBDIV	ISION.				
EA	STWARD				WESTWARD	EAS	TWARD	1				WEST		STWAR	₹D
			Time Table No. 150							Time Table N	o. 150	The second secon			
spacity dings in Lengths		Distance from San Francisco	March 20, 1927	Distance from Los Alamitos		Capacity Sidings in Car Lengths	·	and of the second	Distance from San Francisco	March 20, 1	927	Distance from Newport Beach			
			STATIONS							STATION	s				
YWP		509.0		9,4		PY	With the second		514.1	STANTON JUN	OTION	15.6			
		510.3	NEFF (Spur)	8.1		50 W			517.4	WESTMINS	TER	12.3			
8		511.3	1,0 DOOWTUN	7.1					518.9	SUGAR		10.8			
3		513,6	STANTON	4.8		27			519.5	SMELTZE	ER	10.2			i
		514.0	CROSSING P. E. RY.	4.4					520.5	WINTERSB	URG	9.2			
YP		514.1	STANTON JUNOTION	4.8		9			521.9	WIEBLIN 0.5	G	7.8			
w		518,4	LOS ALAMITOS	0,0		31			522.4	LA BOLS		7.8			ı—
		11				29			522.8	WESTFAI	\	6.9			
		II			11 - 1	23			523.3	NEWLAN		6.4			ı—
						_						5.3			ļ
						14 P			- 	HUNTINGTON 1	J		/ /		
						_			524.6	HUNTINGTON 1 0,2 - CROSSING P. E.	RY.	5.1			1
						_	•		524.6 525.4	CROSSING P. E. GAMEWE	RY. LL (No Siding)	5.1			
						14 P			524.6 525.4 529.7	CROSSING P. E. CROSSING P. E. GAMEWE CROSSING P. E. CROSSING P. E.	RY. LL (No Siding) . RY.	5.1 4.3 0.0			
						_			524.6 525.4	CROSSING P. E. CROSSING P. E. 0,8 GAMEWE CROSSING P. E. 0,0 NEWPORT	RY. LL (No Siding) . RY.	5.1			
			(9.4)			14 P			524.6 525.4 529.7	CROSSING P. E. CROSSING P. E. GAMEWE CROSSING P. E. CROSSING P. E.	RY. LL (No Siding) . RY.	5.1 4.3 0.0			
			(9.4) Service by extras only			14 P			524.6 525.4 529.7	CROSSING P. E. CROSSING P. E. 0,8 GAMEWE CROSSING P. E. 0,0 NEWPORT	RY. LL (No Siding) . RY. BEACH	5.1 4.3 0.0			- N

FLORENCE SUBDIVISION.

17

FLORENCE SUBDIVISION.

SPECIAL INSTRUCTIONS.

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

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: San Fernando.

Oxnard. Los Angeles. At the following stations only the trains indicated will register:

 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. Baird

 Palmdale
 E. B. Melcher

 San Fernando
 H. E. Fox, Jr.
 RULE 83 (B). Except when necessary to check the register against superior 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

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
OXNARD POMONA
FILIMORE COVINA
SAUGUS CHINO
LOS ANGELES ONTARIO

PART HIMIT SIGN
BEAUMONT
INDIO
NILAND
CALIPATRIA
BRAWLEY
IMPERIAL FILLMORE SAUGUS LOS ANGELES SAN PEDRO

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 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; between:

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.

AUTOMATIC BLOCK SYSTEM

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

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

Los Angeles..... Walter Kursinski, 2628 N. Broadway

Walter Kursinski, 2020 IV. Bloadway
E. E. Tompkins, 2635 Dayton Ave.
Glendale. J. E. Walker, 114 East Broadway
Whittier Ross R. Day

San Fernando H. E. Fox, Jr.
Ventura R. W. Cumnings

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

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.

Burbank Jct..... Trains on Coast line via Zelzah and trains on Van Nuys

—) will be indication that flagman may return from east as prescribed by

time and register before leaving. Standard clock at Santa Barbara yard office.

Ventura Jct..... Trains on Ojai 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 (-

Niland.....Trains on Calexico line.

Bryn Mawr..... Trains on Crafton line.

Pomona..... Trains on Chino line.

Bassett..... Trains on Covina line.

Chatsworth.....Trains on Van Nuys line.

Montalvo.....Trains on Santa Paula line.

Thenard......Trains on Long Beach line.

Tustin Jct......Trains on Tustin line.
Stanton Jct......Trains on Los Alamitos line.

River Station Tower. Trains on Mission Jct. line.

Florence..... Trains on Santa Ana line.

Studebaker..... Trains on Whittier line

Saugus..... Trains on Santa Paula line.

line.

Mission Jet.....Trains on River Station Tower line.

Calipatria..... Trains on Sandia and Westmorland lines.

Shorb.....Trains on Duarte and Pasadena lines.

Colton......Trains on Riverside and San Bernardino lines.

West Anaheim.....Trains on Los Alamitos and Miraflores lines.

scribed by Rule 99.

Rule 99.

Tunnels 25 and 26.

Newton Moore, 301 O. T. Johnson Bldg. Geo. D. Davidson Co., 445 S. Spring St.

RULE 2. The following are designated watch inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market St., San Francisco.

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.

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

Automatic block signals—4500 and 4513 Saugus—5139,5140, 5145 and 5146 Pomona

-5196 and 5209 Ontario—5396 Colton—6111, 6115, 6116, 6121 Indio—6748, 6761 Calipatria—6840, 6852, 6869 Brawley—6990, 6994, 6995, 7001 El Centro—7066, 7078, 7085, Calexico govern movement of trains entering yards. If signals are stop position, stop, then proceed with caution, not exceeding 6 miles per hour.

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

INTERLOCKING

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

"SAFETY FIRST"

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:

NewhallEastward 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

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:

(Los Angeles to Bassett. Bloomington to Colton. Eastward..... Beaumont to Indio. Knob to Yuma. Beaumont to Colton. Westward..... 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 Beau-

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 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.

feet East of Tow through on Westv crossover to Coas Westward to of whistle for top second arm and f

end of siding. Three-arm h Tower on Coast main track. Lov track against cur

Eastward tra sound (----) of one long and one

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

Eastward tra sound of whistle for lower arm. Dwarf signal

governs movemen sound of whistle Glendale Tov To or from lead

El Monte Toy east end of siding Bloomington from east end sie and one short.

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

E Street Towe Y one long and or one long and four Highgrove To Center.

Riverside To Riverside freight long, two short ar

Cudahy Towe

Nadeau Towe Dominguez T San Pedro D one mile west of

Los Nietos T short.

Anaheim Tov

Marengo Tow mile west of Sout

Arcadia Towe

Pomona Jct. 7 Packing House T1 Ontario Towe

Mission Tow east of Los Angel Main Track Main Track To River Sta To Roundhoi

To Brewery i To Union Pac To Outbound

To Pacific C To Pressed I To Barber As

To Lacy Man

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

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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

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

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 SAN PEDRO LINE

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

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

Anahelm 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.

CHING 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 Jct. Westbound conn. at Naud Jct.

West leg wve conn. 7th and Alameda Coach Yd. Alameda St. East leg wye conn. 7th and Alameda Coach Yd.

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.
- 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 just 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. employes 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 engine-- o o o o) blasts of steam men 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 switchmaking 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

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.

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

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 1½ 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

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

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.

Between

1st Crossing L. A. River.

Colorado-Yuma....

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 50 MILES PER HOUR, EXCEPT BETWEEN KNOB AND INDIGMUST NOT EXCEED 60 MILES PER HOUR. MAXIMUM SPEED OF ANY FREIGHT TRAIN AT ANY POINT MUST NOT EXCEED 36 MILES PER HOUR. NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 6 DEGREES

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:

M. P.

732.30

Curve

10°00'

8°00'

SANTA BARBARA AND BURBANK

M. P.

480.79

732.13

200001	1111 - 1		
Wave-Benham	383.72	383.76	7°30′
Hasson Chatsworth	442.62	442.77	6° 00′
" "	44 3. 00	443.25	6° 00′
" "	443.42	443.71	6° 00′
" "	444.03	444.39	6° 00′
Between	М. Р.	М. Р.	Curve
	449.8	449.25	6° 00′
SaugusTunnel	456.38	456.48	6° 00′
Magazine	456.89	457.00	6° 00′
-44	457.11	457.24	6° 08′
	401.11	401.24	1 00

LOS ANGELES AND YUMA M. P. Between M. P. Curve River Sta. Twr. Miss. Jct 482.06 482.17 6° 11' Ordway El Casco..... 551.78 551.97 6° 03′ 726.48 726.718° 00' Araz Jct. Araz.....

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:

Light engines running ahead except 2-10-2, 3653 and higher	35
Yard engines	20
(a) On Tangent track	4 5
applicable to other passenger engines; (c) Type F-3, F-4, F-5: Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive; on lighter curves subject to same restrictions as are applicable to engines of lighter type.	
2-10-2 in other service 30 miles per hour except between Knob and Indio 35 miles per hour on tangent track and curves of less than 6 degrees, and 15 miles per hour on curves of 6 degrees and over.	
2900 class, 4200 class—in passenger service	40 35 45 25
Same on Branches. Trains handling relief outfit on main track, and Santa Ana Branch Branches (except Santa Ana)	20 25 15

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

	1	D	172	T T2
Page		Psgr. m. p. h.	Frt. m. p. h.	Lgt.Eng. m. p. h.
2,3	Santa Barbara Yard, between outside switches	15	15	15
2,3 $2,3$	M. P. 372 and 1410 feet east	. 10	10	10
2,3	Between East switch Wave and distant signal west of Sea Cliff	45	30	30
2,3	M. P. 390.04 and 391.23	45	35	35
2, 3 $2, 3$	M. P. 396.67 and 396.87	45	35	35
$\frac{2}{3}, \frac{3}{3}$ 2, 3	Ventura City Limits	10	10	10
۵, ئ	West end Tunnel 26 and M. P. 444.39 east of Hasson.	30	20	20
4,5	Between M. P. 451 and 455, east of Saugus except:		25	25
4,5	M. P. 451.54 and 451.74	45	25	25
4,5	M. P. 453.35 and 453.53	45	25	25
$\frac{4}{5}$	West end Tunnel 25 and M. P. 458.14	30	20	20
$egin{array}{c} 4,5 \ 4.5 \end{array}$	M. P. 458.14 and M. P. 462, except M. P. 458.80 and M. P. 458.94	45	$\frac{25}{25}$	$\begin{array}{c c} 25 \\ 25 \end{array}$
4, 5 4, 5	Over Street Crossings east and west of Sta-	10	20	40
	tion San Fernando	25	25	25
$\substack{4,5\\4}$	Through cross-overs Burbank Jct. Tower Signal 4802 to 1800 feet west of River Station	30	30	30
4, 5	TowerOn third track between Glendale Tower and	25	15	15
•	west lead New Yard		15	15
5	1800 feet west of River Station Tower to Signal	05		
5, 6, 7, 18	4815 Los Angeles, between Seventh St. Aurant, and	25	15	15
ω, υ, ε, 1	1800 feet west of River Station Tower	8	8	8
12	Ojai Line (except as below)	20	20	20
12	M. P. 407 and 408	10	10	10
$\begin{array}{c} 12 \\ 12 \end{array}$	Montalvo and Saugus (except as below) M. P. 414.06 and 414.20	$\begin{array}{c} 40 \\ 30 \end{array}$	$\frac{25}{18}$	$\begin{array}{c c} 25 \\ 18 \end{array}$
$\frac{12}{12}$	Through city limits Santa Paula	15	15	15
12	M. P. 431.62 and 438.10	25	18	18
12	M. P. 439.05 and 439.41	$\frac{25}{15}$	18	18
12	M. P. 440.93 and 441.35 (reverse curves Del Valle)	15	15	15
12	M. P. 441.35 and 441.96	25	18	18
12	Engines backing, four above locations	12	12	12
$\begin{array}{c} 12 \\ 12 \end{array}$	M. P. 444.20 and 444.84	30	18	18
$\frac{12}{6}$	Chatsworth and Burbank via Van Nuys Over switch end of double track Shorb	$rac{25}{15}$	$\frac{20}{15}$	20 15
6.7	Through city limits El Monte and Ontario	$\frac{10}{20}$	20	20
6,7	Pomona, 2640 feet each side Station	15	15	15
6, 7	Pomona, Jct. switch and 1161 feet west	15	15	15
$6, 7, 8, 9 \\ 6, 7$	Through city limits Colton	15 30	$\begin{array}{c} 15 \\ 20 \end{array}$	$\begin{array}{c} 15 \\ 20 \end{array}$
5, 7, 8, 9	Between Outside switches Colton	$\frac{30}{12}$	$\frac{20}{12}$	12
, , , , -	(M. P. 540 and 546.3 (descending grade)		25	35
0.0	M. P. 546.3 and 567 (descending grade)	40	20	35
8,9	M. P. 551.77 and 551.97 M. P. 567 and 588 (descending grade)	30 40	$\frac{20}{18}$	20 35
	[M. P. 588 and 610 (descending grade)	±0	$\frac{18}{25}$	35
9, 10, 11	Between Outside switches, Indio	12	12	12
15 15	Clement Jct. and Florence (except) Vernon, 783 ft. east Clement Jct. and Slauson	30	20	20
	Ave., 9340 feet	20	20	20
15	Huntington Park, Slauson Ave. and Florence Ave., 5372 feet.	15	15	15
15	Between Florence and San Pedro (except as below)	40	30	30
15	Compton, over Orange, Myrrh and Olive Sts.	20	20	20
15 15	Compton, over Main St.	.8	8	.8
$\begin{array}{c} 15 \\ 15 \end{array}$	Thenard and Fifth Street, San Pedro Over Drawbridge, San Pedro	$\begin{array}{c} 15 \\ 20 \end{array}$	$\frac{15}{20}$	$\begin{array}{c} 15 \\ 20 \end{array}$
15	Long Beach Line	20	15	20 15
17	Whittier Line	$\tilde{20}$	15	15
15	Between Crossover Switches at end of double track and opposite station building, Florence	15	15	15
16	Santa Ana and Florence (except as below)	15 40	15 30	$\begin{array}{c} 15 \\ 30 \end{array}$
16	West Anaheim and I mile east of Anaheim	15	15	15
16	Santa Ana, 3208 feet west and 2132 feet east			
16, 17	StationSanta Ana and Newport, Huntington Beach	12	12	12
	and Stanton Jct	30	25	25
17 17	Newport and Huntington Beach	20	20	20
17 17	Between Los Alamitos and West Anaheim Tustin Line	$\begin{array}{c} 20 \\ 20 \end{array}$	15 15	15 15
17	Long Beach Line between P. E. Crossing and	_		
	Anaheim Road	8	8	8
	(Continued on page 21)	ł		

3600, 3700 Engines he Santa Ana or o

Engines he Engines he Beach, Whittie solidations ma

Engines mu Atlantic ar engines over 1 wheel or conso over 154,000 lb Oiai Line. Engines of

hour between I Trains han Redlands Secon Engines he Engines he branch.

Engines he crossover to he Account I following track tracks, side tra Account li

hour on follow Yard Trac Track, P. F. E Engines he

Consolidat Paula Line. Speed mus Consolidations 2-10-2 eng

switches. Thi Spur: Ontario. Oil Spur: Pomo Trains han

ing branches: Newport, Redla between Stante Mesa and Hunt tween Piru and ile from point of

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Frt. m. p. h.	Lgt. Eng. m. p. h.
15 10	15 10
30 35 35 10	30 35 35 10
$\begin{array}{c} 20 \\ 25 \end{array}$	20 25
25 25 20 25 25	25 25 20 25 25 25
$\begin{array}{c} 25 \\ 30 \end{array}$	25 30
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30 20 8 15 20 15 15	30 20 8 15 20 15
15 30 15	15 30 15
12	12
25 20 15 15	25 20 15 15
8	8

RESTRICTIONS—Continued

Page		Psgr. m. p. h.	Frt. m. p. h.	Lgt.Eng. m. p. h.
16	West Anaheim and West Anaheim Jct. via Miraflores Power heavier than Mogul not to be used.	15	15	15
10	Pasadena Line	15	15	15
13	Hope Street Crossing, Pasadena	6	6	- <u>ĕ</u>
::	Duarte Branch (except as below)	30	20	20
13 13	Over Main St. crossing, West Alhambra (westward trains stop before crossing Main St.)			
	and trains	0	6	6
13	Coving Line (except Consolidated engines)	40	25	25
13	Coving Line, Consolidated engines	20	20	20
13	La Verne, 7958 ft. west and 3336 ft. east station	25	25	25
13	Chino Line	25	18	18
13	Bryn Mawr and Crafton	25	20	20
13	Over all crossings, City of Redlands	10	10	10
13 13	Between San Bernardino and Riverside San Bernardino across Second, Rialto and	35	20	20
10	Mill Streets	20	20	20
10, 11	Knob and Indio	60		
0, 11	Araz Jct. and West Switch, Araz	30	20	20
0, 11	West Switch, Colorado and Yuma	12	12	12
14	Westmorland Line and Laguna Dam Line	20	20	20
14	Over Main Street crossing, El Centro	6.	6	6
14	Over Main Street crossing, Calipatria	12	12	12
14	Over Alamo Bridge between Calipatria and			
1.2	Rockwood	30	20	20
14	Between outside switches, Heber	30	30	30
14	Sandia Branch	25	25	25

3600, 3700 and 4300 class engines must not be used on any branch line, or between

Engines heavier than Consolidation must not be used between Los Angeles and Santa Ana or on following branches; Burbank, Chino, Redlands, Sandia, San Pedro.

Engines heavier than C2 class must not be used on Pasadena and Duarte branches. Engines heavier than Mogul must not be used on following branches; Ojai, Long Beach, Whittier, Newport, Los Alamitos, Tustin, Westmorland, Laguna, except Consolidations may be used between Ventura Jct. and Ortonville, Ojai branch.

Engines must not enter switches Braun drill track Cudahy.

Atlantic and Pacific type of 8-wheel engines over 75,000 lbs. on drivers; 10-wheel engines over 100,000 lbs. on drivers; Mogul engines over 126,000 lbs. on drivers; 12wheel or consolidation type engines over 125,000 lbs. on drivers and cars gross load over 154,000 lbs. are restricted from operating over bridges 401-L and 405-B on the

Engines of more than 126,000 lbs. on drivers will not exceed speed of 12 miles per hour between MP 407½ and 411, Ojai Line.

Trains handled by consolidation engines will not exceed ten miles per hour between Redlands Second street and Crafton Stations.

Engines heavier than Consolidation must not be used on high line, San Pedro. Engines heavier than light Moguls not exceed 6 miles per hour on sidings Duarte

Engines heavier than Consolidation must not be used on Declez Line south of crossover to hog ranch.

Account light rail, 2-10-2 and 4-8-2 engines will not exceed 6 miles per hour on following tracks in Indio yard; train yard tracks, old and new, Long Siding, caboose tracks, side tracks west of freight house.

Account light rail, 2-10-2 and 4-8-2 engines will not exceed speed of 4 miles per hour on following tracks in Colton yard:

Yard Tracks 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 14, Corral Track, Scale Track, Caboose Track, P. F. E. tracks 5 and 6.

Engines heavier than Consolidation must not use oil unloading track, Beaumont. Consolidation engines must not exceed 5 miles per hour on Limoneria Spur, Santa Paula Line.

Speed must not exceed 5 miles per hour on Rice's Spur and engines heavier than Consolidations must not be used.

2-10-2 engines must not exceed 8 miles per hour on No. 7 turn-outs and all slip switches. This class engine must not be used over following tracks: Guasti, Winery Spur; Ontario, Cutler Lobinger Spur, Union Oil Co. Spur, Old Chino Line to Standard Oil Spur: Pomona, both back team tracks, Winery Spur, Storage track.

Trains handling large loaded oil cars will not exceed 12 miles per hour on following branches: Los Alamitos, Long Beach, Laguna, Ojai (west of Ortonville), Whittier, Newport, Redlands, Tustin and Declezville spur, except not exceed 15 miles per hour between Stanton Jct. and West Anaheim or 20 miles per hour Santa Ana and Costa Mesa and Huntington Beach and Stanton Jct., also not exceed 15 miles per hour between Piru and Kemp

SPECIAL INSTRUCTIONS—Continued.

On eastward main track, 300 feet east of Shed "A," Los Angeles, curvature through the cross-over switch is approximately 20 degrees. This is a tongue and mate girder rail switch. Speed of all trains through this switch is restricted to 8 miles per hour. Road engines must not pass over this switch against current of traffic.

Engines must not go on private car track Pasadena beyond water plug except to set out or pick up private cars.

Train or engines will approach Ninth Street crossing at Colton with caution at a speed not to exceed 10 miles per hour, prepared to stop before fouling the crossing. When it is seen the crossing is clear, trains or engines may proceed over this crossing without stopping. Trains or engines shoving cars will come to a stop at a point clear of the crossing and may proceed when the crossing is seen to be clear. Cars will not be kicked over Ninth Street crossing. Trains or engines to or from San Bernardino or Riverside will come to a stop before fouling this crossing and may proceed over same under protection of flag.

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

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

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

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

Train or portion of a train, entering a siding will pull into clear of main track before stopping. Light engines must not stop between main track and derail switch for purpose of lining up one switch before another switch is opened. Trains passing from siding to main track will not start until derailer and main track switches are both open. When backing out of sidings to the main track where such is equipped with block signals, train will back clear of the home signal and if the signal does not go to clear will be governed by Rule 509.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	- 51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40	l		1	

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED.

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

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

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

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

STRUCTURES LESS THAN STANDARD CLEARANCE

21

Mile Post	Between	Height	Description
441.2 442.9	Hasson and Chatsworth	20 ft. 2 in 20 ft. 10 in	Tunnel No. 26.
443.9 423.0	Hasson and Chatsworth. Sespe and Brownstone	21 ft. 4 in	Tunnel No. 28.
432.2 446.2	Piru and Camulos Castaic and Saugus	21 ft. 4 in	Piru Creek.
481.7 482.6	Taylor—River Sta. Tower Mission Junction—Aurant	21 ft. 6 in	Footbridge.
547.3	Motor JctRedlands 2d St.		

Braun Iron Works, Shorb, girders supporting crane will not clear man on top box

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, La Bolsa and Huntington Beach, will not clear man on side of car.

Pacific Electric power wires over two bridges between Newport Beach and Huntington Beach will not clear man on top of train.

Clearance is impaired by shed in Union Rock Co. plant Compton. Do not switch cars beyond this point.

Cement platform Norwalk house track will not clear man on side of car.

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

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

		ŭ
	Los Angeles Yard:	Impaired:
	Los Angeles River Bridge, West end Midway Yard	Side
١	City Road Bridge, Dayton Ave., West end Midway Yard	Overhead
	Footbridge, River Station Tower	
	Capital Milling Co. Bldg., River Station Tower	
l	L. A. Junk Co., River Station Tower	
	Paraffine Paint Co. warehouse, Naud Jct	
Ì	L. A. River Bridge, Mission Jct	
ļ	Llewellyn Iron Works, House Spur	
١	Lacey Mfg. Co., Gate frame	
i	Lacey Mfg. Co., Crane on their spur Inside Yard	Overhead
1	L. A. Farming & Milling Co., Commercial and Alameda	Side and Overhead
	L. A. Warehouse, Commercial and Alameda	Side and Overhead
-	J. A. Roebling, Market and Alameda	
ĺ	Adrien Loeb, Market and Alameda	Side
	Panama Warehouse, Market and Alameda	Side
İ	Union Hdw. & Metal Co., First and Alameda	Side and Overhead
l	L. A. Ice & Cold Storage Co., Fourth Street plant	Side and Overhead
ļ	Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Av	re., Los AngelesSide
ĺ	Great Western Milling Co., Ninth and Alameda Sts	\dots Side and Overhead
l	Bohnhoff Spur, Fourteenth and Alameda Sts	Side
	Oil Well Supply Co., Alameda at Naud Jct	
l	L. A. Brewing Co., Alhambra Ave	\dots Side and Overhead
	Griffin Car Wheel Co., Vernon	Side.
	Tenes on month side of two skipst west of Decade is not sto	ndord alcoronos

Fence on north side of track just west of Reseda is not standard clearance.

Clearance is impaired by store room building Rivas Rock Quarry.

Load line clearances permissible Tunnel 26:

From top of rail to 12 ft. above top of rail maximum width of load is 14 ft. or 7 ft. on each side of center of track.

At 14 ft. above top of rail maximum width of load is 13 ft. 6 in. or 6 ft. 9 in. each side of center of track.

At 16 ft. above top of rail maximum width is 11 ft. 6 in. being 5 ft. 9 in. each side

At 18 ft. above top of rail maximum width is 7 ft. 6 in., or 3 ft. 9 in. each side of

Maximum height of permissible clearance over center of track is 19 ft. 21/2 in.

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.

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

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.						
CLASS	All Steel	Steel Underframe	Wood			
Baggage	96,200		77,900			
(Dynamo)	101,800					
Baggage and Mail 60 ft	97,800		• • • • •			
" " 69 ft	124,900	97.800	78.800			
Baggage and Passenger		87,800	66,800			
	332111		00,000			

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 Pofe (ND DD)		74.000	60.000
Express, Refr. (NP RR)	• • • • • •	74,000	
" (GN RR)	• • • • • • •	****	70,000
" (A.R.E.) 40- 154		78,000	• • • • •
155- 224		89,000	
" " 500 506		110,000	
4		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	• • • • • • • • • • • • • • • • • • • •	00,200
60 ft	113,800	•••••	• • • • •
Club	135,300	121.400	
Club			114.000
Business	178,500	141,600	114,200
(CM&StP)	141,000	• • • • • •	*27111
Chair	99,200		84,300
Coaches by it	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
Pullmon Observation	148,000	142.000	121,700
Pullman Observation			• • • • •
Parlor	150,000	142,000	• • • • • •
Standard Sleeper	158,000	145,000	
Tourist		133,000	
CM&StP Tourist Sleeper	141.000		

MILEAGE Main Line

465 76

Saugus to Yuma	S. P. R. R	282.49
Montalvo to Saugus	S. P. R. R	45.42
Santa Barbara to Burbank	8. 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		

	Branches	
urbank		20.92
	S. P. R. R. Pomona Jet. to Chino	
	Ontario to Chino	
ovina	S. P. R. Bassett to Pomona	17 40
eclezville Spur	S. P. R. R. Decles to Declesville.	2.55
Duarte	S. P. R. R. Shorb to Rivas	13.96
aguna	S. P. R. R. Colorado to Potholes	12.33
ong Beach	S. P. R. R. Thenard to Long Beach	2.81
os Alamitos	S. P. R. R West Anaheim to Los Alamitos	10.23
jai	S. P. R. R. Ventura Jct. to Ojai	15.16
asadena	S. P. R. RShorb to Pasadena	4.83
	S. P. R. R Bryn Mawr to Crafton	
estmorland	S. P. R. R Calipatria to Westmorland	12.79
andia	S. P. R. RCalipatria to Sandia	21.68
	le S. P. R. R San Bernardino to Riverside	
an Pedro	S. P. R. R Los Angeles to Pt. Firmin	27.45
os Angeles	S. P. R. R Naud Jct. to Mission Jct	0.43
	S. P. R. RFlorence to Santa Ana	
ewport	Santa Ana to Stanton Jet	26.14
	S. P. R. R Tustin Jet. to Tustin	
/hittier	S. P. R. R Studebaker to Whittier	<u>5.91</u>
Total Branches		
Total Los Angeles Divi	sion	

LIST OF SURGEONS.

	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	
s	an Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager	Colton	Dr. C. F. Whitmer	District Surgeon.	
	os Angeles	Dr. G. S. Hall	Division Surgeon.	Colton	Dr. W. F. Prichard	Assistant District Surgeon.	
	os Angeles	Dr. M. T. Steele	Assistant Surgeon.	San Bernardino	Dr. S. Forsythe	District Surgeon.	1
I	os Angeles.	Dr. R. W. Starr	Assistant Surgeon.	Redlands	Dr. G. G. Moselev	District Surgeon.	1
1	os Angeles—(Inglewood and Hyde Park)	Dr. E. D. Charland	District Surgeon.	Riverside.	Dr. S. H. Keller	District Surgeon.	
	os Angeles—(Huntington Park)	Dr. Walter Gavey	District Surgeon	Banning	Dr. A. L. Brankamp	District Surgeon.	1
I	os Angeles—(Eagle Rock)	Dr. Marion M. Null	District Surgeon.	Beaumont	Dr. F. D. West	District Surgeon.	
I	os Angeles—(Belvedere Gardens)	J. P. Mortenson	District Surgeon.	Indio	Nurse in charge of Emergen	cy Hospital.	1
I	os Angeles—(Hollywood)	Dr. R. W. Avery	District Surgeon.	Thermal	Dr. S. S. M. Jennings	District Surgeon.	
	os Angeles—(Riverside Gardens)	Dr. Rollin D. Baker	District Surgeon.	Calipatria	Dr. F. F. Malone	District Surgeon.	
-			Visiting Surgeon.	Brawley	Dr. Eugene LaBaron	District Surgeon.	1
1	os Angeles	Dr. E. G. Goodrich	White Memorial Hospital.	Brawley	Dr. J. C. Hill	Assistant District Surgeon.	1
I	os Angeles	Dr. E. A. Bryant	Consulting Surgeon.	Imperial	Dr. H. V. Grav	District Surgeon.	
I	os Angeles	Dr. Geo. W. McCov	Oculist and Aurist.		(Dr. F. W. Peterson)	· ·	
I	os Angeles	Dr. R. O. Bullis	Assistant Oculist and Aurist.	El Centro	Dr. W. S. Kiskadden	District Surgeons.	
8	anta Monica	Dr. C. E. Rooney	District Surgeon.	Calexico	Dr. P. N. Sims	District Surgeon.	
	graduation and the second seco	Dr. A. L. Holcombe	9	Calexico	Dr. A. L. Rice	Assistant District Surgeon.	
1	Compton	Dr. C. R. Jennings	Emergency Surgeons.		(Drs. J. A. and H. D.	•	
. I	ong Beach	Dr. C. H. Woods	Emergency Surgeon.	Yuma	Ketcherside	District Surgeons.	
	ong Beach	Dr. E. C. Renfrew	Emergency Surgeon.	Yuma	Dr. E. G. Colby	Assistant District Surgeon.	
V	Vilmington	Dr. Guy Shirey	District Surgeon.	Glendale	Dr. R. E. Chase	District Surgeon.	
	an Pedro	Dr. F. W. Reynolds	District Surgeon.	Burbank	Dr. David Thomson	District Surgeon.	
1	Downey	Dr. E. H. Welcome	Emergency Surgeon.	Van Nuys	Dr. Chas. B. Canby	Emergency Surgeon.	
1	Vhittier	Dr. W. H. Stokes	Emergency Surgeon.	Owensmouth	Dr. Wm. J. Lakey	Emergency Surgeon.	
1	Vorwalk	Dr. L. J. Otis	Emergency Surgeon.	San Fernando	Dr. J. E. Wheat	District Surgeon.	
I	naheim	Dr. J. L. Beebe	Emergency Surgeon.	Con Florence do	Dr. E. F. Kinne	Assistant District Surgeon	
)range	Dr. D. F. Royer	Emergency Surgeon.	San Fernando		and Oculist and Aurist.	
8	anta Ana	Dr. C. D. Ball	District Surgeon.	Newhall	Dr. W. D. Drake	Emergency Surgeons.	l
	anta Ana	Dr. Dexter R. Ball	Assistant District Surgeon.		Dr. G. F. Stevensen	O V O	
I	Pasadena	Dr. F. C. E. Mattison	District Surgeon.	Fillmore	Dr. Will R. Manning	District Surgeon.	
	Ionrovia	Dr. L. N. Wheeler	Emergency Surgeon.	Santa Paula	Dr. Benj. E. Merrill	District Surgeon.	1
	lhambra	Dr. J. S. Hull	Emergency Surgeon.	Moor Park	Dr. F. A. Yoakam	Emergency Surgeon.	
S	an Gabriel	Dr. C. L. Magee	Emergency Surgeon.	Oxnard	Dr. Raymond T. Francis	Emergency Surgeon.	
I	Il Monte	Dr. W. S. Wilcox	District Surgeon.	Ventura	Dr. G. A. Broughton	District Surgeon.	
	Puente	Dr. W. W. Schultz	District Surgeon.	Carpinteria	Dr. T. M. Shorkley	Emergency Surgeon.	1
	Covina	Dr. J. D. Reed	Emergency Surgeon	Santa Barbara	Dr. H. L. Shurmeier	District Surgeon.	
	Pomona	Dr. Edwin P. Wallace	District Surgeon.	Santa Barbara	Dr. Chas. S. Stevens	District Surgeon.	1
	Chino	Drs. Reed and Miller	Emergency Surgeons.	Santa Barbara	Dr. Wm. J. Mellinger	Aurist.	
	Ontario	Dr. S. A. Craig	District Surgeon.	Santa Barbara	Dr. G. W. Jean	Oculist	1

LOCATION HOSPITAL STRETCHERS.

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

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.