



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 5

Effective Sunday,
September 11, 1949

at 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT

CALIFORNIA DIVISION

CORRECTED TO AUG. 1, 1949

F. C. PAULSEN General Manager
A. D. HANSON General Superintendent Transportation
D. F. WENGERT, Superintendent
 Los Angeles, Cal.

E. J. HILTON, Terminal Superintendent. Los Angeles, Cal.
 W. B. GROOME, Assistant Superintendent. Las Vegas, Nev.
 F. H. BLAIR, Trainmaster. San Bernardino, Cal.
 R. F. WEISS, Master Mechanic. Los Angeles, Cal.
 D. C. KRAMER,
 Road Foreman of Engines. Los Angeles, Cal.
 L. C. WILLIAMS,
 Road Foreman of Engines. Las Vegas, Nev.
 J. P. MACK, Division Engineer. Los Angeles, Cal.
 W. R. KEAY, General Roadmaster. Los Angeles, Cal.

First Subdivision and Branches

R. A. FORBES, Chief Train Dispatcher. Las Vegas, Nev.
 R. L. GUNDY,
 Assistant Chief Train Dispatcher. Las Vegas, Nev.
 G. J. WILDE,
 Assistant Chief Train Dispatcher. Las Vegas, Nev.

Second Subdivision and Branches

L. W. FLAHERTY,
 Chief Train Dispatcher. Los Angeles, Cal.
 P. V. COX, Asst. Chief Train Dispatcher. Los Angeles, Cal.
 J. A. McNULTY,
 Asst. Chief Train Dispatcher. Los Angeles, Cal.

**UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL
 ASSOCIATION PHYSICIANS AND SURGEONS
 ARE LOCATED AS SHOWN BELOW:**

| NAME | TITLE | PLACE | TERRITORY |
|-----------------|------------------|------------------|-------------------------------------|
| D. L. GAMETTE | Medical Director | Los Angeles | Los Angeles & Vicinity |
| DON B. GIBBONEY | Dist. Surgeon | Los Angeles | Los Angeles & Vicinity |
| J. J. Hamill | Surgeon | Las Vegas | Roach to Las Vegas |
| C. G. Scruggs | Surgeon | Las Vegas | Las Vegas |
| J. B. Demman | Surgeon | Las Vegas | Las Vegas |
| J. E. Ballachey | Surgeon | Yermo | Barstow to Calada |
| P. W. Lawler | Surgeon | Victorville | Hesperia to Barstow |
| Leland Jacobson | Surgeon | San Bernardino | Hesperia to Colton |
| T. A. Card | Surgeon | Riverside | Ontario to Colton |
| R. E. Fisher | Surgeon | Pomona | Ontario to Rowland |
| W. A. Sullivan | Surgeon | Ontario | Riverside to Pomona |
| W. W. Schultz | Surgeon | Puente | Rowland and Vicinity |
| R. V. Graves | Surgeon | Fullerton | Fullerton to Anahelm |
| E. L. Schultz | Surgeon | East Los Angeles | East Los Angeles and Montebello |
| A. L. Kobal | Surgeon | Los Angeles | Los Angeles |
| W. H. Ball | Surgeon | Los Angeles | Los Angeles |
| R. W. Moore | Surgeon | Los Angeles | Los Angeles |
| R. W. Lyster | Surgeon | Los Angeles | Los Angeles |
| W. R. Gibson | Surgeon | Los Angeles | Los Angeles |
| Harry A. Baers | Oculist | Los Angeles | Los Angeles |
| E. M. F. Weaver | Oculist | Los Angeles | Los Angeles |
| H. M. Mason | Surgeon | Los Angeles | Los Angeles |
| R. A. Zak | Surgeon | Huntington Park | South Gate & Vicinity |
| G. H. Quillen | Surgeon | Wilmington | San Pedro to Long Beach |
| R. B. Eusden | Surgeon | Long Beach | Hynes to Long Beach |
| R. H. Munford | Surgeon | La Habra | La Habra and Vicinity |
| H. G. Westphal | Surgeon | Glendale | Glendale and Vicinity |
| J. S. Hibben | Surgeon | Pasadena | Pasadena to Los Angeles |
| C. C. Snyder | Surgeon | Pasadena | Pasadena |
| J. E. Cummings | Surgeon | Highland Park | Highland Park and Eagle Rock |
| D. P. Nebeker | Surgeon | Alhambra | Alhambra & Monterey Park |
| W. W. Woods | Surgeon | Alhambra | Alhambra & Monterey Park |
| C. T. Poulson | Surgeon | Inglewood | Inglewood & Vicinity |
| J. C. Sharpe | Surgeon | West Los Angeles | Beverly Hills and W. Los Angeles |
| G. R. Dunlevy | Surgeon | Hollywood | Beverly Hills, Hollywood & Vicinity |
| J. E. Bergmann | Surgeon | Santa Monica | Santa Monica & Vicinity |
| W. W. Meier | Surgeon | East Los Angeles | Lynwood & Vicinity |

Standard clocks are located as shown below:

| | |
|--|--|
| Las Vegas. Freight Enginemen's Locker Room | Yermo. Telegraph Office |
| Las Vegas. Passenger Enginemen's Locker Room | Yermo. Enginemen's Locker Room |
| Las Vegas. Conductor's Register Room | San Bernardino. Union Pacific Round House |
| Las Vegas. Telegraph Office | East Yard. Enginemen's Locker Room |
| Las Vegas. Yard Office | East Yard. Dispatcher's Office |
| Las Vegas. Dispatcher's Office | Los Angeles. Union Station Telegraph Office |
| Los Angeles. Telegraph Office | Los Angeles. Union Station Enginemen's Locker Room |

CONDENSED TIME-TABLE

| WESTWARD | | | | | EASTWARD | | | | | |
|-------------|---------------------------|-------------|--------------|------------------------|--|-------------|---------------------------|--------------|--------|--------|
| FIRST CLASS | | | | | Distance from Ogden | FIRST CLASS | | | | |
| 3 Passenger | 103 Streamliner Passenger | 1 Passenger | 37 Passenger | 4 Passenger | | 2 Passenger | 104 Streamliner Passenger | 38 Passenger | | |
| Daily | Daily | Daily | Daily | | Time-Table No. 5 September 11, 1949 | | | | | |
| | | | | | STATIONS | | | | | |
| 9.45 | 6.30 | 5.00 | 7.00 | 0.0 | MT OGDEN MT | 0.0 | A 6.20 | A 7.10 | A 9.30 | A 6.40 |
| 10.35 | 7.10 | 5.50 | 8.00 | 36.3 | MT SALT LAKE CITY MT | 36.3 | 5.30 | 6.20 | 8.50 | 5.45 |
| 9.55 | 6.20 | 5.00 | 8.40 | 784.0 | PT SALT LAKE CITY PT | 784.0 | 4.10 | 5.10 | 7.40 | 4.15 |
| 12.10 | 8.15 | 7.20 | 11.45 | 154.4 | LYNNDYL | 665.9 | 2.00 | 2.50 | 5.51 | 1.30 |
| 1.55 | 9.28 | 9.05 | 2.05 | 243.5 | MILFORD | 576.8 | 12.35 | 1.15 | 4.40 | 11.40 |
| 2.33 | 9.56 | 9.40 | 2.50 | 278.9 | LUND | 541.4 | 11.45 | 12.30 | 4.12 | 10.50 |
| 4.40 | 11.36 | 11.41 | 5.07 | 360.8 | CALIENTE | 459.5 | 9.55 | 10.35 | 2.35 | 8.40 |
| 7.35 | 2.15 | 2.30 | 8.45 | 486.1 | LAS VEGAS | 384.2 | 7.05 | 7.40 | 11.55 | 5.30 |
| 7.50 | 2.25 | 2.45 | 9.15 | 657.1 | YERMO | 168.2 | 6.50 | 7.25 | 11.45 | 5.00 |
| 11.02 | 5.10 | 6.00 | 1.25 | 670.5 | BARSTOW | 150.1 | 3.32 | 4.11 | 8.45 | 12.30 |
| 11.25 | 5.28 | 6.25 | 2.00 | 751.3 | SAN BERNARDINO | 67.8 | 3.08 | 3.52 | 8.27 | 12.01 |
| 1.30 | 7.25 | 8.35 | 4.30 | 754.8 | COLTON | 64.5 | 1.05 | 1.50 | 6.38 | 9.55 |
| 1.40 | 7.33 | 8.45 | 4.40 | 761.8 | RIVERSIDE | 57.5 | 12.52 | 1.37 | 6.25 | 9.32 |
| 1.55 | 7.45 | 9.00 | 5.00 | 781.6 | ONTARIO | 37.8 | 12.40 | 1.25 | 6.13 | 9.15 |
| 2.15 | 8.03 | 9.23 | 5.28 | 787.3 | POMONA | 32.0 | 12.17 | 1.02 | 5.53 | 8.45 |
| 2.23 | 8.11 | 9.32 | 5.40 | 821.0 | LOS ANGELES | PT | 12.10 | 12.54 | 5.46 | 8.35 |
| A 3.20 | A 9.00 | A 10.40 | A 7.00 | | PT LOS ANGELES PT | 0.0 | 11.15 | 12.01 | 5.00 | 7.30 |
| | | | | | 821.0 | | Daily | Daily | Daily | Daily |
| (18.35) | (15.30) | (18.40) | (25.00) | Thru Time | (18.05) | (18.09) | (15.30) | (22.10) | | |
| 44.3 | 52.9 | 43.9 | 32.8 | Average speed per hour | 45.4 | 45.2 | 52.9 | 37.0 | | |

Light figures indicate A.M. Heavy figures indicate P.M.

| TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR |
|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|
| 30" | 120. | 41" | 87.8 | 52" | 69.2 | 1' 3" | 57.1 | 1' 20" | 45. | 2' 45" | 21.8 |
| 31" | 116.1 | 42" | 85.7 | 53" | 67.9 | 1' 4" | 56.2 | 1' 25" | 42.3 | 3' | 20. |
| 32" | 112.5 | 43" | 83.7 | 54" | 66.6 | 1' 5" | 55.3 | 1' 30" | 40. | 3' 30" | 17.1 |
| 33" | 109.1 | 44" | 81.8 | 55" | 65.4 | 1' 6" | 54.5 | 1' 35" | 37.9 | 4' | 15. |
| 34" | 105.9 | 45" | 80. | 56" | 64.2 | 1' 7" | 53.7 | 1' 40" | 36. | 5' | 12. |
| 35" | 102.9 | 46" | 78.3 | 57" | 63.1 | 1' 8" | 52.9 | 1' 45" | 34.3 | 6' | 10. |
| 36" | 100. | 47" | 76.6 | 58" | 62. | 1' 9" | 52.1 | 1' 50" | 32.7 | 7' | 8.6 |
| 37" | 97.3 | 48" | 75. | 59" | 61. | 1' 10" | 51.4 | 1' 55" | 31.3 | 8' | 7.5 |
| 38" | 94.7 | 49" | 73.5 | 1' | 60. | 1' 11" | 50.7 | 2' | 30. | 10' | 6. |
| 39" | 92.3 | 50" | 72. | 1' 1" | 59. | 1' 12" | 50. | 2' 15" | 26.6 | | |
| 40" | 90. | 51" | 70.6 | 1' 2" | 58. | 1' 15" | 48. | 2' 30" | 24. | | |

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

| Train | At | Discharge Passengers From | Pick Up Passengers Destined To |
|-------|-----------------|---------------------------|---------------------------------|
| 1 | Ontario, Pomona | Salt Lake City or beyond | |
| 3 | Ontario | Salt Lake City or beyond | |
| 37 | Any station | Any station | Any station |
| 103 | Riverside | Any station | Los Angeles |
| 2 | Pomona, Ontario | | Salt Lake City or beyond |
| 4 | Pomona, Ontario | | Salt Lake City or beyond |
| 38 | Any station | Any station | Any station |
| 104 | Riverside | Los Angeles | Any station where No. 104 stops |

WESTWARD

FIRST SUBDIVISION

| Car capacity of sidings, etc. See Rule 6(A). Page 8 | SECOND CLASS | | FIRST CLASS | | | | Distance from Salt Lake City |
|---|------------------|-------------------|------------------------|-------------|--------------------|---------------------------|------------------------------|
| | 259 Time Freight | 299 Stock Special | 37 Passenger | 3 Passenger | 1 Passenger | 103 Streamliner Passenger | |
| | Daily | Daily | Daily | Daily | Daily | Daily | |
| YARD OPTWYZ | 3.30PM | 1.45AM | 9.15PM | 7.50AM | 2.45AM | 2.25AM | 449.8 |
| 117 P | | | 9.24 | 8.00 | 2.55 | 2.35 | 454.7 |
| Y | | | | | | | 457.0 |
| 107 PW | | | f 9.35 | 8.07 | 3.02 | 2.42 | 461.5 |
| 104 P | | | f 9.45 | 8.17 | 3.12 | 2.52 | 469.0 |
| 115 P | | | 9.53 | 8.24 | 3.19 | 2.59 | 474.7 |
| 116 P | | | 10.01 | 8.31 | 3.26 | | 482.9 |
| 118 P | | | 10.06 | 8.36 | 3.30 | | 487.7 |
| 66 P | | | 10.10 | 8.40 | 3.34 | | 492.3 |
| 125 P | | | 10.14 | 8.44 | 3.38 ³⁸ | | 496.8 |
| 118 PW | | | 10.19 | 8.48 | 3.43 | | 501.5 |
| 117 P | | | 10.26 | 8.53 | 3.48 | 3.24 ³⁸ | 508.5 |
| 117 P | | | 10.32 | 8.59 | 3.53 | | 511.9 |
| 117 P | | | f 10.40 ¹⁰⁴ | 9.04 | 3.58 | 3.33 | 516.5 |
| 117 P | | | 10.50 | 9.09 | 4.03 | 3.38 | 521.1 |
| 106 P | | | 10.55 | 9.14 | 4.08 | 3.44 | 526.0 |
| 103 } 107 } | | | 11.01 | 9.19 | 4.12 | 3.48 | 529.8 |
| 115 P | | | 11.07 | 9.25 | 4.18 | 3.52 | 533.8 |
| 117 P | | | 11.12 | 9.30 | 4.23 | | 536.9 |
| 118 P | | | 11.18 | 9.35 | 4.29 | 3.59 | 540.6 |
| 117 P | | | 11.25 | 9.40 | 4.36 | | 544.9 |
| YARD OPWY | | | s 11.40 | 9.46 | 4.43 | 4.08 | 548.5 |
| 114 P | | | 11.47 | | 4.49 | | 553.4 |
| 117 P | | | 11.52 | | 4.53 | | 558.1 |
| 81 P | | | 11.56PM | 9.59 | | | 562.1 |
| 106 PW | | | 12.01AM | 10.03 | 5.03 | 4.22 | 566.4 |
| 117 P | | | 12.07 | | | | 572.1 |
| 117 P | | | 12.14 | 10.15 | 5.14 | 4.33 | 579.7 |
| 126 P | | | 12.20 | 10.22 | 5.21 | | 587.1 |
| 70 P | | | 12.27 | 10.29 | 5.28 | | 592.5 |
| 125 P | | | 12.34 | 10.35 | 5.33 | | 596.7 |
| 117 P | | | 12.40 | | 5.38 | | 601.6 |
| 117 P | | | 12.45 ³⁸ | 10.45 | 5.43 | | 606.2 |
| 117 PW | | | 12.55 | | 5.48 | | 610.7 |
| 115 P | | | 1.00 | 10.53 | 5.53 | 5.04 | 615.7 |
| YARD optwy | A 12.25AM | A 7.15AM | A 1.15AM | A 11.00AM | A 6.00AM | A 5.10AM | 620.8 |

Time-Table No. 5
September 11, 1949

| STATIONS | |
|----------------------|-------|
| DN-R LAS VEGAS YL VG | 4.9 |
| BRACKEN | 2.3 |
| BOULDER JCT. | |
| ARDEN A | 4.5 |
| SLOAN SX | 7.5 |
| ERIE | 5.7 |
| JEAN JE | 8.2 |
| BORAX | 4.8 |
| ROACH | 4.6 |
| CALADA | 4.5 |
| DESERT | 4.7 |
| NIPTON OH | 5.0 |
| MOORE | 5.4 |
| IVANPAH | 4.6 |
| BRANT | 4.9 |
| JOSHUA | 3.8 |
| OIMA YL | 4.0 |
| CHASE | 3.1 |
| ELORA | 3.7 |
| DAWES | 4.3 |
| HAYDEN | 3.6 |
| KELSO YL FO | 4.9 |
| FLYNN | 4.7 |
| KERENS | 4.0 |
| GLASGOW | 4.3 |
| SANDS | 5.7 |
| BALOH | 7.6 |
| CRUCERO | 7.4 |
| BASIN | 5.4 |
| AFTON | 4.2 |
| DUNN | 4.9 |
| FIELD | 4.6 |
| MANIX | 4.5 |
| HARVARD | 5.0 |
| TOOMEY | 5.1 |
| YERMO YL BN | 171.0 |

CENTRALIZED TRAFFIC CONTROL

(8.55) (5.30) (4.00) (3.10) (3.15) (2.45) Thru Time
19.2 31.1 42.7 54.0 52.6 62.2 Average speed per hour

All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 11.

FIRST SUBDIVISION

EASTWARD

| Car capacity of sidings, etc. See Rule 6(A). Page 8 | FIRST CLASS | | SECOND CLASS | |
|---|-----------------------|-------------|--------------|---------------------------|
| | 38 Passenger | 4 Passenger | 2 Passenger | 104 Streamliner Passenger |
| | Daily | Daily | Daily | Daily |
| YARD OPTWYZ | A 5.00AM | A 6.50PM | A 7.25PM | A 11.45PM |
| 117 P | 4.44 | 6.43 | 7.19 | 11.35 |
| Y | | | | |
| 107 PW | f 4.35 | 6.37 | 7.13 | 11.29 |
| 104 P | f 4.22 | 6.28 | 7.04 | |
| 115 P | 4.10 | 6.22 | 6.58 | 11.14 |
| 116 P | s 3.59 | 6.14 | 6.50 | |
| 118 P | 3.50 | 6.09 | 6.45 | |
| 66 P | 3.45 | 6.05 | 6.41 | |
| 125 P | 3.38 ¹ | 6.01 | 6.37 | |
| 118 PW | 3.30 | 5.57 | 6.33 | |
| 117 P | f 3.24 ¹⁰³ | 5.52 | 6.28 | |
| 117 P | 3.14 | 5.47 | 6.23 | |
| 117 P | f 3.09 | 5.42 | 6.19 | 10.40 ³⁷ |
| 117 P | 3.00 | 5.37 | 6.15 | |
| 106 P | 2.55 | 5.32 | 6.11 | |
| 103 } 107 } | f 2.50 | 5.28 | 6.07 | 10.29 |
| 115 P | 2.40 | 5.19 | 5.58 | 10.22 |
| 117 P | 2.30 | 5.12 | 5.51 | 10.15 |
| 118 P | 2.20 | 5.04 | 5.43 | 10.08 |
| 117 P | 2.10 | 4.56 | 5.35 | 10.01 |
| YARD OPWY | s 2.00 | s 4.48 | 5.27 | 9.53 |
| 114 P | 1.43 | 4.40 | 5.19 | 9.45 |
| 117 P | 1.38 | 4.35 | 5.14 | |
| 81 P | 1.33 | 4.31 | 5.10 | 9.37 |
| 106 PW | 1.27 | 4.27 | 5.06 | |
| 117 P | 1.21 | | | |
| 117 P | 1.15 | 4.15 | 4.54 | 9.23 |
| 126 P | 1.08 | 4.08 | 4.47 | |
| 70 P | 1.01 | 4.01 | 4.40 | |
| 125 P | 12.55 | 3.55 | 4.34 | |
| 117 P | 12.50 | | | 9.00 |
| 117 P | 12.45 ³⁷ | 3.47 | 4.26 | |
| 117 PW | | | | |
| 115 P | 12.37 | 3.39 | 4.18 | |
| YARD optwy | 12.30AM | 3.32PM | 4.11PM | 8.45PM |
| | Daily | Daily | Daily | Daily |

Thru Time (4.30) (3.18) (3.14) (3.00) (6.40) (6.40)
Average speed per hour 38.0 51.8 52.9 57.0 25.6 25.6

All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 11.

| WESTWARD | | SECOND SUBDIVISION | | | | | | Distance from Salt Lake City | Time-Table No. 5 | |
|---|--|--------------------|------------------|---------------------|-------------|---------------------------|--------------|------------------------------|---|--|
| SECOND CLASS | | FIRST CLASS | | | | | | | September 11, 1949 | |
| Car capacity of sidings, etc. See Rule 6(A), Page 8 | | 299 Stock Special | 259 Time Freight | 3 Passenger | 1 Passenger | 103 Streamliner Passenger | 37 Passenger | C.T.C. | STATIONS | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| YARD OPTWY | | 7.45AM | 1.00AM | 11.02AM | 6.00AM | 5.10AM | 1.25AM | 620.8 | DN-R YERMO YL BN | |
| IP | | | | 11.10AM | 6.10AM | 5.18AM | 1.35AM | 625.4 | DN DAGGETT H | |
| | | | | 11.25AM | 6.25 | 5.28 | 2.00 | 634.2 | BARSTOW BA | |
| | | | | 1.30PM | 8.35 | 7.25 | 4.30 | 715.0 | SAN BERNARDINO B | |
| | | | | 1.40 | 8.45 | 7.33 | 4.40 | 718.5 | COLTON | |
| IP | | | | 1.50PM | 8.55AM | 7.43AM | 4.50AM | 724.8 | S. P. and A. T. & S. F. Crossings) RIVERSIDE JCT. YL | |
| YARD P | | 1.35PM | 9.55AM | 1.55 | 9.00 | 7.45 | 5.00 | 725.5 | DN-R RIVERSIDE YL | |
| AI | | | | | | | | 727.8 | P. E. CROSSING | |
| 124 P | | 2.00 ³ | 10.04 | 2.00 ²⁹⁹ | 9.06 | 7.50 | 5.06 | 729.2 | STREETER | |
| 113 P | | | | | | | | 780.0 | ARLINGTON | |
| 122 YP | | | | | | | | 784.7 | BLY | |
| 122 P | | 2.15 | 10.15 | 2.08 | 9.15 | 7.57 | 5.15 | 787.4 | DN MIRA LOMA V | |
| I | | | | | | | | 744.9 | S. P. CROSSING | |
| YARD PW | | 2.27 | 10.30AM | 2.15 | 9.23 | 8.03 | 5.28 | 745.2 | DN ONTARIO YL RA | |
| 123 P | | | | | | | | 747.5 | SUNSWEEP | |
| P | | | | | | | | 750.0 | S. P. CROSSING | |
| YARD P | | | | 2.23 | 9.32 | 8.11 | 5.40 | 751.0 | DN POMONA YL PO | |
| 118 P | | | | | 9.37 | 8.15 | 5.45 | 754.1 | SPADRA | |
| 122 P | | | | 2.31 | 9.42 | | 5.50 | 758.6 | D WALNUT WA | |
| 122 PW | | | | 2.37 | 9.50 | | 5.57 | 766.0 | D HILLGROVE BG | |
| P | | | | | | | | 772.1 | WHITTIER JCT. | |
| 118 P | | | | 2.44 | 9.58 | 8.30 | 6.06 | 772.7 | D PICO K | |
| 67 P | | 3.14 | | 2.46 | 10.00 | | 6.15 | 774.5 | D MONTEBELLO MK | |
| | | | | 2.55 | 10.10 | 8.40 | 6.30 | 777.3 | EAST LOS ANGELES YL * | |
| YARD OPTWY | | A 3.30PM | A 12.05PM | | | | | 777.4 | DN-R EAST YARD YL D | |
| P | | | | 3.01 | 10.16 | 8.44 | 6.37 | 780.2 | DOWNEY ROAD YL | |
| I | | | | 3.05 | 10.20 | 8.47 | 6.42 | 781.3 | NINTH ST. JCT. YL | |
| | | | | | | | | 788.0 | FIRST ST. YL | |
| I | | | | 3.13 | 10.27 | 8.53 | 6.50 | 788.9 | PASADENA JCT. YL | |
| I | | | | | | | | 784.0 | A. T. & S. F. Csg. (Mission Tower) | |
| IP | | | | A 3.20PM | A 10.40AM | A 9.00AM | A 7.00AM | 784.7 | DN-R LOS ANGELES UD | |
| | | | | | | | | 163.9 | (Union Station) | |

Thru Time (7.45) (11.05) (4.18) (4.40) (3.50) (5.35) Thru Time
Average speed per hour 20.2 15.1 38.1 35.1 42.8 29.0 Average speed per hour

* DOUBLE TRACK BETWEEN M.P. 5.64 AND M.P. 7.72.

Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class.—See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 299 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

Time shown at Barstow, San Bernardino and Colton is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.

All first-class trains will register at Yermo by train registering ticket.

For conditional stops to discharge or pick up revenue passengers.—See page 3.

For Stations not shown on schedule pages.—See Page 11.

| WESTWARD | | SECOND SUBDIVISION | | | | | | Distance from Salt Lake City | Time-Table No. 5 | |
|---|--|--------------------|------------------|---------------------|-------------|---------------------------|--------------|------------------------------|---|--|
| SECOND CLASS | | FIRST CLASS | | | | | | | September 11, 1949 | |
| Car capacity of sidings, etc. See Rule 6(A), Page 8 | | 299 Stock Special | 259 Time Freight | 3 Passenger | 1 Passenger | 104 Streamliner Passenger | 38 Passenger | C.T.C. | STATIONS | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| YARD OPTWY | | 7.45AM | 1.00AM | 11.02AM | 6.00AM | 5.10AM | 1.25AM | 620.8 | DN-R YERMO YL BN | |
| IP | | | | 11.10AM | 6.10AM | 5.18AM | 1.35AM | 625.4 | DN DAGGETT H | |
| | | | | 11.25AM | 6.25 | 5.28 | 2.00 | 634.2 | BARSTOW BA | |
| | | | | 1.30PM | 8.35 | 7.25 | 4.30 | 715.0 | SAN BERNARDINO B | |
| | | | | 1.40 | 8.45 | 7.33 | 4.40 | 718.5 | COLTON | |
| IP | | | | 1.50PM | 8.55AM | 7.43AM | 4.50AM | 724.8 | S. P. and A. T. & S. F. Crossings) RIVERSIDE JCT. YL | |
| YARD P | | 1.35PM | 9.55AM | 1.55 | 9.00 | 7.45 | 5.00 | 725.5 | DN-R RIVERSIDE YL | |
| AI | | | | | | | | 727.8 | P. E. CROSSING | |
| 124 P | | 2.00 ³ | 10.04 | 2.00 ²⁹⁹ | 9.06 | 7.50 | 5.06 | 729.2 | STREETER | |
| 113 P | | | | | | | | 780.0 | ARLINGTON | |
| 122 YP | | | | | | | | 784.7 | BLY | |
| 122 P | | 2.15 | 10.15 | 2.08 | 9.15 | 7.57 | 5.15 | 787.4 | DN MIRA LOMA V | |
| I | | | | | | | | 744.9 | S. P. CROSSING | |
| YARD PW | | 2.27 | 10.30AM | 2.15 | 9.23 | 8.03 | 5.28 | 745.2 | DN ONTARIO YL RA | |
| 123 P | | | | | | | | 747.5 | SUNSWEEP | |
| P | | | | | | | | 750.0 | S. P. CROSSING | |
| YARD P | | | | 2.23 | 9.32 | 8.11 | 5.40 | 751.0 | DN POMONA YL PO | |
| 118 P | | | | | 9.37 | 8.15 | 5.45 | 754.1 | SPADRA | |
| 122 P | | | | 2.31 | 9.42 | | 5.50 | 758.6 | D WALNUT WA | |
| 122 PW | | | | 2.37 | 9.50 | | 5.57 | 766.0 | D HILLGROVE BG | |
| P | | | | | | | | 772.1 | WHITTIER JCT. | |
| 118 P | | | | 2.44 | 9.58 | 8.30 | 6.06 | 772.7 | D PICO K | |
| 67 P | | 3.14 | | 2.46 | 10.00 | | 6.15 | 774.5 | D MONTEBELLO MK | |
| | | | | 2.55 | 10.10 | 8.40 | 6.30 | 777.3 | EAST LOS ANGELES YL * | |
| YARD OPTWY | | A 3.30PM | A 12.05PM | | | | | 777.4 | DN-R EAST YARD YL D | |
| P | | | | 3.01 | 10.16 | 8.44 | 6.37 | 780.2 | DOWNEY ROAD YL | |
| I | | | | 3.05 | 10.20 | 8.47 | 6.42 | 781.3 | NINTH ST. JCT. YL | |
| | | | | | | | | 788.0 | FIRST ST. YL | |
| I | | | | 3.13 | 10.27 | 8.53 | 6.50 | 788.9 | PASADENA JCT. YL | |
| I | | | | | | | | 784.0 | A. T. & S. F. Csg. (Mission Tower) | |
| IP | | | | A 3.20PM | A 10.40AM | A 9.00AM | A 7.00AM | 784.7 | DN-R LOS ANGELES UD | |
| | | | | | | | | 163.9 | (Union Station) | |

Thru Time (7.45) (11.05) (4.18) (4.40) (3.50) (5.35) Thru Time
Average speed per hour 20.2 15.1 38.1 35.1 42.8 29.0 Average speed per hour

* DOUBLE TRACK BETWEEN M.P. 5.64 AND M.P. 7.72.

Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class.—See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 299 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

Time shown at Colton, San Bernardino and Barstow is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.

All first-class trains will register at Yermo by train registering ticket.

For conditional stops to discharge or pick up revenue passengers.—See page 3.

For Stations not shown on schedule pages.—See Page 11.

WESTWARD — ANAHEIM BRANCH — EASTWARD

| Car capacity of sidings, etc. See Rule 6(A), Page 8 | Distance from Whittier Jct. | Time-Table No. 5 | | Mile-Post |
|---|-----------------------------|-------------------------|--|-----------|
| | | September 11, 1949 | | |
| STATIONS | | | | |
| | 0.0 | WHITTIER JCT. | | 0.0 |
| | 2.3 | D WHITTIER YL WR | | 2.3 |
| 18 | 6.9 | PAC. ELEC. CROSSING | | 6.9 |
| | 9.7 | LA HABRA HA | | 9.7 |
| | 10.5 | PAC. ELEC. CROSSING | | 10.5 |
| 6 | 18.8 | SUNNY HILLS | | 18.8 |
| I | 15.5 | A. T. & S. F. CROSSING | | 15.5 |
| 11 | 17.8 | D FULLERTON RN | | 17.8 |
| 40 | 20.0 | D ANAHEIM YL MN | | 20.0 |
| 20.0 | | | | |

WESTWARD — BOULDER CITY BRANCH — EASTWARD

| Car capacity of sidings, etc. See Rule 6(A), Page 8 | Second Class | | Distance from Boulder Jct. | Time-Table No. 5 | | Mile-Post | Second Class | | |
|---|-------------------|------------------------------------|----------------------------|-------------------------------|--|-----------|-------------------|---------------------|--|
| | 419 Local Freight | Daily Except Sunday | | September 11, 1949 | | | 420 Local Freight | Daily Except Sunday | |
| STATIONS | | | | | | | | | |
| | YP | 5.50AM | 0.0 | BOULDER JCT. | | 0.0 | A | 9.20AM | |
| 60 | P | 6.10 | 9.8 | D HENDERSON RB | | 9.8 | | 9.00 | |
| YARD | PT | A 6.40AM | 22.4 | D-R BOULDER CITY YL BC | | 22.4 | | 8.30AM | |
| 22.4 | | | | | | | | | |
| Daily Except Sunday | | | | | | | | | |
| (0.50) | | Thru Time | | | | | (0.50) | | |
| 26.9 | | Average speed per hour | | | | | 26.9 | | |

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 419 is superior to No. 420.—See Rule S-72.
For stations not shown on schedule pages.—See Page 11.

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

Rule 6

The following letters placed before figures of a schedule indicate:

- s —regular stop;
- f —flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:
D —day operator;
N —night operator;
DN—day and night operator;

The following letters placed in columns provided in time-table indicate:
C —coal;
I —interlocking;
O —oil;
P —dispatcher's telephone;
T —turntable;
W —water;
X —cross-over;

- R —train register;
- YL—yard limits.

- Y —wye;
- Z —track scales;
- AI —automatic interlocking signals;
- CS —center siding;
- ES —eastward siding;
- WS —westward siding;
- RCS—remote control switch.

WESTWARD SAN PEDRO BRANCH EASTWARD

| Car capacity of sidings, etc. See Rule 6(A), Page 8 | Distance from First Street Los Angeles | Time-Table No. 5 | | Mile-Post |
|---|--|--------------------|-------------------------------|-----------|
| | | September 11, 1949 | | |
| STATIONS | | | | |
| | | DN-R | EAST YARD YL D | |
| | 8.1 | DN | HOBART YL J | 8.1 |
| | 8.6 | | A. T. and S. F. Crossing | 8.6 |
| | 5.1 | | L. A. JCT. BY. CROSSING YL | 5.1 |
| | 5.8 | | P. E. CROSSING YL | 5.8 |
| 15 | 7.4 | | BELL YL | 7.4 |
| 77 | 9.4 | | S. P. CROSSING | 9.4 |
| | 11.2 | | WORKMAN | 11.2 |
| 13 | 12.5 | D | PARAMOUNT YL HY | 12.5 |
| | 14.8 | | RIOCO YL | 14.8 |
| | 14.6 | | DOUGLAS JCT. YL | 14.6 |
| | 17.4 | | P. E. CROSSING | 17.4 |
| 96 | 19.1 | D | MANUEL MU | 19.1 |
| | 21.7 | | S. P. CROSSING | 21.7 |
| | 21.9 | | P. E. CROSSING | 21.9 |
| YARD | 22.3 | DN | MEAD TFR. YL WI | 22.3 |
| | 23.2 | | HENRY FORD BLV. DRAWBRIDGE YL | 23.2 |
| YARD | 24.2 | | TERMINAL ISLAND YL | 24.2 |
| YARD | 25.9 | | EAST SAN PEDRO YL | 25.9 |
| 28.1 | | | | |

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str." — Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." — Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt." — Train with freight cars; train with caboose only; locomotive without cars.

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded and all lesser speed restrictions specified under "Psgr." trains will govern.
On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---|----------------|-------|----------------|---|----------------|----------|----------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Maximum speed. | 79 | 75 | 50 | Jordan spreaders and other machines of spreader type, when in operation. | | | 15 |
| DLS and Stock Specials: On straight track, where not otherwise restricted. On curves, where not otherwise restricted. | | | 60 | Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.) | | | 25 15 |
| Inspection bus cars. | | 40 | 40 | Trains handling rock from Bly and trains handling empty flat cars in rock service. | | | 30 |
| When caboose is handled in train consisting of passenger train equipment. | | 55 | | Within yard limits protected by continuous block signals. | 60 | 50 | 25 |
| Diesel-electric switch engines in road service. | 35 | 35 | 35 | Within yard limits not protected by continuous block signals. On main line. On branch lines. | 50 | 40 30 | 25 15 |
| Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent. | | | 35 | When using cross-overs or turn-outs: Forward movement. Back-up movement. | 15 10 | 15 10 | 15 10 |
| Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light. | 40 | 40 | 40 40 | When using No. 14 turn-outs at power operated switches or at end of double track. | 25 | 20 | 20 |
| Trains handling scale test cars: On main line. On branch lines. | | | 30 20 | Over spring switches, when not using turn-out but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch. | 20 | 20 | 20 |
| Trains handling loaded wooden Hart convertible cars: On main line. On branch lines. | | | 30 20 | Wye tracks. | 6 | 6 | 6 |
| Trains handling company roadway machines on their own wheels: On main line: On straight track. On curves. On branch lines. | | | 30 25 15 | Through tunnels. | 40 | 40 | 25 |

FIRST SUBDIVISION

| Location | Str. | Psgr. | Frt. | Location | Str. | Psgr. | Frt. |
|--|------|-------|------|---|------|-------|----------|
| Las Vegas Between M.P. 334.2 and 333.1. | 20 | 20 | 20 | Cima to Kelso Diesel-electric locomotive running light with dynamic brake in operation and passenger trains handled by Diesel-electric locomotives with dynamic brake in operation. | | | 45 45 |
| Arden Between M.P. 321.0 and 320.6. | 65 | 55 | 45 | Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric locomotive with dynamic brake in operation. | | 30 | |
| Between M.P. 319.7 and 318.5. | 40 | 40 | 30 | Cima to Kelso All freight and mixed trains except when handled with Diesel-electric locomotive with dynamic brake in operation, will consume 5 mins. running the first mile and 4 mins. the second mile, after leaving Cima, to avoid too rapid heating of wheels. | 60 | 40 | 20 |
| Between M.P. 317.1 and 315.0. | 40 | 40 | 30 | | | | |
| Sloan Between M.P. 315.0 and 314.6. | 40 | 40 | 30 | | | | |
| Between M.P. 313.6 and 312.6. | 79 | 70 | 50 | | | | |
| Between M.P. 312.5 and 311.7. | 45 | 40 | 30 | | | | |
| Between M.P. 309.8 and 309.3. | 70 | 60 | 50 | | | | |

FIRST SUBDIVISION (Cont'd)

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---|----------------|-------|-------|---|----------------|-------|-------|
| | Str. | Psgr. | Frnt. | | Str. | Psgr. | Frnt. |
| Cima to Kelso Streamline trains handled with automatic brake control and retaining valves in use. | 45 | | | Basin Between M.P. 196.2 and 193.8. | 60 | 50 | 40 |
| | | | | Between M.P. 193.7 and 191.8 | 50 | 40 | 30 |
| Kelso Between Signals 2359 and 2352. | 20 | 20 | 20 | Afton Between M.P. 190.9 and 188.4 | 55 | 45 | 35 |
| Between M.P. 231.2 and 230.9. | 70 | 60 | 50 | Dunn Between M.P. 187.0 and 186.2. | 70 | 60 | 50 |
| Flynn Between M.P. 223.9 and 223.5. | 79 | 70 | 50 | Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7. | 20 | 20 | 20 |

SECOND SUBDIVISION

| | | | | | | | |
|---|----|----|----|---|----|----|----|
| Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7. | 20 | 20 | 20 | Spadra Between M.P. 25.3 and 25.1. | 70 | 60 | 50 |
| Between M.P. 161.7 and 161.4 | 70 | 60 | 50 | Walnut Between M.P. 23.8 and 23.6. | 70 | 60 | 50 |
| Between M.P. 159.0 and 158.8. | 15 | 15 | 15 | Hillgrove Between M.P. 15.3 and 15.1. | 55 | 45 | 35 |
| Riverside Jct. Between M.P. 58.1 and 57.8. | 20 | 20 | 20 | Between M.P. 13.9 and 13.6. | 70 | 60 | 50 |
| Spring Switch M.P. 57.5 | 20 | 20 | 20 | Between M.P. 11.3 and 10.9. | 70 | 60 | 50 |
| Between M.P. 56.0 and 55.4. | 55 | 45 | 35 | Whittier Jct. Between M.P. 10.4 and 10.2. | 60 | 50 | 40 |
| PE crossing M.P. 55.2. | 20 | 20 | 20 | Pico Between M.P. 9.8 and 9.5. | 79 | 70 | 50 |
| Streeter Between M.P. 54.6 and 53.4. | 60 | 50 | 40 | East Yard Between M.P. 3.3 and 1.7. | 25 | 25 | 20 |
| Arlington Between M.P. 52.3 and 51.8. | 65 | 55 | 45 | Between M.P. 0.1 and West 0.3. | 35 | 35 | 25 |
| Between M.P. 50.7 and 49.9. | 70 | 60 | 50 | Between West M.P. 0.3 and Pasadena Jct. | 15 | 15 | 15 |
| Mira Loma S. P. Crossing M.P. 38.1. | 30 | 30 | 25 | Between Pasadena Jct. and Los Angeles River Bridge. | 15 | 15 | 15 |
| Pomona Between M.P. 32.5 and 31.5. | 40 | 40 | 25 | | | | |
| Between M.P. 29.5 and 29.1. | 70 | 60 | 50 | | | | |

BRANCHES

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|---|----------------|-------|--|----------------|-------|
| | Psgr. | Frnt. | | Psgr. | Frnt. |
| Boulder City Branch | 30 | 30 | San Pedro Branch | 30 | 30 |
| Between M.P. 11.2 and 11.5. | | 20 | Lead known as Consolidated Lumber Company track: On straight track. | | 10 |
| Between M.P. 17.8 and 19.0. | | 20 | On curves. | | 6 |
| Blue Diamond Spur Arden to M.P. 8. | | 20 | Vernon, city limits. | 12 | 12 |
| M.P. 8 to end of track. | | 12 | Henry Ford Ave. drawbridge. | 15 | 15 |
| Crestmore Branch Between Bly and Crestmore. | | 15 | Pasadena Branch | 12 | 12 |
| Anaheim Branch | | 20 | Glendale Branch | 12 | 12 |
| Between M.P. 2.0 and 2.5. | | 15 | Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jct. | | |
| Between M.P. 12.0 and 13.0. | | 10 | | | |

MILEAGE

| | |
|--------------------|--------------|
| Main Line | 338.5 |
| Branches | 83.0 |
| Total | 421.5 |

STATIONS NOT SHOWN ON SCHEDULE PAGES

| Location | Mile Post | Car Capacity, See Rule 6 (A) | Switch Connection | Location | Mile Post | Car Capacity, See Rule 6 (A) | Switch Connection |
|----------------------------------|-----------|------------------------------|-------------------|-------------------------------------|-----------|------------------------------|-------------------|
| First Subdivision | | | | Glendale Branch | | | |
| Cinderline Spur | 330.1 | 19 P | East | Taylor Milling Co. | 4.2 | 15 | West |
| Blue Diamond | 321.8 | P | West | Pacific Fence | 5.3 | 4 | East |
| Basin Gravel Pit..... | 196.9 | 117 | East | Delay Drive | 5.5 | 12 | West |
| New Dunn | 188.5 | 20 P | Both | Pottery Spur | 5.7 | 2 | West |
| | | | | Westcraft, Inc. | 5.8 | 8 | West |
| | | | | Union Oil | 6.1 | 2 | East |
| | | | | Forest Lawn | 6.2 | 3 | Both |
| | | | | Glendale | 7.7 | 5 | Both |
| Second Subdivision | | | | Pasadena Branch | | | |
| Magnolia Ave. | 55.2 | 13 | East | Baker Spur | 5.3 | 5 | East |
| Stearns Winery | 45.8 | 226 | East | Team Track | 5.4 | 1 | West |
| Champagne | 43.5 | 45 | Both | Municipal Light Plant | 8.2 | 8 | East |
| Ballou | 40.5 | 41 | Both | Municipal Light Plant | 8.3 | 7 | Both |
| Winery Spur | 39.1 | 12 | West | Lennox Furnace Co. | 8.5 | 2 | East |
| San Antonio Meat Co. | 34.1 | 22 | East | Crown Fence & Supply Co. | 8.6 | 2 | West |
| Industrial Spur | 27.0 | 38 | East | A. C. Vroman Inc. | 9.3 | 3 | East |
| Fallon | 21.7 | 9 | West | Pasadena | 9.8 | 19 | Both |
| Clayton | 13.5 | 8 | East | | | | |
| St. Helens Spur | 11.1 | 16 | West | San Pedro Branch | | | |
| | | | | Bell Foundry Spur | 8.5 | 3 | East |
| | | | | Rancho Los Amigos | 10.0 | 3 | East |
| Boulder City Branch | | | | Vernon Foundry Co. | 10.2 | 6 | West |
| Magnesium | 10.5 | 20 | Both | Hollydale Spur | 10.4 | 18 | West |
| | | | | Macco Corporation | 11.5 | 15 | West |
| | | | | Auto Lite Battery..... | 11.6 | 19 | East |
| Crestmore Branch | | | | Ohio Rubber Co. | 13.2 | 26 | West |
| Ennis | 3.1 | 15 | Both | Export Petroleum Spur | 13.5 | 20 | West |
| Ormand | 3.9 | 14 | Both | Richfield Oil Co..... | 13.8 | 36 | East |
| Ormand Quarry | 3.9 | 78 | West | Export Petroleum Spur | 14.1 | 20 | East |
| Crestmore | 6.9 | Yard | Both | Champion Gasoline Co..... | 14.4 | 19 | West |
| | | | | | | | |
| Anaheim Branch | | | | Lakewood Branch | | | |
| Gladding McBean Track | 0.2 | 9 | Both | Lakewood | 16.2 | 13 P | Both |
| Sunny Hills Spur | 13.8 | 118 | West | Douglas Aircraft Spur & Wye | 16.5 | | Both |
| Fullerton Industrial Lead | 15.4 | 30 | West | Montana Ranch Spur | 16.9 | 6 | East |
| California Juice Inc. | 19.1 | 13 | West | Richfield Oil Spur | 17.1 | 47 | West |
| Southern California Citrus | 19.2 | 16 | West | City of Long Beach Water Dept. | 17.1 | 8 | East |
| | | | | Hancock Refinery Spur | 17.2 | 26 | East |
| | | | | Cherry Ave. Team Track | 17.2 | 17 | East |