

TERMINAL SUPERINTENDENT

W. K. HANNUM.....Los Angeles Yard

ASST. TERMINAL SUPERINTENDENTS

F. BOWMAN.....Los Angeles Yard
W. R. MORLEY.....Los Angeles Yard
D. P. BOYKIN.....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
F. W. HICKS.....Los Angeles Yard
H. T. JOHNSON.....Los Angeles Yard

**ASSISTANT TRAINMASTER—
DIVISION EXAMINER**

W. C. PRYOR.....Los Angeles Yard

ROAD FOREMEN OF ENGINES

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

CHIEF TRAIN DISPATCHER

F. A. FLANAGAN.....Los Angeles

A. S. McCANN

Assistant Superintendent, Los Angeles

E. J. KELLUM

Assistant Superintendent, Los Angeles

M. A. NUGENT

Assistant Superintendent, Los Angeles

SOUTHERN PACIFIC COMPANY



LOS ANGELES DIVISION TIMETABLE

185

EFFECTIVE SUNDAY, OCTOBER 6, 1946

AT 12:01 A. M.

PACIFIC STANDARD TIME

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

J. W. CORBETT,
General Manager.

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

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
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. Steale.....	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. Lineer.....	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. F. D. West.....	District Physician and Surgeon
Los Angeles.....	Dr. H. Brodsky.....	District Physician and Surgeon	Indio.....	Nurse in charge of Emergency Hospital	
Los Angeles.....	Dr. L. Von Hofgaarden.....	District Physician and Surgeon	Indio.....	Dr. W. H. Blackman.....	District Physician and Surgeon
Los Angeles.....	Dr. Leo Syman.....	District Physician and Surgeon	Indio.....	Dr. R. E. Pawley.....	District Physician and Surgeon
Los Angeles.....	Dr. R. R. Bidwell.....	District Physician and Surgeon	Indio.....	Dr. G. S. McMillan.....	District Physician and Surgeon
Angelus-Mesa.....	Dr. F. X. McDonald.....	District Physician and Surgeon	Indio.....	Dr. H. F. Wilkins.....	Asst. Dist. Physician and Surgeon
Inglewood and Hyde Park.....	Dr. E. D. Charland.....	District Physician and Surgeon	Indio.....	Dr. S. D. Berke.....	Oculist and Aurist
Huntington Park.....	Dr. D. E. Stewart.....	District Physician and Surgeon	Calipatria.....	Dr. B. L. Yellen.....	District Physician and Surgeon
Huntington Park.....	Dr. H. W. Amys.....	District Physician and Surgeon	Westmorland.....	Dr. O. C. Long.....	Emergency Physician and Surgeon
Eagle Rock.....	Dr. A. E. Hollenbeck.....	District Physician and Surgeon	Brawley.....	Dr. C. M. Cutshaw.....	District Physician and Surgeon
Belvedere Gardens.....	Dr. J. P. Mortensen.....	District Physician and Surgeon	Brawley.....	Dr. A. H. Foster.....	Assoc. Dist. Physician and Surgeon
Hollywood.....	Dr. R. W. Avery.....	District Physician and Surgeon	Brawley.....	Dr. John L. Parker.....	Assoc. Dist. Physician and Surgeon
Hollywood.....	Dr. A. M. Faught.....	District Physician and Surgeon	El Centro.....	Dr. F. W. Peterson.....	District Physician and Surgeon
North Hollywood.....	Dr. G. Ellis Doty.....	District Physician and Surgeon	El Centro.....	Dr. W. W. Apple.....	District Physician and Surgeon
F. R. Strong Bldg., 7th and Central.....	Dr. M. H. Burge.....	District Physician and Surgeon	Holtville.....	Dr. H. B. Graeser.....	District Physician and Surgeon
Los Angeles.....	Dr. J. R. Martin.....	District Physician and Surgeon	Calxico.....	Dr. T. E. Bartholomew.....	District Physician and Surgeon
Los Angeles.....	Dr. Leslie Reichel.....	Oculists and Aurists	Calxico.....	Dr. F. C. Gregg.....	Asst. Dist. Physician and Surgeon
Los Angeles.....	Dr. Joseph Goldstein.....	Oculists and Aurists	Mexicali.....	Dr. Mario Flores.....	District Physician and Surgeon
Santa Monica.....	Dr. L. E. Croft.....	District Physician and Surgeon	Yuma.....	Dr. C. S. Powell.....	District Physician and Surgeon
Compton.....	Dr. E. I. Mulder.....	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. Chester L. Roberts.....	District Physician and Surgeon
Wilmington.....	Dr. W. W. Horst.....	District Physician and Surgeon	Burbank.....	Dr. David Thomson.....	District Physician and Surgeon
San Pedro.....	Dr. J. L. Bloch.....	District Physician and Surgeon	Van Nuys.....	Dr. C. B. Canby.....	Emergency 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. E. F. Otis.....	District Physician and Surgeon	Fillmore.....	Dr. H. B. Osborn.....	District Physician and Surgeon
Anaheim.....	Dr. J. L. Beebe.....	District Physician and Surgeon	Saticoy.....	Dr. C. R. Illick.....	Emergency Physician and Surgeon
Orange.....	Dr. A. J. Nies.....	Emergency Physician and Surgeon	Moorpark.....	Dr. O. E. Kuhn.....	Emergency Physician and Surgeon
Santa Ana.....	Dr. W. J. Schroer.....	District Physician and Surgeon	Oxnard.....	Dr. A. H. Stoll.....	District Physician and Surgeon
Westminster.....	Dr. R. I. Johnson.....	Emergency Physician and Surgeon	Ventura.....	Dr. Fred A. Shore.....	District Physician and Surgeon
Pasadena.....	Dr. Z. T. Malaby.....	District Physician and Surgeon	Ojai.....	Dr. C. O. Drace.....	Emergency Physician and Surgeon
South Pasadena.....	Dr. J. A. Walshe.....	District Physician and Surgeon	Carpenteria.....	Dr. T. M. Shorkley.....	Emergency Physician and Surgeon
Monrovia.....	Dr. E. H. Kelly.....	Emergency Physician and Surgeon	Santa Barbara.....	Dr. Charles S. Stevens.....	District Physician and Surgeon
Alhambra.....	Dr. E. W. Gilbert.....	District Physician and Surgeon	Santa Barbara.....	Dr. A. B. Steele.....	District Physician and Surgeon
San Gabriel.....	Dr. C. L. Magee.....	Emergency Physician and Surgeon	Santa Barbara.....	Dr. A. B. Wilcox.....	Asst. Dist. Physician and Surgeon
El Monte.....	Dr. E. D. Farrington.....	District Physician and Surgeon	Santa Barbara.....	Dr. Kent R. Wilson.....	Asst. Dist. Physician and Surgeon
Puente.....	Dr. W. W. Schultz.....	District Physician and Surgeon	Santa Barbara.....	Dr. W. J. Mellinger.....	Aurist
San Dimas.....	Dr. S. Thomsen.....	Emergency Physician and Surgeon	Santa Barbara.....	Dr. W. R. Johnston.....	Asst. Aurist
Covina.....	Dr. G. H. Ernsberger.....	Emergency Physician and Surgeon	Santa Barbara.....	Dr. W. H. Johnston.....	Oculist
Pomona.....	Dr. G. W. Kellar.....	District Physician and Surgeon	Santa Barbara.....	Dr. W. B. Gibbs.....	Oculist
Pomona.....	Dr. S. D. Carney.....	District Physician and Surgeon			
Chino.....	Dr. H. B. Miller.....	District Physician and Surgeon			
Colton.....	Dr. C. F. Whitmer.....	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

VENTURA SUBDIVISION

MILEAGE	STATION	MILEAGE	EASTWARD						MILEAGE	STATION
			FIRST CLASS							
			88	70	37A	88	00	70		
100.0	TO LOS ANGELES (LAST)	0.0	8.00	8.00	8.00	8.00	8.00	8.00	LOS ANGELES	
100.5	MISSION TOWER	0.5	8.05	8.05	8.05	8.05	8.05	8.05	MISSION TOWER	
101.0	EAST BAY TOWER	1.0	8.10	8.10	8.10	8.10	8.10	8.10	EAST BAY TOWER	
101.5	DAYTON TOWER	1.5	8.15	8.15	8.15	8.15	8.15	8.15	DAYTON TOWER	
102.0	TO LOS ANGELES (LAST)	2.0	8.20	8.20	8.20	8.20	8.20	8.20	LOS ANGELES	
102.5	MISSION TOWER	2.5	8.25	8.25	8.25	8.25	8.25	8.25	MISSION TOWER	
103.0	EAST BAY TOWER	3.0	8.30	8.30	8.30	8.30	8.30	8.30	EAST BAY TOWER	
103.5	DAYTON TOWER	3.5	8.35	8.35	8.35	8.35	8.35	8.35	DAYTON TOWER	
104.0	TO LOS ANGELES (LAST)	4.0	8.40	8.40	8.40	8.40	8.40	8.40	LOS ANGELES	
104.5	MISSION TOWER	4.5	8.45	8.45	8.45	8.45	8.45	8.45	MISSION TOWER	
105.0	EAST BAY TOWER	5.0	8.50	8.50	8.50	8.50	8.50	8.50	EAST BAY TOWER	
105.5	DAYTON TOWER	5.5	8.55	8.55	8.55	8.55	8.55	8.55	DAYTON TOWER	
106.0	TO LOS ANGELES (LAST)	6.0	8.60	8.60	8.60	8.60	8.60	8.60	LOS ANGELES	
106.5	MISSION TOWER	6.5	8.65	8.65	8.65	8.65	8.65	8.65	MISSION TOWER	
107.0	EAST BAY TOWER	7.0	8.70	8.70	8.70	8.70	8.70	8.70	EAST BAY TOWER	
107.5	DAYTON TOWER	7.5	8.75	8.75	8.75	8.75	8.75	8.75	DAYTON TOWER	
108.0	TO LOS ANGELES (LAST)	8.0	8.80	8.80	8.80	8.80	8.80	8.80	LOS ANGELES	
108.5	MISSION TOWER	8.5	8.85	8.85	8.85	8.85	8.85	8.85	MISSION TOWER	
109.0	EAST BAY TOWER	9.0	8.90	8.90	8.90	8.90	8.90	8.90	EAST BAY TOWER	
109.5	DAYTON TOWER	9.5	8.95	8.95	8.95	8.95	8.95	8.95	DAYTON TOWER	
110.0	TO LOS ANGELES (LAST)	10.0	9.00	9.00	9.00	9.00	9.00	9.00	LOS ANGELES	
110.5	MISSION TOWER	10.5	9.05	9.05	9.05	9.05	9.05	9.05	MISSION TOWER	
111.0	EAST BAY TOWER	11.0	9.10	9.10	9.10	9.10	9.10	9.10	EAST BAY TOWER	
111.5	DAYTON TOWER	11.5	9.15	9.15	9.15	9.15	9.15	9.15	DAYTON TOWER	
112.0	TO LOS ANGELES (LAST)	12.0	9.20	9.20	9.20	9.20	9.20	9.20	LOS ANGELES	
112.5	MISSION TOWER	12.5	9.25	9.25	9.25	9.25	9.25	9.25	MISSION TOWER	
113.0	EAST BAY TOWER	13.0	9.30	9.30	9.30	9.30	9.30	9.30	EAST BAY TOWER	
113.5	DAYTON TOWER	13.5	9.35	9.35	9.35	9.35	9.35	9.35	DAYTON TOWER	
114.0	TO LOS ANGELES (LAST)	14.0	9.40	9.40	9.40	9.40	9.40	9.40	LOS ANGELES	
114.5	MISSION TOWER	14.5	9.45	9.45	9.45	9.45	9.45	9.45	MISSION TOWER	
115.0	EAST BAY TOWER	15.0	9.50	9.50	9.50	9.50	9.50	9.50	EAST BAY TOWER	
115.5	DAYTON TOWER	15.5	9.55	9.55	9.55	9.55	9.55	9.55	DAYTON TOWER	
116.0	TO LOS ANGELES (LAST)	16.0	9.60	9.60	9.60	9.60	9.60	9.60	LOS ANGELES	
116.5	MISSION TOWER	16.5	9.65	9.65	9.65	9.65	9.65	9.65	MISSION TOWER	
117.0	EAST BAY TOWER	17.0	9.70	9.70	9.70	9.70	9.70	9.70	EAST BAY TOWER	
117.5	DAYTON TOWER	17.5	9.75	9.75	9.75	9.75	9.75	9.75	DAYTON TOWER	
118.0	TO LOS ANGELES (LAST)	18.0	9.80	9.80	9.80	9.80	9.80	9.80	LOS ANGELES	
118.5	MISSION TOWER	18.5	9.85	9.85	9.85	9.85	9.85	9.85	MISSION TOWER	
119.0	EAST BAY TOWER	19.0	9.90	9.90	9.90	9.90	9.90	9.90	EAST BAY TOWER	
119.5	DAYTON TOWER	19.5	9.95	9.95	9.95	9.95	9.95	9.95	DAYTON TOWER	
120.0	TO LOS ANGELES (LAST)	20.0	10.00	10.00	10.00	10.00	10.00	10.00	LOS ANGELES	

VENTURA SUBDIVISION
 SCHEDULE TIME AND TRAIN ORDER
 (This schedule is subject to change without notice.)

TRAFFIC SIGNALS
 Signal No. 1 - Ventura Station
 Signal No. 2 - Mission Tower
 Signal No. 3 - East Bay Tower
 Signal No. 4 - Dayton Tower

TRAFFIC SIGNALS
 Signal No. 5 - Los Angeles (Last)

TRAFFIC SIGNALS
 Signal No. 6 - Los Angeles (Last)

TRAFFIC SIGNALS
 Signal No. 7 - Los Angeles (Last)

TRAFFIC SIGNALS
 Signal No. 8 - Los Angeles (Last)

TRAFFIC SIGNALS
 Signal No. 9 - Los Angeles (Last)

TRAFFIC SIGNALS
 Signal No. 10 - Los Angeles (Last)

VENTURA SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings in car lengths		96 Noon Daylight	52 San Joaquin Daylight	98 Morning Daylight	76 Lark	60 West Coast	58 Owl	374 C. M. E.	70 Coaster	56 Passenger	Mile Post Location	Timetable No. 185 October 6, 1946	Distance from Santa Barbara			
		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	STATIONS	TO-R SANTA BARBARA	D. T.	0.0	
		7.37		3.45	6.15			5.45	5.15		371.9		EAST SANTA BARBARA		1.2	
106	P	7.44		3.52	6.23			5.53	5.23		377.3	ORTEGA		6.6		
40	P	7.49		3.57	6.28			5.58	5.28		381.2	TO CARPINTERIA		10.5		
105	P	7.59		4.07	6.40			6.09	5.39		388.6	SEACLIFF		17.9		
Yd. Lmts.	P										397.3	VENTURA JCT.		26.6		
	123	WP	8.10		4.20	6.56		6.22	s 5.54		398.2	TO VENTURA		27.5		
40	YP				7.02			6.28	6.00		403.2	MONTALVO		32.5		
Yard Limits																
107	BKWOP	8.21		4.31	7.09			6.34	s 6.08		407.8	TO OXNARD		37.1		
66	P	8.26		4.36	7.15			6.40	6.13		412.1	LEESDALE		41.4		
117	P	8.30		4.41	7.21			6.46	6.18		416.6	TO CAMARILLO		45.9		
43	P			4.44	7.26			6.50	6.22		419.8	SOMIS		49.1		
65	P	8.36		4.47	7.31			6.54	6.27		422.9	LAGOL		52.2		
103	WP	8.40		4.51	7.37			7.00	6.33		427.1	TO MOORPARK		56.4		
69	P	8.45			7.46			7.08	6.41		432.2	STRATHEARN		61.5		
105	P	8.52		5.02	7.55			7.16	6.49		437.5	TO SANTA SUSANA		66.8		
72	P	9.04		5.07	8.02			7.22	6.55		441.0	HASSON		70.3		
85	WYP	9.11		5.14	8.09			7.30	7.03		445.5	TO CHATSWORTH		74.8		
E 56 W 56	P	9.15		5.18	8.15			7.35	7.08		449.9	TO NORTHRIDGE		79.2		
E 38 W 44	P			5.22	8.20			7.40	7.14		454.1	RAYMER		83.4		
103	P	9.22		5.26	8.25			7.45	7.18		458.4	HEWITT		87.7		
104	IP	9.26	PM 7.23	5.30	8.30	AM 8.18	AM 8.05	7.50	7.24	AM 5.25	462.7 471.6	BURBANK JCT.		92.0		
	YP									f 5.27	472.1	BURBANK		92.5		
	P	s 9.36	s 7.33	s 5.40	s 8.42	s 8.28	s 8.15			s 7.38	s 5.37	GLENDALE		97.5		
	I											GLENDALE TOWER		97.7		
	BKWOYP							8.15 AM		f		479.7	TO-R LOS ANGELES YARD		100.1	
	I	9.43	7.38	5.48	8.49	8.33	8.23		7.46	5.46		480.6	DAYTON AVE. TOWER		101.0	
	I	9.48	7.43	5.53	8.53	8.37	8.27		7.50	5.50		481.9	EAST BANK JCT.		102.3	
	I	9.50	7.45	5.55	8.55	8.39	8.29		7.54	5.54		482.1	MISSION TOWER		102.5	
	BKWIYP	s 9.55 PM	s 7.50 PM	s 6.00 PM	s 9.00 AM	s 8.45 AM	s 8.35 AM		s 8.00 AM	s 6.00 AM		482.8	TO-R LOS ANGELES LAUPT		103.2	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon	Arrive Daily	Arrive Daily			(103.2)			
		(2.22) 43.60	(0.27) 24.80	(2.18) 44.81	(2.50) 36.40	(0.27) 24.80	(0.30) 22.40	(2.35) 38.70	(2.50) 36.40	(0.35) 19.20				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.

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
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. 185

October 6, 1946

WESTWARD

FIRST CLASS

Mile Post Location	STATIONS	Distance from Los Angeles											
			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 Ex. Sat., Sun.	Arrive Daily	Arrive Daily	Arrive Daily	
370.7	TO-R SANTA BARBARA 1.2	103.2	AM	AM		PM							
371.9	EAST SANTA BARBARA 5.4	102.0	s 9.45	s 10.30		s 2.28							s 11.37
377.3	ORTEGA 3.9	96.6	9.31	10.17		2.16			10.09	10.31			11.24
381.2	TO CARPINTERIA 7.4	92.7	s 9.23	10.12		2.11			10.03	10.25			11.18
388.6	SEACLIFF 8.7	85.3	9.03	10.02		2.01			9.52	10.11			11.08
397.3	VENTURA JCT. 0.9	76.6											
398.2	TO VENTURA 5.0	75.7	s 8.46	9.50		1.49			9.40	s 9.58			10.55
403.2	MONTALVO 4.6	70.7	f 8.35						9.33	9.51			10.47
407.8	TO OXNARD 4.3	66.1	s 8.29	9.39		1.37			9.26	s 9.46			10.41
412.1	LEESDALE 4.5	61.8	8.15	9.35		1.33			9.21	9.37			10.36
416.6	TO CAMARILLO 3.2	57.3	f 8.10	9.31		1.29			9.16	9.33			10.31
419.8	SOMIS 3.1	54.1	f 8.04			1.26				9.29			10.27
422.9	LAGOL 4.2	51.0	7.59	9.25		1.23				9.25			10.23
427.1	TO MOORPARK 5.1	46.8	f 7.54	9.21		1.19			9.05	9.20			10.18
432.2	STRATHEARN 5.3	41.7	7.46	9.16		1.14				9.15			10.12
437.5	TO SANTA SUSANA 3.5	36.4	f 7.28	9.11		1.09			8.52	9.10			10.05
441.0	HASSON 4.5	32.9	f 7.22			1.05				9.04			10.00
445.5	TO CHATSWORTH 4.4	28.4	f 7.03	9.01		12.58			8.35	8.48			9.51
449.9	TO NORTHRIDGE 4.2	24.0	f 6.48	8.57		12.54			8.30	8.43			9.46
454.1	RAYMER 4.3	19.8	6.44	8.53		12.50			8.25	8.37			9.41
458.4	HEWITT 4.3	15.5	6.40	8.49		12.46			8.20	8.31			9.35
462.7	TO BURBANK JCT. 0.5	11.2	6.33	8.43	AM 8.52	12.41	PM 6.20	PM 8.03	8.15	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	
477.3	GLENDALE TOWER 2.4	5.5											
479.7	TO-R LOS ANGELES YARD 0.9	3.1							8.00 PM		f		
480.6	DAYTON AVE. TOWER 1.3	2.2	6.10	8.25	8.35	12.24	6.00	7.41		8.05	8.47		9.11
481.9	EAST BANK JCT. 0.2	0.9	6.06	8.21	8.31	12.20	5.56	7.36		8.01	8.42		9.06
482.1	MISSION TOWER 0.7	0.7	6.04	8.19	8.29	12.18	5.54	7.34		7.59	8.36		9.04
482.8	TO-R LOS ANGELES LAUPT	0.0	6.00 AM	8.15 AM	8.25 AM	12.15 PM	5.50 PM	7.30 PM		7.55 PM	8.30 PM		9.00 PM
(103.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily
.....Time over District.....			(3.45)	(2.15)	(0.27)	(2.13)	(0.30)	(0.33)	(2.25)	(2.50)	(0.40)	(2.37)	
.....Average Speed per Hour.....			27.52	45.86	24.80	46.55	22.40	20.36	42.70	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.

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
71	Los Angeles Yard.....	D. H. trainmen and enginemen.....		Daily
71	Simi, Summerland.....	Any Station.....	Any Station.....	Daily
57	Burbank.....	Mojave.....		Daily
75	Ventura.....	Salinas.....		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 in car lengths	THIRD CLASS				SECOND CLASS			FIRST CLASS		Mile Post Location	Timetable No. 185 October 6, 1946	Distance from Santa Barbara
	808	806	804	802	448	834	832	72				
	Freight	Freight	Freight	Freight	V. M. E.	Freight	Freight	Passenger				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily				
Santa Barbara yard	BKWOTP					PM 11.25	AM 7.25	PM 8.25	370.7	D. T.	TO-R SANTA BARBARA	0.0
						11.32	7.32	8.30	371.9		EAST SANTA BARBARA	1.2
	106 P							8.38	377.3		ORTEGA	6.6
	40 P					PM 11.50	7.50	s 8.44	381.2		TO CARPINTERIA	10.5
	105 P					AM 12.06	8.06	f 8.54	388.6		SEACLIFF	17.9
Yd. Limits.	123 WP								397.3		VENTURA JCT.	26.6
	40 YP								398.2		TO VENTURA	27.5
Yard Limits	107 BKWOP							9.33	403.2		MON TALVO	32.5
	66 P								407.8		TO OXNARD	37.1
	117 P							10.00	412.1		LEESDALE	41.4
	43 P							1.02 9.31	416.6		TO CAMARILLO	45.9
	65 P							1.10 9.40	419.8		SOMIS	49.1
	103 WP							1.20 9.50	422.9		LAGOL	52.2
	69 P							1.37 10.05	427.1		TO MOORPARK	56.4
	105 P							1.50 10.20	432.2		STRATHEARN	61.5
	72 P							2.04 10.35	437.5		TO SANTA SUSANA	66.8
	85 WYP							2.18 10.49	441.0		HASSON	70.3
E 56	W 56 P							2.33 11.04	445.5		TO CHATSWORTH	74.8
E 38	W 44 P							2.41 11.12	449.9		TO NORTH RIDGE	79.2
	103 P							2.49 11.20	454.1		RAYMER	83.4
	104 IP	PM 11.59	PM 5.35	PM 12.10	AM 4.30	AM 4.00	3.05	AM 11.36	458.4		HEWITT	87.7
	YP								462.7		BURBANK JCT.	92.0
	P								471.6		BURBANK	92.5
	I								472.1		GLENDALE	97.5
	BKWOYP	12.25 AM	6.00 PM	12.35 PM	4.55 AM	4.25 AM	3.30 AM	12.05 PM	477.3		GLENDALE TOWER	97.7
	I								479.7		TO-R LOS ANGELES YARD	100.1
	I								480.6		DAYTON AVE. TOWER	101.0
	BKWIYP								481.9		EAST BANK JCT.	102.3
									482.1		MISSION TOWER	102.5
									482.8		TO-R LOS ANGELES LAUPT	103.2
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily			(103.2)	
		(0.26) 18.69	(0.25) 19.44	(0.25) 19.44	(0.25) 19.44	(0.25) 19.44	(4.05) 25.27	(4.40) 22.11			Time over District.....	
											Average Speed per Hour.....	

Automatic Block System

Double Track

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 enginemmen	Daily

No. 72 Vega—Stop to dispatch mail.

VENTURA SUBDIVISION

Timetable No. 185 October 6, 1946		Distance from Los Angeles		WESTWARD											
				SECOND CLASS				THIRD CLASS							
				447				831	803	833	805	807	801		
				V. M. W.				Freight	Freight	Freight	Freight	Freight	Freight		
STATIONS				Arrive Daily Ex. Sunday				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
370.7	TO-R SANTA BARBARA 1.2	103.2						AM 3.37		PM 12.45					
371.9	EAST SANTA BARBARA 5.4	102.0						3.30		12.39					
377.3	ORTEGA 3.9	96.6						3.20		12.29					
381.2	TO CARPINTERIA 7.4	92.7						3.06		12.21					
388.6	SEACLIFF 7.7	85.3						2.49		12.04 PM					
397.3	VENTURA JCT. 0.9	76.6													
398.2	TO VENTURA 5.0	75.7						2.32		11.47 AM					
403.2	MONTALVO 4.6	70.7						2.24		11.39					
407.8	TO OXNARD 4.3	66.1						2.15		11.30					
412.1	LEESDALE 4.5	61.8						2.01		11.15					
416.6	TO CAMARILLO 3.2	57.3						1.54		11.08					
419.8	SOMIS 3.1	54.1						1.49		11.03					
422.9	LAGOL 4.2	51.0						1.44		10.58					
427.1	TO MOORPARK 5.1	46.8						1.37		10.51					
432.2	STRATHEARN 5.3	41.7						1.29		10.43					
437.5	TO SANTA SUSANA 3.5	36.4						1.21		10.35					
441.0	HASSON 4.5	32.9						1.15		10.15					
445.5	TO CHATSWORTH 4.4	28.4						1.04		10.04					
449.9	TO NORTHRIDGE 4.2	24.0						12.57		9.57					
454.1	RAYMER 4.3	19.8						12.49		9.49					
458.4	HEWITT 4.3	15.5						12.40		9.40					
462.7	TO BURBANK JCT. 0.5	11.2						12.30		9.30					
471.6	BURBANK 5.0	10.7							AM 6.45	PM 12.25	PM 6.40	AM 12.05			
472.1	GLENDALE 0.2	5.7													
477.1	GLENDALE TOWER 2.4	5.5													
477.3	TO-R LOS ANGELES YARD 0.9	3.1						8.10 PM		12.01 AM	6.20 AM	9.00 AM	12.01 PM	6.15 PM	11.40 PM
480.6	DAYTON AVE. TOWER 1.3	2.2													
481.9	EAST BANK JCT. 0.2	0.9													
482.1	MISSION TOWER 0.7	0.7													
482.8	TO-R LOS ANGELES LAUPT	0.0													
	(103.2)			Leave Daily Ex. Sunday				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Time over District.....			(0.20)				(3.36)	(0.25)	(3.45)	(0.24)	(0.25)	(0.25)	(0.25)	
Average Speed per Hour.....			24.30				28.66	19.44	27.52	20.25	19.44	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.

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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
Wave..... (Siding)	383.4	40 P
Punta..... (Siding)	385.7	39 P
Dulah..... (Siding)	392.9	29 P
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 in car lengths	FIRST CLASS									Mile Post Location	Timetable No. 185 October 6, 1946	Distance from Los Angeles
	370	6	44	48	2	4	40	STATIONS				
	A. O. N. Leave Daily Ex. Sat., Sun.	Argonaut Leave Daily	Californian Leave Daily	Mall and Express Leave Daily	Sunset Limited Leave Daily	Golden State Limited Leave Daily	Imperial Leave Daily					
Los Angeles yard	BKWOYP	PM 8.20								479.7	TO-R LOS ANGELES YARD	1.5
	BKWIYP		PM 8.20	PM 8.00	PM 5.00	PM 12.30	AM 11.15	AM 11.00		481.9	TO-R LOS ANGELES LAUPT	0.0
	I	8.32	8.24	8.04	5.04	12.34	11.19	11.04		482.6	MISSION TOWER	0.7
		8.33	8.25	8.05	5.05	12.35	11.20	11.05		482.8	TAYLOR JCT.	0.9
	P	8.45	s 8.40	s 8.20	s 5.20	s 12.50	s 11.34	s 11.19		487.7	TO ALHAMBRA	5.8
83	P	8.50	8.45	8.25	5.26	12.55	11.37	11.22		490.6	SAN GABRIEL	8.7
140	P	8.55	8.50	8.30	5.31	1.00	11.41	11.26		494.6	EL MONTE	12.7
	I									495.0	EL MONTE TOWER	13.1
125	WP	9.00	8.55	8.35	5.36	1.04	11.44	11.29		497.3	TO BASSETT	15.4
75	P	9.04	8.59	8.39	5.41	1.08	11.48	11.33		500.7	TO PUENTE	18.8
66	P	9.08	9.03	8.43	5.45	1.12	11.51	11.36		503.5	MARNE	21.6
122	P	9.12	9.07	8.47	5.49	1.16	11.55	11.40		506.8	TO WALNUT	24.9
67	P	9.17	9.12	8.52	5.54	1.21	AM 11.59	11.44		510.7	SPADRA	28.8
Yard Limits 299	BKWTP	9.25	s 9.20	f 9.01	s 6.10	1.27	PM 12.05	11.50		514.3	TO POMONA	32.4
128	P	9.30	9.25	9.06	6.15	1.32	12.10	11.55		517.8	NAROD	35.9
Yard Limits 117	P	9.35	f 9.30	9.11	s 6.22	1.36	12.14	AM 11.59		520.2	TO ONTARIO	38.3
65	WP	9.39	9.34	9.15	6.27	1.40	12.18	PM 12.03		523.8	GUASTI	41.9
75	P	9.43	9.38	9.19	6.32	1.44	12.22	12.07		527.5	KAISER	45.6
125	YP	9.46	9.41	9.22	6.36	1.47	12.25	12.10		529.7	TO SOUTH FONTANA	47.8
65	P									532.1	AILSA	50.2
111	P	9.51	9.46	9.28	6.42	1.52	12.30	12.15		534.7	TO BLOOMINGTON	52.8
	I									538.7	COLTON TOWER	56.8
Colton yard BKWOTYP		9.59 PM	s 9.54 PM	s 9.37 PM	s 6.51 PM	s 2.00 PM	s 12.38 PM	s 12.22 PM		539.0	TO-R COLTON	57.1
		Arrive Daily Ex. Sat., Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(57.1)	
		(1.39) 35.51	(1.34) 36.44	(1.37) 35.31	(1.51) 30.86	(1.30) 38.06	(1.23) 41.27	(1.22) 41.70				

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.

RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3, 4, 39 and 40.

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.....	El Paso.....	.....	Daily
40	Pomona.....	El Paso.....	.....	Daily
2	Pomona.....	El Paso.....	.....	Daily
44	El Monte, Ontario.....	East of Wellton.....	.....	Daily
6	El Monte.....	Yuma.....	.....	Daily

POMONA SUBDIVISION

Mile Post Location	Timetable No. 185 October 6, 1946	Distance from Colton	WESTWARD											
			FIRST CLASS											
			5 Argonaut	43 Californian	1 Sunset Limited	47 Mail and Express	39 Imperial	3 Golden State Limited						
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
479.7	TO-R LOS ANGELES YARD 1.5	58.6												
481.9	TO-R LOS ANGELES LAUPT 0.7	57.1	AM s 7.00	AM s 7.10	AM s 9.25	PM s 1.00	PM s 2.00	PM s 8.45						
482.6	MISSION TOWER 0.2	56.4												
482.8	TAYLOR JCT. 4.9	56.2												
487.7	ALHAMBRA 2.9	51.3	s 6.30	s 6.41	s 9.04	s 12.35	s 1.35	s 8.19						
490.6	SAN GABRIEL 4.0	58.4	6.21	6.35	8.59	12.28	1.30	8.13						
494.6	EL MONTE 0.4	44.4	6.15	6.30	8.54	f 12.21	1.25	8.08						
495.0	EL MONTE TOWER 2.3	44.0												
497.3	TO BASSETT 3.4	41.7	6.08	6.24	8.50	12.15	1.20	8.03						
500.7	TO PUENTE 2.8	38.3	6.03	6.20	8.46	12.10	1.16	7.59						
503.5	MARNE 3.3	35.5	5.58	6.16	8.42	12.05 PM	1.12	7.55						
506.8	TO WALNUT 3.9	32.2	5.53	6.12	8.38	11.55 AM	1.05	7.51						
510.7	SPADRA 3.6	28.3	5.47	6.07	8.33	11.44	1.00	7.46						
514.3	TO POMONA 3.5	24.7	s 5.40	f 6.02	8.29	s 11.30	12.56	7.42						
517.8	NAROD 2.4	21.2	5.32	5.56	8.23	11.20	12.50	7.37						
520.2	TO ONTARIO 3.6	18.8	f 5.26	f 5.51	8.20	s 11.15	12.47	7.34						
523.8	GUASTI 3.7	15.2	5.20	5.46	8.15	11.08	12.43	7.30						
527.5	KAISER 2.2	11.5	5.14	5.42	8.11	11.03	12.39	7.26						
529.7	TO SOUTH FONTANA 2.4	9.3	5.10	5.39	8.08	10.56	12.36	7.23						
532.1	AILS A 2.6	6.9	5.05	5.36	8.05			7.20						
534.7	TO BLOOMINGTON 4.0	4.3	5.00	5.33	8.02	10.50	12.30	7.17						
538.7	COLTON TOWER 0.3	0.3												
539.0	TO-R COLTON	0.0	4.50 AM	5.25 AM	7.55 AM	10.40 AM	12.22 PM	7.10 PM						
	(57.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
	.....Time over District.....		(2.10)	(1.45)	(1.30)	(2.20)	(1.38)	(1.35)						
	.....Average Speed per Hour.....		26.35	32.62	38.06	24.40	33.80	36.06						

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.

RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3, 4, 39 and 40.

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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
5	El Monte.....	.....	Wellton.....	Daily
43	El Monte.....	.....	Wellton.....	Daily
1	Pomona.....	.....	El Paso.....	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

EASTWARD

SECOND CLASS

Timetable No. 185

October 6, 1946

Capacity of sidings in car lengths		EASTWARD SECOND CLASS					Mile Post Location	STATIONS	Distance from Los Angeles	
		830 Freight	828 Freight	826 Freight	824 Freight	822 Freight				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS			
Los Angeles yard	BKWOYP	PM 11.30	PM 9.45	PM 2.50	AM 7.00	AM 1.30			TO-R LOS ANGELES YARD	1.5
	BKWIYP								1.5 TO-R LOS ANGELES LAUPT	0.0
	I						0.7 MISSION TOWER	0.7		
							0.2 TAYLOR JCT.	0.9		
	P		AM 12.01	10.15	3.20	7.30	2.00	4.9 TO ALHAMBRA	5.8	
83	P	12.07	10.21	3.26	7.36	2.06	2.9 SAN GABRIEL	8.7		
140	P	12.15	10.29	3.34	7.44	2.14	4.0 EL MONTE	12.7		
	I						0.4 EL MONTE TOWER	13.1		
125	WP	12.20	10.34	3.39	7.49	2.19	2.3 TO BASSETT	15.4		
75	P	12.26	10.40	3.45	7.55	2.25	3.4 TO PUENTE	18.8		
66	P	12.34	10.47	3.52	8.03	2.35	2.8 MARNE	21.6		
122	P	12.52	10.55	4.00	8.12	2.50	3.3 TO WALNUT	24.9		
67	P	1.08	11.05	4.10	8.33	3.05	3.9 SPADRA	28.8		
299	Yard Limits BKWTP	1.35	11.19	4.22	8.55	3.21	3.6 TO POMONA	32.4		
128	P	1.45	11.29	4.41	9.05	3.32	3.5 NAROD	35.9		
117	Yard Limits P	1.55	11.39	4.50	9.15	3.45	2.4 TO ONTARIO	38.3		
65	WP	2.03	11.47	5.00	9.24	3.55	3.6 GUASTI	41.9		
75	P	2.12	PM 11.56	5.07	9.30	4.03	3.7 KAISER	45.6		
125	YP	2.17	AM 12.01	5.12	9.35	4.09	2.2 TO SOUTH FONTANA	47.8		
65	P	2.27	12.16	5.22	9.40	4.19	2.4 AILSA	50.2		
111	P	2.36	12.30	5.31	9.45	4.28	2.6 TO BLOOMINGTON	52.8		
	I						4.0 COLTON TOWER	56.8		
	Colton yard BKWOTYP	2.50 AM	12.45 AM	5.50 PM	10.00 AM	4.45 AM	0.3 TO-R COLTON	57.1		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(57.1)			
		(3.20)	(3.00)	(3.00)	(3.00)	(3.15) Time over District.....			
		17.58	19.53	19.53	19.53	18.03 Average Speed per Hour.....			

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First-class trains at Pomona, at passenger siding.

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RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3, 4, 39 and 40.

POMONA SUBDIVISION

Mile Post Location	Timetable No. 185 October 6, 1946	Distance from Colton	WESTWARD					
			THIRD CLASS					
			821 Freight	823 Freight	825 Freight			
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily			
479.7	TO-R LOS ANGELES YARD 1.5	58.6	AM 3.30	AM 11.15	PM 7.15			
481.9	TO-R LOS ANGELES LAUPT 0.7	57.1						
482.6	MISSION TOWER 0.2	56.4						
482.8	TAYLOR JCT. 4.9	56.2						
487.7	ALHAMBRA 2.9	51.3	2.58	10.44	6.45			
490.6	SAN GABRIEL 4.0	48.4	2.50	10.36	6.37			
494.6	EL MONTE 0.4	44.4	2.42	10.28	6.29			
495.0	EL MONTE TOWER 2.3	44.0						
497.3	TO BASSETT 3.4	41.7	2.32	10.18	6.19			
500.7	TO PUENTE 2.8	38.3	2.25	10.12	6.13			
503.5	MARNE 3.3	35.5	2.13	10.06	6.07			
506.8	TO WALNUT 3.9	32.2	2.07	10.00	6.01			
510.7	SPADRA 3.6	28.3	1.59	9.52	5.54			
514.3	TO POMONA 3.5	24.7	1.52	9.45	5.46			
517.8	NAROD 2.4	21.2	1.45	9.38	5.39			
520.2	TO ONTARIO 3.6	18.8	1.38	9.31	5.32			
523.8	GUASTI 3.7	15.2	1.31	9.24	5.25			
527.5	KAISER 2.2	11.5	1.24	9.09	5.18			
529.7	TO SOUTH FONTANA 2.4	9.3	1.18	9.03	5.12			
532.1	AILSA 2.6	6.9	1.12	8.57	4.57			
534.7	TO BLOOMINGTON 4.0	4.3	1.05	8.50	4.50			
538.7	COLTON TOWER 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.

RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3, 4, 39 and 40.

ADDITIONAL STATIONS		
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

FIRST CLASS

Capacity of sidings in car lengths	FIRST CLASS								Mile Post Location	Timetable No. 185 October 6, 1946	Distance from Colton
		370	6	44	48	2	4	40			
		A. O. N. Leave Daily Ex. Sat., Sun.	Argonaut Leave Daily	Callfornlan Leave Daily	Mail and Express Leave Daily	Sunset Limited Leave Daily	Golden State Limited Leave Daily	Imperial Leave Daily			
Colton yard BKWOTYP		PM 10.05		PM 9.42	PM 7.10	PM 2.05	PM 12.43	PM 12.28	539.0	TO-R COLTON	0.0
258 P									542.6	3.6 LOMA LINDA	3.6
P									544.5	1.9 BRYN MAWR	5.5
120 P			f 10.11	9.54	f 7.25	2.16	12.53		546.3	1.8 REDLANDS	7.3
126 P									549.1	2.8 ORDWAY	10.1
115 WP									552.7	3.6 EL CASCO	13.7
122 P									557.2	4.5 HINDA	18.2
119 P									559.7	2.5 NICKLIN	20.7
245 WKOYP			f 10.43	10.26	s 8.02	s 2.47	1.23	1.08	562.0	2.3 BEAUMONT	23.0
130 P									565.5	3.5 PERSHING	26.5
110 P			f 10.55	10.37	s 8.20	2.58	1.34		568.2	2.7 BANNING	29.2
120 P									571.5	3.3 OWL	32.5
123 WP					s 8.30				574.1	2.6 CABAZON	35.1
127 WP									576.2	2.1 MONS	37.2
120 P									578.6	2.4 FINGAL	39.6
118 P									582.6	4.0 PALM SPRINGS	43.6
108 WP			f 11.20	s 11.01	s 8.50	f 3.20	s 1.55	1.40	585.4	2.8 HUGO	46.4
118 P									588.1	2.7 GARNET	49.1
65 WYP									591.6	3.5 SALVIA	52.6
109 WYP									595.1	3.5 RIMLON	56.1
120 P									599.0	3.9 EDOM	60.0
121 P									601.5	2.5 DRY CAMP	62.5
108 P					s				606.5	5.0 MYOMA	67.5
120 P									610.9	4.4 INDIO	71.9
129 P									611.3	0.4 INDIO YARD	72.3
Indio yd. BKWOYP		12.10 AM	s 12.05 AM	s 11.36 PM	s 9.30 PM	s 3.54 PM	s 2.29 PM	s 2.14 PM		(72.3)	
		Arrive Daily Ex. Sun., Mon	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		(2.05) 34.51	(2.06) 34.23	(1.54) 37.84	(2.20) 38.14	(1.49) 39.57	(1.46) 40.69	(1.46) 40.69		Time over District.....	
										Average Speed per Hour.....	

Automatic Block System

Centralized Traffic Control

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS			
Train	At	Receive To (or Beyond)	Discharge From (or Beyond) Frequency
40	Beaumont, Palm Springs	El Paso	Daily
4	Beaumont	El Paso	Daily
44	Redlands, Beaumont, Banning	East of Wellton	Daily
44	Beaumont, Banning	Los Angeles	Daily

No. 40 stop on flag at Palm Springs to receive revenue passengers destined Brawley, El Centro or Calexico.
 No. 4 passing Beaumont and No. 44 passing Beaumont and Banning reduce speed sufficiently to permit throwing U. S. Mail in mail car.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Halg. (Spur)	555.7	19

BEAUMONT SUBDIVISION

Timetable No. 185

October 6, 1946

WESTWARD

FIRST CLASS

Mile Post Location	Stations	Distance from Indio Yard	WESTWARD									
			FIRST CLASS									
			5 Argonaut	43 Californian	1 Sunset Limited	47 Mail and Express	39 Imperial	3 Golden State Limited				
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
539.0	TO-R COLTON 3.6	72.3	AM s 4.40	AM s 5.15	AM s 7.50	AM s 10.30	PM s 12.15	PM s 7.05				
542.6	LOMA LINDA 1.9	68.7										
544.5	BRYN MAWR 1.8	66.8										
546.3	REDLANDS 2.8	65.0	f 4.25	5.00	7.39	10.15	12.04 PM	6.54				
549.1	ORDWAY 3.6	62.2										
552.7	EL CASCO 4.5	58.6										
557.2	HINDA 2.5	54.1										
559.7	NICKLIN 2.3	51.6										
562.0	BEAUMONT 3.5	49.3	f 3.50	4.25	s 7.07	s 9.40	11.42 AM	6.32				
565.5	PERSHING 2.7	45.8										
568.2	BANNING 3.3	43.1	f 3.30	4.10	6.54	s 9.15	11.29	6.19				
571.5	OWL 2.6	39.8										
574.1	CABAZON 2.1	37.2				f						
576.2	MONS 2.4	35.1										
578.6	FINGAL 4.0	32.7										
582.6	PALM SPRINGS 2.8	28.7	f 3.00	s 3.45	f 6.32	s 8.25	11.08	s 5.58				
585.4	HUGO 2.7	25.9										
588.1	GARNET 3.5	23.2										
591.6	SALVIA 3.5	19.7										
595.1	RIMLON 3.9	16.2										
599.0	EDOM 2.5	12.3				f						
601.5	DRY CAMP 5.0	9.8										
606.5	MYOMA 4.4	4.8										
610.9	TO-R INDIO 0.4	0.4	2.10 AM	3.00 AM	5.54 AM	7.15 AM	10.30 AM	5.20 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.....			(2.30)	(2.15)	(1.56)	(3.15)	(1.45)	(1.45)				
.....Average Speed per Hour.....			28.76	31.95	37.18	22.12	41.08	41.08				

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
43	{ Banning } { Beaumont }	Los Angeles	Wellton	Daily
43	Redlands		Wellton	Daily
39	Palm Springs		El Paso	Daily
39	Beaumont		El Paso	Daily
3	Beaumont		El Paso	Daily

No. 39 stop on flag at Palm Springs to discharge passengers originating Calexico, El Centro and Brawley.
 No. 43 passing Banning and Beaumont, No. 3 passing Beaumont reduce speed sufficiently to permit throwing U. S. Mail in mail car.

SALTON SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings in car lengths	EASTWARD									Mile Post Location	Timetable No. 185 October 6, 1946	Distance from Indio	
	FIRST CLASS												
	44 Californian Leave Daily	48 Mail and Express Leave Daily	2 Sunset Limited Leave Daily	4 Golden State Limited Leave Daily	40 Imperial Leave Daily	370 A. O. N. Leave Daily Ex. Sun., Mon	6 Argonaut Leave Daily	362 San Diego Passenger Leave Daily					
	PM 11.41	PM 9.45	PM 3.59	PM 2.34	PM 2.19	AM 12.15	AM 12.10			610.9	TO-R	INDIO	0.0
										611.3	TO-R	INDIO YARD	0.4
	11.44	9.50	4.02	2.37	2.22	12.22	12.13			612.3	TO-R	EAST INDIO	1.4
Indio yard										614.4	TO-R	COACHELLA	3.5
82 P	f 11.47	f 9.57	4.05	2.40	2.25	12.25	12.16			618.0	TO	THERMAL	7.1
120 P	11.51	f 10.05	4.09	2.44	2.29	12.29	12.20			624.1	TO	MECCA	13.2
140 WP	PM 11.57	f 10.16	4.15	2.50	2.35	12.36	12.26			628.8		CALEB	17.9
134 P	AM 12.02	10.21	4.20	2.55	2.40	12.41	12.31			633.3	TO	MORTMAR	22.4
131 P	12.07	10.26	4.25	3.00	2.45	12.46	12.36			637.8		SALTON	26.9
102 P	12.12	10.31	4.30	3.05	2.50	12.51	12.42			642.1		DURMID	31.2
66 P	12.17	10.36	4.40	3.09	2.54	12.55	12.47			646.8	TO	BERTRAM	35.9
103 P	12.22	10.41	4.45	3.14	2.59	1.00	12.52			651.1		POPE	40.2
100 P	12.27	10.47	4.49	3.18	3.03	1.10	12.57			655.6		FRINK	44.7
134 P	12.32	10.52	4.54	3.23	3.08	1.15	1.05			660.1	TO	WISTER	49.2
105 P	12.37	10.57	4.59	3.28	3.13	1.20	1.13			663.5		MUNDO	52.6
68 P	12.41	11.02	5.03	3.32	3.17	1.25	1.18			667.5	TO-R	NILAND	56.6
N 148 Yard Limits S 110 BKWOYP	s 12.51	s 11.20	5.11	s 3.39	s 3.25 PM	1.45	f 1.30			671.7		FLOWING WELL	60.8
64 P	12.56	11.25	5.16	3.44		1.50	1.36			674.4		IRIS	63.5
111 P	1.02	11.30	5.22	3.50		1.55	1.42			678.5		TORTUGA	67.6
132 P	1.08	11.36	5.27	3.55	Via	2.00	1.48			684.6	TO	AMOS	73.7
101 WP	1.21	11.45	5.33	4.01	Imperial	2.06	1.54			690.1		ACOLITA	79.2
68 P	1.27	PM 11.51	5.39	4.07	Valley	2.12	2.00			695.6		MESQUITE	84.7
102 P	1.33	AM 12.01	5.45	4.13		2.18	2.06			698.1	TO	GLAMIS	87.2
128 P	1.39	f 12.10	5.48	4.16		2.21	2.10			703.0		RUTHVEN	92.1
101 P	1.46	12.17	5.53	4.21		2.27	2.16			709.4		CLYDE	98.5
63 P	1.54	12.25	5.59	4.28		2.34	2.23			712.3		CACTUS	101.4
127 P	2.01	12.30	6.03	4.32		2.38	2.27			716.6	TO	OGILBY	105.7
99 P	2.08	f 12.44	6.08	4.36		2.43	2.32			722.7		KNOB	111.8
130 P	2.15	12.54	6.14	4.43		2.49	2.39			726.1		ARAZ JCT.	115.2
P	2.22	1.05	6.19	4.48	PM 6.00	2.55	2.45	AM 1.45		727.0	TO	ARAZ	116.1
P										731.9		COLORADO	121.0
Yuma yard										732.7	TO-R	YUMA	121.8
BKWOTYP	s 2.35 AM	s 1.20 AM	s 6.30 PM	s 5.01 PM	s 6.15 PM	3.20 AM	s 3.00 AM	s 2.00 AM					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon	Arrive Daily	Arrive Daily					
	(2.54) 42.00	(3.35) 34.40	(2.31) 48.30	(2.27) 49.71	(1.21) 46.81	(3.05) 39.50	(2.50) 42.98	(0.15) 26.40					

STATIONS		
TO-R	INDIO	0.0
	0.4	
TO-R	INDIO YARD	0.4
	1.0	
TO-R	EAST INDIO	1.4
	2.1	
	COACHELLA	3.5
	3.6	
TO	THERMAL	7.1
	6.1	
TO	MECCA	13.2
	4.7	
	CALEB	17.9
	4.5	
TO	MORTMAR	22.4
	4.5	
	SALTON	26.9
	4.3	
	DURMID	31.2
	4.7	
TO	BERTRAM	35.9
	4.3	
	POPE	40.2
	4.5	
	FRINK	44.7
	4.5	
TO	WISTER	49.2
	3.4	
	MUNDO	52.6
	4.0	
TO-R	NILAND	56.6
	4.2	
	FLOWING WELL	60.8
	2.7	
	IRIS	63.5
	4.1	
	TORTUGA	67.6
	6.1	
TO	AMOS	73.7
	5.5	
	ACOLITA	79.2
	5.5	
	MESQUITE	84.7
	2.5	
TO	GLAMIS	87.2
	4.9	
	RUTHVEN	92.1
	6.4	
	CLYDE	98.5
	2.9	
	CACTUS	101.4
	4.3	
TO	OGILBY	105.7
	6.1	
	KNOB	111.8
	3.4	
	ARAZ JCT.	115.2
	0.9	
TO	ARAZ	116.1
	4.9	
	COLORADO	121.0
	0.8	
TO-R	YUMA	121.8
	(121.8)	
	Time over District.....	
	Average Speed per Hour.....	

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

RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3, 4, 39 and 40.

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}	El Paso		Daily
44	{Thermal, Mecca}	Wellton		Daily

SALTON SUBDIVISION

Timetable No. 185 October 6, 1946		WESTWARD												
		FIRST CLASS							SECOND CLASS					
		43	363	1	47	39	3	5	815	817	819	839		
		Californian	San Diego Passenger	Sunset Limited	Mail and Express	Imperial	Golden State Limited	Argonaut	Freight	Freight	Freight	Freight		
STATIONS		Distance from Yuma												
Mile Post Location	Distance from Yuma	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 INDIO 0.4	121.8	AM 2.50		AM 5.49	AM 7.01	AM 10.25	PM 5.15	AM 1.55					
611.3	TO-R INDIO YARD 1.0	121.4								AM 6.48	PM 12.04	PM 6.45		
612.3	TO-R EAST INDIO 2.1	120.4										AM 12.30		
614.4	COACHELLA 3.6	118.3	2.45	5.44	f 6.55	10.19	5.10	1.51	6.36	11.54 AM	6.35	12.16 AM		
618.0	TO THERMAL 6.1	114.7	2.41	5.40	f 6.47	10.15	5.06	1.48	6.30	11.48	6.29	11.51 PM		
624.1	TO MECCA 4.7	108.6	f 2.35	5.34	f 6.37	10.09	5.00	1.41	6.21	11.39	6.20	11.31		
628.8	CALEB 4.5	103.9	2.30	5.29	6.28	10.04	4.55	1.36	6.14	11.33	6.13	11.13		
633.3	TO MORTMAR 4.5	99.4	2.25	5.24	6.23		4.50	1.29	6.07	11.26	6.06	11.06		
637.8	SALTON 4.3	94.9	2.20	5.19	6.18	9.55	4.45	1.24	6.00	11.19	5.59	10.59		
642.1	DURMID 4.7	90.6	2.15	5.14	6.13		4.40	1.19	5.53	11.12	5.52	10.52		
646.8	TO BERTRAM 4.3	85.9	2.10	5.09	6.08		4.35	1.14	5.46	11.05	5.45	10.41		
651.1	POPE 4.5	81.6	2.05	5.04	6.03	9.42	4.30	1.10	5.39	10.58	5.38	10.33		
655.6	FRINK 4.5	77.1	2.00	4.59	5.58		4.25	1.05	5.32	10.51	5.31	10.27		
660.1	TO WISTER 3.4	72.6	1.55	4.54	5.53	9.33	4.20	1.00	5.25	10.44	5.24	10.21		
663.5	MUNDO 4.0	69.2	1.50	4.50	5.49	9.29	4.16	12.56	5.19	10.37	5.18	10.16		
667.5	TO-R NILAND 4.2	65.2	s 1.45	4.46	s 5.45	9.25 AM	s 4.11	f 12.51	5.12	10.30	5.11	10.10		
671.7	FLOWING WELL 2.7	61.0	1.36	4.39	5.33		4.04	12.35	4.58	10.09	4.25	9.56		
674.4	* IRIS 4.1	58.3	1.32	4.36	5.30		4.01	12.24	4.53	10.03	4.18	9.50		
678.5	TORTUGA 6.1	54.2	1.28	4.31	5.26		3.55	12.19	4.46	9.55	4.10	9.43		
684.6	TO AMOS 5.5	48.1	1.21	4.24	5.20	Via	3.46	12.13	4.37	9.45	4.01	9.34		
690.1	ACOLITA 5.5	42.6	1.15	4.18	5.14	Imperial	3.40	12.07	4.27	9.35	3.46	9.25		
695.6	MESQUITE 2.5	37.1	1.09	4.12	5.08	Valley	3.34	12.01 AM	4.12	9.25	3.37	9.17		
698.1	TO GLAMIS 4.9	34.6	1.06	4.09	5.05		3.31	11.58 PM	4.04	9.19	3.31	9.11		
703.0	RUTHVEN 6.4	29.7	1.00	4.04	5.00		3.26	11.53	3.55	9.09	3.08	9.04		
709.4	CLYDE 2.9	23.3	12.53	3.57	4.53		3.20	11.46	3.46	8.58	2.58	8.55		
712.3	CACTUS 4.3	20.4	12.49	3.54	4.50		3.17	11.42	3.36	8.50	2.50	8.48		
716.6	TO OGILBY 6.1	16.1	12.44	3.49	4.45		3.12	11.37	3.30	8.43	2.43	8.40		
722.7	KNOB 3.4	10.0	12.37	3.42	4.38		3.06	11.29	3.12	8.32	2.32	8.29		
726.1	ARAZ JCT. 0.9	6.6	12.31	AM 1.15	3.36	4.33	AM 6.46	3.01	11.22	2.55	8.20	2.20		
727.0	TO ARAZ 4.9	5.7												
731.9	COLORADO 0.8	0.8												
732.7	TO-R YUMA	0.0	12.20 AM	1.00 AM	3.25 AM	4.20 AM	6.35 AM	2.50 PM	11.10 PM	2.20 AM	8.00 AM	2.00 PM		
	(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	Time over District.....		(2.30)	(0.15)	(2.24)	(2.41)	(1.11)	(2.25)	(2.45)	(4.28)	(4.04)	(4.45)		
	Average Speed per Hour.....		48.72	26.40	50.75	45.32	53.40	50.40	44.29	27.17	29.83	25.55		

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

RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3, 4, 39 and 40.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
5	Mecca, Thermal, Coachella		Wellton	Daily
43	Thermal		Wellton	Daily
1	Niland		El Paso	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 in car lengths	EAST- WARD	Timetable No. 185 October 6, 1946 Ojai Branch STATIONS	WEST- WARD
	Mile Post Location		Distance from Ojai
Ventura Yard Limits P	397.3	VENTURA JCT.	15.0
WP	412.3	15.0 OJAI	0.0
(15.0)			

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

Capacity of sidings in car lengths	EAST- WARD	Timetable No. 185 October 6, 1946 Burbank Branch STATIONS	WEST- WARD
	Mile Post Location		Distance from Burbank
WYP	445.5	CHATSWORTH	21.3
33	455.1	9.6 ENCINO	11.7
W	458.4	3.3 VAN NUYS	8.4
Yard Limits YP	462.8	4.4 NORTH HOLLYWOOD	4.0
	466.8	4.0 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 in car lengths	EAST- WARD	Timetable No. 185 October 6, 1946 Santa Paula Branch STATIONS	WEST- WARD
	Mile Post Location		Distance from Saugus
Yard Limits YP	403.2	MONTALVO	45.5
56 P	407.6	4.4 TO SATICOY	41.1
Yard Limits 44 WP	414.7	7.1 TO SANTA PAULA	34.0
Yard Limits 36 BKP	424.5	9.8 TO-R FILLMORE	24.2
32 P	428.2	3.7 CAVIN	20.5
WP	431.8	3.6 PIRU	16.9
33 P	444.1	12.3 NEWHALL RANCH	4.6
E 103 Yard Limits W 93 WOYYP	448.7	4.6 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

EAST-WARD		Timetable No. 185		WEST-WARD	
Capacity of sidings in car lengths		October 6, 1946		Distance from Pasadena	
Mile Post Location		Pasadena Branch			
		STATIONS			
L. A. yard	P	487.7	TO ALHAMBRA		4.8
		488.5	0.8 PERY Crossing (Stop)		4.0
	I	489.5	1.0 PERY Crossing		3.0
		491.2	1.7 RAYMOND HOTEL		1.3
	P	492.5	1.3 PASADENA		0.0
(4.8)					

EAST-WARD		Timetable No. 185		WEST-WARD	
Capacity of sidings in car lengths		October 6, 1946		Distance from End of Track	
Mile Post Location		Chino Branch			
		STATIONS			
Yard Limits BKWTP		514.3	TO POMONA		5.7
	I	515.4	1.1 POMONA JCT. TOWER		4.6
		520.0	4.6 CHINO		0.0
(5.7)					

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

EAST-WARD		Timetable No. 185		WEST-WARD	
Capacity of sidings in car lengths		October 6, 1946		Distance from Riverside	
Mile Post Location		Riverside Branch			
		STATIONS			
Colton yard BKWOTYP		539.0	TO COLTON		7.2
	I	544.0	5.0 AT&SFRY Crossing		2.2
		545.4	1.4 RIVERSIDE JCT.		0.8
Yard Limits P		546.2	0.8 RIVERSIDE		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	..

BEAUMONT SUBDIVISION

Capacity of sidings in car lengths	EAST- WARD		Timetable No. 185 October 6, 1946	WEST- WARD
	Mile Post Location	Distance from Craiton		
	Redlands Branch			
	STATIONS			
P	544.5	BRYN MAWR	6.9	
Yard Limits		3.3		
W	547.8	REDLANDS, 2nd STREET	3.6	
Yard Limits		3.6		
	551.4	CRAFTON	0.0	
		(6.9)		

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Motor Jct (Spur)	545.0	4
Warner (Spur)	549.9	2
Mentone (Spur)	550.5	7

FIRESTONE PARK SUBDIVISION

Capacity of sidings in car lengths	EAST- WARD		Timetable No. 185 October 6, 1946	WEST- WARD
	Mile Post Location	Distance from San Pedro		
	San Pedro Branch			
	STATIONS			
L. A. yard WYP	489.1	FIRESTONE PARK	16.4	
		2.7		
	491.8	LYNWOOD	13.7	
55		2.3		
	494.1	COMPTON	11.4	
		2.1		
I	496.2	DOMINGUEZ TOWER	9.3	
		3.8		
33	500.0	WATSON	5.5	

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).

Yard Limits		Mile Post	ADDITIONAL STATIONS	
			NAME	Capacity
	I	501.0	1.0 THENARD TOWER	4.5
	IYP	501.4	0.4 WILMINGTON (Anaheim Blvd.)	4.1
	BKWOP	502.9	1.5 WILMINGTON	2.6
	I	504.5	1.3 SAN PEDRO DRAWBRIDGE	1.3
		505.5	1.3 SAN PEDRO	0.0
			(16.4)	

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

Capacity of sidings in car lengths	EAST- WARD		Timetable No. 185 October 6, 1946	WEST- WARD
	Mile Post Location	Distance from Long Beach		
	Long Beach Branch			
	STATIONS			
	IYP	501.4	WILMINGTON (Anaheim Blvd.)	2.1
	I	501.8	0.4 AT&SFry Crossing	1.7
	I	502.0	0.2 UPRR Crossing	1.5
		502.4	0.4 PERy Crossing (Stop)	1.1
P	503.5	1.1 LONG BEACH	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

	EAST- WARD		WEST- WARD
Capacity of sidings in car lengths		Timetable No. 185 October 6, 1946	
		Santa Ana Branch	
		STATIONS	
L. A. yard		TO-R FIRESTONE PARK	30.3
WYP	489.1	3.0	
		SOUTHGATE (Atlantic Blvd.)	27.3
I	492.1	2.9	
		TO DOWNEY	24.4
	495.0	9.4	
43		BUENA PARK	15.0
	504.4	4.6	
Yd. Lmts.		WEST ANAHEIM	10.4
WYP	509.0	1.2	
		TO ANAHEIM	9.2
	510.2	1.7	
		TUSTIN JCT.	7.5
P	511.9	5.1	
Yard Limits		TO-R SANTA ANA	2.4
BKWOYP	517.0	2.4	
		DYER	0.0
	519.4		

(30.3)

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

	EAST- WARD		WEST- WARD
Capacity of sidings in car lengths		Timetable No. 185 October 6, 1946	
		Los Alamitos Branch	
		STATIONS	
Yard Limits		WEST ANAHEIM	9.4
WYP	509.0	4.6	
		STANTON	4.8
	513.6	0.5	
Y		STANTON JCT.	4.3
	514.1	4.3	
		LOS ALAMITOS	0.0
	518.4		

(9.4)

	EAST- WARD		WEST- WARD
Capacity of sidings in car lengths		Timetable No. 185 October 6, 1946	
		Smeltzer Branch	
		STATIONS	
		STANTON JCT.	6.4
Y	514.1	6.4	
		WINTERSBURG	0.0
	520.5		

(6.4)

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

	EAST- WARD		WEST- WARD
Capacity of sidings in car lengths		Timetable No. 185 October 6, 1946	
		Tustin Branch	
		STATIONS	
		TUSTIN JCT.	10.5
P	511.9	0.5	
		ANAHEIM TOWER	10.0
I	512.4	2.1	
		MARLBORO	7.9
	514.5	7.9	
		TUSTIN	0.0
	522.4		

(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	..

CALEXICO SUBDIVISION

EASTWARD					Mile Post Location	Automatic Block System	WESTWARD				
Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS				Timetable No. 185 October 6, 1946				
	452 S. D. & A. E. Mixed Leave Daily Ex. Monday	358 Mixed Leave Daily	362 San Diego Passenger Leave Daily	40 Imperial Leave Daily			Distance from Calexico	FIRST CLASS	SECOND CLASS		
	363 San Diego Passenger Arrive Daily	39 Imperial Arrive Daily	451 S. D. & A. E. Mixed Arrive Daily Ex. Saturday	357 Mixed Arrive Daily	STATIONS						
N 148 Yard Limits S 110 BKWOYP		AM 4.30		PM 3.30	667.5	TO-R NILAND	41.0		AM 9.20		PM 10.30
Yard Limits 90 YP		s 4.45			675.7	TO-R CALIPATRIA	32.8				s 10.15
Yard Limits BKWP		s 5.20		s 3.53	686.2	TO-R BRAWLEY	22.3		s 8.57		s 10.00
Yard Limits 131 P		s 5.35			695.6	TO IMPERIAL	12.9				s 9.25
Yard Limits 87 BKWYP	AM 6.15	s 6.05	PM 11.00	s 4.18	699.4	TO-R EL CENTRO	9.1	s 3.45	s 8.35	s 6.50	s 9.15
Yard Limits 69 P	f 6.30	s 6.15	f 11.07		704.0	HEBER	4.5	f 3.37		f 6.37	s 8.40
Yard Limits 175 BKWOYP	s 6.40 AM	s 6.30 AM	s 11.15 PM	s 4.34 PM	708.5	TO-R CALEXICO	0.0	3.30 AM	8.15 AM	6.25 PM	8.30 PM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily		(41.0)		Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Daily
	(0.25) 21.84	(2.00) 25.00	(0.15) 36.40	(1.04) 38.40		Time over District.....		(0.15) 36.40	(1.05) 37.80	(0.25) 21.84	(2.00) 25.00
						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 10:45 PM, and No. 363 due to leave El Centro 4:00 AM, and must avoid unnecessary delay to No. 452 due to leave Wilsie 5:40 AM and No. 451 due to leave El Centro 7:01 PM.

RULES 86 and 93. Second-class and extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 39 and 40.

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

Capacity of sidings in car lengths	EASTWARD	Timetable No. 185 October 6, 1946	WESTWARD
	Mile Post Location			Distance from Westmorland
Yard Limits YP	675.7	TO CALIPATRIA	12.6
	683.3	12.6 WESTMORLAND	0.0
		(12.6)	

Capacity of sidings in car lengths	EASTWARD	Timetable No. 185 October 6, 1946	WESTWARD
	Mile Post Location			Distance from El Centro
Yard Limits YP	675.7	TO CALIPATRIA	38.0
Yard Limits YP	703.5	27.8 HOLTVILLE	10.2
Yard Limits BKWYP	713.7	10.2 EL CENTRO	0.0
		(38.0)	

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Verdant.....	679.1	..
Shamrock.....	680.6	..
Fondo.....	583.1	..

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
	210	708
	221	763
	271	837

RULE 2. Watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.	
Los Angeles.....	{ Baehr-Bakula, Inc., 103 Pacific Electric Bldg. Geo. D. Davidson Co., 445 S. Spring St. O. H. Patzer, 2708 North Broadway Ralph Laraway, 1226 San Fernando Rd.
Huntington Park.....	James Podmore
Glendale.....	{ John R. Leaney, 112 W. Broadway
Temple City.....	J. A. Peters
Santa Ana.....	R. H. Ewert
Oxnard.....	Jack Davis
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, 7920 Seville Ave.
Alhambra.....	H. E. Wellman
	Covina..... J. Howard Boal
	Pomona..... W. R. Parsonage
	Colton..... C. G. Miller
	Redlands..... Howard S. Smith
	Banning..... B. B. Felts
	Yuma..... J. H. Huber
	Van Nuys..... C. H. Berggren
	Ventura..... G. J. Adamson
	Brawley..... J. R. Cash
	El Centro..... J. L. Bledsoe
	Calexico..... H. E. Burke
	Fillmore..... Duard E. Goble
	San Bernardino..... Hobart W. Hanf
	Riverside..... F. S. Fisher

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). Certain slow boards have the word "SIGNAL" above the figures. Such slow 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 slow board, unless distant signal can plainly be seen to be displaying proceed indication; and such slow boards in approach to a home signal indicate the speed that must not be exceeded while approaching home signal three-fourths mile beyond the slow board, until indication of home signal can plainly be seen.

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.

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.

**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 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.

When necessary to move cars ahead of engine do not exceed 20 MPH.

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 them.

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, but not more than two engines will be used 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.

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 four 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 between clearance points is based on an average car length of 49 feet not including engines 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.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

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 P-8 class, except eng. 2470.
 All F-1 class, except engs. 3613, 3618, 3627, 3639.
 All F-3 class.
 All F-4 class, except engs. 3673, 3680, 3694, 3700, 3710, 3713.
 All F-5 class, except engs. 3719, 3726, 3730, 3743, 3744, 3745, 3751, 3761.
 All AC-6 class, except engs. 4134, 4145.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

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

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

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

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed Trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	Running Forward		Running Backward
	With Train	Light	With Train or Light
DES-200	30	30	30
DES-1 to 7, 100 to 107	40	40	40

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 WHEN HANDLING 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 slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow 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 slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.

Passenger trains handling steel wheel box cars in series 5810 to 5874, and foreign line steel wheel box cars equipped for movement in passenger trains, but 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 engine and caboose only must not exceed restricted freight train speed, except when caboose has steel wheels, may make speed permitted the engine when running light.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 370, 373 and 374 when those trains consist entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels, or caboose with steel wheels, except that maximum speed of 60 MPH must not be exceeded at any point, and No. 370 must not exceed 35 MPH Beaumont to Garnet, and 40 MPH Knob to Araz Jct.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars only (other than Lark equipment) with GS, P-7-10-12, or P-8 (except eng. 2470) class engines.

Exception: Eastward round yellow slow board at MP 475.13 will not apply to No. 52.

Slow boards to left of track:
Westward at MP 462.05, reading 75-65-40.
Slow 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.

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.

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 LAUPT 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.

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.

Approach west switch “A” unit, Los Angeles Yard on third track south of Glendale Tower with caution. Call for signal from switchtender. If not received train must be stopped west of spot board 100 feet west of Fletcher Drive. When train consists of over 71 cars switchtender will permit train to move ahead far enough for rear end to clear Glendale Tower interlocking limits, and crew must then cut Fletcher Drive crossing, pulling the lead cut sufficient distance to clear spot board 100 feet east of crossing.

Cars must not be left standing between spot boards unless member of crew protects vehicular traffic on crossing.

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 LAUPT 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:

Edison spur, MP 446.2 (Santa Paula Br.)—Telegraph road. (Movements to be made only during daylight hours.)

Limonia spur at Limco—Telegraph road on spur.

Industrial—Fletcher Drive, on Van de Kamp 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.

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
OJAI BRANCH

Ventura Jct.—250 feet east of junction switch.
Ojai—6 feet west of initial switch.

SANTA PAULA BRANCH

Montalvo—238 feet west of switch to M.O.D. track.

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.
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.

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.

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 must not be exceeded while trailing through the switches:

Location	Normal Position	MPH
East Santa Barbara... End of double track.....	Westward track.....	25
East Santa Barbara... East end freight lead.....	Main track.....	15
Ortega..... East switch of siding.....	Main track.....	15
Oxnard..... East switch of siding.....	Main track.....	15
Camarillo..... East switch of siding.....	Main track.....	15
Moorpark..... East switch of siding.....	Main track.....	15
Hasson..... East switch of siding.....	Main track.....	15
Chatsworth..... West switch of siding.....	Main track.....	15

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.

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

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 cabooses to observe any condition requiring an immediate stop of the train.

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 rolling 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 rolling inspection both sides of train as train arrives. Forward brakeman then walk forward on station side making standing inspection.

RULE 828. Rolling inspection must be made on eastward freight trains except No. 374 at Santa Susana and on westward freight trains except No. 373 at Northridge. Unless trains stop at either of the two points for operating purposes, trains must reduce speed sufficiently to permit rolling inspection.

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

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. Helper engines on freight trains must be placed in rear through Tunnel 26.

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; Cabooses 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.
“ Seacliff—Team track beyond 200 feet from fouling point.
“ 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.

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 fouling point.

“ Simi—Spur.
“ Santa Susana — Tapo spur; storage track.

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

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.

Derailed 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 Los Angeles 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 Union Pacific tracks between Santa Fe 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 Union Pacific rules, timetables, special instructions, and bulletins.

Trainmen and enginemen operating over East Bank line of the Union Pacific Railroad must provide themselves with copy of Union Pacific Special Rules, and pamphlet indicating points of difference between Union Pacific and Southern Pacific operating rules, which may be secured at crew dispatchers' office Taylor yard and roundhouse; roundhouse foreman's office Alhambra Ave., and train order office LAUPT.

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..... Side
441.2	East of Hasson	Tunnel 26..... Overhead
442.9	East of Hasson	Tunnel 27..... Overhead
443.9	East of Hasson	Tunnel 28..... Overhead (Santa Paula Branch)
415.0	Santa Paula	Water tank..... Side
415.4	East of Santa Paula	Santa Paula River bridge..... Side
423.0	West of Fillmore	Sespe Creek bridge. Overhead & Side
432.2	East of Piru	Piru Creek bridge.. Overhead & Side

SPEED RESTRICTIONS

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
On Limonera spur, Limco, on tangent running forward	25
“ “ on tangent backing.....	20
“ “ on curves	10
On VC yard tracks, Oxnard, when shoving.....	10
Through any siding, crossover, turnout, or slip-switch with engine backing.....	10

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 Jet. to Ojai	Burbank to Chatsworth Via Burbank Branch	Ojai to Ventura Jet. 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-8, 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	1980	7800
C-15, 32	2500, 2505 to 2507.....	1700	5000	1750	590	1280	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	3830	.....	.....	.....
Mk-10	3295.....	2900	8400(D)	2960(D)	.....	.....	.....
Mk-11	3297 and 3298.....	2800	8050	2840	.....	.....	.....
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). Slow boards to left of track:

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

Slow board to left of track with one track intervening:
Westward at MP 497.67, reading 40-35.

RULE 14 (e). As specified below, — — — — — sounds will be indication that flagman may return from east:
Coltonon Riverside Branch.
Pomonaon Chino Branch.
Alhambraon 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.

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 extras.

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

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 LAUPT 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.)

Stop clear of lead to PFE yard Colton on east leg of wye, unless proceed signal received from herder. In absence of herder member of crew must be sent ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed.

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

Industrial—Fletcher Drive, on Van de Kamp spur.

Los Angeles Yard—Wilson St., Mateo St.

El Monte—Arden Drive on drill track.

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.

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 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 must not be exceeded while trailing through the switches:

Location	Normal Position	MPH
Alhambra.....	End of double track..... Westward track....	25
El Monte.....	West switch of siding..... Main track.....	15

RULE 605. INTERLOCKING

Dayton Ave. Tower. To Glendale or East Bank Line, —.

To River Station Tower or "C" unit, 0 0 0 0 0.

To Midway unit No. 1 track, 0 — 0; other tracks or freight lead, — 0 —.

For movement against current of traffic, — 0 0 0 0.

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, 0 —.

To Alhambra or Naud Jct., east or west on East Bank Line, —.

To Roundhouse, — 0 — 0.

To River Station Tower or AO spur, 0 0 0 0 0.

To Brewery spur Lacy Manufacturing Co., 0 0 0 —.

To Coach yard, 0 0 0 0 —.

To Wilson Packing Co. lead, — 0 —.

To or from East Bank Line or Alhambra, 0 — 0 0.

To Alhambra Ave. Coach yard lead, 0 0 — 0.

To Naud Jct. from East Bank Line, 0 0 — 0 0.

Against current of traffic, — 0 0 0 0.

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, 0 0 0 0 0.

Pomona Jct. Tower. To Packing House track, — 0 0 0 0.

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, — 0 —.

To Riverside, 0 0 — 0.

To Santa Fe interchange, 0 0 0 0 0.

AUTOMATIC INTERLOCKING

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.

RIVERSIDE BRANCH — HIGHGROVE INTERLOCKING
Crossing AT&SFry, 0.7 mile east of Orange Center.

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 325. Portable rail skids are hung on posts at lower end of sidings 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.

RULE 327. 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.

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.

RULE 39. Running test of trains leaving 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 and eng. 2371	Rudell—Spur. Pomona—Park Ave. spur. Ontario—Assets Corp. tracks. San Gabriel—S. G. V. Lbr. spur beyond fouling point.
F-3-4-5-SP-Mt-AM-MM-AC-GS-P-8-10-12 and eng. 2371	Guasti—Winery spurs. South Fontana—Quarry track; 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 Union Pacific tracks between Santa Fe 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 Union Pacific rules, time tables, special instructions, and bulletins.

Trainmen and enginemen operating over East Bank Line of the Union Pacific Railroad must provide themselves with copy of Union Pacific Special Rules, and pamphlet indicating points of difference between Union Pacific and Southern Pacific operating rules, which may be secured at crew dispatchers' office Taylor yard and roundhouse; roundhouse foreman's office Alhambra Ave., and train-order office LAUPT.

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

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

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 slow boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT			
		PASSENGER										*FREIGHT AND MIXED							
		GS-Mt P (if CCB*) with stream-lined cars only	E P-8 (if CCB*) P-7 10-12 GS Mt	4 T -28 -32 -37 -40	5 AC-4-5 7-8-9 10-11 12 AC-6 (if CCB*) F (if CCB*) Sp	6 T-1-8-9 23-28-31 36-57-58 Mk-5-6-7-8-9 F (if CCB*) Sp	7 M AM-2	8 C-2-4-5-9-9 10-16-19-26-27-28-29 Mk-2-4 TW F (if not CCB*) AC-1-2-3-8 (if not CCB*)	9 C-15-17-32 MK-10 MM-3	10 Cars (see note) With no Restricted	11 Cars (see note) With Restricted	12 Mt GS	13 T-28-32-37-40 F (if CCB*)	14 M T-1-8-9-23-28-31-36-57-58 TW Mk-2-4-10-11 27-28-29 F (if not CCB*) SP	15 C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	16 E F A T P C GS SP TW	17 Mk F Mt GS AM-2 MM-3		
6, 7, 8, 9	Between Los Angeles Yard and Taylor Jct., except... Through switches MP 480.60. Dayton Ave. Tower-East Bank Jct., except... *Entering intersection Main St., Los Angeles... East Bank Jct.-Taylor Jct. Between Mission Tower and Colton, except... Mission Tower-MP 484.05... *MP 484.05-MP 485.80 (Valley Blvd.)... MP 485.80-MP 488.24 (end double track)... Through turnout, end double track Alhambra... *MP 494.45-MP 495.12 (El Monte)... MP 507.00-MP 513.80 (Pomona)... *MP 513.80-MP 514.80 (city limits Pomona)... MP 519.51-MP 520.70 (city limits Ontario)... MP 520.70-MP 523.00 (Guasti)... MP 523.00-MP 528.00 (Kaiser)... MP 528.00-MP 536.65... *Over Riverside Ave. (Rialto)... MP 536.65-MP 539.00 (Colton)... *Colton, over street crossings...	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
		40	40	40	40	40	40	40	40	35	25	25	25	25	25	25	25	25	
		25	25	25	25	25	25	25	25	20	20	20	20	20	20	20	20	20	
		15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
		15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
		70	70	65	60	55	50	45	40	35	50	40	45	40	35	30	30	25	
		15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
		25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	
		50	50	50	50	50	50	50	50	35	35	35	35	35	35	35	35	35	
		25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	
		70	70	65	60	55	50	45	40	35	40	40	45	40	35	30	30	25	
		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
		70	70	65	60	55	50	45	40	35	40	40	45	40	35	30	30	25	
		40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	
		65	65	65	60	55	50	45	40	35	50	40	45	40	35	30	30	25	
		65	65	65	60	55	50	45	40	35	50	40	45	40	35	30	30	25	
		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	
		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	

*Regulated by city ordinance.
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 7, 8 or 9 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"; and cars with arch-bar trucks.

Page No.	TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING WITH TRAIN OR LIGHT
15	Between Alhambra and Pasadena... *So, Pasadena, within city limits... *Pasadena, within city limits... Between Pomona and Chino... Between Colton and Riverside, except... Through Highgrove interlocking...	15 15 15 20 35 20	15 15 15 20 20	15 15 15 20 20	15 15 15 20 20

*Regulated by city ordinance.

**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

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

*Exception: Eng. 2371 not permitted to operate on Pasadena and Riverside branches.

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). Slow boards to left of track:
Westward at MP 540.75, reading 30.

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). Between 2:00 PM and 6:00 AM 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.
Between 6:00 AM and 2:00 PM trains must obtain clearance before leaving:
Indio Yard.....Westward trains, eastward first-class trains and 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 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.

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:

- Redlands 2nd St.—Orange St., Second St.
- Redlands 2nd St.—Fourth St. on Mutual Orange Assn. spur.
- Indio—Highway 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

REDLANDS BRANCH

- 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 an open-train-order office only between 2:00 PM and 6:00 AM daily, and for first-class trains and those consisting of passenger equipment only.

Indio Yard is a continuous train-order office, but between 2:00 PM and 6:00 AM for westward extra trains except those consisting of passenger equipment only; and between 6:00 AM and 2:00 PM for westward trains and eastward first-class trains and 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.

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.

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 must stop 10 minutes at Cabazon and Garnet and westward 10 minutes at El Casco or Ordway for inspection. Exceptions: If required to stop at any station Owl to Garnet inclusive, inspection will be made, and subsequent run for inspection must not exceed 14 miles. Westward freight trains if required to stop at Hinda, inspection may be made at Hinda and Redlands instead of El Casco or Ordway.

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 Colton and Indio 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 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.

FREIGHT TRAINS

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

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
		(Redlands Branch)
547.3	West of Redlands, 2nd Street.....	Mill Creek bridge.....Overhead and side

SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

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 slow boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

Page No.	TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD						ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER										*FREIGHT AND MIXED						WITH TRAIN OR LIGHT	
		GS-Mt P (if with stream- lined cars only)	E P-8 (if not CCB*)	AC-4-5 7-8-9- 10-11- 12	T -28 -32 -37 -40 (if not CCB*)	T-1-8-9- 23-28-31- 38-57-58 Mk-5-6-7- 8-9 F (if not CCB*) SP	M AM-2 (if not CCB*)	C-2-4-5-8-9- 10-18-19-28- 27-28-28 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17- 32 Mk-10- 11 MM-3	With no Freight Cars (see note)	With no Freight Cars (see note)	E P A Mt GS F (if not CCB*)	T-28- 32-37- 40 F (if not CCB*)	M T-1-8-9-23-28- 31-36-57-58 C-2-4-5-8-9- 10-18-19-28- 27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	15	16	17		
10	EASTWARD, Colton to Indio, except. *Colton, over street crossings. MP 539.00 to MP 540.00 MP 540.00 to MP 546.64 MP 546.64 to MP 563.35 MP 563.35 to MP 567.60 MP 567.60 to MP 589.00 MP 589.00 to MP 599.00 MP 610.05 to Indio Yard train-order office.	COLUMN: 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
11	WESTWARD, Indio to Colton, except. Indio Yard train-order office to MP 610.05. MP 599.00 to MP 589.00 MP 589.00 to MP 567.60 MP 567.60 to MP 563.35 MP 563.35 to MP 546.64 MP 546.64 to MP 540.00 MP 540.00 to MP 539.00 *Colton, over street crossings.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	

*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 7, 8 or 9 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 or width; loads of excess weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; and cars with arch-bar trucks.

Page No.	TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING WITH TRAIN OR LIGHT
16	Between Bryn Mawr and Crafton, except..... Redlands, 2nd Street, over all street crossings.....	25 10	20 10	20 10	20 10

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

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
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). Slow board to right of track with one track intervening:
Eastward at MP 612.31 reading 65-35.

RULE 14 (d). As specified below, — — — — o sounds will be indication that flagman may return from west:
Araz Jct. on Inter-Cal. 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:
East Indio. Eastward trains except first-class, and those consisting of passenger equipment only.
Niland. All trains.

Trains to I-CRY must obtain separate I-C and Los Angeles Division clearances at Yuma.
Between 2:00 PM and 6:00 AM 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.

Between 6:00 AM and 2:00 PM trains must obtain clearance before leaving:
Indio Yard. Westward trains, eastward first-class trains and those consisting of passenger equipment only.

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 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
668.27	" (Calexico Line)
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 Inter-California Ry. without clearance or further train-order authority.

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

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

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:
Indio. Highway California Date Growers Assn. spur.
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.

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 an open-train-order office only between 2:00 PM and 6:00 AM daily, and for first-class trains and those consisting of passenger equipment only.

Indio Yard is a continuous train-order office, but between 2:00 PM and 6:00 AM for westward extra trains except those consisting of passenger equipment only; and between 6:00 AM and 2:00 PM for westward trains and eastward first-class trains and 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.

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.

Signal P-7261 will display green aspect for movement via Knob, and yellow aspect for movement via I-CRY.

Push buttons on Signals P-7259, P-7260, P-7261 and P-7632. Before operating push buttons, review instructions in push-button box and in special instructions for all subdivisions.

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
	Spring switch, Niland.	P-6681
	Spring switch, Knob.	P-7231
P-7260 } P-7632 }	Spring switch, Araz Jct.	P-7259 P-7261 P-7263 P-7265

RULE 516. At Flowing Well when holding main track to meet a train, do not open switches until train to be met has passed signal intermediate to next station. When taking siding to meet a train, do not close main track switch until rear of train has passed fouling point or 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 must not be exceeded while trailing through the switches:

Location	Normal Position	MPH
Niland.	East switch of siding. Main track.	15
Knob.	East switch of siding. Main track.	15
Araz Jct.	End of double track. Eastward track.	25
Araz Jct.	West switch crossover between main tracks. Eastward track.	25
Yuma.	West end bridge, end double track. Westward track.	6
Yuma.	East end bridge, end double track. Eastward track.	6

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

Location	Normal Position	MP
Araz Jct.	Junction switch Inter-Cal Ry. Eastward track.	25

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.....	6685.....	Niland.....	Proceed to west end north siding.
S.....	6685.....	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. Speed must not exceed 6 MPH until engine has passed spring switch at opposite end of 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.

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

SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

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 slow boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

Table with columns for Page No., TERRITORY, COLUMN, PASSENGER, FREIGHT AND MIXED, LIGHT ENGINE RUNNING FORWARD, and ENGINE BACKING WITH TRAIN OR LIGHT. Rows list various territories like Between Indio and Yuma and specific train orders with corresponding engine classes and speeds.

*Freight and mixed trains with an engine listed in columns 7, 8 or 9 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"; and cars with arch-bar trucks.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS. Table with two columns: Description (Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except... and Through any siding, crossover, turnout, or slip-switch with engine backing...) and Speed (15 and 10 MPH).

SALTON SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Niland to Amos Yuma to Araz Jet Enroute I-C	Yuma to Knob	Indio to Niland Amos to Yuma Knob to Indio
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, 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 Empty and 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). Slow boards to right of track, but with one track intervening:

Westward at MP 486.3 reading 10 is to right of drill track and across 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.

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:

Los Angeles yard—Wilson St., Mateo St.

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

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

Anaheim—Los Angeles Street.

Santa Ana—Fourth Street.

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 Junction, —.

To Mission Tower or Yard lead, 0 0 0 0.

To tracks one to five inclusive or to “B” shed, except track one, — 0 —.

To tracks six to eleven inclusive, or to track one “B” shed — 0 0 0.

To Mission Tower against current of traffic, 0 0 0 0 —.

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, — 0 —.

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&SF 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. Plant cannot be operated by member of crew.

AUTOMATIC INTERLOCKING

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.

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

Southgate Interlocking. Crossing UPRR.

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

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.....

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

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

Page No.	TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING
16	*Los Angeles, along or across any street crossing in city limits..... *Vernon, MP 485.55-MP 487.32, along or across any street or highway..... *Compton, across Orange, Myrrh and Olive St. crossings..... *Compton, across Main St. crossing..... Firestone Park-San Pedro, except..... Through Nadeau interlocking..... Wilmington (Anaheim Blvd.)-Fifth St. San Pedro..... Crossover switches-station building, Firestone Park..... Long Beach Branch, except..... Over PERY crossing, Anaheim Blvd.	10 12 20 8 30 10 15 15 15 10	10 12 20 8 30 10 15 15 15 10	10 12 20 8 25 10 15 15 15 10	10 12 20 8 25 10 15 15 15 10
17	Santa Ana Branch, except..... Through Southgate interlocking..... West Anaheim-1 mile east of Anaheim..... Santa Ana, between 3208 feet west and 2132 feet east of station bldg..... Santa Ana-Dyer..... Los Alamitos Branch, except..... Stanton Jct.-Los Alamitos..... Smeltzer Branch..... Tustin Branch..... Over bridge 513-D..... Over AT&SF crossing, Marlboro..... MP 516.30-MP 516.41..... MP 517.73-MP 518.25..... MP 518.70-MP 518.92..... MP 519.23-MP 519.86..... MP 521.60-MP 521.73.....	30 20 20 15 12 30 20 20 10 10 20 30 30 30 15 20 20 20 20 20	30 20 20 15 12 25 20 20 10 10 20 20 30 30 15 20 20 20 20 20	30 20 20 15 12 25 20 20 10 10 20 20 30 30 15 20 20 20 20 20	25 20 20 15 12 25 20 20 10 10 20 20 20 20 15 20 20 20 20 20

*Regulated by city ordinance.

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
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
MP 480.37 and River Station Tower.....	20
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	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 Jet.	Los Alamitos to West Anaheim	Wilmington (Anaheim Blvd.) and Long Beach	Wintersburg to Stanton Jet.	Firestone Park and Dyer	West Anaheim to Los Alamitos Stanton Jet. 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	2283 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	3350	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	2385 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	3300	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, CalexicoNos. 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
668.27	“ (Calexico Line).....	
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
712.38	“ (Sandia Br.).....	
703.05	Heber	704.84
706.40	Calexico	708.88
708.53	Holtville	

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

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

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.

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.

DERAILS IN MAIN TRACK

SANDIA BRANCH

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

WESTMORLAND BRANCH

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

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.

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.

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

Page No.	TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING WITH TRAIN OR LIGHT
18	Niland-Calexico, except Niland station-wye switch MP 679.63-MP 679.85 Over Main St. crossing, El Centro Westmorland Branch Sandia Branch	50* 20 30 20 25 25	35 30 30 20 25 25	25 20 25 20 25 25	25 20 25 20 25 25

*M, 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 1-2-3-6 (if not CCB) class engines must not exceed 40 MPH; and C-15-17-32, Mk 10-11 and MM-3 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	Niland and Calexico	Westmorland and Calipatria Calipatria and El Centro Via Holtville
DES-1, 2, 3, 4, 5, 6, 7 DES-100 to 107 E-23 M-4 M-6, 8 M-9, 11 M-11	1000 to 1022..... 1300 to 1395..... 1500 and 1502..... 1617 to 1713..... 1721 to 1803, 1823 to 1825..... 1804 to 1822, 1826 to 1831 and 1836..... 1832 to 1835.....	1850 2900 2300 2900 3600 3800 3950	2600 3000 2300 3000 3580 3790 3950
T-1 T-8, 9 T-23 T-26 T-28, 31 T-32, 40 T-36 T-37 T-57, 58	2242 to 2271..... 2161, 2174 and 2178..... 2301 to 2310..... 2283 to 2299..... 2311 to 2362..... 2363 to 2384..... 2103..... 2105 and 2106..... 2385 and 2386.....	2600 1850 3800 3250 4150 4200 2750 3750 3400	2600 1800 3750 3270 4100 4220* 2790 3770 3400
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-11 P-12	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460 2400, 2403 to 2407 and 2415..... 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436 2453, 2454 and 2458..... 2476 and 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3100 to 3109..... 3120 to 3129.....}	3350 3500 3800 4150 4400 4650 4850 3600 4850	3370 3540 3700 4150 3630
C-5, 8, 9, 10, 26 to 29 C-15, 32 C-17 C-18 C-19 TW-1 TW-2, 3 TW-4, 6 TW-8	2513 to 2599, 2624 to 2860, 3440 to 3469..... 2500, 2505 to 2507..... 2510 and 2511..... 3400 to 3409..... 3410 to 3426..... 2900 to 2913..... 2932 to 2952..... 2926 to 2931 and 2957..... 2914 to 2923.....	4600 2900 3600 4200 4350 3450 2800 2650 3850	4500 2920 3600 4190 4370 3480 2790 2640 3847
A-3 A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3029..... 3025, 3036, 3052 and 3057..... 3000 to 3003..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297 and 3298.....	2650 2800 3250 5250 5750 6350 4900 4700	2660 2790 3250
F-1 F-3 F-4, 5 AM-2 MM-3 AC-1, 2, 3 AC-4, 5 AC-6 to 12	3600 to 3652..... 3653 to 3667..... 3668 to 3769..... 3900 to 3911..... 3930 and 3931..... 4000 to 4048..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	6700 7600 8000 7500 8800 8600 12000 14000	........................................
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4390..... 4400 to 4415..... 4416 to 4469..... 5000 to 5048.....	6500 6650 6900 7100 9000	.........................
Allowance for Empty and Underloaded Cars	Less than 45 Ms..... 45 Ms to 55 Ms..... More than 55 Ms.....	6 3 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.

RAILROAD ENGINEERS' ASSOCIATION

RATING OF ENGINEERS—In Units of 100 I.P.A. (Ma)

NOMINAL RATING	ENGINE NUMBERS	Miles and Days	All I.P.A. Units Assigned and in Progress	REMARKS			
				1910-1911	1911-1912	1912-1913	1913-1914
M-11	1822 to 1823	1800	1800				
M-10	1804 to 1821, 1822 to 1821 and 1822	1800	1800				
M-9	1821 to 1822	1800	1800				
M-8	1821 to 1822	1800	1800				
M-7	1800 and 1801	1800	1800				
M-6	1800 and 1801	1800	1800				
M-5	1800 and 1801	1800	1800				
M-4	1800 and 1801	1800	1800				
M-3	1800 and 1801	1800	1800				
M-2	1800 and 1801	1800	1800				
M-1	1800 and 1801	1800	1800				
T-11	1822 to 1823	1800	1800				
T-10	1800 and 1801	1800	1800				
T-9	1800 and 1801	1800	1800				
T-8	1800 and 1801	1800	1800				
T-7	1800 and 1801	1800	1800				
T-6	1800 and 1801	1800	1800				
T-5	1800 and 1801	1800	1800				
T-4	1800 and 1801	1800	1800				
T-3	1800 and 1801	1800	1800				
T-2	1800 and 1801	1800	1800				
T-1	1800 and 1801	1800	1800				
C-11	1800 and 1801	1800	1800				
C-10	1800 and 1801	1800	1800				
C-9	1800 and 1801	1800	1800				
C-8	1800 and 1801	1800	1800				
C-7	1800 and 1801	1800	1800				
C-6	1800 and 1801	1800	1800				
C-5	1800 and 1801	1800	1800				
C-4	1800 and 1801	1800	1800				
C-3	1800 and 1801	1800	1800				
C-2	1800 and 1801	1800	1800				
C-1	1800 and 1801	1800	1800				
A-11	1800 and 1801	1800	1800				
A-10	1800 and 1801	1800	1800				
A-9	1800 and 1801	1800	1800				
A-8	1800 and 1801	1800	1800				
A-7	1800 and 1801	1800	1800				
A-6	1800 and 1801	1800	1800				
A-5	1800 and 1801	1800	1800				
A-4	1800 and 1801	1800	1800				
A-3	1800 and 1801	1800	1800				
A-2	1800 and 1801	1800	1800				
A-1	1800 and 1801	1800	1800				

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

Allowance for
Extra and
Interchange Cars
1000 lbs to 25 Ma
25 Ma to 50 Ma
50 Ma to 100 Ma

RAILROAD ENGINEERS' ASSOCIATION

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 Jet.....	S. P. Co.....	2.71
Total Main Lines.....		419.21

Branches

Burbank.....	S. P. R. R.....	Burbank to Chatsworth Junction....	21.07
Chino.....	S. P. R. R.....	Pomona to Chino.....	5.05
Declezeville.....	S. P. R. R.....	South Fontana to Declezeville.....	1.66
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 Jet. to Wintersburg.....	6.68
Ojai.....	S. P. R. R.....	Ventura Jet. 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
			37.19
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
			25.27
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 Jet. to Tustin.....	10.65
Westmorland.....	S. P. Co.....	Calipatria to Westmorland.....	12.79
Total Branches.....			244.02
Total Los Angeles Division.....			663.23

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"	66.6
55"	65.4
56"	64.2
57"	63.1
58"	62
59"	61
1'00"	60
1'01"	59
1'02"	58
1'03"	57.1
1'04"	56.2
1'05"	55.3
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.1
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.3
1'17"	46.7
1'18"	46
1'19"	45.5
1'20"	45
1'25"	42.3
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"	26.6
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

LOS ANGELES DIVISION

