

**TERMINAL SUPERINTENDENT**

D. P. BOYKIN.....Los Angeles Yard

**ASST. TERMINAL SUPERINTENDENTS**

F. BOWMAN.....Los Angeles Yard  
W. R. MORLEY.....Los Angeles Yard  
H. G. ANDERSON.....Los Angeles Yard

**TRAINMASTERS**

R. D. WORKMAN.....Los Angeles Yard  
H. G. HARVEY.....Los Angeles Yard  
H. A. TEAL.....Niland  
B. W. BISHOP.....Indio

**ASSISTANT TRAINMASTERS**

T. J. BAILEY.....Los Angeles Yard  
W. C. PRYOR.....Southgate (Tweedy Blvd.)  
H. T. JOHNSON.....El Centro

**ASSISTANT TRAINMASTER—  
DIVISION EXAMINER**

D. K. MILLER.....Los Angeles Yard

**ROAD FOREMEN OF ENGINES**

R. C. HAYDEN.....Los Angeles  
J. T. CANTY.....Los Angeles

**CHIEF TRAIN DISPATCHER**

L. D. HERRELL.....Los Angeles

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**M. A. NUGENT**

Assistant Superintendent, Los Angeles

**K. K. SCHOMP**

Assistant Superintendent, Los Angeles

# SOUTHERN PACIFIC COMPANY



## LOS ANGELES DIVISION

### TIMETABLE

# 186

**EFFECTIVE SUNDAY, JANUARY 4, 1948**

**AT 12:01 A. M.**

**PACIFIC STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY**

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**J. W. CORBETT,**  
*General Manager.*

**R. E. HALLAWELL,  
H. R. HUGHES,**  
*Assistant General Managers.*

**C. H. GRANT,**  
*General Superintendent of Transportation.*

**F. E. KALBAUGH,**  
*Superintendent of Transportation.*

**H. R. GERNREICH,**  
*Superintendent.*

## HOSPITAL DEPARTMENT SURGEONS

| LOCATION                | NAME                 | TITLE                           | LOCATION       | NAME                                  | TITLE                              |
|-------------------------|----------------------|---------------------------------|----------------|---------------------------------------|------------------------------------|
| San Francisco           | Dr. W. W. Washburn   | Chief Surgeon                   | Colton         | Dr. J. N. Martin                      | Asst. Dist. Physician and Surgeon  |
| Los Angeles             | Dr. M. T. Steele     | Assistant to Chief Surgeon      | San Bernardino | Dr. S. Forsythe                       | District Physician and Surgeon     |
| Los Angeles             | Dr. R. W. Starr      | Division Physician and Surgeon  | San Bernardino | Dr. C. L. Hadley                      | Oculist and Aurist                 |
| Los Angeles             | Dr. A. S. Lincer     | District Physician and Surgeon  | Riverside      | Dr. Thomas A. Card                    | District Physician and Surgeon     |
| Los Angeles             | Dr. R. G. Stern      | District Physician and Surgeon  | Redlands       | Dr. H. G. Hill                        | District Physician and Surgeon     |
| Los Angeles             | Dr. W. P. Thearle    | District Physician and Surgeon  | Banning        | Dr. A. L. Brankamp                    | District Physician and Surgeon     |
| Los Angeles             | Dr. E. L. Tversky    | District Physician and Surgeon  | Beaumont       | Dr. C. L. Stoneman                    | District Physician and Surgeon     |
| Los Angeles             | Dr. H. Brodsky       | District Physician and Surgeon  | Indio          | Nurse in charge of Emergency Hospital |                                    |
| Los Angeles             | Dr. P. R. Fulton     | District Physician and Surgeon  | Indio          | Dr. R. E. Pawley                      | District Physician and Surgeon     |
| Los Angeles             | Dr. Leo Syman        | District Physician and Surgeon  | Indio          | Dr. G. S. McMillan                    | Asst. Dist. Physician and Surgeon  |
| Los Angeles             | Dr. R. R. Bidwell    | District Physician and Surgeon  | Indio          | Dr. H. F. Wilkins                     | Asst. Dist. Physician and Surgeon  |
| Angelus-Mesa            | Dr. F. X. McDonald   | District Physician and Surgeon  | Indio          | Dr. S. D. Berke                       | Oculist and Aurist                 |
| Inglewood and Hyde Park | Dr. E. D. Charland   | District Physician and Surgeon  | Calipatria     | Dr. B. L. Yellen                      | District Physician and Surgeon     |
| Huntington Park         | Dr. D. E. Stewart    | District Physician and Surgeon  | Westmorland    | Dr. O. C. Long                        | Emergency Physician and Surgeon    |
| Huntington Park         | Dr. H. W. Amyes      | District Physician and Surgeon  | Brawley        | Dr. A. H. Foster                      | Assoc. Dist. Physician and Surgeon |
| Eagle Rock              | Dr. A. E. Hollenbeck | District Physician and Surgeon  | Brawley        | Dr. John L. Parker                    | Assoc. Dist. Physician and Surgeon |
| Belvedere Gardens       | Dr. J. P. Mortenson  | District Physician and Surgeon  | El Centro      | Dr. W. W. Peterson                    | District Physician and Surgeon     |
| Hollywood               | Dr. R. W. Avery      | District Physician and Surgeon  | El Centro      | Dr. W. W. Apple                       | District Physician and Surgeon     |
| Burbank                 | Dr. W. A. Olson      | District Physician and Surgeon  | Holtville      | Dr. H. B. Graeser                     | District Physician and Surgeon     |
| F. R. Strong Bldg.      | Dr. M. H. Burge      | District Physician and Surgeon  | Calexico       | Dr. T. E. Bartholomew                 | District Physician and Surgeon     |
| 7th and Central         | Dr. J. R. Martin     | District Physician and Surgeon  | Mexicali       | Dr. F. C. Gregg                       | Asst. Dist. Physician and Surgeon  |
| Los Angeles             | Dr. J. D. Abbey      | Aurist                          | Mexicali       | Dr. Mario Flores                      | District Physician and Surgeon     |
| Los Angeles             | Dr. R. L. Allison    | Oculist                         | Yuma           | Dr. G. H. Salazar                     | District Physician and Surgeon     |
| Santa Monica            | Dr. L. E. Croft      | District Physician and Surgeon  | Yuma           | Dr. C. S. Powell                      | District Physician and Surgeon     |
| Compton                 |                      | District Physician and Surgeon  | Yuma           | Dr. W. C. Cain                        | Asst. Dist. Physician and Surgeon  |
| Long Beach              | Dr. C. H. Woods      | Emergency Physician and Surgeon | Yuma           | Dr. J. F. Stanley                     | Asst. Dist. Physician and Surgeon  |
| Long Beach              | Dr. W. C. Clough     | Emergency Physician and Surgeon | Glendale       | Dr. H. G. Westphal                    | District Physician and Surgeon     |
| Wilmington              | Dr. W. W. Horst      | District Physician and Surgeon  | Van Nuys       | Dr. L. P. Bolander                    | District Physician and Surgeon     |
| San Pedro               | Dr. J. L. Bloch      | District Physician and Surgeon  | Van Nuys       | Dr. J. M. Gibbons                     | Asst. Dist. Physician and Surgeon  |
| Downey                  | Dr. R. V. Fernandez  | Emergency Physician and Surgeon | Canoga Park    | Dr. W. J. Lakey                       | Emergency Physician and Surgeon    |
| Whittier                | Dr. J. W. Camp       | Emergency Physician and Surgeon | Fillmore       | Dr. W. R. Manning                     | District Physician and Surgeon     |
| Norwalk                 | Dr. Curtis R. Paxman | Emergency Physician and Surgeon | Fillmore       | Dr. H. B. Osborn                      | District Physician and Surgeon     |
| Anaheim                 | Dr. B. D. Roberts    | District Physician and Surgeon  | Saticoy        | Dr. C. R. Illick                      | Emergency Physician and Surgeon    |
| Brea                    | Dr. Elmer F. Otis    | District Physician and Surgeon  | Moorpark       | Dr. O. E. Kuhn                        | Emergency Physician and Surgeon    |
| Orange                  | Dr. A. J. Nies       | Emergency Physician and Surgeon | Oxnard         | Dr. A. H. Stoll                       | District Physician and Surgeon     |
| Santa Ana               | Dr. J. B. Price      | District Physician and Surgeon  | Ventura        | Dr. J. M. Hunter                      | District Physician and Surgeon     |
| Westminster             | Dr. R. I. Johnson    | Emergency Physician and Surgeon | Ojai           | Dr. C. O. Drace                       | Emergency Physician and Surgeon    |
| Pasadena                | Dr. Z. T. Malaby     | District Physician and Surgeon  | Carpinteria    | Dr. T. M. Shorkley                    | Emergency Physician and Surgeon    |
| Pasadena                | Dr. J. A. Walshe     | District Physician and Surgeon  | Santa Barbara  | Dr. Charles S. Stevens                | District Physician and Surgeon     |
| Monrovia                | Dr. E. H. Kelly      | Emergency Physician and Surgeon | Santa Barbara  | Dr. Arthur E. Wentz                   | District Physician and Surgeon     |
| Alhambra                |                      | District Physician and Surgeon  | Santa Barbara  | Dr. Henry E. Brown                    | District Physician and Surgeon     |
| San Gabriel             | Dr. C. L. Magee      | Emergency Physician and Surgeon | Santa Barbara  | Dr. Kent R. Wilson                    | Asst. Dist. Physician and Surgeon  |
| El Monte                | Dr. E. D. Farrington | District Physician and Surgeon  | Santa Barbara  | Dr. W. J. Mellinger                   | Aurist                             |
| Puente                  | Dr. W. W. Schultz    | District Physician and Surgeon  | Santa Barbara  | Dr. W. R. Johnston                    | Oculist and Aurist                 |
| San Dimas               | Dr. S. Thomasen      | Emergency Physician and Surgeon | Santa Barbara  | Dr. W. H. Johnston                    | Oculist and Aurist                 |
| Covina                  | Dr. G. H. Ernsberger | Emergency Physician and Surgeon | Santa Barbara  | Dr. W. B. Gibb                        | Oculist                            |
| Pomona                  | Dr. G. W. Jones      | District Physician and Surgeon  |                |                                       |                                    |
| Chino                   | Dr. H. B. Miller     | District Physician and Surgeon  |                |                                       |                                    |
| Colton                  | Dr. C. F. Whitmer    | District Physician and Surgeon  |                |                                       |                                    |
| Colton                  | Dr. Bernard Zeavin   | District Physician and Surgeon  |                |                                       |                                    |

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

### HOSPITALS

|                         |                                      |
|-------------------------|--------------------------------------|
| GENERAL HOSPITAL.....   | SAN FRANCISCO                        |
| DIVISION HOSPITAL.....  | WHITE MEMORIAL HOSPITAL, LOS ANGELES |
| EMERGENCY HOSPITAL..... | GENERAL SHOP YARD, EAST LOS ANGELES  |
| EMERGENCY HOSPITAL..... | TAYLOR YARDS, LOS ANGELES            |
| EMERGENCY HOSPITAL..... | COLTON                               |
| EMERGENCY HOSPITAL..... | INDIO                                |

### WATCH INSPECTORS

|                      |  |
|----------------------|--|
| San Francisco.....   | S. A. Pope, Manager of Time Service, 65 Market St.   |
| Los Angeles.....     | Drayun & Seher, Merit Watch Co., 616 S. Main St.<br>Geo. D. Davidson Co., 445 S. Spring St.<br>O. H. Patzer, 2708 North Broadway<br>Ralph Laraway, 1226 San Fernando Rd. |
| Huntington Park..... | James Podmore  |
| Glendale.....        | John R. Leaney,<br>112 W. Broadway   |
| Temple City.....     | J. A. Peters   |
| Santa Ana.....       | R. H. Ewert  |
| Oxnard.....          | Eugene A. Hall   |
| Santa Barbara.....   | H. V. Weirum   |
| San Pedro.....       | Perham's   |
| Long Beach.....      | Leo Miller   |
| Pasadena.....        | J. Herbert Hall Co.  |
| Pasadena.....        | Geo. W. Collis   |
| Huntington Park..... | H. W. Ostermier,<br>7920 Seville Ave.  |
| Alhambra.....        | H. E. Wellman  |
| El Monte.....        | C. L. Robertson  |
| Covina.....          | W. D. Boal   |
| Pomona.....          | W. R. Parsonage  |
| Colton.....          | C. G. Miller   |
| Redlands.....        | Howard S. Smith  |
| Banning.....         | B. B. Felts  |
| Yuma.....            | Gilbert Devendorf,<br>Daniels Jewelry Co.  |
| Van Nuys.....        | C. H. Berggren   |
| Ventura.....         | G. J. Adamson  |
| Brawley.....         | Al Johnson   |
| El Centro.....       | J. L. Bledsoe  |
| Calexico.....        | H. E. Burke  |
| Fillmore.....        | Duard E. Goble   |
| San Bernardino.....  | Hobart W. Hanf   |
| Riverside.....       | F. S. Fisher   |

## VENTURA SUBDIVISION

### EASTWARD

| Capacity of sidings   |                   | FIRST CLASS      |                      |                  |                 |                 |                 |                            |                 |              | Mile Post Location | Timetable No. 186<br>January 4, 1948 |       | Distance from Santa Barbara |
|-----------------------|-------------------|------------------|----------------------|------------------|-----------------|-----------------|-----------------|----------------------------|-----------------|--------------|--------------------|--------------------------------------|-------|-----------------------------|
|                       |                   | 96               | 52                   | 98               | 58              | 76              | 60              | 374                        | 70              | 56           |                    |                                      |       |                             |
|                       |                   | Noon Daylight    | San Joaquin Daylight | Morning Daylight | Owl             | Lark            | West Coast      | C. M. E.                   | Coaster         | Passenger    |                    |                                      |       |                             |
|                       |                   | Leave Daily      | Leave Daily          | Leave Daily      | Leave Daily     | Leave Daily     | Leave Daily     | Leave Daily                | Leave Daily     | Leave Daily  |                    |                                      |       |                             |
| Santa Barbara yard    | BKWOTP            | PM 7.33          |                      | PM 3.42          |                 | AM 6.10         |                 | AM 5.40                    | AM 5.10         |              | 370.7              | TO-R SANTA BARBARA                   | 0.0   |                             |
|                       |                   | 7.37             |                      | 3.45             |                 | 6.15            |                 | 5.45                       | 5.15            |              | 371.9              | EAST SANTA BARBARA                   | 1.2   |                             |
|                       | 68 P              | 7.44             |                      | 3.52             |                 | 6.23            |                 | 5.53                       | 5.23            |              | 377.3              | ORTEGA                               | 6.6   |                             |
|                       | 36 P              | 7.49             |                      | 3.57             |                 | 6.28            |                 | 5.58                       | 5.28            |              | 381.2              | TO CARPINTERIA                       | 10.5  |                             |
|                       | 36 P              |                  |                      |                  |                 |                 |                 |                            |                 |              | 383.4              | WAVE                                 | 12.7  |                             |
|                       | 35 P              |                  |                      |                  |                 |                 |                 |                            |                 |              | 385.7              | PUNTA                                | 15.0  |                             |
|                       | 101 P             | 7.59             |                      | 4.07             |                 | 6.40            |                 | 6.09                       | 5.39            |              | 388.6              | SEACLIFF                             | 17.9  |                             |
|                       | 25 P              |                  |                      |                  |                 |                 |                 |                            |                 |              | 392.9              | DULAH                                | 22.2  |                             |
|                       |                   |                  |                      |                  |                 |                 |                 |                            |                 |              | 397.3              | VENTURA JCT.                         | 26.6  |                             |
|                       | Yd.Limits. 119 WP | 8.10             |                      | 4.20             |                 | 6.56            |                 | 6.22                       | s 5.54          |              | 398.2              | TO VENTURA                           | 27.5  |                             |
| 36 YP                 | 8.15              |                  |                      |                  | 7.02            |                 | 6.28            | 6.00                       |                 | 403.2        | MONTALVO           | 32.5                                 |       |                             |
| Yard Limits 103 BKWOP | 8.21              |                  | 4.31                 |                  | 7.09            |                 | 6.34            | s 6.08                     |                 | 407.8        | TO OXNARD          | 37.1                                 |       |                             |
| 62 P                  |                   |                  | 4.36                 |                  | 7.15            |                 | 6.39            | 6.13                       |                 | 412.1        | LEESDALE           | 41.4                                 |       |                             |
| 113 P                 | 8.30              |                  | 4.41                 |                  | 7.21            |                 | 6.44            | 6.18                       |                 | 416.6        | TO CAMARILLO       | 45.9                                 |       |                             |
| 39 P                  |                   |                  | 4.44                 |                  | 7.26            |                 | 6.48            | 6.22                       |                 | 419.8        | SOMIS              | 49.1                                 |       |                             |
| 61 P                  |                   |                  | 4.47                 |                  | 7.31            |                 | 6.52            | 6.27                       |                 | 422.9        | LAGOL              | 52.2                                 |       |                             |
| 99 WP                 | 8.40              |                  | 4.51                 |                  | 7.37            |                 | 6.58            | 6.33                       |                 | 427.1        | TO MOORPARK        | 56.4                                 |       |                             |
| 65 P                  | 8.45              |                  |                      |                  | 7.46            |                 | 7.06            | 6.41                       |                 | 432.2        | STRATHEARN         | 61.5                                 |       |                             |
| 101 P                 | 8.52              |                  | 5.02                 |                  | 7.55            |                 | 7.14            | 6.49                       |                 | 437.5        | TO SANTA SUSANA    | 66.8                                 |       |                             |
| 68 P                  | 8.57              |                  | 5.07                 |                  | 8.02            |                 | 7.20            | 6.55                       |                 | 441.0        | HASSON             | 70.3                                 |       |                             |
| 81 WYP                | 9.08              |                  | 5.14                 |                  | 8.08            |                 | 7.30            | 7.03                       |                 | 445.5        | TO CHATSWORTH      | 74.8                                 |       |                             |
| E 52 W 52 P           | 9.12              |                  | 5.18                 |                  | 8.13            |                 | 7.35            | 7.08                       |                 | 449.9        | TO NORTHRIDGE      | 79.2                                 |       |                             |
| E 34 W 40 TP          | 9.16              |                  | 5.22                 |                  | 8.17            |                 | 7.40            | 7.13                       |                 | 454.1        | RAYMER             | 83.4                                 |       |                             |
| 99 P                  | 9.20              |                  | 5.26                 |                  | 8.22            |                 | 7.45            | 7.18                       |                 | 458.4        | HEWITT             | 87.7                                 |       |                             |
| Los Angeles yard      | 100 IP            | 9.25             | PM 7.23              | 5.30             | AM 8.34         | 8.27            | AM 8.18         | 7.50                       | 7.24            | AM 5.25      | 462.7              | BURBANK JCT.                         | 92.0  |                             |
|                       |                   |                  |                      |                  |                 |                 |                 |                            |                 | f 5.27       | 472.1              | BURBANK                              | 92.5  |                             |
|                       |                   | P s 9.35         | s 7.33               | s 5.40           | s 8.50          | s 8.39          | s 8.28          |                            | s 7.38          | s 5.37       | 477.1              | GLENDALE                             | 97.5  |                             |
|                       |                   |                  |                      |                  |                 |                 |                 |                            |                 |              | 477.3              | GLENDALE TOWER                       | 97.7  |                             |
|                       |                   |                  |                      |                  |                 |                 |                 |                            |                 |              | 479.7              | TO-R LOS ANGELES YARD                | 100.1 |                             |
|                       |                   | I 9.42           | 7.38                 | 5.48             | 8.58            | 8.49            | 8.33            | 8.10 AM                    | 7.46            | 5.46         | 480.6              | DAYTON AVE. TOWER                    | 101.0 |                             |
|                       |                   |                  | 7.43                 | 5.53             | 9.02            | 8.53            | 8.37            |                            | 7.50            | 5.50         | 481.9              | EAST BANK JCT.                       | 102.3 |                             |
|                       |                   | I 9.48           | 7.45                 | 5.55             | 9.04            | 8.55            | 8.39            |                            | 7.54            | 5.54         | 482.1              | MISSION TOWER                        | 102.5 |                             |
|                       |                   | BKWIYP s 9.55 PM | s 7.50 PM            | s 6.00 PM        | s 9.10 AM       | s 9.00 AM       | s 8.45 AM       |                            | s 8.00 AM       | s 6.00 AM    | 482.8              | TO-R LOS ANGELES                     | 103.2 |                             |
|                       |                   | Arrive Daily     | Arrive Daily         | Arrive Daily     | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily Ex. Sun., Mon | Arrive Daily    | Arrive Daily |                    |                                      |       |                             |
|                       | (2.22)<br>43.60   | (0.27)<br>24.80  | (2.18)<br>44.81      | (0.36)<br>18.66  | (2.50)<br>36.40 | (0.27)<br>24.80 | (2.30)<br>40.40 | (2.50)<br>36.40            | (0.35)<br>19.20 |              |                    |                                      |       |                             |

| STATIONS              |         |       |
|-----------------------|---------|-------|
| TO-R SANTA BARBARA    | 1.2     | 0.0   |
| EAST SANTA BARBARA    | 5.4     | 1.2   |
| ORTEGA                | 3.9     | 6.6   |
| TO CARPINTERIA        | 2.2     | 10.5  |
| WAVE                  | 2.3     | 12.7  |
| PUNTA                 | 2.9     | 15.0  |
| SEACLIFF              | 4.3     | 17.9  |
| DULAH                 | 4.4     | 22.2  |
| VENTURA JCT.          | 0.9     | 26.6  |
| TO VENTURA            | 5.0     | 27.5  |
| MONTALVO              | 4.6     | 32.5  |
| TO OXNARD             | 4.3     | 37.1  |
| LEESDALE              | 4.5     | 41.4  |
| TO CAMARILLO          | 3.2     | 45.9  |
| SOMIS                 | 3.1     | 49.1  |
| LAGOL                 | 4.2     | 52.2  |
| TO MOORPARK           | 5.1     | 56.4  |
| STRATHEARN            | 5.3     | 61.5  |
| TO SANTA SUSANA       | 3.5     | 66.8  |
| HASSON                | 4.5     | 70.3  |
| TO CHATSWORTH         | 4.4     | 74.8  |
| NORTHRIDGE            | 4.2     | 79.2  |
| RAYMER                | 4.3     | 83.4  |
| HEWITT                | 4.3     | 87.7  |
| BURBANK JCT.          | 0.5     | 92.0  |
| BURBANK               | 5.0     | 92.5  |
| GLENDALE              | 0.2     | 97.5  |
| GLENDALE TOWER        | 2.4     | 97.7  |
| TO-R LOS ANGELES YARD | 0.9     | 100.1 |
| DAYTON AVE. TOWER     | 1.3     | 101.0 |
| EAST BANK JCT.        | 0.2     | 102.3 |
| MISSION TOWER         | 0.7     | 102.5 |
| TO-R LOS ANGELES      | (103.2) | 103.2 |

.....Time over District.....  
 .....Average Speed per Hour.....

**RULE 5.** Schedule time and train-order time at Burbank Jct. apply at end of double track.

**RULES 86 and 93.** Between Santa Barbara and Burbank Jct., second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

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.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS |                  |                        |                              |           |
|--|------------------|------------------------|------------------------------|-----------|
| Train  | At               | Receive To (or Beyond) | Discharge From (or Beyond)   | Frequency |
| 56   | Los Angeles Yard |                        | D. H. trainmen and enginemen | Daily     |
| 70   | Camarillo        | Los Angeles            | Salinas                      | Daily     |
| 76   | Ventura          |                        | Fresno                       | Daily     |
| 58   | Burbank          |                        |                              | Daily     |

Revenue passenger trains, except exclusively Government business, must stop at Glendale.

# VENTURA SUBDIVISION

## Timetable No. 186

January 4, 1948

### WESTWARD

#### FIRST CLASS

| Mile Post Location | STATIONS                         | Distance from Los Angeles | FIRST CLASS  |                  |                      |               |              |              |              |              |              |              |             |
|--------------------|----------------------------------|---------------------------|--------------|------------------|----------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|
|                    |                                  |                           | 71           | 99               | 51                   | 97            | 57           | 59           | 373          | 69           | 55           | 75           |             |
|                    |                                  |                           | Passenger    | Morning Daylight | San Joaquin Daylight | Noon Daylight | Owl          | West Coast   | C. M. W.     | Coaster      | Passenger    | Lark         |             |
|                    |                                  |                           | Arrive Daily | Arrive Daily     | Arrive Daily         | Arrive Daily  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |             |
| 370.7              | TO-R SANTA BARBARA 1.2           | 103.2                     | AM 9:45      | AM 10:30         |                      | PM 2:28       |              |              |              | PM 10:25     | PM 10:45     |              | PM 11:37    |
| 371.9              | EAST SANTA BARBARA 5.4           | 102.0                     | 9:40         | 10:25            |                      | 2:24          |              |              |              | 10:18        | 10:40        |              | 11:32       |
| 377.3              | ORTEGA 3.9                       | 96.6                      | 9:31         | 10:17            |                      | 2:16          |              |              |              | 10:11        | 10:32        |              | 11:24       |
| 381.2              | TO CARPINTERIA 2.2               | 92.7                      | s 9:25       | 10:12            |                      | 2:11          |              |              |              | 10:06        | 10:27        |              | 11:19       |
| 383.4              | WAVE 2.3                         | 90.5                      |              |                  |                      |               |              |              |              |              |              |              |             |
| 385.7              | PUNTA 2.9                        | 88.2                      |              |                  |                      |               |              |              |              |              |              |              |             |
| 388.6              | SEACLIFF 4.3                     | 85.3                      | 9:05         | 10:02            |                      | 2:01          |              |              |              | 9:55         | 10:16        |              | 11:08       |
| 392.9              | DULAH 4.4                        | 81.0                      |              |                  |                      |               |              |              |              |              |              |              |             |
| 397.3              | VENTURA JCT. 0.9                 | 76.6                      |              |                  |                      |               |              |              |              |              |              |              |             |
| 398.2              | TO VENTURA 5.0                   | 75.7                      | s 8:51       | 9:50             |                      | 1:49          |              |              |              | 9:40         | s 10:01      |              | 10:55       |
| 403.2              | MONTALVO 4.6                     | 70.7                      | f 8:35       |                  |                      |               |              |              |              | 9:25         | 9:44         |              | 10:45       |
| 407.8              | TO OXNARD 4.3                    | 66.1                      | s 8:29       | 9:39             |                      | 1:37          |              |              |              | 9:17         | s 9:37       |              | 10:39       |
| 412.1              | LEESDALE 4.5                     | 61.8                      | 8:15         | 9:35             |                      | 1:33          |              |              |              | 9:12         | 9:29         |              | 10:33       |
| 416.6              | TO CAMARILLO 3.2                 | 57.3                      | f 8:10       | 9:31             |                      | 1:29          |              |              |              | 9:07         | 9:24         |              | 10:28       |
| 419.8              | SOMIS 3.1                        | 54.1                      | f 8:04       |                  |                      | 1:26          |              |              |              |              |              |              | 10:24       |
| 422.9              | LAGOL 4.2                        | 51.0                      | 7:59         | 9:25             |                      | 1:23          |              |              |              | 9:00         |              |              | 10:20       |
| 427.1              | TO MOORPARK 5.1                  | 46.8                      | f 7:54       | 9:21             |                      | 1:19          |              |              |              | 8:55         | 9:13         |              | 10:15       |
| 432.2              | STRATHEARN 5.3                   | 41.7                      | 7:46         | 9:16             |                      | 1:14          |              |              |              | 8:45         | 9:08         |              | 10:09       |
| 437.5              | TO SANTA SUSANA 3.5              | 36.4                      | f 7:26       | 9:11             |                      | 1:09          |              |              |              | 8:29         | 9:02         |              | 10:03       |
| 441.0              | HASSON 4.5                       | 32.9                      | f 7:20       |                  |                      | 1:05          |              |              |              | 8:24         | 8:57         |              | 9:58        |
| 445.5              | TO CHATSWORTH 4.4                | 28.4                      | f 7:03       | 9:01             |                      | 12:58         |              |              |              | 8:16         | 8:46         |              | 9:51        |
| 449.9              | TO NORTHBRIDGE 4.2               | 24.0                      | f 6:50       | 8:57             |                      | 12:54         |              |              |              | 8:11         | 8:40         |              | 9:46        |
| 454.1              | RAYMER 4.3                       | 19.8                      | 6:45         | 8:53             |                      | 12:50         |              |              |              | 8:06         | 8:35         |              | 9:41        |
| 458.4              | HEWITT 4.3                       | 15.5                      | 6:40         | 8:49             |                      | 12:46         |              |              |              | 8:01         | 8:30         |              | 9:36        |
| 462.7              | TO BURBANK JCT. 0.5              | 11.2                      | 6:35         | 8:43             | AM 8:52              | 12:41         | PM 6:20      | PM 8:03      |              | 7:55         | 8:25         | PM 9:10      | 9:30        |
| 471.6              | BURBANK 5.0                      | 10.7                      | f 6:32       |                  |                      |               |              |              |              |              |              | f 9:05       |             |
| 472.1              | GLENDALE 0.2                     | 5.7                       | s 6:20       | s 8:33           | s 8:43               | s 12:33       | s 6:10       | s 7:53       |              |              | s 8:15       | s 8:57       | s 9:22      |
| 477.1              | GLENDALE TOWER 2.4               | 5.5                       |              |                  |                      |               |              |              |              |              |              |              |             |
| 479.7              | TO-R LOS ANGELES YARD 0.9        | 3.1                       |              |                  |                      |               |              |              |              |              |              |              |             |
| 480.6              | DAYTON AVE. TOWER 1.3            | 2.2                       | 6:09         | 8:25             | 8:35                 | 12:24         | 6:00         | 7:41         |              | 7:35 PM      | 8:04         | 8:47         | 9:09        |
| 481.9              | EAST BANK JCT. 0.2               | 0.9                       | 6:05         | 8:21             | 8:31                 | 12:20         | 5:56         | 7:36         |              |              | 8:00         | 8:42         | 9:05        |
| 482.1              | MISSION TOWER 0.7                | 0.7                       | 6:03         | 8:19             | 8:29                 | 12:18         | 5:54         | 7:34         |              |              | 7:58         | 8:36         | 9:03        |
| 482.8              | TO-R LOS ANGELES                 | 0.0                       | AM 6:00      | AM 8:15          | AM 8:25              | PM 12:15      | PM 5:50      | PM 7:30      |              |              | PM 7:55      | PM 8:30      | PM 9:00     |
|                    | (103.2)                          |                           | Leave Daily  | Leave Daily      | Leave Daily          | Leave Daily   | Leave Daily  | Leave Daily  |              | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily |
|                    | .....Time over District.....     |                           | (3.45)       | (2.15)           | (0.27)               | (2.13)        | (0.30)       | (0.33)       |              | (2.50)       | (0.40)       | (2.37)       |             |
|                    | .....Average Speed per Hour..... |                           | 27.52        | 45.86            | 24.80                | 46.55         | 22.40        | 20.36        |              | 35.64        | 36.40        | 16.79        | 39.43       |

**RULE 5.** Schedule time and train-order time at Burbank Jct. apply at end of double track.

**RULES 86 and 93.** Between Santa Barbara and Burbank Jct., second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

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.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS |                       |                                    |                            |           |
|--|-----------------------|------------------------------------|----------------------------|-----------|
| Train  | At                    | Receive To (or Beyond)             | Discharge From (or Beyond) | Frequency |
| 55, 71   | Los Angeles Yard..... | D. H. trainmen and engine-men..... | Any Station.....           | Daily     |
| 71   | Simi, Summerland..... | Any Station.....                   | Any Station.....           | Daily     |
| 57   | Burbank.....          | Mojave.....                        | Any Station.....           | Daily     |
| 75   | Ventura.....          | Salinas.....                       | Any Station.....           | Daily     |

No. 57 passing Burbank reduce speed to 10 MPH or less to receive U. S. Mail.  
Revenue passenger trains except exclusively Government business must stop at Glendale.

VENTURA SUBDIVISION

EASTWARD

| Capacity of sidings |           | THIRD CLASS                      |                               |                               |                               | SECOND CLASS                                 |                               |                               | FIRST CLASS |                                | Mile Post Location | Timetable No. 186<br>January 4, 1948            | Distance from Santa Barbara |
|---------------------|-----------|----------------------------------|-------------------------------|-------------------------------|-------------------------------|--|-------------------------------|-------------------------------|-------------|--------------------------------|--------------------|---|-----------------------------|
|                     |           | 808<br>Freight<br>Leave Daily    | 806<br>Freight<br>Leave Daily | 804<br>Freight<br>Leave Daily | 802<br>Freight<br>Leave Daily | 448<br>V. M. E.<br>Leave Daily<br>Ex. Monday | 834<br>Freight<br>Leave Daily | 832<br>Freight<br>Leave Daily |             | 72<br>Passenger<br>Leave Daily |                    |   |                             |
| Santa Barbara yard  | BKWOTP    |                                  |                               |                               |                               |  |                               |                               |             |                                | 370.7              | TO-R SANTA BARBARA<br>1.2<br>EAST SANTA BARBARA | 0.0                         |
|                     |           |                                  |                               |                               |                               |  |                               |                               |             |                                | 371.9              |   | 1.2                         |
|                     | 68 P      |                                  |                               |                               |                               |  |                               |                               |             |                                | 377.3              | 5.4<br>ORTEGA                                   | 6.6                         |
|                     | 36 P      |                                  |                               |                               |                               |  |                               |                               |             |                                | 381.2              | 3.9<br>TO CARPINTERIA                           | 10.5                        |
|                     | 36 P      |                                  |                               |                               |                               |  |                               |                               |             |                                | 383.4              | 2.2<br>WAVE                                     | 12.7                        |
|                     | 35 P      |                                  |                               |                               |                               |  |                               |                               |             |                                | 385.7              | 2.3<br>PUNTA                                    | 15.0                        |
|                     | 101 P     |                                  |                               |                               |                               |  |                               |                               |             |                                | 388.6              | 2.9<br>SEACLIFF                                 | 17.9                        |
|                     | 25 P      |                                  |                               |                               |                               |  |                               |                               |             |                                | 392.9              | 4.3<br>DULAH                                    | 22.2                        |
| Yd. Limits          |           |                                  |                               |                               |                               |  |                               |                               |             |                                | 397.3              | 4.4<br>VENTURA JCT.                             | 26.6                        |
|                     | 119 WP    |                                  |                               |                               |                               |  |                               |                               |             |                                | 398.2              | 0.9<br>TO VENTURA                               | 27.5                        |
|                     | 36 YP     |                                  |                               |                               |                               |  |                               |                               |             |                                | 403.2              | 5.0<br>MONTALVO                                 | 32.5                        |
| Yard Limits         | 103 BKWOP |                                  |                               |                               |                               |  |                               |                               |             |                                | 407.8              | 4.6<br>TO OXNARD                                | 37.1                        |
|                     |           |                                  |                               |                               |                               |  |                               |                               |             |                                | 412.1              | 4.3<br>LEESDALE                                 | 41.4                        |
|                     | 62 P      |                                  |                               |                               |                               |  |                               |                               |             |                                | 416.6              | 4.5<br>TO CAMARILLO                             | 45.9                        |
|                     | 113 P     |                                  |                               |                               |                               |  |                               |                               |             |                                | 419.8              | 3.2<br>SOMIS                                    | 49.1                        |
|                     | 39 P      |                                  |                               |                               |                               |  |                               |                               |             |                                | 422.9              | 3.1<br>LAGOL                                    | 52.2                        |
|                     | 61 P      |                                  |                               |                               |                               |  |                               |                               |             |                                | 427.1              | 4.2<br>TO MOORPARK                              | 56.4                        |
|                     | 99 WP     |                                  |                               |                               |                               |  |                               |                               |             |                                | 432.2              | 5.1<br>STRATHEARN                               | 61.5                        |
|                     | 65 P      |                                  |                               |                               |                               |  |                               |                               |             |                                | 437.5              | 5.3<br>TO SANTA SUSANA                          | 66.8                        |
|                     | 101 P     |                                  |                               |                               |                               |  |                               |                               |             |                                | 441.0              | 3.5<br>HASSON                                   | 70.3                        |
|                     | 68 P      |                                  |                               |                               |                               |  |                               |                               |             |                                | 445.5              | 4.5<br>TO CHATSWORTH                            | 74.8                        |
|                     | 81 WYP    |                                  |                               |                               |                               |  |                               |                               |             |                                | 449.9              | 4.4<br>TO NORTHBRIDGE                           | 79.2                        |
| E 52<br>W 52        | P         |                                  |                               |                               |                               |  |                               |                               |             |                                | 454.1              | 4.2<br>RAYMER                                   | 83.4                        |
|                     |           |                                  |                               |                               |                               |  |                               |                               |             |                                | 458.4              | 4.3<br>HEWITT                                   | 87.7                        |
| E 34<br>W 40        | TP        |                                  |                               |                               |                               |  |                               |                               |             |                                | 462.7              | 4.3<br>BURBANK JCT.                             | 92.0                        |
|                     |           |                                  |                               |                               |                               |  |                               |                               |             |                                | 471.6              | 0.5<br>BURBANK                                  | 92.5                        |
| Los Angeles yard    | 100 IP    | PM 11.59                         | PM 5.35                       | PM 12.10                      | AM 4.30                       | AM 4.00                                      | 3.25                          | 2.45                          |             |                                | 472.1              | 5.0<br>GLENDALE                                 | 97.5                        |
|                     | YP        |                                  |                               |                               |                               |  |                               |                               |             |                                | 477.1              | 0.2<br>GLENDALE TOWER                           | 97.7                        |
|                     | P         |                                  |                               |                               |                               |  |                               |                               |             |                                | 479.7              | 2.4<br>TO-R LOS ANGELES YARD                    | 100.1                       |
|                     | I         |                                  |                               |                               |                               |  |                               |                               |             |                                | 480.6              | 0.9<br>DAYTON AVE. TOWER                        | 101.0                       |
|                     | BKWOYP    | 12.25 AM                         | 6.00 PM                       | 12.35 PM                      | 4.55 AM                       | 4.25 AM                                      | 3.50 AM                       | 3.10 PM                       |             |                                | 481.9              | 1.3<br>EAST BANK JCT.                           | 102.3                       |
|                     | I         |                                  |                               |                               |                               |  |                               |                               |             |                                | 482.1              | 0.2<br>MISSION TOWER                            | 102.5                       |
|                     | I         |                                  |                               |                               |                               |  |                               |                               |             |                                | 482.8              | 0.7<br>TO-R LOS ANGELES                         | 103.2                       |
|                     | BKWIYP    |                                  |                               |                               |                               |  |                               |                               |             |                                |                    | (103.2)   |                             |
|                     |           | Arrive Daily                     | Arrive Daily                  | Arrive Daily                  | Arrive Daily                  | Arrive Daily<br>Ex. Monday                   | Arrive Daily                  | Arrive Daily                  |             | Arrive Daily                   |                    |   |                             |
|                     |           | (0.26)<br>18.69                  | (0.25)<br>19.44               | (0.25)<br>19.44               | (0.25)<br>19.44               | (0.25)<br>19.44                              | (4.25)<br>22.66               | (4.55)<br>20.35               |             | (3.36)<br>30.98                |                    |   |                             |
|                     |           | .....Time over District.....     |                               |                               |                               |  |                               |                               |             |                                |                    |   |                             |
|                     |           | .....Average Speed per Hour..... |                               |                               |                               |  |                               |                               |             |                                |                    |   |                             |

**RULE 5.** Schedule time and train-order time at Burbank Jct. apply at end of double track.

**RULES 86 and 93.** Between Santa Barbara and Burbank Jct., second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

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.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

| Train | At               | Receive To (or Beyond) | Discharge From (or Beyond)   | Frequency |
|-------|------------------|------------------------|------------------------------|-----------|
| 72    | Los Angeles Yard | .....                  | D. H. trainmen and enginemen | Daily     |

No. 72 stop at Burbank daily except Sunday and Holidays to receive U. S. Mail.

# VENTURA SUBDIVISION

| Mile Post Location               | Timetable No. 186<br>January 4, 1948 | Distance from Los Angeles | WESTWARD                   |  |  |  |              |              |              |              |              |              |             |             |
|----------------------------------|--------------------------------------|---------------------------|----------------------------|--|--|--|--------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|
|                                  |                                      |                           | SECOND CLASS               |  |  |  | THIRD CLASS  |              |              |              |              |              |             |             |
|                                  |                                      |                           | 447                        |  |  |  | 803          | 805          | 831          | 807          | 833          | 801          |             |             |
|                                  |                                      |                           | V. M. W.                   |  |  |  | Freight      | Freight      | Freight      | Freight      | Freight      | Freight      |             |             |
| STATIONS                         |                                      |                           | Arrive Daily<br>Ex. Sunday |  |  |  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |             |             |
| 370.7                            | TO-R SANTA BARBARA<br>1.2            | D. T.<br>103.2            |                            |  |  |  |              |              |              |              |              |              |             |             |
| 371.9                            | EAST SANTA BARBARA<br>5.4            |                           |                            |  |  |  |              |              | PM<br>5.00   |              | AM<br>3.25   |              |             |             |
| 377.3                            | ORTEGA<br>3.9                        | 96.6                      |                            |  |  |  |              |              | 4.53         |              | 3.18         |              |             |             |
| 381.2                            | TO CARPINTERIA<br>2.2                | 92.7                      |                            |  |  |  |              |              | 4.38         |              | 3.03         |              |             |             |
| 383.4                            | WAVE<br>2.3                          | 90.5                      |                            |  |  |  |              |              | 4.30         |              | 2.55         |              |             |             |
| 385.7                            | PUNTA<br>2.9                         | 88.2                      |                            |  |  |  |              |              | 4.25         |              | 2.50         |              |             |             |
| 388.6                            | SEACLIFF<br>4.3                      | 85.3                      |                            |  |  |  |              |              | 4.20         |              | 2.45         |              |             |             |
| 392.9                            | DULAH<br>4.4                         | 81.0                      |                            |  |  |  |              |              | 4.07         |              | 2.40         |              |             |             |
| 397.3                            | VENTURA JCT.<br>0.9                  | 76.6                      |                            |  |  |  |              |              |              |              |              |              |             |             |
| 398.2                            | TO VENTURA<br>5.0                    | 75.7                      |                            |  |  |  |              |              | 3.15         |              | 2.20         |              |             |             |
| 403.2                            | MONTALVO<br>4.6                      | 70.7                      |                            |  |  |  |              |              | 3.00         |              | 2.00         |              |             |             |
| 407.8                            | TO OXNARD<br>4.3                     | 66.1                      |                            |  |  |  |              |              | 2.50         |              | 1.50         |              |             |             |
| 412.1                            | LEESDALE<br>4.5                      | 61.8                      |                            |  |  |  |              |              | 2.31         |              | 1.25         |              |             |             |
| 416.6                            | TO CAMARILLO<br>3.2                  | 57.3                      |                            |  |  |  |              |              | 2.24         |              | 1.15         |              |             |             |
| 419.8                            | SOMIS<br>3.1                         | 54.1                      |                            |  |  |  |              |              | 2.19         |              | 12.56        |              |             |             |
| 422.9                            | LAGOL<br>4.2                         | 51.0                      |                            |  |  |  |              |              | 2.13         |              | 12.51        |              |             |             |
| 427.1                            | TO MOORPARK<br>5.1                   | 46.8                      |                            |  |  |  |              |              | 2.06         |              | 12.44        |              |             |             |
| 432.2                            | STRATHEARN<br>5.3                    | 41.7                      |                            |  |  |  |              |              | 1.58         |              | 12.36        |              |             |             |
| 437.5                            | TO SANTA SUSANA<br>3.5               | 36.4                      |                            |  |  |  |              |              | 1.50         |              | 12.28        |              |             |             |
| 441.0                            | HASSON<br>4.5                        | 32.9                      |                            |  |  |  |              |              | 1.43         |              | 12.22        |              |             |             |
| 445.5                            | TO CHATSWORTH<br>4.4                 | 28.4                      |                            |  |  |  |              |              | 1.30         |              | 12.08<br>AM  |              |             |             |
| 449.9                            | TO NORTHRIDGE<br>4.2                 | 24.0                      |                            |  |  |  |              |              | 1.20         |              | 11.57<br>PM  |              |             |             |
| 454.1                            | RAYMER<br>4.3                        | 19.8                      |                            |  |  |  |              |              | 1.08         |              | 11.44        |              |             |             |
| 458.4                            | HEWITT<br>4.3                        | 15.5                      |                            |  |  |  |              |              | 1.00         |              | 11.35        |              |             |             |
| 462.7                            | TO BURBANK JCT.<br>0.5               | 11.2                      | PM                         |  |  |  |              |              | AM<br>6.45   | PM<br>12.25  | 12.50        | PM<br>6.40   | 11.25       | AM<br>12.05 |
| 471.6                            | BURBANK<br>5.0                       | 10.7                      | 8.30                       |  |  |  |              |              |              |              |              |              |             |             |
| 472.1                            | GLENDALE<br>0.2                      | 5.7                       |                            |  |  |  |              |              |              |              |              |              |             |             |
| 477.1                            | GLENDALE TOWER<br>2.4                | 5.5                       |                            |  |  |  |              |              |              |              |              |              |             |             |
| 477.3                            | TO-R LOS ANGELES YARD<br>0.9         | 3.1                       | 8.10<br>PM                 |  |  |  |              |              | 6.20<br>AM   | 12.01<br>PM  | 12.25<br>PM  | 6.15<br>PM   | 11.00<br>PM | 11.40<br>PM |
| 479.7                            | DAYTON AVE. TOWER<br>1.3             | 2.2                       |                            |  |  |  |              |              |              |              |              |              |             |             |
| 480.6                            | EAST BANK JCT.<br>0.2                | 0.9                       |                            |  |  |  |              |              |              |              |              |              |             |             |
| 481.9                            | MISSION TOWER<br>0.7                 | 0.7                       |                            |  |  |  |              |              |              |              |              |              |             |             |
| 482.1                            | TO-R LOS ANGELES                     | 0.0                       |                            |  |  |  |              |              |              |              |              |              |             |             |
| 482.8                            | (103.2)                              |                           | Leave Daily<br>Ex. Sunday  |  |  |  |              |              | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily | Leave Daily |
| .....Time over District.....     |                                      |                           | (0.20)                     |  |  |  |              |              | (0.25)       | (0.24)       | (4.35)       | (0.25)       | (4.25)      | (0.25)      |
| .....Average Speed per Hour..... |                                      |                           | 24.30                      |  |  |  |              |              | 19.44        | 20.25        | 22.03        | 19.44        | 22.86       | 19.44       |

**RULE 5.** Schedule time and train-order time at Burbank Jct. apply at end of double track.

**RULES 86 and 93.** Between Santa Barbara and Burbank Jct., second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

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.

Westward freight trains approaching Tunnel 26 at less than 12 MPH must stop and double to Hasson.

| ADDITIONAL STATIONS       |           |          |
|---------------------------|-----------|----------|
| NAME                      | Mile Post | Capacity |
| Summerland..... (Spur)    | 376.2     | 20       |
| Lemon.....                | 400.2     | 15       |
| El Rio..... (Spur)        | 405.6     | 12       |
| Simi..... (Spur)          | 433.5     | 20       |
| Vega..... (Spur)          | 460.5     | ..       |
| Sepulveda..... (Spur)     | 474.3     | 10       |
| West Glendale..... (Spur) | 475.0     | 12       |
| Industrial..... (Spur)    | 477.9     | 22       |
| Arroyo Jct.....           | 478.5     | ..       |
| Taylor.....               | 479.3     | ..       |
| Glendale Jct.....         | 481.5     | ..       |

POMONA SUBDIVISION

EASTWARD

FIRST CLASS

| Capacity of sidings    | FIRST CLASS |                         |                          |   |                                 |                         |                               |                             | Mile Post Location | Timetable No. 186<br>January 4, 1948 | Distance from Los Angeles |             |      |
|------------------------|-------------|-------------------------|--------------------------|---|---------------------------------|-------------------------|-------------------------------|-----------------------------|--------------------|--------------------------------------|---------------------------|-------------|------|
|                        |             | 6                       | 44                       | 370                                       | 48                              | 40                      | 2                             | 4                           |                    |                                      |                           |             |      |
|                        |             | Argonaut<br>Leave Daily | Passenger<br>Leave Daily | A. O. N.<br>Leave Daily<br>Ex. Sat., Sun. | Mail and Express<br>Leave Daily | Imperial<br>Leave Daily | Sunset Limited<br>Leave Daily | Golden State<br>Leave Daily |                    |                                      |                           |             |      |
| Los Angeles yard       | BKWOYP      |                         |                          |   |                                 |                         |                               |                             | 479.7              | STATIONS                             | TO-R LOS ANGELES YARD     | 1.5         |      |
|                        | BKWIYP      | PM 8.30                 | PM 8.10                  |   | PM 6.00                         | PM 2.45                 | PM 12.45                      | PM 12.30                    | 481.9              |                                      | TO-R LOS ANGELES          | 0.0         |      |
|                        | I           | 8.34                    | 8.14                     | PM 7.35                                   | 6.04                            | 2.49                    | 12.49                         | 12.34                       | 482.6              |                                      | MISSION TOWER             | 0.7         |      |
|                        |             | 8.35                    | 8.15                     | 7.36                                      | 6.05                            | 2.50                    | 12.50                         | 12.35                       | 482.8              |                                      | TAYLOR JCT.               | 0.9         |      |
|                        | P           | s 8.50                  | s 8.31                   | 7.50                                      | s 6.20                          | s 3.02                  | s 1.05                        | s 12.48                     | 487.7              |                                      | TO ALHAMBRA               | 5.8         |      |
|                        | 79          | P                       | 8.55                     | 8.36                                      | 7.55                            | 6.25                    | 3.06                          | 1.10                        | 12.53              |                                      | 490.6                     | SAN GABRIEL | 8.7  |
|                        | 136         | P                       | 9.00                     | 8.41                                      | 8.00                            | 6.30                    | 3.11                          | 1.15                        | 12.57              |                                      | 494.6                     | EL MONTE    | 12.7 |
|                        | I           |                         |                          |   |                                 |                         |                               |                             | 495.0              |                                      | EL MONTE TOWER            | 13.1        |      |
|                        | 121         | WP                      | 9.05                     | 8.46                                      | 8.05                            | 6.35                    | 3.15                          | 1.19                        | 1.01               |                                      | 497.3                     | TO BASSETT  | 15.4 |
|                        | 71          | P                       | 9.09                     | 8.50                                      | 8.09                            | 6.39                    | 3.19                          | 1.23                        | 1.05               |                                      | 500.7                     | TO PUENTE   | 18.8 |
| 62                     | P           | 9.12                    | 8.53                     | 8.13                                      | 6.43                            |                         | 1.27                          | 1.08                        | 503.5              | MARNE                                | 21.6                      |             |      |
| 118                    | P           | 9.17                    | 8.58                     | 8.18                                      | 6.48                            | 3.25                    | 1.31                          | 1.12                        | 506.8              | TO WALNUT                            | 24.9                      |             |      |
| 63                     | P           | 9.22                    | 9.03                     | 8.23                                      | 6.53                            | 3.30                    | 1.36                          | 1.17                        | 510.7              | SPADRA                               | 28.8                      |             |      |
| Yard Limits<br>295     | BKWTP       | s 9.34                  | f 9.13                   | 8.31                                      | s 7.03                          | 3.36                    | 1.44                          | 1.22                        | 514.3              | TO POMONA                            | 32.4                      |             |      |
| 124                    | P           | 9.39                    | 9.20                     | 8.36                                      | 7.08                            | 3.41                    | 1.49                          | 1.27                        | 517.8              | NAROD                                | 35.9                      |             |      |
| Yard Limits<br>113     | P           | f 9.45                  | 9.25                     | 8.41                                      | s 7.15                          | 3.44                    | 1.53                          | 1.30                        | 520.2              | TO ONTARIO                           | 38.3                      |             |      |
| 61                     | WP          | 9.50                    | 9.31                     | 8.46                                      | 7.20                            | 3.48                    | 1.57                          | 1.34                        | 523.8              | GUASTI                               | 41.9                      |             |      |
| 71                     | P           | 9.54                    | 9.35                     | 8.50                                      | 7.24                            | 3.52                    | 2.01                          | 1.37                        | 527.5              | KAISER                               | 45.6                      |             |      |
| 121                    | YP          | 9.57                    | 9.38                     | 8.53                                      | 7.27                            | 3.55                    | 2.04                          | 1.39                        | 529.7              | TO SOUTH FONTANA                     | 47.8                      |             |      |
| 61                     | P           |                         |                          |   |                                 | 4.02                    |                               |                             | 532.1              | AILSA                                | 50.2                      |             |      |
| 107                    | P           | 10.02                   | 9.43                     | 8.58                                      | 7.32                            | 4.07                    | 2.09                          | 1.44                        | 534.7              | BLOOMINGTON                          | 52.8                      |             |      |
| I                      |             |                         |                          |   |                                 |                         |                               |                             | 538.7              | COLTON TOWER                         | 56.8                      |             |      |
| Colton yard<br>BKWOTYP |             | s 10.10<br>PM           | s 9.51<br>PM             | 9.06<br>PM                                | s 7.40<br>PM                    | s 4.15<br>PM            | s 2.17<br>PM                  | 1.51<br>PM                  | 539.0              | TO-R COLTON                          | 57.1                      |             |      |
|                        |             | Arrive Daily            | Arrive Daily             | Arrive Daily<br>Ex. Sat., Sun.            | Arrive Daily                    | Arrive Daily            | Arrive Daily                  | Arrive Daily                |                    | (57.1)                               |                           |             |      |
|                        |             | (1.40)<br>34.26         | (1.41)<br>33.92          | (1.31)<br>37.18                           | (1.40)<br>34.26                 | (1.30)<br>38.06         | (1.32)<br>37.17               | (1.21)<br>42.28             |                    | Time over District.....              |                           |             |      |
|                        |             |                         |                          |   |                                 |                         |                               |                             |                    | Average Speed per Hour.....          |                           |             |      |

Automatic Block System

Double track

**RULE 5.** Schedule time and train-order time apply as follows:  
Eastward trains at Alhambra, at end of double track.  
First-class trains at Pomona, at passenger siding.

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.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS |                        |                        |                            |           |
|--|------------------------|------------------------|----------------------------|-----------|
| Train  | At                     | Receive To (or Beyond) | Discharge From (or Beyond) | Frequency |
| 4  | Pomona, Colton.....    | El Paso.....           | .....                      | Daily     |
| 40   | Pomona.....            | El Paso.....           | .....                      | Daily     |
| 2  | Pomona.....            | Wellton.....           | .....                      | Daily     |
| 44   | El Monte, Ontario..... | East of Wellton.....   | .....                      | Daily     |
| 6  | El Monte.....          | Yuma.....              | .....                      | Daily     |

# POMONA SUBDIVISION

## Timetable No. 186

January 4, 1948

### WESTWARD

#### FIRST CLASS

| Mile Post Location | STATIONS                         | Distance from Colton | FIRST CLASS              |                           |                                |                                  |                          |                              |  |  |  |  |  |  |  |  |  |  |  |
|--------------------|----------------------------------|----------------------|--------------------------|---------------------------|--------------------------------|----------------------------------|--------------------------|------------------------------|--|--|--|--|--|--|--|--|--|--|--|
|                    |                                  |                      | 5                        | 43                        | 1                              | 47                               | 39                       | 3                            |  |  |  |  |  |  |  |  |  |  |  |
|                    |                                  |                      | Argonaut<br>Arrive Daily | Passenger<br>Arrive Daily | Sunset Limited<br>Arrive Daily | Mall and Express<br>Arrive Daily | Imperial<br>Arrive Daily | Golden State<br>Arrive Daily |  |  |  |  |  |  |  |  |  |  |  |
| 479.7              | TO-R LOS ANGELES YARD<br>1.5     | 58.6                 |                          |                           |                                |                                  |                          |                              |  |  |  |  |  |  |  |  |  |  |  |
| 481.9              | TO-R LOS ANGELES<br>0.7          | 57.1                 | s AM 7.00                | s AM 7.10                 | s AM 9.25                      | s AM 9.45                        | s PM 2.00                | s PM 5.15                    |  |  |  |  |  |  |  |  |  |  |  |
| 482.6              | MISSION TOWER<br>0.2             | 56.4                 |                          |                           |                                |                                  |                          |                              |  |  |  |  |  |  |  |  |  |  |  |
| 482.8              | TAYLOR JCT.<br>4.9               | 56.2                 |                          |                           |                                |                                  |                          |                              |  |  |  |  |  |  |  |  |  |  |  |
| 487.7              | ALHAMBRA<br>2.9                  | 51.3                 | s 6.40                   | s 6.51                    | s 9.04                         | s 9.25                           | s 1.35                   | s 4.55                       |  |  |  |  |  |  |  |  |  |  |  |
| 490.6              | SAN GABRIEL<br>4.0               | 48.4                 | 6.33                     | 6.46                      | 8.59                           | 9.20                             | 1.30                     | 4.49                         |  |  |  |  |  |  |  |  |  |  |  |
| 494.6              | EL MONTE<br>0.4                  | 44.4                 | 6.27                     | 6.41                      | 8.54                           | f 9.15                           | 1.25                     | 4.43                         |  |  |  |  |  |  |  |  |  |  |  |
| 495.0              | EL MONTE TOWER<br>2.3            | 44.0                 |                          |                           |                                |                                  |                          |                              |  |  |  |  |  |  |  |  |  |  |  |
| 497.3              | TO BASSETT<br>3.4                | 41.7                 | 6.21                     | 6.37                      | 8.50                           | 9.10                             | 1.19                     | 4.39                         |  |  |  |  |  |  |  |  |  |  |  |
| 500.7              | TO PUENTE<br>2.8                 | 38.3                 | 6.17                     | 6.33                      | 8.46                           | 9.06                             | 1.12                     | 4.35                         |  |  |  |  |  |  |  |  |  |  |  |
| 503.5              | MARNE<br>3.3                     | 35.5                 | 6.13                     | 6.30                      | 8.42                           | 9.02                             | 1.08                     | 4.32                         |  |  |  |  |  |  |  |  |  |  |  |
| 506.8              | TO WALNUT<br>3.9                 | 32.2                 | 6.09                     | 6.26                      | 8.38                           | 8.58                             | 1.01                     | 4.29                         |  |  |  |  |  |  |  |  |  |  |  |
| 510.7              | SPADRA<br>3.6                    | 28.3                 | 6.04                     | 6.21                      | 8.33                           | 8.53                             | 12.56                    | 4.25                         |  |  |  |  |  |  |  |  |  |  |  |
| 514.3              | TO POMONA<br>3.5                 | 24.7                 | s 5.59                   | f 6.16                    | 8.29                           | s 8.48                           | 12.52                    | 4.21                         |  |  |  |  |  |  |  |  |  |  |  |
| 517.8              | NAROD<br>2.4                     | 21.2                 | 5.53                     | 6.10                      | 8.23                           | 8.42                             | 12.47                    | 4.17                         |  |  |  |  |  |  |  |  |  |  |  |
| 520.2              | TO ONTARIO<br>3.6                | 18.8                 | f 5.49                   | f 6.06                    | 8.20                           | s 8.38                           | 12.44                    | 4.14                         |  |  |  |  |  |  |  |  |  |  |  |
| 523.8              | GUASTI<br>3.7                    | 15.2                 | 5.43                     | 6.00                      | 8.15                           | 8.32                             | 12.40                    | 4.10                         |  |  |  |  |  |  |  |  |  |  |  |
| 527.5              | KAISER<br>2.2                    | 11.5                 | 5.39                     | 5.56                      | 8.11                           | 8.28                             | 12.36                    | 4.07                         |  |  |  |  |  |  |  |  |  |  |  |
| 529.7              | TO SOUTH FONTANA<br>2.4          | 9.3                  | 5.36                     | 5.53                      | 8.08                           | 8.25                             | 12.33                    | 4.05                         |  |  |  |  |  |  |  |  |  |  |  |
| 532.1              | AILSA<br>2.6                     | 6.9                  |                          |                           | 8.05                           |                                  |                          | 4.02                         |  |  |  |  |  |  |  |  |  |  |  |
| 534.7              | BLOOMINGTON<br>4.0               | 4.3                  | 5.30                     | 5.48                      | 8.02                           | 8.20                             | 12.28                    | 3.59                         |  |  |  |  |  |  |  |  |  |  |  |
| 538.7              | COLTON TOWER<br>0.3              | 0.3                  |                          |                           |                                |                                  |                          |                              |  |  |  |  |  |  |  |  |  |  |  |
| 539.0              | TO-R COLTON                      | 0.0                  | 5.20 AM                  | 5.40 AM                   | 7.55 AM                        | 8.10 AM                          | 12.20 PM                 | 3.51 PM                      |  |  |  |  |  |  |  |  |  |  |  |
|                    | 57.1)                            |                      | Leave Daily              | Leave Daily               | Leave Daily                    | Leave Daily                      | Leave Daily              | Leave Daily                  |  |  |  |  |  |  |  |  |  |  |  |
|                    | .....Time over District.....     |                      | (1.40)                   | (1.30)                    | (1.30)                         | (1.35)                           | (1.40)                   | (1.24)                       |  |  |  |  |  |  |  |  |  |  |  |
|                    | .....Average Speed per Hour..... |                      | 34.26                    | 38.06                     | 38.06                          | 36.06                            | 34.26                    | 40.78                        |  |  |  |  |  |  |  |  |  |  |  |

**RULE 5.** Schedule time and train-order time apply as follows:  
 Eastward trains at Alhambra, at end of double track.  
 First-class trains at Pomona, at passenger siding.

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.

| Train | At            | Receive To (or Beyond) | Discharge From (or Beyond) | Frequency |
|-------|---------------|------------------------|----------------------------|-----------|
| 5     | El Monte..... |                        | Wellton.....               | Daily     |
| 43    | El Monte..... |                        | Wellton.....               | Daily     |
| 1     | Pomona.....   |                        | Wellton.....               | Daily     |
| 39    | Pomona.....   |                        | El Paso.....               | Daily     |
| 3     | Pomona.....   |                        | El Paso.....               | Daily     |

No. 43 stop on flag Puente to receive U. S. registered mail.



## POMONA SUBDIVISION

| Capacity of sidings      |        | EASTWARD                      |                               |                               |                               |                               | Mile Post Location | Timetable No. 186<br>January 4, 1948 |                 | Distance from Los Angeles |                                  |                              |      |
|--------------------------|--------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|--------------------|--------------------------------------|-----------------|---------------------------|----------------------------------|------------------------------|------|
|                          |        | SECOND CLASS                  |                               |                               |                               |                               |                    |                                      |                 |                           |                                  |                              |      |
|                          |        | 830<br>Freight<br>Leave Daily | 828<br>Freight<br>Leave Daily | 826<br>Freight<br>Leave Daily | 824<br>Freight<br>Leave Daily | 822<br>Freight<br>Leave Daily |                    |                                      |                 |                           |                                  |                              |      |
|                          |        |                               |                               |                               |                               |                               |                    |                                      |                 |                           |                                  |                              |      |
| Los Angeles yard         | BKWOYP |                               |                               |                               |                               | PM 11.30                      | PM 9.45            | PM 2.50                              | AM 7.00         | AM 1.30                   | 479.7                            | TO-R LOS ANGELES YARD        | 1.5  |
|                          | BKWIYP |                               |                               |                               |                               |                               |                    |                                      |                 |                           | 481.9                            | TO-R LOS ANGELES             | 0.0  |
|                          | I      |                               |                               |                               |                               |                               |                    |                                      |                 |                           | 482.6                            | MISSION TOWER                | 0.7  |
|                          |        |                               |                               |                               |                               |                               |                    |                                      |                 |                           | 482.8                            | TAYLOR JCT.                  | 0.9  |
|                          | P      |                               |                               |                               |                               | AM 12.01                      | 10.15              | 3.20                                 | 7.30            | 2.00                      | 487.7                            | TO ALHAMBRA                  | 5.8  |
|                          | 79 P   |                               |                               |                               |                               | 12.20                         | 10.21              | 3.26                                 | 7.36            | 2.06                      | 490.6                            | SAN GABRIEL                  | 8.7  |
|                          | 136 P  |                               |                               |                               |                               | 12.40                         | 10.29              | 3.34                                 | 7.44            | 2.14                      | 494.6                            | EL MONTE                     | 12.7 |
|                          | I      |                               |                               |                               |                               |                               |                    |                                      |                 |                           | 495.0                            | EL MONTE TOWER               | 13.1 |
|                          | 121 WP |                               |                               |                               |                               | 1.01                          | 10.34              | 3.39                                 | 7.49            | 2.19                      | 497.3                            | TO BASSETT                   | 15.4 |
|                          | 71 P   |                               |                               |                               |                               | 1.30                          | 10.40              | 3.45                                 | 7.55            | 2.25                      | 500.7                            | TO PUENTE                    | 18.8 |
| 62 P                     |        |                               |                               |                               | 1.40                          | 10.47                         | 3.51               | 8.01                                 | 2.35            | 503.5                     | MARNE                            | 21.6                         |      |
| 118 P                    |        |                               |                               |                               | 1.50                          | 10.55                         | 3.59               | 8.09                                 | 2.50            | 506.8                     | TO WALNUT                        | 24.9                         |      |
| 63 P                     |        |                               |                               |                               | 1.59                          | 11.05                         | 4.07               | 8.17                                 | 3.05            | 510.7                     | SPADRA                           | 28.8                         |      |
| Yard Limits<br>295 BKWTP |        |                               |                               |                               | 3.00                          | 11.20                         | 4.21               | 8.29                                 | 3.21            | 514.3                     | TO POMONA                        | 32.4                         |      |
| 124 P                    |        |                               |                               |                               | 3.15                          | 11.28                         | 4.31               | 8.42                                 | 3.32            | 517.8                     | NAROD                            | 35.9                         |      |
| Yard Limits<br>113 P     |        |                               |                               |                               | <del>3.25</del><br>4.00       | 11.35                         | 4.38               | 8.50                                 | 3.45            | 520.2                     | TO ONTARIO                       | 38.3                         |      |
| 61 WP                    |        |                               |                               |                               | 4.20                          | 11.42                         | 4.45               | 8.57                                 | 3.55            | 523.8                     | GUASTI                           | 41.9                         |      |
| 71 P                     |        |                               |                               |                               | 4.30                          | 11.49                         | 4.53               | 9.05                                 | 4.03            | 527.5                     | KAISER                           | 45.6                         |      |
| 121 YP                   |        |                               |                               |                               | 4.40                          | PM 11.55                      | 5.01               | 9.11                                 | 4.09            | 529.7                     | TO SOUTH FONTANA                 | 47.8                         |      |
| 61 P                     |        |                               |                               |                               | 4.48                          | AM 12.01                      | 5.08               | 9.17                                 | 4.19            | 532.1                     | AILSA                            | 50.2                         |      |
| 107 P                    |        |                               |                               |                               | 4.55                          | 12.07                         | 5.15               | 9.23                                 | 4.28            | 534.7                     | BLOOMINGTON                      | 52.8                         |      |
| I                        |        |                               |                               |                               |                               |                               |                    |                                      |                 | 538.7                     | COLTON TOWER                     | 56.8                         |      |
| Colton yard<br>BKWOTYP   |        |                               |                               |                               | 5.15<br>AM                    | 12.30<br>AM                   | 5.35<br>PM         | 9.40<br>AM                           | 4.45<br>AM      | 539.0                     | TO-R COLTON                      | 57.1                         |      |
|                          |        |                               |                               |                               | Arrive Daily                  | Arrive Daily                  | Arrive Daily       | Arrive Daily                         | Arrive Daily    |                           |                                  | (57.1)                       |      |
|                          |        |                               |                               |                               | (5.45)<br>10.19               | (2.45)<br>21.30               | (2.45)<br>21.30    | (2.40)<br>21.97                      | (3.15)<br>18.03 |                           |                                  | .....Time over District..... |      |
|                          |        |                               |                               |                               |                               |                               |                    |                                      |                 |                           | .....Average Speed per Hour..... |                              |      |

**RULE 5.** Schedule time and train-order time apply as follows:  
Eastward trains at Alhambra, at end of double track.  
First-class trains at Pomona, at passenger siding.

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.

POMONA SUBDIVISION

| Mile Post Location | Timetable No. 186<br>January 4, 1948 | Distance from Colton | WESTWARD     |              |              |  |  |  |  |  |  |  |  |  |  |
|--------------------|--------------------------------------|----------------------|--------------|--------------|--------------|--|--|--|--|--|--|--|--|--|--|
|                    |                                      |                      | THIRD CLASS  |              |              |  |  |  |  |  |  |  |  |  |  |
|                    |                                      |                      | 821          | 823          | 825          |  |  |  |  |  |  |  |  |  |  |
| STATIONS           |                                      |                      | Freight      | Freight      | Freight      |  |  |  |  |  |  |  |  |  |  |
|                    |                                      |                      | Arrive Daily | Arrive Daily | Arrive Daily |  |  |  |  |  |  |  |  |  |  |
| 479.7              | TO-R LOS ANGELES YARD<br>1.5         | 58.6                 | AM 3.30      | AM 11.15     | PM 7.15      |  |  |  |  |  |  |  |  |  |  |
| 481.9              | TO-R LOS ANGELES<br>0.7              | 57.1                 |              |              |              |  |  |  |  |  |  |  |  |  |  |
| 482.6              | MISSION TOWER<br>0.2                 | 56.4                 |              |              |              |  |  |  |  |  |  |  |  |  |  |
| 482.8              | TAYLOR JCT.<br>4.9                   | 56.2                 |              |              |              |  |  |  |  |  |  |  |  |  |  |
| 487.7              | ALHAMBRA<br>2.9                      | 51.3                 | 2.58         | 10.44        | 6.45         |  |  |  |  |  |  |  |  |  |  |
| 490.6              | SAN GABRIEL<br>4.0                   | 48.4                 | 2.50         | 10.36        | 6.37         |  |  |  |  |  |  |  |  |  |  |
| 494.6              | EL MONTE<br>0.4                      | 44.4                 | 2.42         | 10.28        | 6.30         |  |  |  |  |  |  |  |  |  |  |
| 495.0              | EL MONTE TOWER<br>2.3                | 44.0                 |              |              |              |  |  |  |  |  |  |  |  |  |  |
| 497.3              | TO BASSETT<br>3.4                    | 41.7                 | 2.32         | 10.18        | 6.19         |  |  |  |  |  |  |  |  |  |  |
| 500.7              | TO PUENTE<br>2.8                     | 38.3                 | 2.25         | 10.12        | 6.13         |  |  |  |  |  |  |  |  |  |  |
| 503.5              | MARNE<br>3.3                         | 35.5                 | 2.13         | 10.06        | 6.07         |  |  |  |  |  |  |  |  |  |  |
| 506.8              | TO WALNUT<br>3.9                     | 32.2                 | 2.07         | 10.00        | 6.01         |  |  |  |  |  |  |  |  |  |  |
| 510.7              | SPADRA<br>3.6                        | 28.3                 | 1.59         | 9.52         | 5.54         |  |  |  |  |  |  |  |  |  |  |
| 514.3              | TO POMONA<br>3.5                     | 24.7                 | 1.52         | 9.45         | 5.46         |  |  |  |  |  |  |  |  |  |  |
| 517.8              | NAROD<br>2.4                         | 21.2                 | 1.45         | 9.38         | 5.39         |  |  |  |  |  |  |  |  |  |  |
| 520.2              | TO ONTARIO<br>3.6                    | 18.8                 | 1.38         | 9.31         | 5.32         |  |  |  |  |  |  |  |  |  |  |
| 523.8              | GUASTI<br>3.7                        | 15.2                 | 1.31         | 9.24         | 5.25         |  |  |  |  |  |  |  |  |  |  |
| 527.5              | KAISER<br>2.2                        | 11.5                 | 1.24         | 9.17         | 5.18         |  |  |  |  |  |  |  |  |  |  |
| 529.7              | TO SOUTH FONTANA<br>2.4              | 9.3                  | 1.18         | 9.11         | 5.01         |  |  |  |  |  |  |  |  |  |  |
| 532.1              | AILSA<br>2.6                         | 6.9                  | 1.12         | 8.57         | 4.54         |  |  |  |  |  |  |  |  |  |  |
| 534.7              | BLOOMINGTON<br>4.0                   | 4.3                  | 1.05         | 8.50         | 4.48         |  |  |  |  |  |  |  |  |  |  |
| 538.7              | COLTON TOWER<br>0.3                  | 0.3                  |              |              |              |  |  |  |  |  |  |  |  |  |  |
| 539.0              | TO-R COLTON                          | 0.0                  | 12.45 AM     | 8.30 AM      | 4.30 PM      |  |  |  |  |  |  |  |  |  |  |
|                    | (57.1)                               |                      | Leave Daily  | Leave Daily  | Leave Daily  |  |  |  |  |  |  |  |  |  |  |
|                    | .....Time over District.....         |                      | (2.45)       | (2.45)       | (2.45)       |  |  |  |  |  |  |  |  |  |  |
|                    | .....Average Speed per Hour.....     |                      | 21.30        | 21.30        | 21.30        |  |  |  |  |  |  |  |  |  |  |

**RULE 5.** Schedule time and train-order time apply as follows:  
 Eastward trains at Alhambra, at end of double track.  
 First-class trains at Pomona, at passenger siding.  
 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.

| NAME                 | Mile Post | Capacity |
|----------------------|-----------|----------|
| Aurant.....          | 484.6     | 91       |
| Stoneman..... (Spur) | 489.3     | 14       |
| Rudell..... (Spur)   | 491.7     | 9        |
| Benton..... (Spur)   | 508.1     | 12       |
| Racimo..... (Spur)   | 522.4     | 14       |

BEAUMONT SUBDIVISION

EASTWARD

| Capacity of sidings    | FIRST CLASS |                         |                          |   |                                 |                         |                               |                             | Mile Post Location | Timetable No. 186<br>January 4, 1948 | Distance from Colton |
|------------------------|-------------|-------------------------|--------------------------|---|---------------------------------|-------------------------|-------------------------------|-----------------------------|--------------------|--------------------------------------|----------------------|
|                        |             | 6                       | 44                       | 370                                       | 48                              | 40                      | 2                             | 4                           |                    |                                      |                      |
|                        |             | Argonaut<br>Leave Daily | Passenger<br>Leave Daily | A. O. N.<br>Leave Daily<br>Ex. Sat., Sun. | Mail and Express<br>Leave Daily | Imperial<br>Leave Daily | Sunset Limited<br>Leave Daily | Golden State<br>Leave Daily |                    |                                      |                      |
| Colton yard<br>BKWOTYP |             | PM 10.18                | PM 10.00                 | PM 9.15                                   | PM 7.50                         | PM 4.20                 | PM 2.22                       | PM 1.51                     | 539.0              | TO-R COLTON                          | 0.0                  |
| 254 P                  |             |                         |                          |   |                                 |                         |                               |                             | 542.6              | 3.6 LOMA LINDA                       | 3.6                  |
|                        |             |                         |                          |   |                                 |                         |                               |                             | 544.5              | 1.9 BRYN MAWR                        | 5.5                  |
| 116 P                  |             | f 10.33                 | 10.15                    |   | f 8.05                          |                         | 2.35                          | 2.03                        | 546.3              | 1.8 REDLANDS                         | 7.3                  |
| 122 P                  |             |                         |                          |   |                                 |                         |                               |                             | 549.1              | 2.8 ORDWAY                           | 10.1                 |
| 111 WP                 |             |                         |                          |   |                                 |                         |                               |                             | 552.7              | 3.6 EL CASCO                         | 13.7                 |
| 118 P                  |             |                         |                          |   |                                 |                         |                               |                             | 557.2              | 4.5 HINDA                            | 18.2                 |
| 115 P                  |             |                         |                          |   |                                 |                         |                               |                             | 559.7              | 2.5 NICKLIN                          | 20.7                 |
| 241 WKOYP              |             | f 11.08                 | 10.50                    | 10.05                                     | s 8.43                          | 5.02                    | s 3.06                        | 2.32                        | 562.0              | 2.3 BEAUMONT                         | 23.0                 |
| 126 P                  |             |                         |                          |   |                                 |                         |                               |                             | 565.5              | 3.5 PERSHING                         | 26.5                 |
| 106 P                  |             | f 11.19                 | 11.01                    |   | s 8.55                          |                         |                               |                             | 568.2              | 2.7 BANNING                          | 29.2                 |
| 116 P                  |             |                         |                          |   |                                 |                         |                               |                             | 571.5              | 3.3 OWL                              | 32.5                 |
| 119 123 WP             |             |                         |                          |   | s 9.05                          |                         |                               |                             | 574.1              | 2.6 CABAZON                          | 35.1                 |
| 116 P                  |             |                         |                          |   |                                 |                         |                               |                             | 576.2              | 2.1 MONS                             | 37.2                 |
| 114 P                  |             |                         |                          |   |                                 |                         |                               |                             | 578.6              | 2.4 FINGAL                           | 39.6                 |
| 104 WP                 |             | PM f 11.43              | PM s 11.25               | 10.35                                     | s 9.25                          | 5.32                    | f 3.39                        | 3.00                        | 582.6              | 4.0 PALM SPRINGS                     | 43.6                 |
| 114 P                  |             |                         |                          |   |                                 |                         |                               |                             | 585.4              | 2.8 HUGO                             | 46.4                 |
| 61 105 WYP             |             |                         |                          |   |                                 |                         |                               |                             | 588.1              | 2.7 GARNET                           | 49.1                 |
| 116 P                  |             |                         |                          |   |                                 |                         |                               |                             | 591.6              | 3.5 SALVIA                           | 52.6                 |
| 117 P                  |             |                         |                          |   |                                 |                         |                               |                             | 595.1              | 3.5 RIMLON                           | 56.1                 |
| 104 P                  |             |                         |                          |   | s                               |                         |                               |                             | 599.0              | 3.9 EDOM                             | 60.0                 |
| 116 P                  |             |                         |                          |   |                                 |                         |                               |                             | 601.5              | 2.5 DRY CAMP                         | 62.5                 |
| 125 P                  |             |                         |                          |   |                                 |                         |                               |                             | 606.5              | 5.0 MYOMA                            | 67.5                 |
| Indio yd.              |             | s 12.18 AM              | s 12.01 AM               | 11.25 PM                                  | s 10.10 PM                      | s 6.08 PM               | s 4.15 PM                     | 3.29 PM                     | 610.9              | TO-R INDIO                           | 71.9                 |
| BKWOYP                 |             |                         |                          |   |                                 |                         |                               |                             | 611.3              | TO-R INDIO YARD                      | 72.3                 |
|                        |             | Arrive Daily            | Arrive Daily             | Arrive Daily<br>Ex. Sat., Sun.            | Arrive Daily                    | Arrive Daily            | Arrive Daily                  | Arrive Daily                |                    | (72.3)                               |                      |
|                        |             | (2.00)<br>36.15         | (2.01)<br>35.85          | (2.10)<br>33.37                           | (2.20)<br>30.81                 | (1.48)<br>39.94         | (1.53)<br>38.38               | (1.38)<br>44.18             |                    | .....Time over District.....         |                      |
|                        |             |                         |                          |   |                                 |                         |                               |                             |                    | .....Average Speed per Hour.....     |                      |

| Train | At                | Receive To (or Beyond) | Discharge From (or Beyond) | Frequency |
|-------|-------------------|------------------------|----------------------------|-----------|
| 40    | Palm Springs      | El Paso                | Los Angeles                | Daily     |
| 40    | Beaumont          | El Paso                |                            | Daily     |
| 4     | Palm Springs      | El Paso                |                            | Daily     |
| 4     | Indio             | Tucumcari              |                            | Daily     |
| 44    | Redlands          | East of Wellton        |                            | Daily     |
| 44    | Beaumont, Banning | East of Wellton        | Los Angeles                | Daily     |

No. 40 stop on flag at Palm Springs to receive revenue passengers destined Brawley, El Centro or Calexico.

| NAME             | Mile Post | Capacity |
|------------------|-----------|----------|
| Halg..... (Spur) | 555.7     | 19       |

# BEAUMONT SUBDIVISION

| Timetable No. 186<br>January 4, 1948 |                                  | WESTWARD         |                |              |              |              |               |             |
|--------------------------------------|----------------------------------|------------------|----------------|--------------|--------------|--------------|---------------|-------------|
|                                      |                                  | FIRST CLASS      |                |              |              |              |               |             |
|                                      |                                  | 5                | 43             | 47           | 1            | 39           | 3             |             |
| Argonaut                             | Passenger                        | Mail and Express | Sunset Limited | Imperial     | Golden State |              |               |             |
| Arrive Daily                         | Arrive Daily                     | Arrive Daily     | Arrive Daily   | Arrive Daily | Arrive Daily |              |               |             |
| 539.0                                | TO-R COLTON<br>3.6               | 72.3             | AM<br>s 5.10   | AM<br>s 5.35 | AM<br>s 8.00 | AM<br>s 7.50 | PM<br>s 12.15 | PM<br>3.51  |
| 542.6                                | LOMA LINDA<br>1.9                | 68.7             |                |              |              |              |               |             |
| 544.5                                | BRYN MAWR<br>1.8                 | 66.8             |                |              |              |              |               |             |
| 546.3                                | REDLANDS<br>2.8                  | 65.0             | f 4.55         | 5.20         | 7.45         | 7.39         | 12.02<br>PM   | 3.41        |
| 549.1                                | ORDWAY<br>3.6                    | 62.2             |                |              |              |              |               |             |
| 552.7                                | EL CASCO<br>4.5                  | 58.6             |                |              |              |              |               |             |
| 557.2                                | HINDA<br>2.5                     | 54.1             |                |              |              |              |               |             |
| 559.7                                | NICKLIN<br>2.3                   | 51.6             |                |              |              |              |               |             |
| 562.0                                | BEAUMONT<br>3.5                  | 49.3             | f 4.25         | 4.55         | s 7.00       | s 7.07       | 11.37<br>AM   | 3.19        |
| 565.5                                | PERSHING<br>2.7                  | 45.8             |                |              |              |              |               |             |
| 568.2                                | BANNING<br>3.3                   | 43.1             | f 4.10         | 4.40         | s 6.45       | 6.54         | 11.24         |             |
| 571.5                                | OWL<br>2.6                       | 39.8             |                |              |              |              |               |             |
| 574.1                                | CABAZON<br>2.1                   | 37.2             |                |              | f            |              |               |             |
| 576.2                                | MONS<br>2.4                      | 35.1             |                |              |              |              |               |             |
| 578.6                                | FINGAL<br>4.0                    | 32.7             |                |              |              |              |               |             |
| 582.6                                | PALM SPRINGS<br>2.8              | 28.7             | f 3.35         | s 4.10       | s 6.10       | f 6.32       | 11.05         | 2.36        |
| 585.4                                | HUGO<br>2.7                      | 25.9             |                |              |              |              |               |             |
| 588.1                                | GARNET<br>3.5                    | 23.2             |                |              |              |              |               |             |
| 591.6                                | SALVIA<br>3.5                    | 19.7             |                |              |              |              |               |             |
| 595.1                                | RIMLON<br>3.9                    | 16.2             |                |              |              |              |               |             |
| 599.0                                | EDOM<br>2.5                      | 12.3             |                |              | f            |              |               |             |
| 601.5                                | DRY CAMP<br>5.0                  | 9.8              |                |              |              |              |               |             |
| 606.5                                | MYOMA<br>4.4                     | 4.8              |                |              |              |              |               |             |
| 610.9                                | TO-R INDIO<br>0.4                | 0.4              | 2.45<br>AM     | 3.20<br>AM   | 5.20<br>AM   | 5.54<br>AM   | 10.25<br>AM   | 2.02<br>PM  |
| 611.3                                | TO-R INDIO YARD                  | 0.0              |                |              |              |              |               |             |
|                                      | (72.3)                           |                  | Leave Daily    | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily   | Leave Daily |
|                                      | .....Time over District.....     |                  | (2.25)         | (2.15)       | (2.40)       | (1.56)       | (1.50)        | (1.49)      |
|                                      | .....Average Speed per Hour..... |                  | 29.91          | 32.13        | 27.11        | 37.18        | 39.43         | 39.57       |

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS |                             |                           |                               |           |
|--|-----------------------------|---------------------------|-------------------------------|-----------|
| Train  | At                          | Receive To<br>(or Beyond) | Discharge From<br>(or Beyond) | Frequency |
| 43   | { Banning }<br>{ Beaumont } | Los Angeles               | Wellton                       | Daily     |
| 43   | Redlands                    |                           | Wellton                       | Daily     |
| 39   | Palm Springs                |                           | El Paso                       | Daily     |
| 39   | Beaumont                    |                           | El Paso                       | Daily     |
| 3  | Palm Springs, Colton        |                           | El Paso                       | Daily     |

No. 39 stop on flag at Palm Springs to discharge passengers originating at Calexico, El Centro and Brawley.  
 No. 3 stop at Palm Springs daily to exchange U. S. Mail.

SALTON SUBDIVISION

EASTWARD

FIRST CLASS

| Capacity of sidings               | EASTWARD   |                                       |                               |   |                                    |                                  |                              |                                |       | Mile Post Location | Timetable No. 186<br>January 4, 1948 | Distance from Indio |
|-----------------------------------|--|---------------------------------------|-------------------------------|---|------------------------------------|----------------------------------|------------------------------|--------------------------------|-------|--------------------|--------------------------------------|---------------------|
|                                   | FIRST CLASS                                      |                                       |                               |   |                                    |                                  |                              |                                |       |                    |                                      |                     |
|                                   | 370<br>A. O. N.<br>Leave Daily<br>Ex. Sat., Sun. | 48<br>Mail and Express<br>Leave Daily | 40<br>Imperial<br>Leave Daily | 362<br>San Diego Passenger<br>Leave Daily | 2<br>Sunset Limited<br>Leave Daily | 4<br>Golden State<br>Leave Daily | 6<br>Argonaut<br>Leave Daily | 44<br>Passenger<br>Leave Daily |       |                    |                                      |                     |
|                                   | PM 11.35   | PM 10.25                              | PM 6.13                       |   | PM 4.20                            | PM 3.29                          | AM 12.25                     | AM 12.10                       | 610.9 | TO-R INDIO         | 0.0                                  |                     |
|                                   |  |                                       |                               |   |                                    |                                  |                              |                                | 611.3 | TO-R INDIO YARD    | 0.4                                  |                     |
| Indio yard                        |  |                                       |                               |   |                                    |                                  |                              |                                | 612.3 | TO-R EAST INDIO    | 1.4                                  |                     |
|                                   | 11.39  | 10.29                                 | 6.17                          |   | 4.24                               | 3.33                             | 12.29                        | 12.14                          | 612.3 | TO-R COACHELLA     | 3.5                                  |                     |
| 78 P                              | 11.42  | f 10.40                               | 6.20                          |   | 4.27                               | 3.36                             | 12.33                        | f 12.17                        | 614.4 | TO THERMAL         | 7.1                                  |                     |
| 116 P                             | 11.46  | f 10.55                               | 6.24                          |   | 4.31                               | 3.39                             | 12.38                        | 12.22                          | 618.0 | TO MECCA           | 13.2                                 |                     |
| 136 WP                            | 11.53  | f 11.05                               | 6.30                          |   | 4.37                               | 3.44                             | 12.46                        | 12.29                          | 624.1 | TO CALEB           | 17.9                                 |                     |
| 130 P                             | PM 11.58   | 11.10                                 | 6.35                          |   | 4.42                               | 3.48                             | 12.51                        | 12.34                          | 628.8 | TO MORTMAR         | 22.4                                 |                     |
| 127 P                             | AM 12.03   | 11.15                                 | 6.40                          |   | 4.47                               | 3.52                             | 12.56                        | 12.39                          | 633.3 | TO SALTON          | 26.9                                 |                     |
| 98 P                              | 12.08  | 11.20                                 | 6.45                          |   | 4.52                               | 3.56                             | 1.01                         | 12.44                          | 637.8 | TO DURMID          | 31.2                                 |                     |
| 62 P                              | 12.13  | 11.25                                 | 6.49                          |   | 4.56                               |                                  | 1.05                         | 12.48                          | 642.1 | TO BERTRAM         | 35.9                                 |                     |
| 99 P                              | 12.18  | 11.30                                 | 6.54                          |   | 5.01                               | 4.03                             | 1.10                         | 12.53                          | 646.8 | TO POPE            | 40.2                                 |                     |
| 96 P                              | 12.23  | 11.35                                 | 6.58                          |   | 5.05                               | 4.07                             | 1.15                         | 12.57                          | 651.1 | TO FRINK           | 44.7                                 |                     |
| 130 P                             | 12.28  | 11.40                                 | 7.03                          |   | 5.10                               | 4.11                             | 1.20                         | 1.02                           | 655.6 | TO WISTER          | 49.2                                 |                     |
| 101 P                             | 12.33  | 11.45                                 | 7.08                          |   | 5.15                               | 4.15                             | 1.25                         | 1.07                           | 660.1 | TO MUNDO           | 52.6                                 |                     |
| 64 P                              | 12.37  | PM 11.49                              |                               |   |                                    |                                  | 1.29                         | 1.11                           | 663.5 | TO-R NILAND        | 56.6                                 |                     |
| N 144 Yard Limits<br>S 106 BKWOYP | 1.00   | AM 12.05                              | s 7.16 PM                     |   | 5.26                               | s 4.22                           | s 1.45                       | s 1.23                         | 667.5 | TO-R FLOWING WELL  | 60.8                                 |                     |
| 60 P                              | 1.06   | 12.12                                 |                               |   | 5.32                               | 4.28                             | 1.52                         | 1.30                           | 671.7 | TO IRIS            | 63.5                                 |                     |
| 107 P                             | 1.11   | 12.17                                 |                               |   | 5.36                               | 4.31                             | 1.56                         | 1.34                           | 674.4 | TO TORTUGA         | 67.6                                 |                     |
| 128 P                             | 1.19   | 12.23                                 |                               |   | 5.41                               | 4.35                             | 2.01                         | 1.39                           | 678.5 | TO AMOS            | 73.7                                 |                     |
| 97 WP                             | 1.30   | 12.30                                 |                               |   | 5.47                               | 4.40                             | 2.08                         | 1.45                           | 684.6 | TO ACOLITA         | 79.2                                 |                     |
| 64 P                              | 1.36   | 12.36                                 | Via                           |   | 5.53                               | 4.45                             | 2.14                         | 1.51                           | 690.1 | TO MESQUITE        | 84.7                                 |                     |
| 98 P                              | 1.42   | 12.42                                 | Imperial                      |   | 5.59                               | 4.50                             | 2.20                         | 1.57                           | 695.6 | TO GLAMIS          | 87.2                                 |                     |
| 124 P                             | 1.45   | f 12.46                               | Valley                        |   | 6.02                               | 4.53                             | 2.23                         | 2.00                           | 698.1 | TO RUTHVEN         | 92.1                                 |                     |
| 97 P                              | 1.50   | 12.53                                 |                               |   | 6.07                               | 4.58                             | 2.28                         | 2.05                           | 703.0 | TO CLYDE           | 98.5                                 |                     |
| 59 P                              | 1.57   | 1.05                                  |                               |   | 6.13                               | 5.04                             | 2.34                         | 2.11                           | 709.4 | TO CACTUS          | 101.4                                |                     |
| 123 P                             | 2.00   | 1.10                                  |                               |   | 6.16                               | 5.07                             | 2.37                         | 2.14                           | 712.3 | TO OGILBY          | 105.7                                |                     |
| 95 P                              | 2.05   | f 1.16                                |                               |   | 6.20                               | 5.11                             | 2.42                         | 2.20                           | 716.6 | TO KNOB            | 111.8                                |                     |
| 126 P                             | 2.12   | 1.23                                  |                               |   | 6.26                               | 5.17                             | 2.49                         | 2.26                           | 722.7 | TO ARAZ JCT.       | 115.2                                |                     |
|                                   | 2.18   | 1.29                                  | PM 9.40                       | PM 9.20                                   | 6.31                               | 5.22                             | 2.55                         | 2.31                           | 726.1 | TO ARAZ            | 116.1                                |                     |
|                                   |  |                                       |                               |   |                                    |                                  |                              |                                | 727.0 | TO COLORADO        | 121.0                                |                     |
| Yuma yard                         |  |                                       |                               |   |                                    |                                  |                              |                                | 731.9 | TO-R YUMA          | 121.8                                |                     |
| BKWOTYP                           | 2.35 AM  | s 1.50 AM                             | s 9.55 PM                     | s 9.35 PM                                 | s 6.45 PM                          | s 5.34 PM                        | s 3.10 AM                    | s 2.45 AM                      | 732.7 | (121.8)            |                                      |                     |
|                                   | Arrive Daily<br>Ex. Sun., Mon.                   | Arrive Daily                          | Arrive Daily                  | Arrive Daily                              | Arrive Daily                       | Arrive Daily                     | Arrive Daily                 | Arrive Daily                   |       |                    |                                      |                     |
|                                   | (3.00)<br>40.53                                  | (3.25)<br>35.84                       | (1.18)<br>48.61               | (0.15)<br>26.40                           | (2.25)<br>50.40                    | (2.05)<br>58.46                  | (2.45)<br>44.29              | (2.35)<br>47.14                |       |                    |                                      |                     |

Automatic Block System

Double Track

**RULE 5.** Schedule time and train-order time at Niland apply at north siding.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS |                             |                        |                            |           |
|--|-----------------------------|------------------------|----------------------------|-----------|
| Train  | At                          | Receive To (or Beyond) | Discharge From (or Beyond) | Frequency |
| 6  | {Coachella, Thermal, Mecca} | Wellton                |                            | Daily     |
| 2  | {Niland, Mecca}             | El Paso                |                            | Daily     |
| 44   | {Thermal, Mecca}            | Wellton                |                            | Daily     |

# SALTON SUBDIVISION

## WESTWARD

**Timetable No. 186**

January 4, 1948

### FIRST CLASS

### SECOND CLASS

| Mile Post Location | STATIONS                      | Distance from Yuma | FIRST CLASS     |                        |                     |                | SECOND CLASS               |                   |               |                |                |                |                |
|--------------------|-------------------------------|--------------------|-----------------|------------------------|---------------------|----------------|----------------------------|-------------------|---------------|----------------|----------------|----------------|----------------|
|                    |                               |                    | 43<br>Passenger | 47<br>Mail and Express | 1<br>Sunset Limited | 39<br>Imperial | 363<br>San Diego Passenger | 3<br>Golden State | 5<br>Argonaut | 815<br>Freight | 817<br>Freight | 819<br>Freight | 839<br>Freight |
|                    |                               |                    | Arrive Daily    | Arrive Daily           | Arrive Daily        | Arrive Daily   | Arrive Daily               | Arrive Daily      | Arrive Daily  | Arrive Daily   | Arrive Daily   | Arrive Daily   | Arrive Daily   |
| 610.9              | TO-R <b>INDIO</b><br>0.4      | 121.8              | AM<br>s 3.12    | AM<br>s 5.05           | AM<br>s 5.49        | AM<br>s 10.20  |                            | PM<br>2.02        | AM<br>s 2.32  |                |                |                |                |
| 611.3              | TO-R <b>INDIO YARD</b><br>1.0 | 121.4              |                 |                        |                     |                |                            |                   |               | AM<br>6.00     | AM<br>11.40    | PM<br>6.00     | PM<br>11.15    |
| 612.3              | TO-R <b>EAST INDIO</b><br>2.1 | 120.4              | 3.08            | 5.01                   | 5.43                | 10.16          |                            | 1.58              | 2.28          |                |                |                |                |
| 614.4              | <b>COACHELLA</b><br>3.6       | 118.3              | 3.05            | f 4.58                 | 5.40                |                |                            | 1.56              | 2.25          | 5.45           | 11.27          | 5.45           | 11.01          |
| 618.0              | TO <b>THERMAL</b><br>6.1      | 114.7              | 3.00            | f 4.50                 | <b>5.36</b>         | 10.10          |                            | 1.53              | 2.20          | <b>5.36</b>    | 11.22          | 5.40           | <b>10.55</b>   |
| 624.1              | TO <b>MECCA</b><br>4.7        | 108.6              | f 2.53          | f 4.32                 | 5.30                | 10.04          |                            | 1.48              | 2.12          | 5.19           | 11.14          | 5.32           | 10.44          |
| 628.8              | <b>CALEB</b><br>4.5           | 103.9              | 2.47            | 4.24                   | 5.25                | 9.59           |                            | 1.44              | 2.05          | 5.13           | 11.08          | 5.26           | 10.38          |
| 633.3              | TO <b>MORTMAR</b><br>4.5      | 99.4               | 2.42            | 4.19                   | 5.20                |                |                            | 1.40              | 2.00          | 5.07           | 11.02          | 5.20           | 10.32          |
| 637.8              | <b>SALTON</b><br>4.3          | 94.9               | 2.37            | 4.14                   | 5.15                | 9.50           |                            | 1.36              | 1.55          | 5.01           | 10.56          | 5.14           | 10.26          |
| 642.1              | <b>DURMID</b><br>4.7          | 90.6               | 2.33            | 4.09                   | 5.10                |                |                            | 1.32              | 1.50          | 4.55           | 10.50          | 5.08           | 10.20          |
| 646.8              | TO <b>BERTRAM</b><br>4.3      | 85.9               | 2.28            | 4.04                   | 5.05                | 9.41           |                            | 1.28              | 1.45          | 4.49           | 10.44          | <b>5.01</b>    | 10.14          |
| 651.1              | <b>POPE</b><br>4.5            | 81.6               | 2.24            | 3.59                   | 5.00                | 9.37           |                            | 1.24              | 1.40          | 4.43           | 10.38          | 4.47           | 10.08          |
| 655.6              | <b>FRINK</b><br>4.5           | 77.1               | 2.19            | 3.54                   | 4.55                |                |                            | 1.20              | 1.35          | 4.37           | 10.32          | 4.41           | 10.02          |
| 660.1              | TO <b>WISTER</b><br>3.4       | 72.6               | 2.14            | 3.49                   | 4.50                | 9.28           |                            | 1.16              | <b>1.25</b>   | 4.31           | 10.26          | 4.35           | 9.56           |
| 663.5              | <b>MUNDO</b><br>4.0           | 69.2               | 2.10            | 3.45                   | 4.46                | 9.24           |                            |                   | <b>1.11</b>   | 4.26           | 10.21          | 4.30           | 9.51           |
| 667.5              | TO-R <b>NILAND</b><br>4.2     | 65.2               | s 2.05          | s 3.40                 | 4.42                | 9.18<br>AM     |                            | s 1.07            | s <b>1.00</b> | 4.20           | 10.15          | <b>4.22</b>    | 9.45           |
| 671.7              | <b>FLOWING WELL</b><br>2.7    | 61.0               | <b>1.52</b>     | 3.22                   | 4.35                |                |                            |                   | 12.33         | 4.13           | 10.08          | 3.58           | 9.38           |
| 674.4              | <b>IRIS</b><br>4.1            | 58.3               | <b>1.34</b>     | 3.19                   | 4.32                |                |                            | 1.00              | 12.29         | 4.08           | 10.03          | 3.53           | 9.33           |
| 678.5              | <b>TORTUGA</b><br>6.1         | 54.2               | <b>1.19</b>     | 3.15                   | 4.28                |                |                            | 12.56             | <b>12.23</b>  | 4.01           | 9.56           | 3.46           | 9.26           |
| 684.6              | TO <b>AMOS</b><br>5.5         | 48.1               | 1.13            | 3.08                   | 4.22                | Via            |                            | 12.51             | 12.13         | 3.53           | 9.48           | 3.38           | 9.18           |
| 690.1              | <b>ACOLITA</b><br>5.5         | 42.6               | 1.07            | 3.02                   |                     | Imperial       |                            | 12.46             | 12.07         | 3.46           | 9.41           | 3.31           | 9.11           |
| 695.6              | <b>MESQUITE</b><br>2.5        | 37.1               | 1.01            | 2.56                   | 4.11                | Valley         |                            | 12.41             | 12.01<br>AM   | 3.39           | 9.34           | 3.24           | 9.04           |
| 698.1              | TO <b>GLAMIS</b><br>4.9       | 34.6               | 12.58           | 2.53                   | 4.08                |                |                            | 12.39             | 11.58<br>PM   | 3.36           | 9.31           | 3.21           | 9.01           |
| 703.0              | <b>RUTHVEN</b><br>6.4         | 29.7               | <b>12.53</b>    | 2.48                   | 4.03                |                |                            | 12.35             | 11.53         | 3.29           | 9.24           | 3.14           | 8.54           |
| 709.4              | <b>CLYDE</b><br>2.9           | 23.3               | 12.47           | 2.41                   | 3.57                |                |                            |                   | 11.46         | 3.21           | 9.16           | 3.06           | 8.46           |
| 712.3              | <b>CACTUS</b><br>4.3          | 20.4               | 12.44           | <b>2.37</b>            | 3.54                |                |                            | 12.27             | 11.42         | 3.17           | 9.12           | 3.02           | 8.42           |
| 716.6              | TO <b>OGILBY</b><br>6.1       | 16.1               | 12.39           | <b>2.20</b>            | 3.49                |                |                            | 12.23             | 11.37         | 3.11           | 9.06           | 2.56           | 8.36           |
| 722.7              | <b>KNOB</b><br>3.4            | 10.0               | 12.32           | <b>2.12</b>            | 3.43                |                |                            | 12.17             | 11.29         | 3.02           | 8.57           | 2.47           | 8.27           |
| 726.1              | TO <b>ARAZ JCT.</b><br>0.9    | 6.6                | 12.27           | 2.02                   | 3.37                | AM<br>6.46     | AM<br>7.25                 | 12.11<br>PM       | 11.22         | <b>2.55</b>    | 8.50           | 2.40           | 8.20           |
| 727.0              | <b>ARAZ</b><br>4.9            | 5.7                |                 |                        |                     |                |                            |                   |               |                |                |                |                |
| 731.9              | <b>COLORADO</b><br>0.8        | 0.8                |                 |                        |                     |                |                            |                   |               |                |                |                |                |
| 732.7              | TO-R <b>YUMA</b>              | 0.0                | 12.15<br>AM     | 1.50<br>AM             | 3.25<br>AM          | 6.35<br>AM     | 7.10<br>AM                 | 11.59<br>AM       | 11.10<br>PM   | 2.30<br>AM     | 8.30<br>AM     | 2.20<br>PM     | 8.00<br>PM     |
|                    | (121.8)                       |                    | Leave Daily     | Leave Daily            | Leave Daily         | Leave Daily    | Leave Daily                | Leave Daily       | Leave Daily   | Leave Daily    | Leave Daily    | Leave Daily    | Leave Daily    |
|                    | Time over District.....       |                    | (2.57)          | (3.15)                 | (2.24)              | (1.13)         | (0.15)                     | (2.03)            | (3.22)        | (3.30)         | (3.10)         | (3.40)         | (3.15)         |
|                    | Average Speed per Hour.....   |                    | 41.28           | 37.47                  | 50.75               | 51.95          | 26.40                      | 59.41             | 36.17         | 34.68          | 38.33          | 33.10          | 37.35          |

**RULE 5.** Schedule time and train-order time at Niland apply at north siding.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS |                                   |                        |                            |           |
|--|-----------------------------------|------------------------|----------------------------|-----------|
| Train  | At                                | Receive To (or Beyond) | Discharge From (or Beyond) | Frequency |
| 43   | Thermal .....                     |                        | Wellton .....              | Daily     |
| 1  | Niland .....                      |                        | El Paso .....              | Daily     |
| 3  | Indio .....                       |                        | Tucumcari .....            | Daily     |
| 5  | (Mecca, Thermal, Coachella) ..... |                        | Wellton .....              | Daily     |

No. 47 stop if necessary to unload baggage and express Monday, Wednesday and Friday at Clyde, Iris and Flowing Well.

VENTURA SUBDIVISION

| Capacity of sidings | EAST-<br>WARD         | Timetable No. 186<br>January 4, 1948<br>Ojai Branch<br>STATIONS | WEST-<br>WARD         |
|---------------------|-----------------------|---|-----------------------|
|                     | Mile Post<br>Location |   | Distance from<br>Ojai |
| Yard Limits P       | 397.3                 | VENTURA JCT.<br>15.0<br>OJAI                                    | 15.0                  |
| WP                  | 412.3                 |   | 0.0                   |
| (15.0)              |                       |   |                       |

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Chrisman.....       | 399.0     | 12       |
| Wadstrom.....       | 400.3     | 19       |
| Ortonville.....     | 400.8     | 12       |
| Weldons..... (Spur) | 402.4     | 3        |

| Capacity of sidings    | EAST-<br>WARD         | Timetable No. 186<br>January 4, 1948<br>Burbank Branch<br>STATIONS | WEST-<br>WARD            |
|------------------------|-----------------------|--|--------------------------|
|                        | Mile Post<br>Location |  | Distance from<br>Burbank |
| WYP                    | 445.5                 | TO CHATSWORTH  | 21.3                     |
| 29                     | 455.1                 | 9.6<br>ENCINO  | 11.7                     |
| W                      | 458.4                 | 3.3<br>VAN NUYS  | 8.4                      |
| Los Angeles yard<br>YP | 462.8                 | 4.4<br>NORTH HOLLYWOOD   | 4.0                      |
|                        | 466.8                 | 4.0<br>BURBANK   | 0.0                      |
| (21.3)                 |                       |  |                          |

Joint track with Pacific Electric Ry. between MP 459.9 and North Hollywood. Movements governed by A-P. B. system—see special instructions.

Derail on U. S. Base Hospital spur, Encino, 20 feet from main track switch.

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Canoga Park.....    | 449.2     | 35       |
| Tarzana.....        | 453.4     | 26       |

| Capacity of sidings           | EAST-<br>WARD         | Timetable No. 186<br>January 4, 1948<br>Santa Paula Branch<br>STATIONS | WEST-<br>WARD           |
|-------------------------------|-----------------------|--|-------------------------|
|                               | Mile Post<br>Location |  | Distance from<br>Saugus |
| Yard Limits YP                | 403.2                 | MONTALVO   | 45.5                    |
| 52 P                          | 407.6                 | 4.4<br>TO SATICOY  | 41.1                    |
| Yard Limits WP                | 414.7                 | 7.1<br>TO SANTA PAULA  | 34.0                    |
| Yard Limits BKP               | 424.5                 | 9.8<br>TO-R FILLMORE   | 24.2                    |
| 28 P                          | 428.2                 | 3.7<br>CAVIN   | 20.5                    |
| 32 WP                         | 431.8                 | 3.6<br>PIRU  | 16.9                    |
| 29 P                          | 444.1                 | 12.3<br>NEWHALL RANCH  | 4.6                     |
| E 99 Yard Limits<br>W 89 WOYP | 448.7                 | 4.6<br>TO-R SAUGUS   | 0.0                     |
| (45.5)                        |                       |  |                         |

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Kimball..... (Spur) | 404.5     | 15       |
| Limco.....          | 411.0     | 10       |
| Haines.....         | 411.3     | 33       |
| Briggs..... (Spur)  | 413.3     | 17       |
| Kevet..... (Spur)   | 415.9     | 8        |
| Keith.....          | 421.2     | 22       |
| Sespe.....          | 421.8     | 19       |
| Buckhorn.....       | 429.9     | 19       |
| Camulos.....        | 434.3     | 19       |

**POMONA SUBDIVISION**

| Capacity of sidings   | EAST-<br>WARD         | Timetable No. 186<br>January 4, 1948<br>Pasadena Branch<br><b>STATIONS</b> | WEST-<br>WARD             |
|-----------------------|-----------------------|--|---------------------------|
|                       | Mile Post<br>Location |  | Distance from<br>Pasadena |
| Los Angeles yard<br>P | 487.7                 | TO <b>ALHAMBRA</b>   | 4.8                       |
|                       | 488.5                 | 0.8<br><b>PERy Crossing (Stop)</b>   | 4.0                       |
| I                     | 489.5                 | 1.0<br><b>PERy Crossing</b>  | 3.0                       |
|                       | 491.2                 | 1.7<br><b>RAYMOND HOTEL</b>  | 1.3                       |
| P                     | 492.5                 | 1.3<br><b>PASADENA</b>   | 0.0                       |
| (4.8)                 |                       |  |                           |

| ADDITIONAL STATIONS     |           |          |
|-------------------------|-----------|----------|
| NAME                    | Mile Post | Capacity |
| North Shorb.....        | 488.5     | ..       |
| South Pasadena.....     | 489.9     | ..       |
| Garfield Ave.... (Spur) | 490.6     | 8        |

| Capacity of sidings  | EAST-<br>WARD         | Timetable No. 186<br>January 4, 1948<br>Chino Branch<br><b>STATIONS</b> | WEST-<br>WARD                 |
|----------------------|-----------------------|---|-------------------------------|
|                      | Mile Post<br>Location |   | Distance from<br>End of Track |
| Yard Limits<br>BKWTP | 514.3                 | TO <b>POMONA</b>  | 5.7                           |
| I                    | 515.4                 | 1.1<br><b>POMONA JCT. TOWER</b>   | 4.6                           |
|                      | 520.0                 | 4.6<br><b>CHINO</b>   | 0.0                           |
| (5.7)                |                       |   |                               |

| Capacity of sidings    | EAST-<br>WARD         | Timetable No. 186<br>January 4, 1948<br>Riverside Branch<br><b>STATIONS</b> | WEST-<br>WARD              |
|------------------------|-----------------------|---|----------------------------|
|                        | Mile Post<br>Location |   | Distance from<br>Riverside |
| Colton yard<br>BKWOTYP | 539.0                 | TO <b>COLTON</b>  | 7.2                        |
| I                      | 544.0                 | 5.0<br><b>AT&amp;SFry Crossing</b>  | 2.2                        |
|                        | 545.4                 | 1.4<br><b>RIVERSIDE JCT.</b>  | 0.8                        |
| Yard Limits<br>P       | 546.2                 | 0.8<br><b>RIVERSIDE</b>   | 0.0                        |
| (7.2)                  |                       |   |                            |

Track between MP 540.085 and MP 545.914 jointly used by SP and PERy trains.  
See Special Instructions under Special Signals.

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Grand Terrace.....  | 541.2     | 2        |
| Highgrove.....      | 542.3     | ..       |
| Orange Center.....  | 543.3     | ..       |
| Point of Rocks..... | 543.8     | ..       |
| Iowa Ave.....       | 544.2     | 5        |
| Chicago Ave.....    | 544.8     | ..       |



### FIRESTONE PARK SUBDIVISION

| EASTWARD                 |                |                        | Mile Post Location | Timetable No. 186<br>January 4, 1948 |                               |      | Distance from San Pedro | WESTWARD       |  |
|--------------------------|----------------|------------------------|--------------------|--------------------------------------|-------------------------------|------|-------------------------|----------------|--|
| Capacity of sidings      | SECOND CLASS   |                        |                    | San Pedro Branch                     |                               |      |                         | THIRD CLASS    |  |
|                          | 836<br>Freight |                        |                    | STATIONS                             |                               |      |                         | 835<br>Freight |  |
|                          |                | Leave Daily Ex. Sunday |                    |                                      |                               |      | Arrive Daily Ex. Sunday |                |  |
| Los Angeles yard<br>KWYP |                | PM<br>5.45             | 489.1              | TO-R                                 | <b>FIRESTONE PARK</b>         | 16.4 | PM<br>10.35             |                |  |
|                          |                | 5.55                   | 491.8              |                                      | 2.7<br><b>LYNWOOD</b>         | 13.7 | 10.25                   |                |  |
| 51                       |                | 6.15                   | 494.1              |                                      | 2.3<br><b>COMPTON</b>         | 11.4 | 10.05                   |                |  |
| I                        |                | 6.25                   | 496.2              |                                      | 2.1<br><b>DOMINGUEZ TOWER</b> | 9.3  | 9.55                    |                |  |
| 29                       |                | 7.00                   | 500.0              |                                      | 3.8<br><b>WATSON</b>          | 5.5  | 9.20                    |                |  |

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

| ADDITIONAL STATIONS      |           |          |
|--------------------------|-----------|----------|
| NAME                     | Mile Post | Capacity |
| Southgate (Tweedy Blvd.) | 490.3     | 52       |
| Elftman                  | 497.7     | 40       |
| Dolores                  | 498.4     | 26       |
| Blinnville               | 502.1     |          |

| San Pedro yard | Capacity of sidings | EASTWARD                |            | Mile Post Location | Timetable No. 186<br>January 4, 1948     |     |                        | Distance from San Pedro | WESTWARD       |  |
|----------------|---------------------|-------------------------|------------|--------------------|--|-----|------------------------|-------------------------|----------------|--|
|                |                     | 836<br>Freight          |            |                    | STATIONS                                 |     |                        |                         | 835<br>Freight |  |
|                | I                   |                         | 7.10       | 501.0              | 1.0<br><b>THENARD TOWER</b>              | 4.5 | 9.10                   |                         |                |  |
|                | IYP                 |                         | 7.20       | 501.4              | 0.4<br><b>WILMINGTON (Anaheim Blvd.)</b> | 4.1 | 9.00                   |                         |                |  |
|                | BKWOP               |                         | 7.35<br>PM | 502.9              | 1.5<br>TO-R <b>WILMINGTON</b>            | 2.6 | 8.45<br>PM             |                         |                |  |
|                | I                   |                         |            | 504.5              | 1.3<br><b>SAN PEDRO DRAWBRIDGE</b>       | 1.3 |                        |                         |                |  |
|                |                     |                         |            | 505.5              | 1.3<br><b>SAN PEDRO</b>                  | 0.0 |                        |                         |                |  |
|                |                     | Arrive Daily Ex. Sunday |            |                    | (16.4)                                   |     | Leave Daily Ex. Sunday |                         |                |  |
|                |                     | (1.50)                  |            |                    | .....Time over District.....             |     | (1.50)                 |                         |                |  |
|                |                     | 7.13                    |            |                    | .....Average Speed per Hour.....         |     | 7.13                   |                         |                |  |

### BEAUMONT SUBDIVISION

| Capacity of sidings | EASTWARD       |       | Mile Post Location | Timetable No. 186<br>January 4, 1948 |                             |     | Distance from Craiton | WESTWARD |  |
|---------------------|----------------|-------|--------------------|--------------------------------------|-----------------------------|-----|-----------------------|----------|--|
|                     | 836<br>Freight |       |                    | Redlands Branch                      |                             |     |                       | STATIONS |  |
| P                   |                | 544.5 |                    | 6.9                                  | <b>BRYN MAWR</b>            |     |                       |          |  |
| Yard Limits         | W              | 547.8 |                    | 3.3                                  | <b>REDLANDS, 2nd STREET</b> | 3.6 |                       |          |  |
| Yard Limits         |                | 551.4 |                    | 3.6                                  | <b>CRAFTON</b>              | 0.0 |                       |          |  |
|                     |                |       |                    | (6.9)                                |                             |     |                       |          |  |

| ADDITIONAL STATIONS        |           |          |
|----------------------------|-----------|----------|
| NAME                       | Mile Post | Capacity |
| Motor Jet . . . . . (Spur) | 545.0     | 4        |
| Warner . . . . . (Spur)    | 549.9     | 2        |
| Mentone . . . . . (Spur)   | 550.5     | 7        |

### FIRESTONE PARK SUBDIVISION

| Capacity of sidings | EASTWARD       |  | Mile Post Location | Timetable No. 186<br>January 4, 1948 |                                   |     | Distance from Long Beach | WESTWARD |  |
|---------------------|----------------|--|--------------------|--------------------------------------|-----------------------------------|-----|--------------------------|----------|--|
|                     | 836<br>Freight |  |                    | Long Beach Branch                    |                                   |     |                          | STATIONS |  |
|                     | IYP            |  | 501.4              | 2.1                                  | <b>WILMINGTON (Anaheim Blvd.)</b> |     |                          |          |  |
|                     | I              |  | 501.8              | 0.4                                  | <b>AT&amp;SFry Crossing</b>       | 1.7 |                          |          |  |
|                     | I              |  | 502.0              | 0.2                                  | <b>UPRR Crossing</b>              | 1.5 |                          |          |  |
|                     |                |  | 502.4              | 0.4                                  | <b>PERy Crossing (Stop)</b>       | 1.1 |                          |          |  |
| P                   |                |  | 503.5              | 1.1                                  | <b>LONG BEACH</b>                 | 0.0 |                          |          |  |
|                     |                |  |                    | (2.1)                                |                                   |     |                          |          |  |

Track between MP 501.8 and Long Beach jointly used by SP and AT&SFry.  
Track between Wilmington (Anaheim Blvd.) and Long Beach jointly used by SP and HBLRR.

**FIRESTONE PARK SUBDIVISION**

| EASTWARD                 |              |                          | Mile Post Location | Timetable No. 186<br>January 4, 1948     | Distance from Dyer | WESTWARD                |  |
|--------------------------|--------------|--------------------------|--------------------|--|--------------------|-------------------------|--|
| Capacity of sidings      | SECOND CLASS |                          |                    |  |                    | THIRD CLASS             |  |
|                          |              | 838<br>Freight           |                    |  |                    | 837<br>Freight          |  |
|                          |              | Leave Daily Ex. Saturday |                    | <b>Santa Ana Branch</b>                  |                    | Arrive Daily Ex. Sunday |  |
|                          |              |                          |                    | <b>STATIONS</b>                          |                    |                         |  |
| Los Angeles yard<br>KWYP |              | PM 11.00                 | 489.1              | TO-R <b>FIRESTONE PARK</b>               | 30.3               | PM 9.45                 |  |
| I                        |              | 11.20                    | 492.1              | 3.0<br><b>SOUTHGATE (Atlantic Blvd.)</b> | 27.3               | 9.30                    |  |
|                          |              | PM 11.45                 | 495.0              | TO 2.9<br><b>DOWNEY</b>                  | 24.4               | 8.45                    |  |
| 39                       |              | AM 12.30                 | 504.4              | 9.4<br><b>BUENA PARK</b>                 | 15.0               | 8.00                    |  |
| Yd. Limits<br>{ WYP      |              | 1.00                     | 509.0              | R 4.6<br><b>WEST ANAHEIM</b>             | 10.4               | 7.45                    |  |
|                          |              | 1.15                     | 510.2              | 1.2<br><b>ANAHEIM</b>                    | 9.2                | 7.20                    |  |
| P                        |              | 1.30                     | 511.9              | R 1.7<br><b>TUSTIN JCT.</b>              | 7.5                | 7.10                    |  |
| Yard Limits<br>BKWOYP    |              | AM 1.45                  | 517.0              | TO-R 5.1<br><b>SANTA ANA</b>             | 2.4                | 7.00 PM                 |  |
|                          |              |                          | 519.4              | 2.4<br><b>DYER</b>                       | 0.0                |                         |  |
|                          |              | Arrive Daily Ex. Sunday  |                    | (30.3)                                   |                    | Leave Daily Ex. Sunday  |  |
|                          |              | (2.45)<br>11.01          |                    | .....Time over District.....             |                    | (2.45)                  |  |
|                          |              |                          |                    | .....Average Speed per Hour.....         |                    | 11.01                   |  |

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Ardmore..... (Spur) | 490.1     | 9        |
| Norwalk.....        | 499.1     | ..       |
| Carmenta.....       | 501.3     | 15       |
| Main St.....        | 515.6     | ..       |

| Capacity of sidings | EASTWARD           | Timetable No. 186<br>January 4, 1948 | WESTWARD |
|---------------------|--------------------|--------------------------------------|----------|
|                     | Mile Post Location |                                      |          |
|                     |                    | <b>Smeltzer Branch</b>               |          |
|                     |                    | <b>STATIONS</b>                      |          |
| Y                   | 514.1              | <b>STANTON JCT.</b>                  | 6.4      |
|                     | 520.5              | 6.4<br><b>WINTERSBURG</b>            | 0.0      |
|                     |                    | (6.4)                                |          |

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Westminster.....    | 517.4     | ..       |
| Smeltzer.....       | 519.5     | ..       |

| Capacity of sidings | EASTWARD           | Timetable No. 186<br>January 4, 1948 | WESTWARD |
|---------------------|--------------------|--------------------------------------|----------|
|                     | Mile Post Location |                                      |          |
|                     |                    | <b>Tustin Branch</b>                 |          |
|                     |                    | <b>STATIONS</b>                      |          |
| P                   | 511.9              | R <b>TUSTIN JCT.</b>                 | 10.5     |
|                     |                    | 0.5                                  |          |
| I                   | 512.4              | <b>ANAHEIM TOWER</b>                 | 10.0     |
|                     |                    | 2.1                                  |          |
|                     | 514.5              | <b>MARLBORO</b>                      | 7.9      |
|                     |                    | 7.9                                  |          |
|                     | 522.4              | <b>TUSTIN</b>                        | 0.0      |
|                     |                    | (10.5)                               |          |

**RULE 760. CENTRALIZED TRAFFIC CONTROL**  
 Limits extend from 450 feet west, to 650 feet east of AT&SFRy crossing at Marlboro, and signals under control of AT&SFRy dispatcher.  
 Approach circuits extend 150 feet in approach to absolute signals and may be identified by white stripe on rails. Cars must not be left on approach circuits while switching interchange tracks.  
 Authority for movement within C.T.C. limits if signals display stop indication, must be obtained from AT&SFRy dispatcher.

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Villa Park.....     | 516.7     | ..       |
| El Modena.....      | 519.4     | ..       |

| Capacity of sidings | EASTWARD           | Timetable No. 186<br>January 4, 1948 | WESTWARD |
|---------------------|--------------------|--------------------------------------|----------|
|                     | Mile Post Location |                                      |          |
|                     |                    | <b>Los Alamitos Branch</b>           |          |
|                     |                    | <b>STATIONS</b>                      |          |
| Yard Limits<br>WYP  | 509.0              | R <b>WEST ANAHEIM</b>                | 9.4      |
|                     |                    | 4.6                                  |          |
|                     | 513.6              | <b>STANTON</b>                       | 4.8      |
|                     |                    | 0.5                                  |          |
| Y                   | 514.1              | <b>STANTON JCT.</b>                  | 4.3      |
|                     |                    | 4.3                                  |          |
|                     | 518.4              | <b>LOS ALAMITOS</b>                  | 0.0      |
|                     |                    | (9.4)                                |          |

CALEXICO SUBDIVISION

| EASTWARD                          |                            |                 |                            |                 | Mile Post Location | Automatic Block System      | Distance from Calexico | WESTWARD        |                            |                 |                            |
|-----------------------------------|----------------------------|-----------------|----------------------------|-----------------|--------------------|-----------------------------|------------------------|-----------------|----------------------------|-----------------|----------------------------|
| Capacity of sidings               | SECOND CLASS               | FIRST CLASS     |                            |                 |                    |                             |                        | FIRST CLASS     |                            |                 | SECOND CLASS               |
|                                   | 452<br>S. D. & A. E. Mixed | 40<br>Imperial  | 362<br>San Diego Passenger | 358<br>Mixed    |                    |                             |                        | 39<br>Imperial  | 363<br>San Diego Passenger | 357<br>Mixed    | 451<br>S. D. & A. E. Mixed |
|                                   | Leave Daily                | Leave Daily     | Leave Daily                | Leave Daily     |                    |                             |                        | Arrive Daily    | Arrive Daily               | Arrive Daily    | Arrive Daily               |
| N 144 Yard Limits<br>S 106 BKWOYP |                            | PM 7.18         |                            | AM 4.30         | 667.5              | TO-R NILAND                 | 41.0                   | AM 9.16         |                            | PM 10.30        |                            |
| Yard Limits 86 YP                 |                            | 7.29            |                            | s 4.45          | 675.7              | TO-R CALIPATRIA             | 32.8                   | 9.05            |                            | s 10.15         |                            |
| Yard Limits BKWP                  |                            | s 7.43          |                            | s 5.20          | 686.2              | TO-R BRAWLEY                | 22.3                   | s 8.52          |                            | s 10.00         |                            |
| Yard Limits 127 P                 |                            | 7.55            |                            | s 5.35          | 695.6              | TO IMPERIAL                 | 12.9                   | 8.39            |                            | s 9.25          |                            |
| Yard Limits 83 BKWYP              |                            | PM 4.45         | s 8.04                     | PM 7.10         | 699.4              | TO-R EL CENTRO              | 9.1                    | s 8.33          | s AM 9.45                  | s 9.15          | s AM 7.45                  |
| Yard Limits 65 P                  | f 4.52                     | 8.11            |                            | s 6.15          | 704.0              | HEBER                       | 4.5                    | 8.22            |                            | s 8.40          | f 7.37                     |
| Yard Limits 171 BKWOYP            | s 5.00                     | s 8.20          | s 7.28                     | s 6.30          | 708.5              | TO-R CALEXICO               | 0.0                    | 8.15 AM         | 9.32 AM                    | 8.30 PM         | 7.30 AM                    |
|                                   | Arrive Daily               | Arrive Daily    | Arrive Daily               | Arrive Daily    |                    | (41.0)                      |                        | Leave Daily     | Leave Daily                | Leave Daily     | Leave Daily                |
|                                   | (0.15)<br>36.40            | (1.02)<br>39.67 | (0.18)<br>30.33            | (2.00)<br>25.00 |                    | Time over District.....     |                        | (1.01)<br>40.32 | (0.13)<br>42.00            | (2.00)<br>25.00 | (0.15)<br>36.40            |
|                                   |                            |                 |                            |                 |                    | Average Speed per Hour..... |                        |                 |                            |                 |                            |

**RULE 5.** Schedule time and train-order time at Niland apply at south siding.

Schedule time and train-order time for first-class trains at Calexico apply at station sign.

SD&AE trains 362, 363, 451 and 452 use SP main track between junction switch and SP station, El Centro, moving with caution. Schedule time and train-order time for SD&AE trains applies at junction switch.

Engines using SD&AE main track within El Centro yard limits must clear No. 362 due to leave Wilsie 7:01 PM, and No. 363 due to leave El Centro 9:50 AM, and must avoid unnecessary delay to No. 452 due to leave Wilsie 4:19 PM and No. 451 due to leave El Centro 8:00 AM.

No. 39 reduce speed sufficiently at Imperial and Calipatria to permit dispatch of U. S. Mail to station platform.

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Estelle.....        | 672.0     | ..       |
| Rockwood.....       | 681.0     | ..       |
| Grape.....          | 690.3     | ..       |
| Carlton..... (Spur) | 691.3     | 33       |

| Capacity of sidings | EASTWARD           | Mile Post Location | Timetable No. 186 |      | Distance from Westmorland |
|---------------------|--------------------|--------------------|-------------------|------|---------------------------|
|                     | January 4, 1948    |                    |                   |      |                           |
|                     | Westmorland Branch |                    |                   |      |                           |
|                     |                    |                    | <b>STATIONS</b>   |      |                           |
| Yard Limits YP      | 675.7              | TO                 | CALIPATRIA        | 12.6 | 12.6                      |
|                     | 688.3              |                    | WESTMORLAND       | 0.0  | 0.0                       |
|                     |                    |                    | (12.6)            |      |                           |

| Capacity of sidings | EASTWARD        | Mile Post Location | Timetable No. 186 |      | Distance from El Centro |
|---------------------|-----------------|--------------------|-------------------|------|-------------------------|
|                     | January 4, 1948 |                    |                   |      |                         |
|                     | Sandia Branch   |                    |                   |      |                         |
|                     |                 |                    | <b>STATIONS</b>   |      |                         |
| Yard Limits YP      | 675.7           | TO                 | CALIPATRIA        | 38.0 | 38.0                    |
| Yd. Lmts. {         | YP              | 703.5              | HOLTVILLE         | 10.2 | 10.2                    |
|                     | BKWYP           | 713.7              | EL CENTRO         | 0.0  | 0.0                     |
|                     |                 |                    | (38.0)            |      |                         |

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Verdant.....        | 679.1     | ..       |
| Shamrock.....       | 680.6     | ..       |
| Fondo.....          | 683.1     | ..       |

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Turn.....           | 681.8     | ..       |
| Munyon.....         | 686.8     | ..       |
| Butters.....        | 689.4     | 11       |
| Moss.....           | 689.8     | ..       |
| Orita.....          | 691.7     | ..       |
| Curlew.....         | 694.2     | ..       |
| Sandia.....         | 697.5     | ..       |
| Fuller..... (Spur)  | 699.4     | 9        |
| Rico.....           | 704.5     | ..       |
| Meloland.....       | 707.6     | ..       |

**RULE A.** All, or portions of, the following rules have been changed. Pastors have been printed covering these changes, and employes must have the pasters in their copy of Book of Rules:

|             |     |
|-------------|-----|
| Rules 10(H) | 295 |
| 15          | 297 |
| 26          | 705 |
| 99          | 707 |
| 104(D)      | 708 |
| 210         | 763 |
| 221         | 837 |
| 271         |     |

**DEFINITION of FIXED SIGNAL** is changed to read as follows:

A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, automatic, interlocking or absolute signal; switch, stop boards, yard limit boards or speed boards.

**RULE 2 (A).** Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

**RULE 10 (J)** is revised to read as follows:

Speed boards will be located to the right of track in direction of approach where practicable, except on double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

Speed boards that prescribe reduction in speed will be located three-fourths mile from initial point of restriction. Speed boards that authorize an increase in speed will be located at the point where higher speed is permissible, and speed may be increased accordingly as soon as rear of train has passed the speed board.

(no change in Figures 1, 2 and 3)

The higher number on speed board indicates the maximum speed of trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed of all other trains. Where but one number is shown it indicates the maximum speed of all trains.

Round yellow speed boards indicate by black figures the maximum speed of certain passenger trains designated by special instructions in the timetable or by timetable bulletin; speed indicated by oval white speed boards applies to those trains unless a round yellow speed board is displayed on same post below the oval speed board.

Certain speed boards have the word "SIGNAL" above the figures. Such speed boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the speed board, unless distant signal can plainly be seen to be displaying proceed indication; and such speed boards in approach to a home signal indicate the speed that must not be exceeded while approaching the home signal three-fourths mile beyond the speed board, until indication of home signal can plainly be seen. The word "SIGNAL" on an oval speed board also applies to a round yellow speed board if displayed on the same post.

**RULE 17.** Oscillating white light on engines so equipped is to be operated in addition to headlight, when engine is moving at night, and in foggy or stormy weather by day. It must be extinguished approaching passenger stations.

Oscillating red light on engines so equipped shall be operated by day or night, only when a train has stopped, or is stopping, under circumstances that may cause an adjacent track to be fouled, and will not in any way relieve trainmen or enginemen from compliance with Rules 99 and 102. A train or engine on adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of trains.

**RULES 17, 17 (B), 17 (C) and S-17.** Headlight will be displayed by day on all passenger and freight trains between Chatsworth and Los Angeles, and between Los Angeles and Colton; and on Nos. 96, 97, 98 and 99 between Santa Barbara and Los Angeles, as an aid to motorists. When so displayed the provisions of Rules 17, 17 (B), 17 (C) and S-17 will not apply unless other conditions require.

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

**RULE 105.** When switch of siding or other track to be entered must be thrown by employe on train, stop must be made to allow time for lining switch.

Sidings designated "E" in Capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "N" for North, and "S" for South, are assigned for use by trains as shown in special instructions for the subdivision on which located.

**RULE 281B.** Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. 1 and 2, must be made with caution.

**RULES 281 and 281D.** Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. 5, Rule 281; or by light type dwarf signals displaying "Proceed Prepared to Stop at next Home Signal", Fig. 7, Rule 281D, must be made with caution, and position of switches observed.

#### **RULE 505. AUTOMATIC BLOCK SYSTEM**

##### **PUSH BUTTONS**

Where signal protection is provided for movements from an adjacent track to main track, push buttons and lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding until light appears. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track. Further instructions posted inside push button box.

##### **ELECTRIC SWITCH LOCKS**

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track. Within C.T.C. limits dispatcher's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "Unlocked".

Lock lever must not be returned to lock position until all movements over the switch are completed, switch returned to normal position and locked. Within C.T.C. limits dispatcher must also be notified by telephone when completed.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

**RULE 535.** A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

**RULE 536.** Wheels of tenders must not be considered as engine wheels.

#### GENERAL REGULATIONS

**RULE 821.** During sand or dust storms sound whistle frequently, and display headlight by day or night.

**RULE 824.** When trains or yard drags are left standing in units of Los Angeles yard, a sufficient number of brakes must be set to properly secure cars. Not less than six brakes at any time must be set when cars are left standing in A, B, C, Bull Ring or Cornfield units, except when less than six cars, when all brakes must be set.

**RULE 825.** When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a 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.

When cars are set out on grade not protected with derails they must be chained to rail.

#### RULE 827. TRAIN INSPECTION

Trains, including military trains, made up in part of freight cars or cabooses equipped with cast iron wheels, are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

When practicable, trainman must ride rear platform or in rear car on all trains, in position, where he can observe fire that might be set from moving train, when passing through wooden lined tunnels and over long, open-deck wood trestles.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

**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 lower end of cars.

**RULE 849.** Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

**RULE 869.** Trainmen must remain with their portion of train until it stops on designated track in yards.

Fourth or additional brakeman must ride near middle of portion of train assigned to him, and at night must keep lamp lighted.

**RULE 873.** Sanders must not be operated within 150 feet of any power operated switch.

**RULE 883.** Engines must not be left standing unattended on any track where there is a possibility of their fouling the main track without being secured by a derailer. If no derail in the track on which engine is left standing, the engine must be secured by blocking or by leaving engine coupled to cars on which hand brakes are properly applied.

#### MISCELLANEOUS

##### 4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

One helper may be placed on head end, except that not more than one AC or AM class engine, nor more than two engines of other classes may be placed on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction, and when practicable should be placed behind a loaded car.

Helper or doubleheader engines must not be placed on head end of trains powered by DEF class engines.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least ten cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

##### 4 (a). 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 except eastward freight trains at Beaumont.

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 employes 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.

7. Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

10. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels.

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

21. Employes are warned that it is dangerous to ride on top or sides of cars while passing points where impaired clearance exists and that they must protect themselves from injury.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

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

**SPEED RESTRICTIONS**

List of CCB (cross-counterbalanced) engines:

- All F-1 class, except eng. 3639.
- All F-3 class.
- All F-4 class, except eng. 3700.
- All F-5 class.
- All B Class, except engs. 3501, 3505, 3509.

**MAXIMUM SPEED PERMITTED CERTAIN ENGINES**

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Steam or Diesel-electric engines backing must not exceed 20 MPH on all curves and when approaching highway crossings at grade. Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Maximum speed of engines under following conditions running under own steam or hauled in train, must not exceed:

- When all weight has been removed from any one pair of drivers ..... 20 MPH
- When all weight has been removed from only one wheel from any pair of drivers..... 30 MPH
- When engine truck is removed..... 20 MPH
- When main rod only is removed..... 30 MPH
- When side rod only is removed..... 30 MPH
- When both main and side rods are removed..... 20 MPH
- When hauled in train with all rods on..... 30 MPH

When train order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

**MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT**

MPH

|  |  |
|--|--|
| Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:  |  |
| On tangent main tracks.....  | 35   |
| except SPMW 4044.....  | 25   |
| On tangent branch tracks.....  | 25   |
| On all curves....  | 5 MPH less than speed authorized. Where speed boards in place 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards. |
| Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):   |  |
| On tangent main tracks.....  | 20   |
| On curves and on branch tracks.....  | 15   |
| Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):  |  |
| On tangent main tracks.....  | 25   |
| On curves and on branch tracks.....  | 15   |
| Trains handling steel pile-drivers may make maximum restricted freight train speed.  |  |
| Trains handling relief outfit with steam derrick:  |  |
| On tangent main tracks.....  | 35   |
| On tangent branch tracks except:.....  | 25   |
| (Relief outfits 7014 and 7025 must not be operated on any branch, except may be operated on Santa Paula Branch provided an empty 50-foot car is placed between crane and engine; and may be operated on San Pedro Branch to MP 504; on Santa Ana Branch to MP 492; and on Burbank Branch between Burbank and Canoga Park.) |  |
| On all curves....  | 5 MPH less than speed authorized. Where speed boards in place 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards. |

Passenger trains handling steel wheel baggage-express cars in series 5810 to 5874, and foreign line steel wheel cars not equipped with high speed trucks, must not exceed 60 MPH.

Wooden equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of steam or Diesel-electric engine and caboose only must not exceed speed permitted for engines of that class running forward light, and must not in any case exceed 40 MPH.

Trains handling loaded cars of beets, and PERY wooden side gondolas with arch-bar trucks in beet service must not exceed 40 MPH.

**RULE 10 (J).** Round yellow speed boards apply to Nos. 96, 97, 98, and 99 handling streamlined cars only with GS, Mt, P-7-8-10 or 12 class engines.

Speed boards to left of track:

Westward at MP 462.05, reading 75-65-40.

Speed board to left of track with three tracks intervening:

Westward at MP 479.5 reading 40-25.

**RULE 14 (d).** As specified below, — — — — o sounds will be indication that flagman may return from west:

Saugus.....on Santa Paula Branch.

Burbank Jct.....on Northridge line.

Burbank.....on Burbank Branch.

**RULE 14 (e).** As specified below, — — — — — sounds will be indication that flagman may return from east:

Ventura Jct.....on Ojai Branch.

Montalvo.....on Santa Paula Branch.

Chatsworth.....on Burbank Branch.

**RULE 14 (m).** Whistle will not be sounded one mile before reaching stations between Los Angeles and Burbank Jct.

**RULE 82 (A).** Trains to San Joaquin Division originating at Los Angeles or Los Angeles Yard must obtain San Joaquin Division clearance, and need not obtain Los Angeles Division clearance, and need not obtain clearance at Burbank Jct., if properly cleared by train-order signal.

Eastward trains from San Joaquin Division are authorized to assume corresponding schedule or section of schedule on Los Angeles Division at Burbank Jct. without clearance.

Train-order office Santa Barbara is located at freight station. Crews of westward passenger trains will receive orders at train-order office, and deliver them to relieving crews at passenger station.

No. 373 will obtain clearance, and orders if any, at Burbank Jct., instead of Dayton Ave. Tower.

Light engines from Taylor roundhouse, Los Angeles Yard, to move via Dayton Ave. Tower to Burbank Jct., must obtain clearance at Los Angeles Yard before proceeding to Dayton Ave. Tower.

**RULE 83.** Identification may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be applied at end of double track. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

**RULE 83 (A).** At the following station only trains indicated will register:

Los Angeles Yard, originating or terminating, except light engines to or from Ventura Subdivision.

No. 374 will leave register ticket with waybills at River Station, to be delivered by messenger to operator at Los Angeles Yard.

**RULE 83 (B).** At open train-order offices, trains may register by ticket as follows:

Santa Barbara... First-class, and trains consisting of passenger equipment only.

When a regular train or section of schedule is checked at Los Angeles it will not be necessary to obtain check of the same train at Burbank Jct. when moving to San Joaquin Division.

**RULE 92.** First sentence does not apply arriving Los Angeles LAUPT.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

| West MP |                                   | East MP |
|---------|-----------------------------------|---------|
| 369.16  | Santa Barbara .....               | 373.71  |
| 397.13  | Ventura .....                     | 399.45  |
|         | "    (Ojai Br.) .....             | 398.16  |
| 406.61  | Oxnard .....                      | 409.12  |
| 462.32  | Los Angeles (Coast line) .....    |         |
| 471.20  | "    (Saugus-Alhambra line) ..... | 488.69  |
| 466.19  | "    (Burbank Br.) .....          |         |
|         | "    (Pasadena Br.) .....         | 488.24  |
|         | "    (San Pedro Br.) .....        | 489.90  |
|         | "    (Santa Ana Br.) .....        | 489.99  |
| 403.25  | Montalvo (Santa Paula Br.) .....  | 404.83  |
| 423.54  | Fillmore .....                    | 425.62  |
| 412.57  | Santa Paula .....                 | 416.53  |
| 449.37  | Saugus .....                      | 451.64  |
| 448.17  | "    (Santa Paula Br.) .....      |         |

Yard limit boards located to left of track:

Eastward on San Joaquin Division, Burbank Jct. at MP 471.20.

**Santa Barbara.** Eastward trains must receive proceed signal from yardman, green flag or green light, before entering any yard track.

**Los Angeles.** Trains and engines must not move against current of traffic on double track within Los Angeles yard limits, unless authorized by yardmaster or his representative, except that such movements may be made in the territory named below, as follows:

In either direction between Division Street and the connection at west end of "A" Yard, when proceed signal is given by switchtender at either limit, green flag or green light.

Eastward from Division Street to Dayton Ave. Tower, when proceed signal is given by switchtender at Division Street, green flag or green light.

Westward from Dayton Ave. Tower to Division Street, when interlocking signal indicates "Proceed".

Before such hand signal is given, or before interlocking signal is set to indicate "Proceed", switchtender or signal operator, as the case may be, must arrange with other switchtenders or signal operators in the territory over which movement is to be made, to prevent any other train or engine entering such track until the authorized movement against current of traffic is completed.

Flashing white light signal on mast of signal instrument case on drill track just west of Fletcher Drive, normally dark. Trains of 70 cars or less on drill track remain west of Fletcher Drive until flashing white signal received to enter Los Angeles yard. Trains in excess of 70 cars, when necessary to cut Fletcher Drive, will station a trainman at this signal and when flashing white light received, train may then be coupled and proceed into yard. Trains must not pass this signal unless flashing white, except to cut crossing at Fletcher Drive, and must receive flashing white signal for authority to enter yard tracks.

Westward trains before entering "A" unit, Los Angeles Yard, must sound whistle signal — o — unless switches are lined for the route to be used and a proceed signal is received from switchtender.

**RULE 95.** Train orders issued by San Joaquin Division, under Form F reading to or from Burbank Jct., will apply over the Los Angeles Division into or out of Los Angeles Yard or Los Angeles.

Sections of schedules may display signals and operate from points within the Los Angeles yard limits, except when originating at Los Angeles or Los Angeles Yard, as instructed by the Chief Train Dispatcher, and obtain train-order authority for such operation on arrival at Burbank Jct.

**RULE 97.** Extra trains must not run via Santa Paula or Burbank branches unless train order so specifies.

**RULE D-97 (A).** Will apply between following points:

Santa Barbara and East Santa Barbara.

Burbank Jct. and Los Angeles.

**RULE 98.** Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—AT&SFry industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.

Van Nuys—PERy (Must not exceed 8 MPH).

**RULE 99 (C).** Will apply on Santa Paula Branch.

**RULE 103 (A).** Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Limoneria spur at Limco—Telegraph road on spur.

**Santa Barbara.** Rear brakeman on westward trains stopped with rear car near Helena St. must remain behind train to protect traffic while slack is being taken in starting train. After starting train must move slowly until proceed signal is received, to permit brakeman to reach vestibule.

**Camarillo.** Switching movements over crossing at MP 416.6 must be protected by member of crew.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Edison spur, MP 446.2 (Santa Paula Br.) . . Over Telegraph road.

(Movements to be made only during daylight hours.)

Industrial . . Over Fletcher Drive on Van de Kamp spur.

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

- Ventura Jct.....Ojai Br., for Ventura line.
- Montalvo.....Santa Paula Br., for M.O.D. spur.
- Chatsworth.....Burbank Br., for siding.
- North Hollywood....Burbank Br., for PERY main track.
- MP 459.9.....Burbank Br., for PERY main track.
- Burbank.....Burbank Br., for drill track.
- Saugus.....Santa Paula Br., for westward siding.
- Ventura.....Inside crossover switch west end team track, must be left lined for the straight track.

Derails in main track:

- Ventura Jct. 250 feet east of junction switch on Ojai Branch.
- Ojai—6 feet west of initial switch.
- Montalvo—238 feet west of switch to M. O. D. track on Santa Paula Branch.

**RULE 105.** Oxnard—West switch to siding located at Signal 4078. Inside switch on siding must be left lined for drill track.

Northridge—Track north of main track is westward siding; Track south of main track is eastward siding.

Raymer—Track north of main track is eastward siding; Track south of main track is westward siding.

Ortega—Siding extends from east switch to crossover only.

To avoid delay to opposing trains, eastward trains taking siding at Camarillo and Hasson; and westward trains at Oxnard and Ortega will stop back of the home signal until the switch is thrown to enter the siding.

Saugus: Westward siding extends from MP 451.5 to connection with main track just west of Signal 4505.

Westward trains on westward siding will be governed by Signal 4505, and if this signal displays stop indication permission must be obtained from train-order operator before applying block signal rules for movement through the block.

Eastward siding is first track north of main track and is west of station building, and may also be used by trains and engines when necessary to do switching on corral or house track.

Trains or engines must not foul westward siding from east end of Bunnell storage track until telephone permission is received from train-order operator.

Light engines from Ventura intending to turn at Montalvo must go to east end of siding and enter Santa Paula Branch main track to reach wye track.

**RULE 211 (E)** will not apply to westward trains at Burbank Jct. via Hewitt, or via Roscoe, when train to which restricting order is addressed is entering siding. If order restricts train from entering single track, or from entering siding, order must not be delivered until train has stopped.

**RULE 221.** Light will not be displayed in train-order signals on Santa Paula Branch except when train-order operator is on duty.

Burbank Jct. is train-order office for westward trains only, and is open continuously. Signal arm for eastward movement has been removed.

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

**RULE D-251.** Will apply as follows:

On both tracks between Burbank Jct. and Los Angeles.

Trains from Burbank Branch at Burbank must obtain authority from train dispatcher to enter eastward main track.

**RULE 505. AUTOMATIC BLOCK SYSTEM**

Eastward trains leaving end of double track from westward main track at East Santa Barbara will be governed by Signal P-3720.

Push buttons and lights on signals at east end of sidings at Ortega, Oxnard and Camarillo.

Push buttons on signals at west end of sidings at Camarillo and Hasson may be used to clear signals for a reverse movement on main track.

When stopped by Signals 4789, 4790, 4791 or 4793 Los Angeles Yard, trains and engines may proceed with caution, not exceeding 15 MPH, when signal received from switchtender, green flag by day, green light by night if signal does not clear.

**RULE 510.** The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

| Eastward Signal | Protection  | Westward Signal |
|-----------------|---|-----------------|
| P-3720          | Spring switch, end double track, Santa Barbara ...  | P-3721          |
| P-3722          | Spring switch, east end freight lead, Santa Barbara | P-3741          |
| P-3774          | Spring switch, east end siding, Ortega.....         | P-3773          |
| P-3776          |   |                 |
| P-4086          | Spring switch, east end siding, Oxnard.....         | P-4089          |
| P-4088          |   |                 |
| P-4170          | Spring switch, east end siding, Camarillo.....      | P-4173          |
| P-4172          |   |                 |
| P-4452          | Spring switch, east end siding, Moorpark.....       | P-4273          |
|                 | Spring switch, east end siding, Hasson.....         | P-4411          |
|                 | Spring switch west end siding, Chatsworth.....      |                 |

**RULE 535. SPRING SWITCHES**

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through the switches:

| Location                                       | Normal Position |
|--|-----------------|
| East Santa Barbara. End of double track.....   | Westward track  |
| East Santa Barbara. East end freight lead..... | Main track      |
| Ortega..... East switch of siding.....         | Main track      |
| Oxnard..... East switch of siding.....         | Main track      |
| Camarillo..... East switch of siding.....      | Main track      |
| Moorpark..... East switch of siding.....       | Main track      |
| Hasson..... East switch of siding.....         | Main track      |
| Chatsworth..... West switch of siding.....     | Main track      |

**RULE 605. INTERLOCKING**

**Burbank Jct. Tower.** To Mojave Subdivision or Los Angeles, —  
To Hewitt, — o o o o.  
To siding, o o o o o.  
To industrial lead, o — o.

Upper unit of three-unit interlocking signal at east interlocking limit on westward main track governs movement on main track to Mojave Subdivision. Center unit governs movement through crossover to Ventura Subdivision. Lower unit governs movement to Valley siding and Coast siding.

Upper unit of two-unit semi-automatic signal at west interlocking limit governs movement to eastward main track. Lower unit governs movement against current of traffic through interlocking limit, and also to General Water Heater spur.

Westward freight trains of over 30 cars must stop before fouling Alameda Ave., Burbank (MP 472.8) unless both arms on Signal 4723 are in proceed position, cutting crossings if blocked by train. Forward brakeman must go to telephone opposite Signal 4724 and communicate with signal operator Burbank Jct. Tower. If signal inoperative and authorized by signal operator to proceed, comply with Rule 509 or 509(F), as the case may be.

**Glendale Tower.** To or from lead unit "A", o o o o o.

Eastward freight trains held at Glendale Tower, and having Los Feliz Boulevard crossing cut, will, after receiving "Proceed" interlocking signal, couple up the crossing and during coupling operation may expect Glendale Tower to permit traffic, including Pacific Electric cars, to cross the tracks. As soon as train is recoupled and air pumped up, engineer will sound whistle. Glendale towerman will then place interlocking signal in "Proceed" position.

**Dayton Ave. Tower.** To Glendale or East Bank line, —.

To River Station Tower or "C" unit, o o o o o.  
To Midway unit No. 1 track, o — o; other tracks or freight lead, — o —.

For movement against current of traffic, — o o o o.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Special signals on masts of interlocking signals which govern movements from "C" unit, are normally dark, but when displaying flashing yellow light will authorize a train or engine, after stopping, to pass the interlocking signal at stop, and move with caution to the next interlocking signal, expecting to find the block occupied.



Mission Tower. To LAUPT, o —.  
 To Alhambra or Naud Jct., east or west on East Bank line, —.  
 To Roundhouse, — o — o.  
 To River Station Tower or AO spur, o o o o o.  
 To Brewery spur or Lacy Manufacturing Co., o o o —.  
 To Coach yard, o o o o —.  
 To Wilson Packing Co. lead, — o —.  
 To or from East Bank line or Alhambra, o — o o.  
 To Alhambra Ave. Coach yard lead, o o — o.  
 To Naud Jct. from East Bank line, o o — o o.  
 Against current of traffic, — o o o o.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:  
 200 feet west of Signal Bridge No. 3 on the East Bank line.  
 200 feet west of signal on eastward passenger track from East Bank line to LAUPT via Alhambra Ave.  
 200 feet east of first signal east of UPRR crossing on westward Alhambra Ave. main tracks.  
 200 feet east of first signal leaving Coach yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank line will remain west of Main Street when stopped by signal.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

#### RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

| Illuminated Letter | On Signal | Approaching | Authorizes and Requires Movement as Follows |
|--------------------|-----------|-------------|---|
| M                  | 4256      | Moorpark    | Proceed to east end siding.                 |
| S                  | 4256      | Moorpark    | Enter siding.                               |
| M                  | 4285      | Moorpark    | Proceed to west end siding.                 |
| S                  | 4285      | Moorpark    | Enter siding.                               |

#### RULE 740. ABSOLUTE-PERMISSIVE BLOCK SYSTEM

MP 459.9—North Hollywood

Absolute-Permissive Block System between MP 459.9 and North Hollywood, Burbank Branch.

#### GENERAL REGULATIONS

**RULE 825.** Portable rail skids are hung on posts at lower end of siding at Ortega.

When necessary to leave cars on this siding, permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from this siding must remove rail skid and return it to proper post and lock it in place with switch lock.

Santa Barbara—Cars placed on passenger station house track must be protected with skid. When skids are not in use they must be returned to proper location.

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 SP tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and SP tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and SP tracks; on Team Track, most northerly track crossing Olive Avenue.

When necessary to double to Hasson, after first portion of train is secured with hand brakes, member of crew must remain with first cut while return for second cut is being made.

#### RULE 827. TRAIN INSPECTION

On freight trains on all branches a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

No. 69 making station stop at Santa Barbara and Ventura, and other passenger trains making station stop at Santa Barbara and Oxnard will approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make running inspection, then walk length of train on opposite side, making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

At Santa Barbara, brakemen called for eastward extra sections of first-class schedules and extra passenger trains will station themselves to make running inspection both sides of train as train arrives. Forward brakeman then walk forward on station side making standing inspection.

**RULE 828.** Running inspection must be made by swing brakemen on eastward freight trains except No. 374 at Santa Susana, and on westward freight trains except No. 373 at Northridge, and speed must be reduced sufficiently to permit such running inspection. If stop is to be made by westward freight trains at Chatsworth for other reasons, inspection may be made at that point instead of at Northridge.

Floodlights west of west switch Santa Susana and Northridge may be lighted from switch on pole near the light. Not necessary to extinguish lights after inspection.

**RULE 869.** Trainmen must not ride on top of train while passing through Tunnel 26 between Hasson and Chatsworth.

Watch for falling rocks between MP 384.75 and MP 385.25 (between Wave and Punta) and be prepared to stop if material observed falling from bluff.

**RULE 874.** Tank heaters on engines must be turned off on eastward trains at Station One Mile board west of Hasson; and on westward trains at Chatsworth.

#### AIR BRAKE RULES FREIGHT TRAINS

**RULE 22.** Trainmen must not couple air hose on outgoing freight trains at Santa Barbara until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

#### PASSENGER TRAINS

**RULE 38.** Exception: At Santa Barbara, engineers will use hand, instead of steam whistle signals. Trainmen will place themselves in a position to relay signals to the best advantage.

**RULE 39.** Running test must be made on eastward trains three miles west of Burbank Jct.

Running test need not be made approaching Glendale Tower. Running test of trains leaving LAUPT must be made immediately after clearing Mission Tower interlocking.

#### MISCELLANEOUS

1. Eastward freight trains taking water at Santa Paula stop west of Tenth St. (at station) and cut engine off to take water.

4. When one helper is used it must be placed next ahead of caboose and any cars of wooden frame construction. When second helper is used it must be placed not less than 15 cars ahead of first helper.

10. Engines listed must not operate on tracks shown below:

| Class of Engine                   | Restricted Tracks   |
|-----------------------------------|---|
| Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12. | Santa Barbara—In old yard; Caboose track; Swamp; team track behind freight house; and must not back up through short crossovers at west end freight yard.   |
| "                                 | Summerland—House track.   |
| "                                 | Ortega—Oil spur beyond 800 feet from switch.  |
| "                                 | Carpinteria—Outfit spur.  |
| "                                 | Ventura Jct.—Associated Oil spur.   |
| "                                 | Ventura—Juillard-Cockroft spur; Standard Oil spur; Sun Lbr. spur; Citizens Mill & Lbr. spur.  |
| "                                 | Oxnard—In yard of American Crystal Sugar Co.; beyond following points: Tracks 1 and 2, opposite scale house; Track 7, first switch at scale house; Tracks 8 and 9, 175 feet beyond switch between such tracks; Tracks 18 and 19, one engine length beyond first crossover between such tracks; Tracks 20, 21 and 22. Also, no engine permitted to use crossover between Tracks 19 and 20. |

**SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION**

All engines.....Oxnard—Track 3 at American Crystal Sugar Co.  
 Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12. Leesdale—Team track, beyond and eng. 2371  
 " Simi—Spur.  
 " Santa Susana—Tapo spur.  
 DEP,DEF,DES,S,SE,E,M-8 to 21, T-1-8-9-26-32 to 58, P-6 to 14, C-15 to 32, TW-6,54, A, Mk 7 to 11, Mt, GS, SP.. Raymer—G.M. Tracks 4, 5, 6 and 7.  
 All engines (and cars).....North Hollywood — House track east of derail.  
 AC-4 to 11, SP-Mt-GS-AM P-8-10-12...Limoneria—Spur. and eng. 2371  
 All engines (and cars).....Ojai—Beyond 850 feet from switch of Atkinson spur one mile west of Ojai.

Load limit (car and contents):  
 Santa Barbara-Los Angeles ..... 240,000 pounds  
 Ventura Jct.-Ojai ..... 169,000 pounds  
 Montalvo-Saugus ..... 210,000 pounds  
 Chatsworth-Burbank via Van Nuys ..... 210,000 pounds  
 Unless authorized by Superintendent, heavier loads must not be handled.

**Ventura Jct.** AC class engines may use Ojai Branch between Ventura Jct. and MP 398, including Hobson spur and Water spur.

**Oxnard.** Road crossing 1670 feet east of west switch, Track 20 at American Crystal Sugar Co. must be kept clear.

Derails on either side of Fifth St. on drill track must not be kept lined for movement, nor track between them occupied longer than necessary, to prevent excessive operation of crossing signal.

**Chatsworth.** All classes may use Burbank Branch from Chatsworth to 1000 feet from junction switch.

Engines weighing over 200,000 pounds on drivers must not be double-headed on Santa Paula Branch.

Engines equipped with pilot plow, except Mt, and GS class, are prohibited from entering LAUPT, account impaired platform clearance.

High water may be anticipated at Bridge 427-B, one-half mile west of Cavin on Santa Paula Branch. Approach with caution, looking out for obstructions on track, and stopping if necessary to make examination before passing over.

29. Movements over UPRR tracks between AT&SFry overhead bridge 2606 feet east of Dayton Ave. Tower (East Bank line) and connection switch Butte St. yard at Santa Fe Ave. 3550 feet west of Butte St. Jct., are governed by UPRR rules, timetable, special instructions, and bulletins.

Trainmen and enginemen operating over East Bank line of the UPRR must provide themselves with copy of UPRR Special Rules, and pamphlet indicating points of difference between UPRR and SP operating rules, which may be secured at crew dispatcher's

office Taylor yard or roundhouse; roundhouse foreman's office Alhambra Ave., or train-order office Los Angeles.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

| MP     | Location  | Description                   |
|--------|---|-------------------------------|
| 396.61 | West of Ventura Jct... N. Fork Ventura River, bridge... | Side                          |
| 396.87 | West of Ventura Jct... Ventura River bridge.....        | Side                          |
| 408.0  | Oxnard .....  | Water column.....             |
| 441.2  | East of Hasson.....                                     | Tunnel 26.....                |
| 442.9  | East of Hasson.....                                     | Tunnel 27.....                |
| 443.9  | East of Hasson.....                                     | Tunnel 28.....                |
| 415.0  | Santa Paula.....  | Water tank.....               |
| 415.4  | East of Santa Paula..                                   | Santa Paula River bridge..... |
| 423.0  | West of Fillmore.....                                   | Sespe Creek bridge.....       |
| 432.2  | East of Piru.....                                       | Piru Creek bridge.....        |

**LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK**

| For Eastward Trains        |                             |                       | For Westward Trains        |                             |                       |
|----------------------------|-----------------------------|-----------------------|----------------------------|-----------------------------|-----------------------|
| Location of Speed Board MP | Beginning of Restriction MP | End of Restriction MP | Location of Speed Board MP | Beginning of Restriction MP | End of Restriction MP |
| 371.15                     | 371.90                      | 371.91                | 373.52                     | 372.77                      | 372.75                |
| 371.94                     | 372.75                      | 372.77                | 375.00                     | 374.25                      | 374.24                |
| 373.45                     | 374.24                      | 374.26                | 376.60                     | 375.93                      | 375.73                |
| 374.98                     | 375.73                      | 375.93                | 382.32                     | 381.57                      | 381.55                |
| 380.80                     | 381.55                      | 381.57                | 383.58                     | 383.66                      | 375.93                |
| 382.91                     | 383.66                      | 387.70                | 388.45                     | 387.70                      | 383.66                |
| 387.70                     | 387.70                      | 389.84                | 389.84                     | 389.84                      | 387.70                |
| 389.08                     | 389.84                      | 390.06                | 390.84                     | 390.06                      | 389.84                |
| 390.09                     | 390.84                      | 391.23                | 391.98                     | 391.23                      | 390.84                |
| 391.46                     | 391.23                      | 396.66                | 396.66                     | 396.66                      | 391.23                |
| 395.92                     | 396.66                      | 396.87                | 397.09                     | 397.09                      | 396.66                |
| 396.12                     | 396.87                      | 397.00                | 397.75                     | 397.00                      | 396.87                |
| 396.34                     | 397.09                      | 399.75                | 398.95                     | 399.75                      | 397.09                |
| 399.32                     | 399.75                      | 400.00                | 400.59                     | 399.84                      | 399.83                |
| 400.25                     | 400.00                      | 402.10                | 400.75                     | 400.00                      | 399.75                |
| 401.35                     | 402.10                      | 402.40                | 401.85                     | 402.10                      | 400.00                |
| 402.52                     | 403.25                      | 403.45                | 403.23                     | 402.40                      | 402.10                |
| 403.70                     | 403.45                      | 405.27                | 404.20                     | 403.45                      | 403.25                |
| 404.52                     | 405.27                      | 405.66                | 405.02                     | 405.27                      | 403.45                |
| 405.90                     | 405.66                      | 407.23                | 406.41                     | 405.66                      | 405.27                |
| 406.47                     | 407.23                      | 408.08                | 407.23                     | 407.23                      | 405.66                |
| 408.08                     | 408.08                      | 414.85                | 408.83                     | 408.08                      | 407.23                |
| 414.12                     | 414.85                      | 415.36                | 414.85                     | 414.85                      | 408.08                |
| 415.36                     | 415.36                      | 418.00                | 416.11                     | 415.36                      | 414.85                |
| 417.25                     | 418.00                      | 429.45                | 418.00                     | 418.00                      | 415.36                |
| 428.74                     | 429.45                      | 429.82                | 429.22                     | 429.45                      | 418.00                |
| 430.04                     | 429.82                      | 431.81                | 430.57                     | 429.82                      | 429.45                |
| 431.06                     | 431.81                      | 432.20                | 431.59                     | 431.81                      | 429.82                |
| 432.42                     | 432.20                      | 437.80                | 432.95                     | 432.20                      | 431.81                |
| 437.05                     | 437.80                      | 440.90                | 437.80                     | 437.80                      | 432.20                |
| 440.15                     | 440.90                      | 444.39                | 440.40                     | 440.90                      | 437.80                |
| 444.39                     | 444.39                      | 462.38                | 445.14                     | 444.39                      | 440.90                |
| 461.63                     | 462.38                      | 462.61                | 462.05                     | 462.38                      | 444.39                |
| 471.63                     | 471.60                      | 477.34                | 472.32                     | 471.56                      | 471.51                |
| 476.59                     | 477.34                      | 480.60                | 479.73                     | 478.98                      | 477.34                |
| 479.92                     | 480.60                      | 481.90                | 481.90                     | 481.90                      | 481.60                |
| 481.15                     | 481.90                      | 482.10                |                            |                             |                       |

**SPEED RESTRICTIONS:** Maximum speed of trains is shown below. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

| TERRITORY  | PASSENGER | FREIGHT AND MIXED | LIGHT ENGINE RUNNING FORWARD | ENGINE BACKING WITH LIGHT OR LIGHT |
|--|-----------|-------------------|------------------------------|------------------------------------|
| Between Ventura Jct. and Ojai, except.....               | 25        | 20                | 20                           | 20                                 |
| *Ventura city limits (MP 397.30-MP 398.29).....          | 10        | 10                | 10                           | 10                                 |
| MP 407.00-MP 408.00.....                                 | 10        | 10                | 10                           | 10                                 |
| Between Montalvo and Saugus, except.....                 | 30        | 25                | 25                           | 25                                 |
| *Santa Paula city limits (MP 412.80-MP 415.30)...        | 15        | 15                | 15                           | 15                                 |
| MP 431.62-MP 438.10.....                                 | 25        | 18                | 15                           | 15                                 |
| MP 439.05-MP 439.41.....                                 | 25        | 18                | 15                           | 15                                 |
| MP 440.93-MP 441.96.....                                 | 25        | 18                | 15                           | 15                                 |
| MP 444.20-MP 444.84.....                                 | 30        | 18                | 18                           | 18                                 |
| Over Santa Clara River bridge 446.16.....                | 25        | 25                | 25                           | 25                                 |
| Between Chatsworth and Burbank via Van Nuys, except..... | 25        | 25                | 25                           | 25                                 |
| Over Sepulveda Blvd. crossing, Encino.....               | 10        | 10                | 10                           | 10                                 |

\*Regulated by city ordinance.



## VENTURA SUBDIVISION

### RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

| NOMINAL CLASS                            | ENGINE NUMBERS  | Los Angeles and Santa Barbara—Via Oxnard | Saugus to Montalvo | Montalvo to Saugus | Ventura Jct. to Ojai | Burbank to Chatsworth Via Burbank Branch | Ojai to Ventura Jct. Chatsworth to Burbank Via Burbank Branch |
|--|---|--|--------------------|--------------------|----------------------|--|---|
| DES-1, 2, 3, 4, 5, 6, 7                  | 1000 to 1022.....   | 1000                                     | 4500               | 1700               | 700                  | 800                                      | 2600  |
| DES-100 to 107                           | 1300 to 1395.....   | 1600                                     | 5700               | 2200               | 850                  | 1500                                     | 3000  |
| E-23                                     | 1500 and 1502.....  | 1300                                     | 4000               | 1340               | 380                  | 950                                      | 4000  |
| M-4                                      | 1617 to 1713.....   | 1700                                     | 5300               | 1800               | 570                  | 1300                                     | 5300  |
| M-6, 8                                   | 1721 to 1803, 1823 to 1825.....   | 2150                                     | 6200               | 2140               | 700                  | 1550                                     | 6200  |
| M-9, 11                                  | 1804 to 1822, 1826 to 1831 and 1836.....  | 2250                                     | 6550               | 2270               | 760                  | 1650                                     | 6550  |
| M-11                                     | 1832 to 1835.....   | 2350                                     | 6800               | 2370               | 790                  | 1700                                     | 6800  |
| T-1                                      | 2242 to 2271.....   | 1500                                     | 4500               | 1556               | 490                  | 1100                                     | 4500  |
| T-3, 9                                   | 2161, 2174 and 2178.....  | 1050                                     | 3250               | 1090               | 320                  | 770                                      | 3250  |
| T-23                                     | 2301 to 2310.....   | 2250                                     | 6500               | 2240               | 730                  | 1600                                     | 6500  |
| T-26                                     | 2283 to 2299.....   | 1900                                     | 5700               | 1950               | 610                  | 1400                                     | 5700  |
| T-28, 31                                 | 2311 to 2362.....   | 2450                                     | 7150               | 2480               | 820                  | 1800                                     | 7150  |
| T-32, 40                                 | 2363 to 2384.....   | 2450                                     | 7250(A)            | 2520(A)            | 830(B)               | 1830(B)                                  | 7250(B)   |
| T-36                                     | 2103.....   | 1650                                     | 4880               | 1670               | 560                  | 1220                                     | 4800  |
| T-37                                     | 2105 and 2106.....  | 2200                                     | 6500               | 2250               | 740                  | 1630                                     | 6500  |
| T-57, 58                                 | 2385 and 2386.....  | 2000                                     | 5850               | 2000               | 670                  | 1470                                     | 5850  |
| P-1, 3, 5                                | {2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460} | 1950                                     | 5900               | 1980               | 590                  | 1410                                     | 5900  |
| P-1                                      | 2400, 2403 to 2407 and 2415.....  | 2050                                     | 6150               | 2080               | 620                  | 1480                                     | 6150  |
| P-4                                      | 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436                       | 2250                                     | 6450               | 2180               | 660                  | 1560                                     | 6450  |
| P-6                                      | 2453, 2454 and 2458.....  | 2500                                     | 7250               | 2480               | .....                | .....                                    | .....   |
| P-7                                      | 2476 and 2477.....  | 2650                                     | 7700               | 2660               | .....                | .....                                    | .....   |
| P-8, 10                                  | 2461 to 2474, 2478 to 2483.....   | 2750                                     | 8050(C)            | 2720(C)            | .....                | .....                                    | .....   |
| P-8, 10                                  | 2475, 2484 to 2491.....   | 2850                                     | 8500(C)            | 2880(C)            | .....                | .....                                    | .....   |
| P-11                                     | 3100 to 3109.....   | 2150                                     | 6300               | 2150               | 660                  | 1540                                     | 6300  |
| P-12                                     | 3120 to 3129.....   | 2950                                     | 8500(C)            | 2870(C)            | .....                | .....                                    | .....   |
| C-5, 8, 9, 10, 26 to 29                  | 2513 to 2599, 2624 to 2860, 3440 to 3469.....                                       | 2700                                     | 7800               | 2700               | 911                  | 1930                                     | 7800  |
| C-15, 32                                 | 2500, 2505 to 2507.....   | 1700                                     | 5000               | 1750               | 590                  | 1230                                     | 5000  |
| C-17                                     | 2510 and 2511.....  | 2150                                     | 6150               | 2180               | 750                  | 1600                                     | 6150  |
| C-18                                     | 3400 to 3409.....   | 2500                                     | 7200               | 2530               | 870                  | 1850                                     | 7200  |
| C-19                                     | 3410 to 3426.....   | 2600                                     | 7500               | 2630               | 890                  | 1920                                     | 7500  |
| TW-1                                     | 2900 to 2913.....   | 2050                                     | 6000               | 2090               | 700                  | 1520                                     | 6000  |
| TW-2, 3                                  | 2932 to 2952.....   | 1650                                     | 4800               | 1670               | 540                  | 1200                                     | 4800  |
| TW-4, 6                                  | 2926 to 2931 and 2957.....  | 1550                                     | 4550               | 1570               | 500                  | 1130                                     | 4550  |
| TW-8                                     | 2914 to 2923.....   | 2250                                     | 6600               | 2300               | 770                  | 1680                                     | 6600  |
| A-3                                      | 3029.....   | 1500                                     | 4650               | 1540               | 430                  | 1090                                     | 4650  |
| A-3                                      | 3025, 3036, 3052 and 3057.....  | 1600                                     | 4900               | 1620               | 440                  | 1140                                     | 4900  |
| A-6                                      | 3000 to 3003.....   | 1850                                     | 5700               | 1900               | 560                  | 1350                                     | 5700  |
| Mk-2, 4                                  | 3201 to 3240.....   | 3200                                     | 8850(D)            | 3050(D)            | .....                | .....                                    | .....   |
| Mk-5, 6                                  | 3241 to 3277.....   | 3500                                     | 10000(D)           | 3470(D)            | .....                | .....                                    | .....   |
| Mk-7, 8, 9                               | 3300 to 3324.....   | 3750                                     | 10900(C)           | 3830(C)            | .....                | .....                                    | .....   |
| Mk-10                                    | 3295.....   | 2900                                     | 8400(D)            | 2960(D)            | .....                | .....                                    | .....   |
| Mk-11                                    | 3297 and 3298.....  | 2800                                     | 8050(D)            | 2840(D)            | .....                | .....                                    | .....   |
| F-1                                      | 3600 to 3652.....   | 3950                                     | 11300(C)           | 3950(C)            | .....                | .....                                    | .....   |
| F-3                                      | 3653 to 3667.....   | 4500                                     | 13000(C)           | 4580(C)            | .....                | .....                                    | .....   |
| F-4, 5                                   | 3668 to 3769.....   | 4800                                     | 13700(C)           | 4810(C)            | .....                | .....                                    | .....   |
| AM-2                                     | 3900 to 3911.....   | 4500                                     | 13000(C)           | 4560(C)            | .....                | .....                                    | .....   |
| MM-3                                     | 3930 and 3931.....  | 5300                                     | 15100(C)           | 5290(C)            | .....                | .....                                    | .....   |
| AC-1, 2, 3                               | 4000 to 4048.....   | 5500                                     | 15700(C)           | 5540(C)            | .....                | .....                                    | .....   |
| AC-4, 5                                  | 4100 to 4125.....   | 6900                                     | 20500(C)           | 7230(C)            | .....                | .....                                    | .....   |
| AC-6 to 12                               | 3800 to 3811, 4126 to 4294.....   | 7300                                     | .....              | .....              | .....                | .....                                    | .....   |
| Mt-1, 3, 4, 5                            | 4300 to 4376.....   | 3850                                     | 10700(C)           | 3670(C)            | .....                | .....                                    | .....   |
| Mt-2                                     | 4385 to 4390.....   | 3900                                     | 11500(C)           | 3990(C)            | .....                | .....                                    | .....   |
| GS-1, 2                                  | 4400 to 4415.....   | 3950                                     | 11500(C)           | 3880(C)            | .....                | .....                                    | .....   |
| GS-3, 4, 5, 6                            | 4416 to 4469.....   | 4100                                     | 12100(C)           | 4090(C)            | .....                | .....                                    | .....   |
| SP-1, 2, 3                               | 5000 to 5048.....   | 5500                                     | 19400(C)           | 5390(C)            | .....                | .....                                    | .....   |
| Allowance for Empty and Underloaded Cars | Less than 45 Ms.....  | 6  | 3                  | 6                  | 3                    | .....                                    | .....   |
|  | 45 Ms to 55 Ms.....   | 3  | 3                  | 3                  | 3                    | .....                                    | .....   |
|  | More than 55 Ms.....  | 0  | 0                  | 0                  | 0                    | .....                                    | .....   |

**NOTES:**  
 (A) Exception: Eng. 2371 permitted to operate in emergency only.  
 (B) Exception: Eng. 2371 not permitted to operate.  
 (C) Exception: Permitted to operate in emergency only.  
 (D) Exception: Mk class other than Eng. 3201, 3202, 3203, 3204, 3205, 3206, 3211, 3213, 3214, 3222, 3224, 3227, 3229, 3236, 3237, 3241, 3247, 3251, 3253, 3255, 3259, 3266, 3268, 3271, 3272, 3274, 3295, 3297, and 3298 permitted to operate in emergency only.

**UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.**

**RULE 10.** Between Grand Terrace and Colton, signals must be placed on the right, facing westward.

**RULE 10 (J).** Speed boards to left of track:

| Eastward  | Reading | Westward | Reading |
|-----------|---------|----------|---------|
| MP 513.05 | 40      | 494.45   | 70-40   |
| 514.80    | 70-40   |          |         |

Round yellow speed boards indicate by black figures the speed restrictions applying to Streamlined GOLDEN STATE.

**RULE 14 (e).** As specified below, — — — — — sounds will be indication that flagman may return from east:

Colton ..... on Riverside Branch.  
Pomona ..... on Chino Branch.  
Alhambra ..... on Pasadena Branch.

**RULE 14 (m).** Whistle will not be sounded one mile before reaching stations between Los Angeles and Alhambra.

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

**RULE 26.** Colton: Special signal at each end PFE tracks 5, 6 and 7, and at switch to spur, governing movements on those tracks as follows:

Blue: Track may be entered, but cars must not be coupled to, or moved.

Yellow: Proceed with caution.

Red: Must not enter PFE shed.

Not lighted: General foreman of ice plant must be contacted for instructions before entering tracks.

**RULE 82 (A).** Train-order office and register at Colton in yard office.

No. 370 will obtain clearance, and orders if any, at Alhambra instead of Mission Tower.

**RULE 83 (A).** At the following station only trains indicated will register:

Los Angeles Yard, originating or terminating, except light engines to or from Pomona Subdivision.

**RULE 83 (B).** At open train-order offices trains may register by ticket as follows:

Colton... First-class; Eastward second-class and extras arriving;  
Westward third-class and extras.

**RULE 92.** First sentence does not apply arriving Los Angeles.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

| West MP |                               | East MP |
|---------|-------------------------------|---------|
| 462.32  | Los Angeles (Coast line)..... |         |
| 471.20  | " (Saugus-Alhambra line)..... | 488.69  |
| 466.19  | " (Burbank Br.).....          |         |
|         | " (Pasadena Br.).....         | 488.24  |
|         | " (San Pedro Br.).....        | 489.90  |
|         | " (Santa Ana Br.).....        | 489.99  |
| 512.18  | Pomona.....                   | 515.71  |
|         | " (Chino Br.).....            | 516.1   |
| 519.20  | Ontario.....                  | 521.32  |
| 536.51  | Colton.....                   | 541.14  |
|         | " (Riverside Br.).....        | 540.70  |
| 544.85  | Riverside.....                |         |
| 551.00  | Crafton.....                  |         |

Yard limit boards located to left of track:  
Westward at Colton.

Trains and engines must not move against current of traffic on double track within Los Angeles yard limits, unless authorized by yardmaster or his representative, except that such movements may be made in the territory named below, as follows:

In either direction between Division Street and the connection at west end of "A" Yard, when proceed signal is given by switchtender at either limit, white flag or lamp.

Eastward from Division Street to Dayton Ave. Tower, when proceed signal is given by switchtender at Division Street, white flag or lamp.

Westward from Dayton Ave. Tower to Division Street, when interlocking signal indicates "Proceed".

Before such hand signal is given, or before interlocking signal is set to indicate "Proceed", switchtender or signal operator, as the case may be, must arrange with other switchtenders or signal operators in the territory over which movement is to be made, to prevent any other train or engine entering such track until the authorized movement against current of traffic is completed.

**RULE 95.** Sections of eastward first-class schedules changing signals at Colton must do so at train-order office.

Sections of schedules may display signals and operate from points within the Los Angeles yard limits, except when originating at Los Angeles or Los Angeles Yard, as instructed by the Chief Train Dispatcher, and obtain train order authority for such operation on arrival at Alhambra.

**RULE D-97 (A).** Will apply between Los Angeles, Los Angeles Yard and Alhambra.

**RULE 98.** Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—AT&SFry industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.

Pasadena Br.—AT&SFry at MP 491.2.

Colton—PERy at passenger station.

Colton—PERy over Riverside Branch.

Colton—PERy, five crossings of yard tracks.

Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:

Los Angeles—LARY Mateo St. at east end coach yard.

Pasadena Br.—PERy at MP 488.5.

Stop clear of following crossings, then proceed if no movement approaching on intersecting line:

Los Angeles—LARY Davies spur on Second St.

Los Angeles—LARY Bernard spur on Central Ave.

Ontario—UPRR on old Chino line spur. (Has electrically locked derail. Instructions posted on inside of lock box.)

**RULE 103 (A).** Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Pomona—When switching over crossings on siding not protected by gates or flagman.

Riverside—Orange Ave., Eighth St.

Riverside—Crossing bells located at Seventh and Ninth Streets are manually controlled. Switch located in box on telegraph pole east of freight station. Crossing bells must be in operation when any train movements are made over crossings, unless protected by members of train crew on both sides of train, before and while movements are being made over crossings.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Alhambra—Over Mission Road on Southwest welding lead; C. F. Braun Co. spur; So. Cal. Edison pole yard spur; and Old Duarte Branch track.

El Monte—Over Arden Drive on drill track.

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

- Alhambra.....Pasadena Br., for drill track.
- Pomona.....Chino Br., for siding.
- Colton.....Riverside Br., for PFE yard.
- Colton.....PERy junction switch on Riverside Br., for SP main track.
- Riverside Jct.....PERy junction switch for SP main track.

**RULE 105.** Pomona: That portion of siding between first crossover east of Signal 5136 and first crossover east of passenger station is designated as passenger siding, and must not be unnecessarily blocked by freight trains.

**RULE 221.** Los Angeles Yard is a train-order office only for trains originating.

Alhambra is train order office for eastward trains only, and is open continuously. Signal arm for westward movement has been removed.

**RULE D-251.** Will apply on both tracks between Los Angeles Yard and Alhambra.

**RULE 505. AUTOMATIC BLOCK SYSTEM**

When block Signal 4841 east of Taylor Jct. 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.

When special type signal mounted on mast of Automatic Signal 4864 indicates "stop", eastward freight trains will be brought to a stop west of sign reading "SPECIAL SIGNAL LIMIT" located 200 feet west of Westminster Avenue crossing MP 487.3, and a member of the crew will communicate with Alhambra Operator by telephone located at Westminster Avenue and be governed by his instructions before proceeding.

Eastward trains leaving end of double track from westward main track at Alhambra will be governed by Signal P-4880.

Upper unit of Signal 5138 may display flashing white light to authorize movement on siding east of Hamilton Boulevard, Pomona. Lower unit will indicate proceed when route through crossover is lined and block clear. Eastward trains except first-class, entering siding Pomona, must not pass Hamilton Boulevard unless flashing white light displayed in this signal for movement on siding, or train-order or timetable authority authorizes movement to main track.

Push button on signal at east end siding Walnut, west end siding Bloomington to clear signals for reverse movement on main track.

**RULE 510.** The following block signals equipped with triangular number plates displaying the letter "P" have included in their control limits some special protective device:

| Eastward Signal | Protection                                     | Westward Signal |
|-----------------|--|-----------------|
| P-4880          | Spring switch, end double track, Alhambra..... | P-4881          |
| P-4936          | Spring switch, west end siding, El Monte.....  |                 |

**RULE 516.** Overlap posts:

- Kaiser—Eastward trains.....1900 feet east of west switch.
- Ailsa—Eastward trains..... 300 feet east of west switch.

**RULE 535. SPRING SWITCHES**

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through the switches:

| Location      | Normal Position                         |
|---------------|---|
| Alhambra..... | End of double track..... Westward track |
| El Monte..... | West switch of siding..... Main track   |

**RULE 605. INTERLOCKING**

**Dayton Ave. Tower.** To Glendale or East Bank Line, —. To River Station Tower or "C" unit, o o o o o. To Midway unit No. 1 track, o — o; other tracks or freight lead, — o —.

For movement against current of traffic, — o o o o. One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Special signals on masts of interlocking signals which govern movements from "C" unit, are normally dark, but when displaying flashing yellow light will authorize a train or engine, after stopping, to pass the interlocking signal at stop, and move with caution to the next interlocking signal, expecting to find the block occupied.

**Mission Tower.** To LAUPT, o —. To Alhambra or Naud Jct., east or west on East Bank Line, —. To Roundhouse, — o — o. To River Station Tower or AO spur, o o o o o. To Brewery spur Lacy Manufacturing Co., o o o —. To Coach yard, o o o o —. To Wilson Packing Co. lead, — o —. To or from East Bank Line or Alhambra, o — o o. To Alhambra Ave. Coach yard lead, o o — o. To Naud Jct. from East Bank Line, o o — o o. Against current of traffic, — o o o o.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:

200 feet west of Signal Bridge No. 3 on the East Bank Line. 200 feet west of signal on eastward passenger track from East Bank Line to LAUPT via Alhambra Ave.

200 feet east of first signal east of UPRR Crossing on westward Alhambra Ave. main tracks.

200 feet east of first signal leaving Coach Yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except freight trains or switching drags only on East Bank Line will remain west of Main Street when stopped by signal.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

**El Monte Tower.** To or from siding, o o o o o.

**Pomona Jct. Tower.** To Packing House track, — o o o o.

**Pomona.** Limits extend from 50 feet west of west switch of siding to 300 feet east of west switch of siding on main track and siding. If necessary to hand throw switch first obtain authority by telephone from operator, remove crank from box on side of concrete house, insert crank in switch machine at opening locked by switch lock and turn crank until switch is thrown. After use restore switch to position in which found and return crank to box. Eastward trains except first-class, finding semi-automatic signal at west end of siding displaying proceed indication for main track are thereby given superiority over all opposing trains except first-class, to fouling point of crossover east of station building. First-class trains will be governed by their timetable or train-order authority.

**Colton Tower.** To No. 2 track, — o —.

To Riverside, o o — o.

To Santa Fe interchange, o o o o o.

**AUTOMATIC INTERLOCKING**

**Highgrove Interlocking, AT&SFRy Crossing, 0.7 mile east of Orange Center.**

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 at crossing and 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. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

**SPECIAL SIGNALS**

Riverside Branch between MP 540.085 and MP 545.914 used jointly by SP and PERY without train orders.

Light type special signals for eastward movement at fouling point PERY junction switch Colton, and 15 feet east of east switch Highgrove; and for westward movement 800 feet west of Riverside Jct. and 15 feet east of east switch Highgrove confer authority to the next special signal, except that the signals at Highgrove confer authority to the limit of these signals; and their indications supersede the superiority of trains for both opposing and following movements, but do not dispense with the use or observance of other signals.

Trains must stop before reaching signals, and comply with instructions posted in cut-in and cut-out boxes adjacent to or opposite signals for operation of toggle switches to clear signals.

If signal cannot be cleared, wait five minutes, then send flagman ahead, wait five minutes more, then follow flagman through block, moving with caution, not exceeding 12 MPH.

Toggle switch in cut-out box must be operated after rear of train passes 50 feet beyond signals.

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

| Illuminated Letter | On Signal | Approaching | Authorizes and Requires Movement as Follows    |
|--------------------|-----------|-------------|--|
| M.....             | 5163..... | Pomona..... | Proceed to crossover just east of Signal 5135. |
| S.....             | 5163..... | Pomona..... | Enter siding.                                  |

These indicators do not apply to first-class trains.

**GENERAL REGULATIONS**

**RULE 825.** Portable rail skid is hung on post at lower end of siding at Pomona.

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

Rail clamps on Hazel-Atlas Glass Co. tracks at Pomona, to prevent cars rolling out of tracks. Crews must remove clamps before switching these tracks, and replace after switching.

**RULE 827. TRAIN INSPECTION**

On freight trains moving on branches a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

Westward passenger trains making station stop at Colton will approach at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make rolling inspection, then walk length of train opposite station side making standing inspection, giving careful attention to running gear and journal boxes.

**AIR BRAKE RULES**

**RULE 17.** One retainer must be turned up for each 100 Ms in westward trains of over 10 cars on Pasadena Branch.

**FREIGHT TRAINS**

**RULE 22.** Trainmen must not couple air hose on outgoing freight trains at Colton until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

**RULE 39.** Running test of trains leaving Los Angeles LAUPT must be made immediately after clearing Mission Tower interlocking.

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

**MISCELLANEOUS**

1. Eastward trains take only sufficient water at Pomona to insure making Colton.

10. Engines listed must not operate on tracks shown below:

| Class of Engine  | Restricted Tracks   |
|--|---|
| Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12<br>and eng. 2371 .....    | Rudell—Spur.<br>Pomona—Park Ave. spur.<br>Ontario—Assets Corp. tracks.<br>San Gabriel—S. G. V. Lbr. spur<br>beyond fouling point. |
| F-3-4-5-SP-Mt-AM-MM-AC-GS-P-8-10-12<br>and eng. 2371 ..... | Guasti—Winery spurs.<br>South Fontana—Quarry track;<br>So. Fontana Farm Co. tracks.   |

**Load limit (car and contents):**

|                          |                |
|--------------------------|----------------|
| Los Angeles-Colton ..... | 240,000 pounds |
| Alhambra-Pasadena .....  | 169,000 pounds |
| Pomona-Chino .....       | 169,000 pounds |
| Colton-Riverside .....   | 169,000 pounds |

Unless authorized by Superintendent, heavier loads must not be handled.

AC-1-2-3 class engines may be used on Pasadena Branch.

Engines equipped with pilot plow, except Mt and GS class, are prohibited from entering Los Angeles LAUPT account impaired platform clearance.

Take necessary precautions when sand is blowing between signs reading "Sand" at following points:

MP 522.4 west of Guasti to MP 528.38 west of South Fontana.

**Kaiser.** Spur track beyond Valley Blvd. jointly used by SP and Kaiser Co., and six tracks within Kaiser plant used as interchange tracks jointly by SP, AT&SFRy, and Kaiser Co. and all moves must be made with caution. SP crews must not go beyond connection with AT&SFRy on east lead. Derails must be left in derailing position while switching at Kaiser plant and locked in derailing position when leaving plant. Air must be coupled and in use through entire cut of cars when moving to or from Kaiser plant, and air brake road test must be made as prescribed in Air Brake Rule 24. When serving new Shell plant, only tracks 200, 220 and 222 may be used by SP crews.

29. Movements over UPRR tracks between AT&SFRy overhead bridge 2606 feet east of Dayton Ave. Tower (East Bank line) and connection switch Butte St. yard at Santa Fe Ave., 3550 feet west of Butte St. Jct., are governed by UPRR rules, timetables, special instructions, and bulletins.

Trainmen and enginemmen operating over East Bank Line of the UPRR must provide themselves with copy of UPRR Special Rules, and pamphlet indicating points of difference between UPRR and SP operating rules, which may be secured at crew dispatcher's office Taylor yard or roundhouse, roundhouse foreman's office Alhambra Ave., or train-order office Los Angeles.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

| MP                 | Location            | Description                            |
|--------------------|---------------------|--|
| 482.6              | Los Angeles .....   | 2d crossing, L. A. River bridge.. Side |
| 514.0              | Pomona.....         | Water tank..... Side                   |
| 524.0              | Guasti .....        | Water tank..... Side                   |
| 539.8              | Colton .....        | Santa Ana River bridge..... Side       |
| (Riverside Branch) |                     |  |
| 539.4 to           |                     |  |
| 541.4              | East of Colton..... | PERy trolley poles..... Side           |

**LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK**

| For Eastward Trains        |                             |                       | For Westward Trains        |                             |                       |
|----------------------------|-----------------------------|-----------------------|----------------------------|-----------------------------|-----------------------|
| Location of Speed Board MP | Beginning of Restriction MP | End of Restriction MP | Location of Speed Board MP | Beginning of Restriction MP | End of Restriction MP |
| 484.05                     | 484.05                      | 485.80                | 484.85                     | 484.05                      | 482.52                |
| 485.83                     | 485.80                      | 488.24                | 486.55                     | 485.80                      | 484.05                |
| 487.40                     | 488.24                      | 488.25                | 489.00                     | 483.25                      | 485.80                |
| 488.25                     | 488.25                      | 494.45                | 494.45                     | 494.43                      | 488.25                |
| 493.70                     | 494.45                      | 495.12                | 495.87                     | 495.12                      | 494.45                |
| 495.12                     | 495.12                      | 507.00                | 498.11                     | 498.82                      | 496.71                |
| 495.95                     | 496.71                      | 496.92                | 506.45                     | 507.00                      | 495.12                |
| 506.25                     | 507.00                      | 507.86                | 507.80                     | 507.86                      | 507.00                |
| 507.11                     | 507.86                      | 508.10                | 508.85                     | 508.10                      | 507.86                |
| 508.35                     | 508.10                      | 513.80                | 513.80                     | 513.80                      | 508.10                |
| 513.05                     | 513.80                      | 514.80                | 515.55                     | 514.80                      | 513.80                |
| 514.80                     | 514.80                      | 519.54                | 519.51                     | 519.54                      | 514.80                |
| 518.79                     | 519.54                      | 520.70                | 521.52                     | 520.70                      | 519.54                |
| 520.91                     | 520.70                      | 523.00                | 523.00                     | 523.00                      | 520.70                |
| 522.75                     | 523.00                      | 528.00                | 528.75                     | 528.00                      | 523.00                |
| 528.15                     | 528.00                      | 536.65                | 536.65                     | 536.65                      | 528.00                |
| 535.90                     | 536.65                      | 539.00                |                            |                             |                       |
| 538.25                     | 539.00                      | 540.00                |                            |                             |                       |

**SPEED RESTRICTIONS:** Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

| TERRITORY   | WITH TRAIN — ENGINE RUNNING FORWARD |                         |                      |                                       |   |                   |  |                        | LIGHT ENGINE RUNNING FORWARD       |                                 |                     |  | ENGINE BACKING WITH TRAIN OR LIGHT   |   |                     |                   |            |
|---|-------------------------------------|-------------------------|----------------------|---------------------------------------|---|-------------------|--|------------------------|------------------------------------|---------------------------------|---------------------|--|--|---|---------------------|-------------------|------------|
|   | PASSENGER                           |                         |                      |                                       |   |                   |  |                        | *FREIGHT AND MIXED                 |                                 | DEP DEF E P A Mt GS | DES 1 to 7 DES 100 to 107 T-26-32-37-40 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3 | M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 F (if not CCB) SP B | DES-200 C-15-17-32 TW Mk-2-4-10-11 AC-1-2-3 AM MM | DES DEP DEF E T P C | A Mk F Mt GS SP B | M AC AM MM |
|   | DEP with Streamlined GOLDEN STATE   | DEP P-7-8-10-12 A Mt GS | DEF E P-1-3-4-5-6-11 | T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12 | M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB) | AM B (if not CCB) | DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3 | C-15-17-32 Mk-10-11 MM | With no Restricted Cars (see note) | With Restricted Cars (see note) |                     |  |  |   |                     |                   |            |
| COLUMN:   | A                                   | 1                       | 2                    | 3                                     | 4   | 5                 | 6  | 7                      | 8                                  | 9                               | 10                  | 11   | 12   | 13  | 14                  | 15                |            |
| Between Los Angeles Yard and Taylor Jct., except.....           | ..                                  | 40                      | 40                   | 40                                    | 40  | 40                | 40   | 35                     | 25                                 | 25                              | 25                  | 25   | 25   | 25  | 25                  | 25                |            |
| Through switches, MP 480.60.....                                | ..                                  | 25                      | 25                   | 25                                    | 25  | 25                | 25   | 25                     | 20                                 | 20                              | 20                  | 20   | 20   | 20  | 20                  | 20                |            |
| Dayton Ave. Tower-East Bank Jct., except.....                   | ..                                  | 20                      | 20                   | 20                                    | 20  | 20                | 20   | 20                     | 20                                 | 20                              | 20                  | 20   | 20   | 20  | 20                  | 20                |            |
| *Entering intersection, Main St., Los Angeles.....              | ..                                  | 15                      | 15                   | 15                                    | 15  | 15                | 15   | 15                     | 15                                 | 15                              | 15                  | 15   | 15   | 15  | 15                  | 15                |            |
| East Bank Jct.-Taylor Jct.....                                  | ..                                  | 15                      | 15                   | 15                                    | 15  | 15                | 15   | 15                     | 15                                 | 15                              | 15                  | 15   | 15   | 15  | 15                  | 15                |            |
| Between Mission Tower and Colton, except.....                   | 75                                  | 70                      | 65                   | 60                                    | 50  | 45                | 40   | 35                     | 50                                 | 40                              | 45                  | 40   | 35   | 30  | 30                  | 25                |            |
| *Mission Tower-MP 484.05.....                                   | 15                                  | 15                      | 15                   | 15                                    | 15  | 15                | 15   | 15                     | 15                                 | 15                              | 15                  | 15   | 15   | 15  | 15                  | 15                |            |
| *MP 484.05-MP 485.80 (Valley Blvd.).....                        | 25                                  | 25                      | 25                   | 25                                    | 25  | 25                | 25   | 25                     | 25                                 | 25                              | 25                  | 25   | 25   | 25  | 20                  | 20                |            |
| MP 485.80-MP 488.24 (end double track).....                     | 40                                  | 40                      | 40                   | 40                                    | 40  | 40                | 40   | 35                     | 35                                 | 35                              | 35                  | 35   | 35   | 30  | 30                  | 25                |            |
| Eastward through spring switch, end double track, Alhambra..... | 25                                  | 25                      | 25                   | 25                                    | 25  | 25                | 25   | 25                     | 25                                 | 25                              | 25                  | 25   | 25   | 25  | 20                  | 20                |            |
| MP 488.25-MP 494.45 (El Monte).....                             | 75                                  | 70                      | 65                   | 60                                    | 50  | 45                | 40   | 35                     | 40                                 | 40                              | 40                  | 40   | 35   | 30  | 30                  | 25                |            |
| *MP 494.45-MP 495.12 (El Monte city limits).....                | 30                                  | 30                      | 30                   | 30                                    | 30  | 30                | 30   | 25                     | 25                                 | 25                              | 25                  | 25   | 25   | 25  | 20                  | 20                |            |
| Over Bridge 496.71.....   | 40                                  | 40                      | 40                   | 40                                    | 40  | 40                | 40   | 35                     | 30                                 | 30                              | 30                  | 30   | 30   | 30  | 20                  | 20                |            |
| MP 507.00-MP 513.80 (Pomona) except.....                        | 75                                  | 70                      | 65                   | 60                                    | 50  | 45                | 40   | 35                     | 40                                 | 40                              | 40                  | 40   | 35   | 30  | 30                  | 25                |            |
| MP 507.86-MP 508.10 (Curve).....                                | 65                                  | 65                      | 65                   | 60                                    | 50  | 45                | 40   | 35                     | 40                                 | 40                              | 40                  | 40   | 35   | 30  | 30                  | 25                |            |
| *MP 513.80-MP 514.80 (Pomona city limits).....                  | 40                                  | 40                      | 40                   | 40                                    | 40  | 40                | 40   | 35                     | 40                                 | 40                              | 40                  | 40   | 35   | 30  | 20                  | 20                |            |
| MP 519.51-MP 520.70 (Ontario city limits).....                  | 40                                  | 40                      | 40                   | 40                                    | 40  | 40                | 40   | 35                     | 40                                 | 40                              | 40                  | 40   | 35   | 30  | 20                  | 20                |            |
| MP 520.70-MP 523.00 (Guasti).....                               | 75                                  | 65                      | 65                   | 60                                    | 50  | 45                | 40   | 35                     | 50                                 | 40                              | 45                  | 40   | 35   | 30  | 30                  | 25                |            |
| MP 523.00-MP 528.00 (Kaiser).....                               | 75                                  | 65                      | 65                   | 60                                    | 50  | 45                | 40   | 35                     | 40                                 | 40                              | 40                  | 40   | 35   | 30  | 30                  | 25                |            |
| MP 528.00-MP 536.65.....  | 75                                  | 65                      | 65                   | 60                                    | 50  | 45                | 40   | 35                     | 50                                 | 40                              | 45                  | 40   | 35   | 30  | 30                  | 25                |            |
| *Over Riverside Ave., Rialto.....                               | 30                                  | 30                      | 30                   | 30                                    | 30  | 30                | 30   | 30                     | 30                                 | 30                              | 30                  | 30   | 30   | 30  | 20                  | 20                |            |
| MP 536.65-MP 539.00 (Colton).....                               | 30                                  | 30                      | 30                   | 30                                    | 30  | 30                | 30   | 30                     | 30                                 | 30                              | 30                  | 30   | 30   | 30  | 30                  | 25                |            |
| *Colton, over street crossings.....                             | 30                                  | 30                      | 30                   | 30                                    | 30  | 30                | 30   | 30                     | 30                                 | 30                              | 30                  | 30   | 30   | 30  | 20                  | 20                |            |

\*Regulated by city ordinance.

Westward trains with loaded cars of rip-rap must not exceed 30 MPH South Fontana to Los Angeles.

Westward trains with 20 or more cars beets must not exceed 30 MPH Pomona to Puente.

\*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.

(Note) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column A, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370 when that train consists entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels, or caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

| TERRITORY                                 | PASSENGER | FREIGHT AND MIXED | LIGHT ENGINE RUNNING FORWARD | ENGINE BACKING WITH TRAIN OR LIGHT | SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS   | With Caution Not Exceeding MPH |
|---|-----------|-------------------|------------------------------|------------------------------------|---|--------------------------------|
| Between Alhambra and Pasadena.....        | 15        | 15                | 15                           | 15                                 | Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:..... | 15                             |
| *So. Pasadena, within city limits.....    | 15        | 15                | 15                           | 15                                 |   |                                |
| *Pasadena, within city limits.....        | 15        | 15                | 15                           | 15                                 | Through any siding, crossover, turnout, or slip-switch with engine backing.....                   | 10                             |
| Between Pomona and Chino.....             | 20        | 20                | 20                           | 20                                 |   |                                |
| Between Colton and Riverside, except..... | 35        | 20                | 20                           | 20                                 |   |                                |
| Through Highgrove interlocking.....       | 20        | 20                | 20                           | 20                                 |   |                                |

\*Regulated by city ordinance.

SPECIAL INSTRUCTIONS — POMONA SUBDIVISION



## POMONA SUBDIVISION

## RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

| NOMINAL CLASS                            | ENGINE NUMBERS   | RATING OF ENGINES—In Units of 1000 Lbs. (Ms) |   |   |  |                      |                 |  |                     |
|--|--|--|---|---|--|----------------------|-----------------|--|---------------------|
|  |  | Los Angeles to Alhambra<br>Puente to Ontario | Alhambra to Puente<br>Ontario to Colton | Colton to Bloomington<br>El Monte to Stoneman | Bloomington to El Monte<br>Stoneman to Los Angeles | Alhambra to Pasadena | Chino to Pomona | Colton to Riverside<br>Pasadena to Alhambra<br>Pomona to Chino | Riverside to Colton |
| DEP-4                                    | 6000 to 6004   | 3500   | 6400                                    | 3500  | 7500   | ...                  | ....            | ....   | ....                |
| DEF-1                                    | 6100 to 6119   | 10700  | 14700                                   | 9850  | 20000  | ...                  | ....            | ....   | ....                |
| DES-1, 2, 3, 4, 5, 6, 7                  | 1000 to 1022   | 1000   | 1800                                    | 1600  | 2150   | 700                  | 2200            | 2600   | 1050                |
| DES-100 to 107                           | 1300 to 1395   | 1600   | 2850                                    | 2500  | 3200   | 850                  | 2800            | 3000   | 1200                |
| E-23                                     | 1500 and 1502  | 1200   | 2700                                    | 1450  | 2600   | 380                  | 1340            | 4000   | 690                 |
| M-4                                      | 1617 to 1713   | 1600   | 3450                                    | 1850  | 3350   | 570                  | 1800            | 5300   | 970                 |
| M-6, 8                                   | 1721 to 1803, 1823 to 1825   | 2000   | 4250                                    | 2300  | 4150   | 700                  | 2140            | 6200   | 1100                |
| M-9, 11                                  | 1804 to 1822, 1826 to 1831 and 1836  | 2100   | 4500                                    | 2450  | 4300   | 760                  | 2270            | 6550   | 1200                |
| M-11                                     | 1832 to 1835   | 2150   | 4600                                    | 2550  | 4450   | 790                  | 2370            | 6800   | 1290                |
| T-1                                      | 2242 to 2271   | 1400   | 3050                                    | 1650  | 2950   | 490                  | 1556            | 4500   | 830                 |
| T-8, 9                                   | 2161, 2174 and 2178  | 1000   | 2200                                    | 1150  | 2100   | 320                  | 1090            | 3250   | 560                 |
| T-23                                     | 2301 to 2310   | 2100   | 4500                                    | 2450  | 4300   | 730                  | 2240            | 6500   | 1200                |
| T-26                                     | 2283 to 2299   | 1750   | 4000                                    | 2050  | 3650   | 610                  | 1950            | 5700   | 1040                |
| T-28, 31                                 | 2311 to 2362   | 2300   | 4850                                    | 2700  | 4700   | 820                  | 2480            | 7150   | 1350                |
| T-32, 40                                 | 2363 to 2384   | 2300   | 4950                                    | 2700  | 4750   | 830*                 | 2520*           | 7250*  | 1370*               |
| T-36                                     | 2103   | 1500   | 3250                                    | 1800  | 3150   | 560                  | 1670            | 4800   | 910                 |
| T-37                                     | 2105 and 2106  | 2050   | 4400                                    | 2400  | 4250   | 740                  | 2250            | 6500   | 1200                |
| T-57, 58                                 | 2385 and 2386  | 1850   | 3950                                    | 2150  | 3850   | 670                  | 2000            | 5850   | 1100                |
| P-1, 3, 5                                | {2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435,<br>2437 to 2452, 2459 and 2460} | 1800   | 4200                                    | 2100  | 4050   | 590                  | 1980            | 5900   | 1040                |
| P-1                                      | 2400, 2403 to 2407 and 2415  | 1900   | 4400                                    | 2200  | 4250   | 620                  | 2080            | 6150   | 1090                |
| P-4                                      | 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436                          | 2050   | 4600                                    | 2400  | 4350   | 660                  | 2180            | 6450   | 1140                |
| P-6                                      | 2453, 2454 and 2458  | 2250   | 5200                                    | 2600  | 5100   | ...                  | ....            | ....   | ....                |
| P-7                                      | 2476 and 2477  | 2400   | 5450                                    | 2800  | 5400   | ...                  | ....            | ....   | ....                |
| P-8, 10                                  | 2461 to 2474, 2478 to 2483   | 2500   | 5600                                    | 3000  | 5450   | ...                  | ....            | ....   | ....                |
| P-8, 10                                  | 2475, 2484 to 2491   | 2600   | 5600                                    | 3100  | 5750   | ...                  | ....            | ....   | ....                |
| P-11                                     | 3100 to 3109   | 2000   | 4250                                    | 2300  | 4150   | 660                  | 2150            | 6300   | 1140                |
| P-12                                     | 3120 to 3129   | 2600   | 6050                                    | 3050  | 5450   | ...                  | ....            | ....   | ....                |
| C-5, 8, 9, 10, 26 to 29                  | 2513 to 2599, 2624 to 2860, 3440 to 3469   | 2550   | 5300                                    | 2950  | 5200   | 911                  | 2720            | 7800   | 1480                |
| C-15, 32                                 | 2500, 2505 to 2507   | 1600   | 3400                                    | 1850  | 3300   | 590                  | 1750            | 5000   | 960                 |
| C-17                                     | 2510 and 2511  | 2000   | 4200                                    | 2300  | 4050   | 750                  | 2180            | 6150   | 1200                |
| C-18                                     | 3400 to 3409   | 2300   | 4900                                    | 2700  | 4750   | 870                  | 2530            | 7200   | 1400                |
| C-19                                     | 3410 to 3426   | 2400   | 5100                                    | 2800  | 4950   | 890                  | 2630            | 7500   | 1400                |
| TW-1                                     | 2900 to 2913   | 1900   | 4050                                    | 2250  | 3950   | 700                  | 2090            | 6000   | 1145                |
| TW-2, 3                                  | 2932 to 2952   | 1500   | 3250                                    | 1800  | 3150   | 540                  | 1670            | 4800   | 900                 |
| TW-4, 6                                  | 2926 to 2931 and 2957  | 1450   | 3100                                    | 1700  | 3000   | 500                  | 1570            | 4550   | 840                 |
| TW-8                                     | 2914 to 2923   | 2100   | 4500                                    | 2450  | 4350   | 770                  | 2300            | 6600   | 1260                |
| A-3                                      | 3029   | 1400   | 3100                                    | 1650  | 3000   | 430                  | 1540            | 4650   | 780                 |
| A-3                                      | 3025, 3036, 3052 and 3057  | 1450   | 3250                                    | 1750  | 3150   | 440                  | 1620            | 4900   | 820                 |
| A-6                                      | 3000 to 3003   | 1750   | 3800                                    | 2050  | 3700   | 560                  | 1900            | 5700   | 990                 |
| Mk-2, 4                                  | 3201 to 3240   | 3000   | 6150                                    | 3500  | 5950   | ...                  | ....            | ....   | ....                |
| Mk-5, 6                                  | 3241 to 3277   | 3200   | 6750                                    | 3700  | 6500   | ...                  | ....            | ....   | ....                |
| Mk-7, 8, 9                               | 3300 to 3324   | 3550   | 7450                                    | 4100  | 7200   | ...                  | ....            | ....   | ....                |
| Mk-10                                    | 3295   | 2700   | 5750                                    | 3150  | 5550   | ...                  | ....            | ....   | ....                |
| Mk-11                                    | 3297 and 3298  | 2600   | 5500                                    | 3050  | 5350   | ...                  | ....            | ....   | ....                |
| F-1                                      | 3600 to 3652   | 3750   | 7750                                    | 4350  | 7600   | ...                  | ....            | ....   | ....                |
| F-3                                      | 3653 to 3667   | 4250   | 8400                                    | 4950  | 7800   | ...                  | ....            | ....   | ....                |
| F-4, 5                                   | 3668 to 3769   | 4500   | 8850                                    | 5350  | 8000   | ...                  | ....            | ....   | ....                |
| AM-2                                     | 3900 to 3911   | 4200   | 8850                                    | 4900  | 8600   | ...                  | ....            | ....   | ....                |
| MM-3                                     | 3930 and 3831  | 5000   | 10300                                   | 5900  | 8900   | ...                  | ....            | ....   | ....                |
| AC-1, 2, 3                               | 4000 to 4048   | 4800   | 9950                                    | 5550  | 9750   | ...                  | ....            | ....   | ....                |
| AC-4, 5                                  | 4100 to 4125   | 7750   | 13900                                   | 8750  | 13150  | ...                  | ....            | ....   | ....                |
| AC-6 to 12                               | 3800 to 3811, 4126 to 4294   | 8250   | 14800                                   | 9300  | 14500  | ...                  | ....            | ....   | ....                |
| Mt-1, 3, 4, 5                            | 4300 to 4376   | 3500   | 7450                                    | 4100  | 7250   | ...                  | ....            | ....   | ....                |
| Mt-2                                     | 4385 to 4390   | 3600   | 7700                                    | 4200  | 7350   | ...                  | ....            | ....   | ....                |
| GS-1, 2                                  | 4400 to 4415   | 3700   | 8000                                    | 4450  | 7400   | ...                  | ....            | ....   | ....                |
| GS-3, 4, 5, 6                            | 4416 to 4469   | 3800   | 8250                                    | 4450  | 7600   | ...                  | ....            | ....   | ....                |
| SP-1, 2, 3                               | 5000 to 5048   | 5200   | 10500                                   | 6200  | 9000   | ...                  | ....            | ....   | ....                |
| Allowance for Empty and Underloaded Cars | Less than 45 Ms  | 3  | 3                                       | 3   | 3  | 3                    |                 |  |                     |
|  | 45 Ms to 55 Ms   | 3  | 3                                       | 3   | 3  | 3                    |                 |  |                     |
|  | More than 55 Ms  | 0  | 0                                       | 0   | 0  | 0                    |                 |  |                     |

\*Exception: Eng. 2371 not permitted to operate.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

**RULE 10 (J).** Speed boards to left of track:

Westward at MP 540.75, reading 30.  
Westward at MP 585.75, reading 40-35.

Round yellow speed boards indicate by black figures the speed restrictions applying to Streamlined GOLDEN STATE.

**RULE 14 (e).** As specified below, — — — — — sounds

will be indication that flagman may return from east:

Bryn Mawr.....on Redlands Branch.  
Colton.....on Riverside Branch.

**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.** Colton: Special signal at each end PFE tracks 5, 6 and 7, and at switch to spur, governing movements on those tracks as follows:

- Blue: Track may be entered, but cars must not be coupled to, or moved.
- Yellow: Proceed with caution.
- Red: Must not enter PFE shed.
- Not lighted: General foreman of ice plant must be contacted for instructions before entering tracks.

**RULE 82 (A).** Trains must obtain clearance before leaving:

Indio.....First-class and those consisting of passenger equipment only.  
Indio Yard.....Westward extra trains except those consisting of passenger equipment only.

Train-order office and register at Colton located in yard office.

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

Indio Yard.....All except first-class and those consisting of passenger equipment only.  
Light engines arriving Colton or Indio need not register.

**RULE 83 (B).** At open train-order offices trains may register by ticket as follows:

Colton.....First-class; Westward extras arriving.  
Indio.....Nos. 3 and 4.  
Indio Yard.....First and second-class and those consisting of passenger equipment only.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

| West MP                          | East MP |
|----------------------------------|---------|
| 536.51 Colton .....              | 541.14  |
| " (Riverside Br.).....           | 540.70  |
| 547.29 Redlands, 2nd Street..... | 548.51  |
| 607.85 Indio .....               | 613.12  |

All eastward trains must move with caution between absolute signal at MP 610.3 and Indio passenger station expecting to find main track occupied. Flag protection to the rear will not be required of eastward trains standing between these points, except that flagman must take position not less than thirty feet behind rear of train, whether carrying passengers or not, and display stop signals to any following train.

**RULE 98.** Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:  
Colton—PERy at passenger station.

**RULE 103 (A).** Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Indio...Before pushing or backing cars over crossing on drill track opposite yard office.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Redlands 2nd. St.—Over Orange St.  
Redlands 2nd St.—Over Fourth St.  
Indio—Over highway on California Date Growers Assn. spur.

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

Colton.....Riverside Br., for PFE yard.  
Bryn Mawr....Redlands Br., for branch connecting track.  
Colton.....PERy junction switch on Riverside Br., for SP main track.

Derails in main track:

Crafton—628 feet west of west switch, MP 551.01.  
Crafton—930 feet from end of track, MP 551.52.  
Redlands, 2nd Street—West end of Mill Creek bridge, MP 547.33.

**RULE 221.** Indio is train-order office for first-class trains and those consisting of passenger equipment only.

Indio Yard is train-order office for westward extra trains except those consisting of passenger equipment only.

**RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM**

Limits extend from MP 539.79 Colton, to MP 610.6 Indio.  
Switch at MP 610.3 Indio is dual control switch, but turnout track is not a controlled siding.

Call-on lights on absolute signals at crossovers Loma Linda and Beaumont, when flashing yellow authorize movement on siding, after stopping, expecting to find siding occupied.

Trains receiving clearance at Colton, Indio or Indio Yard are thereby authorized as indicated on clearance, without train-order authority, to the beginning of C.T.C., being governed by block signals whose indications will supersede the superiority of trains. Clearance for a section must read "no signals" or "green signals" following the address.

Trains also are authorized from C.T.C. limits to Indio, Indio Yard, or Colton without train-order authority, being governed by block signals whose indications will supersede the superiority of trains.

All movements between C.T.C. limits and Colton, Indio or Indio Yard must be made with caution, not exceeding 20 MPH.

Eastward trains must not pass fouling point of crossover between drill and main track east end Colton, unless proceed signal received from yardman (green flag by day, green light by night).

West switch balloon track Colton is spring switch without facing point lock.

Instructions for operating dual control switches by hand posted in phone booths.

Instructions for operating switches equipped with electric locks controlled by dispatcher posted on inside of lock box doors.

**RULE 775.** When helpers are cut out of rear end of trains on controlled siding Beaumont, a reverse movement by helpers may be made without permission from dispatcher, but signal indication must be respected.

Before moving from controlled siding to engine track from the west at Beaumont, permission from dispatcher must be obtained.

**GENERAL REGULATIONS**

**RULE 825.** Portable rail skids are hung on posts at lower end of sidings at:

|          |          |        |
|----------|----------|--------|
| Redlands | Beaumont | Mons   |
| Ordway   | Pershing | Fingal |
| El Casco | Banning  | Hugo   |
| Hinda    | Owl      | Garnet |
| Nicklin  | Cabazon  | Salvia |
|          |          | Rimlon |

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

**RULE 827. TRAIN INSPECTION**

Eastward freight trains handled by steam engines must stop 10 minutes at Cabazon.

Westward freight trains handled by steam engines must stop 10 minutes at El Casco or Ordway, but if required to stop at Hinda inspection may be made at Hinda and Redlands instead.

Freight trains handled by DEF class engine need not stop for inspection between Beaumont and Indio; and between Beaumont and Colton if in the judgment of engineer and conductor it is not necessary, and there is no indication of wheels overheating.

Westward freight trains on main track or siding, Beaumont, regardless of signal indications, will stop before reaching westward absolute signals located on signal bridge east of California street. While brake system is being recharged, trainmen will commence turning up retainers, and as soon as brake system has been recharged, train will proceed to west end to cut out helpers, and, if necessary, complete turning up required number of retainers.

When an eastward train is delayed to exceed 25 minutes at an inspection point, subsequent run for inspection must not exceed 10 miles.

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

On freight trains moving on branches a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

Passenger trains making station stop at Indio and westward passenger trains making station stop at Colton will approach at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make rolling inspection, then walk length of train opposite station side making standing inspection, giving careful attention to running gear and journal boxes.

**RULE 869.** All brakemen except rear brakeman must ride on top of train as follows:

- Beaumont to Edom.
- Beaumont to Colton.

**AIR BRAKE RULES**

**RULE 17.** Retainers will be used on passenger trains as follows:

All retainers will be turned up on eastward trains at Beaumont, and will be turned down at Garnet, except that if stop is made at Palm Springs retainers on head end cars may be turned down at that point provided not less than 75% of cars in train have retainers turned up.

All retainers will be turned up on westward trains at Beaumont, and will be turned down on passenger carrying cars at Loma Linda, and on head end cars at Colton.

When overheating is apparent, retainers may be turned down on such cars.

Retainers will be used on freight trains handled by steam engines as follows:

One retainer for each 120 Ms Beaumont to Edom, commencing at head end of train. Retainers may be turned down at Rimlon if stop is made, and retainers not required beyond in judgment of engineer.

One retainer for each 140 Ms Beaumont to Redlands, and one retainer for each 200 Ms Redlands to MP 540; except that if train consists of 50 or more loaded tank cars, or 20 or more cars of beets, one retainer for each 120 Ms will be used Beaumont to MP 540.

One retainer for each 100 Ms in westward trains of over 10 cars on Redlands Branch.

Retainers will be used on freight trains handled by DEF class engine as follows:

With less than 6000 Ms, no retainers.

With over 10000 Ms, or if necessary to isolate one or more units, rules governing freight trains handled by steam engines will apply.

With over 6000 Ms, but not over 10000 Ms, one retainer for each 120 Ms Beaumont to Rimlon, commencing at head end of train. Retainers may be turned down at Garnet if stop made at that point, and four units of dynamic brakes working.

With over 6000 Ms, but not over 10000 Ms, one retainer for each 140 Ms Beaumont to Colton.

**FREIGHT TRAINS**

**RULE 22.** Trainmen must not couple air hose on outgoing freight trains at Colton and Indio until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

**RULE 25.** 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 MP 563.60 and, if brakes operate properly, stop for rear end test not required.

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.** The maximum tonnage per operative brake on descending grade between Colton and Garnet is 120 Ms.

**PASSENGER TRAINS**

**RULE 39.** Running test must be made before descending grade, Beaumont.

**MISCELLANEOUS**

1. Spouts of water columns between Indio and Beaumont when not in use must be pointed eastward (downhill).

Take only sufficient water at Beaumont to insure run to El Casco or Cabazon.

10. Engines listed must not operate on tracks shown below:

| Class of Engine                    | Restricted Track   |
|------------------------------------|--|
| Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12.. | Beaumont—West end oil unloading track; Blinn Lbr. spur; Packing house spur.                                |
| AC,GS,MM,Mt,SP and F..             | Beaumont—Must not enter curve on fruit packers spur at west end of house track. Use reach to pick up cars. |

Load limit (car and contents):

|                         |                |
|-------------------------|----------------|
| Colton-Indio .....      | 240,000 pounds |
| Bryn Mawr-Crafton ..... | 169,000 pounds |

Unless authorized by Superintendent, heavier loads must not be handled.

Take necessary precautions when sand blowing between signs reading "Sand" at following points:

MP 588.25 east of Garnet to MP 596.5 east of Rimlon.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

| MP    | Location                          | Description                             |
|-------|-----------------------------------|---|
| 547.3 | West of Redlands, 2nd Street..... | Mill Creek bridge.....Overhead and side |

**LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK**

| For Eastward Trains        |                             |                       | For Westward Trains        |                             |                       |
|----------------------------|-----------------------------|-----------------------|----------------------------|-----------------------------|-----------------------|
| Location of Speed Board MP | Beginning of Restriction MP | End of Restriction MP | Location of Speed Board MP | Beginning of Restriction MP | End of Restriction MP |
| 538.25                     | 539.00                      | 540.00                | 539.75                     | 539.00                      | 536.65                |
| 540.30                     | 540.00                      | 546.64                | 540.75                     | 540.00                      | 539.00                |
| 546.64                     | 546.64                      | 563.35                | 546.64                     | 546.64                      | 540.00                |
| 563.35                     | 563.35                      | 567.60                | 557.00                     | 557.00                      | 546.64                |
| 566.85                     | 567.60                      | 589.00                | 564.10                     | 563.35                      | 557.00                |
| 589.00                     | 589.00                      | 599.00                | 567.60                     | 567.60                      | 563.35                |
| 599.00                     | 599.00                      | 610.05                | 589.75                     | 589.00                      | 567.60                |
| 609.30                     | 610.05                      | 610.90                | 599.80                     | 599.00                      | 589.00                |
|                            |                             |                       | 610.05                     | 610.05                      | 599.00                |

**SPEED RESTRICTIONS:** Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

| TERRITORY                                       | WITH TRAIN — ENGINE RUNNING FORWARD                |   |                                    |  |  |                         |  |                                      |                                       |                                    | LIGHT ENGINE RUNNING FORWARD |    |    | ENGINE BACKING WITH TRAIN OR LIGHT    |  |   |   |                                      |                                     |                     |
|---|--|---|------------------------------------|--|--|-------------------------|--|--------------------------------------|---------------------------------------|------------------------------------|------------------------------|----|----|---------------------------------------|--|---|---|--------------------------------------|-------------------------------------|---------------------|
|   | PASSENGER  |   |                                    |  |  |                         |  |                                      |                                       |                                    | *FREIGHT AND MIXED           |    |    | DEP<br>DEF<br>E<br>P<br>A<br>Mt<br>GS | DES 1 to 7<br>DES 100 to 107<br>T-26-32-37-40<br>Mk-5-6-7-8-9<br>F (if CCB)<br>AC-4-5-6-7-8-9-10-11-12 | M<br>T-1-8-9-23-28-31-36-57-58<br>C-2-4-5-8-9-10-18-26-27-28-29<br>TW<br>Mk-2-4<br>AC-1-2-3<br>AM<br>MM | DES-200<br>C-15-17-32<br>TW<br>Mk-2-4<br>AC-1-2-3<br>AM<br>MM | DES<br>DEF<br>E<br>T<br>P<br>C<br>TW | A<br>Mk<br>F<br>Mt<br>GS<br>SP<br>B | M<br>AC<br>AM<br>MM |
|   | DEP<br>with<br>Stream-<br>lined<br>GOLDEN<br>STATE | DEP<br>P-7-9-<br>10-12<br>A<br>Mt<br>GS | DEF<br>E<br>P-1-3-<br>4-5-6-<br>11 | T-26-32-<br>37-40<br>AC-4-5-<br>6-7-8-<br>9-10-<br>11-12 | M<br>T-1-8-9-23-<br>28-31-36-<br>57-58<br>Mk-5-6-7-<br>8-9<br>F (if CCB)<br>SP<br>B (if CCB) | AM<br>B (if not<br>CCB) | DES 1 to 7<br>DES 100 to<br>107<br>C-2-4-5-8-<br>9-10-18-19-<br>26-27-28-29<br>TW<br>Mk-2-4<br>F (if not<br>CCB)<br>AC-1-2-3 | C-15-17-<br>32<br>Mk-10-<br>11<br>MM | With no Restricted<br>Cars (see note) | With Restricted<br>Cars (see note) |                              |    |    |                                       |  |   |   |                                      |                                     |                     |
|   | COLUMN:  | A                                       | 1                                  | 2  | 3  | 4                       | 5  | 6                                    | 7                                     | 8                                  | 9                            | 10 | 11 | 12                                    | 13   | 14  | 15  |                                      |                                     |                     |
| EASTWARD, Colton to Indio, except.....          | 75   | 65                                      | 65                                 | 60   | 50   | 45                      | 40   | 35                                   | 50                                    | 40                                 | 45                           | 40 | 35 | 30                                    | 30   | 25  |   |                                      |                                     |                     |
| *Colton, over street crossings.....             | 30   | 30                                      | 30                                 | 30   | 30   | 30                      | 30   | 30                                   | 30                                    | 30                                 | 30                           | 30 | 30 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 539.00 to MP 540.00.....                     | 20   | 20                                      | 20                                 | 20   | 20   | 20                      | 20   | 20                                   | 20                                    | 20                                 | 20                           | 20 | 20 | 20                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 540.00 to MP 545.28.....                     | 60   | 50                                      | 50                                 | 50   | 50   | 45                      | 40   | 35                                   | 35                                    | 35                                 | 35                           | 35 | 35 | 30                                    | 30   | 25  |   |                                      |                                     |                     |
| MP 545.28 to MP 546.64.....                     | 50   | 50                                      | 50                                 | 50   | 50   | 45                      | 40   | 35                                   | 35                                    | 35                                 | 35                           | 35 | 35 | 30                                    | 30   | 25  |   |                                      |                                     |                     |
| MP 546.64 to MP 554.82.....                     | 45   | 40                                      | 40                                 | 40   | 40   | 40                      | 40   | 35                                   | 35                                    | 35                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 554.82 to MP 563.35.....                     | 50   | 40                                      | 40                                 | 40   | 40   | 40                      | 40   | 35                                   | 35                                    | 35                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 563.35 to MP 567.60.....                     | 50   | 50                                      | 50                                 | 50   | 50   | 45                      | 40   | 35                                   | 20                                    | 20                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 567.60 to MP 576.58.....                     | 60   | 40                                      | 40                                 | 40   | 40   | 40                      | 40   | 35                                   | 20                                    | 20                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 576.58 to MP 585.00.....                     | 45   | 40                                      | 40                                 | 40   | 40   | 40                      | 40   | 35                                   | 20                                    | 20                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 585.00 to MP 589.00.....                     | 60   | 40                                      | 40                                 | 40   | 40   | 40                      | 40   | 35                                   | 20                                    | 20                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 589.00 to MP 599.00.....                     | 75   | 60                                      | 60                                 | 60   | 50   | 45                      | 40   | 35                                   | 25                                    | 25                                 | 40                           | 40 | 35 | 30                                    | 30   | 25  |   |                                      |                                     |                     |
| MP 610.05 to Indio Yard train-order office..... | 20   | 20                                      | 20                                 | 20   | 20   | 20                      | 20   | 20                                   | 20                                    | 20                                 | 20                           | 20 | 20 | 20                                    | 20   | 20  |   |                                      |                                     |                     |
| WESTWARD, Indio to Colton, except.....          | 75   | 65                                      | 65                                 | 60   | 50   | 45                      | 40   | 35                                   | 50                                    | 40                                 | 45                           | 40 | 35 | 30                                    | 30   | 25  |   |                                      |                                     |                     |
| Indio Yard train-order office to MP 610.05..... | 20   | 20                                      | 20                                 | 20   | 20   | 20                      | 20   | 20                                   | 20                                    | 20                                 | 20                           | 20 | 20 | 20                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 599.00 to MP 589.00.....                     | 75   | 60                                      | 60                                 | 60   | 50   | 45                      | 40   | 35                                   | 40                                    | 40                                 | 40                           | 40 | 35 | 30                                    | 30   | 25  |   |                                      |                                     |                     |
| MP 589.00 to MP 585.00.....                     | 50   | 50                                      | 50                                 | 50   | 50   | 45                      | 40   | 35                                   | 35                                    | 35                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 585.00 to MP 576.58.....                     | 45   | 40                                      | 40                                 | 40   | 40   | 40                      | 40   | 35                                   | 35                                    | 35                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 576.58 to MP 567.60.....                     | 60   | 40                                      | 40                                 | 40   | 40   | 40                      | 40   | 35                                   | 35                                    | 35                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 567.60 to MP 563.35.....                     | 50   | 50                                      | 50                                 | 50   | 50   | 45                      | 40   | 35                                   | 35                                    | 35                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 563.35 to MP 557.00.....                     | 50   | 40                                      | 40                                 | 40   | 40   | 40                      | 40   | 35                                   | 20                                    | 20                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 557.00 to MP 554.82.....                     | 50   | 40                                      | 40                                 | 40   | 40   | 40                      | 40   | 35                                   | 25                                    | 25                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 554.82 to MP 546.64.....                     | 45   | 40                                      | 40                                 | 40   | 40   | 40                      | 40   | 35                                   | 25                                    | 25                                 | 35                           | 35 | 35 | 30                                    | 20   | 20  |   |                                      |                                     |                     |
| MP 546.64 to MP 545.28.....                     | 50   | 50                                      | 50                                 | 50   | 50   | 45                      | 40   | 35                                   | 25                                    | 25                                 | 35                           | 35 | 35 | 30                                    | 30   | 25  |   |                                      |                                     |                     |
| MP 545.28 to MP 540.00.....                     | 60   | 50                                      | 50                                 | 50   | 50   | 45                      | 40   | 35                                   | 25                                    | 25                                 | 35                           | 35 | 35 | 30                                    | 30   | 25  |   |                                      |                                     |                     |
| MP 540.00 to MP 539.00.....                     | 20   | 20                                      | 20                                 | 20   | 20   | 20                      | 20   | 20                                   | 20                                    | 20                                 | 20                           | 20 | 20 | 20                                    | 20   | 20  |   |                                      |                                     |                     |
| *Colton, over street crossings.....             | 30   | 30                                      | 30                                 | 30   | 30   | 30                      | 30   | 30                                   | 30                                    | 30                                 | 30                           | 30 | 30 | 30                                    | 20   | 20  |   |                                      |                                     |                     |

\*Regulated by city ordinance.

Westward trains with 20 or more cars beets must not exceed 20 MPH Beaumont to Colton.

\*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.

(Note) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column A, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370 when that train consists entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels, or caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point, and maximum of 35 MPH must not be exceeded Beaumont to Garnet.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

RULE 10 (J). Light engines may make speed shown in Speed Restrictions table in territory where such speed is in excess of that authorized by speed board.

| TERRITORY  | PASSENGER | FREIGHT AND MIXED | LIGHT ENGINE RUNNING FORWARD | ENGINE BACKING WITH TRAIN OR LIGHT | SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS   | With Caution Not Exceeding MPH |
|--|-----------|-------------------|------------------------------|------------------------------------|---|--------------------------------|
| Between Bryn Mawr and Crafton, except.....         | 25        | 20                | 20                           | 20                                 | Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:..... | 15                             |
| Redlands, 2nd Street, over all street crossings .. | 10        | 10                | 10                           | 10                                 | Passenger trains through all controlled sidings other than Garnet, Salvia and Rimlon.....         | 25                             |
|  |           |                   |                              |                                    | Through any siding, crossover, turnout, or slip-switch with engine backing.....                   | 10                             |

SPECIAL INSTRUCTIONS — BEAUMONT SUBDIVISION

## BEAUMONT SUBDIVISION

## RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

| NOMINAL CLASS                            | ENGINE NUMBERS  | Colton to Indio | Indio to Colton | Bryn Mawr to Crafton | Crafton to Bryn Mawr |
|--|---|-----------------|-----------------|----------------------|----------------------|
| DEP-4                                    | 6000 to 6004.....   | 1800            | 1750            | .....                | .....                |
| DEF-1                                    | 6100 to 6119.....   | 5750            | 4850            | .....                | .....                |
| DES-1, 2, 3, 4, 5, 6, 7                  | 1000 to 1022.....   | 500             | 500             | 550                  | 2600                 |
| DES-100 to 107                           | 1300 to 1395.....   | 850             | 800             | 650                  | 3000                 |
| E-23                                     | 1500 and 1502.....  | 690             | 660             | 250                  | 4000                 |
| M-4                                      | 1617 to 1713.....   | 940             | 900             | 400                  | 5300                 |
| M-6, 8                                   | 1721 to 1803, 1823 to 1825.....   | 1200            | 1150            | 500                  | 6200                 |
| M-9, 11                                  | 1804 to 1822, 1826 to 1831 and 1836.....  | 1250            | 1200            | 550                  | 6550                 |
| M-11                                     | 1832 to 1835.....   | 1300            | 1250            | 570                  | 6800                 |
| T-1                                      | 2242 to 2271.....   | 830             | 800             | 340                  | 4500                 |
| T-8, 9                                   | 2161, 2174 and 2178.....  | 560             | 550             | 210                  | 3250                 |
| T-23                                     | 2301 to 2310.....   | 1250            | 1200            | 520                  | 6500                 |
| T-26                                     | 2283 to 2299.....   | 1000            | 950             | 430                  | 5700                 |
| T-28, 31                                 | 2311 to 2362.....   | 1350            | 1250            | 590                  | 7150                 |
| T-32, 40                                 | 2363 to 2384.....   | 1350            | 1300            | 600*                 | 7250*                |
| T-36                                     | 2103.....   | 910             | 890             | 400                  | 4800                 |
| T-37                                     | 2105 and 2106.....  | 1200            | 1150            | 530                  | 6500                 |
| T-57, 58                                 | 2385 and 2386.....  | 1100            | 1050            | 480                  | 5850                 |
| P-1, 3, 5                                | {2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460} | 1000            | 1000            | 400                  | 5900                 |
| P-1                                      | 2400, 2403 to 2407 and 2415.....  | 1050            | 1050            | 420                  | 6150                 |
| P-4                                      | 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436                       | 1150            | 1100            | 450                  | 6450                 |
| P-6                                      | 2453, 2454 and 2458.....  | 1300            | 1250            | .....                | .....                |
| P-7                                      | 2476 and 2477.....  | 1400            | 1300            | .....                | .....                |
| P-8, 10                                  | 2461 to 2474, 2478 to 2483.....   | 1450            | 1400            | .....                | .....                |
| P-8, 10                                  | 2475, 2484 to 2491.....   | 1450            | 1400            | .....                | .....                |
| P-11                                     | 3100 to 3109.....   | 1200            | 1150            | 460                  | 6300                 |
| P-12                                     | 3120 to 3129.....   | 1550            | 1500            | .....                | .....                |
| C-5, 8, 9, 10, 26 to 29                  | 2513 to 2599, 2624 to 2860, 3440 to 3469.....                                       | 1550            | 1500            | 660                  | 7800                 |
| C-15, 32                                 | 2500, 2505 to 2507.....   | 960             | 930             | 430                  | 5000                 |
| C-17                                     | 2510 and 2511.....  | 1200            | 1150            | 560                  | 6150                 |
| C-18                                     | 3400 to 3409.....   | 1400            | 1350            | 640                  | 7200                 |
| C-19                                     | 3410 to 3426.....   | 1450            | 1400            | 650                  | 7500                 |
| TW-1                                     | 2900 to 2913.....   | 1150            | 1100            | 510                  | 6000                 |
| TW-2, 3                                  | 2932 to 2952.....   | 900             | 870             | 390                  | 4800                 |
| TW-4, 6                                  | 2926 to 2931 and 2957.....  | 840             | 810             | 350                  | 4550                 |
| TW-8                                     | 2914 to 2923.....   | 1250            | 1200            | 560                  | 6600                 |
| A-3                                      | 3029.....   | 780             | 760             | 270                  | 4650                 |
| A-3                                      | 3025, 3036, 3052 and 3057.....  | 820             | 790             | 290                  | 4900                 |
| A-6                                      | 3000 to 3003.....   | 990             | 950             | 370                  | 5700                 |
| Mk-2, 4                                  | 3201 to 3240.....   | 1700            | 1650            | .....                | .....                |
| Mk-5, 6                                  | 3241 to 3277.....   | 1850            | 1800            | .....                | .....                |
| Mk-7, 8, 9                               | 3300 to 3324.....   | 2100            | 2050            | .....                | .....                |
| Mk-10                                    | 3295.....   | 1600            | 1550            | .....                | .....                |
| Mk-11                                    | 3297 and 3298.....  | 1550            | 1500            | .....                | .....                |
| F-1                                      | 3600 to 3652.....   | 2300            | 2250            | .....                | .....                |
| F-3                                      | 3653 to 3667.....   | 2700            | 2600            | .....                | .....                |
| F-4, 5                                   | 3668 to 3769.....   | 2700            | 2600            | .....                | .....                |
| AM-2                                     | 3900 to 3911.....   | 2500            | 2400            | .....                | .....                |
| MM-3                                     | 3930 and 3931.....  | 3000            | 2900            | .....                | .....                |
| AC-1, 2, 3                               | 4000 to 4048.....   | 3150            | 3050            | .....                | .....                |
| AC-4, 5                                  | 4100 to 4125.....   | 4000            | 3850            | .....                | .....                |
| AC-6 to 12                               | 3800 to 3811, 4126 to 4294.....   | 4250            | 4100            | .....                | .....                |
| Mt-1, 3, 4, 5                            | 4300 to 4376.....   | 2050            | 2000            | .....                | .....                |
| Mt-2                                     | 4385 to 4390.....   | 2100            | 2050            | .....                | .....                |
| GS-1, 2                                  | 4400 to 4415.....   | 2250            | 2200            | .....                | .....                |
| GS-3, 4, 5, 6                            | 4416 to 4469.....   | 2250            | 2200            | .....                | .....                |
| SP-1, 2, 3                               | 5000 to 5048.....   | 3000            | 2900            | .....                | .....                |
| Allowance for Empty and Underloaded Cars | Less than 45 Ms.....  | 3               | 3               |                      |                      |
|  | 45 Ms to 55 Ms.....   | 3               | 3               |                      |                      |
|  | More than 55 Ms.....  | 0               | 0               |                      |                      |

\*Exception: Eng. 2371 not permitted to operate.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

**RULE 10 (J).** Speed board to right of track with one track intervening:

- Eastward at MP 612.31 reading 65-35.
- Speed board to left of track:
- Eastward at MP 666.58 reading "Signal 30-15".

Round yellow speed boards indicate by black figures the speed restrictions applying to Streamlined GOLDEN STATE.

**RULE 14 (d).** As specified below, — — — — o sounds will be indication that flagman may return from west:  
Araz Jct.....on I-CRy line.

**RULE 14 (e).** As specified below, — — — — — sounds will be indication that flagman may return from east:  
Niland.....on Calexico line.

**RULE 21 (C).** Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

**RULE 82 (A).** Trains must obtain clearance before leaving:  
Indio.....First-class and those consisting of passenger equipment only.

Indio Yard.....Westward extra trains except those consisting of passenger equipment only.

East Indio.....Eastward trains except first-class, and those consisting of passenger equipment only.

Trains to I-CRy must obtain separate I-CRy and Los Angeles Division clearances at Yuma.

**RULE 83.** Identification may be made by westward trains between Araz and Araz Jct. to be applied at end of double track. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

**RULE 83 (A).** At the following stations only trains indicated will register:  
Indio Yard.....All except first-class and those consisting of passenger equipment only.

**RULE 83 (B).** At open train-order offices trains may register by ticket as follows:  
Indio, Nos. 3 and 4.

Indio Yard.....First and second-class and those consisting of passenger equipment only.

East Indio.....First and second-class and those consisting of passenger equipment only.

Niland.....First and second-class.

Light engines arriving Indio from Salton Subdivision may register by ticket at Indio Yard.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following points:

| West MP | East MP                        |
|---------|--------------------------------|
| 607.85  | Indio ..... 613.12             |
| 666.09  | Niland ..... 668.69*           |
|         | " (Calexico line) ..... 668.27 |
| 731.51  | Yuma ..... 737.83              |

Second class and extra trains and engines must receive proceed signal from yardman, white flag by day, green light by night, before leaving East Yard; before passing Signal 7341, and before passing Signal 7331, Yuma.

**RULE 95.** Nos. 362 and 40 and sections thereof may assume similar schedule or sections of schedule at Araz Jct. as authorized into Araz Jct. on I-CRy without clearance or further train-order authority.

**RULE D-97 (A).** Will apply between following points:  
Araz Jct. and Yuma.

**RULE 103 (A).** Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

- Indio.....Before pushing or backing cars over crossing on drill track opposite yard office.
- Yuma.....All crossings in old yard.

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

- Niland.....Calexico subdivision for Salton line.
- First crossover west of station is junction switch.

**RULE 105. Niland.** North siding is first track north of main track, and is assigned for use of Salton Subdivision trains, unless otherwise directed.

South siding is first track south of main track, and is assigned for use of trains to or from Calexico Subdivision, but trains from Calexico Subdivision must not use south siding until permission has been obtained from Salton Subdivision train dispatcher.

**RULE 221.** Indio is train-order office for first-class trains and those consisting of passenger equipment only.

Indio Yard is train-order office for westward extra trains except those consisting of passenger equipment only.

East Indio is train-order office only for eastward trains other than first-class and those consisting of passenger equipment only.

Araz Jct. is train-order office for westward trains only, and is open continuously. Signal arm for eastward movement has been removed. Operators will handle switches for westward trains via I-CRy.

**RULE D-251.** Will apply as follows:  
On both tracks between Yuma and Araz Jct.

**RULE 505. AUTOMATIC BLOCK SYSTEM**

**Araz Jct.** Trains may move between Signals P-7265 and P-7260 against current of traffic on eastward main track, being governed by block signals, whose indications will supersede the superiority of trains between those points.

When Signal 7250 displays stop indication trains must stop with engine within 750 feet of signal, and after 45 seconds signal should indicate proceed and train may then proceed prepared to stop before reaching Signal 7260.

When signals 7260, 7632, 7265 or 7275 display stop indication train may after stopping proceed with caution not exceeding 12 MPH only when hand signal received from train-order operator at Araz Jct. with green flag or light, or when orally authorized by operator. Member of crew must make careful examination of switches, and careful watch must be kept for broken rails or other defects in track.

**RULE 510.** The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device.

| Eastward Signal | Protection  | Westward Signal |
|-----------------|---|-----------------|
| P-6784          | Spring switch, east end north siding, Niland.....   | P-6681          |
|                 | Spring switch, west end siding, Tortuga.....        |                 |
|                 | Spring switch, east end siding, Knob.....           | P-7231          |
| P-7260          | Spring switch, I-C Ry junction switch, Araz Jct.... | P-7259          |
| P-7632          |   | P-7261          |
|                 |   | P-7263          |
|                 |   | P-7265          |

**RULE 516.** At Flowing Well when holding main track to meet a train, switch must not be opened until train to be met has passed signal intermediate to next station. After taking siding to meet a train, main track switch must not be closed until rear of train has passed fouling point or derail.

Overlap posts:  
Colorado—Eastward trains.....Signal 7318.

**RULE 535. SPRING SWITCHES**

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through the switches:

| Location      | Normal Position  |
|---------------|--|
| Niland.....   | East end north siding.....Main track                         |
| Tortuga.....  | West end siding.....Main track                               |
| Knob.....     | East end siding.....Main track                               |
| Araz Jct..... | End of double track.....Eastward track                       |
| Araz Jct..... | West switch crossover between main tracks.....Eastward track |
| Yuma.....     | West end bridge, end double track.....Westward track         |
| Yuma.....     | East end bridge, end double track.....Eastward track         |

Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while passing over them in facing movement, or in trailing through them:

| Location      | Normal Position                          |
|---------------|--|
| Araz Jct..... | Junction switch I-CRy.....Eastward track |

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

| Illuminated Letter | On Signal | Approach- ing | Authorizes and Requires Movement as Follows |
|--------------------|-----------|---------------|---|
| M.....             | 6648..... | Niland.....   | Proceed to east end north siding.           |
| S.....             | 6648..... | Niland.....   | Enter north siding.                         |
| M.....             | 6697..... | Niland.....   | Proceed to west end north siding.           |
| S.....             | 6697..... | Niland.....   | Enter north siding.                         |

**RULE 740. ABSOLUTE - PERMISSIVE BLOCK SYSTEM**

Yuma - Colorado

Limits extend from absolute signals west of Colorado River bridge to absolute signals east of Colorado River bridge.

Trains stopped by absolute signal west of bridge must obtain permission from yardmaster, and also make inspection of spring switches at each end of bridge before proceeding.

**RULE 827. TRAIN INSPECTION**

Engines running light on descending grade must stop 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, when conditions are favorable, and in the judgment of the conductor and engineer it is safe to do so, freight trains in either direction need not stop for inspection.

Passenger trains making station stop at Indio and Niland will approach at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make rolling inspection, then walk length of train opposite station side making standing inspection, giving careful attention to running gear and journal boxes.

**AIR BRAKE RULES  
FREIGHT TRAINS**

**RULE 22.** Trainmen must not couple air hose on outgoing freight trains at Indio until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

**MISCELLANEOUS**

1. Westward trains take only sufficient water at Amos to insure making run to Niland, and only sufficient water at Mecca to make Indio.

10. Engines listed must not operate on tracks shown below:

| Class of Engine                    | Restricted Tracks  |
|------------------------------------|--|
| Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12.. | Between Indio and Yuma—All spurs except at Mortmar, Durmid, Pope, Wister, Glamis, Acolita, and Ogilby, and Standard Oil spur, Narborn spur, CV Grape spur and Ice house spur at Coachella. |
| "                                  | Mecca — Water track beyond 100 feet east of crossing.  |
| "                                  | Iris—House track.  |
| "                                  | Knob—House track   |

Load limit (car and contents):  
Indio-Yuma .....240,000 pounds  
Unless authorized by Superintendent, heavier loads must not be handled.

Take necessary precautions when sand blowing between signs reading "Sand" at following points:

- MP 679.4 to MP 681.5 east of Tortuga;
- MP 698.9 to MP 700.4 east of Glamis;
- MP 701.6 west of Ruthven to MP 703.85 east of Ruthven.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

| MP    | Location          | Description                    |
|-------|-------------------|--------------------------------|
| 732.3 | West of Yuma..... | Colorado River bridge.....Side |

**LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK**

| For Eastward Trains        |                             |                       | For Westward Trains        |                             |                       |
|----------------------------|-----------------------------|-----------------------|----------------------------|-----------------------------|-----------------------|
| Location of Speed Board MP | Beginning of Restriction MP | End of Restriction MP | Location of Speed Board MP | Beginning of Restriction MP | End of Restriction MP |
| 612.31                     | 612.31                      | 666.58                | 613.06                     | 612.31                      | 611.25                |
| 665.83                     | 666.58                      | 675.00                | 666.58                     | 666.58                      | 612.31                |
| 675.00                     | 675.00                      | 723.06                | 675.75                     | 675.00                      | 666.58                |
| 722.31                     | 723.06                      | 727.00                | 723.06                     | 723.06                      | 675.00                |
| 725.25                     | 726.00                      | 726.23                | 726.75                     | 726.23                      | 726.00                |
| 727.00                     | 727.00                      | 731.75                | 727.75                     | 727.00                      | 723.06                |
| 731.00                     | 731.75                      | 733.01                | 731.75                     | 731.75                      | 727.00                |
| 731.49                     | 732.29                      | 732.36                |                            |                             |                       |

**SPEED RESTRICTIONS:** Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

| TERRITORY   | WITH TRAIN — ENGINE RUNNING FORWARD |                         |                      |                                       |   |                   |  |                        |                                    |                                 | LIGHT ENGINE RUNNING FORWARD |    |    | ENGINE BACKING WITH TRAIN OR LIGHT |    |    |                     |
|---|-------------------------------------|-------------------------|----------------------|---------------------------------------|---|-------------------|--|------------------------|------------------------------------|---------------------------------|------------------------------|----|----|------------------------------------|----|----|---------------------|
|   | PASSENGER                           |                         |                      |                                       |   |                   |  |                        |                                    |                                 | *FREIGHT AND MIXED           |    |    |                                    |    |    |                     |
|   | DEP with Streamlined GOLDEN STATE   | DEP P-7-8-10-12 A Mt GS | DEF E P-1-3-4-5-6-11 | T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12 | M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB) | AM B (if not CCB) | DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3 | C-15-17-32 Mk-10-11 MM | With no Restricted Cars (see note) | With Restricted Cars (see note) |                              |    |    |                                    |    |    | DEP DEF E P A Mt GS |
|   |                                     |                         |                      |                                       |   |                   |  |                        |                                    |                                 | A                            | 1  | 2  | 3                                  | 4  | 5  |                     |
| <b>COLUMN:</b>  | A                                   | 1                       | 2                    | 3                                     | 4   | 5                 | 6  | 7                      | 8                                  | 9                               | 10                           | 11 | 12 | 13                                 | 14 | 15 |                     |
| Between Indio and Yuma, except.....                                     | 75                                  | 65                      | 65                   | 60                                    | 50  | 45                | 40   | 35                     | 50                                 | 40                              | 40                           | 40 | 35 | 30                                 | 30 | 25 |                     |
| Indio-Indio Yard train-order office.....                                | 20                                  | 20                      | 20                   | 20                                    | 20  | 20                | 20   | 20                     | 20                                 | 20                              | 20                           | 20 | 20 | 20                                 | 20 | 20 |                     |
| Indio Yard train-order office-MP 612.31 (east switch East Indio).....   | 30                                  | 30                      | 30                   | 30                                    | 30  | 30                | 30   | 30                     | 20                                 | 20                              | 20                           | 20 | 20 | 20                                 | 20 | 20 |                     |
| MP 633.69-MP 634.57.....  | 70                                  | 65                      | 65                   | 60                                    | 50  | 45                | 40   | 35                     | 50                                 | 40                              | 40                           | 40 | 35 | 30                                 | 30 | 25 |                     |
| MP 666.58-MP 675.00 (Iris).....   | 75                                  | 65                      | 65                   | 60                                    | 50  | 45                | 40   | 35                     | 40                                 | 40                              | 40                           | 40 | 35 | 30                                 | 30 | 25 |                     |
| MP 723.06-MP 727.00, except.....  | 50                                  | 50                      | 50                   | 50                                    | 50  | 45                | 40   | 35                     | 35                                 | 35                              | 35                           | 35 | 35 | 30                                 | 20 | 20 |                     |
| Araz Jct., through all switches and crossovers.....                     | 25                                  | 25                      | 25                   | 25                                    | 25  | 25                | 25   | 25                     | 25                                 | 25                              | 25                           | 25 | 25 | 25                                 | 20 | 20 |                     |
| Westward on eastward track over I-CRy junction switch.....              | 20                                  | 20                      | 20                   | 20                                    | 20  | 20                | 20   | 20                     | 20                                 | 20                              | 20                           | 20 | 20 | 20                                 | 20 | 20 |                     |
| MP 727.00-MP 731.75.....  | 60                                  | 60                      | 60                   | 60                                    | 50  | 45                | 40   | 35                     | 40                                 | 40                              | 40                           | 40 | 35 | 30                                 | 30 | 25 |                     |
| MP 731.75-MP 733.01 (Yuma), except.....                                 | 15                                  | 15                      | 15                   | 15                                    | 15  | 15                | 15   | 15                     | 15                                 | 15                              | 15                           | 15 | 15 | 15                                 | 15 | 15 |                     |
| Over Colorado River bridge until engine has passed spring switches..... | 15                                  | 6                       | 6                    | 6                                     | 6   | 6                 | 6  | 6                      | 6                                  | 6                               | 6                            | 6  | 6  | 6                                  | 6  | 6  |                     |

\*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.  
 (Note) **RESTRICTED CARS:** Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.  
 When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column A, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.  
 Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370 when that train consists entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels, or caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point, and maximum of 40 MPH must not be exceeded Knob to Araz Jct.  
 DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

| SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS  | With Caution Not Exceeding MPH |
|--|--------------------------------|
| Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except..... | 15                             |
| Through any siding, crossover, turnout, or slip-switch with engine backing.....                  | 10                             |

SPECIAL INSTRUCTIONS — SALTON SUBDIVISION



## SALTON SUBDIVISION

## RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

| NOMINAL CLASS                                  | ENGINE NUMBERS   | Niland to Amos<br>Yuma to Ariz. Jct.<br>Enroute I-C | Yuma to Knob | Indio to Niland<br>Amos to Yuma<br>Knob to Indio |
|--|--|---|--------------|--|
| DEP-4  | 6000 to 6004.....  | 5600  | 4350         | 7500   |
| DEF-1  | 6100 to 6119.....  | 11750   | 11200        | 16700  |
| DES-1, 2, 3, 4, 5, 6, 7                        | 1000 to 1022.....  | 1600  | 1600         | 1500   |
| DES-100 to 107                                 | 1300 to 1395.....  | 2500  | 2500         | 2500   |
| E-23   | 1500 and 1502.....   | 1750  | 1600         | 2600   |
| M-4  | 1617 to 1713.....  | 2250  | 2100         | 3300   |
| M-6, 8   | 1721 to 1803, 1823 to 1825.....  | 2800  | 2600         | 4050   |
| M-9, 11  | 1804 to 1822, 1826 to 1831 and 1836.....   | 2900  | 2750         | 4300   |
| M-11   | 1832 to 1835.....  | 3050  | 2800         | 4450   |
| T-1  | 2242 to 2271.....  | 2000  | 1850         | 2950   |
| T-8, 9   | 2161, 2174 and 2178.....   | 1400  | 1300         | 2100   |
| T-23   | 2301 to 2310.....  | 2900  | 2750         | 4300   |
| T-26   | 2283 to 2299.....  | 2500  | 2300         | 3600   |
| T-28, 31                                       | 2311 to 2362.....  | 3250  | 3000         | 4700   |
| T-32, 40                                       | 2363 to 2384.....  | 3300  | 3000         | 4750   |
| T-36   | 2103.....  | 2150  | 2000         | 3150   |
| T-37   | 2105 and 2106.....   | 2900  | 2700         | 4250   |
| T-57, 58                                       | 2385 and 2386.....   | 2650  | 2400         | 3850   |
| P-1, 3, 5                                      | {2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435,<br>2437 to 2452, 2459 and 2460} | 2550  | 2350         | 3750   |
| P-1  | 2400, 2403 to 2407 and 2415.....   | 2650  | 2450         | 3900   |
| P-4  | 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436                          | 3050  | 2850         | 4300   |
| P-6  | 2453, 2454 and 2458.....   | 3200  | 2950         | 4650   |
| P-7  | 2476 and 2477.....   | 3400  | 3150         | 4950   |
| P-8, 10  | 2461 to 2474, 2478 to 2483.....  | 3600  | 3300         | 5200   |
| P-8, 10  | 2475, 2484 to 2491.....  | 3900  | 3600         | 5400   |
| P-11   | 3100 to 3109.....  | 2800  | 2600         | 4050   |
| P-12   | 3120 to 3129.....  | 3700  | 3450         | 5450   |
| C-5, 8, 9, 10, 26 to 29                        | 2513 to 2599, 2624 to 2860, 3440 to 3469.....  | 3600  | 3300         | 5200   |
| C-15, 32                                       | 2500, 2505 to 2507.....  | 2250  | 2100         | 3300   |
| C-17   | 2510 and 2511.....   | 2800  | 2600         | 4050   |
| C-18   | 3400 to 3409.....  | 3250  | 3000         | 4750   |
| C-19   | 3410 to 3426.....  | 3400  | 3150         | 4950   |
| TW-1   | 2900 to 2913.....  | 2700  | 2500         | 3950   |
| TW-2, 3  | 2932 to 2952.....  | 2150  | 2000         | 3150   |
| TW-4, 6  | 2926 to 2931 and 2957.....   | 2050  | 1850         | 3000   |
| TW-8   | 2914 to 2923.....  | 3000  | 2750         | 4350   |
| A-3  | 3029.....  | 2050  | 1850         | 3000   |
| A-3  | 3025, 3036, 3052 and 3057.....   | 2150  | 1950         | 3150   |
| A-6  | 3000 to 3003.....  | 2500  | 2300         | 3700   |
| Mk-2, 4  | 3201 to 3240.....  | 4100  | 3700         | 5950   |
| Mk-5, 6  | 3241 to 3277.....  | 4500  | 4100         | 6500   |
| Mk-7, 8, 9                                     | 3300 to 3324.....  | 4950  | 4550         | 7200   |
| Mk-10  | 3295.....  | 3850  | 3500         | 5550   |
| Mk-11  | 3297 and 3298.....   | 3700  | 3400         | 5350   |
| F-1  | 3600 to 3652.....  | 5250  | 4850         | 7600   |
| F-3  | 3653 to 3667.....  | 6000  | 5500         | 10000  |
| F-4, 5   | 3668 to 3769.....  | 6600  | 6050         | 11000  |
| AM-2   | 3900 to 3911.....  | 5900  | 5450         | 8600   |
| MM-3   | 3930 and 3931.....   | 7100  | 6550         | 10200  |
| AC-1, 2, 3                                     | 4000 to 4048.....  | 6700  | 6200         | 11900  |
| AC-4, 5  | 4100 to 4125.....  | 9450  | 8700         | 16500  |
| AC-6 to 12                                     | 3800 to 3811, 4126 to 4294.....  | 10000   | 9250         | 18000  |
| Mt-1, 3, 4, 5                                  | 4300 to 4376.....  | 5250  | 4850         | 8800   |
| Mt-2   | 4385 to 4390.....  | 5250  | 4950         | 9000   |
| GS-1, 2  | 4400 to 4415.....  | 5500  | 5100         | 9200   |
| GS-3, 4, 5, 6                                  | 4416 to 4469.....  | 5650  | 5250         | 9500   |
| SP-1, 2, 3                                     | 5000 to 5048.....  | 7400  | 6950         | 11900  |
| Allowance for<br>Empty and<br>Underloaded Cars | Less than 45 Ms.....   | 6   | 6            | 6  |
|  | 45 Ms to 55 Ms.....  | 3   | 3            | 3  |
|  | More than 55 Ms.....   | 0   | 0            | 0  |

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

**RULE 10 (J).** Speed boards to right of track, but with one track intervening:

Westward at MP 486.3 reading 10 is to right of drill track and beyond Alameda St.

Eastward at MP 486.6 and at MP 486.8, each reading 6 are to right of sidewalk across Alameda St.

Westward at MP 488.1 reading 12 is to right of drill track.

**RULE 14 (e).** As specified below, — — — — — sounds will be indication that flagman may return from east:

Firestone Park.....on Santa Ana Branch.

West Anaheim.....on Los Alamitos Branch.

Tustin Jct.....on Tustin Branch.

Stanton Jct.....on Los Alamitos Branch.

**RULE 82 (A).** Eastward trains must obtain clearance before leaving Firestone Park.

Crew arriving Wilmington on No. 836 may assume schedule of No. 835 without obtaining clearance.

**RULE 83 (A).** Trains will register at West Anaheim and Tustin Jct. only when instructed to do so by train dispatcher.

**RULE 83 (B).** At open train-order offices trains may register by ticket as follows:

Firestone Park.....Westward trains.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

| West MP |   | East MP |
|---------|---|---------|
| 508.37  | Anaheim .....                                 | 510.68  |
|         | "    (Los Alamitos Br.).....                  | 509.26  |
| 500.68  | San Pedro (also includes Long Beach Br.)..... |         |
| 516.15  | Santa Ana.....                                | 517.68  |

For movements eastward on westward freight lead, or westward on eastward freight lead between Dayton Ave. Tower and River Station Tower in either direction, signal operator must secure permission from yardmaster at Bull Ring for such movements.

**RULE 98.** Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—PERy at MP 487.5 (Must not exceed 6 MPH).

San Pedro Br.—PERy at MP 491.3 (Must not exceed 6 MPH).

Long Beach Br.—MP 501.9 AT&SFRy crossing Texas Co. spur.

Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:

Los Angeles—LARY Mateo St. at east end old coach yard.

Los Alamitos Br.—PERy at MP 514.0.

Long Beach Br.—PERy at MP 502.4.

Stop clear of following crossings, then proceed if no movement approaching on intersecting line:

Los Angeles—LARY Davies spur on Second St.

Los Angeles—LARY Bernard spur on Central Ave.

San Pedro Br.—PERy at MP 502.7.

Santa Ana Br.—West leg of wye at MP 517.1.

Santa Ana Br.—East leg of wye at MP 517.2.

**RULE 99 (C).** Will apply on Santa Ana branch.

**RULE 103 (A).** Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

South Gate (Atlantic Blvd.)—Independence Avenue, on Philadelphia Quartz Co. spur.

Anaheim—Los Angeles Street.

When switching at Compton or when crossing is cut, cars must not be left standing within ringing circuit of crossing bells.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Los Angeles yard—Over Wilson St., Mateo St., and Lyon St.

Lynwood—Over Truck Boulevard, on Pacific Iron and Steel Co. spur.

Santa Ana—Over Fourth St.

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

Firestone Park.....Santa Ana Br., for westward freight lead. Wilmington

(Anaheim Blvd.)...Long Beach Br., for San Pedro line.

West Anaheim.....Los Alamitos Br., for Santa Ana line.

Tustin Jct.....Tustin Br., for Santa Ana line.

Stanton Jct.....Los Alamitos line, for Smeltzer Br.

#### DERAILS IN MAIN TRACK

Tustin—10 feet east of east switch.

Dyer—MP 519.67.

**RULE 221.** Firestone Park is train-order office for eastward trains only.

Light will not be displayed in train-order signals on Firestone Park Subdivision east of Firestone Park, except when train-order operator is on duty.

#### RULE 605. INTERLOCKING

River Station Tower. To Glendale or Naud Jct., —.

To Mission Tower or yard lead, o o o o o.

To tracks one to five inclusive or to "B" shed, except track one, — o —.

To tracks six to eleven inclusive, or to track one "B" shed — o o o o.

To Mission Tower against current of traffic, o o o o —.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Clement Jct. Tower. To Butte St. Interchange yard, — o —.

Thenard Tower. Governs crossing AT&SFRy, MP 500.9 San Pedro Branch, also UPRR crossing MP 502.0 and AT&SFRy crossing MP 501.8 Long Beach Branch. Warning signs used instead of distant signals. Telephones at AT&SFRy and UPRR crossings. Call signal operator to release electric switch lock on Texas Oil spur, Long Beach branch.

Island Jct. Tower. Governs crossing of the PERy, located MP 501.9, signals operated from Island Jct. Tower on PERy .34 mile east of crossing.

Eastward home signal 600 feet west of crossing. Westward home signal 580 feet east of crossing.

Consolidated Rock Company spur switch 50 feet west and Consolidated Lumber Company spur switch 200 feet east of crossing protected with electric switch locks. For movement into these spurs receive signal indication from home signals to proceed over crossing and after passing home signal electric locks will be unlocked.

To use locks open door, throw lever to the left, then throw switch and restore electric lock lever to normal and close and lock door.

For movement out of either spur call signal operator at Island Jct. Tower from telephone at crossing.

When using these spurs clear the main track as soon as possible to avoid delay to PERy and SP trains.

Anaheim Tower. Signal operator on duty 2.30 p.m. to 6.30 p.m. and 7:30 p.m. to 11:30 p.m. daily except Sunday. Interlocking cannot be operated by member of crew.

#### AUTOMATIC INTERLOCKING

Nadeau Interlocking. Crossing AT&SFRy, 0.9 mile east of Verdendale.

Southgate Interlocking. Crossing UPRR.

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 at crossing and 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. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

**RULE 827. TRAIN INSPECTION.**

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

**MISCELLANEOUS**

10. Engines listed must not operate on tracks shown below:

| Class of Engine                   | Restricted Tracks  |
|-----------------------------------|--|
| Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12. | San Pedro... High line   |
| All engines..                     | Southgate (Atlantic Blvd.).. Second track on west side of new dock, U. S. G. Co. plant.                      |
| "                                 | " " Engines and cars, on first track on west side of new dock, U. S. G. Co. plant, beyond north end of dock. |

Southgate (Tweedy Blvd.). Portable derrails on General Motors tracks 8 and 9 must be removed during switching operations, and when work completed derrails must be replaced on track and locked.

Load limit (car and contents):

|   |                |
|---|----------------|
| Los Angeles-San Pedro .....                 | 210,000 pounds |
| Wilmington (Anaheim Blvd.)-Long Beach ..... | 210,000 pounds |
| Firestone Park-Dyer .....                   | 169,000 pounds |
| West Anaheim-Los Alamitos .....             | 169,000 pounds |
| Stanton Jct.-Wintersburg .....              | 169,000 pounds |
| Tustin Jct.-Tustin .....                    | 169,000 pounds |

Unless authorized by Superintendent, heavier loads must not be handled.

23. Movements on Alameda St., Los Angeles, subject to city traffic signals when in operation.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

| MP    | Location                 | Description                       |
|-------|--------------------------|-----------------------------------|
| 481.7 | River Station yards..... | Foot bridge.....Overhead and side |
| 504.5 | San Pedro .....          | Drawbridge .....                  |
| 514.0 | East of Southgate.....   | Santa Ana River bridge.....Side   |

**SPEED RESTRICTIONS:** Maximum speed of trains is shown below. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

| TERRITORY   | PASSENGER | FREIGHT AND MIXED | LIGHT ENGINE RUNNING FORWARD | ENGINE BACKING WITH TRAIN OR LIGHT |
|---|-----------|-------------------|------------------------------|------------------------------------|
| *Los Angeles, along or across any street crossing in city limits.....     | 10        | 10                | 10                           | 10                                 |
| *Vernon, MP 485.55-MP 487.32, along or across any street or highway.....  | 12        | 12                | 12                           | 12                                 |
| *Compton, across Orange, Myrrh and Olive St. crossings.....               | 20        | 20                | 20                           | 20                                 |
| *Compton, across Main St. crossing.....                                   | 8         | 8                 | 8                            | 8                                  |
| Firestone Park-San Pedro, except.....                                     | 30        | 30                | 25                           | 25                                 |
| Through Nadeau interlocking.....  | 10        | 10                | 10                           | 10                                 |
| Wilmington (Anaheim Blvd.)-Fifth St. San Pedro.....                       | 15        | 15                | 15                           | 15                                 |
| Crossover switches-station building, Firestone Park.....                  | 15        | 15                | 15                           | 15                                 |
| Long Beach Branch, except.....  | 15        | 15                | 15                           | 15                                 |
| Over PERY crossing, Anaheim Blvd.....                                     | 10        | 10                | 10                           | 10                                 |
| Santa Ana Branch, except.....   | 30        | 30                | 25                           | 25                                 |
| Through Southgate interlocking.....                                       | 20        | 20                | 20                           | 20                                 |
| West Anaheim-1 mile east of Anaheim.....                                  | 15        | 15                | 15                           | 15                                 |
| Santa Ana, between 3208 feet west and 2132 feet east of station bldg..... | 12        | 12                | 12                           | 12                                 |
| Santa Ana-Dyer.....   | 30        | 25                | 25                           | 25                                 |
| Los Alamitos Branch, except.....  | 20        | 20                | 20                           | 20                                 |
| Stanton Jet.-Los Alamitos.....  | 10        | 10                | 10                           | 10                                 |
| Smeltzer Branch, except.....  | 20        | 20                | 20                           | 20                                 |
| MP 518.3-Wintersburg.....   | 15        | 15                | 15                           | 15                                 |
| Tustin Branch, except.....  | 20        | 20                | 20                           | 20                                 |
| Over AT&SF crossing, Marlboro.....  | 15        | 15                | 15                           | 15                                 |
| MP 516.5-MP 516.8.....  | 15        | 15                | 15                           | 15                                 |

\*Regulated by city ordinance.

**SPEED RESTRICTIONS  
FOR OTHER THAN MAIN TRACKS**

|   | With Caution<br>Not Exceeding<br>MPH |
|---|--------------------------------------|
| Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:.....   | 15                                   |
| Entering Alameda St. from Finkelstein Foundry Co., spur MP 490.3 San Pedro Branch (crossing must be cleared as quickly as practicable)..... | 6                                    |
| Between River Station and Mission Tower.....  | 10                                   |
| Through any siding, crossover, turnout, or slip-switch with engine backing.....   | 10                                   |

FIRESTONE PARK SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

| NOMINAL CLASS                            | ENGINE NUMBERS  | TERRITORIES                              |  |                       |  |  |                        |                              |   |                             |                         |  |
|--|---|--|--|-----------------------|--|--|------------------------|------------------------------|---|-----------------------------|-------------------------|--|
|  |   | L. A. Yard to 47th St. Via River Station | 47th St. to L. A. Yard Via Butte St. and East Bank | San Pedro to 47th St. | L. A. Yard to San Pedro Via East Bank and 47th St. | 47th St. to L. A. Yard Via River Station | Tustin and Tustin Jct. | Los Alamitos to West Anaheim | Wilmington (Anaheim Blvd.) and Long Beach | Wintersburg to Stanton Jct. | Firestone Park and Dyer | West Anaheim to Los Alamitos Stanton Jct. to Wintersburg |
| DES-1, 2, 3, 4, 5, 6, 7                  | 1000 to 1022  | 1000                                     | 1700   | 1800                  | 2600   | 1800                                     | 1500                   | 2250                         | 2000                                      | 2200                        | 2600                    | 2600   |
| DES-100 to 107                           | 1300 to 1395  | 1600                                     | 2600   | 2850                  | 3000   | 2800                                     | 1750                   | 2600                         | 2400                                      | 2800                        | 3000                    | 3000   |
| E-23                                     | 1500 and 1502   | 1300                                     | 1950   | 2800                  | 2950   | 2750                                     | 1040                   | 1860                         | 1750                                      | 1340                        | 2750                    | 4000   |
| M-4                                      | 1617 to 1713  | 1700                                     | 2500   | 3400                  | 3900   | 3600                                     | 1400                   | 2400                         | 2300                                      | 1800                        | 3600                    | 5300   |
| M-6, 8                                   | 1721 to 1803, 1823 to 1825  | 2150                                     | 2900   | 4000                  | 4550   | 4350                                     | 1680                   | 2900                         | 2760                                      | 2140                        | 4350                    | 6200   |
| M-9, 11                                  | 1804 to 1822, 1826 to 1831 and 1836   | 2250                                     | 3000   | 4200                  | 4800   | 4600                                     | 1790                   | 3100                         | 2900                                      | 2270                        | 4600                    | 6550   |
| M-11                                     | 1832 to 1835  | 2350                                     | 3350   | 4750                  | 5000   | 4800                                     | 1870                   | 3200                         | 3050                                      | 2370                        | 4800                    | 6800   |
| T-1                                      | 2242 to 2271  | 1500                                     | 2200   | 3150                  | 3300   | 3100                                     | 1200                   | 2100                         | 2000                                      | 1556                        | 3100                    | 4500   |
| T-8, 9                                   | 2161, 2174 and 2178   | 1050                                     | 1550   | 2250                  | 2400   | 2200                                     | 840                    | 1500                         | 1400                                      | 1090                        | 2200                    | 3250   |
| T-23                                     | 2301 to 2310  | 2250                                     | 3000   | 4200                  | 4800   | 4500                                     | 1760                   | 3070                         | 2880                                      | 2240                        | 4500                    | 6500   |
| T-26                                     | 2233 to 2299  | 1900                                     | 2600   | 3700                  | 4200   | 4000                                     | 1500                   | 2680                         | 2500                                      | 1950                        | 4000                    | 5700   |
| T-28, 31                                 | 2311 to 2362  | 2450                                     | 3300   | 4650                  | 5250   | 5000                                     | 1950                   | 3390                         | 3200                                      | 2480                        | 5000                    | 7150   |
| T-32, 40                                 | 2363 to 2384  | 2450                                     | 3600   | 5100*                 | 5350*  | 5100                                     | 1990*                  | 3450*                        | 3250*                                     | 2520*                       | 5100*                   | 7250*  |
| T-36                                     | 2103  | 1650                                     | 2350   | 3250                  | 3550   | 3400                                     | 1320                   | 2280                         | 2150                                      | 1670                        | 3400                    | 4800   |
| T-37                                     | 2105 and 2106   | 2200                                     | 3200   | 4550                  | 4800   | 4500                                     | 1770                   | 3080                         | 2900                                      | 2250                        | 4500                    | 6500   |
| T-57, 58                                 | 2335 and 2386   | 2000                                     | 2900   | 4100                  | 4300   | 4100                                     | 1600                   | 2770                         | 2600                                      | 2000                        | 4100                    | 5850   |
| P-1, 3, 5                                | {2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460} | 1950                                     | 2700   | 3800                  | 4300   | 4050                                     | 1540                   | 2740                         | 2580                                      | 1980                        | 4050                    | 5900   |
| P-1                                      | 2400, 2403 to 2407 and 2415   | 2050                                     | 2850   | 4050                  | 4500   | 4200                                     | 1620                   | 2880                         | 2700                                      | 2080                        | 4200                    | 6150   |
| P-4                                      | 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436                       | 2250                                     | 2950   | 4150                  | 4700   | 4450                                     | 1690                   | 3010                         | 2840                                      | 2180                        | 4450                    | 6450   |
| P-6                                      | 2453, 2454 and 2458   | 2500                                     | 3550   | ...                   | 5350   | 5000                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| P-7                                      | 2476 and 2477   | 2650                                     | 3800   | ...                   | 5700   | 5300                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| P-8, 10                                  | 2461 to 2474, 2478 to 2483  | 2750                                     | 3900   | ...                   | ...  | 5500                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| P-8, 10                                  | 2475, 2484 to 2491  | 2850                                     | 4150   | ...                   | ...  | 5800                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| P-11                                     | 3100 to 3109  | 2150                                     | 2900   | 4000                  | 4650   | 4300                                     | 1680                   | 2960                         | 2790                                      | 2150                        | 4350                    | 6300   |
| P-12                                     | 3120 to 3129  | 2950                                     | 4150   | ...                   | ...  | 5800                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| C-5, 8, 9, 10, 26 to 29                  | 2513 to 2599, 2624 to 2860, 3440 to 3469  | 2700                                     | 3900   | 5500                  | 5800   | 5350                                     | 2140                   | 3710                         | 3500                                      | 2720                        | 5500                    | 7800   |
| C-15, 32                                 | 2500, 2505 to 2507  | 1700                                     | 2500   | 3500                  | 3700   | 3450                                     | 1380                   | 2390                         | 2260                                      | 1750                        | 3550                    | 5000   |
| C-17                                     | 2510 and 2511   | 2150                                     | 3050   | 4350                  | 4550   | 4250                                     | 1720                   | 2950                         | 2790                                      | 2180                        | 4400                    | 6150   |
| C-18                                     | 3400 to 3409  | 2500                                     | 3600   | 5050                  | 5300   | 4950                                     | 2000                   | 3400                         | 3250                                      | 2530                        | 5100                    | 7200   |
| C-19                                     | 3410 to 3426  | 2600                                     | 3700   | 5250                  | 5550   | 5200                                     | 2080                   | 3580                         | 3380                                      | 2630                        | 5300                    | 7500   |
| TW-1                                     | 2900 to 2913  | 2050                                     | 2950   | 4200                  | 4400   | 4100                                     | 1650                   | 2850                         | 2690                                      | 2090                        | 4200                    | 6000   |
| TW-2, 3                                  | 2932 to 2952  | 1650                                     | 2350   | 3350                  | 3550   | 3300                                     | 1310                   | 2280                         | 2150                                      | 1670                        | 3400                    | 4800   |
| TW-4, 6                                  | 2926 to 2931 and 2957   | 1550                                     | 2250   | 3200                  | 3350   | 3150                                     | 1230                   | 2160                         | 2030                                      | 1570                        | 3200                    | 4550   |
| TW-8                                     | 2914 to 2923  | 2250                                     | 3250   | 4650                  | 4900   | 4550                                     | 1820                   | 3140                         | 2970                                      | 2300                        | 3650                    | 6600   |
| A-3                                      | 3029  | 1500                                     | 2250   | 3250                  | 3600   | 3150                                     | 1190                   | 2150                         | 2020                                      | 1540                        | 3150                    | 4650   |
| A-3                                      | 3025, 3036, 3052 and 3057   | 1600                                     | 2350   | 3400                  | 4150   | 3350                                     | 1240                   | 2260                         | 2120                                      | 1620                        | 3500                    | 4900   |
| A-6                                      | 3000 to 3003  | 1850                                     | 2750   | 3950                  | 6500   | 3850                                     | 1480                   | 2640                         | 2490                                      | 1900                        | 3900                    | 5700   |
| Mk-2, 4                                  | 3201 to 3240  | 3200                                     | 4350   | ...                   | ...  | 6100                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| Mk-5, 6                                  | 3241 to 3277  | 3500                                     | 4950   | ...                   | ...  | 6900                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| Mk-7, 8, 9                               | 3300 to 3324  | 3750                                     | 5400   | ...                   | ...  | 7550                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| Mk-10                                    | 3295  | 2900                                     | 4200   | ...                   | ...  | 5800                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| Mk-11                                    | 3297 and 3298   | 2800                                     | 4000   | ...                   | ...  | 5550                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| F-1                                      | 3600 to 3652  | 3950                                     | 5600   | ...                   | ...  | 7800                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| F-3                                      | 3653 to 3667  | 4500                                     | 6500   | ...                   | ...  | 9000                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| F-4, 5                                   | 3668 to 3769  | 4800                                     | 6800   | ...                   | ...  | 9450                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| AM-2                                     | 3900 to 3911  | 4500                                     | 6450   | ...                   | ...  | 9000                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| MM-3                                     | 3930 and 3931   | 5300                                     | 7500   | ...                   | ...  | 10400                                    | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| AC-1, 2, 3                               | 4000 to 4048  | 5500                                     | 8000   | 10950                 | 11600  | 10800                                    | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| AC-4, 5                                  | 4100 to 4125  | 6900                                     | 10200  | ...                   | ...  | 14200                                    | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| AC-6 to 12                               | 3800 to 3811, 4126 to 4294  | 7300                                     | 10800  | ...                   | ...  | 15000                                    | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| Mt-1, 3, 4, 5                            | 4300 to 4376  | 3850                                     | 5250   | ...                   | ...  | 7350                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| Mt-2                                     | 4385 to 4390  | 3900                                     | 5700   | ...                   | ...  | 7950                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| GS-1, 2                                  | 4400 to 4415  | 3950                                     | 5600   | ...                   | ...  | 7900                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| GS-3, 4, 5, 6                            | 4416 to 4469  | 4100                                     | 5900   | ...                   | ...  | 8300                                     | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| SP-1, 2, 3                               | 5000 to 5048  | 5500                                     | 7650   | ...                   | ...  | 10600                                    | ...                    | ...                          | ...                                       | ...                         | ...                     | ...  |
| Allowance for Empty and Underloaded Cars | Less than 45 Ms   | 6  | 6  | 6                     | 6  | 6  |                        |                              |   |                             |                         |  |
|  | 45 Ms to 55 Ms  | 3  | 3  | 3                     | 3  | 3  |                        |                              |   |                             |                         |  |
|  | More than 55 Ms   | 0  | 0  | 0                     | 0  | 0  |                        |                              |   |                             |                         |  |

\*Exception: Eng. 2371 not permitted to operate.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

**RULE 14 (e).** As specified below, — — — — — sounds will be indication that flagman may return from east:  
 Calipatria.....on Sandia and Westmorland Branches.  
 Niland.....on Calexico Line.

**RULE 83 (B).** At open train-order offices trains may register by ticket as follows:  
 Niland, Calipatria, Brawley  
 El Centro, Calexico ..... Nos. 39 and 40.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

| West MP |                            | East MP |
|---------|----------------------------|---------|
| 666.09  | Niland .....               | 668.69  |
|         | "    (Calexico line) ..... | 668.27  |
| 674.52  | Calipatria .....           | 676.77  |
|         | "    (Sandia Br.).....     | 676.51  |
| 684.11  | Brawley .....              | 688.24  |
| 694.44  | Imperial .....             | 696.62  |
| 697.83  | El Centro.....             | 700.89  |
| 703.20  | "    (Sandia Br.).....     |         |
| 703.05  | Heber .....                | 704.84  |
| 706.40  | Calexico .....             | 708.88  |

**RULE 97.** Extra trains must not run via Sandia Branch unless train order so specifies.

**RULE 103 (A).** Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Brawley—When shoving cars eastward over K St. on Even drill or Standard Oil spur. When engine ahead, stop, sound whistle signal 14(1) and if crossing clear, proceed.

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

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

El Centro—Over Commercial Ave. and Second Ave. on M.O Best drill.

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

- Niland.....Calexico subdivision, for Salton line.
- Calipatria..... Westmorland Br., for Calexico line.
- Calipatria..... Sandia Br., for Calexico line.
- Holtville..... Holtville Interurban main track for Sandia Br.
- El Centro..... Interchange track, for SD&AE main track.
- El Centro..... Sandia Br., for east leg of old wye.

Deraills in main track:

Calipatria—174 feet east of junction switch, MP 676.05 on Sandia Branch.

Calipatria—171 feet east of junction switch, MP 676.05 on Westmorland Branch.

**RULE 105.** Niland. North siding is first track north of main track, and is assigned for use of Salton Subdivision trains, unless otherwise directed.

South siding is first track south of main track, and is assigned for use of trains to or from Calexico Subdivision, but trains from Calexico Subdivision must not use south siding until permission has been obtained from Salton Subdivision train dispatcher.

**RULE 505. AUTOMATIC BLOCK SYSTEM**

When Signal 7085 at Calexico is found in "stop" position, train, after stopping, may proceed with caution, not exceeding 12 MPH to next home signal.

**GENERAL REGULATIONS**

**RULE 827. TRAIN INSPECTION**

On freight trains moving on all branches except Sandia, a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

**MISCELLANEOUS**

1. Eastward freight trains take water at Calexico from column opposite roundhouse, unless otherwise instructed.

Trains stopped at Calexico will avoid blocking connection between wye and east end roundhouse lead.

10. Engines listed must not operate on tracks shown below:

| Class of Engine                    | Restricted Tracks  |
|------------------------------------|--|
| Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12.. | Calipatria—All industry tracks.                                    |
| "                                  | Rockwood — All except main track.                                  |
| "                                  | Brawley—All industry tracks, ice tracks and drill tracks.          |
| "                                  | Imperial—All industry tracks.                                      |
| "                                  | El Centro—All industry tracks, ice track, drill track and old wye. |
| "                                  | Heber—All industry tracks.   |
| "                                  | Calexico—All industry tracks, ice track and drill track.           |

El Centro: Passenger trains must not operate over "A" drill track.

Load limit (car and contents):

|   |                |
|---|----------------|
| Niland-Calexico .....                   | 240,000 pounds |
| Calipatria-Westmorland .....            | 210,000 pounds |
| Calipatria-El Centro (via Sandia) ..... | 210,000 pounds |

Unless authorized by Superintendent, heavier loads must not be handled.

**LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK**

| For Eastward Trains        |                             |                       | For Westward Trains        |                             |                       |
|----------------------------|-----------------------------|-----------------------|----------------------------|-----------------------------|-----------------------|
| Location of Speed Board MP | Beginning of Restriction MP | End of Restriction MP | Location of Speed Board MP | Beginning of Restriction MP | End of Restriction MP |
| 679.13                     | 679.88                      | 679.89                | 668.63                     | 667.88                      | 667.53                |
| 698.65                     | 699.48                      | 699.49                | 680.63                     | 679.89                      | 679.88                |
|                            |                             |                       | 700.16                     | 699.49                      | 699.48                |

**SPEED RESTRICTIONS:** Maximum speed of trains is shown below. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

| TERRITORY                              | PASSENGER | FREIGHT AND MIXED | LIGHT ENGINE RUNNING FORWARD | ENGINE BACKING WITH TRAIN OR LIGHT |
|--|-----------|-------------------|------------------------------|------------------------------------|
| Niland-Calexico, except.....           | 50*       | 35                | 25                           | 25                                 |
| Niland station-wye switch.....         | 20        | 20                | 20                           | 20                                 |
| MP 679.63-MP 679.85.....               | 30        | 30                | 25                           | 25                                 |
| Over Main St. crossing, El Centro..... | 20        | 20                | 20                           | 20                                 |
| Westmorland Branch.....                | 25        | 25                | 25                           | 25                                 |
| Sandia Branch.....                     | 25        | 25                | 25                           | 25                                 |

\*AM-2 class engines must not exceed 45 MPH; C-2-4-5-8-9-10-18-19-26-27-28-29, Mk-2-4, TW, F (if not CCB) and AC-1-2-3 class engines must not exceed 40 MPH; and C-15-17-32, Mk-10-11 and MM class engines must not exceed 35 MPH.

**SPEED RESTRICTIONS  
FOR OTHER THAN MAIN TRACKS**

**With Caution  
Not Exceeding  
MPH**

|   |    |
|---|----|
| Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:..... | 15 |
| Through any siding, crossover, turnout, or slip-switch with engine backing.....                   | 10 |

CALEXICO SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

| NOMINAL CLASS                            | ENGINE NUMBERS   | Miland and Calexico | Westmorland and Calipatria<br>Calipatria and El Centro<br>Via Holtville |
|--|--|---------------------|---|
| DES-1, 2, 3, 4, 5, 6, 7                  | 1000 to 1022.....  | 1850                | 2600  |
| DES-100 to 107                           | 1300 to 1395.....  | 2900                | 3000  |
| E-23                                     | 1500 and 1502.....   | 2300                | 2300  |
| M-4                                      | 1617 to 1713.....  | 2900                | 3000  |
| M-6, 8                                   | 1721 to 1803, 1823 to 1825.....  | 3600                | 3580  |
| M-9, 11                                  | 1804 to 1822, 1826 to 1831 and 1836.....   | 3800                | 3790  |
| M-11                                     | 1832 to 1835.....  | 3950                | 3950  |
| T-1                                      | 2242 to 2271.....  | 2600                | 2600  |
| T-8, 9                                   | 2161, 2174 and 2178.....   | 1850                | 1800  |
| T-23                                     | 2301 to 2310.....  | 3800                | 3750  |
| T-26                                     | 2283 to 2299.....  | 3250                | 3270  |
| T-28, 31                                 | 2311 to 2362.....  | 4150                | 4100  |
| T-32, 40                                 | 2363 to 2384.....  | 4200                | 4220*   |
| T-36                                     | 2103.....  | 2750                | 2790  |
| T-37                                     | 2105 and 2106.....   | 3750                | 3770  |
| T-57, 58                                 | 2385 and 2386.....   | 3400                | 3400  |
| P-1, 3, 5                                | {2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435,<br>2437 to 2452, 2459 and 2460} | 3350                | 3370  |
| P-1                                      | 2400, 2403 to 2407 and 2415.....   | 3500                | 3540  |
| P-4                                      | 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436                          | 3800                | 3700  |
| P-6                                      | 2453, 2454 and 2458.....   | 4150                | ....  |
| P-7                                      | 2476 and 2477.....   | 4400                | ....  |
| P-8, 10                                  | 2461 to 2474, 2478 to 2483.....  | 4650                | ....  |
| P-8, 10                                  | 2475, 2484 to 2491.....  | 4850                | ....  |
| P-11                                     | 3100 to 3109.....  | 3600                | 3630  |
| P-12                                     | 3120 to 3129.....  | 4850                | ....  |
| C-5, 8, 9, 10, 26 to 29                  | 2513 to 2599, 2624 to 2860, 3440 to 3469.....  | 4600                | 4500  |
| C-15, 32                                 | 2500, 2505 to 2507.....  | 2900                | 2920  |
| C-17                                     | 2510 and 2511.....   | 3600                | 3600  |
| C-18                                     | 3400 to 3409.....  | 4200                | 4190  |
| C-19                                     | 3410 to 3426.....  | 4350                | 4370  |
| TW-1                                     | 2900 to 2913.....  | 3450                | 3480  |
| TW-2, 3                                  | 2932 to 2952.....  | 2800                | 2790  |
| TW-4, 6                                  | 2926 to 2931 and 2957.....   | 2650                | 2640  |
| TW-8                                     | 2914 to 2923.....  | 3850                | 3847  |
| A-3                                      | 3029.....  | 2650                | 2660  |
| A-3                                      | 3025, 3036, 3052 and 3057.....   | 2800                | 2790  |
| A-6                                      | 3000 to 3003.....  | 3250                | 3250  |
| Mk-2, 4                                  | 3201 to 3240.....  | 5250                | ....  |
| Mk-5, 6                                  | 3241 to 3277.....  | 5750                | ....  |
| Mk-7, 8, 9                               | 3300 to 3324.....  | 6350                | ....  |
| Mk-10                                    | 3295.....  | 4900                | ....  |
| Mk-11                                    | 3297 and 3298.....   | 4700                | ....  |
| F-1                                      | 3600 to 3652.....  | 6700                | ....  |
| F-3                                      | 3653 to 3667.....  | 7600                | ....  |
| F-4, 5                                   | 3668 to 3769.....  | 8000                | ....  |
| AM-2                                     | 3900 to 3911.....  | 7500                | ....  |
| MM-3                                     | 3930 and 3931.....   | 8800                | ....  |
| AC-1, 2, 3                               | 4000 to 4048.....  | 8600                | ....  |
| AC-4, 5                                  | 4100 to 4125.....  | 12000               | ....  |
| AC-6 to 12                               | 3800 to 3811, 4126 to 4294.....  | 14000               | ....  |
| Mt-1, 3, 4, 5                            | 4300 to 4376.....  | 6500                | ....  |
| Mt-2                                     | 4385 to 4390.....  | 6650                | ....  |
| GS-1, 2                                  | 4400 to 4415.....  | 6900                | ....  |
| GS-3, 4, 5, 6                            | 4416 to 4469.....  | 7100                | ....  |
| SP-1, 2, 3                               | 5000 to 5048.....  | 9000                | ....  |
| Allowance for Empty and Underloaded Cars | {Less than 45 Ms.....<br>45 Ms to 55 Ms.....<br>More than 55 Ms.....}                  | 6<br>3<br>0         |   |

\*Exception: Eng. 2371 not permitted to operate.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.



### DIVISION MILEAGE

#### Main Lines

|                               |                 |               |
|-------------------------------|-----------------|---------------|
| Saugus to Yuma.....           | S. P. R. R..... | 281.35        |
| Santa Barbara to Burbank..... | S. P. R. R..... | 93.45         |
| Niland to Calexico.....       | S. P. Co.....   | 41.70         |
| Cantu to Araz Jct.....        | S. P. Co.....   | 2.71          |
| <b>Total Main Lines.....</b>  |                 | <b>419.21</b> |

#### Branches

|  |                 |   |                                   |       |
|--|-----------------|---|-----------------------------------|-------|
| Burbank.....                           | S. P. R. R..... | Burbank to Chatsworth Junction....            | 21.07                             |       |
| Chino.....                             | S. P. R. R..... | Pomona to Chino.....                          | 5.05                              |       |
| Long Beach.....                        | S. P. R. R..... | Wilmington (Anaheim Blvd.) to Long Beach..... | 2.31                              |       |
| Los Alamitos.....                      | S. P. R. R..... | West Anaheim to Los Alamitos....              | 9.60                              |       |
| Smeltzer.....                          | S. P. R. R..... | Stanton Jct. to Wintersburg.....              | 6.68                              |       |
| Ojai.....                              | S. P. R. R..... | Ventura Jct. to Ojai.....                     | 15.13                             |       |
| Pasadena.....                          | S. P. R. R..... | Alhambra to Pasadena.....                     | 4.67                              |       |
| Redlands.....                          | S. P. R. R..... | Bryn Mawr to Crafton.....                     | 7.14                              |       |
| Riverside.....                         | S. P. R. R..... | Colton to Riverside.....                      | 8.36                              |       |
| Sandia.....                            | {               | S. P. Co.....                                 | Calipatria to Near Holtville..... | 27.46 |
|  |                 | H. I. Ry.....                                 | Near Holtville to El Centro.....  | 9.73  |
| San Pedro.....                         | {               | S. P. R. R.....                               | Firestone Park to San Pedro.....  | 17.94 |
|  |                 | L.A.&S.L.R.R.                                 | At Los Angeles.....               | 7.30  |
|  |                 | P. E. Ry.....                                 | At San Pedro.....                 | .03   |
| Santa Ana.....                         | S. P. R. R..... | Firestone Park to Dyer.....                   | 31.03                             |       |
| Santa Paula.....                       | S. P. R. R..... | Montalvo to Saugus.....                       | 45.42                             |       |
| Tustin.....                            | S. P. R. R..... | Tustin Jct. to Tustin.....                    | 10.65                             |       |
| Westmorland.....                       | S. P. Co.....   | Calipatria to Westmorland.....                | 12.79                             |       |
| <b>Total Branches.....</b>             |                 |   | <b>242.36</b>                     |       |
| <b>Total Los Angeles Division.....</b> |                 |   | <b>661.57</b>                     |       |

### SPEED TABLE

| TIME PER MILE | MILES PER HOUR |
|---------------|----------------|
| 36"           | 100            |
| 37"           | 97.3           |
| 38"           | 94.7           |
| 39"           | 92.3           |
| 40"           | 90             |
| 41"           | 87.8           |
| 42"           | 85.7           |
| 43"           | 83.7           |
| 44"           | 81.8           |
| 45"           | 80             |
| 46"           | 78.3           |
| 47"           | 76.6           |
| 48"           | 75             |
| 49"           | 73.5           |
| 50"           | 72             |
| 51"           | 70.6           |
| 52"           | 69.2           |
| 53"           | 67.9           |
| 54"           | 66.7           |
| 55"           | 65.5           |
| 56"           | 64.3           |
| 57"           | 63.2           |
| 58"           | 62.1           |
| 59"           | 61             |
| 1'00"         | 60             |
| 1'01"         | 59             |
| 1'02"         | 58.1           |
| 1'03"         | 57.1           |
| 1'04"         | 56.2           |
| 1'05"         | 55.4           |
| 1'06"         | 54.5           |
| 1'07"         | 53.7           |
| 1'08"         | 52.9           |
| 1'09"         | 52.2           |
| 1'10"         | 51.4           |
| 1'11"         | 50.7           |
| 1'12"         | 50             |
| 1'13"         | 49.3           |
| 1'14"         | 48.6           |
| 1'15"         | 48             |
| 1'16"         | 47.4           |
| 1'17"         | 46.8           |
| 1'18"         | 46.2           |
| 1'19"         | 45.6           |
| 1'20"         | 45             |
| 1'25"         | 42.4           |
| 1'30"         | 40             |
| 1'35"         | 37.9           |
| 1'40"         | 36             |
| 1'45"         | 34.3           |
| 1'50"         | 32.7           |
| 1'55"         | 31.3           |
| 2'00"         | 30             |
| 2'15"         | 26.7           |
| 2'30"         | 24             |
| 2'45"         | 21.8           |
| 3'00"         | 20             |
| 3'30"         | 17.1           |
| 4'00"         | 15             |
| 5'00"         | 12             |
| 6'00"         | 10             |
| 7'00"         | 8.6            |
| 7'30"         | 8              |
| 8'00"         | 7.5            |
| 10'00"        | 6              |

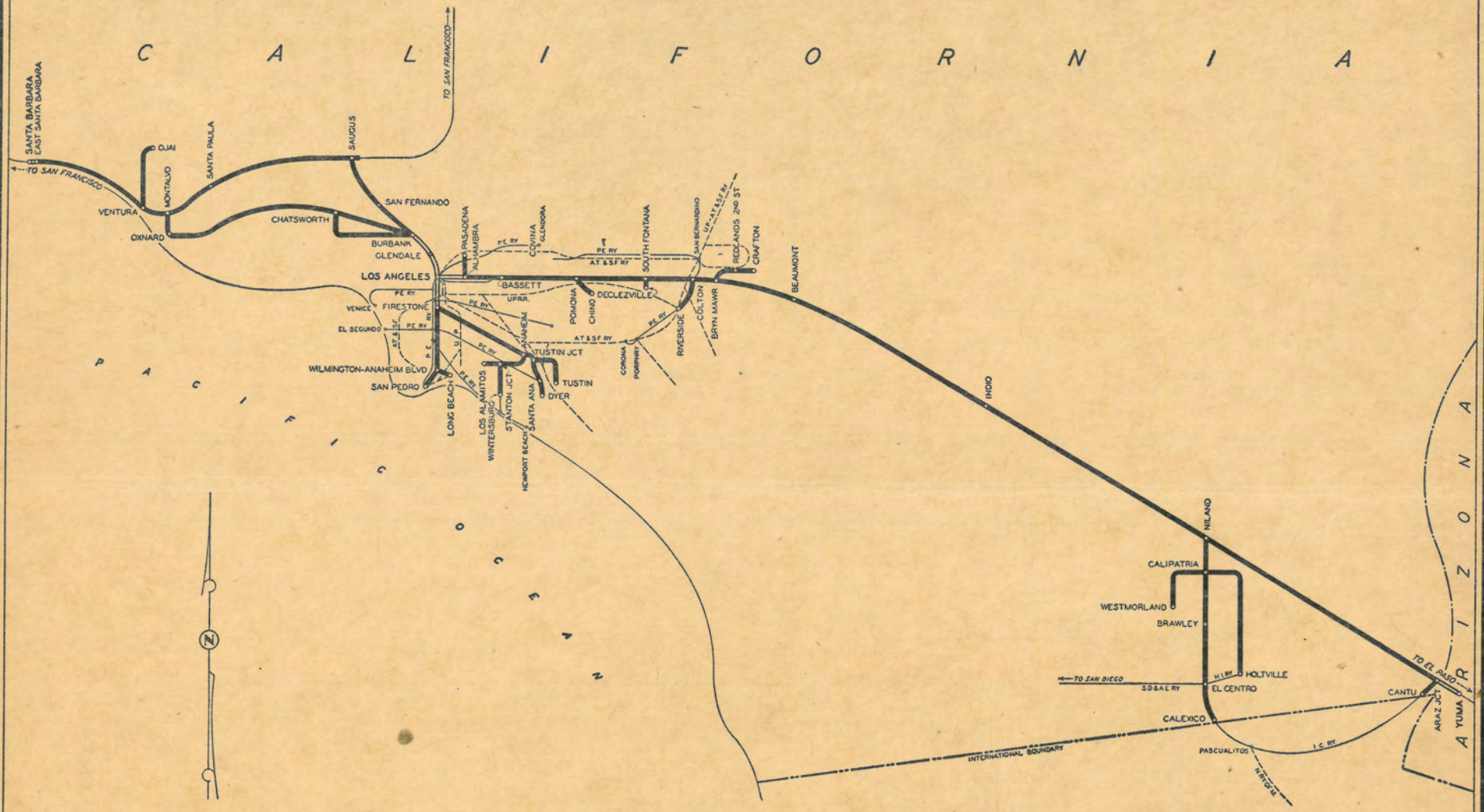
C A L I F O R N I A

P A C I F I C

M E X I C O

A R I Z O N A

# LOS ANGELES DIVISION



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