

# SOUTHERN CALIFORNIA RAILWAY COMPANY



## BASIN DIVISION TIME TABLE

# 75

EFFECTIVE SUNDAY, OCTOBER 27, 1964

AT 12:01 A.M.

PACIFIC STANDARD TIME

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

**J. R. SIGNOR,**  
*General Manager.*

**C.K. Jordan,**  
*Superintendent.*

TERMINAL SUPERINTENDENT  
B. R. Petty ..... Indio  
GENERAL YARD MASTER  
A. Sperandeo ..... Indio

TRAINMASTERS  
J.P. Bray ..... Los Angeles  
D. Maffei ..... Indio

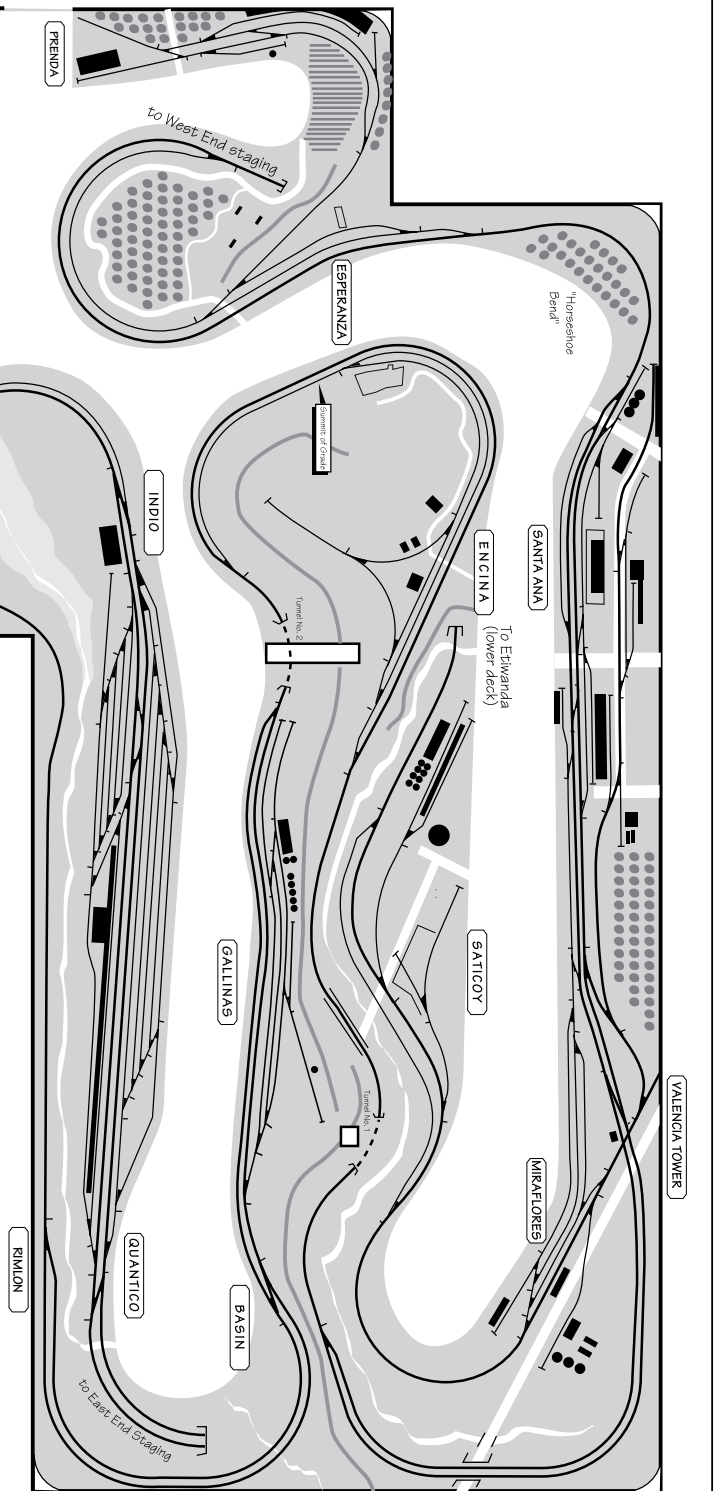
ASSISTANT TRAINMASTERS  
J. A. Harmon ..... Miraflores  
R.W. Morris ..... Indio  
C. R. Prather ..... Santa Ana

ROAD FOREMAN OF ENGINES  
G. R. Faithorn ..... Indio

CHIEF TRAIN DISPATCHERS  
R. Loder ..... Los Angeles  
M.J. Nile ..... Indio

TRAVELING WATCH INSPECTOR  
R.R. Aszman ..... Los Angeles

LOCATION OF STANDARD CLOCKS  
Los Angeles ..... Yard Office  
Indio ..... Dispatchers Office  
Encina ..... Train Order Office  
Miraflores ..... Depot  
Santa Ana ..... Depot



## Southern California Railway

*From the Mountains to the Desert, to the Sea*

Scale: HO                      Size: 24" x 40"  
Locale: Southern California 1964-1966  
Layout Height: 37" to 54"  
Track Code: 100 mainline, Code 70 in yards and on branches.  
Minimum Radius: Mainline 36; Branch 24"  
Maximum Grade: 2.2 percent.  
Control: Rail Lynx Command Control  
Dispatching: CMRI based Centralized Traffic Control  
The Southern California Railway has been "Loderized."

## MOUNTAIN SUBDIVISION

Capacity of Sidings in 50 ft. Cars.	WESTWARD			Milepost Location	TIME TABLE No. 75 October 27, 1964	Station Number	Distance from East End	EASTWARD		
	First Class							First Class		
	39	23	7					24	8	40
	psgr	Grand Canyon	Fast Mail					Grand Canyon	Fast Mail	psgr
	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily			
	AM	AM	PM		PM	AM	AM			
				422.0	EAST END	3682	0			
				403.1	QUANTICO	5405	18.9			
BKWOTYP	5:05	9:15	3.28	400.7	TO-R INDIO	5407	21.3	2.55	5.55	3.45
22 P				387.8	RIMLON	5411	34.2			
				386.4	BASIN	5431	35.6			
34 P				377.6	GALLINAS	5922	44.4			
34 YP				364.7	TO ENCINA	5961	57.3	f 1.44		f 2.35
				355.0	SANTA ANA CANYON	5973	67.0			
				347.1	VALENCIA TOWER P.E. Crossing		74.9			
I				344.7	TO SANTA ANA	6012	77.3	10.23	f 1.05	11.15
	f 8.45	12.02	f 6.17	339.0	ESPERANZA	6022	83.0	AM	AM	PM
34 P	AM	PM	PM	311.2	WEST END	6099	110.8	Leave Daily	Leave Daily	Leave Daily
	Arrive Daily	Arrive Daily	Arrive Daily							
	49.8	55.3	71.3					59.8	67.3	51.6
					(110.8) Avg. speed per hour.					

CTC

Capacity of Sidings in 50 ft. Cars.	WESTWARD	TIME TABLE No. 75 October 27, 1964 FOOTHILL SPUR	EASTWARD
	Milepost Location		Distance from Esperanza
	STATIONS		
	339.0	ESPERANZA	0
14	1.6	PRENDA	1.6
	2.7	EL MODENA	2.7
		(2.7)	

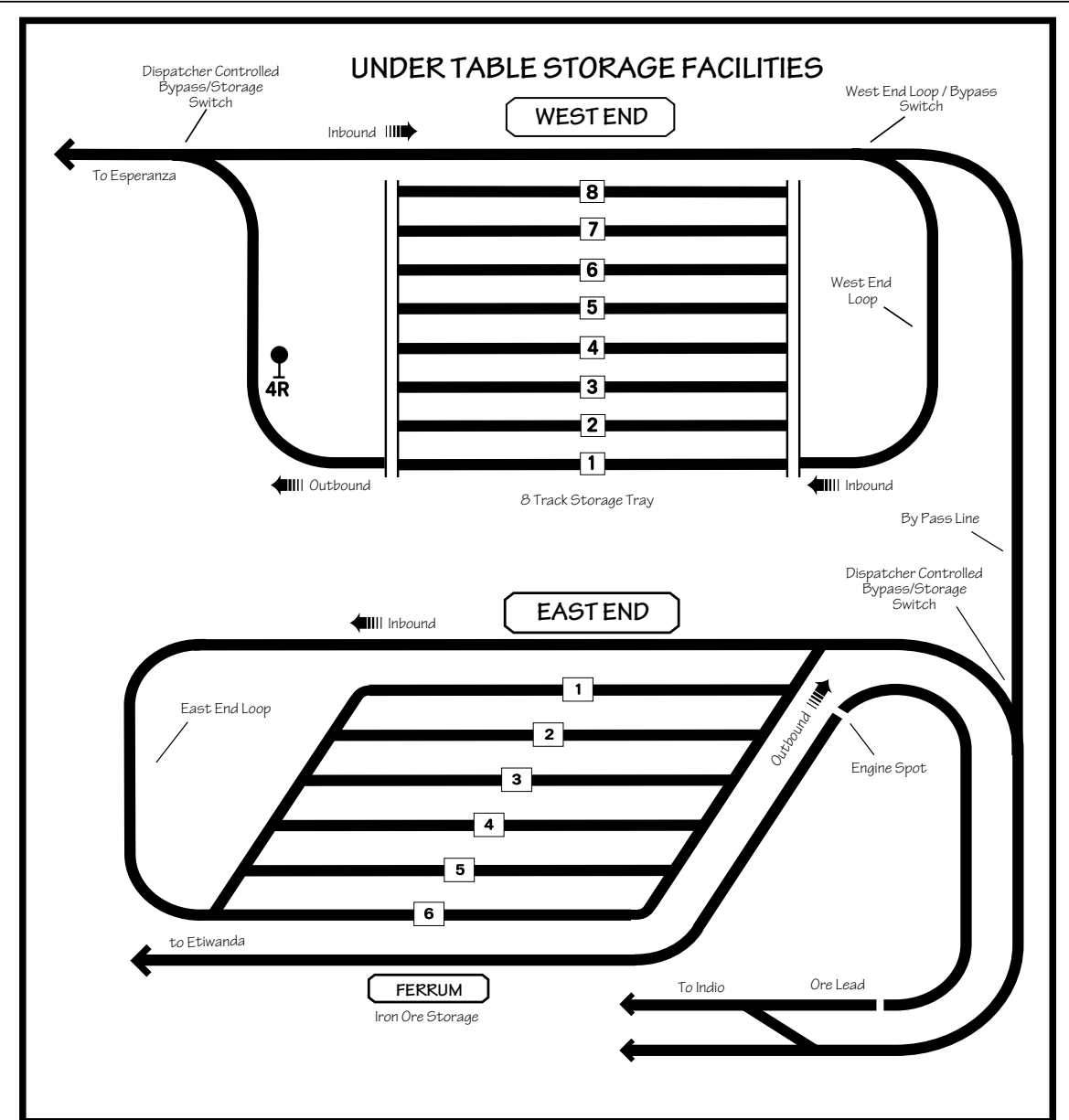
**RULE 93.** Is in effect Esperanza to El Modena.  
Only four axle units lighter than 210,000 pounds will be permitted on Foothill Spur.

**RULE 5.** Schedule time and train order time for westward trains via Mountain Subdivision will apply at end of double track Indio.

**RULE 93.** At Indio, AT&SF, SP and UP trains may jointly use tracks within yard and engine terminal. Yard and light engines must take every precaution possible to avoid delaying first-class trains. Trains will proceed with caution prepared to stop and will proceed only when it is known track is clear.

**RULE 824. SETTING OF HAND BRAKES.**  
Gallinas. A minimum of five hand brakes on the east end. If less than five cars, all hand brakes must be applied to prevent uncontrolled movement.

**MAXIMUM SPEED MOUNTAIN SUBDIVISION.**  
Passenger: 90 MPH      Freight: 65 MPH



**WEST END STORAGE TRAY OPERATION**  
All trains enter from east end and exit west end. Tray is locked by throwing locking yellow-tipped lever at each end. Power for tracks is controlled from control panel at east end. Throw toggle to right to enter, to left to exit. When ready to depart. Pull off tray up to signal 4RA display on fascia and wait for dispatcher.

**EAST END STORAGE YARD OPERATION**  
East end is an entrance/exit system. Throw toggle left to enter track and throw toggle to the right to exit track. The Ore Lead trackage forms an electric "return loop" requiring manual polarity reversal. Switch on lead should be flipped in the direction of movement once all powered units are within limits of circuit.

## SPECIAL INSTRUCTIONS PE SUBDIVISION

### SANTA ANA

-Before switching Helms Bakery, conductors will assure themselves that unloading devices have been removed and are in the clear.

-Movements on Santa Fe St. permitted only between 6:00 p.m. and 6:00 a.m. daily.

-Train crews are prohibited from asking for or accepting baked goods as gratuities from Helms Bakery employees.

-Member of crew must precede movement of placarded tank cars on Santa Fe St. when switching Oronite.

### MIRAFLORES

-Through trains will make set outs per agent at Miraflores, or conductor Miraflores Local in his absence.

-Movement across Imperial Highway on Union Oil spur will be preceded by flagman.

### SATICOY

-Conductors will provide Agent at Miraflores with an accurate list of cars left in storage track.

-No smoking in SAECO facility. Derail on lead against scrap yard.

### ETIWANDA

-Foothill Citrus will not clear man on side of car.

-Train crews are prohibited from storing cars on the main track.

### QUANTICO

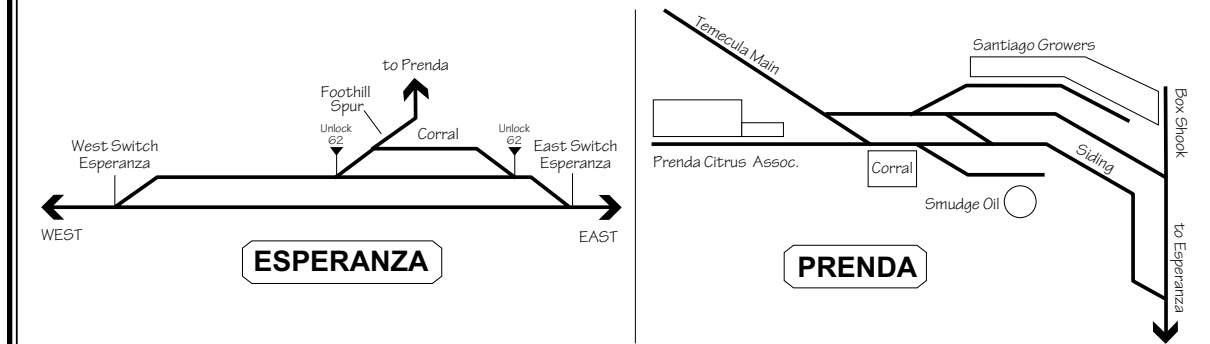
-Trains arriving Quantico off Etiwanda Branch must obtain permission from Yard Master to enter Indio Yard.

## POWER ASSIGNMENT CODES

ATSF	CODE	SP	CODE
21L	10	376	50
69	11	626	51
72	11	716	52
77	11	969	53
200L	12	1058	54
217L	13	2544	55
223B	14	4628	57
226C	15	4873	58
255C	16	5017	59
263C	17	5319	60
303A	10	5771	61
311	30	5818	62
715	18	5854	63
729	19	6177	74
908	20	6453	64
919	21	7011	73
927	22	7557	65
1236	23	7558	66
1243	24	7559	67
1274	25	7803	68
1302	26	7811	78
1316	27	8295	72
1320	28	8296	75
1515	29	8303	76
		8501	69
		8621	75
		8917	70
		8982	76
		9191	71
		9952	77

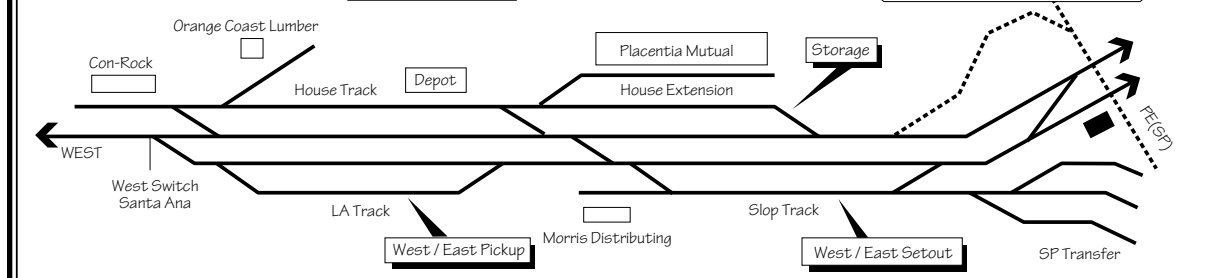
UP	CODE	UP	CODE
166	106	419B	104
407	102	427B	105
419	103		

## MOUNTAIN SUBDIVISION



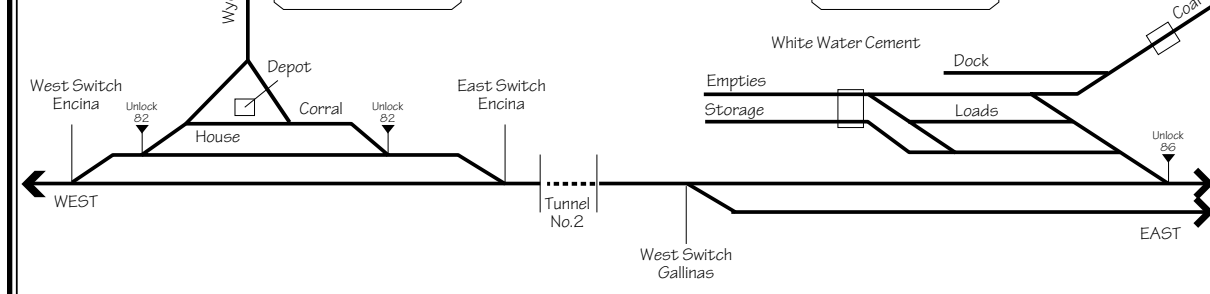
### SANTA ANA

### VALENCIA TOWER



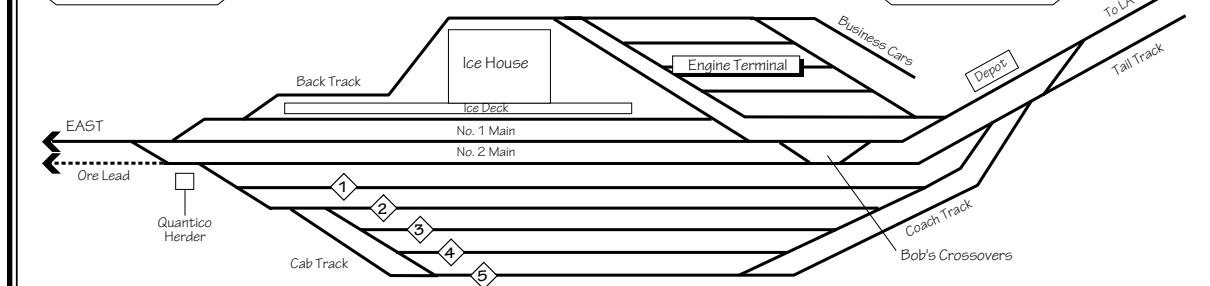
### ENCINA

### GALLINAS



### QUANTICO

### INDIO



## SPECIAL INSTRUCTIONS – ALL SUBDIVISIONS

### GENERAL MANAGERS ORDER No.1

Without exception, all local and through freight trains will operate with a caboose.

### RULE 104C. Always reline mainline switches.

## SPECIAL INSTRUCTIONS – MOUNTAIN SUBDIVISION

### IN CTC LIMITS

- Trains will proceed on signal indication, unless otherwise instructed by dispatcher.
- After obtaining permission from the dispatcher, power switches and unlocks set for handthrow operation will display blue light. Toggle may be manipulated to throw switch. After completing movement, reline switch for main track before releasing control back to dispatcher.

- Trains receiving a flashing red aspect on a signal will be governed by Rule 290-A.

-All trains will receive Clearance Card at Indio.

### INDIO

- Road crews will handle power to and from roundhouse.
- Cars may not be moved or coupled to on the Ice Deck unless blue light is extinguished.
- Eastward trains, except First Class, must not pass absolute signal at west end Indio platform without instructions from yardmaster or his representative.

-Westward trains except First Class must not pass Quantico crossover without instructions from yardmaster or his representative.

-At Indio and Quantico, trains or engines receiving a lunar aspect on signal will be governed by Rule 289.

-Unless otherwise instructed, both east and westward UP and Santa Fe trains will set out on track 3.

-Inbound conductors on trains tying up at Indio will deliver waybills to the yardmaster or his representative.

-Crews on Union Pacific trains will not eat at Indio.

### GALLINAS

-When working White Water Cement, Mountain Local will keep entirely clear of the main line when practicable.

-Empty cement hoppers will be shoved into storage tracks 1 and 2 making sure they are above the loadout. Excess empties may be placed in the pocket.

-Loaded coal hoppers will be shoved beyond the coal dump. When pulling coal track, conductor must know that car puller is detached.

-When switching White Water Cement watch for heavy equipment.

### ENCINA

-Water cars will be placed on the house track.

-When using stock track for storage, it is permissible to use east leg of wye for overflow.

-Westward freight trains will not block crossing at Encina telegraph office when practicable.

### VALENCIA TOWER

-Eastward trains from the Mountain Subdivision to the Etiwanda Branch will obtain permission from the operator/agent at Miraflores before fouling plant regardless of signal indication.

-Normal position for switch leading from the Etiwanda Branch to the Santa Ana Branch is for the Etiwanda Branch.

-When shoving SP interchange, cut off cars to clear crossover from No. 2 main to slop track.

### SANTA ANA

-East and westward trains will make setouts in slop track.

-East and westward trains will make pickups off LA track, except eastward perishable which will be placed in house extension.

-Perishable turns will distribute empty-OK reefers per agent. Excess will be stored in corral track, Esperanza, or extension, El Modena.

-When making station stop at Santa Ana, conductor on No. 24 will see that rear car clears Lemon Street.

-When shoving empties into Consolidated Rock, place them above load out.

-When working back tracks stop and activate crossing gates using red toggle before crossing Lemon or Palmyra Streets.

### ESPERANZA

-Normal position west switch corral track is for Prenda Spur.

-Trains returning from Prenda must obtain permission from dispatcher before entering Esperanza siding.

## PE SUBDIVISION

Capacity of Sidings in 50 ft. Cars.	WESTWARD		TIME TABLE <b>No. 75</b> October 27, 1964 <b>ETIWANDA BRANCH</b>	EASTWARD	Capacity of Sidings in 50 ft. Cars.	WESTWARD		TIME TABLE <b>No. 75</b> October 27, 1964 <b>SANTA ANA BRANCH</b>	EASTWARD
	Milepost Location	Distance from Ferrum				Milepost Location	Distance from Miraflores		
54 P	60.1		<b>FERRUM</b>	0	Yard BKP	28.8	R	<b>MIRAFLORES</b>	0
11 P	40.1		<b>ETIWANDA</b>	20.0	I	29.0	TO	<b>VALENCIA TOWER</b> A.T.S.F. Crossing	0.2
22 P	32.2		<b>SATICOY</b>	27.9	5 P	31.5		<b>SANTA ANA</b>	2.5
Yard BKP	28.8		R <b>MIRAFLORES</b>	31.3				(2.5)	
			(31.3)						

Maximum speed Ferrum to Miraflores 25 MPH.

SP 8400, 8500 and 9950 Class prohibited on Etiwanda Branch Ferrum to Miraflores unless otherwise instructed by the dispatcher or Company officer.

**RULE 93.** Is in effect Miraflores to Santa Ana.

Maximum speed Miraflores to Santa Ana 10 MPH.

Only four axle units lighter than 210,000 pounds will be permitted on Santa Ana Branch.

