



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 8

Effective Sunday,
September 30, 1951

at 12:01 A. M. Pacific Time

Safety Is
No Accident

FOR EMPLOYEES ONLY

F. C. PAULSEN
General Manager

A. D. HANSON
General Superintendent Transportation

D. F. WENGERT
General Superintendent

V. W. SMITH, Superintendent Los Angeles, Cal.

E. J. HILTON, Terminal Superintendent. Los Angeles, Cal.

W. J. FOX,
Assistant 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.

W. T. SANDLIN,
Road Foreman of Engines..... Los Angeles, Cal.

L. C. WILLIAMS,
Road Foreman of Engines..... Las Vegas, Nev.

P. G. MARTIN, 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. GUNDEY,
Asst. Chief Train Dispatcher..... Las Vegas, Nev.

J. L. HULIHAN,
Asst. Chief Train Dispatcher..... Las Vegas, Nev.

G. J. WILDE,
Asst. 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. E. MUNCEY,
Asst. Chief Train Dispatcher..... Los Angeles, Cal.

H. W. STOKER,
Asst. Chief Train Dispatcher..... Los Angeles, Cal.

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

NAME	TITLE	PLACE
Douglas L. Gamette	Medical Director..	Los Angeles
J. J. Hamill.....	Surgeon	Las Vegas
C. G. Scruggs.....	Surgeon	Las Vegas
J. B. Demman.....	Surgeon	Las Vegas
Geo. J. Madsen.....	Oculist	Las Vegas
J. E. Ballachey....	Surgeon	Yermo
P. W. Lawler.....	Surgeon	Victorville
H. D. Orr.....	Surgeon	Victorville
Leland Jacobson ...	Surgeon	San Bernardino ..
J. N. McAllister....	Surgeon	San Bernardino ..
T. A. Card.....	Surgeon	Riverside
R. E. Fisher.....	Surgeon	Pomona
W. A. Sullivan.....	Surgeon	Ontario
W. W. Schultz.....	Surgeon	Puente
E. M. Pettis.....	Surgeon	Fullerton
E. L. Shultz.....	Surgeon	East Los Angeles..
W. W. Meier.....	Surgeon	East Los Angeles..
F. K. Anderson....	Surgeon	Los Angeles
Harry A. Baers....	Oculist & Aurist...	Los Angeles
W. H. Ball.....	Surgeon	Los Angeles
A. W. Gray.....	Surgeon	Los Angeles
K. N. Jackue.....	Surgeon	Los Angeles
A. L. Kobal.....	Surgeon	Los Angeles
H. M. Mason.....	Surgeon	Los Angeles
W. W. Mead.....	Surgeon	Los Angeles
R. W. Moore.....	Surgeon	Los Angeles
E. M. F. Weaver....	Oculist & Aurist...	Los Angeles
A. W. Williams....	Surgeon	Los Angeles
E. C. Wunderlich...	Surgeon	Los Angeles
C. A. Zabella.....	Surgeon	Los Angeles
R. A. Zak.....	Surgeon	Huntington Park..
G. H. Quillen.....	Surgeon	Wilmington
W. W. Horst.....	Surgeon	Wilmington
R. B. Eusden.....	Surgeon	Long Beach
H. G. Gramlich....	Surgeon	Long Beach
R. H. Munford....	Surgeon	La Habra
J. M. Schlund....	Surgeon	Whittier
H. G. Westphal....	Surgeon	Glendale
J. S. Ribben.....	Surgeon	Pasadena
G. L. Barnum.....	Surgeon	Pasadena
J. E. Cummings....	Surgeon	Highland Park ...
W. G. Patton.....	Oculist & Aurist...	Alhambra
D. P. Nebeker....	Surgeon	Arcadia
W. W. Woods.....	Surgeon	Alhambra
C. T. Poulson....	Surgeon	Inglewood
J. C. Sharpe.....	Surgeon	West Los Angeles.
D. D. Lagerlof....	Surgeon	West Los Angeles.
G. R. Dunlevy....	Surgeon	Hollywood
T. M. Hearn.....	Surgeon	Hollywood
J. E. Bergmann....	Surgeon	Santa Monica

Standard clocks are located as shown below:

Las Vegas... Freight Enginemen's Locker Room	Yermo..... Enginemen's Locker Room
Las Vegas... Passenger Enginemen's Locker Room	San Bernardino... Union Pacific Round House
Las Vegas... Conductor's Register Room	East Yard..... Enginemen's Locker Room
Las Vegas... Telegraph Office	East Yard..... Telegraph Office
Las Vegas... Yard Office	East Yard..... Dispatcher's Office
Las Vegas... Dispatcher's Office	East Yard..... 4th St. Yard Office
Kelso..... Telegraph Office	Los Angeles... Union Station Telegraph Office
Yermo..... Telegraph Office	Los Angeles... Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD					EASTWARD											
FIRST CLASS					FIRST CLASS											
9	103	1	37	Distance from Ogden	Time-Table No. 8		Mile Post	10	2	104	38					
Passenger	Streamliner Passenger	Passenger	Passenger		September 30, 1951			Passenger	Passenger	Streamliner Passenger	Passenger					
Daily	Daily	Daily	Daily		STATIONS											
8.25	6.25	5.00	7.00	0.0	MT	OGDEN	MT	0.0	A	6.00	A	7.10	A	9.35	A	6.40
9.20	7.10	5.50	8.00	36.8	MT	SALT LAKE CITY	MT	36.8		5.05		6.20		8.50		5.45
9.10	6.20	5.00	8.40		PT		PT	784.0		3.45		6.10		7.40		4.15
11.20	8.14	7.10	11.40	154.4		LYNN DYL		665.9		1.25		2.46		5.46		1.30
12.55	9.30	8.40	1.55	243.5		MILFORD		576.8		11.55		1.25		4.37		11.40
1.40	9.57	9.10	2.40	278.9		LUND		541.4		11.10		12.32		4.00		10.50
4.00	11.30	11.05	4.50	360.8		CALIENTE		459.5		9.10		10.25		2.24		8.40
6.55	2.15	2.30	8.45	486.1		LAS VEGAS		884.2		6.30		7.45		11.55		5.40
7.10	2.25	2.45	9.15								6.15		7.30		11.45	
10.30	5.10	6.00	1.25	657.1		YERMO		168.2		2.53		4.12		8.45		12.40
10.53	5.28	6.25	2.00	670.6		BARSTOW		150.1		2.25		3.47		8.27		12.10
1.00	7.25	8.35	4.20	751.3		SAN BERNARDINO		67.3		12.20		1.50		6.38		9.55
1.10	7.33	8.45	4.30	754.8		COLTON		64.5		12.07		1.37		6.25		9.32
1.25	7.45	9.00	4.50	761.8		RIVERSIDE		57.5		11.55		1.25		6.13		9.15
1.48	8.03	9.23	5.23	781.5		ONTARIO		37.8		11.28		1.00		5.53		8.40
1.57	8.11	9.32	5.35	787.3		POMONA		32.0		11.20		12.50		5.46		8.32
2.30	8.40	10.10	6.25	818.6		EAST LOS ANGELES		6.7		10.50		12.20		5.20		7.55
A3.00	A9.00	A10.40	A7.00	821.0	PT	LOS ANGELES	PT	0.0		10.30		12.01		5.00		7.30
						821.0				Daily		Daily		Daily		Daily
(19.35)	(15.35)	(18.40)	(25.00)		Thru Time					(18.30)	(18.09)	(15.35)	(22.10)			
41.9	52.7	44.0	32.8		Average speed per hour.....					44.3	45.2	52.7	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	
9	Ontario	Salt Lake City or beyond	
9	Victorville	Any station	Any station
*37	Any station	Any station	Any station
103	Riverside	Any station	Los Angeles
2	Pomona, Ontario		Salt Lake City or beyond
2	Victorville		Omaha or beyond
10	Pomona, Ontario		Salt Lake City or beyond
10	Victorville	Any station	Any station
*38	Any station	Any station	Any station
104	Riverside	Los Angeles	Any station where No. 104 stops

*Includes non-revenue passengers.

WESTWARD

FIRST SUBDIVISION

Car capacity of Siding, etc. See Rule 8(A). Page 8	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 8	
		259 Time Freight	299 Stock Special	37 Passenger	9 Passenger	1 Passenger	103 Streamliner Passenger			September 30, 1951	
		Daily	Daily	Daily	Daily	Daily	Daily			STATIONS	
OPTWYZ		4.00PM	1.45AM	9.15PM	7.10AM	2.45AM	2.25AM	449.8	DN-R LAS VEGAS YL VG		
117 P				9.24				454.7	4.9 BRACKEN		
Y								457.0	2.3 BOULDER JCT.		
107 PW				f 9.35	7.27	3.02	2.41	461.5	4.5 ARDEN A		
104 P				f 9.45	7.37	3.12		469.0	7.5 SLOAN SX		
115 P				9.53	7.44	3.19	2.58	474.7	5.7 ERIE		
116 P				10.01	7.51	3.26		482.9	8.2 JEAN JE		
118 P				10.06				487.7	4.8 BORAX		
66 P				10.10	7.59	3.34		492.3	4.6 ROACH		
125 P				10.14				496.8	4.5 CALADA		
118 PW				10.19	8.07	3.42 ³⁸		501.5	4.7 DESERT		
117 P				10.26			3.24 ³⁸	506.5	5.0 NIPTON OH		
117 P				10.32	8.18	3.53		511.9	5.4 MOORE		
117 P				f 10.40 ¹⁰⁴				516.5	4.6 IVANPAH		
117 P				10.50	8.28	4.03		521.1	4.8 BRANT		
106 P				10.55				526.0	4.9 JOSHUA		
103 107 PY				11.01	8.37	4.12	3.48	529.8	8.8 OIMA YL		
115 P				11.07	8.43	4.18	3.52	538.8	4.0 OHASE		
117 P				11.12				536.9	3.1 ELORA		
118 P				11.18	8.54	4.29		540.6	3.7 DAWES		
117 P				11.25				544.9	4.3 HAYDEN		
OPWY				s 11.40	f 9.08	4.43	4.07	548.5	8.6 DN KELSO YL FO		
114 P				11.47				553.4	4.9 FLYNN		
117 P				11.52				558.1	4.7 KERENS		
81 P				11.56PM	9.21	4.56		562.1	4.0 GLASGOW		
106 PW				12.01AM				566.4	4.3 SANDS		
117 P				12.07				572.1	5.7 BALCH		
117 P				12.14	9.39	5.14	4.32	579.7	7.6 ORUCERO		
126 P				12.20	9.46	5.21		587.1	7.4 BASIN		
70 P				12.27				592.5	5.4 AFTON		
125 P				12.34	9.58	5.33		596.7	4.2 DUNN		
117 P				12.40				601.6	4.9 FIELD		
117 P				12.45	10.08	5.42		606.2	4.6 MANIX		
117 PW				12.51 ³⁸				610.7	4.5 HARVARD		
115 P				1.00			5.00	615.7	5.0 TOOMEY		
OPTWY		A 1.00AM	A 7.15AM	A 1.15AM	A 10.25AM	A 5.57AM	A 5.10AM	620.8	5.1 DN-R YERMO YL BN		
								171.0			

CENTRALIZED TRAFFIC CONTROL

Thru Time (9.00) (5.30) (4.00) (3.15) (3.12) (2.45)
 Average speed per hour 19.0 31.1 42.7 52.6 53.4 62.3

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 Siding, etc. See Rule 8(A). Page 8	FIRST CLASS				SECOND CLASS		Mile-Post	Time-Table No. 8	
	38 Passenger	10 Passenger	2 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight		September 30, 1951	
								STATIONS	
OPTWYZ							384.2	DN-R LAS VEGAS YL VG	
117 P				A 5.10AM	A 6.15PM	A 7.30PM	329.8	4.9 BRACKEN	
Y				4.55	5.59	7.16	327.0	2.3 BOULDER JCT.	
107 PW				f 4.45	5.52	7.09	322.5	4.5 ARDEN A	
104 P				f 4.32			315.0	7.5 SLOAN SX	
115 P				4.20	5.37	6.54	309.3	5.7 ERIE	
116 P				s 4.08			301.1	8.2 JEAN JE	
118 P				3.57			296.8	4.8 BORAX	
66 P				3.52			291.7	4.6 ROACH	
125 P				3.47			287.2	4.5 CALADA	
118 PW				3.42 ¹	5.13	6.30	282.5	4.7 DESERT	
117 P				f 3.24 ¹⁰³			277.5	5.0 NIPTON CH	
117 P				3.15			272.1	5.4 MOORE	
117 P				f 3.10	5.00	6.17	267.5	4.6 IVANPAH	
117 P				3.04			262.9	4.8 BRANT	
106 P				2.58			258.0	4.9 JOSHUA	
103 107 PY				f 2.48	4.49	6.06	254.2	8.8 OIMA YL	
115 P				2.38	4.41	5.58	250.2	4.0 OHASE	
117 P				2.30			247.1	3.1 ELORA	
118 P				2.21	4.26	5.43	243.4	3.7 DAWES	
117 P				2.13			239.1	4.3 HAYDEN	
OPWY				s 2.05	s 4.10	5.27	235.5	8.6 DN KELSO YL FO	
114 P				1.53	3.59	5.18	230.6	4.9 FLYNN	
117 P				1.48			225.9	4.7 KERENS	
81 P				1.43			221.9	4.0 GLASGOW	
106 PW				1.37			217.6	4.3 SANDS	
117 P				1.31			211.9	5.7 BALCH	
117 P				1.25	3.35	4.54	204.3	7.6 ORUCERO	
126 P				1.18			198.9	7.4 BASIN	
70 P				1.11			191.5	5.4 AFTON	
125 P				1.05	3.15	4.34	187.3	4.2 DUNN	
117 P				1.00			182.4	4.9 FIELD	
117 P				12.55			177.8	4.6 MANIX	
117 PW				12.51 ³⁷			173.3	4.5 HARVARD	
115 P				12.40AM	2.53PM	4.12PM	168.3	5.0 TOOMEY	
OPTWY				12.40AM	2.53PM	4.12PM	163.2	5.1 DN-R YERMO YL BN	
				Daily	Daily	Daily	Daily	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

Thru Time (4.30) (3.22) (3.18) (3.00) (6.40) (6.40)
 Average speed per hour 38.0 50.8 61.8 57.0 25.6 25.0

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

Car capacity of sidings, etc. See Rule 6(A). Page 8	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 8	
	299 Stock Special	259 Time Freight	9 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger		September 30, 1951	
	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
OPTWY	7.45AM	1.45AM	10.30AM	6.00AM	5.10AM	1.25AM	620.8	C.T.C. { DN-R YERMO YL BN 4.6	
IP			10.38AM	6.10AM	5.18AM	1.35AM	625.4	DN DAGGETT H 8.8	
			S 10.53AM	S 6.25	S 5.28	S 2.00	684.2	BARSTOW BA 80.8	
			S 1.00PM	S 8.35	S 7.25	S 4.20	715.0	SAN BERNARDINO B 8.5	
			1.10	8.45	7.33	4.30	718.5	COLTON 6.8	
IP			1.20PM	8.55AM	7.43AM	4.40AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
P			S 1.25 ²	S 9.00	7.45	S 4.50	725.5	DN RIVERSIDE YL 2.3	
AI							727.8	P. E. CROSSING 1.4	
124 P					7.50	4.55	729.2	STREETER 0.8	
113 P							780.0	ARLINGTON 4.7	
122 YP							784.7	BLY 2.7	
122 P			1.40	9.15	7.57	S 5.07	787.4	DN MIRA LOMA V 7.5	
I							744.9	S. P. CROSSING 0.8	
PW			1.48	9.23	8.03	S 5.23	745.2	DN ONTARIO YL RA 2.8	
123 P							747.5	SUNSWEEP 2.5	
P							750.0	S. P. CROSSING 1.0	
P			S 1.57	9.32	8.11	S 5.35	751.0	DN POMONA YL PO 3.1	
118 P							754.1	SPADRA 4.5	
122 P						5.45	758.6	WALNUT 7.4	
122 PW			2.15	9.50		5.53	766.0	D HILLGROVE BG 6.1	
P							772.1	WHITTIER JCT. 0.6	
118 P			2.23	9.58	8.30	S 6.05	772.7	D PICO K 1.8	
67 P						S 6.11	774.5	D MONTEBELLO MK 2.8	
			S 2.30	S 10.10	S 8.40	S 6.25	777.3	EAST LOS ANGELES YL 0.1	
OPTWYZ	A 3.30PM	A 12.45PM					777.4	DN-R EAST YARD YL 2.8	
P							780.2	DOWNEY ROAD YL 1.1	
I							781.3	NINTH ST. JCT. YL 1.7	
I							783.0	FIRST ST. YL 0.9	
I			2.53	10.27	8.53	6.50	783.9	PASADENA JCT. YL 0.1	
I							784.0	A. T. & S. F. Csg. (Mission Tower) 0.7	
IP			A 3.00PM	A 10.40AM	A 9.00AM	A 7.00AM	784.7	DN-R LOS ANGELES UD (Union Station) 163.9	

(7.45) (11.00) (4.30) (4.40) (3.50) (5.35) Thru Time
 20.2 14.2 36.4 35.1 42.8 29.0 Average speed per hour

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.

SECOND SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 8	SECOND CLASS		FIRST CLASS				Mile-Post	Time-Table No. 8	
	10 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	256 Time Freight	260 Time Freight		September 30, 1951	
	STATIONS							STATIONS	
OPTWY	A 2.50PM	A 4.11PM	A 8.45PM	A 12.35AM	A 8.00PM	A 5.00AM	163.2	C.T.C. { DN-R YERMO YL BN 4.6	
IP	2.38PM	3.59PM	8.37PM	12.23AM			168.6	DN DAGGETT H 8.5	
			S 2.25	S 3.47	S 8.27	S 12.10AM	160.1	BARSTOW BA 82.8	
			S 12.20	S 1.50	S 6.38	S 9.55PM	67.8	SAN BERNARDINO B 2.8	
			12.07PM	1.37	6.25	9.32	64.5	COLTON 6.8	
IP	11.57AM	1.27PM	6.15PM	9.20PM			58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
P	S 11.55	S 1.25 ⁹	6.13	9.15			57.5	DN RIVERSIDE YL 2.3	
AI							55.2	P. E. CROSSING 1.4	
124 P	11.43	1.15		9.01			58.8	STREETER 0.8	
113 P							58.0	ARLINGTON 4.7	
122 YP							48.3	BLY 2.7	
122 P	11.35	1.07		8.50			45.6	DN MIRA LOMA V 7.5	
I							38.1	S. P. CROSSING 0.8	
PW	11.28	1.00	5.53	8.40			37.8	DN ONTARIO YL RA 2.8	
123 P							35.5	SUNSWEEP 2.5	
P							33.0	S. P. CROSSING 1.0	
P	11.20	12.50	5.46	8.32			32.0	DN POMONA YL PO 3.1	
118 P							28.9	SPADRA 4.5	
122 P						8.15	24.4	WALNUT 7.4	
122 PW	11.02	12.32		8.07			17.0	D HILLGROVE BG 6.1	
P							10.9	WHITTIER JCT. 0.6	
118 P	10:55	12:21	5:25	8.00			10.8	D PICO K 1.8	
67 P							8.5	D MONTEBELLO MK 2.8	
	S 10.50	S 12.20	S 5.20	S 7.55			5.7	EAST LOS ANGELES YL 0.1	
OPTWYZ					10.30AM	8.30PM	5.6	DN-R EAST YARD YL 2.8	
P							2.8	DOWNEY ROAD YL 1.1	
I							1.7	NINTH ST. JCT. YL 1.7	
I							0.0	FIRST ST. YL 0.9	
I								PASADENA JCT. YL 0.1	
I								A. T. & S. F. Csg. (Mission Tower) 0.7	
IP	10.30AM	12.01PM	5.00PM	7.30PM				DN-R LOS ANGELES UD (Union Station) 165.2	

Thru Time (4.20) (4.10) (3.45) (5.05) (9.30) (8.30)
 Average speed per hour 38.1 39.6 44.0 32.5 16.5 18.5

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. 8 September 30, 1951		Mile-Post
		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
1	15.5		A. T. & S. F. CROSSING	15.5
11	17.3	D	FULLERTON RN	17.3
40	20.0	D	ANAHEIM YL MN	20.0

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 8 September 30, 1951		Mile-Post
		STATIONS		
	0.0		BOULDER JCT.	0.0
	9.8	D	HENDERSON RB	9.8
60	22.4	D-R	BOULDER CITY YL BC	22.4

Eastward trains are superior to trains of the same class in the opposite direction.—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;
- R — train register;
- YL — yard limits.

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;
- 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. 8 September 30, 1951		Mile-Post
		STATIONS		
			EAST YARD YL D	
	3.1	DN	HOBART YL J	3.1
	3.6		L. A. JCT. RY. CROSSING YL	3.6
	5.1		P. E. CROSSING YL	5.1
	5.3		BELL YL	5.3
15 77	7.4		S. P. CROSSING	7.4
	9.4		WORKMAN	9.4
	11.2		P. E. CROSSING	11.2
	12.5	D	PARAMOUNT YL HY	12.5
	14.3		RIOCO YL	14.3
	14.6		DOUGLAS JOT. YL	14.6
	17.4		P. E. CROSSING	17.4
	19.1	D	MANUEL MU	19.1
	21.7		S. P. CROSSING	21.7
	21.9		P. E. CROSSING	21.9
	22.3	DN	MEAD TFR. YL WI	22.3
	23.2		HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2		TERMINAL ISLAND YL	24.2
	25.9		EAST SAN PEDRO YL	25.9

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

Designation "Str." — Train with Diesel-electric Engine and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." — Train with steam Engine and all passenger train equipment; train with Diesel-electric Engine 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; Engine without cars.
When Diesel-electric passenger Engine 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	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
DLS and Stock Specials: On straight track, where not otherwise restricted.			60	Trains handling water cars converted from Vanderbilt type engine tenders on secondary tracks and branch lines.			20
On curves, where not otherwise restricted.			50	Jordan spreaders and other machines of spreader type, when in operation.			15
Freight trains handling tonnage in excess of 65 tons per operative brake.			40	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	Within yard limits protected by continuous block signals.	60	50	25
When caboose is handled in train consisting of passenger train equipment.		60		Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15
Diesel-electric switch engines in road service.	35	35	35	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel-electric Engine running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Diesel-electric Engine in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.)				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
Backing up pulling a train. Backing up light.	40	40	40	Wye tracks.	6	6	6
Mountain Type Engines. Steam Engines numbered in 5000 series. McArthur Type Engines. Steam Engines moving backward.		70 50 55 20	50 50 50 20				
Trains handling scale test cars: On main line. On branch lines.			30 20				
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track. On curves. On branch lines.			30 25 15				

FIRST SUBDIVISION

Las Vegas Between M.P. 334.2 and 332.9.	20	20	20	Cima to Kelso Diesel-electric Engine running light with dynamic brake in operation and passenger trains handled by Diesel-electric engines with dynamic brake in operation.		
Arden Between M.P. 321.0 and 320.6.	65	55	45		45	45
Between M.P. 319.7 and 318.5.	40	40	30			
Between M.P. 317.1 and 315.0.	40	40	30			
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric Engine with dynamic brake in operation.		
Between M.P. 313.6 and 312.6.	79	70	50		30	
Between M.P. 312.5 and 311.7.	45	40	30			
Between M.P. 309.8 and 309.3. See Note.	70	60	50			

FIRST SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Cima to Kelso All freight and mixed trains except when handled with Diesel-electric Engine 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	Flynn Between M.P. 223.9 and 223.5.	79	70	50
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. Between M.P. 193.7 and 191.8	60 50	50 40	40 30
Kelso Between Signals 2359 and 2352. Between M.P. 231.2 and 230.9. See Note.	20 70	20 60	20 50	Afton Between M.P. 190.9 and 188.4. See Note.	55	45	35
				Dunn Between M.P. 187.0 and 186.2. See Note.	70	60	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. Between M.P. 161.7 and 161.4 Between M.P. 159.0 and 158.8.	20 70 15	20 60 15	20 50 15	Spadra Between M.P. 25.3 and 25.1. See Note.	70	60	50
Riverside Jct. Between M.P. 58.1 and 57.8. Between M.P. 56.0 and 55.2 PE crossing M.P. 55.2.	20 50 50	20 40 40	20 30 30	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Streeter Between M.P. 53.7 and 53.4. See Note.	60	50	40	Hillgrove Between M.P. 15.3 and 15.1. Between M.P. 13.9 and 13.6. Between M.P. 11.3 and 10.9.	55 70 70	45 60 60	35 50 50
Arlington Between M.P. 52.3 and 51.8. Between M.P. 50.7 and 49.9.	65 70	55 60	45 50	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Mira Loma S. P. Crossing M.P. 38.1.	30	30	25	Montebello Over Power operated Switch M.P. 7.72: Using straight track. Using turn out.	50 25	50 20	50 20
Pomona Between M.P. 32.5 and 31.5. Between M.P. 29.5 and 29.1. See Note.	40 70	40 60	25 50	East Yard Between M.P. 3.3 and 1.7. Between M.P. 0.1 and West 0.3. Between West M.P. 0.3 and Pasadena Jet. Between Pasadena Jet. and Los Angeles River Bridge.	25 25 15 15	25 25 15 15	20 20 15 15

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Boulder City Branch Between M.P. 11.2 and 11.5. Between M.P. 17.8 and 19.0.	30	30	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves.	30	30
Blue Diamond Spur Arden to M.P. 8. M.P. 8 to end of track.		20 12	Vernon, city limits.	12	12
Crestmore Branch Between Bly and Crestmore.		15	Henry Ford Ave. drawbridge.	15	15
Anaheim Branch Between M.P. 2.0 and 2.5. Between M.P. 12.0 and 13.0.		20 15 10	Pasadena Branch	12	12
			Glendale Branch	12	12

Note: Referring to Special Rule 10(R) Reduce Speed Signs or Resume Speed Signs have been placed on Fireman's side of track at following points:

Eastward		Westward	
M.P. 309.8	M.P. 230.5	M.P. 314.6	M.P. 54.2
M.P. 308.8	M.P. 24.6	M.P. 191.3	M.P. 29.1
		M.P. 187.5	M.P. 10.2

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			
Cinderlite 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
				Modglin Co., Inc.	5.8	6	West
Second Subdivision				Sawyer Cabinet Co.	6.1	2	East
Magnolia Ave.	55.2	13	East	Forest Lawn	6.2	3	Both
Stearns Winery	45.8	226	East	Glendale	7.7	5	Both
Champagne	43.5	45	Both				
Ballou	40.5	41	Both	Pasadena Branch			
Winery Spur	39.1	12	West	Baker Spur	5.3	5	East
San Antonio Meat Co.	34.1	22	East	Team Track	5.4	1	West
Industrial Spur	27.0	38	East	Municipal Light Plant	8.2	8	East
Fallon	21.7	9	West	Municipal Light Plant	8.3	7	Both
Clayton	13.5	8	East	Lennox Furnace Co.	8.5	2	East
St. Helens Spur	11.1	16	West	Crown Fence & Supply Co.	8.6	2	West
				A. C. Vroman Inc.	9.3	3	East
				Pasadena	9.8	19	Both
Boulder City Branch				San Pedro Branch			
Magnesium	10.5	20	Both	Flood Control Spur	8.5	3	East
				Rancho Los Amigos	10.0	3	East
Crestmore Branch				Dayton Foundry Co.	10.2	6	West
Ennis	3.1	15	Both	Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Ormand	3.9	14	Both	Macco Corporation	11.5	15	West
Ormand Quarry	3.9	78	West	Auto Lite Battery	11.6	19	East
Crestmore	6.9	Yard	Both	So. Western Cement Co.	13.1	36	West
				Ohio Rubber Co.	13.2	26	West
Anaheim Branch				Export Petroleum Co.	13.5	20	West
Gladding McBean Track	0.2	9	Both	Richfield Oil Co.	13.8	36	East
Sunny Hills Spur	13.8	118	West	Exeter Refining Co.	14.1	20	East
Fullerton Industrial Lead	15.4	30	West	Operators Refining Co.	14.4	19	West
California Juice Inc.	19.1	13	West				
Southern California Citrus	19.2	16	West	Lakewood Branch			

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision				Second Subdivision			
Bracken	329.3	12	Both	Bly	48.3	89	Both
Arden	321.9	15	Both	Walnut	24.4	10	Both
Sloan	315.2	15	West	Hillgrove	17.0	30	Both
Erie	309.1	12	Both	Pico	10.3	26	Both
Jean	300.8	10	East	Montebello	8.5	30	Both
Borax	296.9	14	Both				
Roach	291.5	11	Both				
Calada	287.1	14	Both				
Desert	282.2	11	Both				
Nipton	277.7	12	Both				
Moore	271.9	8	Both				
Ivanpah	267.2	12	Both				
Brant	262.8	7	Both				
Joshua	258.0	12	Both				
Cima	254.2	20	Both				
Chase	250.3	11	Both				
Elora	246.8	9	Both				
Dawes	243.4	16	Both				

MILEAGE

Main Line	338.5
Branches	83.0
Total	421.5