

This freight yard has about 19 miles of track and will stand 1276 freight cars on the yard tracks proper.

Trains may enter the Santa Fe yards from either the north or south and are just as liable to come one way as another. All freight trains, excepting one, are operated as extras, the exception being train No. 35, which handles green perishables and is routed into Los Angeles via Pasadena.

On arrival in Los Angeles, the train is broken up, as far as Los Angeles business is concerned, into cuts for the following points:

"Canal" (This cut includes cars for the freight houses and the neighboring industries and extends from First to Fifth Streets)

"North Industrial District" (Industries from First Street to North Main Street)

"South Industrial District" (Including industries, roughly between Sacramento Street and Slauson Avenue; also including industries located between Redondo Junction and Hobart Junction)

"Patch" (Including industries between Fifth and Sacramento Streets and the "Market" on Alameda Street.)

"North of Main Street" (Including industries between North Main Street and Avenue 22)

"Southern Pacific Transfer"

"Salt Lake Transfer"

"Pacific Electric Transfer," of which there are two, one at Butte and one at Aliso Streets, the use of which depends upon the destination of the cars.

Practically all freight trains leaving Los Angeles leave the Santa Fe yard headed south—down grade at the start—as cars for the east are hauled to San Bernardino via Fullerton on account of the heavier grades via Pasadena.

At the present time the yard switching requires approximately 1170 engine hours per week, which, stated in another way, is a daily requirement of about 20 crews and 11 switch engines.

It seems important to note that the Santa Fe is able to switch the industries in the district between First and Ninth Streets and have all cars set within approximately three hours after the arrival of the train without the use of any longitudinal drill tracks, such as those on Alameda Street.