

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.

VENTURA SUBDIVISION

EASTWARD

Capacity of Siding in Car Lengths	SECOND CLASS				FIRST CLASS										Distance from San Francisco	Time Table No. 175 June 11, 1939		
	814	810	816	812	52	72	98	76	60	26	374	2	Sunset Limited	70	56			
	Freight	Freight	Freight	Freight	Leave Daily	Leave Daily	Passenger	Daylight	Lark	West Coast	Owl	C. M. E.	Leave Daily Ex. Sun. & Mon.	Leave Daily	Leave Daily	Leave Daily		
BKWPOT Yard					10.25 PM			6.35 PM	3.38 PM	6.15 AM			5.30 AM	5.20 AM	5.00 AM		370.7	TO-R SANTA BARBARA 1.2
					10.30			6.40	3.42	6.19			5.35	5.25	5.04		371.9	EAST SANTA BARBARA 5.4
89 P					10.39			6.47	3.49	6.26			5.42	5.32	5.11		377.3	ORTEGA 3.9
42 P					10.46		f 6.52	3.54	6.31			5.47	5.37	5.16		381.2	TO CARPINTERIA 2.2	
44 P					10.50		6.56	3.57	6.34			5.50	5.40	5.19		383.4	WAVE 2.3	
42 P					10.55		7.00	4.01	6.38			5.54	5.44	5.23		385.7	PUNTA 2.9	
110 P					11.07		7.04	4.05	6.42			5.58	5.48	5.27		388.6	SEACLIFF 4.3	
31 P					11.15		7.10	4.10	6.48			6.04	5.54	5.33		392.9	DULAH 4.4	
																397.3	VENTURA JCT. 0.9	
Yard 131 PW					11.25		s 7.20	4.18	6.57			6.12	6.02	s 5.43		398.2	TO VENTURA 5.0	
45 PY					11.33		f 7.25	4.23	7.03			6.18	6.08	5.49		403.2	MONTALVO 4.6	
BKOWYP 82 Yard					11.43		s 7.35	4.28	7.09			6.24	6.14	s 5.57		407.8	TO OXNARD 4.3	
71 P					11.53 PM		7.41	4.32	7.15			6.30	6.20	6.03		412.1	LEESDALE 4.5	
84 P					12.02 AM		f 7.48	4.37	7.20			6.36	6.26	6.09		416.6	TO CAMARILLO 3.2	
44 P					12.10		f 7.54	4.40	7.25			6.40	6.30	6.14		419.8	SOMIS 3.1	
69 P					12.20		8.00	4.44	7.30			6.44	6.34	6.19		422.9	LAGOL 4.2	
110 PW					12.35		f 8.08	4.49	7.36			6.50	6.40	6.25		427.1	TO MOORPARK 5.1	
74 P					12.50		8.20	4.55	7.43			6.58	6.49	6.35		432.2	STRATHEARN 5.3	
64 P					1.04		f 8.31	5.01	7.52			7.06	6.58	6.44		437.5	TO SANTA SUSANA 3.5	
77 P					1.18		f 8.40	5.06	7.58			7.12	7.05	6.51		441.0	HASSON 4.5	
91 PWY					1.33		f 8.53	5.13	8.05			7.20	7.14	6.59		445.5	TO CHATSWORTH 4.4	
E 59 W 57 P					1.41		f 9.02	5.17	8.10			7.25	7.20	7.06		449.9	TO NORTHRIDGE 4.2	
E 44 W 47 W					1.49		9.08	5.21	8.14			7.30	7.25	7.12		454.1	RAYMER 0.9	
I																455.0	RAYMER TOWER Crossing P. E. Ry. 3.4	
E 46 W 47 P					1.57		9.15	5.25	8.18			7.35	7.30	7.18		458.4	HEWITT 4.3	
52 PI	10.17 PM	10.30 AM	4.38 AM	2.05		9.31 PM	9.23	5.29	8.23	8.13 AM	7.59 AM	7.40	7.35	7.24	5.54 AM	462.7 A. B. S. 471.6	TO BURBANK JCT. 0.5	
PWY						9.32	f 9.24		8.24	8.14	8.00		7.36	7.25	f 5.56	472.1	BURBANK 5.0	
P					s 9.42	s 9.36	s 5.40	s 8.33	s 8.26	s 8.11	7.51	s 7.46	s 7.36	s 6.07	477.1	GLENDALE 0.2		
I																477.3	GLENDALE TOWER Crossing P. E. Ry. 1.2	
Yard BKTWOP	10.45 PM	11.00 AM	5.05 AM	2.30 AM		9.52	9.47	5.47	8.43	8.37	8.22		8.00 AM		f	478.5	ARROYO JCT. 1.2	
Interlocking						9.57	9.52	5.52	8.48	8.42	8.27		7.57	7.47	6.16	479.7	TO-R LOS ANGELES YD 1.0	
I																480.7	DAYTON AVE. TOWER 0.8	
Yard BKYWPI						9.59	9.54	5.54	8.50	8.44	8.29		8.04	7.54	6.34	481.5	GLENDALE JCT. 0.4	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		s 10.05 PM	s 10.00 PM	s 6.00 PM	s 9.00 AM	s 8.50 AM	s 8.35 AM		s 8.10 AM	s 8.00 AM	s 6.40 AM	481.9	EAST BANK JCT. 0.15	
						19.76	30.20	(2.22)	43.60	(2.45)	37.52	(0.37)	18.16	(0.36)	18.66	482.05	CROSSING U. P. Ry. 0.08	
																482.13	CROSSING A. T. & S. F. Ry. 0.05	
																482.18	MISSION TOWER 0.62	
																482.8	TO-R LOS ANGELES LAUPT	
																(103.2)		
																	..... Time over District
																	..... Average Speed per Hour

VENTURA SUBDIVISION

3

RULES 85, 86 and 93. Between Santa Barbara and Burbank Jct., Eastward and Westward first-class trains except No. 76 must clear the time of No. 99 not less than five minutes; Eastward first-class trains must clear the time of No. 98 not less than five minutes, and second and inferior class trains, extra trains and engines must clear the time of Nos. 98 and 99 not less than ten minutes.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98, 99, 1, 2, 75, 76, 69 and 70.

Schedule time and train orders at Burbank
Ict. apply at end of double track.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between terminal limits and end of tracks at Los Angeles.

Revenue passenger trains must stop at Glendale.

Additional flag stops—No. 71, Simi (M.P. 433.5) Summerland (M.P. 376.2), Miramar (M.P. 374.6).

Additional flag stops to receive or discharge passengers:

No. 51 Burbank, receive to Lancaster or beyond.

No. 25 Durban, receive to Mojave or beyond.

No. 72, of Los Angeles Yard, receive DII
trainmen and enginemen.

No. 1 Oxnard, Ventura, receive to Watsonville Jct. or beyond.

No. 99 must stop at Glendale with pilot beam

or engine at west end of platform to receive passengers.

No. 25 will reduce speed at Burbank to receive mail.

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of intermediate stations and spurs, page
10.

10. The following table gives the number of deaths from smallpox in each year from 1800 to 1840.

POMONA SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD										WESTWARD										
	THIRD CLASS					FIRST CLASS					Time Table No. 175					FIRST CLASS					
	830	828	826	824	822	368	6	4	44	370	2	Distance from San Francisco	June 11, 1939	367	43	5	1	3			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	The Imperial	Argonaut	Golden State Limited	Californian	A. O. N.	Sunset Limited	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard BKTWOP	10.00PM	9.40PM	2.50PM	7.30AM	1.30AM							479.7	TO-R LOS ANGELES YARD 1.0	58.6							
I												480.7	DAYTON AVE. TOWER 0.8	57.6							
												481.5	GLENDALE JCT. 0.4	56.8							
												481.9	EAST BANK JUNCTION 0.2	56.4							
												482.1	TAYLOR JUNCTION	56.2							
Yard BKYWPI						9.30PM	8.15PM	8.10PM	8.00PM		9.45AM	481.9	LAUPT TO-R LOS ANGELES 0.62	57.1	s 5.15 AM	s 7.10 AM	s 7.30 AM	s 4.30 PM	s 7.25 PM		
I						9.34	8.19	8.14	8.04	7.50PM	9.49	482.52	MISSION TOWER 0.05	56.48	5.09	7.04	7.21	4.24	7.19		
						9.35	8.20	8.15	8.05	7.51	9.50	482.57	CROSSING A.T. & S.F. RY. 0.08	56.43							
						f 10.05	8.48	8.43	8.33	8.15	10.18	482.65	CROSSING U.P. RY. 0.15	56.35							
												482.8	TAYLOR JUNCTION 1.8	56.2	5.08	7.03	7.20	4.23	7.18		
												484.6	AURANT 3.1	54.4							
67 IP	10.30	10.10	3.20	8.00	2.00	s 9.53	s 8.38	s 8.33	s 8.23	8.06	s 10.08	487.7	TO ALHAMBRA 2.9	51.3	s 4.52	s 6.47	s 7.05	s 4.07	s 7.01		
88 P	10.36	10.16	3.26	8.06	2.06	9.58	8.43	8.38	8.28		10.13	490.6	SAN GABRIEL 4.0	48.4	f 4.39	6.38	6.58	3.58	6.52		
75 P	10.44	10.24	3.34	8.14	2.14	f 10.05	8.48	8.43	8.33	8.15	10.18	494.6	EL MONTE 0.4	44.4	f 4.29	6.32	6.52	3.52	6.47		
I												495.0	EL MONTE TOWER Crossing P.E. Ry. 2.3	44.0							
90 PW	10.49	10.29	3.47	8.19	2.19	f 10.11	8.52	8.47	8.37		10.22	497.3	TO BASSETT 3.4	41.7	f 4.23	6.27	6.47	3.47	6.43		
81 P	10.55	10.35	3.53	8.25	2.25	f 10.18	8.56	8.51	8.41	8.22	10.26	500.7	TO PUENTE 2.8	38.3	f 4.17	6.22	6.42	3.42	6.38		
70 P	11.03	10.42	4.01	8.33	2.33	10.24	8.59	8.54	8.44	8.25	10.29	503.5	MARNE 3.3	35.5	4.11	6.18	6.38	3.38	6.34		
86 P	11.12	10.50	4.10	8.42	2.42	f 10.31	9.03	8.58	8.48	8.29	10.33	506.8	WALNUT 3.9	32.2	f 4.06	6.14	6.34	3.34	6.30		
72 P	11.23	11.01	4.21	8.53	2.52	f 10.39	9.09	9.04	8.54	8.34	10.38	510.7	SPADRA 3.6	28.3	f 3.59	6.08	6.28	3.29	6.25		
Yard KWTP	11.40	11.15	4.38	9.10	3.08	s 10.52	9.18	9.13	9.02	8.40	10.45	514.3	TO POMONA 0.1	24.7	s 3.51	6.01	f 6.21	3.24	6.20		
243												514.4	CROSSING P.E. RY. 3.4	24.6							
												517.8	NAROD 2.4	21.2	f 3.41	5.54	6.14	3.18	6.13		
72 P	11.51PM	11.23	4.49	9.21	3.19	10.59	9.24	9.19	9.08	8.44	10.51	520.2	TO ONTARIO 3.6	18.8	f 3.34	5.49	f 6.09	3.14	6.08		
Yard 125 P	12.02AM	11.28	5.00	9.32	3.34	s 11.10	9.31	9.25	9.12	8.48	10.56		GUASTI 3.7	15.2	f 3.25	5.43	6.03	3.09	6.02		
69 PW	12.10	11.35	5.08	9.40	3.42	f 11.20	9.37	9.30	9.17	8.53	11.01	523.8	ETIWA 2.2	11.5	f 3.17	5.37	5.57	3.04	5.56		
80 P	12.19	11.42	5.17	9.49	3.51	f 11.28	9.42	9.35	9.22	8.57	11.05	527.5	TO SOUTH FONTANA 2.4	9.3	f 3.14	5.34	5.54	3.01	5.53		
90 PY	12.24	11.46	5.22	9.54	3.57	f 11.33	9.45	9.38	9.25	9.00	11.08	529.7	AILSA 2.5	6.9							
70 P	12.34	11.51	5.32	10.04	4.07							532.1	BLOOMINGTON TOWER Crossing P.E. Ry. 0.1	4.4							
PI												534.6	TO BLOOMINGTON 4.0	4.3	f 3.05	5.28	5.48	2.56	5.47		
75 P	12.43	11.56PM	5.47	10.13	4.16	f 11.43	9.52	9.44	9.31	9.05	11.14	534.7	COLTON TOWER Crossing A.T. & S.F. Ry. 0.0	0.3							
I												538.7	CROSSING U.P. RY. 0.3	0.3							
												538.7	TO-R COLTON	0.0	2.55 AM	5.18 AM	5.38 AM	2.48 PM	5.38 PM		
Yard BKYWTP	1.00AM	12.10AM	6.00PM	10.30AM	4.30AM	s 11.55PM	s 10.01PM	s 9.53PM	s 9.40PM	9.13PM	s 11.23AM	539.0	(58.6)	Leave Daily							
													Time over District.....	(2.20)	(1.52)	(1.52)	(1.42)	(1.47)			
													Average Speed per Hour	24.47	30.59	30.59	33.58	32.01			
	(3.00) 19.76	(2.30) 23.40	(3.10) 18.50	(3.00) 19.76	(2.25) 23.62	(1.46) 32.32	(1.43) 33.26	(1.40) 34.26	(1.23) 40.82	(1.38) 35.06											

No. 3 passing Ontario station reduce speed sufficiently to permit throwing U. S. Mail in mail car.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between Terminal limits and end of tracks at Los Angeles.

Schedule time and train orders at Alhambra apply at end of double track for eastward trains only.

Capacity of main track in car lengths of 45 feet between interlocking derail and west clearance point El Monte 66 Bloomington 64 cars.

See table on Page 5 for additional flag stops.

List of Intermediate Spurs page 10.

When necessary to stop at signal bridge No. 3, East Bank Line,

BEAUMONT SUBDIVISION

5

Capacity of Sidings in Car Lengths	EASTWARD										Distance from San Francisco	WESTWARD											
	SECOND CLASS			FIRST CLASS								Time Table No. 175	FIRST CLASS										
	836	834	832	6	4	44	370	2	368	A. O. N.		June 11, 1939	43	5	1	3	367	The Imperial					
	Freight	Freight	Freight	Argonaut	Golden State Limited	Californian	A. O. N.	Sunset Limited	The Imperial	Leave Daily Ex. Sat. & Sun.	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
Yard BKWOPT				10.30 PM	8.00 AM	1.10 AM	10.06 PM	9.58 PM	9.45 PM	9.13 PM	11.28 AM	12.05 AM	539.0	TO-R COTTON 0.0	71.9	s 5.13 AM	s 5.33 AM	s 2.43 PM	s 5.33 PM	s 2.39 AM			
77 P				10.45	8.15	1.25	10.12	10.04	9.51	9.19	11.34	f 12.11	539.0	CROSSING P. E. RY. 3.6	71.9								
70 P				10.50	8.20	1.30	10.15	10.07	9.54	9.22	11.37	f 12.15	542.6	LOMA LINDA 1.9	68.3	f 5.07	5.27	2.37	5.27	f 2.31			
67 P				10.55	8.25	1.35	10.18	10.10	9.57	9.25	11.40	f 12.20	544.5	TO BRYN MAWR 1.8	66.4	5.03	5.23	2.34	5.24	f 2.26			
E 86 W 79 P				11.05	8.35	1.45	10.25	10.17	10.04	9.30	11.47	f 12.28	546.3	REDLANDS 2.8	64.6	f 4.59	5.19	2.31	5.21	f 2.21			
125 PW				11.20	8.50	2.04	10.33	10.25	10.12	9.36	11.55	f 12.37	549.1	ORDWAY 3.6	61.8	4.53	5.13	2.25	5.15	f 2.12			
75 P				11.28	8.58	2.12	10.37	10.29	10.16	9.41	11.59 AM	12.42	552.7	EL CASCO 2.7	58.2	4.47	5.07	2.19	5.09	f 2.04			
70 P				11.35	9.05	2.19	10.41	10.33	10.20	9.45	12.03 PM	f 12.47	555.4	HAIG 1.8	55.5	4.42	5.02	2.14	5.04	1.58			
72 P				11.42 PM	9.12	2.26	10.46	10.38	10.25	9.49	12.08	12.53	557.2	HINDA 2.5	53.7	4.38	4.58	2.11	5.01	f 1.53			
Yard WYOP 166				12.01 AM	9.30	2.44	f 10.53	10.45	10.32	9.54	s 12.15	s 1.05	559.7	NICKLIN 2.3	51.2	4.34	4.53	2.07	4.57	1.47			
80 P				12.11	9.41	2.54	10.59	10.51	10.38	10.00	12.20	1.10	562.0	TO BEAUMONT 3.5	48.9	f 4.29	4.48	2.02	4.52	s 1.41			
118 P				12.20	9.50	3.03	f 11.03	10.55	10.42	10.05	s 12.26	s 1.20	565.5	PERSHING 2.7	45.4	4.21	4.39	1.55	4.44	1.28			
70 P				12.30	10.00	3.13	11.08	11.00	10.47	10.11	12.31	1.25	568.2	TO BANNING 3.3	42.7	f 4.15	4.33	1.49	4.38	s 1.20			
114 PW				12.53	10.19	3.31	11.12	11.04	10.51	10.16	12.35	f 1.31	571.5	OWL 2.6	39.4	4.07	4.25	1.41	4.30	1.00			
75 P				1.00	10.26	3.38	11.16	11.08	10.55	10.20	12.39	1.36	574.1	TO CABAZON 2.1	36.8	4.00	4.17	1.34	4.22	f 12.53			
68 P				1.08	10.34	3.48 4.03	11.20	11.12	10.59	10.25	12.43	1.41	576.2	MONS 2.4	34.7	3.54	4.10	1.28	4.16	12.45			
E 68 W 68 PW				1.21	10.47	4.16	11.26	11.18	f 11.05	10.32	f 12.50	f 1.53	578.6	FINGAL 4.0	32.3	3.48	4.03	1.22	4.09	12.37			
70 P				1.30	10.56	4.25	11.31	11.23	11.10	10.37	12.55	f 1.59	582.6	TO PALM SPRINGS 2.8	28.3	f 3.39	3.56	1.15	s 4.02	f 12.27			
E 70 W 71 PYW				1.49	11.15	4.44	11.36	11.28	11.15	10.42	1.00	s 2.07	585.4	HUGO 2.7	25.5	3.30	3.47	1.07	3.52	f 12.18			
70 P				2.12	11.24	4.53	11.41	11.33	11.20	10.46	1.05	2.12	588.1	TO GARNET 3.5	22.8	3.22	3.40	1.00	3.45	s 12.11			
70 P				2.22	11.33	5.02	11.46	11.38	11.25	10.50	1.10	2.17	591.6	SALVIA 3.5	19.3	3.13	3.31	12.46	3.37	12.01 AM			
69 P				2.34	11.46	5.15	11.51	11.43	11.30	10.55	1.15	f 2.23	595.1	RIMLON 3.9	15.8	3.08	3.26	12.41	3.32	11.56 PM			
70 P				2.39	11.51 AM	5.20	11.54	11.46	11.33	10.58	1.18	f 2.27	599.0	TO EDOM 2.5	11.9	3.03	3.21	12.36	3.27	f 11.51			
70 P				2.52	12.01 PM	5.30	11.59 PM	11.51	11.38	11.03	1.23	f 2.32	601.5	DRY CAMP 5.0	9.4	2.58	3.16	12.31	3.23	f 11.46			
Yard BKWYOP				3.03 AM	12.10 PM	5.40 AM	s 12.07 AM	s 11.59 PM	s 11.46 PM	s 11.11 PM	s 1.31 PM	s 2.40 AM	606.5	MYOMA 4.4	4.4	2.52	3.10	12.25	3.18	f 11.38			
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily	Arrive Daily		(71.9)	TO-R INDIO 0.0	0.0	2.45 AM	3.03 AM	12.18 PM	3.11 PM	11.25 PM		
				(4.33) 15.80	(4.10) 17.25	(4.30) 15.97	(2.01) 35.65	(2.01) 35.65	(2.01) 35.65	(1.58) 36.55	(2.03) 35.07	(2.35) 27.83		..... Time over District..... Average Speed per Hour.....		(2.28) 29.12	(2.30) 28.76	(2.25) 29.75	(2.22) 30.38	(3.14) 22.23		

Nos. 3, 5 and 4 passing Beaumont Station and Nos. 1 and 2 passing Palm Springs Station, reduce speed sufficiently to permit throwing U. S. Mail in Mail car.

List of Intermediate Spurs page 10.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
5 43	Any Station	Discharge Revenue		Yuma Phoenix	Daily
1	Palm Springs, Banning, Beaumont, Redlands, Ontario, Pomona Ontario, Pomona	Receive, Discharge, Revenue Discharge Revenue	Alhambra	Yuma Imperial Valley Points East of El Paso El Paso	Daily
1 3 3 2	Any Station Any Station Ontario, Pomona Redlands Pomona, Ontario	Discharge Revenue Discharge Receive Discharge Receive Discharge Revenue	Santa Barbara, Bakersfield	Y	

SALTON SUBDIVISION

Capacity of Sidings in car lengths	EASTWARD										WESTWARD											
	SECOND CLASS					FIRST CLASS					SECOND CLASS					FIRST CLASS						
	824	822	44	370	2	358	368	6	4	362	Golden State Limited	San Diego Passenger	5	1	3	363	367	43	357	Mixed		
	Freight	Freight	Californian	A. O. N.	Sunset Limited	Mixed	The Imperial	Argonaut	Golden State Limited	San Diego Passenger	Leave Daily	Leave Daily	Argonaut	Arrive Daily	Sunset Limited	Golden State Limited	San Diego Passenger	The Imperial	Californian			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
Yard BKYWOP	2.40 PM	6.10 AM	11.51 PM	11.22 PM	1.36 PM		2.58 AM	12.12 AM	12.04 AM		610.9		TO-R INDIO	121.8	S 2.58 AM	s 12.13 PM	s 3.06 PM	s 11.00 PM	s 2.40 AM			
92 P	2.59	6.22	11.58 PM	11.28	f 1.43		s 3.10	12.19	12.11		614.4		TO COACHELLA	118.3	2.51	12.06	2.59	s 10.51	2.33			
58 P	3.06	6.29	12.02 AM	11.32	f 1.48		s 3.20	12.23	12.15		618.0		TO THERMAL	114.7	2.46	12.01 PM	2.55	s 10.37	2.29			
149 PW	3.17	6.40	12.08	11.39	f 1.55		s 3.40	12.29	12.21		624.1		TO MECCA	108.6	2.39	11.53 AM	2.49	s 10.24	2.23			
70 P	3.26	6.49	12.13	11.44	2.00		f 3.48	12.34	12.26		628.8		CALEB	103.9	2.34	11.47	2.44	f 10.12	2.18			
70 P	3.34	6.57	12.18	11.49	2.05		f 3.56	12.39	12.31		633.3		MORTMAR	99.4	2.29	11.42	2.39	f 10.06	2.13			
109 P	3.41	7.05	12.23	11.54	2.10		f 4.04	12.44	12.36		637.8		SALTON	94.9	2.24	11.36	2.34	f 10.00	2.08			
70 P	3.51	7.15	12.28	11.59 PM	2.15		f 4.12	12.49	12.41		642.1		DURMID	90.6	2.19	11.31	2.30	f 9.54	2.04			
110 P	4.01	7.25	12.33	12.04 AM	2.25		f 4.20	12.54	12.46		646.8		BERTRAM	85.9	2.14	11.26	2.25	f 9.48	1.59			
107 P	4.08	7.32	12.38	12.09	2.30		f 4.27	12.59	12.51		651.1		POPE	81.6	2.09	11.21	2.19	f 9.41	1.55			
70 P	4.15	7.39	12.43	12.14	2.35		f 4.34	1.04	12.56		655.6		FRINK	77.1	2.04	11.16	2.14	f 9.34	1.50			
111 P	4.22	7.46	12.48	12.19	2.40		f 4.42	1.09	1.01		660.1		WISTER	72.6	1.59	11.11	2.09	f 9.28	1.45			
71 P	4.28	7.52	12.52	12.23	2.44		f 4.49	1.13	1.05		663.5		MUNDO	69.2	1.54	11.06	2.05	f 9.22	1.41			
Yard 159 BKYWOP	4.38	8.08	12.58	12.36	s 2.55		s 5.00 AM	1.21	s 1.12		667.5		TO-R NILAND	65.2	1.49	f 11.01	f 2.01	9.15 PM	1.36			
68 P	4.44	8.16	1.03	12.41	3.00		1.30	1.18			671.7		FLOWING WELL	61.0	1.40	10.50	1.51		1.30			
119 P	5.02	8.35	1.07	12.44	3.05		1.35	1.23			674.4		IRIS	58.3	1.35	10.47	1.48		1.23			
70 P	5.11	8.45	1.12	12.49	3.11		1.41	1.31			678.5		TORTUGA	54.2	1.31	10.42	1.43		1.12			
108 PW	5.31	9.06	1.25	1.00	3.18		1.47	1.37			684.6		AMOS	48.1	1.25	10.34	1.36	f 1.00				
72 P	5.42	9.17	1.32	1.14	3.25		1.54	1.44			690.1		ACOLITA	42.6	1.14	10.27	1.29		12.50			
110 P	5.52	9.27	1.39	1.21	3.32		2.01	1.51			695.6		MESQUITE	37.1	1.07	10.20	1.22		12.43			
84 P	5.56	9.31	1.43	1.25	3.36		2.04	1.54			698.1		TO GLAMIS	34.6	1.04	10.16	1.19	f 12.39				
108 P	6.04	9.39	1.49	1.32	3.42		2.10	2.00			703.0		RUTHVEN	29.7	12.59	10.11	1.14		12.33			
69 P	6.14	9.49	1.56	1.41	3.50		2.18	2.08			709.4		DRYLYN	23.3	12.52	10.03	1.07		12.26			
69 P	6.20	9.59	2.00	1.46	3.54		2.23	2.13			712.3		CACTUS	20.4	12.49	9.59	1.04		12.22			
106 P	6.37	10.19	2.07	1.55	f 4.01		2.31	2.21			716.6		OGILBY	16.1	12.44	9.54	12.59		f 12.16			
69 P	6.48	10.30	2.14	2.03	4.09		2.39	2.29			722.7		KNOB	10.1	12.37	9.47	12.52		12.08			
P	6.54	10.36	2.20	2.10	4.15	12.30 PM	2.45	2.35	2.00 AM		726.1		ARAZ JUNCTION	6.6	12.32	9.42	12.47	12.55 PM		1.45 PM		
IP											727.0		TO ARAZ	5.7				12.02 AM				
Spur 30											731.9		COLORADO	0.8					1.30 PM			
Yard BKTYWOP	7.15 PM	10.50 AM	s 2.35 AM	s 2.25 AM	s 4.30 PM	s 12.45 PM	s 3.00 AM	s 2.50 AM	s 2.15 AM		732.7		GAUNTLET TRACK (See Note)	0.0	12.20 AM	9.30 AM	12.35 PM	12.40 PM	11.50 PM	Leave Daily		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	Arrive Daily				TO-R YUMA		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
	(4.35) 26.57	(4.40) 26.29	(2.44) 44.56	(3.03) 39.89	(2.54) 42.00	(0.15) 26.40	(2.02) 27.81	(2.48) 43.50	(2.46) 44.02	(0.15) 26.40		 Time over District.....		(2.38) 46.20	(2.43) 48.83	(2.31) 48.39	(0.15) 26.40	(1.45) 32.34	(2.50) 42.92	(0.15) 26.40	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
5 43	Any Station	Discharge Revenue		Yuma	Daily
1	Any Station	Discharge Revenue		Phoenix	Daily
3 3 6 4-44	Any Station Mecca, Thermal, Coachella Any Station Any Station	Discharge Receive Revenue	East of El Paso El Paso Yuma Wellton		Daily Daily Daily Daily

On gauntlet track over Colorado River Bridge between signals 7320 and 7322 west of bridge, and signals 7321 and 7323 east of bridge, trains and engines will be governed by block signals, whose indications will supersede the superiority of trains. Speed over gauntlet track must not exceed eight (8) miles per hour. When signals indicate stop and no

FIRESTONE PARK SUBDIVISION

Eastward	Capacity of Sidings in Car Lengths	Time Table No. 175		Westward
		Distance from San Francisco	June 11, 1939	
I	480.7	DAYTON AVE. TOWER	1.2	24.8
IY	481.9	RIVER STATION TOWER		23.6
	482.5	MISSION TOWER	0.12	23.6
	482.4	MISSION JUNCTION	0.5	23.5
	482.5	NAUD JUNCTION	2.7	23.0
I	485.2	WASHINGTON ST. JCT.	0.3	20.3
	485.5	CLEMENT JCT. TOWER	Crossing P. E. Ry.	20.0
	485.7	BUTTE ST. JCT.	0.2	19.8
98	486.4	VERNONDALOE	0.9	19.1
I	487.3	CROSSING A. T. & S. F. RY.	0.2	18.2
	487.5	CROSSING P. E. RY.	1.6	18.0
YWP	489.1	TO-R FIRESTONE PARK	1.2	16.4
30	490.3	SOUTHGATE TWEEDY BLVD	1.0	15.2
	491.3	CROSSING P. E. RY.	0.5	14.2
25	491.8	LYNWOOD	2.3	13.7
61	494.1	COMPTON	2.1	11.4
I	496.2	DOMINQUEZ TOWER	Crossing P. E. Ry.	9.3
	497.7	ELFTMAN	2.3	7.8
32	500.0	WATSON	0.9	5.5
I	500.9	WILMINGTOM (Anaheim Blvd.) TOWER	Crossing A. T. & S. F. Ry.	4.6
PY	501.4	WILMINGTOM (Anaheim Blvd.)	0.5	4.1
	501.9	CROSSING P. E. RY.	0.2	3.6
	502.1	ANAHEIM BOULEVARD	0.6	3.4
	502.7	CROSSING P. E. RY.	0.2	2.8
	502.9	TO-R WILMINGTOM	1.6	2.6
I	504.5	SAN PEDRO DRAWBRIDGE	1.0	1.0
Yard BOWPK	505.5	SAN PEDRO	(24.8)	0.0

Service by Extra Trains only.

List of Intermediate Spurs page 10.

Between Fourth and Sixth Streets Los Angeles yard, track 14 eastward and track 18 westward, will be used as main tracks.

Trackage east of Anaheim Boulevard is under jurisdiction of Harbor Belt Line Railroad. Eastward trains must communicate with yardmaster, Wilmington, before leaving Wilmington (Anaheim Boulevard.)

VENTURA SUBDIVISION

EAST-WARD	Capacity of Sidings in Car Lengths	Time Table No. 175		WEST-WARD
		Distance from San Francisco	June 11, 1939	
TO-R SAUGUS	32.2			
NEWHALL	2.4			
EILAYON	0.7			
WALTZ JUNO.	0.7			
TUNNEL	2.2			
SYLMAR	2.6			
TO SAN FERNANDO	1.6			
PACOIMA	19.4			
WAHOO	2.2			
ROSCOE	2.3			
TO BURBANK JCT.	3.7			
	11.2			
	21.0			
	17 PWT			
			15.0	

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

VENTURA SUBDIVISION

EAST-WARD	Capacity of Sidings in Car Lengths	Time Table No. 175		WEST-WARD
		Distance from San Francisco	June 11, 1939	
TO-R CHATSWORTH	3.6			
CROSSING P. E. RY.	0.1			
CANOGA PARK	4.2			
TARZANA	2.0			
ENOINO	3.0			
CROSSING P. E. RY.	0.0			
VAN NUYS	1.5			
KESTER	1.3			
GARNSEY	1.6			
NORTH HOLLYWOOD	4.0			
BURBANK	0.0			
	(21.3)			

Joint track with Pacific Electric Ry. between Kester and North Hollywood
see special instructions under special signals.

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

SECOND CLASS	Capacity of Sidings in Car Lengths	EASTWARD		WESTWARD
		Distance from San Francisco	Distance from Los Angeles	
357	W 78 Yard E71BKWOYP	450.6		
Mixed	63 P	453.0		
Arrive Daily	80	453.7		
	58 P	454.4		
	83 P	456.6		
	Yard 105 WOTP	459.2	A. B. S.	
	85 P	461.8		
	P	463.4		
	96 P	467.9		
	52 PI	471.6		

See Current San Joaquin Division Time Table for Schedules of Westward and Eastward trains between Saugus and Burbank Junction.

EASTWARD	Capacity of Sidings in Car Lengths	VENTURA SUBDIVISION		WESTWARD
		Distance from San Francisco	Distance from Saugus	
TO-R CHATSWORTH	3.6			
CROSSING P. E. RY.	0.1			
CANOGA PARK	4.2			
TARZANA	2.0			
ENOINO	3.0			
CROSSING P. E. RY.	0.0			
VAN NUYS	1.5			
KESTER	1.3			
GARNSEY	1.6			
NORTH HOLLYWOOD	4.0			
BURBANK	0.0			
	(21.3)			

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

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175		Distance from Long Beach					
		June 11, 1939							
		Long Beach Branch							
STATIONS									
PY 501.4 WILMINGTON (Anaheim Blvd.) 2.1									
I 501.8 CROSSING A.T. & S.F.R.Y. 0.4 1.7									
I 502.0 CROSSING U.P.R.Y. 0.2 1.5									
I 502.4 CROSSING P.E.R.Y. (Stop) 0.4 1.1									
Yard 503.5 TO LONG BEACH 1.1 0.0									
(2.1)									
Service by extra trains only									

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175		Distance from Los Alamitos					
		June 11, 1939							
		Santa Ana Branch							
STATIONS									
YWP 489.1 TO-R FIRESTONE PARK 1.0 30.3									
I 490.1 ARDMORE 1.8 29.3									
I 491.9 CROSSING U.P.R.Y. 0.2 27.5									
13 492.1 SOUTHGATE ATLANTIC BLVD 1.1 27.3									
10 493.2 VINVALE 1.8 26.2									
21 495.0 TO DOWNEY 2.4 24.4									
17 P 497.4 R STUDEBAKER 1.7 22.0									
39 499.1 TO NORWALK 2.1 20.3									
20 501.2 CARMENITA 3.2 18.2									
76 504.4 BUENA PARK 1.0 15.0									
32 505.4 ALMOND 3.6 14.0									
Yard 24 WY 509.0 WEST ANAHEIM 1.2 10.4									
Yard 510.2 ANAHEIM 1.7 9.2									
30 P 511.9 TUSTIN JCT. 5.1 7.5									
Yard BKWYOP 517.0 TO-R SANTA ANA 0.1 2.4									
517.1 CROSSING W.LEG WYE 0.1 2.3									
517.2 CROSSING E.LEG WYE 2.2 2.2									
63 519.4 DYER 0.0 0.0									
(30.3)									
Service by extra trains only									
List of Intermediate Spurs page 10.									

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

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175		Distance from Whittier	
		June 11, 1939			
		Whittier Branch			
STATIONS					
17 P 497.4 STUDEBAKER 2.1 5.9					
499.5 FULTON WELLS 1.1 3.8					
500.6 LOS NIETOS 0.0 2.7					
501.0 LOS NIETOS TOWER Crossing A.T. & S.F.Ry. 0.4 2.7					
502.2 EVERGREEN STREET 1.2 1.0					
503.1 CROSSING P.E.R.Y. 0.1 0.1					
27 TW 503.2 WHITTIER (5.9) 0.0					
Service by extra trains only					

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175		Distance from Los Alamitos	
		June 11, 1939			
		Los Alamitos Branch			
STATIONS					
Yard YWP 509.0 WEST ANAHEIM 4.6 9.4					
513.6 STANTON 0.4 4.8					
514.0 CROSSING P.E.R.Y. (Stop) 0.1 4.4					
Y 514.1 STANTON JUNCTION 4.3 4.3					
Yard 518.4 LOS ALAMITOS 0.0 0.0					
(9.4)					
Service by extra trains only					

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175		Distance from Whiting	
		June 11, 1939			
		Smeltzer Branch			
STATIONS					
Y 514.1 STANTON JUNCTION 3.3 7.8					
W 517.4 WESTMINSTER 1.5 4.5					
15 518.9 SUGAR 0.6 3.0					
27 519.5 SMELTZER 1.0 2.4					
520.5 WINTERSBURG 1.4 1.4					
9 521.9 WIEBLING 0.0 0.0					
(7.8)					
Service by extra trains only					

Eastward FIRESTONE PARK SUBDIVISION Westward

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175		Distance from Tustin	
		June 11, 1939			
		Tustin Branch			
STATIONS					
30 511.9 TUSTIN JCT. 0.5 10.5					
I 512.4 ANAHEIM TOWER Crossing A.T. & S.F.Ry. 2.1 10.0					
21 514.5 MARLBORO 0.2 7.9					
18 516.7 CROSSING A.T. & S.F.R.Y. (Stop) 2.0 7.7					
33 518.4 MOPHERSON 1.0 4.0					
18 519.4 EL MODENA 3.0 3.0					
26 W 522.4 TUSTIN (10.5) 0.0					
Service by extra trains only					

Service by extra trains only

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175		Distance from Pomona	
		June 11, 1939			
		Covina Branch			
STATIONS					
96 PW 497.3 TO BASSETT 3.6 17.8					
500.9 BALDWIN PARK 0.1 14.2					
501.0 CROSSING P.E.R.Y. (Stop) 0.4 14.1					
28 501.4 CRUSHTON 0.3 13.7					
501.7 WITHAM 0.6 13.4					
502.3 IRWINDALE 1.8 12.8					
25 504.1 AZUSA AVENUE 1.0 11.0					
Yard PW 505.1 TO COVINA					

Eastward		POMONA SUBDIVISION		Westward		Eastward		SALTON SUBDIVISION		Westward		Eastward		CALEXICO SUBDIVISION		Westward		Eastward		CALEXICO SUBDIVISION		Westward	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175 June 11, 1939		Distance from Ontario		Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175 June 11, 1939		Distance from Colorado		Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175 June 11, 1939		Distance from El Centro		Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175 June 11, 1939		Distance from Westmorland	
Yard KPTW 245	514.3	TO POMONA 1.1		10.8		16	744.4	TO POTHOLE 0.6		12.2		Yard PY 101	675.7	TO CALIPATRIA 6.1		38.0		Yard PY 101	675.7	TO CALIPATRIA 3.4		12.6	
I	515.4	POMONA JCT. TOWER Crossing U. P. Ry.		9.7		25	743.8	LAGUNA 4.2		11.6		73	681.8	TURN 5.0		31.9		12	679.1	VERDANT 1.5		9.2	
Yard W	520.0	CHINO 2.4		5.1			739.6	SELLEW 7.4		7.4		24 P	686.8	MUNYON 3.0		26.9		22	680.6	SHAMROCK 2.5		7.7	
	522.4	EUCLID AVENUE 2.6		2.7			732.2	COLORADO 0.0		0.0		73	689.8	MOSS 1.9		23.9		64 YP	688.3	FONDO 5.2		5.2	
I	525.0	CROSSING U. P. RY. 0.1		0.1				(12.2)				24	691.7	ORITA 2.5		22.0				WESTMORLAND (12.6)			
125 Yard P	525.1	TO ONTARIO 0.0		0.0								24	694.2	CURLEW 3.3		19.5							
		(10.8)										24	697.5	SANDIA 6.0		16.2							
		Service by extra trains only										Yard WYP 32	703.5	R HOLTVILLE 1.0		10.2				Service by extra trains only List of Intermediate Spurs page 10.			
												50	704.5	RICO 3.1		9.2							
												67	707.6	MELOLAND 6.1		6.1							
												Yard BKP 52 YW	713.7	TO-R EL CENTRO (38.0)		0.0							
														Trackage between Holtville and El Centro owned by Holton Inter-Urban Ry.									
													Service by extra trains only List of Intermediate Spurs page 10.										
Eastward		POMONA SUBDIVISION		Westward																			
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175 June 11, 1939		Distance from Riverside																			
		Riverside Branch																					
		STATIONS																					
Yard BKWYOPT	539.0	TO COLTON 3.3		7.2																			
98 P	542.3	See note HIGHGROVE 1.0		3.9																			
24	543.3	ORANGE CENTER 0.7		2.9																			
I	544.0	CROSSING A.T. & S. F. RY. 1.4		2.2																			
	545.4	RIVERSIDE JCT. 0.8		0.8																			
Yard P	546.2	RIVERSIDE 0.0		0.0																			
		(7.2)																					
Joint track with Pacific Electric Ry. over Bridge 540.11. See special instructions under Special Signals.																							
Service by extra trains only																							
List of Intermediate Spurs page 10.																							
Eastward		BEAUMONT SUBDIVISION		Westward																			
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 175 June 11, 1939		Distance from Greenspot																			
		Redlands Branch																					
		STATIONS																					
73	544.5	TO BRYN MAWR 0.5		8.7																			
	545.0	MOTOR JCT. 2.8		8.2																			
Yard W	547.8	REDLANDS, 2D STREET 0.1		5.4																			
	547.9	CROSSING P. E. RY. (Stop) 2.6		5.3																			

INTERMEDIATE STATIONS AND SPURS

NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Santa Barbara—Los Angeles			Los Angeles—Colton Continued		
Montecito	373.4		C. C. Stafford	496.5	16
Biltmore	373.9		International Livestock	498.4	14
Miramar	374.6		Hill-Benton	508.1	12
Summerland	376.2		Racimo	522.4	14
Benham	384.5		Colton—Indio		
So. Cal. Edison	399.6	14	Oehl Packing Co.	540.4	16
Lemon	400.2		Niland—Calexico		
Tapo Citrus Assn.	437.0	14	Miller and Cummings	688.0	14
El Rio	405.6	12	Sandia Branch		
Todd	410.6	9	Butters	689.6	11
Sucrosa	413.6	32	Fuller	699.4	9
Simi	433.5		Westmorland Branch		
Sepulveda	474.3		Csaaba	684.8	2
West Glendale	475.0		Laguna Branch		
Industrial	477.9	22	Bard	737.8	14
Taylor	479.3	30	Duarte Branch		
Ojai Branch			Sunnyslope	492.9	3
Matilija	411.1	3	Covina Branch		
La Cross	405.1	8	P. E. Ry.	502.0	3
Weldons	402.4	3	Lateen	503.0	8
Wadstrom	400.3	19	Hobbs	512.9	6
Ebba	399.4	3	Hobbs	512.4	37
Chrisman	399.0	12	Riverside Branch		
Santa Paula Branch			Grand Terrace	541.2	2
Kimball	404.5	15	Redlands Branch		
Briggs	413.3	2	Eastberne	549.2	7
Kevet	415.9	8	Warner	549.9	2
Keith	421.2	22	Burbank Branch		
Filmore Gravel Pit	423.8	33	San Pedro Branch		
Wilshire	426.8	8	Lapaco	463.9	3
Cates	429.2	8	Saugus—Burbank Jct.		
Rockbank	432.5	18	Consolidated Rock	465.1	10
So. Cal. Edison	446.2	26	Los Angeles—Colton		
Stoneman	489.3	14	Los Alamitos Branch		
Ambler Grain Mill	491.3	13	Neff	510.3	3
Rudell	491.7	14	Tustin Branch		
Savanna	493.2	15	D. Hewes	520.1	6

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					
CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED		
	All-Steel	Steel-Under-frame	All-Steel Cooling Season	All-Steel Heating Season	
Baggage—60 ft.	93,070				
" 66 ft.	127,610				
" 70 ft.	122,620				
" 70 ft. (With Auto. End Door)	125,800				
" (Dynamo)	98,730				
Baggage & Mail—60 ft.	103,620		87,120		
" 68 ft.	124,760				
" 70 ft.	129,140				
" Passenger	108,675		112,610		
Express, N. P. Ry.—N. P. Ry.		74,000			
" A. R. E. No. 40-154.		78,000			
" 155-224.		89,000			
" 500-506.		110,000			
" 1101-1175.		85,000			
" P. F. E. 500-799.		83,000			
Express, Horse	133,050				
Postal	112,120				
Postal Storage—40 ft.	74,530				
" 60 ft.	105,120				
Assembly		(ACW)	168,950	168,950	
Club	146,210	(ACI)	122,300	172,200	164,700
Official	170,700	(NAC)	155,370		
" Cars 107-128.		(ACW)	182,800	182,800	
" 140-141.		(ACI)	195,040	195,040	
Chair—60 ft.		(ACI)	100,620	138,000	132,000
" 72 ft.		(ACI)		165,000	157,800
" 72 ft.		(ACW)		158,700	158,700
" Streamline—Single		(ACS)		120,000	104,500
" Art.		(ACS)		205,400	172,600
" 74 ft.		(ACI)		180,915	173,125
" 74 ft.		(ACS)		197,944	181,800
Coaches—60 ft.	98,130	(ACI)	136,100	130,100	
" 70 ft.		(ACI)	137,640	157,800	151,000
" 70 ft.		(ACW)	137,640	151,000	151,000
" 72 ft.		(ACI)		164,500	157,400
" 72 ft.		(ACW)		153,500	153,500
" 73 ft. 6 in.		(ACW)		183,000	163,000
" 73 ft. 6 in.		(ACI)		183,500	161,200
" 72 ft. (Interurban).	120,000				
All-Day Lunch—Chair—Coach	105,970				
Cafe-Coach	103,875	(ACI)	138,600	155,700	149,000
Cafe-Lounge		(ACI)	161,200	173,500	166,000
"		(ACW)		156,000	156,000
Daylight—(12 car train)		(ACS)	1,344,080	1,147,280	
" Co. Bagg. & Coach		(ACS)		118,940	102,540
" Art. Chair.		(ACS)		203,640	170,840
" Tavern.		(ACS)		130,850	114,450
" Diner.		(ACS)		129,860	113,460
" Parlor.		(ACS)		115,880	99,480
" Parlor-Obs.		(ACS)		118,690	102,290
Diner—70 ft.			135,930		
" 72 ft.			155,330		
" 77 ft. (Arch Roof)		(ACI)	156,000	170,100	162,700
" 77 ft. ()		(ACW)		162,950	162,950
" 77 ft. (Clerk Story Roof)		(ACW)	165,530	169,450	169,450
" 77 ft. ()		(ACM)		189,581	173,838
" 79 ft.		(NAC)	169,100		
" 80 ft. (Clerk Story Roof)		(ACM)		201,323	184,700
Lounge—()		(ACI)		189,800	181,830
" (Arch Roof)		(ACI)		167,500	160,300
" ()		(ACW)		164,980	157,780
Observation—75 ft.	154,400	(ACI)		189,185	161,900
" 77 ft.		(ACI)		194,543	186,166
Pullman—Observation		(ACI)	141,870		
"		(ACM)	160,800	153,000	177,314
"		(ACM)	169,300	153,000	192,300
" Lounge		(ACM)	171,200	194,900	178,900
"		(ACI)	171,200		187,682
" Bedroom		(ACM)	187,600		183,020
"		(ACM)	187,600		195,800
" Sleeper		(ACM)	163,100		191,100
"		(ACM)	163,100		175,100
" Tourist		(ACM)	153,000		180,075
"		(ACI)	153,000		171,500
Rail, Gas-Electric—400 H.P.			158,400		185,200
" 600 H.P.			167,200		168,663
					161,400

#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

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
	Dr. G. S. Hall	Assistant Chief Surgeon.
	Dr. M. T. Steele	District Surgeon.
	Dr. R. W. Starr	District Surgeon.
	Dr. A. S. Lineer	District Surgeon.
	Dr. Elmer Nelson	Visiting Physician and Surgeon.
	Dr. R. G. Stern	District Surgeon.
	Dr. G. L. Gamette	District Surgeon.
Angelus-Mesa	Dr. A. M. Anton	District Surgeon.
Inglewood and Hyde Park	Dr. E. D. Charlard	District Surgeon.
Huntington Park	Dr. D. E. Stewart	District Surgeon.
Huntington Park	Dr. H. W. Ames	District Surgeon.
Eagle Rock	Dr. A. E. Hollenbeck	District Surgeon.
Belvedere Gardens	Dr. J. P. Mortenson	District Surgeon.

SPECIAL INSTRUCTIONS



RULE 2. Watch inspectors:
S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.
Wm. B. Baehr, 103 Pacific Electric Bldg.
Geo. D. Davidson Co., 445 S. Spring St.
Los Angeles.....and Room 305, LAUPT.
O. H. Patzer, 2708 North Broadway
Ralph Laraway, 1222 San Fernando Rd.

Glendale.....John R. Leaneay
Santa Ana.....R. H. Ewert
Oxnard.....Jack Davis
Santa Barbara. Mrs. I. F. Bitterly
San Pedro.....Chas. E. Perham
Long Beach.....P. T. Myers
Pasadena....J. Herbert Hall Co.
Alhambra.....H. E. Wellman
Pomona.....W. B. Parsonage
Colton.....E. W. Cosgrove
Redlands.....Howard S. Smith
Banning.....B. B. Felts
Indio.....F. B. Dozier
Yuma.....Wm. Baird
Yuma.....J. H. Huber
San Fernando.....F. G. Marshall
Van Nuys.....C. H. Berggren
Ventura.....R. W. Cummings
Brawley.....F. T. De Arman
El Centro.....R. E. Couch
Fillmore.....Harvey H. Hoy
San Bernardino.....Chas. M. Hanf
Riverside.....F. S. Fisher
Calexico.....O. F. Haun

RULE 10. Between Grand Terrace and San Bernardino signals must be placed on east side of track.

RULE (10 J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars with engines counterbalanced for speeds of 75 M.P.H. or over. Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14 (d). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99:
Saugus.....Trains on Santa Paula Branch.
Burbank Jct.....Trains on Coast line via Northridge.
Burbank.....Trains on Burbank Branch.
Mission Jct.....Trains on River Station Tower line.
Pomona.....Trains on Covina Branch.
Ontario.....Trains on Chino Branch.
Araz Jct.....Trains on Inter-Cal. line.
Colorado.....Trains on Laguna Branch.

RULE 14 (e). As specified below six long sounds will be indication that flagman may return from east as prescribed by Rule 99:
Calipatria.....Trains on Sandia and Westmorland Branches.
Niland.....Trains on Calexico line.
Bryn Mawr.....Trains on Redlands Branch.
Colton.....Trains on Riverside and San Bernardino Branches.
Pomona.....Trains on Chino Branch.
Bassett.....Trains on Covina Branch.
Alhambra.....Trains on Duarte and Pasadena Branches.
Chatsworth.....Trains on Burbank Branch.
Ventura Jct.....Trains on Ojai Branch.
Montalvo.....Trains on Santa Paula Branch.
Wilmington (Anaheim Blvd.) Trains on Long Beach Branch.
Firestone Park.....Trains on Santa Ana Branch.
Studebaker.....Trains on Whittier Branch.
West Anaheim.....Trains on Los Alamitos Branch.
Tustin Jct.....Trains on Tustin Branch.
Stanton Jct.....Trains on Los Alamitos Branch.
River Station Tower. Trains on Mission Jct. line.

RULE 17 (C). Headlight on light engines running forward must be dimmed in A, B, and C units Los Angeles yard.

RULES 17 and 19. Night signals will be displayed through all tunnels.

RULE 21 (C). Indicators on extra trains will be displayed during time train is in Colton yard.

Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

RULE 26. When signal displayed at end of ice platform along P. F. E. tracks 5, 6 and 7, Colton cars on these tracks must not be coupled to or moved.

RULE D-71. Trains and engines may move within limits of Los Angeles yard with current of traffic irrespective of time table superiority, but must avoid delaying first-class trains.

Eastward trains may move on Eastward track irrespective of time table superiority Araz Jct. to Yuma.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. Observation check may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Westward trains must comply with Rule 14 (k) when approaching trains on opposite track.

Observation check may be made by westward trains on double track between Yuma and Araz Junction, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

RULE 83 (A). At the following stations only trains indicated will register.

Los Angeles Yard, originating and terminating.
Light engines will not register at Los Angeles Yard except those to and from the Firestone Park Sub-division.

RULE 83 (B). Trains may register by ticket as follows:

Colton.....	First class trains
Colton.....	Eastward third class and extras arrival
Niland.....	Nos. 1, 2, 3, 4, 5, 6, 43, 44, 370, 822, 824
Indio.....	First class except Nos. 367 and 368

SANTA BARBARA

Train order office is located at freight house.

Conductors and engineers of westward first-class trains receiving train orders and instructions at freight house will deliver them to relieving crew at passenger station.

First-class trains must register by ticket at freight house.

RULE 83 (D). Trains must obtain clearance before leaving:

San Joaquin Division routed trains must obtain San Joaquin Division clearance authorizing movement west of Burbank Jct., in addition to Los Angeles Division clearance, at initial station on Los Angeles Division. Each clearance must be properly designated.

Eastward trains from San Joaquin Division are authorized to assume corresponding schedule on Los Angeles Division from Burbank Jct. to terminal station of schedule. Trains to and from San Joaquin Division are not required to obtain clearance at Burbank Jct. provided train is properly cleared by train-order signal.

Los Angeles Yard, River Station Tower or Firestone Park, en route to Firestone Park Subdivision.

Beaumont.....All trains.

Yuma.....Inter-California Railway routed trains, Inter-California Railway clearance in addition to Southern Pacific clearance.

RULE 83 (E). A train when authorized by train order, may check the register against an extra train, and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

RULE 92. First paragraph does not apply to trains arriving Los Angeles LAUPT.

RULE 93. Yard limits are established at:

Santa Barbara	Los Angeles	Covina	Indio
Ventura	Pasadena	Chino	Niland
Montalvo (on Santa Paula Branch only)	Santa Ana	Ontario	Yuma
Oxnard	Anaheim	Colton	Calipatria
Santa Paula	West Anaheim	Riverside	Holtville
Fillmore	Los Alamitos	San Bernardino	Brawley
Saugus	San Pedro	Redlands (Second St.)	Imperial
San Fernando	Long Beach	Crafton	El Centro
	Pomona	Beaumont	Heber
			Calexico

Approach west switch "A" unit, Los Angeles Yard, on third track east of Glendale Tower with caution. Call for signal from switchtender; failing to receive signal stop west of west switch.

Westward trains before entering "A" unit, Los Angeles Yard, must sound whistle signal one long, one short, one long.

Switch leading westward off westward main track towards Butte Street yard, Butte Street Jct., also crossover switches in same location, may be left as used.

Engines must not go beyond a point 125 feet east of east storage track switch and must not exceed 10 miles per hour on Edison spur Chino.

At Colton trains and engines must stop clear of lead to P.F.E. yard on west leg of wye and before crossing lead on east leg of wye, except on receiving signal from member of crew or herder at either of the locations, train may proceed without stopping.

In the absence of herder, member of crew must precede the train or engine and ascertain that no train or engine is approaching before fouling the lead or crossing.

RULE 95. Sections of eastward first-class schedules taking down signals at Colton must do so at yard office.

Eastward trains from San Joaquin Division holding train-order authority to display signals for following section to Burbank Jct. are authorized to display signals to terminal station of schedule on Los Angeles Division.

RULE 97. Extra trains must not run via Santa Paula, Burbank, Covina, Chino, or Sandia branches unless train order so specifies.

RULE D-97 (A). Will apply between Santa Barbara and East Santa Barbara; Burbank Jct., Firestone Park and Alhambra and between Araz Jct. and Yuma.

Eastward extra trains with running orders terminating at Burbank Junction may proceed beyond that station without a clearance, being governed by train order signal.

RAILROAD CROSSINGS NOT INTERLOCKED.

Cars must not be kicked over a railroad crossing not protected by an interlocking plant, unless a member of the crew is at crossing.

Los Angeles Ry., on following spurs, Boyle Mfg. Co., Santa Fe Ave., near Fruitland Road; California Dressed Beef Co., 3969 Santa Fe Ave.; Holbrook, Merrill and Stetson Spur, just east of Naud Jct.—STOP 25 feet from crossing and do not proceed until member of crew has gone on to crossing, ascertained that it is safe to do so, and has given suitable proceed signal.

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 must have right of way provided ready to move immediately.

Trains and engines must stop before proceeding over city-owned double tracks at McFarland Avenue, Wilmington. If crossing is seen to be clear, may then proceed.

A. T. & S. F. R.Y., Industrial track south of Mission Tower, crossing Gladning, McBean Co., Wilson & Co. and Eureka Supply Co. spur—STOP. If crossing clear and no engine or car approaching, proceed.

Pacific Electric Railway:

North Hollywood—STOP.

Van Nuys, Canoga Park—Approach not exceeding 8 miles per hour. If crossing clear, proceed.

One mile east of Tweedy, 1.1 miles east of Vernondale—approach not exceeding 6 miles per hour. If crossing clear, proceed.

One half mile east of Wilmington (Anaheim Blvd.) San Pedro Branch unless clear view and crossing seen to be unobstructed—STOP.

Trains and engines must stop before proceeding over Pacific Electric crossing one mile east of Wilmington (Anaheim Blvd.) (Long Beach Branch) and 0.4 mile east of Stanton, and a member of the crew must go forward and ascertain that no train is approaching on opposing route in either direction that will interfere with movement of their train over crossing. In foggy or inclement weather when view is obscured all cars and trains on the opposite line of railroad will be brought to a stop before proceeding over the crossing.

Griffith Lumber Spur, Santa Ana—STOP.

Pasadena Branch M. P. 488.5 and Duarate Branch M. P. 488.7—STOP, be preceded by flagman and not foul crossing if Pacific Electric train is approaching.

Colton—Trains or engines must approach crossing prepared to stop before fouling same. When it is seen crossing is clear, trains or engines may proceed without stopping. Engines shoving cars will stop clear of crossing and proceed when same is seen to be clear. Cars must not be kicked over this crossing.

Union Pacific Ry.—Old Chino line, Ontario—STOP. Electrically locked derail.

West end Calexico Subdivision at Niland is at connection just west of station.

SPECIAL INSTRUCTIONS

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Edison Spur one mile west of Pardee—Telegraph Road on Spur (Movements to be made only during daylight hours.)
Limoneria Spur and Rockbank—Telegraph Road on spur.
Industrial—Fletcher Drive, on Van de Kamp spur.
Los Angeles Yard—Wilson St., Mateo St.
South Gate—Independence Avenue, on Philadelphia Quartz Co. spur.
Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.
Riverside—Orange Avenue, Seventh and Eighth Streets.
Redlands Second Street—Orange Street, Second Street.
Redlands Second Street—Fourth Street on Mutual Orange Assn. spur.
Duarte—Foothill Boulevard, east of Station.
Anaheim—Los Angeles Street.
Santa Ana—Fourth Street.
Alhambra—Mission Road on track leading to Edison Plant.
Indio—Highway California Date Growers Assn. spur.
Yuma—All crossings in old yard.

Before pushing or backing cars on house track or drill tracks over Main Street crossing, El Centro, flagman must be placed on crossing until leading car has passed.

RULE 104. The normal position of switches at junction points is as follows:

East Santa Barbara.....Oil buffer spring switch—westward trains.
Saugus.....Switch in middle siding, to Santa Paula Branch, for siding.
Naud Jct.....River Station Tower—Washington St. Jct.
Firestone Park (eastward) Los Angeles—Anaheim Blvd.
Firestone Park (westward) Santa Ana—Los Angeles.
Stanton Jct.....West Anaheim—Los Alamitos.
Alhambra.....Switch in westward siding for Duarte Branch.
Ganesha Jct.....170 feet east of La Verne and Lone Hill—Pacific Electric Line.
Ontario.....Switch in siding for siding.

Inside crossover switch west end team track, Ventura, must be left lined for the straight track.

RULE 104 (D). Use of heavier than "C" class engines in making running switches is prohibited unless engine is routed over other than diverging track, except at east end Beaumont where speed must not exceed 8 miles per hour entering turnout.

RULE 105. West end Burbank Branch, Chatsworth, is at east connection switch, Signal 4461, east of station.

West end Covina Branch at Bassett is at Covina main track derailing switch near water tank.

West end Chino Branch is at Pomona Junction.

Saugus—Track opposite station extending from westerly connection 863 feet east of station to connection with main track 722 feet west of station, shall be known as the middle siding. First-class trains meeting at Saugus use middle siding unless otherwise instructed.

Oxnard—West switch to siding located at signals 4077 and 4078. Inside switch on siding must be left lined for drill track.

First-class trains, meeting at Pomona, will use connections just east and west of station to enter and leave siding.

At Colton, taking siding, initial switch for eastward first-class trains is just east of A. T. & S. F. Ry. crossing, and for eastward freight trains is switch just east of Ninth Street, leading into train yard. Eastward inferior trains using main track between A. T. & S. F. Ry. crossing and switch leading into train yard must do so only under protection against superior trains.

When first-class trains meet at Indio, eastward train take siding through connection just west of station.

Eastward extra passenger trains, unless otherwise instructed, take siding at Indio, using connection 200 feet east of signal 6110.

Trains taking siding at stations where eastward and westward sidings are designated by the letters "E" and "W", respectively, must enter at initial switch, direction bound, unless otherwise instructed. At Palm Springs westward siding is next to main track and eastward siding is second from main track, and inside switches at approaching end of siding must be left lined accordingly.

RULE 221. Light will not be displayed in train order signals on Firestone Park Subdivision east of Firestone Park; nor on Santa Paula, Duarte, Pasadena and Covina branches except when train orders are to be delivered.

Los Angeles Yard is a train-order office for trains originating only.

RULE 825. When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a human flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

In cutting crossing Sepulveda Boulevard, Raymer; Penrose Ave., Roscoe or Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employee acting as flagman.

Cars must not be left standing on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeill & Libby Plant, S. E. corner of Verdugo Ave. and S. P. tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and S. P. tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and S. P. tracks; on Team Track, most northerly track crossing Olive Avenue.

Skids at Santa Barbara, one located on fence next main track west of Chapella Street, other on fence west of Montecito Street.

A skid must be placed on rail, against wheel of east truck, of cars set out on passenger house track to prevent movement should hand brakes be released.

After skids have served their purpose, they must be returned to their proper location.

Cars must not be left standing on house track at North Hollywood, east of derail.

RULE 827. On freight trains moving on all branches except San Pedro, Long Beach, Santa Ana and Sandia, a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

RULE 829. Westward passenger trains, except Nos. 99, 69, 1 and 75, of 14 or more cars, take water at Oxnard and in making station stop, Santa Barbara, rear of train must clear State Street.

RULE 833. Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

Except those of Southern Pacific ownership, cranes or machines of similar type, with rotating body, loaded on open cars, must not be moved until inspected and released by mechanical department. Conductors must not move Jordan Spreaders, except when in use, unless wings are protected against spreading by chain or tie bar extending from wing to wing and wing arm to wing arm.

RULE 834. Open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when such lading projects above sides and end walls of car, must not be placed next to cab of AC engines.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on down hill end of cars.

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

RULE 843. When a train is split at two sidings for the purpose of meeting or passing trains, conductor must accompany both portions of the train.

RULE 869. All brakemen must ride on top of their train as follows:
Tunnel to Burbank
Beaumont to Edom
Beaumont to Colton

Exception: Rear brakeman Tunnel to Burbank and Garnet to Edom. Trainmen must remain with their portion of train until it comes to rest on designated track in yards.

Fourth or additional brakemen must ride near middle of portion of train assigned to them.

Trainmen must not ride on top of their train while passing through Tunnels 25 and 26.

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track.

TRAIN INSPECTION

Freight trains eastward must stop at Cabazon and Garnet, and westward at El Casco or Ordway for inspection.

Exceptions:

If required to stop at any station, Owl to Garnet, inclusive, inspection will be made, and subsequent run for inspection must not exceed 14 miles. When an eastward train is delayed to exceed 25 minutes at an inspection point, subsequent run for inspection must not exceed 10 miles. Eastward freight trains, which do not stop at Rimlon, must stop at Edom, and, after so doing, may proceed.

Engines running light on descending grade must stop for inspection at freight train inspection points a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition.

Between Yuma and Niland, trains handling loaded cars must not make a continuous run to exceed forty (40) miles without stop for inspection, except eastward trains may run Niland to Ogilby, and Acolita to Yuma, provided in judgment of conductor and engineer it is safe to do so.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 24.

At Beaumont: Rear end test must be made except running test may be made by westward trains of not over 65 cars immediately after leading engine passes east yard limit board and, if brakes operate properly, stop for rear end test not required.

Rear end test on incoming freight trains after setting out cars in one unit of Los Angeles Yard and before proceeding to another need not be made.

Before a train which has stopped on grade is signalled to proceed, air gage in caboose must be observed. If gage indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

RULE 33.

125 M's per operative brake must not be exceeded on descending grade between Colton and Garnet.

One retaining valve for each 120 M's, commencing at forward end of train must be turned up Beaumont to Edom. Retaining valves may be turned down at Rimlon if train stops for other operating reasons and not required beyond in judgment of engineer.

One retaining valve must be turned up for each 140 M's Beaumont to Redlands.

One retaining valve must be turned up for each 200 M's Redlands to Colton.

One retaining valve must be turned up for each 100 M's in westward trains of over 10 cars on Pasadena and Redlands branches.

One retaining valve must be turned up for each 400 M's in eastward freight trains of 45 or more cars at Tunnel or Sylmar; at Burbank Jct. turn down.

If, in the judgment of the engineer, or conductor, additional retaining valves are required to properly control speed of the train, trainmen shall turn them up accordingly.

PASSENGER TRAINS

RULE 39.

Running test must be made before descending grade, Beaumont. Running test must be made on eastward trains 3 miles west of Burbank Junction.

Running test shall not be made approaching Glendale Tower.

Running test on trains leaving Los Angeles shall not be made within limits of Los Angeles Union Passenger Terminal or Mission Tower interlocking plant.

Running test on trains leaving Los Angeles must be made immediately after clearing Mission Tower interlocking plant.

If air brakes have been used at Alhambra, running test shall not be made approaching Mission Tower.

If air brakes have been used at Burbank or Burbank Junction, running test shall not be made approaching Raymer Tower.

RULE 46.

Descending grade between Bryn Mawr and Garnet retaining valves on not less than 75% of cars in the train must be turned up.

AUTOMATIC BLOCK SYSTEM

Block Signals in addition to those shown in brackets on schedule pages are in operation as follows:

River Station Tower and Naud Junction.....Eastward Track

Firestone Park governing westward trains.

Piru, East and West end.....Distant signals

Camulos, East end.....Distant signal

Newhall Ranch, East end.....Distant signal

When signals 4789, 4791, 4793 and 4790 indicate stop, trains must not proceed until signal indicates proceed, or hand signal to proceed is received from switch tender.

We electric
To use
"Track
restore
indicate
button
button
route se
and 552
let train
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SPECIAL INSTRUCTIONS

West switch of crossover located at Arroyo Jct. is equipped with electric switch lock with semaphore indicator and push button release. To use crossover open door of electric switch lock. If indicator indicates "Track Unoccupied", throw lever to the left, then throw switch, and restore electric lock lever to normal; close and lock door. If indicator indicates "Track Occupied" and no reasons seen therefor, operate push button release in accordance with instructions on inside of door. Push button will release electric switch lock.

El Casco. Entering siding, eastward trains governed by diverging route semaphore arm, westward trains by light signal. Push buttons 5521 and 5523 attached to signal 5523. When westward train on main track to let train pass, member of crew will press push button 5521. Westward train on siding to let train pass should not pass overlap post 500 feet east of signal 5521. If necessary to pass overlap post, member of crew will press push button 5523. Signal 5521, normally dark, will light when train enters overlap. If signals governing use of siding indicate "stop" be governed by Rule 509.

Cabazon. Push buttons and indication lights 5742 and 5744 attached to signal 5744. Lights indicate push button selection but not clear block. When eastward train on main track to let train pass, member of crew will press push button 5742. Eastward train on siding to let train pass should not pass overlap post 500 feet west of signal 5742. If necessary to pass overlap post, member of crew will press push button 5744. Signal 5742, normally dark, will light when train enters overlap. Signal 5733, normally dark, will light when train enters approach circuit 900 feet east of signal, but will not indicate "proceed" until switch is properly lined and block in advance clear.

OIL BUFFER SPRING SWITCHES

These switches located as follows and speed indicated must not be exceeded passing over them:

End of double track, East Santa Barbara—Eastward, 25 M.P.H.; Westward, 20 M.P.H.

East end of freight lead, East Santa Barbara—Westward, main track, 20 M.P.H. Dwarf light block signal governing eastward movement from freight lead to main track at clearance point. Signal normally dark, but will display light indication when train or engine enters lighting circuit on lead. If the main track either side of the switch within the lighting circuit is occupied, signal will indicate Stop. If signal indicates stop, train may proceed in accordance with Rule 509, but must be protected as prescribed by Rule 99.

West end siding El Casco and east end siding Cabazon, through turnout, passenger 25 M.P.H., freight 20 M.P.H.

When train is authorized to enter single track from double track East Santa Barbara or main track from siding at El Casco and Cabazon, oil buffer spring switch must be thrown by hand unless signal governing movement indicates "proceed". Employe throwing switch by hand must see that it is returned to normal position when train has passed.

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP," careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches. Sand must not be used at location rail lubricators.

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

The following block signals have included in their control limits some special protective device. When these signals indicate "STOP", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Signal	Protects	Location
3721	Oil buffer spring switch.....	East Santa Barbara
3727	Oil buffer spring switch.....	East Santa Barbara
4574	Culvert 457 D.....	Between Tunnel and Sylmar
4579	Culvert 457 D.....	Between Tunnel and Sylmar
5520	Oil buffer spring switch.....	El Casco
5521	Oil buffer spring switch.....	El Casco
5742	Oil buffer spring switch.....	Cabazon
5745	Oil buffer spring switch.....	Cabazon

Block signals—4500 to 4513 Saugus—5306 Colton—6110, 6115, 6116, 6118, 6119, 6123 Indio—7085 Calexico, govern movement of trains entering yards. If signals indicate stop, after stopping train may proceed with caution, not exceeding 12 miles per hour.

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

Eastward freight trains having more cars than can be placed between San Fernando Road and home interlocking signal at Burbank Junction; if automatic home signal 4706 indicates stop, must stop west of crossing and communicate with signal operator by telephone located on post opposite signal 4706.

When block signal 4841 west of Aurant indicates "Stop", a member of the crew of freight trains will communicate with signal operator at Mission Tower by telephone located on the signal, and be governed by his instructions as to when train can be handled through Mission interlocking plant.

RULE 509 (e). That portion reading: "And the intervening track is seen to be clear," is interpreted as referring to the track being clear of engines and/or cars.

RULE 511. Within block system limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

RULES 509, 512 and 512 (A).

Signals at clearance points governing movements to main track under automatic block system rules, are located at the following points:

- Signal 3973—Ventura Junction.
- " 4036—Montalvo wye.
- " 4075—Oxnard, west and house track.
- " 5084—Hill-Benton spur.
- " 6120—Indio, east end yard.
- " 7320—Colorado, east leg of wye.
- " 6992—El Centro, S. D. & A. E. Junction.

Signals will indicate "Proceed" when derails and main track switches are set for movement to the main track and block is clear.

Where switch indicators are provided and indicate "block occupied", or where switch indicators are not provided, wait three minutes after setting derail before opening main track switch, unless it can be seen that no train is approaching or has passed the home signal governing such approaching train, or that the approaching train has stopped clear of the route to be used.

RULE 516. At Haig, Nicklin, Pershing, Mons and Flowing Well be governed by following:

When holding main track to meet a train, do not open switches until train to be met has passed signal intermediate to next station. When taking siding to meet a train, do not close main track switch until rear of train has passed fouling point or derailler.

Overlap posts are located at:

- Newhall—Eastward trains—2000 feet east of west switch.
- Bernice—Westward trains—Midway between switches.
- Colorado—Eastward trains—signal 7318.

SPECIAL SIGNALS

Joint Track Between Kester and North Hollywood

Movement of Southern Pacific and Pacific Electric trains or engines operating between North Hollywood and Kester, on the Burbank Branch, will be governed by block signal indications which supersede the superiority of trains.

Normal position of Junction switches at North Hollywood and Kester is for Pacific Electric movements.

Signal 147, 200 feet east of Junction switch, North Hollywood, governs westward movement from Southern Pacific track.

Signal 145, 1050 feet east of Junction switch, and Signals 141 and A-141, 1650 feet east of Junction switch, North Hollywood, govern westward movement from Pacific Electric track.

Signal 164, 400 feet west of Junction switch, Kester, governs eastward movement from Southern Pacific track.

Signals 166 and A-166, 900 feet west of Junction switch, Kester, govern movement from Pacific Electric tracks.

Signal 155 is an intermediate home signal located between North Hollywood and Kester, governing westward movement.

Signal 164 is an intermediate home signal located between Kester and North Hollywood, governing eastward movement.

Normal position of block signals at North Hollywood and Kester is "STOP".

Westward trains on Southern Pacific track will stop at Signal 147; if switch indicator at Junction switch indicates "BLOCK CLEAR", switch may be set for movement from Southern Pacific track.

Eastward trains on Southern Pacific track will stop at Signal 164; if switch indicator at Junction switch indicates "BLOCK CLEAR", switch may be set for movement from Southern Pacific track.

If switch indicator at Junction switch indicates "BLOCK OCCUPIED", wait ten (10) minutes and, if no train or engine is seen or heard approaching, the switch may then be set for movement from Southern Pacific track. After switch has been set for movement from Southern Pacific track and signal does not indicate "PROCEED", and the intermediate signal can be seen in "PROCEED" position and the intervening track is seen to be "CLEAR", proceed at once, with caution, not exceeding 10 miles per hour. If the intermediate signal is not in view or indicates "STOP", send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train reaches the intermediate signal.

If signals on Pacific Electric track indicate "STOP", trains, after stopping, may proceed with caution, not exceeding 10 miles per hour if the next intermediate signal can be seen indicating "PROCEED" and the intervening track is seen to be "CLEAR". If intermediate signal is not in view or indicates "STOP", send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train reaches the intermediate signal.

Trains stopped by intermediate Signal 154 or 155 indicating "STOP", will send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train has passed and is clear of Junction switch.

Crossover between Southern Pacific and Pacific Electric main tracks is located twelve hundred (1200) feet west of North Hollywood Station. If switch indicator located at west switch of crossover indicates "BLOCK CLEAR", crossover switches may be set for movement to Pacific Electric track. If switch indicator indicates "BLOCK OCCUPIED", before either crossover switch is set for crossover movement, flag protection must be provided, in both directions, on Pacific Electric track.

Signal 145 governs movement from west end of house track, North Hollywood, to Pacific Electric main track. If switch indicator located at house track switch indicates "BLOCK CLEAR", switch may be set for movement to Pacific Electric main track. If switch indicator indicates "BLOCK OCCUPIED", flag protection must be provided, in both directions, on Pacific Electric track before switch is set for movement from house track to Pacific Electric main track.

To avoid delay to Pacific Electric trains, switches must be restored to proper position immediately after having been used.

Joint Track over Bridge 540.11

Southern Pacific track on Bridge 540.11 over Santa Ana River, Riverside Branch, will be used as joint track by Southern Pacific and Pacific Electric trains.

Movement on joint track is controlled by manually operated "Light" signals.

All trains and engines must stop at the "Stop" boards located at the fouling point each end of joint track.

Intermediate signals are located midway between junction switches. In the absence of "Light" in intermediate signal, it must be regarded as displaying its most restrictive indication.

Switches for operating "Light" signals are located in boxes at each end of joint track. Normal indication of "Light" signals is dark. Before entering joint track, member of crew will operate "Light" signal switch in cut-in box.

Green "Light", when obtained by operating "Light" signal switch, will be authority to proceed. If green or red "Light" is displayed in "Light" switch box and in home signal prior to operating switch "Light", or both green and red "Lights" appear when "Light" switch is operated, it indicates that joint track is occupied.

If "Light" signals fail to appear when "Light" switch operated, or both green and red "Lights" continue indication, restore "Light" switch immediately to original position. If opposing train does not appear, wait at least five minutes and proceed over joint track under protection of flagman.

Procedure for use of joint track must be followed separately for each movement.

After use of joint track, member of crew will operate "Light" signal switch in cut-out box to extinguish lights as soon as joint track is clear.

Normal position of switches at both ends of joint track is for Southern Pacific trains.

INTERLOCKING

When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give two short, one long and two short sounds of steam whistle for the information of signal operator.

RAYMER TOWER

Signal operator on duty 2.30 p.m. to 6.30 p.m. and 7.30 p.m. to 11.30 p.m. Plant cannot be operated by member of crew.

SPECIAL INSTRUCTIONS

LOS ANGELES YARD
BURBANK JUNCTION TOWER

To Roscoe or Los Angeles, one long.
To Hewitt, one long, four short.
To siding, five short.
To Industrial lead, one short, one long, one short.

GLENDALE TOWER

To or from lead unit "A," five short.

DAYTON AVENUE TOWER

To Glendale or East Bank Line, one long.
To River Station Tower or "C" unit, five short.
To Midway unit or freight lead, one long, one short, one long.
For movement against current of traffic, one long, four short.

RIVER STATION TOWER

To Glendale or Naud Junction, one long.
To Mission Junction or Yard lead, five short.
To tracks one to five inclusive or to "B" shed, except track one, one long, one short, one long.
To tracks six to eleven, inclusive, or to track one "B" shed, one long, four short.
To Mission Junction against current of traffic, four short, one long.

MISSION TOWER

To LAUPT, one short, one long.
To Alhambra or Naud Junction, east or west on East Bank Line, one long.
To Roundhouse, one long, one short, one long, one short.
To River Station Tower, five short.
To Brewery spur or Lacy Manufacturing Co., three long, one short.
To Coach yard, four short, one long.
To Wilson Packing Co. lead, one long, one short, one long.
To or from East Bank Line or Alhambra, one short, one long, two short.
To Alhambra Avenue Coach yard lead, two short, one long, one short.
To Naud Jet. from East Bank Line, two short, one long, two short.
Against current of traffic, one long, four short.
Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving verbal authority of Signal Operator or Signal Maintainer."

CLEMENT JUNCTION TOWER

To Butte St. Interchange Yard, one long, one short, one long.

WILMINGTON (ANAHEIM BLVD.) TOWER

Governs crossing A. T. & S. F. Ry., M.P. 500.9 San Pedro Branch, also U. P. Ry. crossing M. P. 502.0 and A. T. & S. F. Ry. crossing M. P. 501.8 Long Beach Branch. Warning signs used instead of distant signals. Telephones to call signal operator located at A. T. & S. F. and U. P. crossings. Call signal operator when using electric switch lock on Texas Oil Spur, Long Beach branch.

ALHAMBRA TOWER

Switch at end of double track and derail on eastward track are operated by signal operator. If signals indicate stop call signal operator on telephone. Rule 605 does not apply.

EL MONTE TOWER

To or from siding, five short.

CHINO BRANCH
POMONA JUNCTION TOWER

To Packing House track, one long, four short.

BLOOMINGTON TOWER

To or from siding, five short.
To house track or packing house spur, one long, one short, one long.

COLTON TOWER

To No. 1 track, one long four short.
To No. 2 track, one long, one short, one long.
To Riverside, one short, two long.
To Santa Fe interchange, five short.

SAN BERNARDINO—E STREET TOWER

To wye, one long, one short, one long.
To house track, three long, one short.
To Pacific Electric track, one long, four short.

ARAZ TOWER

Switches at Araz Junction are operated by signal operator. If signals indicate stop, call signal operator on telephone and when authorized by him, crank switches if route is not properly lined, and proceed in accordance with Rule 663 (b).

Crank and instructions in box on post opposite switch.

For Inter-California Railway, one long, four short.
Crossover switches at Araz will be thrown by signal operator.

AUTOMATIC INTERLOCKING PLANTS

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box, equipped with a switch lock, at crossing and must comply with rules posted therein.

After release has been operated by flagman, signal should change to "Proceed," or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. In the event red indicator light does not appear, movement over crossing must be protected in each direction on the intersecting tracks. Instructions in box indicate the time interval required for release to function.

SAN PEDRO BRANCH
NADEAU INTERLOCKING PLANT (AUTOMATIC)

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

SANTA ANA BRANCH
SOUTHGATE INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry.

CHINO BRANCH
ONTARIO INTERLOCKING PLANT (AUTOMATIC)

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

RIVERSIDE BRANCH
HIGHGROVE INTERLOCKING PLANT (AUTOMATIC)

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

STAFF SYSTEM
COVINA BRANCH

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

MISCELLANEOUS

1. Leading engines on freight trains of over 30 cars descending grade must be detached while taking water at Moorpark, Chatsworth, Raymer, San Fernando, Cabazon, Palm Springs, or Garnet.

3. Freight trains of over 70 cars exceeding 4500 M's with one 2-10-2 engine or 5300 M's with one S. P. class engine must be doubled from Chatsworth to Hasson.

4. For the purpose of pushing trains out of yards:

- No engine will be placed behind wooden underframe caboose or other wooden frame equipment.
- Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- Air will not be coupled through pusher engine.
- Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employees to uncouple the pusher engine when cutting off.
- In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
- Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

- No helper engine will be placed behind wooden underframe cars or cabooses.
- Helper engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- In no case will more than one helper engine be placed behind steel underframe cabooses.
- When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except between Burbank Jet. and Saugus C and heavier class must be placed ahead of AC class.

(e) Helper engines on freight trains must be placed in rear through Tunnels 25 and 26.

(f) Engines with cars must not be cut off or coupled to a train while same is in motion.

(g) Engines must not be cut off head end of trains while same are in motion.

(h) When helper engine is coupled behind caboose angle cocks must not be turned and hose separated while train is in motion.

6. Ventura County Railway has preference on Oxnard Wye.

8. At points where engine is to be changed, or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off the steam one half-mile from station.

10. Pocket track, Saugus, extending west from westward siding, may be used by trains, not exceeding 10 miles per hour.

Stop board west end of trestle 553.08 Greenspot. In case of high water, rain or indication of storm in mountains, do not pass over trestle until inspection has been made by trackmen.

Tracks diverging from main track to following industries and routes Los Angeles yard must not be used by engines equipped with pony or engine truck:

Lincoln Warehouse Spur, College Street,
Paraffine Spur, Main Street, just east of Naud Junction,

Kerckhoff Lumber Co., Naud Junction,

Daniels Spur, West of Aliso Street,

City Water Department, Ducommon Street,

Los Angeles Warehouse, Jackson Street,

Jackson Street Drill, Jackson Street,

Wickwire Spencer Steel Co., Turner Street,

California Hardware, Davies Spur No. 1 and Davies Spur Extension, between 1st and 2nd Streets,

Roeblings Spur, 2nd Street.

Haas, Baruch & Co., Panama No. 3, Panama No. 4, Ducommon Spur, between 2nd and 3rd Streets.

Southern California Box Co., between 3rd and 4th Streets.

Bekins Van and Storage Co., 4th Street.

Fifth Street Team, 5th Street.

Simmons Bed Co., between 5th and 6th Streets.

New Sixth St. Market, 6th Street.

Old Sixth St. Market, between 6th and 7th Streets.

Santa Monica Air Line, 25th Street.

F, Mt, GS, SP and AC class engines must not be used on any Branch. Engines heavier than F class must not use transfer track at San Fernando 300 feet beyond switch points.

Engines heavier than F1 class must not use Graham spur, Union Supply Co. track, or spur paralleling main track at Roscoe west of derail.

Engines heavier than C class must not be used on Pasadena and Duarre Branches.

Engines heavier than C class must not be used on Ojai, Santa Paula and Tustin Branches.

Engines heavier than T-31 Class must not be used on Smeltzer and Los Alamitos Branches, except C class engines may use Los Alamitos Branch at West Anaheim 80 car lengths east of wye switch, not exceeding 8 miles per hour.

Engines heavier than M class must not be used on Laguna Branch.

Engines heavier than C class must not be used on tracks at points listed below:

Santa Barbara yard . In old yard, Caboose, Swamp, team behind freight house. Must not back up through short crossovers at west end freight yard.

Summerland..... All, except main track and west end of oil track for a distance of 450 feet from clearance point.

Ortega..... Spur off west end of siding.

Carpinteria..... Spur, outfit, MOD spur east of road crossing.

Seaclif..... House, 200 feet beyond clearance point, both ends.

Ventura..... Wholesale Grocery, Union Oil, Corral, spurs on Ojai branch between Ventura Jct. and Main St. except Hobson Bros. and water spurs.

Montalvo..... Spur off west end siding, all tracks in old yard except main track, Texaco Oil spur.

El Rio..... Spur.

Oxnard..... Wye and No. 4, G & G spur west of packing shed. High lines A, C, S Yard.

Todd..... Spur.

Leedsdale..... Beet beyond clearance point.

Sucrosa..... Beet.

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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
Decleville.....	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.
Iris.....	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

SPEED PER HOUR	1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS		1 MILE IN MIN. SEC.	
	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.
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57	
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56	
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55	
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54	
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53	
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52	
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51	
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50	
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49	
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48	
21	2.51	34	1.45	47	1.16	60	1.00			
22	2.43	35	1.42	48	1.15	61	0.59			
23	2.36	36	1.40	49	1.13	62	0.58			

Page No.	TERRITORY	SPEED RESTRICTIONS IN MILES PER HOUR, WILL APPLY AS FOLLOWS:										
		PASSENGER—STREAMLINED		CARS OTHER THAN STREAMLINED				FREIGHT		Engines Backing	Switch Engines S-SE Type	
	CARS with G S 1, 2, 3, MT, P. Cross Counter- balanced Engines	With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5, G S Engines and Motors	With M, T, 1, 2, 8, 9, 23, 28 MK-5, 6, 7, 8, 9 Engines	With C-2 to 10, incl. C 18-29 incl. F 1, 3, 4, 5, 6 AC 4, 5, 6 MM 2 AM 2 SP 1, 2, 3 Engines	With C 12, 15, 17 TW MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 Engines	Freight and Mixed Maximum		E, P, A, Mt. 1, 2, 3, 4, 5 G S	T 26, 32, 37, 40	M, T 1, 2, 23, 26, 31, 36, 57, 58 C 2-10 incl. C 18-29 incl. MK 5, 6, 7, 8, F 1, 2, 3, 4, 5, 6 SP 1, 2, 3 AM 2	C 12, 15, 17 TW, MK 2, 4, 10 AC 1, 2, 3, 4, 5, 6 MM 2	
2, 3	Santa Barbara and Burbank Jct. via Oxnard and Raymer as follows:											
2, 3	M.P. 370.70-372.27	20	20	20	20	20	20	20	20	20	20	20
2, 3	M.P. 372.27-383.66	50	50	50	45	40	35	30	35	35	30	30
2, 3	Over bridge M.P. 375 Q	40	40	40	40	40	30	30	30	30	30	30
2, 3	M.P. 383.66-388.00	45	45	45	45	40	35	30	35	35	30	30
2, 3	M.P. 388.00-400.00 (except following four locations)	65	60	50	45	40	35	30	35	35	30	30
2, 3	M.P. 389.83-390.03	60	50	50	45	40	35	30	35	35	30	30
2, 3	M.P. 390.84-391.23	45	40	40	40	40	35	30	35	35	30	30
2, 3	M.P. 396.67-397.09	45	40	40	40	40	35	30	35	35	30	30
2, 3	M.P. 397.09-398.20	25	25	25	25	25	20	20	20	20	20	20
2, 3	M.P. 400.00-418.00 (except following five locations)	75	65	50	45	40	35	30	35	35	30	30
2, 3	M.P. 402.10-402.36	55	50	50	45	40	35	30	35	35	30	30
2, 3	M.P. 403.27-403.88	50	50	50	45	40	35	30	35	35	30	30
2, 3	M.P. 405.27-405.74	55	50	50	45	40	35	30	35	35	30	30
2, 3	M.P. 407.22-408.08	40	40	40	40	40	35	30	35	35	30	30
2, 3	M.P. 414.87-415.36	60	50	50	45	40	35	30	35	35	30	30
2, 3	M.P. 418.00-421.50	65	60	50	45	40	35	30	35	35	30	30
2, 3	M.P. 421.50-426.25	65	60	50	45	40	35	30	35	35	30	30
2, 3	M.P. 426.25-437.50 (except following two locations)	65	60	50	45	40	35	30	35	35	30	30
2, 3	M.P. 429.49-429.84	55	50	50	45	40	35	30	35	35	30	30
2, 3	M.P. 431											

SPECIAL INSTRUCTIONS

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

Page No.	TERRITORY	PASSENGER					FREIGHT	Engines Backing	LIGHT ENGINES RUNNING FORWARD			
		Max- imum	With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S Engines and Motors	With M, T 1, 2, 8, 9, 23, 28 31, 36, 57, 58 MK 5, 6, 7, 8, 9 Engines	With C-2 to 10 incl. C 18-29 incl. F 1, 3, 4, 5, 6 AC 4, 5, 6 MM 2 AM 2 SP 1, 2, 3 Engines	With C 12, 15, 17 TW MK 2, 4, 6 AC 1, 2, 3 Engines	Freight and Mixed Maximum	E, P, A, Mt. 1, 2, 3, 4, 5, GS	T 26, 32, 37, 40	M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 incl. C 18-29 incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2 AM 2	
9	Laguna Branch.....	10					10	10				
9	Westmorland Branch.....	25					25	25	20			
9	Over Alamo bridge, Calipatria and Rockwood	30	30	30	30	30	20	20	20	20	20	20
9	Calipatria and Sandia.....	25					25	25	20			
9	Sandia and Holtville.....	20					20	20	20			
9	Holtville and El Centro.....	25					25	20	20			
9	Calexico west outside switch and international boundary line.....	25	25	25	25	25	25	20	25	25	25	25
7	Ojai Branch.....	25					20	20	20			
7	Ojai Branch engines, backing on curves.....	15					10	10	10			
7	M.P. 407 and 408 Ojai Branch.....	10					20	20	20			
7	Burbank Branch.....	25					25	25	20			
7	Santa Paula Branch.....	30					18	18	18			
7	M.P. 414.06 and 414.20, Santa Paula Branch	30					18	15	15			
7	M.P. 431.62 and 438.10, Santa Paula Branch	25					18	15	15			
7	M.P. 439.05 and 439.41, Santa Paula Branch	25					18	15	15			
7	M.P. 440.93 and 441.96, Santa Paula Branch	25					18	15	15			
7	M.P. 444.20 and 444.84, Santa Paula Branch	30					18	18	18			
7	Clement Jct. and Firestone Park.....	20					20	20	20			
7	Home signals Nadeau interlocking plant.....	10					10	10	10			
7	Firestone Park and San Pedro.....	40					30	30	20			
7	Wilmington (Anaheim Blvd.) and Fifth St., San Pedro.....	15					15	15	15			
8	Long Beach Branch.....	40					25	25	20			
8	Long Beach Branch, P. E. Crossing and Anaheim Blvd.....	10					10	10	10			
7	Opposite Station Building and crossover switches. End of D.T. Firestone Park.....	15					15	15	15			
8	Home signals South Gate interlocking plant	20					20	20	20			
8	Firestone Park and Santa Ana.....	40					30	30	20			
8	West Anaheim and 1 mile east of Anaheim.....	15					15	15	15			
8	Santa Ana and Dyer.....	30					25	25	20			
8	Whittier Branch.....	30					30	20	20			
8	Whittier Branch over Telegraph Road.....	10					10	10	10			
8	Los Alamitos Branch.....	20					15	15	15			
8	Smeltzer Branch.....	30					25	25	20			
8	Tustin Jct. and Tustin, except following:	30					30	20	20			
	Bridge 513-D.....	20					20	20	20			
	M.P. 516.3 to 516.41; M.P. 517.73 to 518.25	20					20	20	20			
	M.P. 518.70 to 518.92; M.P. 519.23 to 519.86	20					20	20	20			
8	Pasadena Branch.....	15					15	15	15			
8	Duarte Branch, except.....	30					20	20	20			
8	Over Bridge 496-E just east of Arcadia.....	10					10	10	10			
8	Covina Branch.....	40					25	25	20			
8	Covina Branch, C Class engines.....	20					20	20	20			
9	Chino Branch.....	20					20	20	20			
8	San Bernardino and Riverside Branches.....	35					20	20	20			
9	Home signals Highgrove interlocking plant.....	20					20	20	20			
9	Redlands Branch.....	25					20	20	20			
9	Station and wye switch on Calexico line—Niland	20	20	20	20	20	20	20	20	20	20	20

DERAILS IN MAIN TRACK

Long Beach—5 feet east of switch to Blacks Spur.

TUSTIN BRANCH

Tustin—10 feet east of east switch.

COVINA BRANCH

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.

REDLANDS BRANCH

Crafton—163 feet west of west switch, mile post 551.1.

Crafton—400 feet from end of track, mile post 551.6.

Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

SANDIA BRANCH

Calipatria—174 feet east of junction switch mile post 676.05.

WESTMORELAND BRANCH

Calipatria—171 feet east of junction switch mile post 676.05.

OJAI BRANCH

Ventura Jct.—250 feet west of junction switch.

Ojai—6 feet west of initial switch.

Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by trains 98 and 99.

Trains consisting of streamlined cars, when handled by other than GS-2 or GS-3 class engines, must not exceed speed prescribed for type of power used.

Following engines have been cross counter-balanced for speed of 75 miles per hour with passenger streamlined cars only:

All GS-1, 2, 3, MT-1, 2, 3, 4, 5.

P-7, 8, 10, 12—2461, 2463, 2467, 2474, 2475, 2476, 2479, 2480, 2482, 2483, 2484, 2485, 2488, 2489, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

Following engines have been cross counter-balanced for speed of 55 miles per hour handling passenger trains:

F-1, 3, 4, 5—3625, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.

AC-4, 5—4111, 4114, 4115, 4116, 4117, 4123, 4124.

Maximum speed authorized for passenger trains, other than streamlined trains, will apply to the C.M.W. and C.M.E., when those trains consist entirely of passenger equipment, or box cars with steel wheels, except maximum speed of 60 M.P.H. must not be exceeded.

Maximum speed authorized for passenger trains between Los Angeles and Yuma will apply to Arizona overnight mdse. trains (AON) when consists entirely of cars equipped with steel wheels, except as follows: 60 miles per hour must not be exceeded at any point; 35 miles per hour Beaumont to Garnet; 40 miles per hour Knob to Araz Jct. Stops for inspection will not be made unless necessary in judgment of the conductor and engineer. Running air brake tests shall be made approaching interlocking plants, leaving Beaumont, also Indio. Standing air brake test shall not be made at Beaumont, unless continuity of the brake pipe has been changed. Retaining valves will not be turned up on trains of less than 12 cars, Beaumont to Edom, unless requested by engineer.

Maximum speed for light engines running forward on branches when not otherwise shown will be same as maximum for freight trains.

Trains consisting of engine and caboose only must not exceed freight train speed.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour.

Tenders having water capacity in excess of 7,000 gallons, and including classes 70-R-1 and 70-SC-1, maximum speed same as engine speed.

Trains handling relief outfit main track and Santa Ana branch, 25 miles per hour; branches other than Santa Ana, 15 miles per hour.

Do not exceed 10 miles per hour through turnouts and slip-switches unless otherwise provided.

F and S.P. class engines must not exceed 8 miles per hour on No. 7 turnouts and all slip-switches.

Engines heavier than C class must not exceed 10 miles per hour on tracks other than main tracks and yard tracks 1, 2, 3 and 5, or 5 miles per hour backing through crossovers and turnouts

SPECIAL INSTRUCTIONS

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 1/2 in.	Tunnel No. 28.
423.0	Sespe and Fillmore.....	21 ft. 4 in.	Sespe Creek.
432.2	Piru and Oamulos.....	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:

Impaired:

P. E. inbound local track, Brooklyn Ave. bridge, Macy Street..... Overhead
Califelt 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

"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 derails, 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 Sta., 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 derail 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
Highgrove:	
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 28.....	Side
Hammond Lumber Company spur.....	Side
Loading chute corral.....	Side

Calexico:	
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
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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:	

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

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
M—4	M—63 20/28 126	1617 to 1713.....	190	1600	3450	1850	3350	940	2250	2100	3300	2900	730	820	1700
M—4	M—63 20/28 128-S														
M—4	M—63 20/28 135-S														
M—6	M—63 21/28 150-S	1720 to 1803.....	200	2000	4250	2300	4150	1200	2800	2600	4050	3600	930	1000	2150
M—6, 8	M—63 21/28 159-S														
M—9	M—63 21/28 150-S	1804 to 1822, 1828 to 1831.....	210	2100	4500	2450	4300	1250	2900	2750	4300	3800	990	1100	2250
M—11	M—63 21/28 153-S														
P—1, 3, 5	P—77 22/28 141-S	2400 to 2452.....	210	1800	4200	2100	4050	1000	2550	2350	3750	3350	800	890	1950
P—4	P—77 23/28 155 B, 58-SF	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424, 2436	210	2050	4600	2400	4350	1150	3050	2850	4300	3800	900	1000	2250
P—6	P—77 25/28 172-S	2453 to 2458.....	200	2250	5200	2600	5100	1300	3200	2950	4650	4150	1000	1150	2500
P—7	P—73 25/28 171-S	2476, 2477.....	200	2400	5450	2800	5400	1400	3400	3150	4950	4400	1100	1250	2650
P—10	P—73 25/30 181-SF	2478 to 2483.....	200	2500	5600	3000	5450	1450	3600	3300	5200	4650	1100	1250	2750
P—10	P—73 25/30 183-B, 63-SF	2484 to 2491.....	200	2600	5600	3100	5750	1450	3900	3600	5400	4850	1100	1250	2850
P—12	P—73 27/28 189-SF	3120 to 3129.....	190	2600	6050	3050	5450	1500	3700	3450	5450	4850	1200	1350	2950
P—12	P—73 26/28 189-SF		205												
C—9, 10	C—57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860													
C—9, 10	C—57 22/30 194-S														
C—8	C—57 22/30 192-S	2698 to 2749, 2751.....	210	2550	5300	2950	5200	1500	3600	3300	5200	4600	1200	1300	2700
C—5	C—57 22/30 187-S	2624 to 2679.....													
C—5	C—57 22/30 185-S	2680 to 2693.....													
T—28, 31	T—63 22/28 162-S	2311 to 2362.....	210	2300	4850	2700	4700	1350	3250	3000	4700	4150	1050	1200	2450
Mk—7, 8, 9	Mk—63 29/30 247-S	3300 to 3324.....	176	3550	7450	4100	7200	2100	4950	4550	7200	6350	1650	1850	3750
Mk—7, 8, 9	Mk—63 29/30 257-SF														
F—1	F—63 27 1/2 273-S	3611 to 3652.....	200	3750	7750	4350	7600	2250	5250	4850	7600	6700	1750	1950	3950
F—3	F—63 29 1/2 32 {297-S}	3653 to 3667.....	200	4250	8400	4950	7800	2550	6000	5500	10000	7600	2000	2200	4500
F—4, 5	F—63 29 1/2 32 306-B, 61-SF	3668 to 3763, 3769.....	200	4500	8850	5350	8000	2700	6600	6050	11000	8000	2100	2300	4800
F—5	F—63 29 1/2 32 306-B, 62-SF	3764 to 3768.....													
Mt—1, 3, 4, 5	Mt—73 28/30 246-B, 60-SF	4300 to 4376.....	210	3500	7450	4100	7250	2050	5250	4850	8800	6500	1550	1750	3850
SP—1	SP—63 28 1/2 32 316-B, 60-SF	5000 to 5015.....	225	5200	10500	6200	9000	2900	7400	6950	11900	9000	2450	2700	5500
SP—2, 3	SP—63 28 1/2 32 317-B, 61-SF	5016 to 5048.....													
AC—1, 2, 3	AC—57 28 1/2 32 441-SF	4000 to 4048.....	210	4800	9950	5550	9750	2850	6700	6200	11900	8600	2250	2450	5050
AC—4	AC—63 28 1/2 32 475-SF	4100 to 4125.....	235	6750	13900	7800	12000	4000	9450	8700	16500	12000	3200	3500	7150
AC—5	AC—63 28 1/2 32 483-SF														
GS—1	GS—73 27/30 262-B, 104-SF	4400 to 4409.....	250	3700	8000	4450	7400	2100	5500	5100	9200	6900	1600	1800	3950
GS—2	GS—73 27/30 266-B, 104-SF	4410 to 4415.....													
GS—3	GS—80 26/32 267-B, 109-SF	4416 to 4429.....	280	3800	8250	4450	7600	2150	5650	5250	9500	7100	1650	1850	4100
		Allowance for Empty and Underloaded Cars.....													
		{Less than 40 Ms.....		3	3	3	3	3	6	6	6	6	3	3	6
		{40 Ms to 50 Ms.....		0	0	0	0	0	3	3	3	3	0	0	3
		{More than 50 Ms.....		0	0	0	0	0	0	0	0	0	0	0	0

MILEAGE

Main Lines

Saugus to Yuma.....	S. P. R. R.....	282.54
Santa Barbara to Burbank.....	S. P. R. R.....	93.45
Inter-California Ry... I. C. Ry.....	(Niland to Calexico.....	41.70
	(Cantu to Aras Jct.....	2.71
Total Main Lines.....		420.40

Branches

Burbank.....	S. P. R. R....Burbank to Chatsworth Junction.....	20.74
Chino.....	S. P. R. R....Pomona to Ontario.....	9.86
Covina.....	S. P. R. R....Bassett to Pomona.....	17.40
Decleerville.....	S. P. R. R....South Fontana to Decleerville.....	1.65
Duarte.....	S. P. R. R....Alhambra to Duarte.....	13.27
Laguna.....	S. P. R. R....Colorado to Potholes.....	12.28
Long Beach.....	S. P. R. R....Wilmington (Anaheim Blvd.) to Long Beach.....	2.01
Los Alamitos.....	S. P. R. R....West Anaheim to Los Alamitos.....	10.16
Smeltzer.....	S. P. R. R....Stanton Jet. to Wiebling.....	7.78
Ojai.....	S. P. R. R....Ventura Jet. to Ojai.....	15.16
Pasadena.....	S. P. R. R....Alhambra to Pasadena.....	4.76
Redlands.....	S. P. R. R....Bryn Mawr to Greenspot.....	8.94
San Bernardino & Riverside.....	S. P. R. R....San Bernardino to Riverside.....	11.89
Sandia.....	(I. C. Ry....Calipatria to Near Holtville.....	27.46
	(H. I. Ry....Near Holtville to El Centro.....	9.73
		37.19
San Pedro.....	(S. P. R. R....Los Angeles to San Pedro	25.60
	(L.A. & S.L.R.R. At Los Angeles.....	7.30
	(P. E. Ry....At San Pedro.....	.03
		32.93</

