

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

## LOS ANGELES DIVISION

# 182

Effective Sunday, July 9, 1944, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

J. W. CORBETT,  
*General Manager.*

R. E. HALLAWELL,  
*Assistant General Manager.*

G. C. BAKER,  
*General Superintendent of Transportation.*

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

H. R. GERNREICH,  
*Superintendent.*





VENTURA SUBDIVISION

EASTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS							FIRST CLASS								Distance from San Francisco	
	834 Freight	806 Freight	804 Freight	832 Freight	802 Freight	808 Freight	52 San Joaquin	98 Daylight	340	60 West Coast	26 Owl	76 Lark	70 Coaster	72 Passenger	56 Tehachapi		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
BKWOTP S. Barbara yd.	11.25 PM			7.25 AM								6.10 AM	5.15 AM	2.45 AM	370.7		
	11.32			7.32								6.15	5.20	2.50	371.9		
106 P	11.42			7.42								6.23	5.28	2.58	377.3		
40 P	11.50			7.50								6.28	5.34	f 3.06	381.2		
40 P	11.54			7.54								6.32	5.38	3.11	383.4		
39 P	11.59 PM			7.59								6.36	5.42	3.16	385.7		
105 P	12.06 AM			8.06								6.40	5.47	3.22	388.6		
29 P	12.15			8.15								6.46	5.53	3.28	392.9		
P															397.3		
Yard Limits 123 WP	12.25			8.25								6.56	s 6.05	s 3.48	398.2		
40 YP	12.33			8.33								7.02	6.12	3.56	403.2		
Yard Limits 107 BKWOP	12.43			8.55								7.09	s 6.25	s 4.12	407.8		
66 P	12.53			9.05								7.15	6.31	4.19	412.1		
117 P	1.02			9.32								7.21	6.37	s 4.30	416.6		
43 P	1.10			9.40								7.26	6.42	4.37	419.8		
65 P	1.20			9.50								7.31	6.47	4.43	422.9		
103 WP	1.37			10.05								7.37	6.55	f 4.54	427.1		
69 P	1.50			10.20								7.46	7.04	5.03	432.2		
105 P	2.04			10.35								7.55	7.13	f 5.13	437.5		
72 P	2.18			10.49								8.02	7.21	5.22	441.0		
85 WYP	2.33			11.04								8.09	7.30	f 5.32	445.5		
E 56 W 56 P	2.41			11.12								8.15	7.36	f 5.42	449.9		
E 38 W 44 P	2.49			11.20								8.20	7.42	5.49	454.1		
103 P	2.57			11.28								8.25	7.48	5.55	458.4		
104 IP	3.05	8.50 PM	2.20 PM	11.36 AM	8.20 AM	3.18 AM	9.29 PM	5.28	4.15 PM	9.20 AM	8.54 AM	8.30	7.54	6.02	5.25 AM	462.7	
YP																471.6	
P								s 9.40	s 5.40	4.25	s 9.32	s 9.07	s 8.42	s 8.07	s 6.20	s 5.50	477.1
I																	477.3
BKW OYP	3.30 AM	9.15 PM	2.45 PM	12.05 PM	8.45 AM	3.55 AM											478.5
I								9.48	5.48	4.33	9.43	9.18	8.49	8.19	6.31	6.03	479.7
I																	481.5
I								9.53	5.53	4.38	9.48	9.23	8.53	8.24	6.36	6.08	481.9
I																	482.05
I								9.55	5.55	4.40	9.50	9.25	8.55	8.27	6.38	6.10	482.13
BKW IYP								s 10.00 PM	s 6.00 PM	4.45 PM	s 9.55 AM	s 9.30 AM	s 9.00 AM	s 8.35 AM	s 6.45 AM	s 6.15 AM	482.18
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	482.8
	(4.05) 25.27	(0.25) 19.44	(0.25) 19.44	(4.40) 22.11	(0.25) 19.44	(0.37) 13.03	(0.31) 21.67	(2.20) 44.22	(0.30) 22.40	(0.35) 19.20	(0.36) 18.66	(2.50) 36.42	(3.20) 30.96	(4.00) 25.80	(0.50) 13.44		

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. 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. 98 and 99.

Rule 5. Schedule time and train orders at Burbank Jct. apply at end of double track.

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

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

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

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

No. 72 stop daily except Sunday at Carpinteria to receive U. S. mail.

No. 72 Vega—Stop to dispatch mail.

Additional flag stops to receive or discharge passengers:

No. 70 Camarillo—Receive revenue to Los Angeles or beyond.

No. 76 Ventura—Discharge revenue from or beyond Salinas.

No. 26 Burbank—Discharge from Fresno or beyond.

No. 72 Los Angeles Yard—Discharge D.H. trainmen and enginemen.

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

Time Table No. 182

July 9, 1944

STATIONS

TO-R SANTA BARBARA	E. 1.2	D. T.
EAST SANTA BARBARA	E. 4.5	
ORTEGA	E. 4.6	
TO CARPINTERIA	E. 2.1	
WAVE	E. 2.3	
PUNTA	E. 3.1	
SEACLIFF	E. 4.1	
DULAH	E. 4.7	
VENTURA JCT.	E. 0.7	
TO VENTURA	E. 4.7	
MONTALVO	E. 4.5	
TO OXNARD	E. 4.6	
LEESDALE	E. 4.3	
TO CAMARILLO	E. 3.4	
SOMIS	E. 3.1	
LAGOL	E. 3.8	
TO MOORPARK	E. 5.2	
STRATHEARN	E. 5.0	
TO SANTA SUSANA	E. 3.7	
HASSON	E. 4.8	
TO CHATSWORTH	E. 4.2	
TO NORTHRIDGE	E. 4.2	
RAYMER	E. 4.6	
HEWITT	E. 3.4	
TO BURBANK JCT.	E. 1.8	
BURBANK	E. 5.0	
GLENDALE	E. 0.2	
GLENDALE TOWER	P. E. Ry. CROSSING	
ARROYO JCT.	E. 1.2	
TO-R LOS ANGELES YARD	E. 0.9	
DAYTON AVE. TOWER	E. 0.9	
GLENDALE JCT.	E. 0.4	
EAST BANK JCT.	E. 0.15	
U. P. R. R. CROSSING	E. 0.08	
A. T. & S. F. Ry. CROSSING	E. 0.05	
MISSION TOWER	E. 0.62	
TO-R LOS ANGELES LAUPT		

(103.2)

Time over District  
Average Speed per Hour



VENTURA SUBDIVISION

Time Table No. 182

July 9, 1944

WESTWARD

FIRST CLASS

THIRD CLASS

STATIONS

Distance from Los Angeles

STATIONS	Distance from Los Angeles	FIRST CLASS								THIRD CLASS						
		339	51	99	71	25	59	69	55	75	831	801	803	833	805	807
		San Joaquin	Daylight	Passenger	Owl	West Coast	Coaster	Tehachapl	Lark	Freight	Freight	Freight	Freight	Freight	Freight	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
TO-R SANTA BARBARA W. 12	103.2		s 10.30 AM	s 4.50 PM			s 9.40 PM		s 11.37 PM	3.37 AM			12.45 PM			
EAST SANTA BARBARA W. 5.6	102.0		10.26	4.45			9.30		11.32	3.30			12.39			
ORTEGA W. 4.0	96.6		10.19	4.35			9.22		11.24	3.20			12.29			
TO CARPINTERIA W. 2.1	92.7		10.14	s 4.29			9.16		11.19	3.06			12.21			
WAVE W. 2.3	90.5			4.18			9.11			2.58			12.13			
PUNTA W. 3.7	88.2		10.08	4.12			9.07		11.13	2.54			12.09			
SEACLIFF W. 3.4	85.3		10.04	4.05			9.02		11.09	2.49			12.04 PM			
DULAH W. 4.3	81.0		9.59	3.49			8.57		11.04	2.42			11.57 AM			
VENTURA JCT. W. 1.9	76.6															
TO VENTURA W. 3.9	75.7		9.52	s 3.40			s 8.50		10.56	2.32			11.47			
MONTALVO W. 5.7	70.7			f 3.22			8.32		10.50	2.24			11.39			
TO OXNARD W. 3.7	66.1		9.41	s 3.15			s 8.25		10.44	2.15			11.30			
LEESDALE W. 4.8	61.8		9.37	2.53			8.10		10.39	2.01			11.15			
TO CAMARILLO W. 2.8	57.3		9.32	f 2.47			8.05		10.34	1.54			11.08			
SOMIS W. 3.3	54.1			f 2.39			8.01		10.30	1.49			11.03			
LAGOL W. 4.2	51.0		9.26	2.34			7.57		10.26	1.44			10.58			
TO MOORPARK W. 4.9	46.8		9.22	f 2.28			7.52		10.21	1.37			10.51			
STRATHEARN W. 5.3	41.7		9.17	2.20			7.46		10.15	1.29			10.43			
TO SANTA SUSANA W. 3.4	36.4		9.11	f 2.13			7.40		10.09	1.21			10.35			
HASSON W. 5.0	32.9		9.07	f 2.07			7.36		10.04	1.15			10.15			
TO CHATSWORTH W. 4.2	28.4		9.00	f 1.59			7.27		9.56	1.04			10.04			
TO NORTHRIDGE W. 4.1	24.0		8.56	f 1.49			7.21		9.51	12.57			9.57			
RAYMER W. 4.7	19.8		8.52	1.42			7.15		9.46	12.49			9.49			
HEWITT W. 3.5	15.5		8.48	1.36			7.09		9.41	12.40			9.40			
TO BURBANK JCT. W. 0.7	11.2	3.30 AM	8.29 AM	8.43	1.30	5.31 PM	6.01 PM	7.03	9.12 PM	9.36	12.30	12.35 AM	8.55 AM	9.30	9.45 AM	6.10 PM
BURBANK W. 5.0	10.7			f 1.29					f 9.10							
GLENDALE W. 0.2	5.7	3.22	s 8.21	s 8.35	s 1.20	s 5.23	s 5.53	s 6.54	s 9.01	s 9.27						
GLENDALE TOWER P. E. Ry. CROSSING W. 1.2	5.5															
ARROYO JCT. W. 1.2	4.3															
TO-R LOS ANGELES YARD W. 0.9	3.1								f	12.01 AM	12.10 AM	8.30 AM	9.00 AM	9.20 AM	5.45 PM	
DAYTON AVE. TOWER W. 0.9	2.2	3.11	8.11	8.25	1.11	5.11	5.41	6.41	8.36	9.13						
GLENDALE JCT. W. 0.4	1.3															
EAST BANK JCT. W. 0.15	0.9	3.06	8.06	8.21	1.06	5.06	5.36	6.36	8.31	9.07						
U. P. R. R. CROSSING W. 0.08	0.75															
A. T. & S. F. Ry. CROSSING W. 0.05	0.67															
MISSION TOWER W. 0.62	0.62	3.04	8.04	8.19	1.04	5.04	5.34	6.34	8.29	9.05						
TO-R LOS ANGELES LAUPT	0.0	3.00 AM	8.00 AM	8.15 AM	1.00 PM	5.00 PM	5.30 PM	6.30 PM	8.25 PM	9.00 PM						
(103.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Time over District	(0.30)	(0.29)	(2.15)	(3.50)	(0.31)	(0.31)	(3.10)	(0.47)	(2.37)	(3.36)	(0.25)	(0.25)	(3.45)	(0.25)	(0.25)	
Average Speed per Hour	22.40	23.17	45.86	26.92	21.67	21.67	32.58	14.29	39.43	28.66	19.44	19.44	27.52	19.44	19.44	

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. 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. 98 and 99.

RULE 5. Schedule time and train orders at Burbank Jct. apply at end of double track.

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

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

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

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

Additional flag stops—No. 71, Simi (MP 433.5) Summerland (MP 376.2).

Additional flag stops to receive or discharge passengers:

No. 71 Los Angeles Yard, receive DH trainmen and enginemen.

No. 25 Burbank, receive to Mojave or beyond.

No. 75 Ventura, receive to Salinas or beyond.

No. 51, reduce speed at Burbank to dispatch U. S. Mail.

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

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

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Santa Barbara—Los Angeles		
Summerland	376.2	
Ventura Coastal Lemon Co.	399.61	
Lemon	400.2	
El Rio	405.6	12
Simi	433.5	
Vega	460.54	
Sepulveda	474.3	
West Glendale	475.0	
Industrial	477.9	22
Taylor	479.3	30



POMONA SUBDIVISION

EASTWARD

Capacity of Sidings in Car Lengths	Time Table No. 182		Westward
	July 9, 1944		
	Pasadena Branch		
STATIONS			
Yard Limits P	487.7	TO ALHAMBRA 0.8	4.8
	488.5	P. E. Ry. CROSSING (Stop) 1.0	4.0
I	489.5	P. E. Ry. CROSSING 1.7	3.0
	491.2	RAYMOND HOTEL 0.0	1.3
	491.2	A. T. & S. F. Ry. CROSSING 1.3	1.3
P	492.5	PASADENA	0.0
(4.8)			

Capacity of Sidings in Car Lengths	Time Table No. 182		Westward
	July 9, 1944		
	Covina Branch		
STATIONS			
125 WP	497.3	TO BASSETT 3.6	17.8
	500.9	BALDWIN PARK 0.1	14.2
	501.0	P. E. Ry. CROSSING (Stop) 0.4	14.1
	501.4	CRUSHTON 0.9	13.7
	502.3	IRWINDALE 1.8	12.8
	504.1	AZUSA AVENUE 1.0	11.0
Yard Limits WP	505.1	COVINA 1.6	10.0
	506.7	SAVOY 0.7	8.4
22	507.4	CHARTER OAK 1.1	7.7
	508.5	LONE HILL P. E. Ry. CROSSING 1.0	6.6
32	509.5	SAN DIMAS 2.4	5.6
E28 W20	511.9	LA VERNE 1.4	3.2
	513.3	GANESHA JCT. 1.8	1.8
Yard Limits 299 BKWTP	515.1	TO POMONA	0.0
(17.8)			

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Pasadena Branch Garfield Ave.....	490.6	8
Covina Branch P. E. Ry.....	502.0	3
Lateen.....	503.0	8
Hobbs.....	512.9	145

Capacity of Sidings in Car Lengths	EASTWARD										Distance from San Francisco
	SECOND CLASS					FIRST CLASS					
	830 Freight	828 Freight	826 Freight	824 Freight	822 Freight	6 Argonaut	4 Golden State Limited	370	44 Callifornian	2 Sunset Limited	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
BKW OTP	11.30 PM	9.45 PM	2.50 PM	7.00 AM	1.30 AM						479.7
I											480.6
BKW IYP						6.45 PM	6.30 PM	5.00 PM	3.30 PM	8.30 AM	481.9
I						6.49	6.34	5.04	3.34	8.34	482.52
											482.57
											482.65
						6.50	6.35	5.05	3.35	8.35	482.8
P	12.01 AM	10.15	3.20	7.30	2.00	s 7.05	s 6.50	5.20	s 3.50	s 8.50	487.7
83 P	12.07	10.21	3.26	7.36	2.06	<b>7.11</b>	6.56	5.25	3.55	<b>8.57</b>	490.6
140 P	12.15	10.29	3.34	7.44	2.14	7.17	<b>7.06</b>	5.32	4.02	9.05	494.6
I											495.0
125 WP	12.20	10.34	3.39	7.49	2.19					<b>9.10</b>	497.3
75 P	12.26	10.40	3.45	7.55	2.25	7.22	7.11	5.37	4.07		500.7
66 P	12.34	10.47	3.52	8.03	<b>2.35</b>	7.27	7.15	5.42	4.12	9.15	503.5
122 P	12.42	10.55	4.00	8.12	2.50	7.32	7.20	5.46	4.16	9.20	506.8
67 P	1.03	11.05	4.10	<b>8.28</b>	3.05	7.37	7.25	5.51	4.21	9.25	510.7
Yard Limits 299 BKWTP	1.30	11.19	4.22	<b>8.45</b>	3.21	7.43	7.31	<b>5.57</b>	4.27	<b>9.31</b>	514.3
128 P	1.45	11.29	<b>4.41</b>	<b>9.05</b>	3.32	s 7.54	s 7.38	6.05	s 4.35	s 9.41	517.8
Yard Limits 117 P	<b>1.55</b>	11.39	4.50	9.15	3.45	8.01	7.43	6.11	<b>4.41</b>	9.47	518.8
65 WP	2.03	11.47	4.58	9.24	3.55	8.10	s 7.48	6.16	4.46	s 9.54	520.2
75 P	2.12	11.56 PM	<b>5.07</b>	9.33	4.03	8.16	7.53	<b>6.21</b>	4.52	9.59	523.8
125 YP	2.17	12.01 AM	5.12	9.39	4.09	8.21	7.58	6.26	<b>4.59</b>	10.05	527.5
85 P	2.27	12.11	5.22	9.48	4.19	8.25	8.02	6.29	5.03	10.09	529.7
111 P	2.36	12.25	5.31	9.57	4.28	8.31	8.09	6.36	5.10	10.15	534.7
I											538.7
Colton yard BKWOTYP	2.50 AM	<b>12.45 AM</b>	5.50 PM	10.15 AM	4.45 AM	s 8.40 PM	s 8.20 PM	6.45 PM	s 5.20 PM	s <b>10.25 AM</b>	539.0
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(3.20) 17.55	(3.00) 19.53	(3.00) 19.53	(3.15) 18.30	(3.15) 18.30	(1.55) 29.79	(1.50) 31.14	(1.45) 32.62	(1.50) 31.14	(1.55) 29.79	

Time Table No. 182	
July 9, 1944	
STATIONS	
TO-R LOS ANGELES YARD 0.9	479.7
DAYTON AVE. TOWER 0.9	480.6
GLENDALE JCT. 0.4	481.5
EAST BANK JCT. 0.2	481.9
TAYLOR JCT.	482.1
LAUPT	481.9
TO-R LOS ANGELES 0.62	482.52
MISSION TOWER 0.05	482.57
A. T. & S. F. Ry. CROSSING 0.08	482.65
U. P. R. R. CROSSING 0.15	482.8
TAYLOR JCT. 4.9	487.7
TO ALHAMBRA E. 2.1	490.6
SAN GABRIEL E. 3.2	494.6
EL MONTE E. 0.4	495.0
EL MONTE TOWER P. E. Ry. CROSSING E. 3.2	497.3
TO BASSETT E. 2.9	500.7
TO PUENTE E. 3.1	503.5
MARNE E. 3.4	506.8
TO WALNUT E. 3.7	510.7
SPADRA E. 2.2	514.3
TO POMONA E. 4.5	517.8
NAROD E. 2.7	520.2
TO ONTARIO E. 3.8	523.8
GUASTI E. 3.9	527.5
KAISER E. 2.3	529.7
TO SOUTH FONTANA E. 2.2	532.1
AILSA E. 1.6	534.7
TO BLOOMINGTON E. 4.9	538.7
COLTON TOWER A. T. & S. F. Ry. CROSSING U. P. R. R. CROSSING E. 0.3	539.0
TO-R COLTON	
(58.6)	
Time over District	
Average Speed per Hour	

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

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.

Rule 5—Schedule time and train orders at Alhambra apply at end of double track for eastward trains only.

Schedule time and train order time of first class trains applies at Pomona and Colton station signs.

Capacity of main track in car lengths of 49 feet between interlocking derail and west clearance point El Monte 138.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
6	El Monte, Ontario	Receive	Yuma		Daily
44	El Monte, Ontario	Receive Revenue	East of Wellton		Daily



POMONA SUBDIVISION

WESTWARD

Time Table No. 182 July 9, 1944	Distance from Colton	FIRST CLASS					THIRD CLASS				
		3 Golden State Limited	5 Argonaut	43 Californian	371	1 Sunset Limited	821 Freight	823 Freight	825 Freight		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
TO-R LOS ANGELES YARD 0.9	58.6								3.50 AM	10.50 AM	7.15 PM
DAYTON AVE. TOWER 0.9	57.7										
GLENDALE JCT. 0.4	56.8										
EAST BANK JCT. 0.2	56.4										
TAYLOR JCT.	56.2										
LAUPT TO-R LOS ANGELES 0.62	57.1	s 9.25 AM	s 9.40 AM	s 12.20 PM	1.30 PM	s 7.45 PM					
MISSION TOWER 0.05	56.48										
A. T. & S. F. Ry. CROSSING 0.08	56.43										
U. P. R. R. CROSSING 0.15	56.35										
TAYLOR JCT. 4.9	56.2										
TO ALHAMBRA W. 2.7	51.3	s 9.04	s 9.25	s 11.59 AM	1.05	s 7.20			3.21	10.20	6.45
SAN GABRIEL W. 3.9	48.4	<b>8.57</b>	9.20	11.50	12.55	<b>7.11</b>			3.15	10.14	6.39
EL MONTE W. 0.4	44.4	8.52	9.15	11.44	12.49	<b>7.06</b>			3.06	10.05	6.30
EL MONTE TOWER P. E. Ry. CROSSING W. 3.0	44.0										
TO BASSETT W. 2.4	41.7	8.47	<b>9.10</b>	11.38	12.44	7.01			2.58	9.58	6.24
TO PUENTE W. 3.0	38.3	8.42	9.05	11.33	12.39	6.56			2.51	9.51	6.17
MARNE W. 4.0	35.5	8.38	9.00	11.29	12.34	6.52			<b>2.35</b>	9.45	6.11
TO WALNUT W. 3.2	32.2	8.33	8.55	11.24	12.29	6.48			2.24	9.39	6.05
SPADRA W. 4.3	28.3	<b>8.28</b>	8.50	11.18	12.23	6.43			2.17	<b>9.31</b>	<b>5.57</b>
TO POMONA W. 3.0	24.7	s 8.23	<b>8.45</b>	f 11.12	12.17	s 6.38			2.09	9.12	5.42
NAROD W. 2.7	21.2	8.17	8.37	11.03	12.10	6.33			2.02	<b>9.05</b>	5.35
TO ONTARIO W. 3.3	18.8	s 8.12	s 8.32	f 10.58	12.04 PM	s 6.28			<b>1.55</b>	8.59	5.28
GUASTI W. 4.2	15.2	8.06	8.26	10.51	11.58 AM	<b>6.21</b>			1.34	8.53	5.20
KAISER W. 2.2	11.5	8.01	8.21	10.46	11.52	6.16			1.25	8.47	<b>5.07</b> <b>4.50</b>
TO SOUTH FONTANA W. 2.0	9.3	7.58	8.18	10.42	11.47	6.11			1.20	8.42	4.40
AILSA W. 2.0	6.9								1.15	8.36	4.35
TO BLOOMINGTON W. 4.9	4.3	7.52	8.12	10.35	11.41	6.05			1.05	8.30	4.30
COLTON TOWER A. T. & S. F. Ry. CROSSING U. P. R. R. CROSSING W. 0.3	0.3										
TO-R COLTON (58.6)	0.0	7.43 AM	8.02 AM	<b>10.25 AM</b>	11.30 AM	5.55 PM			<b>12.45 AM</b>	8.10 AM	4.10 PM
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily
Time over District		(1.42)	(1.38)	(1.55)	(2.00)	(1.50)			(3.05)	(2.40)	(3.05)
Average Speed per Hour		33.58	34.95	29.79	28.50	31.14			19.50	21.09	19.00

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 182 July 9, 1944	
		Eastward	Westward
		CHINO BRANCH	
		STATIONS	
Yard Limits 299 BKWTP	514.3	TO POMONA 1.1	5.7
1	515.4	POMONA JCT. TOWER U. P. R. R. CROSSING 4.6	4.6
	520.0	CHINO (5.7)	0.0

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 182 July 9, 1944	
		Eastward	Westward
		SAN BERNARDINO BRANCH	
		STATIONS	
Colton Yard BKWOTYP	539.0	TO COLTON 3.0	3.2
	542.0	A. T. & S. F. Ry. CROSSING (Stop) 0.2	0.2
Yard Limits Y	542.2	SAN BERNARDINO (3.2)	0.0

Pacific Electric Bridge 541.30 used as joint track. Southern Pacific trains must stop clear of fouling point, may then proceed if track seen to be clear. If view obscured train must be preceded by flagman.

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 182 July 9, 1944	
		Eastward	Westward
		RIVERSIDE BRANCH	
		STATIONS	
Colton Yard BKWOTYP	539.0	TO COLTON 3.3	7.2
	542.3	HIGH GROVE 1.0	3.9
	543.3	ORANGE CENTER 0.7	2.9
I	544.0	A. T. & S. F. Ry. CROSSING 1.4	2.2
	545.4	RIVERSIDE JCT. 0.8	0.8
Yd. Limits P	546.2	RIVERSIDE (7.2)	0.0

Track between M.P. 540.085 and M.P. 545.914 also used by P. E. Ry. trains. See Special Instructions under Special Signals.

No. 3 stop on flag Puente to receive U. S. registered mail.  
 Rules and regulations of Los Angeles Union Passenger Terminal must be observed between Terminal limits and end of tracks at Los Angeles.  
 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.  
 Rule 5—Schedule time and train orders at Alhambra apply at end of double track for eastward trains only.  
 Schedule time and train order time of first class trains applies at Pomona and Colton station signs.  
 Capacity of main track in car lengths of 49 feet between interlocking derail and west clearance point El Monte 138.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
5	Pomona, El Monte	Discharge		Yuma	Daily
43	El Monte	Discharge Revenue		E. of El Paso	Daily
3	El Monte	Discharge		El Paso	Daily

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Los Angeles—Colton		
Stoneman	489.3	14
Ambler Grain Mill	491.3	13
Rudell	491.7	14
Union Stock Yards	496.5	16
Union Feed Mill	498.4	14
Hill-Benton	508.1	12
Racimo	522.4	14
Riverside Branch		
Grand Terrace	541.2	2











SALTON SUBDIVISION

VENTURA SUBDIVISION

Capacity of sidings in car lengths		Eastward	Time Table No. 182 July 9, 1944		Westward
		Distance from San Francisco	Burbank Branch		Distance from Burbank
			STATIONS		
85	WYP	445.5	TO	CHATSWORTH 3.7	21.3
		449.2		CANOGA PARK 4.2	17.6
		453.4		TARZANA 1.7	13.4
33		455.1		ENCINO 3.3	11.7
	W	458.4		P. E. Ry. CROSSING VAN NUYS 4.4	8.4
		462.8		NORTH HOLLYWOOD 4.0	4.0
	Yard Limits YP	466.8		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.

EASTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS						Distance from San Francisco	
			358 Freight Leave Daily	6 Argonaut Leave Daily	4 Golden State Limited Leave Daily	370 Leave Daily	362 San Diego Passenger Leave Daily	44 Californian Leave Daily	2 Sunset Limited Leave Daily		
Indio Yard { BKWOYP				11.35 PM	11.05 PM	9.25 PM		8.00 PM	1.15 PM	610.9	
82 P				f 11.42	11.14	9.33		8.07	f 1.25	614.4	
120 P				s 11.47	11.21	9.39		8.13	f 1.32	618.0	
140 WP				11.54 PM	11.28	9.46		8.20	f 1.41	624.1	
134 P				12.01 AM	11.34	9.52		8.26	1.47	628.8	
131 P				12.07	11.41	9.58		8.31	1.53	633.3	
102 P				12.12	11.46	10.03		8.36	1.59	637.8	
66 P				12.18	11.51	10.09		8.41	2.06	642.1	
103 P				12.24	11.57 PM	10.15		8.46	2.13	646.8	
100 P				12.29	12.02 AM	10.21		8.51	2.19	651.1	
134 P				12.35	12.08	10.27		8.57	2.25	655.6	
105 P				12.40	12.14	10.32		9.02	2.31	660.1	
68 P				12.45	12.19	10.37		9.06	2.36	663.5	
Yard Limits 148BKWOYP				s 1.05	s 12.35	10.50		f 9.18	s 2.47	667.5	
64 P				1.10	12.42	10.56		9.24	2.53	671.7	
111 P				1.15	12.47	11.01		9.28	2.58	674.4	
132 P				1.22	12.53	11.07		9.34	3.04	678.5	
101 WP				1.30	12.59	11.13		9.40	3.10	684.6	
68 P				1.37	1.06	11.20		9.46	3.17	690.1	
102 P				1.45	1.12	11.26		9.52	3.23	695.6	
128 P				1.51	1.16	11.30		9.56	3.27	698.1	
101 P				1.58	1.23	11.37		10.02	3.34	703.0	
63 P				2.06	1.31	11.45		10.09	3.42	709.4	
127 P				2.14	1.36	11.50		10.12	3.46	712.3	
99 P				2.21	1.42	11.57 PM		10.17	f 3.52	716.6	
130 P				2.31	1.48	12.03 AM		10.23	3.58	722.7	
P				2.42	1.53	12.10	12.05 AM	10.30	4.05	726.1	
P										727.0	
Yuma yard { BKWOTYP				12.30 PM						731.9	
				12.45 PM	s 3.00 AM	s 2.15 AM	12.30 AM	s 12.20 AM	s 10.50 PM	s 4.20 PM	732.7
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
				(0.15) 26.40	(3.25) 35.65	(3.10) 38.98	(3.05) 39.52	(0.15) 26.40	(2.50) 42.98	(3.05) 39.52	

Time Table No. 182

July 9, 1944

STATIONS

TO-R	INDIO	E. 0.4
TO-R	INDIO YARD	E. 1.0
TO-R	EAST INDIO	E. 1.8
TO	COACHELLA	E. 2.8
TO	THERMAL	E. 6.4
TO	MECCA	E. 5.0
	CALEB	E. 4.4
TO	MORTMAR	E. 4.4
	SALTON	E. 4.5
	DURMID	E. 4.3
TO	BERTRAM	E. 4.3
	POPE	E. 4.3
	FRINK	E. 3.6
TO	WISTER	E. 3.4
	MUNDO	E. 3.5
TO-R	NILAND	E. 4.4
	FLOWING WELL	E. 2.7
	IRIS	E. 4.5
	TORTUGA	E. 5.5
TO	AMOS	E. 5.9
	ACOLITA	E. 5.0
	MESQUITE	E. 2.7
TO	GLAMIS	E. 5.2
	RUTHVEN	E. 6.4
	CLYDE	E. 2.8
	CACTUS	E. 4.4
TO	OGILBY	E. 5.5
	KNOB	E. 4.3
	ARAZ JCT.	0.9
TO	ARAZ	4.9
	COLORADO	0.8
TO-R	YUMA	

(121.8)

Time over District  
Average Speed per Hour

Between Colorado and Yuma movements governed by A-P. B. System. See special instructions.  
 No. 2 stop on flag at Thermal when too much mail to be handled on crane.  
 No. 2 stop on flag at Amos Tuesdays and Glamis Saturdays to receive and discharge non-revenue passengers.  
 No. 2 stop if necessary, to unload baggage and express Tuesdays and Fridays Flowing Well to Amos inclusive, Wednesdays and Saturdays Acolita to Knob inclusive.  
 No. 2 stop at Glamis when necessary, exchange Parcel Post.  
 Rule 5. Schedule time and train-order time of first-class trains applies at Indio station sign.



SALTON SUBDIVISION

WESTWARD

Time Table No. 182

July 9, 1944

Distance from Yuma

STATIONS	Distance from Yuma	FIRST CLASS							SECOND CLASS				
		3	5	363	43	371	1	815	817	357	819	839	
		Golden State Limited	Argonaut	San Diego Passenger	Californian		Sunset Limited	Freight	Freight	Freight	Freight	Freight	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
TO-R INDIO W. 0.4	121.8	s 4.41 AM	s 5.03 AM		s 7.20 AM	8.20 AM	s 2.50 PM						
TO-R INDIO YARD W. 1.0	121.3							6.25 AM	12.04 PM		6.15 PM	12.20 AM	
TO-R EAST INDIO W. 2.7	120.3												
TO COACHELLA W. 3.2	118.3	4.32	4.56		7.11	8.10	2.41	6.15	11.54 AM		6.04	12.09	
TO THERMAL W. 6.5	114.7	4.26	4.50		7.05	8.05	2.35	6.09	11.48		5.58	12.03 AM	
TO MECCA W. 5.0	108.6	4.18	4.43		6.58	7.58	2.29	6.00	11.39		5.49	11.54 PM	
TO CALEB W. 4.4	103.9	4.12	4.37		6.52	7.52	2.23	5.53	11.33		5.43	11.34	
TO MORTMAR W. 4.3	99.4	4.06	4.31		6.46	7.46	2.17	5.46	11.26		5.36	11.27	
TO SALTON W. 3.9	94.9	4.00	4.25		6.40	7.40	2.11	5.39	11.19		5.29	11.20	
TO DURMID W. 4.7	90.6	3.55	4.20		6.35	7.35	2.06	5.32	11.12		5.22	11.13	
TO BERTRAM W. 4.3	85.9	3.49	4.14		6.29	7.29	1.54	5.25	11.05		5.15	11.06	
TO POPE W. 4.7	81.6	3.44	4.09		6.24	7.24	1.49	5.18	10.58		5.08	10.59	
TO FRINK W. 4.7	77.1	3.38	4.03		6.18	7.18	1.43	5.11	10.51		5.01	10.52	
TO WISTER W. 3.1	72.6	3.31	3.57		6.11	7.11	1.36	5.04	10.44		4.54	10.45	
TO MUNDO W. 4.1	69.2	3.27	3.52		6.07	7.07	1.32	4.57	10.37		4.47	10.37	
TO-R NILAND W. 3.8	65.2	s 3.20	s 3.47		s 6.00	7.00	s 1.25	4.50	10.30		4.40	10.25	
TO FLOWING WELL W. 3.2	61.0	3.03	3.36		5.53	6.51	1.11	4.31	10.09		4.19	10.04	
TO IRIS W. 4.7	58.3	2.58	3.31		5.50	6.47	1.08	4.25	10.03		4.13	9.58	
TO TORTUGA W. 5.2	54.2	2.53	3.26		5.45	6.41	1.03	4.17	9.55		4.05	9.50	
TO AMOS W. 5.6	48.1	2.47	3.19		5.38	6.34	12.56	4.07	9.45		3.55	9.40	
TO ACOLITA W. 5.4	42.6	2.41	3.12		5.32	6.28	12.50	3.58	9.35		3.45	9.31	
TO MESQUITE W. 2.9	37.1	2.35	3.06		5.26	6.22	12.44	3.49	9.25		3.35	9.21	
TO GLAMIS W. 4.9	34.6	2.31	3.02		5.22	6.17	12.40	3.42	9.19		3.27	9.15	
TO RUTHVEN W. 6.1	29.7	2.25	2.56		5.17	6.11	12.34	3.32	9.09		3.08	9.07	
TO CLYDE W. 3.5	23.3	2.19	2.49		5.10	6.05	12.27	3.22	8.58		2.58	8.57	
TO CACTUS W. 4.0	20.4	2.14	2.44		5.05	5.59	12.23	3.12	8.48		2.48	8.48	
TO OGILBY W. 5.8	16.1	2.08	2.38		4.59	5.53	12.18	3.03	8.40		2.40	8.40	
TO KNOB W. 3.0	10.1	2.01	2.31		4.51	5.46	12.11	2.55	8.32		2.32	8.32	
TO ARAZ JCT. 0.9	6.6	1.55	2.25	4.00 AM	4.45	5.40	12.05 PM	2.42	8.20	1.45 PM	2.20	8.20	
TO ARAZ 4.9	5.7												
TO COLORADO 0.8	0.8												
TO-R YUMA (121.8)	0.0	1.45 AM	2.15 AM	3.45 AM	4.35 AM	5.30 AM	11.55 AM	2.20 AM	8.00 AM	1.30 PM	2.00 PM	8.00 PM	
Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Time over District	(2.56)	(2.48)	(0.15)	(2.45)	(2.50)	(2.55)		(4.05)	(4.04)	(0.15)	(4.15)	(4.20)	
Average Speed per Hour	41.52	43.50	26.40	44.29	42.98	41.76		29.82	29.83	26.40	28.54	27.90	

FIRESTONE PARK SUBDIVISION

Time Table No. 182

July 9, 1944

San Pedro Branch

STATIONS

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 182		Distance from San Pedro
		Eastward	Westward	
BKWOYP	479.7	TO-R LOS ANGELES YARD 0.9		25.7
I	480.6	DAYTON AVE. TOWER 1.3		24.8
IY	481.9	RIVER STATION TOWER 0.6		23.6
	482.5	NAUD JCT. 2.7		23.0
	485.2	WASHINGTON ST. JCT. 0.3		20.3
I	485.5	CLEMENT JCT. TOWER P. E. Ry. CROSSING 0.2		20.0
	485.7	BUTTE ST. JCT. 0.7		19.8
	486.4	VERNONDALE 0.9		19.1
I	487.3	A. T. & S. F. Ry. CROSSING 0.2		18.2
	487.5	P. E. Ry. CROSSING 1.6		18.0
WYP	489.1	TO-R FIRESTONE PARK 1.2		16.4
	490.3	SOUTHGATE (Tweedy Blvd.) 1.0		15.2
	491.3	P. E. Ry. CROSSING 0.5		14.2
	491.8	LYNWOOD 2.3		13.7
55	494.1	COMPTON 2.1		11.4
I	496.2	DOMINGUEZ TOWER P. E. Ry. CROSSING 1.5		9.3
	497.7	ELFTMAN 2.3		7.8
33	500.0	WATSON 0.9		5.5
I	500.9	WILMINGTON (Anaheim Blvd.) TOWER A. T. & S. F. Ry. CROSSING 0.5		4.6
YP	501.4	WILMINGTON (Anaheim Blvd.) 0.5		4.1
I	501.9	P. E. Ry. CROSSING (Island Crossing) 0.2		3.6

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

Yard Limits	Distance from San Francisco	STATIONS		Distance from San Pedro
		Eastward	Westward	
	502.1	ANAHEIM BLVD. 0.6		3.4
	502.7	P. E. Ry. CROSSING (Stop) 0.2		2.8
BKWOYP	502.9	TO-R WILMINGTON 1.6		2.6
I	504.5	SAN PEDRO DRAWBRIDGE 1.0		1.0
	505.5	SAN PEDRO (25.7)		0.0

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

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
San Pedro Branch	498.4	5
Dolores.....		

Between Colorado and Yuma movements governed by A-P.B. System. See special instructions.

No. 1 stop on flag at Thermal when too much mail to be handled on crane.

No. 1 stop on flag at Ogilby Mondays, Amos Tuesdays and Glamis Saturdays to receive and discharge non-revenue passengers.

No. 1 stop at Clyde and Iris, and No. 3 at Amos and Flowing Well each Monday, Wednesday and Friday, if necessary to unload baggage and express.

Rule 5. Schedule time and train-order time of first-class trains applies at Indio station sign.



# SPECIAL INSTRUCTIONS



**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 Colton.....C. G. Miller
Glendale.....	John R. Leaney, 112 W. Broadway Redlands.....Howard S. Smith Banning.....B. B. Felts
Temple City.....	J. A. Peters Indio.....J. A. Vest
Santa Ana.....	R. A. Ewert Yuma.....J. H. Huber
Oxnard.....	Jack Davis Van Nuys.....C. H. Berggren
Santa Barbara.....	H. V. Weirum Ventura.....R. W. Cummings
San Pedro.....	Chas. E. Perham Brawley.....F. T. De Arman
Long Beach.....	Leo Miller El Centro.....J. L. Bledsoe
Pasadena.....	J. Herbert Hall Co. Calexico.....E. E. Pinnell
Pasadena.....	Geo. W. Collis Fillmore.....Duard E. Goble
Alhambra.....	H. E. Wellman San Bernardino.....Chas. M. Hanf
Covina.....	J. Howard Boal Riverside.....F. S. Fisher
Pomona.....	W. R. Parsonage

**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.** Between Grand Terrace and Colton, signals must be placed on the right, facing westward; Colton and San Bernardino, on the right, facing eastward.

**RULE 10 (H).** Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

**RULE 10 (J).** Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars with engines counterbalanced for speeds of 75 MPH or over.

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant signal three-fourths mile beyond the slow board:

<b>Eastward</b>	<b>SANTA BARBARA-BURBANK JCT.</b>				<b>Westward</b>
374.89	405.66	421.44	.....	413.71	378.83
379.86	414.95	439.26	.....	421.21	
381.79	418.31	460.10	.....	424.92	
	<b>BURBANK JCT.-LOS ANGELES</b>				
475.13	.....				475.87
	<b>LOS ANGELES-COLTON</b>				
537.40	.....				488.10
	<b>INDIO-YUMA</b>				
622.12	661.94	.....	616.37	662.13	696.98
640.48	665.31	.....	639.76	665.16	705.02
644.76	666.75	.....	643.70	668.04	710.90
649.09	693.47	.....	648.39	669.19	718.50
658.46	707.93	.....	652.66		

**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.  
 Mission Jct.....on River Station Tower line.  
 Pomona.....on Covina Branch.  
 Araz Jct.....on Inter-Cal. line.

**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.  
 Bryn Mawr.....on Redlands Branch.  
 Colton.....on Riverside and San Bernardino Branches.  
 Pomona.....on Chino Branch.  
 Bassett.....on Covina Branch.  
 Alhambra.....on Pasadena Branch.  
 Chatsworth.....on Burbank Branch.  
 Ventura Jct.....on Ojai Branch.  
 Montalvo.....on Santa Paula Branch.  
 Wilmington  
 (Anaheim Blvd.).....on Long Beach Branch.  
 Firestone Park.....on Santa Ana Branch.  
 West Anaheim.....on Los Alamitos Branch.  
 Tustin Jct.....on Tustin Branch.  
 Stanton Jct.....on Los Alamitos Branch.  
 River Station Tower.....on Mission Jct. line.

**RULE 17.** Mars Signal Light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

**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—Three-indication light type signals at each end of PFE track 6, may display blue, yellow, or red:  
 Blue indicates cars must not be coupled to or moved; yellow proceed with caution; red must not enter the shed.  
 When light fails general foreman of ice plant must be contacted for instructions before movement made.

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

**RULE 82 (A).** Trains must obtain clearance before leaving:  
 Indio.....First-class trains.  
 Indio Yard.....Westward trains, except first-class.  
 East Indio.....Eastward trains, except first-class.  
 Niland.....All trains.  
 Trains to I-CRY must obtain separate I-C and Los Angeles Division clearances at Yuma.

Trains to San Joaquin Division must obtain separate San Joaquin Division and Los Angeles Division clearances and need not obtain clearance at Burbank Jct., if properly cleared by train-order signal.

Trains from San Joaquin Division need not obtain clearance at Burbank Jct., if properly cleared by train-order signal.

Train-order office and register at Santa Barbara located at freight station. Westward first-class trains receiving train-orders, clearance and instructions there must deliver to relieving crew at passenger station.

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

**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).

Identification may be made by westward trains on double track between Yuma 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 station only trains indicated will register:

Los Angeles Yard, originating or terminating, except light engines to or from Ventura and Pomona Subdivisions.

Operator Indio will repeat registration of first-class trains to operator Indio Yard for entry in register. Registration must be repeated for verification.

**RULE 83 (B).** Trains may register by ticket as follows:  
 Colton.....First-class  
 Colton.....Eastward second-class and extras arriving  
 Indio, Indio Yard and East Indio.....First-class  
 Niland.....First and second-class  
 Santa Barbara.....First-class

**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:

<b>West MP</b>	<b>East MP</b>
508.37	Anaheim.....510.68
	" (Los Alamitos Br.).....509.26
560.64	Beaumont.....563.60
684.11	Brawley.....688.24
706.40	Calexico.....708.88
674.52	Calipatria.....677.27
	" (Sandia Br.).....676.51
536.51	Colton.....541.14
	" (Riverside Br.).....540.70
	" (San Bernardino Br.).....540.18
504.53	Covina.....505.69
551.00	Crafton.....551.64
697.83	El Centro.....700.89
699.81	" (Sandia Br.).....
423.54	Fillmore.....425.62
703.05	Heber.....704.84
708.53	Holtville.....
694.13	Imperial.....696.62
607.85	Indio.....613.12

<b>West MP</b>	<b>East MP</b>
462.32	Los Angeles (Coast line).....488.69
471.20	" (Saugus-Alhambra line).....466.19
	" (Burbank Br.).....488.24
	" (Pasadena Br.).....489.90
	" (San Pedro Br.).....489.99
	" (Santa Ana Br.).....404.83
403.25	Montalvo (Santa Paula Br.).....668.69
666.09	Niland.....
668.27	" (Calexico line).....
519.20	Ontario.....521.32
406.61	Oxnard.....409.12
512.54	Pomona.....515.71
513.30	" (Covina Br.).....
547.29	Redlands, 2nd Street.....548.51
544.85	Riverside.....
541.15	San Bernardino.....
502.01	San Pedro.....
516.15	Santa Ana.....517.68
369.16	Santa Barbara.....373.71
412.57	Santa Paula.....416.53
449.41	Saugus.....452.60
448.17	" (Santa Paula Br.).....
397.13	Ventura.....399.45
	" (Ojai Br.).....398.16
731.51	Yuma.....737.87

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."

In either direction between Dayton Ave. Tower and River Station Tower (on San Pedro Branch), when interlocking signal indicates "Proceed."

In either direction between Butte Street Jct. and Firestone Park, when proceed signal is given by switchtender at either limit, white flag or lamp.

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.

In addition, for movements against current of traffic between Dayton Ave. Tower and River Station Tower, in either direction, signal operator must secure permission from yardmaster at Bull Ring for such movements.

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

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

Nos. 362 and 358 and sections thereof may assume similar schedules or sections of schedules at Araz Jct. as authorized into Araz Jct. on Inter-California Ry. without clearance or further train order authority.

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 or Burbank Jct., as the case may be.



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

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

Santa Barbara and East Santa Barbara.  
Burbank Jct., Los Angeles and Alhambra via East Bank Jct.  
San Pedro Branch, Los Angeles Yard and Firestone Park.  
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.

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.

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

San Pedro Br.—PERy at MP 487.5 (Must not exceed 6 MPH).

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

Tustin Br.—AT&SFRy at MP 514.7.

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 Boyle spur on Santa Fe Ave.

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

Pasadena Br.—PERy at MP 488.5.

San Bernardino Br.—AT&SFRy at MP 542.0.

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.

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

Covina Br.—PERy at MP 501.0.

Covina Br.—PERy at Lone Hill.

San Pedro Br.—PERy at MP 502.7.

Santa Ana Br.—PERy Griffith lumber spur at Santa Ana.

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

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

Stop clear of lead to PFE yard Colton on west leg of wye, and 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 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 one mile west of Pardee—Telegraph Road on Spur.

(Movements to be made only during daylight hours.)

Limoneria Spur at Limco, and Rockbank—Telegraph Road on spur.

Industrial—Fletcher Drive, on Van de Kamp spur.

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.

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.

Redlands 2nd Street—Orange Street, Second Street.

Redlands 2nd Street—Fourth Street on Mutual Orange Assn. spur.

Anaheim—Los Angeles Street.

Santa Ana—Fourth Street.

Alhambra—Mission Road on track leading to Edison Plant.

Indio—Highway California Date Growers Assn. spur.

Yuma—All crossings in old yard.

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 switches at junction points is as follows:

Ventura Jct. . . . . Ojai Br., for Ventura line.  
Montalvo . . . . . Santa Paula Br., for siding.  
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 eastward main track on L. A. line.  
Alhambra . . . . . Pasadena Br., for house track.  
Bassett . . . . . Covina Br., for house track.  
Pomona . . . . . Covina Br., for Ontario line.  
Pomona . . . . . Chino Br., for siding.  
Colton . . . . . San Bernardino Br., for Ontario line.  
Colton . . . . . Riverside Br., for PFE yard.  
Bryn Mawr . . . . . Redlands Br., for team track.  
Niland . . . . . Calexico subdivision, for Salton line.  
Araz Jct. . . . . I-CRy line, for eastward main track on Yuma line.  
Calipatria . . . . . Westmorland Br., for Calexico line.  
Calipatria . . . . . Sandia Br., for Calexico line.  
El Centro . . . . . Sandia Br., for Calexico line.  
Baldwin Park . . . . . Covina Br., for PERY main track.  
Lone Hill . . . . . Covina Br., for SP main track.  
La Verne . . . . . Covina Br., for PERY main track.  
Ganesha Jct. . . . . Covina Br., for SP main track.  
Saugus . . . . . Santa Paula Br., for middle siding.  
Colton . . . . . PERY junction switch on Riverside Br., for SP main track.

Riverside Jct. . . . . PERY junction switch for SP main track  
Naud Jct. . . . . Mission Jct. line for westward track on River Station Tower line.

Butte St. Jct. . . . . Butte St. yard line switches, and crossover switches may be left as used.

Firestone Park . . . . . Santa Ana Br., for westward track on L. A. line.

Wilmingon (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. . . . . Smeltzer Br., for Los Alamitos line.

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

#### DERAILS IN MAIN TRACK

##### TUSTIN BRANCH

Tustin—10 feet east of east switch.

##### SANTA ANA BRANCH

Dyer—MP 519.67.

##### COVINA BRANCH

Bassett—120 feet west of water tank, MP 497.52.

Pomona—50 feet west of west line of Rebecca St., MP 514.8.

##### 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.

##### SANDIA BRANCH

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

##### WESTMORLAND BRANCH

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

##### OJAI BRANCH

Ventura Jct.—250 feet east of junction switch.

Ojai—6 feet west of initial switch.

##### SANTA PAULA BRANCH

Montalvo—350 feet west of switch to M.O.D. track.

**RULE 105.** Oxnard—West switch to siding located at Signals 4077 and 4078. Inside switch on siding must be left lined for drill track.

Pomona—First-class trains, meeting, will use connection east of station building and first connection east of Signal 5136 to enter and leave siding.

Indio—Westward first-class and passenger trains required to clear main track will use connection opposite yard office.

To avoid delay to opposing trains, eastward trains taking siding at Camarillo; and westward trains at Oxnard; 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 Firestone Park Subdivision east of Firestone Park; nor on Santa Paula and Covina branches except when train-order operator is on duty.

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

Indio is a train-order office only for first-class trains.

Indio Yard is a train-order office only for westward trains, except first-class.

East Indio is a train-order office only for eastward trains, except first-class.

**RULE D-251.** Will apply on eastward track between Araz Jct. and Yuma and within the limits of Los Angeles Yard.

#### RULE 505. AUTOMATIC BLOCK SYSTEM

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

Eastward and westward freight main tracks between Los Angeles Yard Office and Dayton Ave. Tower.

North Broadway Bridge San Pedro Branch . . . . . Westward track

East end "A" freight shed San Pedro Branch . . . . . Eastward track

Firestone Park . . . . . Governing westward trains

When stopped by Signals 4789, 4791, 4793 and 4790 Los Angeles Yard, may proceed when signal received from switchtender, if signal does not clear.

West switch of crossover at Arroyo Jct., has electric switch lock. Instructions for operation posted on inside of lock-box door.

Push buttons and lights on mast of signal at east end sidings at Oxnard and Walnut.

Train occupying main track may clear signal governing movements from siding by pressing button with number corresponding to the number of signal governing movements from the siding. Train on the siding to let train on main track pass should not pass overlap post 500 feet from signal governing movement from siding. If necessary to pass overlap post, press button with number corresponding to number of signal governing movements on main track.

Instructions for operating signals are located inside of push button box.

When signals 6116, 6118, 6119 and 6123 at Indio; and 7085 at Calexico are found in "stop" position, train, after stopping, may proceed with caution, not exceeding 12 MPH to next home signal.

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.

Special signal, normally dark, located at MP 513.6 immediately west of Hamilton Boulevard, Pomona, may display flashing white aspect to authorize eastward movement on siding east of Hamilton Boulevard. Eastward trains, except first-class, taking siding at Pomona will not proceed east of Hamilton Boulevard except on receipt of flashing white aspect of above special signal or under train order or schedule authority.

Push button on Signal 5076 at Walnut, to be used to obtain proceed indication of Signal 5076 in event a reverse movement is made on main track within siding limits.

#### GOVERNING OPERATION OF SIGNALS, ARAZ JCT.

**Araz Jct.** Signal 7275 governs westward movement through east crossover and against current of traffic on eastward main track to Signal P-7263 and will indicate proceed after both switches of east crossover are set for crossover movement and block is clear.

Signal P-7265 governs westward movement through crossover and against current of traffic on eastward main track to Signal P-7261, and will indicate proceed after east switch to crossover is set for crossover movement and block is clear.

Trains and engines will operate between Signal P-7265 and P-7261 against current of traffic on eastward main track on signal indication which supersedes the superiority of trains.

Signal P-7263 governs westward movement on eastward track to Signal P-7261.

Signal P-7261, normally stop, governs westward movement as follows: green, movement on eastward main track via Knob; yellow, movement on eastward main track via I-CRy. To obtain signal for movement on eastward main track via Knob, operate push button No. 7261 in box on signal case west end of Bridge 726.08. If signal does not indicate proceed in three minutes, be governed by Rule 509(F). To obtain signal for movement to I-CRy, set the junction switch for that movement.

Signal P-7261 may be released and proceed indication secured on Signal P-7259 by operating push button No. 7259 in box located on signal case of Signal P-7259, waiting three minutes for time release.

Eastward train via Knob, finding Signal P-7260 in proceed position and desiring to give precedence to eastward train from I-CRy, will operate push button No. 7632 in box located on case of Signal P-7260.

Eastward train via Knob, finding Signal P-7260 indicating stop account eastward train via I-CRy occupying approach circuit and desiring to proceed on eastward track ahead of train on I-CRy main track, will operate push button No. 7260 in box located on case of Signal P-7260.

Eastward train via I-CRy, finding Signal P-7632 in proceed position and desiring to give precedence to eastward train via Knob, will operate push button No. 7260 in box located on case of Signal P-7632.

Eastward train via I-CRy, finding Signal P-7632 indicating stop account eastward train via Knob occupying approach circuit and desiring to proceed on eastward track ahead of train from Knob, will operate push button No. 7632 in box located on case of Signal P-7632.

When red light shows in push button box on Signal P-7632, push button No. 7632 must not be operated until eastward train from Knob is stopped west of Signal P-7260.

Before operating push buttons, carefully review instructions posted in each box.

If signals do not indicate "proceed" in three minutes after push buttons are operated, train may proceed as prescribed by Rule 509(F).



SPECIAL INSTRUCTIONS

**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, East Santa Barbara	P-3721
P-3722	Spring switch, east end freight lead, Santa Barbara	P-3741
	Spring switch, Ortega	P-3773
P-4086	Spring switch, Oxnard	P-4089
P-4088		P-4173
		P-4273
	Spring switch, Moorpark	P-4411
	Spring switch, Hasson	
P-4452	Spring switch, Chatsworth	
P-4880	Spring switch, end double track, Alhambra	P-4881
P-4936	Spring switch El Monte	
	Spring switch, Niland	P-6681
	Spring switch, Knob	P-7231
P-7260	Spring switch, Araz Jct.	P-7259
P-7632		P-7261
		P-7263
		P-7265

**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	Maximum Speed	
		Pgr.	Frt.
East Santa Barbara	End of double track	Westward track	25 20
East Santa Barbara	East end freight lead	Main track	15 15
Ortega	East switch of siding	Main track	15 15
Oxnard	East switch of siding	Main track	15 15
Camarillo	East switch of siding	Main track	15 15
Moorpark	East switch of siding	Main track	15 15
Hasson	East switch of siding	Main track	15 15
Chatsworth	West switch of siding	Main track	15 15
Alhambra	End of double track	Westward track	25 20
El Monte	West switch of siding	Main track	15 15
Niland	East switch of siding	Main track	15 15
Knob	East switch of siding	Main track	15 15
Araz Jct.	End of double track	Eastward track	25 20
Araz Jct.	West switch crossover between main tracks	Eastward track	25 20

Spring switches that are not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when passing over switches:

Location	Normal Position	Maximum Speed	
		Pgr.	Frt.
Araz Jct.	Junction switch, Inter-Cal. Ry.	Eastward track	
		Entering or leaving Inter-Cal. Ry.	25 20
		Facing westward	25 20
Yuma, Colorado River Bridge:			
	West end	End double track	Westward track
	East end	End double track	Eastward track
		Trailing eastward	6 6
		Trailing westward	6 6

**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:

- Ailsa—Eastward Trains... 300 feet east of west switch.
- Colorado—Eastward Trains... Signal 7318

**RULE 605. INTERLOCKING**

**BURBANK JUNCTION 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 Signal 4714SA 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.

**RIVER STATION TOWER**

To Glendale or Naud Junction, ———.  
To Mission Tower or Yard lead, o o o o o.  
To tracks one to five inclusive or to "B" shed, except track one, ——— o ———.  
To tracks six to eleven inclusive, or to track one "B" shed ——— o o o o.  
To Mission Tower against current of traffic, o o o o ———.  
One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

**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 ft. west of Signal Bridge No. 3 on the East Bank Line.  
200 ft. west of signal on eastward passenger track from East Bank Line to LAUPT via Alhambra Ave.  
200 ft. east of first signal east of UPRR Crossing on westward Alhambra Ave. main tracks.  
200 ft. 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.

**CLEMENT JCT. TOWER**

To Butte St. Interchange Yard, ——— o ———.

**WILMINGTON (ANAHEIM BLVD.) 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.

**EL MONTE TOWER**

To or from siding, o o o o o.

**POMONA JCT. TOWER**

To Packing House track, ——— o o o o.

**COLTON TOWER**

To No. 2 track, ——— o ———.  
To Riverside, o o ——— o.  
To Santa Fe interchange, o o o o o.

**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.

**SAN PEDRO BRANCH**

**NADEAU INTERLOCKING**  
Crossing AT&SFRy, 0.9 mile east of Vernondale.

**SANTA ANA BRANCH**

**SOUTHGATE INTERLOCKING**  
Crossing UPRR.

**RIVERSIDE BRANCH**

**HIGHGROVE INTERLOCKING**  
Crossing of 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 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 726. STAFF SYSTEM**

**COVINA BRANCH BETWEEN BALDWIN PARK AND GANESHA JCT.**

Westward trains at LaVerne and eastward trains at Baldwin Park will confer with Pacific Electric dispatcher by telephone before moving into staff system limits.

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

**MP 459.9-NORTH HOLLYWOOD**

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

**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 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.

Train indicators and signals must be displayed and markers must be properly displayed, except that Fig. 7 of Rule 19 will not apply on controlled sidings.

Rules S-17 and 19(A) will not apply on controlled sidings.

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.

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 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.

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

Santa Barbara—Skids located on fence next to main track west of Chapella Street and west of Montecito Street must be placed on both rails against east wheels of cars set out on passenger station house track, to prevent movement. When not in use they must be returned to proper location.

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

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

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

Passenger trains approach Santa Barbara, Oxnard, Colton, Indio and Niland at not to exceed 8 MPH to permit forward brakeman to get off where rear of train will stop.

He will make rolling inspection, then walk length of train on station side, making standing inspection giving careful attention to running gear and journal boxes.

At Santa Barbara, brakemen called for eastward extra sections of passenger trains 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 833.** Whenever practicable locomotive cranes, or cranes of similar types must be handled in trains with heavy end forward.

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

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

Beaumont to Edom

Beaumont to Colton

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

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

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

**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.

**TRAIN INSPECTION**

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels, are required to comply with rules and time-table 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.

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. 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.

**AIR BRAKE RULES**

**RULE 3.** Standard brake pipe pressure for freight and mixed trains is 80 pounds.

**FREIGHT TRAINS**

**RULE 24.** Beaumont: Rear end test must be made except running test may be made by westward trains of not over 65 cars immediately after leading engine passes east yard limit board and, if brakes operate properly, stop for rear end test not required.

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

**RULE 33.** 125 M's per operative brake must not be exceeded on descending grade between Colton and Garnet.

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

One retaining valve must be turned up for each 140 M's Beaumont to Redlands; exception: on trains handling sugar beets, one retaining valve must be turned up for each 120 M's Beaumont to Redlands and 140 M's Redlands to Colton.

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

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

One retaining valve must be turned up for each 150 M's on eastward trains handling 20 or more cars of rock or sand, Roscoe to Los Angeles Yard, and continuous run may be made between these points. If stop made between Burbank Jct. and Los Angeles Yard for other operating reasons, retaining valves may be turned down if not required beyond.

**PASSENGER TRAINS**

**RULE 35.** Car inspectors at Los Angeles and Yuma will furnish passenger conductors and engineers a written check of the number, type, percentage of graduated release, and condition of air brake equipment in their train. Conductor will give this information to road and helper engines coupled to his train en route, delivering a written check to relieving conductor.

**RULE 38.** Santa Barbara and Indio—When engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling he will answer with two blasts of the whistle. The trainman will immediately signal by four blasts of the air signal whistle (using the signal cord on rear car) to release the brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than 5 pounds below standard pressure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train.

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 before descending grade, Beaumont.

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.

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

**RULES 40, 41 and 42.** When making a station or other ordinary stop with a passenger train of any length up to 25 cars, close locomotive throttle to drifting position and make an initial reduction of 6 pounds. This may be increased by additional reductions as required. When speed has been reduced to approximately 10 MPH, close locomotive throttle and place automatic brake valve handle in release position (for example, 6 seconds for 15 cars and 10 seconds with 20 cars or more) and recharge the system. Return brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. Complete the stop with moderate brake pipe reductions totaling not more than 8 lbs., allowing engine brakes to apply with the train brakes, and hold all brakes applied until the train stops.

For spot stops, as for fuel or water, proceed as outlined in first part of this rule. When the speed has been reduced to approximately 10 MPH, close the locomotive throttle, place the automatic brake valve handle in release position and recharge the system. Return the automatic brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. The stop may be completed with the independent brake valve, using the required locomotive brake cylinder pressure and avoiding slack action due to rapid increase or decrease of engine brake cylinder pressures.

On heavy ascending grades the train may be pulled to a stop without the use of brakes.

Passenger trains of more than 25 cars must be handled under freight train rules.

**RULE 46.** Descending grade between Bryn Mawr and Garnet retaining valves on not less than 75% of cars in the train must be turned up.



## SPECIAL INSTRUCTIONS

## 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.

## 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.

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.

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

## 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.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

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

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

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

All classes may be used on Burbank Branch from west end at Chatsworth to a point 1000 feet east.

AC class engines may use Ojai Branch between Ventura Jct. and Main St. MP 398.00 including Hobson and water spurs.

Engines heavier than C class must not be doubleheaded on Santa Paula Branch.

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

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

Summerland ..... House track and oil spur.

Ortega ..... Oil spur.

Carpinteria ..... Outfit spur; MOD spur east of road crossing.

Seacliff ..... Team, 200 feet beyond clearance point.

Ventura Jct. .... Associated Oil spur.

Ventura ..... Wholesale Grocery; Corral.

Oxnard ..... Tracks in the yard of the American Crystal Sugar Company 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 SP engine permitted to use crossover between tracks 19 and 20.

Road crossing 1870 feet east of west switch track 20 must be kept clear.

Leesdale ..... Team beyond clearance point.

Moorpark ..... Corral; Standard; Union Oil spurs.

Strathearn ..... Corral beyond a point 380 feet from switch point.

Simi ..... Spur.

Santa Susana ..... Tapo spur; Corral.

Chatsworth ..... Storage; Beyond a point 100 feet from switch on stem of wye.

San Pedro ..... High line.

Rudell ..... Spur.

Pomona ..... Back team track west of Main St. Winery spur.

Ontario ..... Assets Corporation.

South Fontana ..... Quarry tracks.

Beaumont ..... West end oil unloading track, Blinn Lumber spur.

Rockwood ..... All except main track.

Brawley, El Centro,

Calexico ..... Icing tracks or leads.

El Centro ..... Old wye.

Calexico ..... Wye.

Between Niland and

Calexico ..... Industry tracks.

Between Indio and

Yuma ..... Spurs; except Standard Oil, Narborn, Coachella Valley Grape Growers, ice house at Coachella; Mortmar, Durmid, Pope, Wister, Glamis, Acolita and Ogilby.

Mecca ..... Water track beyond 100 feet east of crossing.

Iris ..... House track.

Knob ..... House track.

AC-10 class engines must not enter curve on fruit packer's spur at west end of house track at Beaumont. If necessary to pick up off this spur, reach must be used.

Engines must not use American Crystal Sugar track 3, Oxnard.

Engines heavier than 200,000 pounds on drivers must not be used on San Gabriel Valley Lumber spur at San Gabriel beyond clearance point, or tracks of South Fontana Farm Co., South Fontana.

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.

Not more than 30 express refrigerator cars may be handled in one freight train and such equipment must be in rear of train.

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

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**  
 Employees are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.  
 Bulletins may be issued from time to time referring to impaired clearances not listed below.

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

**Los Angeles Yard:** PE inbound local track, Brooklyn Ave. bridge  
 Macy Street  
 F. Arbogast Bldg., Commercial and Market  
 L. A. Warehouse, gate, Commercial and Market  
 J. F. Holbrook, gate, 310 Market St.  
 Roberts, Otter & Nelson Bldg., 316 Market St., platform  
 Western Mch. Co. Bldg. and Cable, Dayton and Alhambra Ave.  
 Peck & Hill spur, shed roof, N. Spring and Alpine  
 Hub switch stands for derails, Santa Fe Transfer tracks Bull Ring  
 L. A. Warehouse, Commercial and Alameda  
**Santa Paula**—Santa Paula Rock Co.  
**Van Nuys**—Fence at Hammond Lumber Company spur  
**Oxnard**—American Beet Sugar Co.  
 Track 15 beet dump  
 Track 7, power house and scale house  
 VCRy, track 19, power pole and fence 50 feet east of main gate  
**Crushton**—Switch stand on derail No. 3 between PE and SP tracks  
**Azusa Ave.**—Golden Orange Growers Packing House platform  
**Pomona**—Stine Transfer Company  
**South Fontana**—Hog Farm No. 1 and No. 2  
**Colton:** All loading tracks Cement Plant  
 PFE Track No. 6 and 7  
 Roundhouse  
**San Bernardino:** I. S. Chapman & Co.  
 P. E. poles  
**Riverside**—Lewis Warehouse No. 2  
**Redlands, 2nd St.**—Lyons & Sons Packing House  
**Brawley**—Shed 28  
**Heber**—Stock chute  
**Butters**—Stock chute  
**El Centro**—Beet dump  
**Colton**—Shed in Union Rock Co. plant (Do not switch beyond this point)  
**Wilmington (Anaheim Blvd.)**—Advance Truck Co. spur (Do not use beyond gate)  
**San Pedro**—SP Slip platform  
 Consolidated Lumber Co., platforms tracks 6 and 7  
**Santa Ana**—California Packing House

Portable runway between warehouses on Holly Sugar Co., sugar house track, Dyer, must be removed before track is used.

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

Station	Structure	Clearance
Saugus	Elftman	Chino
Leesdale	Wintersburg	Brawley
Northridge	El Monte	El Centro

Open deck trestle at MP 462.44, 90 feet west of east switch of joint track North Hollywood; 90 feet east of east switch at east end of joint track at MP 459.9; MP 540.11 Santa Ana River Bridge Riverside Branch; Lytle Creek Bridge San Bernardino Branch MP 541.30.

Pacific Electric trolley poles on San Bernardino Branch between MP 539.30 and MP 542.04; on Riverside Branch between MP 539.43 and MP 541.36; and on Covina Branch between Lone Hill and Ganesh Junction, will not clear man on side of car.

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

Following water tanks are not standard clearance: Santa Paula, Piru, Pomona, Guasti, Beaumont.

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

**HOSPITALS**

General Hospital—San Francisco, Cal.  
 Division Hospital—White Memorial Hospital, Los Angeles, Cal.  
 Emergency Hospital, General Shop Yard, East Los Angeles, Cal.  
 Emergency Hospital, Taylor Yards, Los Angeles, Cal.  
 Emergency Hospital, Colton, Cal.  
 Emergency Hospital, Indio, Cal.

**SURGEONS**

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
Los Angeles	Dr. M. T. Steele	Assistant to Chief Surgeon.
Los Angeles	Dr. R. W. Starr	Division Examiner and Surgeon.
Los Angeles	Dr. A. S. Lineer	District Examiner and Surgeon.
Los Angeles	Dr. R. R. Holzman	District Physician and Surgeon.
Los Angeles	Dr. D. L. Gamette	District Examiner and Surgeon.
Los Angeles	Dr. W. P. Thearle	District Surgeon.
Los Angeles	Dr. J. W. Shaefer	District Surgeon.
Los Angeles	Dr. M. A. Heffelfinger	District Surgeon.
Los Angeles	Dr. J. W. Nielsen	District Surgeon.
Los Angeles	Dr. B. F. Davis	District Surgeon.
Los Angeles—Angelus-Mesa	Dr. F. X. McDonald	District Surgeon.
Inglewood and Hyde Park	Dr. E. D. Charland	District Surgeon.
Huntington Park	Dr. D. E. Stewart	District Surgeon.
Huntington Park	Dr. H. W. Amyes	District Surgeon.
Eagle Rock	Dr. A. E. Hollenbeck	District Surgeon.
Belvedere Gardens		District Surgeon.
Hollywood	Dr. R. W. Avery	District Surgeon.
North Hollywood	Dr. T. H. Ransom	District Surgeon.
Wilshire-Beverly Hills	Dr. Peter J. Scherr	District Surgeon.
F. R. Strong Building	Dr. M. H. Burge	District Surgeon.
7th and Central	Dr. J. R. Martin	District Surgeon.
Watts	Dr. Fred L. Scott	Emergency Surgeon
Los Angeles	Dr. John J. Mandel	Emergency Surgeon
Los Angeles	Dr. R. A. Woodhull	Oculists and Aurists.
Los Angeles	Dr. Jos. Goldstein	Oculists and Aurists.
Santa Monica	Dr. L. E. Croft	District Surgeon.
Compton	Dr. Ernest I. Mulder	District Surgeon.
Long Beach	Dr. C. H. Woods	Emergency Surgeon.
Long Beach	Dr. William C. Clough	Emergency Surgeon.
Wilmington	Dr. W. W. Horst	District Surgeon.
Wilmington	Dr. A. H. Nerad	Assistant District Surgeon.
San Pedro	Dr. J. L. Bloch	District Surgeon.
Downey	Dr. R. V. Fernandez	Emergency Surgeon.
Whittier	Dr. J. W. Camp	Emergency Surgeon.
Norwalk	Dr. L. J. Otis	District Surgeon.
Anaheim	Dr. J. L. Beebe	District Surgeon.
Orange	Dr. Arthur J. Nies	Emergency Surgeon.
Santa Ana	Dr. Dexter R. Ball	District Surgeon.
Santa Ana	Dr. John D. Ball	Assistant District Surgeon.
Westminster	Dr. R. I. Johnson	Emergency Surgeon.
Pasadena	Dr. Z. T. Malaby	District Surgeon.
Pasadena	Dr. Jos. A. Walsh	District Surgeon.
Monrovia	Dr. E. H. Kelly	Emergency Surgeon.
Alhambra	Dr. J. F. Hull	District Surgeon.
San Gabriel	Dr. C. L. Magee	Emergency Surgeon.
El Monte	Dr. E. D. Farrington	District Surgeon.
Puente	Dr. W. W. Schultz	District Surgeon.
San Dimas	Dr. S. Thomasen	Emergency Surgeon.
Covina	Dr. G. H. Ernsberger	Emergency Surgeon.
Pomona	Dr. Geo. W. Kellar	District Surgeon.
Pomona	Dr. S. D. Carney	District Surgeon.
Chino	Dr. H. R. Miller	District Surgeon.
Colton	Dr. C. F. Whitmer	District Examiner and Surgeon.
Colton	Dr. J. N. Martin	Assistant District Surgeon.
San Bernardino	Dr. S. Forsythe	District Surgeon.
San Bernardino	Dr. C. L. Hadley	Oculist and Aurist.
Riverside	Dr. Thomas A. Card	District Surgeon.
Redlands	Dr. H. G. Hill	District Surgeon.
Banning	Dr. A. L. Brankamp	District Surgeon.
Beaumont	Dr. F. D. West	District Surgeon.
Indio	Nurse in charge of Emergency Hospital.	
Indio	Dr. W. H. Blackman	District Examiner and Surgeon.
Indio	Dr. Raymond O'Connell	District Surgeon.
Indio	Dr. M. A. Laughter	Associate District Surgeon.
Indio	Dr. M. J. Pierce	Oculist and Aurist.
Westmorland	Dr. O. C. Long	Emergency Surgeon.
Brawley	Dr. A. H. Foster	Associate District Surgeon.
Brawley	Dr. John L. Parker	Associate District Surgeon.
Imperial	Dr. H. V. Gray	District Surgeon.
El Centro	Dr. F. W. Peterson	District Examiner and Surgeon.
El Centro	Dr. W. W. Apple	District Surgeon.
Holtville	Dr. H. B. Graeser	District Surgeon.
Calexico	Dr. T. E. Bartholomew	District Examiner and Surgeon.
Mexicali	Dr. Mario Flores	District Surgeon.
Yuma	Dr. Wm. A. Phillips	District Examiner and Surgeon.
Yuma	Dr. W. C. Cain	Assistant District Surgeon.
Yuma	Dr. J. H. Sturges	Oculist.
Glendale	Dr. Chester L. Roberts	District Surgeon.
Burbank	Dr. David Thomson	District Surgeon.
Van Nuys	Dr. Chas. B. Canby	Emergency Surgeon.
Canoga Park	Dr. Wm. J. Lakey	Emergency Surgeon.
Fillmore	Dr. H. B. Osborn	District Surgeon.
Santa Paula	Dr. D. G. Clark	District Surgeon.
Saticoy	Dr. C. R. Illick	Emergency Surgeon.
Moorpark	Dr. F. A. Yoakum	Emergency Surgeon.
Oxnard	Dr. G. H. Arnold	District Surgeon.
Ventura	Dr. Fred A. Shore	District Surgeon.
Ojai	Dr. C. O. Drace	Emergency Surgeon.
Carpinteria	Dr. T. M. Shorkley	Emergency Surgeon.
Santa Barbara	Dr. Chas. S. Stevens	District Examiner and Surgeon.
Santa Barbara	Dr. Edwin R. Kluss	Assistant District Physician and Surgeon.
Santa Barbara	Dr. A. B. Steele	District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. W. H. Johnston	Oculist.
Santa Barbara	Dr. W. R. Gibb	Oculist.

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.

**AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS**

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel-Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122,620			
" —70 ft. (With Auto. End Door)	125,800			
" —(Dynamo)	98,730	87,120		
Baggage & Mail—60 ft.	103,620			
" " " —69 ft.	124,760			
" " " —70 ft.	129,140			
" " " —Passenger	108,675	103,590	112,640	
Express Refr.—N. P. Ry.			74,000	
" " —A. R. E. No. 40-154			78,000	
" " " " 155-224			89,000	
" " " " 500-506			110,000	
" " " " 1101-1175			85,000	
" " " —P. F. E. " 500-799			83,000	
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACD)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
" Cars 107-128 (ACW)			182,800	182,800
" " 99-140-141 (ACW)			195,040	195,040
Chair—60 ft. (ACD)	100,620		138,000	132,000
" —72 ft. (ACD)			165,000	157,800
" —72 ft. (ACW)			158,700	158,700
" —Streamline—Single (ACS)			108,900	104,500
" —Art. (ACS)			181,400	172,600
" —74 ft. (ACD)			180,915	173,125
" —74 ft. (ACS)			186,000	181,600
Coaches—60 ft. (ACD)	98,130		136,100	130,100
" —70 ft. (ACD)	137,640		157,800	151,000
" —70 ft. (ACW)	137,640		164,500	157,400
" —72 ft. (ACD)			153,500	153,500
" —72 ft. (ACW)			163,000	163,000
" —73 ft. 6 in. (ACW)			163,000	163,000
" —73 ft. 6 in. (ACD)			168,500	161,200
" —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
" —Coach	103,875			
Cafe-Coach (ACD)		138,600	155,700	149,000*
Cafe-Lounge (ACD)		161,200	173,500	166,000
" (ACW)	148,950		156,000	156,000
Daylight (20-car train)			2,163,450	2,163,450
" —Chair-Baggage (ACS)			124,250	124,250
" —Articulated Chair (ACW)			203,000	203,000
" —Diner (Triple Unit) (ACW)			336,200	336,200
" —Chair Car (ACW)			121,200	121,200
" —Tavern (ACS)			129,180	129,180
" —Parlor (ACS)			124,600	124,600
" —Parlor-Obs. (ACW)			117,350	117,350
Lark—(20-car train)			2,755,000	2,547,000
" —Baggage (NAC)	127,000			
" —Postal (NAC)	132,000			
" —Diner (Triple Unit) (ACW)			325,000	325,000
" —Pullmans (Streamline) (ACM)			146,000	130,000
Diner—70 ft.		135,930		
" —72 ft. (ACD)	155,330	146,930		
" —77 ft. (Arch Roof) (ACW)	156,000		170,100	162,700
" —77 ft. (Clere Story Roof) (ACW)			162,950	162,950
" —77 ft. ( " " ) (ACM)			169,450	169,450
" —79 ft. ( " " ) (NAC)			189,581	173,836
" —80 ft. (Clere Story Roof) (ACM)	169,100		201,323	184,700
Lounge (ACD)			189,800	181,630
" (Arch Roof) (ACW)			167,500	160,300
" —75 ft. (ACD)			164,900	157,780
Observation—75 ft. (ACD)	154,400		169,185	161,900
" —77 ft. (ACD)			194,543	186,166
Pullman-Observation (ACD)	160,800	153,000	177,314	169,200
" (ACM)	160,800	153,000	192,300	176,300
" Lounge (ACM)	171,200		194,900	178,900
" (ACD)	171,200		187,682	179,600
" —Bedroom (ACD)	167,600		183,920	176,000
" (ACM)	167,600		195,800	179,800
" —Sleeper (ACM)	163,100		191,100	175,100
" (ACD)	163,100		180,075	171,500
" —Tourist (ACM)	153,000		185,200	169,200
" (ACD)	153,000		168,663	161,400

\*Steel underframe.

CODE:—

NAC—Non-Air Conditioned.  
 ACI—Air-Conditioned—Ice System.  
 ACM—Air Conditioned—Mechanical System.  
 ACW—Air Conditioned—Waukesha System.  
 ACS—Air Conditioned—Steam Ejector System.



SPECIAL INSTRUCTIONS

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.96	44	1.21	57	1.03	72	0.50
19	3.09	32	1.92	45	1.20	58	1.02	74	0.49
20	3.00	33	1.89	46	1.18	59	1.01	75	0.48
21	2.51	34	1.85	47	1.16	60	1.00		
22	2.43	35	1.82	48	1.15	61	0.99		
23	2.36	36	1.80	49	1.13	62	0.98		

DIVISION MILEAGE

Main Lines			
Newhall to Yuma.....	S. P. R. R.	278.53	
Santa Barbara to Burbank.....	S. P. R. R.	93.45	
Niland to Calexico.....	S. P. Co.	41.70	
Cantu to Araz Jct.....	S. P. Co.	2.71	
<b>Total Main Lines.....</b>		<b>416.39</b>	
Branches			
Burbank.....	S. P. R. R.	20.74	
Chino.....	S. P. R. R.	5.06	
Covina.....	S. P. R. R.	17.40	
Deerleville.....	S. P. R. R.	1.65	
Long Beach.....	S. P. R. R.	2.31	
Los Alamitos.....	S. P. R. R.	9.80	
Smeltzer.....	S. P. R. R.	6.88	
Ojai.....	S. P. R. R.	15.13	
Pasadena.....	S. P. R. R.	4.89	
Redlands.....	S. P. R. R.	7.14	
San Bernardino & Riverside.....	S. P. R. R.	11.68	
Sandia.....	S. P. Co.	27.46	
	H. I. Ry.	9.73	37.19
San Pedro.....	S. P. R. R.	26.52	
	L.A. & S.L.R.R.	7.30	
	P. E. Ry.	.03	33.85
Santa Ana.....	S. P. R. R.	31.03	
Santa Paula.....	S. P. R. R.	44.98	
Tustin.....	S. P. R. R.	10.85	
Westmorland.....	S. P. Co.	12.79	
<b>Total Branches.....</b>		<b>272.57</b>	
<b>Total Los Angeles Division.....</b>		<b>688.96</b>	

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	BETWEEN	PSGR. mph	FRT. mph	Lgt. Eng. mph
2, 3	Santa Barbara, over street crossings.....	20	20	20
2, 3	Ventura station and M.P. 397.09.....	25	20	20
6	Santa Paula.....	15	15	15
2, 3, 4	Los Angeles, along longitudinal streets No. Spring, No. Main, Alameda and College Sts. to 25th St.....	10	10	10
5, 9	Los Angeles, when entering any highway crossing:			
4, 5	(1) Main St., Alhambra Ave., Soto St. to Main St.....	15	15	15
4, 5	(2) East city boundary to Soto St.....	25	25	25
4, 5	El Monte, all streets.....	30	25	25
4, 5	Ontario.....	40	40	25
4, 5	Pomona, 2640 feet each side station.....	40	40	35
4, 5	M.P. 536.2 (Rialto), Riverside Ave.....	30	30	30
4, 5	Colton, all streets.....	30	30	30
5	San Bernardino, all streets.....	20	20	20
4	South Pasadena, all streets.....	15	15	15
4	Pasadena, all streets.....	20	20	20
4	LaVerne, 7958 feet west and 3336 feet east of station.....	40	25	25
4	Covina branch, Pomona junction switch and 1161 feet west.....	15	15	15
6	Redlands 2nd Street, all street crossings.....	10	10	10
9	Vernon, 783 feet east of Clement Jct. and Slauson Ave. (9340 feet).....	12	12	12
9	Compton, across Main St.....	8	8	8
9	Compton, across Myrrh, Orange and Olive Sts.	20	20	20
7	Santa Ana, 3208 feet west and 2132 feet east of station.....	12	12	12
7	El Centro, Main Street crossing.....	20	20	20
7	Calipatria, Main Street crossing.....	12	12	12

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT

PAGE		MPH
All	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
All	On tangent main tracks.....	35
All	except SPMW 4044.....	25
All	On tangent branch tracks.....	25
All	On all curves..... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
All	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
All	On tangent main tracks.....	20
All	On curves and on branch tracks.....	15
All	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
All	On tangent main tracks.....	25
All	On curves and on branch tracks.....	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
All	Trains handling relief outfit with steam derrick:	
All	On tangent main tracks.....	35
All	On tangent branch tracks.....	25
All	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.	
All	Through interlockings with caution.	

Passenger trains handling steel wheel box cars or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed speed of 60 MPH. Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 MPH.

Within the limits of Burbank Jct. interlocking, speed of westward trains via Mojave Subdivision restricted as follows:  
 Passenger..... 35 MPH  
 Freight..... 25 MPH  
 Light engines..... 20 MPH

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

\*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:

All P-8 class, except eng. 2470;  
 F-1 class: 3611, 3612, 3615, 3619, 3620, 3625, 3634, 3636, 3643, 3652;  
 F-3 class: 3654, 3656, 3658, 3660, 3661, 3664, 3665, 3666;  
 F-4 class: 3668, 3671, 3674, 3676, 3677, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3692, 3697, 3701, 3705, 3706, 3709, 3711, 3716, 3717, 3718;  
 F-5 class: 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768, 3769;  
 AC-6 class: 4127, 4128, 4130, 4131, 4132, 4135, 4136, 4137, 4138, 4140, 4142, 4143, 4144, 4146, 4149, 4150;  
 SP-1 class: 5001, 5002, 5003, 5006, 5009, 5011, 5012, 5013;  
 SP-2 class: 5017, 5018, 5019, 5020, 5021, 5022, 5024, 5026, 5028, 5029, 5033, 5035;  
 SP-3 class: 5039, 5040, 5041, 5042, 5044, 5045.

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

Maximum speed for SP-1-2-3 not cross counter-balanced, C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed Trains.

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

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

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.

AC class engines must not exceed 45 MPH over the following structures:

- MP 372.75 over highway east of Santa Barbara
- MP 374.24 west of Miramar
- MP 381.55 Carpinteria
- MP 396.87 Ventura River bridge, Ventura

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 With Train Light	Running Backward With Train or Light
DES-200.....	30	30
DES-1 to 7 inc.....	40	35
DES-100 to 107 inc.....	40	35

Maximum speed (in MPH) of disabled engines (except class S or SE) 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
- Class S and SE engines under all conditions..... 20 MPH

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

- 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
- 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 turnouts and crossovers, Araz Jct. freight and mixed..... 20
- Through crossover, Araz, freight and mixed..... 20
- Through any siding, crossover, turnout, or slip-switch with engine backing..... 10



SPECIAL INSTRUCTIONS

**SPEED RESTRICTIONS:** Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."  
 Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

**SPEED RESTRICTIONS:** Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."  
 Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD			ENGINE BACKING WITH TRAIN OR LIGHT					
		PASSENGER										FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-38-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW	Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
		GS P (if CCB*) with stream-lined cars only	P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 (if not CCB*)	T -28 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-8 (if CCB*)	T-1-8-9-23-28-31-38-57-58 Mk-5-6-7-8-9 F (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED									
2, 3	Santa Barbara and Mission Tower, via Oxnard and Raymer as follows:																			
2, 3	M.P. 370.70-383.66	50	50	50	50	50	50	45	40	35	35	35	35	30	30	25				
2, 3	M.P. 383.66-387.70 {Eastward	45	45	45	45	45	45	45	40	35	35	35	35	30	30	25				
2, 3	M.P. 387.70-400.00 {Westward	45	45	45	45	45	45	45	40	35	35	35	35	30	30	25				
2, 3	M.P. 400.00-418.00	65	60	60	60	50	50	45	40	35	40	35	35	30	30	25				
2, 3	M.P. 418.00-437.80	75	65	65	60	50	50	45	40	35	40	35	35	30	30	25				
2, 3	M.P. 418.00-437.80	65	60	60	60	50	50	45	40	35	40	30	30	30	30	25				
2, 3	M.P. 437.80-440.90	60	60	60	60	50	50	45	40	35	35	35	35	30	30	25				
2, 3	M.P. 440.90-444.39	40	40	40	40	40	40	40	40	35	30	30	30	30	30	25				
2, 3	M.P. 444.39-460.85	75	65	65	60	50	50	45	40	35	40	35	35	30	30	25				
2, 3	M.P. 460.85-462.38	70	55	55	55	50	50	45	40	35	35	35	35	30	30	25				
2, 3	M.P. 462.38-462.70 {Eastward	40	40	40	40	40	40	40	40	35	30	30	30	30	30	25				
2, 3	M.P. 462.38-462.70 {Westward	35	35	35	35	35	35	35	35	35	30	30	30	30	30	25				
2, 3	Burbank Jct., Crossover east of tower	30	30	30	30	30	30	30	30	25	25	25	25	25	25	25				
2, 3	M.P. 462.70-475.88	50	50	50	50	45	45	45	40	35	35	35	35	30	30	25				
2, 3	M.P. 475.88-476.35	50	50	50	50	45	45	45	40	35	30	30	30	30	30	25				
2, 3	M.P. 476.35-477.34	50	50	50	50	50	50	45	40	35	35	35	35	30	30	25				
2, 3	M.P. 477.34-480.37 (Glendale tower)—(Eastward home signal Dayton Ave. tower)	40	40	40	40	40	40	40	40	35	25	25	25	25	25	25				
9	M.P. 480.37—River Station Tower	25	25	25	25	25	25	25	25	25	20	20	20	20	20	20				
2, 3	Through Switches M.P. 478.98 and M.P. 480.60	25	25	25	25	25	25	25	25	25	20	20	20	20	20	20				
2, 3	On Third Track Glendale Tower and West Lead "A" Yard	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15				
9	River Station Tower to Mission Tower via Rondout St.	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10				
2, 3	East Bank Line, Dayton Ave. Tower and East Bank Jct.	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20				
2, 3	East Bank Line, on curve between East Bank Jct. and Mission Tower	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10				
4, 5, 6	East Bank Jct. and Yuma except as otherwise provided	50	50	50	50	50	50	45	40	35	35	35	35	30	30	25				
4, 5	East Bank Jct.—Taylor Jct.	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15				
4, 5	Alhambra, end double track through turnout, eastward	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20				
4, 5	M.P. 491.20-536.65	65	65	60	50	50	45	40	35	40	35	35	35	30	30	25				
4, 5	M.P. 536.65-539.00	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25				
4, 5, 6	M.P. 539.00-540.00	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20				
6	M.P. 540.00-546.64 {Eastward	50	50	50	50	50	45	40	35	35	35	35	35	30	30	25				
6	M.P. 540.00-546.64 {Westward	50	50	50	50	50	45	40	35	35	35	35	35	30	30	25				
6	M.P. 546.64-563.06 {Eastward	40	40	40	40	40	40	40	40	35	35	35	35	30	30	25				
6	M.P. 546.64-563.06 {Westward	40	40	40	40	40	40	40	40	35	35	35	35	30	30	25				
6	M.P. 563.06-567.82 {Eastward	50	50	50	50	50	45	40	35	35	35	35	35	30	30	25				
6	M.P. 563.06-567.82 {Westward	50	50	50	50	50	45	40	35	35	35	35	35	30	30	25				
6	M.P. 567.82-589.00 {Eastward	40	40	40	40	40	40	40	40	35	35	35	35	30	30	25				
6	M.P. 567.82-589.00 {Westward	40	40	40	40	40	40	40	40	35	35	35	35	30	30	25				
6	M.P. 589.00-598.55 {Eastward	60	60	60	50	50	45	40	35	35	45	40	35	30	30	25				
6	M.P. 589.00-598.55 {Westward	60	60	60	50	50	45	40	35	35	45	40	35	30	30	25				
6	M.P. 598.55-609.70 {Eastward	60	60	60	50	50	45	40	35	35	45	40	35	30	30	25				
6	M.P. 598.55-609.70 {Westward	60	60	60	50	50	45	40	35	35	45	40	35	30	30	25				
6, 8, 9	Between outs ideswitches Indio	30	30	30	30	30	30	30	30	20	20	20	20	20	20	20				
8, 9	East switch Indio—M.P. 678.5	60	60	60	50	50	45	40	35	35	45	40	35	30	30	25				
8, 9	M.P. 678.5-693.50	60	60	60	50	50	45	40	35	40	45	40	35	30	30	25				
8, 9	M.P. 693.50-723.00	60	60	60	50	50	45	40	35	40	45	40	35	30	30	25				
8, 9	Araz Jct. through all switches, and Araz through crossovers	25	25	25	25	25	25	20	20	25	20	20	20	20	20	20				
8, 9	M.P. 727-M.P. 731.75	60	60	60	50	50	45	40	35	35	45	40	35	30	30	25				
8, 9	M.P. 731.75-Yuma	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15				
8, 9	Araz Jct.—Westward trains via Knob moving against current of traffic on eastward main track must not exceed 20 MPH over Inter-Cal. Jct. switch.																			
7	Niland Station and Wye switch on Calexico line	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20				
7	Over Alamo Bridge 679.85 between Calipatria and Rockwood	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25				

Page No.	TERRITORY	PSGR.	FRT.	Engines Backing
		Maximum	Freight and Mixed Maximum	
4	Covina Branch	30	25	25
4	Pasadena Branch	15	15	15
5	Chino Branch	20	20	20
5	San Bernardino Branch	35	20	20
5	Riverside Branch, except:	35	20	20
5	Home signals Highgrove interlocking	20	20	20
6	Ojai Branch except:	25	20	20
6	MP 407-408	10	10	10
6	Santa Paula Branch, except:	30	25	25
6	MP 414.06-414.20	30	18	18
6	MP 431.62-438.10	25	18	15
6	MP 439.05-439.41	25	18	15
6	MP 440.93-441.96	25	18	15
6	MP 444.20-444.84	30	18	18
6	Redlands Branch	25	20	20
7	Long Beach Branch, except:	40	25	25
7	P. E. Crossing—Anaheim Blvd.	10	10	10
7	Firestone Park-Dyer, except:	30	30	30
7	Home signals South Gate (Atlantic Blvd.) interlocking	20	20	20
7	West Anaheim-1 mile east of Anaheim	15	15	15
7	Santa Ana-Dyer	30	25	25
7	Los Alamitos Branch	20	20	20
7	Smeltzer Branch	30	25	25
7	Tustin Jet.—Tustin, except:	30	30	20
7	Bridge 513-D	20	20	20
7	MP 516.3-516.41; MP 517.73-518.25	20	20	20
7	MP 518.70-518.92; MP 519.23-519.86	20	20	20
7	MP 521.60-521.73	20	20	20
7	Westmorland Branch and Sandia Branch	25	25	25
8	Burbank Branch, except:	25	25	25
8	Encino—over Balboa Blvd. Crossing	10	10	10
9	Los Angeles Yard-San Pedro, except:	30	30	30
9	Through turnouts each side of first crossing bridge Los Angeles River and while crossing bridge	15	15	15
9	Home signals Nadeau interlocking	10	10	10
9	Wilmington (Anaheim Blvd.)—Fifth St., San Pedro	15	15	15
7-9	Opposite Station Building—crossover switches, end of D.T. Firestone Park	15	15	15



RATING OF ENGINES—LOS ANGELES DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles to Alhambra Puente to Ontario	Alhambra to Puente Ontario to Colton	Colton to Bloomington El Monte to Stoneman	Bloomington to El Monte Stoneman to Los Angeles	Colton to Indio	Indio to Colton	Millard to Amos Yuma to Ariz Jct. Enroute I-C	Yuma to Knob	Indio to Millard Amos to Yuma Knob to Indio	Millard and Calexico	Burbank Jct. to Saugus	Saugus to Burbank Jct.	Saugus to Montalvo	Montalvo to Saugus	Los Angeles and Santa Barbara Via Oxnard 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	Alhambra to Pasadena Ventura Jct. to Ojai	Burbank to Chatsworth Via Burbank Branch
DES-1,2,3,4,5,6,7	1000 to 1022	1000	1800	1600	2150	500	500	1600	1600	1500	1850	400	450	4500	1700	1000	1700	1800	2600	1800	700	800
DES-100 to 107	1300 to 1395	1600	2850	2500	3200	850	800	2500	2500	2500	2900	650	700	5700	2200	1600	2600	2850	3000	2800	850	1500
E-23	1500 and 1502	1200	2700	1450	2600	690	660	1750	1600	2600	2300	510	580	4000	1340	1300	1950	2800	2950	2750	380	950
M-4	1617 to 1713	1600	3450	1850	3350	940	900	2250	2100	3300	2900	730	820	5300	1800	1700	2500	3400	3900	3600	570	1300
M-6, 8	1721 to 1803, 1823 to 1825	2000	4250	2300	4150	1200	1150	2800	2600	4050	3600	930	1000	6200	2140	2150	2900	4000	4550	4350	700	1550
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	2100	4500	2450	4300	1250	1200	2900	2750	4300	3800	990	1100	6550	2270	2250	3000	4200	4800	4600	760	1650
M-11	1832 to 1835	2150	4600	2550	4450	1300	1250	3050	2800	4450	3950	1000	1120	6800	2370	2350	3350	4750	5000	4800	790	1700
T-1	2242 to 2271	1400	3050	1650	2950	830	800	2000	1850	2950	2600	630	710	4500	1556	1500	2200	3150	3300	3100	490	1100
T-8, 9	2161, 2174 and 2178	1000	2200	1150	2100	560	550	1400	1300	2100	1850	420	480	3250	1090	1050	1550	2250	2400	2200	320	770
T-23	2301 to 2310	2100	4500	2450	4300	1250	1200	2900	2750	4300	3800	930	1030	6500	2240	2250	3000	4200	4800	4500	730	1600
T-26	2233 to 2299	1750	4000	2050	3650	1000	950	2500	2300	3600	3250	800	900	5700	1950	1900	2600	3700	4200	4000	610	1400
T-28, 31	2311 to 2362	2300	4850	2700	4700	1350	1250	3250	3000	4700	4150	1050	1200	7150	2480	2450	3300	4650	5250	5000	820	1800
T-32, 40	2363 to 2384	2300	4950	2700	4750	1350	1300	3300	3000	4750	4200	1050	1200	7250	2520	2450	3600	5100	5350	5100	830	1830
T-36	2103	1500	3250	1800	3150	910	890	2150	2000	3150	2750	710	780	4880	1670	1650	2350	3350	3550	3400	560	1220
T-37	2105 and 2106	2050	4400	2400	4250	1200	1150	2900	2700	4250	3750	940	1050	6500	2250	2200	3200	4550	4800	4500	740	1630
T-57, 58	2385 and 2386	1850	3950	2150	3850	1100	1050	2650	2400	3850	3400	850	900	5850	2000	2000	2900	4100	4300	4100	670	1470
P-1, 3, 5	2408, 2411, 2412, 2413, 2416, 2417, 2418, 2423, 2425 to 2435	1800	4200	2100	4050	1000	1000	2550	2350	3750	3350	800	890	5900	1980	1950	2700	3800	4300	4050	590	1410
P-1	2437 to 2452, 2459 and 2460	1900	4400	2200	4250	1050	1050	2650	2450	3900	3500	840	930	6150	2080	2050	2850	4050	4500	4200	620	1480
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2050	4600	2400	4350	1150	1100	3050	2850	4300	3800	900	1100	6450	2180	2250	2950	4150	4700	4450	660	1560
P-6	2453, 2454 and 2458	2250	5200	2600	5100	1300	1250	3200	2950	4650	4150	1000	1150	7250	2480	2500	3550	4500	5350	5000	....	....
P-7	2476 and 2477	2400	5450	2800	5400	1400	1300	3400	3150	4950	4400	1100	1250	7700	2660	2650	3800	4800	5700	5300	....	....
P-8, 10	2461 to 2474, 2478 to 2483	2500	5600	3000	5450	1450	1400	3600	3300	5200	4650	1100	1250	8050	2720	2750	3900	4900	5900	5500	....	....
P-8, 10	2475, 2484 to 2491	2600	5600	3100	5750	1450	1400	3900	3600	5400	4850	1100	1250	8500	2880	2850	4150	5000	6200	5800	....	....
P-11	3100 to 3109	2000	4250	2300	4150	1200	1150	2800	2600	4050	3600	850	950	6300	2150	2150	2900	4000	4650	4300	660	1540
P-12	3120 to 3129	2600	6050	3050	5450	1550	1500	3700	3450	5450	4850	1200	1350	8500	2870	2950	4150	....	6200	5800	....	....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2550	5300	2950	5200	1550	1500	3600	3300	5200	4600	1200	1300	7800	2700	2700	3900	5500	5800	5350	911	1980
C-15, 32	2500, 2505 to 2507	1600	3400	1850	3300	960	930	2250	2100	3300	2900	740	820	5000	1750	1700	2500	3500	3700	3450	590	1280
C-17	2510 and 2511	2000	4200	2300	4050	1200	1150	2800	2600	4050	3600	950	1050	6150	2180	2150	3050	4350	4550	4250	750	1600
C-18	3400 to 3409	2300	4900	2700	4750	1400	1350	3250	3000	4750	4200	1100	1200	7200	2530	2500	3600	5050	5300	4950	870	1850
C-19	3410 to 3426	2400	5100	2800	4950	1450	1400	3400	3150	4950	4350	1100	1250	7500	2630	2600	3700	5250	5550	5200	890	1920
TW-1	2900 to 2913	1900	4050	2250	3950	1150	1100	2700	2500	3950	3450	890	980	6000	2090	2050	2950	4200	4400	4100	700	1520
TW-2, 3	2932 to 2952	1500	3250	1800	3150	900	870	2150	2000	3150	2800	690	770	4800	1670	1650	2350	3350	3550	3300	540	1200
TW-4, 6	2926 to 2931 and 2957	1450	3100	1700	3000	840	810	2050	1850	3000	2650	640	720	4550	1570	1550	2250	3200	3350	3150	500	1130
TW-8	2914 to 2923	2100	4500	2450	4350	1250	1200	3000	2750	4350	3850	980	1050	6600	2300	2250	3250	4650	4900	4550	770	1680
A-3	3029	1400	3100	1650	3000	780	760	2050	1850	3000	2650	580	650	4650	1540	1500	2250	3250	3600	3150	430	1090
A-3	3025, 3036, 3052 and 3057	1450	3250	1750	3150	820	790	2150	1950	3150	2800	600	690	4900	1620	1600	2350	3400	4150	3350	440	1140
A-6	3000 to 3003	1750	3800	2050	3700	990	950	2500	2300	3700	3250	700	800	5700	1900	1850	2750	3950	6500	3850	560	1350
Mk-2, 4	3201 to 3240	3000	6150	3500	5950	1700	1650	4100	3700	5950	5250	1300	1400	8850	3050	3200	4350	....	....	6100	....	....
Mk-5, 6	3241 to 3277	3200	6750	3700	6500	1850	1800	4500	4100	6500	5750	1450	1600	10000	3470	3500	4950	....	....	6900	....	....
Mk-7, 8, 9	3300 to 3324	3550	7450	4100	7200	2100	2050	4950	4550	7200	6350	1650	1850	10900	3830	3750	5400	....	....	7550	....	....
Mk-10	3295	2700	5750	3150	5550	1600	1550	3850	3500	5550	4900	1250	1400	8400	2960	2900	4200	....	....	5800	....	....
Mk-11	3297 and 3298	2600	5500	3050	5350	1550	1500	3700	3400	5350	4700	1200	1350	8050	2840	2800	4000	....	....	5550	....	....
F-1	3600 to 3652	3750	7750	4350	7600	2300	2250	5250	4850	7600	6700	1750	1950	11300	3950	3950	5600	....	....	7800	....	....
F-3	3653 to 3667	4250	8400	4950	7800	2700	2600	6000	5500	10000	7600	2000	2200	13000	4580	4500	6500	....	....	9000	....	....
F-4, 5	3668 to 3769	4500	8850	5350	8000	2700	2600	6600	6050	11000	8000	2100	2300	13700	4810	4800	6800	....	....	9450	....	....
AM-2	3900 to 3911	4200	8850	4900	8600	2500	2400	5900	5450	8600	7500	1950	2150	13000	4560	4500	6450	....	....	9000	....	....
MM-3	3930 and 3931	5000	10300	5900	8900	3000	2900	7100	6550	10200	8800	2250	2450	15100	5290	5300	7500	....	....	10400	....	....
AC-1, 2, 3	4000 to 4048	4800	9950	5550	9750	3150	3050	6700	6200	11900	8600	2500	2700	15700	5540	5500	8000	10950	11600	10800	....	....
AC-4, 5	4100 to 4125	7750	13900	8750	13150	4000	3850	9450	8700	16500	12000	3200	3500	20500	7230	6900	10200	....	....			



RATING OF ENGINES—LOS ANGELES DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Bryn Mawr to Crafton	Colton to San Bernardino	Tustin and Tustin Jct.	Los Alamitos to West Anaheim	Wilmington (Anaheim Blvd.) and Long Beach	Westmorland Calipatria and El Centro Via Holtville	Chino to Pomona Wintersburg to Stanton Jct.	Firestone Park and Dyer	San Bernardino to Colton La Verne to Bassett Colton to Riverside La Verne to Pomona Pasadena to Altamira Colton to Ventura Jct. Crafton to Bryn Mawr West Anaheim to Los Alamitos Chatsworth to Burbank Pomona to Chino Branch Stanton Jct. to Wintersburg	Bassett to La Verne Riverside to Colton	Pomona to La Verne
DES-1,2,3,4,5,6,7	1000 to 1022.....	550	1550	1500	2250	2000	2600	2200	2600	2600	1050	1150
DES-100 to 107	1300 to 1395.....	650	2000	1750	2600	2400	3000	2800	3000	3000	1200	1600
E-23	1500 and 1502.....	250	860	1040	1860	1750	2300	1340	2750	4000	690	540
M-4	1617 to 1713.....	400	1100	1400	2400	2300	3000	1800	3600	5300	970	770
M-6, 8	1721 to 1803, 1823 to 1825.....	500	1400	1680	2900	2760	3580	2140	4350	6200	1100	930
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836.....	550	1520	1790	3100	2900	3790	2270	4600	6550	1200	1000
M-11	1832 to 1835.....	570	1580	1870	3200	3050	3950	2370	4800	6800	1290	1040
T-1	2242 to 2271.....	340	1020	1200	2100	2000	2600	1556	3100	4500	830	660
T-8, 9	2161, 2174 and 2178.....	210	700	840	1500	1400	1800	1090	2200	3250	560	440
T-23	2301 to 2310.....	520	1480	1760	3070	2880	3750	2240	4500	6500	1200	970
T-26	2283 to 2299.....	430	1280	1500	2680	2500	3270	1950	4000	5700	1040	826
T-28, 31	2311 to 2362.....	590	1650	1950	3390	3200	4100	2480	5000	7150	1350	1087
T-32, 40	2363 to 2384.....	600	1680	1990	3450	3250	4220	2520	5100	7250	1370	1100
T-36	2103.....	400	1100	1320	2280	2150	2790	1670	3400	4800	910	730
T-37	2105 and 2106.....	530	1480	1770	3080	2900	3770	2250	4500	6500	1200	980
T-57, 58	2385 and 2386.....	480	1350	1600	2770	2600	3400	2000	4100	5850	1100	880
P-1, 3, 5	{2408, 2411, 2412, 2413, 2416, 2417, 2418 2423, 2425 to 2435.....}	400	1290	1540	2740	2580	3370	1980	4050	5900	1040	810
P-1	2437 to 2452, 2459 and 2460.....	420	1350	1620	2880	2700	3540	2080	4200	6150	1090	850
P-4	{2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436.....}	450	1420	1690	3010	2840	3700	2180	4450	6450	1140	900
P-6	2453, 2454 and 2458.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-7	2476 and 2477.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-8, 10	2461 to 2474, 2478 to 2483.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-11	3100 to 3109.....	460	1410	1680	2960	2790	3630	2150	4350	6300	1140	900
P-12	3120 to 3129.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	660	1810	2140	3710	3500	4500	2720	5500	7800	1480	1190
C-15, 32	2500, 2505 to 2507.....	430	1170	1380	2390	2260	2920	1750	3550	5000	960	770
C-17	2510 and 2511.....	560	1470	1720	2950	2790	3600	2180	4400	6150	1200	980
C-18	3400 to 3409.....	640	1700	2000	3400	3250	4190	2530	5100	7200	1400	1130
C-19	3410 to 3426.....	650	1760	2080	3580	3380	4370	2630	5300	7500	1400	1173
TW-1	2900 to 2913.....	510	1390	1650	2850	2690	3480	2090	4200	6000	1145	920
TW-2, 3	2932 to 2952.....	390	1100	1310	2280	2150	2790	1670	3400	4800	900	720
TW-4, 6	2926 to 2931 and 2957.....	350	1030	1230	2160	2030	2640	1570	3200	4550	840	670
TW-8	2914 to 2923.....	560	1540	1820	3140	2970	3847	2300	3650	6600	1260	1010
A-3	3029.....	270	980	1190	2150	2020	2660	1540	3150	4650	780	600
A-3	3025, 3036, 3052 and 3057.....	290	1030	1240	2260	2120	2790	1620	3300	4900	820	630
A-6	3000 to 3003.....	370	1230	1480	2640	2490	3250	1900	3900	5700	990	770

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

**TERMINAL SUPERINTENDENT**  
**W. K. HANNUM** ..... Los Angeles Yard  
**ASST. TERMINAL SUPERINTENDENTS**  
**W. A. SEAL** ..... Los Angeles Yard  
**W. R. MORLEY** ..... Los Angeles Yard  
**TRAINMASTERS**  
**WILLIAM WILKINS** ..... Los Angeles Yard  
**H. G. HARVEY** ..... Colton  
**R. D. WORKMAN** ..... Niland  
**W. H. CLAIBORNE** ..... Saugus

**TERMINAL TRAINMASTERS**  
**B. W. BISHOP** ..... Indio  
**H. G. McCARTHY** ..... Colton  
**ASSISTANT TRAINMASTERS**  
**J. J. HUNTER** ..... Los Angeles Yard  
**T. J. BAILEY** ..... Los Angeles Yard  
**H. A. TEAL** ..... Los Angeles Yard  
**J. ROBBINS** ..... El Centro

**ASSISTANT TRAINMASTER—**  
**DIVISION EXAMINER**  
**W. C. PRYOR** ..... Los Angeles Yard  
**ROAD FOREMEN OF ENGINES**  
**A. C. YOUNG** ..... Los Angeles  
**J. T. CANTY** ..... Los Angeles

**CHIEF TRAIN DISPATCHER**  
**F. A. FLANAGAN** ..... Los Angeles  
**ASST. CHIEF TRAIN DISPATCHERS**  
**L. J. ANDREWS** ..... Los Angeles  
**H. W. WALTERS** ..... Los Angeles  
**A. F. CLACK** ..... Los Angeles  
**R. W. WILSON** ..... Los Angeles  
**RAY RIGGS** ..... Los Angeles  
**H. GALYAN** ..... Los Angeles

**A. S. McCANN,**  
 Assistant Superintendent.

**E. J. KELLUM,**  
 Assistant Superintendent.

**M. A. NUGENT,**  
 Assistant Superintendent.





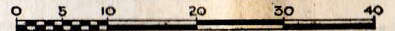
**LOS ANGELES**  
AND  
ADJACENT TERRITORY  
SCALE OF MILES  
0 1 2 3 4 5 10 15

MAP  
OF THE  
**LOS ANGELES DIVISION**

**SOUTHERN PACIFIC COMPANY**

AUGUST, 1918.

J.F.M.  
SCALE OF MILES



Revised to Jan. 1, 1933.  
Jan. 1, 1941