SANTA SUSANA PACIFIC

COAST SUBDIVISION - Schedule A

EASTWARD								Timetable No. A3	WESTWARD					
Capacity of sidings (cars)	3rd Class		2nd Class	1st Class					1st Class			2nd Class		3rd Class
	848 Bay Cans	**824** Eugene Forwarder	**374** CME	**72** Mail	**94** Starlight	**116** Coastliner	**98** Daylight	May 18, 1948	**115** Coastliner	**99** Daylight	**71** Mail	**303** Richmond Express	**373** CMW	**825** Griffin Manifest
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM
								Ono / Subway						
38 **P, J**		s 9:55			s 8:54	s 8:27		SAN BERNARDINO	s 7:00					
J	s 9:21	9:53		s 9:58	s 8:53	8:25	s **8:00**	Whittier / LAUPT	7:02	s 7:10	s **8:00**			
45 **®, P, Y**	9:19	s 9:45	s 7:38	s 9:55	m **8:52**	s 8:23	s 7:59	**RIVERTON / GRIFFIN**	s 7:04	s 7:13	s 8:05	s 8:25	s 9:25	s **8:52**
	9:17	9:42	7:36	9:47	8:48	8:22	7:57	Burbank	7:06	7:14	8:07	8:27	9:27	8:53
95 **P**	9:16	s **9:30**	7:35	d 9:45	d 8:47	d 8:20	7:56	SANTA SUSANA	d 7:09	7:16	d 8:12	8:29	**9:30**	s 9:09
	9:13	9:19	7:33	9:35	8:42	8:16	7:54	Moorpark	7:11	7:17	8:13	8:30	9:32	9:10
40	**9:12**	9:17	7:32	f **9:33**	8:41	f **8:15**	7:53	Camarillo	f 7:14	7:18	f **8:15**	8:32	**9:33**	**9:12**
	9:03	9:16	7:31	9:32	8:40	8:07	7:52	Cuesta	7:17	7:20	8:18	8:34	9:35	9:15
68 **®, P, J**	s 9:00	**9:16**	7:28	p 9:30	p **8:37**	d 8:05	p 7:50	**SALINAS / Felton Jct**	d 7:20	p 7:23	d 8:25	m **8:37**	9:39	**9:16**
		9:13	7:26	9:28	8:33		7:48	Red Bluff		7:24	8:27		9:41	9:17
47 **P, Y**		s 9:12	i **7:25**	d **9:27**	m **8:32**		7:47	REDDING		**7:25**	d **8:32**		i 9:46	i **9:27**
		8:57	7:18	9:14	8:27		7:45	Shasta		7:27	8:35		9:48	9:29
40 **®, P, Y**		s 8:54	7:15	s 9:12	s 8:25		7:43	**DUNSMUIR**		7:28	s 8:42		9:50	s 9:54
J		8:47	7:12	9:02	s 8:20		7:42	Klamath Jct / Subway		7:29	8:44		9:52	9:56
40 **P**		s **8:45**	s 7:10	s 9:00			s 7:40	EUGENE		s 7:30	s **8:45**		s 9:55	s 9:58
								Portland						
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
↑ Eastward Read Up									Westward Read Down ↓					

Times Preceded By An "s, p, d, i, f, or m" Are Station Stops; Meet Times in **Bold**: Bold Stations Have Registers ®, STATIONS IN CAP HAVE A PHONE (P)
Station Stops:- s Stops @ Any Siding;- p Stops @ Passing Siding;- d Stops @ Depot Siding;- i Stops @ Icing Siding;- f Flag Stop (only stops if flagged); m - Main Yard Limits (Y); Junction (J)

DO NOT DELAY SCHEDULED TRAINS

Rule 1: 1st Class Trains are superior to 2nd Class Trains regardless of direction; 2nd Class Trains are superior to 3rd Class Trains regardless of direction.
Rule 2: Westbound Trains of the same class are superior to Eastbound trains of the same class.
Rule 3: Extra trains are inferior to scheduled 1st, 2nd or 3rd Class Trains regardless of direction.
Rule 4: All lower class or extra trains must leave specified siding clear for scheduled trains
Rule 5a: Time given at a station is the departure time. The time applies at the switch where an opposing train clears.
Rule 83a: Where train registers are provided; all trains must sign the register, unless otherwise provided.
Rule 83d: All trains must not leave their initial station, or sub division with out ***Clearance Form A*** .
Rule 93 Yard Limits: Within yard limits the main track may be used without protecting against 2nd Class, 3rd Class, Extra Trains and engines. **You must clear main track for all First Class trains however**. All trains except 1st Class trains will move at yar
Rule 99: When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with Flagman's Signals a sufficient distance to insure full protection. When recalled and safety to the train will permit,