

**SOUTHERN PACIFIC COMPANY**  
(PACIFIC LINES)

**TIME TABLE**  
FOR THE  
**LOS ANGELES DIVISION**

**175**

To Take Effect Sunday, June 11, 1939, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

L. B. McDONALD,  
General Manager.

W. B. KIRKLAND,  
Superintendent of Transportation.

L. U. MORRIS,  
Assistant General Manager.

C. F. DONNATIN,  
Superintendent.















Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 175 June 11, 1939 Long Beach Branch, STATIONS, Distance from Long Beach. Includes stations like WILMINGTON, CROSSING A. T. & S. F. RY., etc.

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 175 June 11, 1939 Santa Ana Branch, STATIONS, Distance from Dyer. Includes stations like TO-R FIRESTONE PARK, ARDMORE, etc.

Service by extra trains only List of Intermediate Spurs page 10.

Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 175 June 11, 1939 Whittier Branch, STATIONS, Distance from Whittier. Includes stations like STUDEBAKER, FULTON WELLS, etc.

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 175 June 11, 1939 Los Alamitos Branch, STATIONS, Distance from Los Alamitos. Includes stations like WEST ANAHEIM, STANTON, etc.

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 175 June 11, 1939 Smeltzer Branch, STATIONS, Distance from Wiebling. Includes stations like STANTON JUNCTION, WESTMINSTER, etc.

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 175 June 11, 1939 Tustin Branch, STATIONS, Distance from Tustin. Includes stations like TUSTIN JOT., ANAHEIM TOWER, etc.

Service by extra trains only

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 175 June 11, 1939 Covina Branch, STATIONS, Distance from Pomona. Includes stations like BASSETT, BALDWIN PARK, etc.

Service by extra trains only List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 175 June 11, 1939 Pasadena Branch, STATIONS, Distance from Pasadena. Includes stations like ALHAMBRA, CROSSING P. E. RY., etc.

Service by extra trains only

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 175 June 11, 1939 Duarte Branch, STATIONS, Distance from Duarte. Includes stations like ALHAMBRA, CROSSING P. E. RY., etc.

Service by extra trains only List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION Westward

Table with columns: Capacity of Sidings in Car Lengths, Distance from San Francisco, Time Table No. 175 June 11, 1939 San Bernardino Branch, STATIONS, Distance from San Bernardino. Includes stations like COLTON, E. ST. TOWER, etc.

Service by extra trains only

Pacific Electric Bridge 541C used as joint track. Southern Pacific trains must stop clear of fouling point, may then proceed if track seen to be clear. If view obscured train must be preceded by flagman.





INTERMEDIATE STATIONS AND SPURS

Table with columns: NAME, Mile Post, Capacity, NAME, Mile Post, Capacity. Lists various stations and spurs such as Santa Barbara, Los Angeles, and Burbank Branch.

Figures shown in time table, under heading "Capacity of Sidings in Car Lengths," denote number of cars averaging 46 feet that the respective sidings will hold, not including cabooses or engines.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Table with columns: CLASS, NOT AIR-CONDITIONED (All-Steel, Steel-Underframe), AIR-CONDITIONED (All-Steel Cooling Season, All-Steel Heating Season). Lists various car classes like Baggage, Express, and Pullman.

#Steel underframe. CODE:— NAC—Non-Air Conditioned. ACI—Air-Conditioned—Ice System. ACM—Air Conditioned—Mechanical System. ACW—Air Conditioned—Waukesha System. ACS—Air Conditioned—Steam Ejector System.

SURGEONS

Table with columns: LOCATION, NAME, TITLE. Lists surgeons across various locations like San Francisco, Los Angeles, and Santa Monica.

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. White Memorial Hospital, Los Angeles, Cal. Emergency Hospital, East Los Angeles, Cal. Emergency Hospital, Indio, Cal.









SPECIAL INSTRUCTIONS

Camarillo..... S.P. Milling from west switch to point 90 feet west of switch to Walnut House. Somis..... Corral and S.P. Mill beyond west end warehouse. Lagol..... Spur. Moorpark..... Corral, Standard, Union Oil spurs and S.P. Mill beyond west end warehouse. Strathearn..... Corral. Simi..... Warehouse. Santa Susana..... Tapo spur Mill, Corral, Oil spur. Hasson..... Spurs at east end Hasson siding. Chatsworth..... Storage, all tracks in old Chatsworth Park yard from a point 100 feet west of switch. Hewitt..... Team. Wahoo..... Quarry. Tunnel..... Water, magazine spur. Waltz..... Powder spur. Elayon..... Oil spur. Saugus..... Team, and house. Aurant..... Storage. San Pedro..... High line. Rudell..... Spur. Pomona..... Back team track west of Main St. Winery spur. Ontario..... Assets Corporation. Declezville..... Quarry tracks. Beaumont..... West end oil unloading track, Blinn Lumber spur. Rockwood..... Spur. Brawley, El Centro, Calexico..... Icing tracks or leads. El Centro..... Old wye. Calexico..... Wye. Between Niland and Calexico..... Industry tracks. Between Indio and Yuma..... Spurs; except Standard Oil, Narborn, Coachella Valley Grape Growers, ice house at Coachella; Glamis, Acolita and Ogilby. Mecca..... Water track beyond 100 feet east of crossing. Irits..... House track. Knob..... House track.

Engines and loaded cars must not use south track of Piru Rock Co. at Piru beyond a point 50 feet west of frog. Engines must not use Consolidated Rock tracks, Roscoe, beyond a point 75 feet west of derails west of Radford Ave. Engines must not use Lime Spur, hog ranch, South Fontana. Engines must not use Hill-Benton spur east of Walnut beyond 1300 feet from main track switch. Engines heavier than C class must hold on to sufficient cars to keep engines off light rail at Montalvo: S. P. Mill track, beet track, and oil spur. Ventura Jct.: Storage, and Associated Oil track.

20. Head end passenger cars so constructed or loaded as to prevent trainmen passing through must not be handled on rear of any passenger train. Freight car or cars, must not be handled behind any car carrying passengers. The term "freight" does not include a baggage, express, or mail car, or a caboose. Pennsylvania Ry. refrigerator cars must not be handled coupled together in freight trains.

23. Trains and engines moving on Alameda Street, Los Angeles, must respect city traffic signals, when in operation.

24. Movements over Union Pacific tracks within Los Angeles Terminal area are governed by Union Pacific rules, time tables, special instructions, and bulletins.

SPEED TABLE

Table with 9 columns: SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MIN. SEC.

SPEED RESTRICTIONS IN MILES PER HOUR, WILL APPLY AS FOLLOWS:

Main table with columns: Page No., TERRITORY, PASSENGER-STREAMLINED, CARS OTHER THAN STREAMLINED, FREIGHT, Engines Backing, Switch Engines S-SE Type, LIGHT ENGINES RUNNING FORWARD.





Maximum operating speeds for S P class engine when inside main rod has been removed:

Running under own steam.....30 M.P.H.  
Being towed in train.....30 M.P.H.

Dead or disabled engines, except S and SE Class with all rods on, or main or side rods removed, are restricted to 30 miles per hour; with main and side rods removed, to 20 miles per hour.

Dead or disabled S and SE Class engines with all rods on, or main or side rods removed, or main and side rods removed, are restricted to 20 M.P.H.

When all weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 miles per hour.

When all weight has been removed from only one wheel of a pair of drivers on an engine, the speed must not exceed 30 miles per hour.

Engine with engine truck removed, running under own steam or hauled in train must not exceed 20 miles per hour.

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

Large loaded oil cars must not be moved to exceed 15 miles per hour on any branch, except may be moved 20 miles per hour on tangent track on Santa Paula, San Pedro, Whittier, Santa Ana, Sandia, and Westmorland branches.

Baggage cars, express cars and freight cars equipped with steel wheels assigned to merchandise service are restricted to 60 M.P.H. under load.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 M.P.H.

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

Trains carrying cabooses equipped with cast iron wheels must not exceed 40 miles per hour.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employees are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

Mile Post	BETWEEN	HEIGHT	DESCRIPTION
441.2	Hasson and Chatsworth.....	20 ft. 2 in.....	Tunnel No. 26.
442.9	Hasson and Chatsworth.....	20 ft. 6 in.....	Tunnel No. 27.
443.9	Hasson and Chatsworth.....	20 ft. 6 1/4 in.....	Tunnel No. 28.
423.0	Sespe and Fillmore.....	21 ft. 4 in.....	Sespe Creek.
432.2	Piru and Camulos.....	21 ft. 4 in.....	Piru Creek.
481.7	Taylor—River Sta. Tower.....	21 ft. 6 in.....	Footbridge.
482.6	Mission Junction—Aurant.....	21 ft. 9 in.....	L. A. River.
547.3	Motor Jct.—Redlands 2d St.....	19 ft. 6 in.....	Mill Creek.

**Los Angeles Yard:**  
P. E. inbound local track, Brooklyn Ave. bridge, Macy Street..... Overhead  
Callfelt Co., eaves, Aurant..... Side  
Western Concrete Co., wall, Aurant..... Side  
Herberger Pickle Co., wall, Aurant..... Side  
Ventura Spur (Texaco Spur), Aurant platform..... Side  
Davies Spur, fire escape, Vernon Edler Building..... Side and Overhead  
F. Arbogast Bldg., Commercial and Market..... Side  
L. A. Warehouse, gate, Commercial and Market..... Side  
J. F. Holbrook, gate, 310 Market St..... Side  
Roberts, Otter & Nelson Bldg., 316 Market St., platform..... Side  
Pacific Pipe Supply Co., platform, 1002 Santa Fe..... Side  
Oro Grande Co., platform, 743 Wilson St..... Side  
International Harvester Co. Bldg., 734 Atlantic St..... Side  
Bekins Storage Co., building, 4th and Alameda..... Side  
Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave., Overhead  
Paraffine Co., spur, wall, Main and Augusta Sts..... Side  
Peck & Hill spur, shed roof, N. Spring and Alpine..... Side  
Capitol Mill Co. Spur, gate, building entrance, N. Spring and B. & B. Yard..... Side and Overhead

**Impaired:**

**"B" Freight Shed, platform, N. Spring..... Side**  
L. A. Junk Co. Spur, Roundout St. platform..... Side  
Sand Blast Shed (door), L. A. Shops..... Side and Overhead  
Track 11, 3 lean-to's Lumber Shed, L. A. Shops..... Side  
District Store Office Platform, L. A. Shop..... Side  
Sand Houses, Fire Brick Sheds, L. A. Shops..... Side  
L. A. Brewery Building, L. A. Shops, 1920 N. Main..... Side  
Foot Bridge (East and Westward main tracks, upper tracks 1, 2, 3, 4, 5, 6, 7, and 15) River Station..... Overhead and Side  
Building (River Station), Standard Oil track..... Side  
Scale House (River Station), Lower Track 15..... Side  
Hub switch stands for derrails, Santa Fe Transfer tracks Bull Ring..... Side  
Fence (along track 16), 4th and 6th Alameda..... Side  
Los Angeles River Bridge, West end Midway Yard..... Side  
L. A. River Bridge, Mission Jct..... Side  
Lacy Mfg. Co., Crane Post on their spur Inside Yard..... Overhead and Side  
L. A. Warehouse, Commercial and Alameda..... Side and Overhead  
Lead to L. A. Warehouse, Market and Alameda..... Side  
Union Hdw. & Metal Co., First and Alameda..... Side and Overhead  
L. A. Ice & Cold Storage Co., Fourth Street plant..... Side and Overhead  
Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles..... Side  
Oil Well Supply Co., Steps, Crane and Gate, Alameda at Naud Jct..... Side  
Griffin Wheel Co., Concrete platforms, Vernon..... Side

**Santa Barbara:**  
Palmer Gavit private car shed..... Overhead  
Ventura—Platform Coast Wholesale Co..... Side  
Summerland—Loading racks Seaside Oil Co..... Side  
Santa Paula—Corner of Blanchards Packing House..... Side  
Santa Paula—Pump house, siding..... Side  
Santa Paula—Santa Paula Rock Co., Wilshire spur..... Side and Overhead  
Santa Paula—Santa Paula Rock Co. loading chute..... Side and Overhead  
Elayon—Standard Oil Co. filling racks..... Side  
Roscoe—Consolidated Rock Co. bunkers..... Both Sides  
Roscoe—Consolidated Rock Co. sand piles and switch stands..... Side  
Wahoo—Consolidated Rock Co. piles of rock..... Side  
Wahoo—Consolidated Rock Co. rock crusher..... Side and Overhead  
West Glendale—Inner Tube Factory..... Side  
Glendale—L. A. Basket Co. bldg..... Side  
Glendale—Tropico Potteries Bldg. and retaining wall..... Side  
Canoga Park—Stock chutes..... Side  
Van Nuys—Fence at Hammond Lumber Company spur..... Side  
Oxnard—American Beet Sugar Co.:  
Track 15 beet dump..... Side  
Track 7, power house and scale house..... Side

**Alhambra:**  
Braun Iron Works..... Overhead  
Braun Co. inside fence..... Side  
Huntington Land Co. spur, fence alongside track..... Side  
High line west of station, guy wire on P. E. trolley pole..... Side

**Pasadena:**  
Freight house platform..... Side

**Monrovia:**  
East of Canon Street, one telephone pole..... Side  
Day and Night Water Heater Co. spur, platform and roof..... Side  
El Monte—Ross Construction Co. spur, platform and material piles..... Side  
Crushton—Switch stand on deraill No. 3 between P. E. and S. P. tracks. Side  
Azusa Ave.—Golden Orange Growers Packing House platform..... Side

**Pomona:**  
Stine Transfer Company..... Side  
Pomona Box Co..... Side

**Narod:**  
West Ontario Citrus Association, East and West..... Side

**Ontario:**  
Hickey Warehouse Co..... Side  
Exchange Orange Products Co., both tracks..... Side and Overhead  
Exchange Orange Products Co., track 3..... Side

**Chino:**  
Water tank..... Side  
Sugar tracks No. 4 and No. 5..... Side  
**South Fontana—Hog Farm No. 1 and No. 2..... Side**

**Colton:**  
All loading tracks Cement Plant..... Side  
P. F. E. Track No. 6..... Overhead and Side  
Roundhouse..... Side  
Colton sand spur..... Overhead

**San Bernardino:**  
Southern Pacific Grain Co..... Side  
I. S. Chapman & Co..... Side  
P. E. Poles, Colton to San Bernardino..... Side

**Hightgrove:**  
Stock corral..... Side  
Station platform..... Side

**Riverside:**  
Wilson & Company..... Side  
Riverside Foundry..... Side  
Union Oil Company..... Side  
M. J. Johnson & Co., wholesale grocers..... Side  
Albers Packing House..... Side

**Redlands, 2nd St.:**  
Auto loading platform..... Side  
Lyons & Sons Packing House..... Side

**Crafton:**  
Krumm Manufacturing Company..... Side  
**Banning—Canning Co. spur..... Side**  
**Mecca—Water track..... Side**

**Brawley:**  
Shed 23..... Side  
Hammond Lumber Company spur..... Side  
Loading chute corral..... Side

**Calxico:**  
Mt. Signal Produce Shed Track 4..... Side

**Compton—Shed in Union Rock Co. plant..... Side and Overhead**  
(Do not switch cars beyond this point)

**Wilmington (Anaheim Blvd.)—Advance Truck Co. Spur, Side and Overhead**  
(Do not use beyond gate)

**San Pedro:**  
Drawbridge..... Side and Overhead  
S. P. Slip platform..... Side  
S. P. High wharf 10th Street..... Side  
E. K. Wood Lumber Co., fire house..... Side  
E. K. Wood Lumber Co., drinking fountain..... Side  
Consolidated Lumber Co., platforms tracks 6 and 7..... Side

**Long Beach—P. E. trolley wires across tracks at 6th and 7th Sts... Overhead**

**Whittier:**  
U. P. Ry. trestle west end Citrus Assn. house..... Side  
**Norwalk—Stock chute and Greenings warehouse..... Side**  
**Buena Park—American Fruit Growers house, also low switch stands..... Side**

**Anaheim:**  
At intersections of Los Angeles and Claudena Sts., four fifty-foot poles. Side  
Lemon and Orange Growers house..... Side

**Los Alamitos:**  
Los Alamitos Sugar Co., power house..... Side

**Santa Ana:**  
Oil pipe at round house..... Side  
Railing and portion of building off Santa Fe Wye..... Side  
California Packing House..... Side  
Pipe at Chapmans Cement House..... Side

**Dyer:**  
Holly Sugar Co.—Scale house..... Overhead and Side  
Tin warehouse..... Side  
Brick sugar house..... Side  
Electrical shop and rock pile..... Side  
**Glass Factory, gates..... Side**

When in use, apron on beet dump and beet loading conveyor at stations named below will not clear a car of greater height than a beet rack:

Sucrosa	Norwalk	Saugus	Brawley
Leesdale	Wintersburg	El Monte	El Cenro
Northridge	Los Alamitos	Chino	Curlew
			Rico

Open deck trestle at M.P. 462.44, 90 feet west of east switch of joint track North Hollywood; 90 feet east of east switch at east end of joint track near Kester; M.P. 540.11 Santa Ana River Bridge Riverside Branch; Lytle Creek Bridge San Bernardino Branch 541-C.

Open pit under and alongside track on Consolidated Rock Company Spurs at Wilmington (Anaheim Blvd.) and Whittier.

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, will not clear man on side of car.

Tracks adjacent to icing platform following points have side clearance of less than 7 feet 8 inches and are restricted to service of Pacific Fruit Express which is defined as icing, heating, ventilating, unloading salt, heating appliances, fuel, storage of refrigerator cars and trains of mixed consist requiring Pacific Fruit Express platform service; Taylor, one track; Colton, track 6.

Following water tanks are not standard clearance: Santa Paula, Piru, Pomona, Chino, Guasti, Colton, El Casco, Garnet, Palm Springs.

Following water columns are not standard clearance: Moorpark, Palm Springs.

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

Table with columns: NOMINAL CLASS, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, Los Angeles to Ontario, Alhambra to Puente, Ontario to Colton, Colton to Los Angeles, Bloomington to Savanna, Stoneman to Alhambra, Colton and Indio, Indio to Yuma, Yuma to Indio, Indio and Niland Amos and Knob, Niland and Araz Jct. via Inter-California Railway Line, Los Angeles to Saugus, Saugus to Los Angeles, Los Angeles and Santa Barbara via Oxnard. Includes sub-table for Allowance for Empty and Un-loaded Cars.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

Rating of engines entering Los Angeles from Firestone Park Subdivision is 10 per cent additional to rating Indio to Yuma.

MILEAGE

Main Lines

Mileage table for Main Lines: Saugus to Yuma (282.54), Santa Barbara to Burbank (93.45), Inter-California Ry. I. C. Ry. (41.70), Cantu to Araz Jct. (2.71).

Total Main Lines 420.40

Branches

Mileage table for Branches: Burbank to Chatsworth (20.74), Chino to Pomona (9.86), Covina to Pomona (17.40), Decleville to South Fontana (1.65), Duarte to Alhambra (13.27), Laguna to Colorado (12.28), Long Beach to Wilmington (2.01), Los Alamitos to West Anaheim (10.16), Smeltzer to Stanton (7.78), Ojai to Ventura (15.16), Pasadena to Alhambra (4.76), Redlands to Bryn Mawr (8.94), San Bernardino & Riverside to San Bernardino (11.89), Sandia to Calipatria (27.46), H. I. Ry. to Holtville (9.73), San Pedro to Los Angeles (25.80), L.A. & S.L.R.R. to Los Angeles (7.30), P. E. Ry. to San Pedro (.03), Santa Ana to Firestone Park (31.04), Santa Paula to Montalvo (45.42), Tustin to Tustin Junction (10.64), Westmorland to Calipatria (12.79), Whittier to Studebaker (5.91).

Total Branches 312.40

Total Los Angeles Division 732.80

TRAINMASTERS

E. J. KELLUM Los Angeles Yard, T. W. CARDWELL Los Angeles Yard, H. W. MAXWELL Indio

TERMINAL TRAINMASTER

M. A. NUGENT Los Angeles Yard

ASSISTANT TRAINMASTER

A. S. McCANN Calexico

CHIEF TRAIN DISPATCHER

J. A. DAY Los Angeles

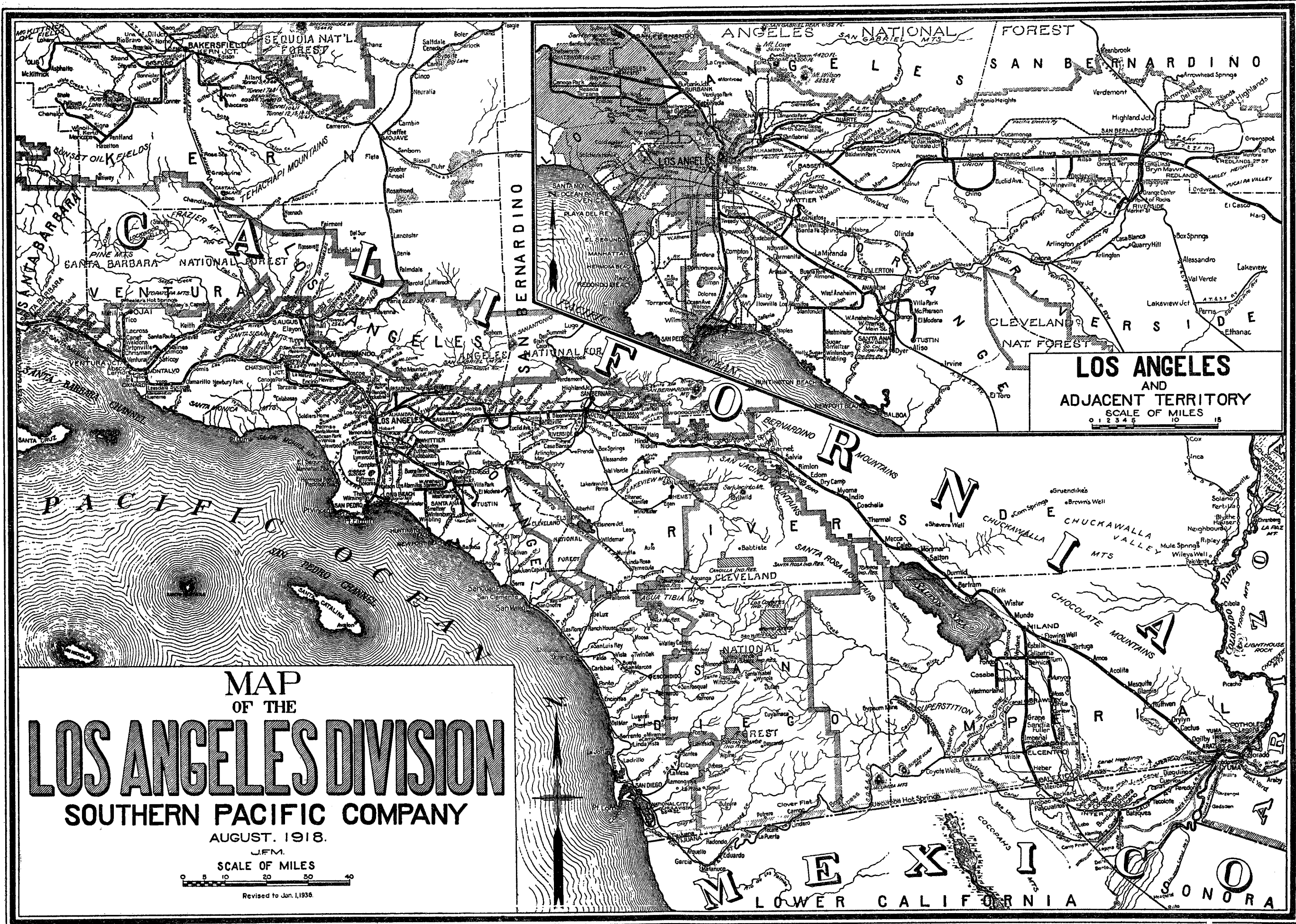
ASST. CHIEF TRAIN DISPATCHERS

L. J. ANDREWS Los Angeles, H. W. WALTERS Los Angeles

ROAD FOREMAN OF ENGINES

FRANK La FOND Los Angeles

H. A. CULP, Asst. Superintendent.



**LOS ANGELES**  
AND  
ADJACENT TERRITORY  
SCALE OF MILES  
0 1 2 3 4 5 10 15

**MAP**  
OF THE  
**LOS ANGELES DIVISION**  
**SOUTHERN PACIFIC COMPANY**

AUGUST, 1918.  
J.F.M.  
SCALE OF MILES  
0 5 10 20 30 40  
Revised to Jan. 1, 1938.

**MEXICO**  
LOWER CALIFORNIA  
**SONORA**