



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 16

Effective Sunday,
January 9, 1955

at 12:01 A. M. Pacific Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
CORRECTED TO MARCH 1, 1952

A. D. HANSON
General Manager

H. E. SHUMWAY
General Superintendent Transportation

C. C. LARKIN
General Superintendent

V. W. SMITH, Superintendent..... Los Angeles, Cal.
W. J. FOX, Terminal Superintendent..... Los Angeles, Cal.
J. H. KINCANNON,
Assistant Terminal Superintendent... Los Angeles, Cal.
F. H. BLAIR, Assistant Superintendent... Las Vegas, Nev.
R. D. SMITH, Trainmaster..... San Bernardino, Cal.
F. D. ACORD, 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.
J. D. ELLIS, Acting Division Engineer... Los Angeles, Cal.
W. R. KEAY, General Roadmaster..... Los Angeles, Cal.
N. D. NELSON,
District Safety Representative..... Los Angeles, Cal.

First Subdivision and Branches

R. A. FORBES, Chief Train Dispatcher... Las Vegas, Nev.
R. L. GUNDY,
Asst. Chief Train Dispatcher..... Las Vegas, Nev.
J. T. HOLYOAK,
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.
H. W. STOKER,
Asst. Chief Train Dispatcher..... Los Angeles, Cal.
J. E. MUNCEY,
Asst. Chief Train Dispatcher..... Los Angeles, Cal.
J. L. HULIHAN,
Asst. Chief Train Dispatcher..... Los Angeles, Cal.

**UNION PACIFIC RAILROAD EMPLOYES HOSPITAL
ASSOCIATION PHYSICIANS AND SURGEONS:**

NAME	TITLE	PLACE
E. L. Turner	District Surgeon	Los Angeles
W. G. Patton	Oculist & Aurist	Alhambra
W. W. Woods	Surgeon	Alhambra
D. P. Nebeker	Surgeon	Arcadia
C. S. Muller	Surgeon	Bell
A. L. Kobal	Surgeon	Covina
W. W. Meier	Surgeon	East Los Angeles
E. M. Pettis	Surgeon	Fullerton
E. A. Taylor	Surgeon	Glendale
E. A. Westphal	Surgeon	Glendale
J. E. Cummings	Surgeon	Highland Park
G. R. Dunlevy	Surgeon	Hollywood
C. T. Poulson	Surgeon	Inglewood
R. H. Munford	Surgeon	La Habra
J. B. Demman	Surgeon	Las Vegas
J. J. Hamill	Surgeon	Las Vegas
G. J. Madsen	Oculist	Las Vegas
C. G. Scruggs	Surgeon	Las Vegas
R. B. Eusden	Surgeon	Long Beach
D. C. Sigworth	Surgeon	Long Beach
H. A. Baers	Oculist & Aurist	Los Angeles
W. H. Ball	Surgeon	Los Angeles
S. Castaneres	Surgeon	Los Angeles
E. C. Kaye	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
J. Segal	Surgeon	Los Angeles
F. W. Van Kirk, Jr.	Surgeon	Los Angeles
E. M. F. Weaver	Oculist & Aurist	Los Angeles
M. E. Hansen	Surgeon	Los Angeles (Central)
W. W. Mead	Surgeon	Los Angeles-Compton
A. W. Williams	Surgeon	Los Angeles-La Brea
E. E. Wunderlich	Surgeon	Los Angeles-Palos Verdes
L. F. Summers	Surgeon	Lynwood
Wm. B. Hayden	Surgeon	Montebello
T. M. Hearn	Surgeon	North Hollywood
J. T. Morgan	Surgeon	Norwalk
W. A. Sullivan	Surgeon	Ontario
G. L. Barnum	Surgeon	Pasadena
B. O'Sullivan	Surgeon	Pasadena
M. D. Mieras	Surgeon	Pico-Rivera-Whittier
R. B. Fisher	Surgeon	Pomona
W. W. Schultz	Surgeon	Puente
H. E. Lestmann	Surgeon	Rivera-Downey
T. A. Card	Surgeon	Riverside
C. M. Hadley	Oculist & Aurist	San Bernardino
Leland Jacobson	Surgeon	San Bernardino
J. N. McAllister	Surgeon	San Bernardino
J. E. Bergmann	Surgeon	Santa Monica
H. D. Orr	Surgeon	Victorville
J. C. Sharpe	Surgeon	West Los Angeles
D. O. Lagerlof	Surgeon	West Los Angeles-Beverly Hills
G. E. Reames	Surgeon	Whittier
W. W. Horst	Surgeon	Wilmington
G. H. Quillen	Surgeon	Wilmington

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	107	5	Distance from Ogden	Time-Table No. 16		Mile Post	10	108	104	6	
Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express		January 9, 1955			Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	
Daily	Daily	Daily	Daily		STATIONS							
9.05	6.55	8.10	7.55	0.0	MT	OGDEN	MT	0.0	A 6.05	A 6.30	A 9.05	A 7.30
10.00	7.40	8.55	8.45	36.3	SALT LAKE CITY			86.8	5.05	5.45	8.20	6.35
10.30	7.50	9.05	9.45					784.0	4.45	5.35	8.10	6.05
12.39	9.44	10.53	12.15	154.4	LYNN DYL			665.9	2.20	3.39	6.13	3.30
2.10	11.00	12.08	2.05	248.5	MILFORD			576.8	12.50	2.30	5.03	1.55
3.00	11.27	12.35	2.45	278.9	LUND			641.4	12.05	1.56	4.30	1.02
5.08	1.01	2.12	4.50	360.8	CALIENTE			459.5	10.15	12.17	2.54	10.55
8.05	3.45	4.50	8.05	486.1	MT	LAS VEGAS	MT	384.2	7.30	9.50	12.25	8.00
7.20	2.55	4.00	7.35		PT		PT		6.15	8.40	11.15	6.40
10.40	5.40	6.43	11.45	657.1	YERMO			168.2	2.53	5.38	8.15	2.55
11.03	5.58	7.00	12.10	670.5	BARSTOW			150.1	2.25	5.20	7.57	2.30
1.05	7.55	8.52	2.30	751.3	SAN BERNARDINO			67.8	12.20	3.30	6.08	12.20
1.15	8.03	9.00	2.40	754.8	COLTON			64.5	12.07	3.20	5.55	11.59
1.30	8.15	9.15	3.00	761.8	RIVERSIDE			57.5	11.55	3.07	5.43	11.45
1.52			3.45	781.5	ONTARIO			37.8	11.28			11.10
2.03	8.40		4.05	787.3	POMONA			32.0	11.20		5.15	10.55
2.50	9.10	10.10	5.00	813.6	EAST LOS ANGELES			5.7	10.50	2.20	4.50	10.20
A 3.15	A 9.30	A 10.30	A 5.30	821.0	PT	LOS ANGELES	PT	0.0	10.30	2.00	4.30	10.00
					821.0				Daily	Daily	Daily	Daily

(19.10) (15.35) (15.20) (22.35) Thru Time (18.35) (15.30) (15.35) (20.30)
 42.8 52.7 53.5 36.4 Average speed per hour 44.0 52.9 52.7 40.0

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
9	Colton, Ontario	Salt Lake City or beyond	
9	Victorville	Any station	Stations where 9 stops
*5	Any station	Any station	Any station
103-107	Riverside	Any station	Los Angeles
10	Pomona, Ontario	Any station	Salt Lake City or beyond
10	Victorville	Any station	Stations where 10 stops
*6	Any station	Any station	Any station
108-104	Riverside	Los Angeles	Stations where 108 and 104 stop
104	Pomona	Omaha or beyond	Omaha or beyond
103	Pomona	Omaha or beyond	

*Includes non-revenue passengers.

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A). Page 8	SECOND CLASS							FIRST CLASS			Distance from Salt Lake City	Time-Table No. 16	
	259 Time Freight		299 Stock Special	5 Mail and Express	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	January 9, 1955		STATIONS			
	Daily	Daily	Daily	Daily	Daily	Daily							
		11.45PM	1.45AM	7.35PM	4.00PM	7.20AM	2.55AM	449.8	DN-R LAS VEGAS YL VG				
117	P			7.43				454.7	4.9 BRAOKEN				
								457.0	2.3 BOULDER JCT.				
107	PW			f 7.49				461.5	4.5 ARDEN A				
104	P			f 7.58				469.0	7.5 SLOAN SX				
115	P			8.05				474.7	6.7 ERIE				
116	P			8.17				482.9	8.2 JEAN				
118	P							487.7	4.8 BORAX				
66	P							492.3	4.6 ROACH				
125	P							496.8	4.5 CALADA				
118	PW			8.40				501.5	4.7 DESERT				
117	P			8.50				506.5	5.0 NIPTON OH				
117	P			8.55				511.9	5.4 MOORE				
117	P			f 9.01				516.5	4.6 IVANPAH				
117	P			9.06				521.1	4.6 BRANT				
106	P							526.0	4.9 JOSHUA				
103 } 107 }	PY			9.16				529.8	8.8 OIMA YL				
115	P							538.8	4.0 CHASE				
117	P			9.28				546.9	3.1 ELOBA				
118	P							540.6	8.7 DAWES				
117	P							544.9	4.3 HAYDEN				
	DPWY			8 10.00	5.38	f 9.15	4.35	548.5	8.6 DN KELSO YL FO				
114	P							558.4	4.9 FLYNN				
117	P							558.1	4.7 KERENS				
81	P			10.17				562.1	4.0 GLASGOW				
106	PW			10.23				566.4	4.8 SANDS				
117	P			10.29				572.1	5.7 BALOH				
117	P			10.37				579.7	7.6 ORUCERO				
126	P							587.1	7.4 BASIN				
70	P							592.5	6.4 AFTON				
125	P			11.00				596.7	4.2 DUNN				
117	P			11.10				601.6	4.9 FIELD				
117	P							606.2	4.6 MANIX				
117	PW							610.7	4.5 HARVARD				
115	P			11.25	6.35	10.25	5.30	616.7	5.0 TOOMEY				
	DPWY	A 7.00AM	A 7.15AM	A 11.35PM	A 6.43PM	A 10.35AM	A 5.40AM	620.8	5.1 DN-R YERMO YL BN				
									171.0				

(7.15) (5.30) (4.00) (2.43) (3.15) (2.45) Thru Time
23.5 31.1 42.7 62.9 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			Mile-Post	Time-Table No. 16	
	6 Mail and Express	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight	January 9, 1955		STATIONS				
	Daily	Daily	Daily	Daily	Daily	Daily							
								884.2	DN-R LAS VEGAS YL VG				
117	P	A 6.40AM	A 6.15PM	A 8.40PM	A 11.15PM	A 10.30AM	A 11.45PM	829.3	4.9 BRAOKEN				
		6.25	5.59	8.30	11.05			827.0	2.3 BOULDER JCT.				
107	PW							822.5	4.5 ARDEN A				
104	P							815.0	7.5 SLOAN SX				
115	P							809.3	5.7 ERIE				
116	P							801.1	8.2 JEAN				
118	P							796.3	4.8 BORAX				
66	P							791.7	4.6 ROACH				
125	P							787.2	4.5 CALADA				
118	PW			5.19				782.5	4.7 DESERT				
117	P							777.5	5.0 NIPTON CH				
117	P			f 5.12				772.1	5.4 MOORE				
117	P			5.04				767.5	4.6 IVANPAH				
117	P			f 4.59				762.9	4.6 BRANT				
106	P			4.53				758.0	4.9 JOSHUA				
103 } 107 }	PY							754.2	8.8 OIMA YL				
115	P							750.2	4.0 CHASE				
117	P			4.31				747.1	3.1 ELOBA				
118	P							743.4	8.7 DAWES				
117	P							739.1	4.3 HAYDEN				
	DPWY	s 4.10	s 4.10	6.45	9.20			735.5	8.6 DN KELSO YL FO				
114	P							730.6	4.9 FLYNN				
117	P							725.9	4.7 KERENS				
81	P			3.58				721.9	4.0 GLASGOW				
106	PW			3.54				717.6	4.8 SANDS				
117	P			3.50				713.9	5.7 BALOH				
117	P			3.44				704.8	7.6 ORUCERO				
126	P			3.37				696.9	7.4 BASIN				
70	P							691.5	6.4 AFTON				
125	P							687.3	4.2 DUNN				
117	P			3.20				682.4	4.9 FIELD				
117	P			3.15				677.8	4.6 MANIX				
117	PW							673.3	4.5 HARVARD				
115	P			3.05				668.3	5.0 TOOMEY				
	DPWY	2.55AM	2.53PM	5.38PM	8.15PM	2.45AM	4.45PM	663.2	5.1 DN-R YERMO YL BN				
									171.0				

Thru Time (3.50) (3.22) (3.02) (3.00) (7.45) (7.00)
Average speed per hour..... 46.7 50.3 56.4 57.0 22.0 24.4

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. 16			
	299 Stock Special		259 Time Freight		5 Mail and Express		107 Streamliner Passenger		9 Passenger	103 Streamliner Passenger	January 9, 1955	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	STATIONS		
DPWT	7.45AM	8.00AM	11.45PM	6.43PM	10.40AM	5.40AM	620.8	C.T.C. { DN-R YERMO YL BN				
IP			11.53PM	6.50PM	10.48AM	5.48AM	626.4	DN DAGGETT H				
			12.10AM	7.00	11.03AM	5.58	684.2	BARSTOW BA				
			2.30	8.52	1.05PM	7.55	715.0	SAN BERNARDINO B				
			2.40	9.00	1.15	8.03	718.5	COLTON				
IP			2.50AM	9.10PM	1.25PM	8.13AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL				
P			3.00	9.15	1.30	8.15	726.5	DN RIVERSIDE YL				
AI							727.8	P. E. CROSSING				
124 P			3.10				729.2	STREETER				
113 P							780.0	ARLINGTON				
122 TP							784.7	BLY				
122 P			3.25				787.4	DN MIRA LOMA V				
I							744.9	S. P. CROSSING				
FW			3.45		1.52		745.2	DN ONTARIO YL RA				
123 P							747.5	SUNSWEEP				
P							760.0	S. P. CROSSING				
P			4.05		2.03	8.40	761.0	DN POMONA YL PO				
118 P							754.1	SPADRA				
122 P			4.17				758.6	WALNUT				
							765.2	PUENTE JOT.				
122 FW			4.26				766.0	D PUENTE BG				
							771.7	BARTOLO				
P							772.1	WHITTIER JCT.				
118 P			4.35				772.7	D PICO K				
67 P			4.45				774.5	D MONTEBELLO MK				
			5.00	10.10	2.50	9.10	777.8	EAST LOS ANGELES YL				
DPWT	A 3.30PM	A 5.00PM					777.4	DN-R EAST YARD YL				
PX							780.2	DOWNEY ROAD YL				
PX							781.8	NINTH ST. JCT. YL				
PX							788.0	FIRST ST. YL				
I			5.22	10.23	3.08	9.23	788.9	PASADENA JCT. YL				
I							784.0	A. T. & S. F. Csg. (Mission Tower)				
IP			A 5.30AM	A 10.30PM	A 3.15PM	A 9.30AM	784.7	DN-R LOS ANGELES UD				
							163.9					

(7.45) (9.00) (5.45) (3.47) (4.35) (3.50) Thru Time
20.2 17.4 28.5 43.3 35.7 42.8 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	FIRST CLASS				SECOND CLASS		Mile-Post	Time-Table No. 16			
	10 Passenger		108 Streamliner Passenger		104 Streamliner Passenger			6 Mail and Express		256 Time Freight	
	260 Time Freight										
DPWT	A 2.50PM	A 5.38PM	A 8.15PM	A 2.50AM	A 4.00PM	A 2.00AM	163.2	C.T.C. { DN-R YERMO YL BN			
IP	2.38PM	5.30PM	8.07PM	2.40AM			168.6	DN DAGGETT H			
							150.1	BARSTOW BA			
	2.25	5.20	7.57	2.30			67.8	SAN BERNARDINO B			
	12.20	3.30	6.08	12.20AM	11.00	9.00	64.5	COLTON			
IP	11.57AM	3.10PM	5.45PM	11.48PM			58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL			
P	11.55	3.07	5.43	11.45			57.5	DN RIVERSIDE YL			
AI							55.2	P. E. CROSSING			
124 P							58.8	STREETER			
113 P							58.0	ARLINGTON			
122 TP							48.8	BLY			
122 P				11.20			45.6	DN MIRA LOMA V			
I							88.1	S. P. CROSSING			
FW	11.28			11.10			87.8	DN ONTARIO YL RA			
123 P							85.5	SUNSWEEP			
P							83.0	S. P. CROSSING			
P	11.20		5.15	10.55			82.0	DN POMONA YL PO			
118 P							88.9	SPADRA			
122 P							84.4	WALNUT			
							17.8	PUENTE JOT.			
122 FW							17.0	D PUENTE BG			
							11.8	BARTOLO			
P							10.9	WHITTIER JCT.			
118 P							10.8	D PICO K			
67 P							8.5	D MONTEBELLO MK			
	10.50	2.20	4.50	10.20			5.7	EAST LOS ANGELES YL			
DPWT							5.6	DN-R EAST YARD YL			
PX							2.8	DOWNEY ROAD YL			
PX							1.7	NINTH ST. JCT. YL			
PX							0.0	FIRST ST. YL			
I								PASADENA JCT. YL			
I								A. T. & S. F. Csg. (Mission Tower)			
IP	10.30AM	2.00PM	4.30PM	10.00PM				DN-R LOS ANGELES UD			
							165.2				

Thru Time (4.20) (3.38) (3.45) (4.50) (9.00) (8.30)
Average speed per hour 38.1 45.5 44.0 34.1 17.5 18.7

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. 16 January 9, 1955		Mile-Post
		STATIONS		
	0.0		WHITTIER JCT.	0.0
	0.1		0.1 S. P. CROSSING	0.1
18	2.3	D	WHITTIER YL WR	2.3
	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
	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
	20.0			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. 16 January 9, 1955		Mile-Post
		STATIONS		
	0.0		BOULDER JCT.	0.0
60	9.8	D	HENDERSON YL RB	9.8
	22.4	D-R	BOULDER CITY YL BC	22.4
	22.4			22.4

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 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;
- C —coaling station;
- D —diesel oil station;
- F —turbine fuel station;
- I —interlocking;
- O —fuel oil station;
- P —telephone;
- T —turntable;
- W—water station;
- R —train register;
- YL—yard limits.
- X —cross-over;
- Y —wye;
- Z —track scales;
- AI —automatic interlocking;
- CS —center siding;
- ES —eastward siding;
- WS —westward siding.

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. 16 January 9, 1955		Mile-Post
		STATIONS		
		DPWYZ	DN-R EAST YARD YL D	
	8.1	1P	DN HOBART YL J	8.1
	8.6	I	A. T. and S. F. Crossing	
	5.1	AI	L. A. JCT. BY. CROSSING YL	5.1
15	5.3	P	P. E. CROSSING YL	5.3
77	7.4	AI	BELL YL	7.4
	9.4		S. P. CROSSING	9.4
13	11.2	AI	WORKMAN	11.2
	12.5	P	P. E. CROSSING	12.5
120	14.8	P	D PARAMOUNT YL HY	14.8
73	14.6	P	RIOCO YL	14.6
75	17.4	I	DOUGLAS JCT. YL	17.4
	19.1	D	P. E. CROSSING	19.1
96	21.7	P	MANUEL MU	21.7
	21.9	I	S. P. CROSSING	21.9
	22.3	P	P. E. CROSSING	22.3
	23.2	I	DN MEAD TFR YL WI	23.2
	24.2	PWY	HENRY FORD BLV. DRAWBRIDGE YL	24.2
	25.9	P	TERMINAL ISLAND YL	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 locomotive and all light-weight roller-bearing passenger train equipment.
 - Designation "Psgr."—Train with Steam locomotive and all passenger train equipment; train with Diesel 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 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.
- When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	70	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40
DLS and Los Angeles-Las Vegas Mds Trains: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
Freight trains handling tonnage in excess of 65 tons per operative brake.			50	Jordan spreaders and other machines of spreader type, when in operation.			15
Inspection bus cars.		40	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
When caboose is handled in train consisting of passenger train equipment.		60		Within yard limits protected by continuous block signals.	60	50	25
Diesel yard switch locomotives in road service.	35	35	35	Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40	25
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits Diesel passenger locomotive operated without train.		25	
Diesel locomotive 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	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15	15	15
Diesel freight and road switch locomotives.	65	65		When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling U. P. ore cars numbers 8000 - 8499 loaded or empty.			45	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 scale test cars: On main line. On branch lines.			30	Wye tracks.	6	6	6
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. 335 and 332.5.	20	20	20	Cima to Kelso Diesel locomotive running light with dynamic brake in operation and passenger trains handled by Diesel 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 locomotive with dynamic brake in operation.		30	
Between M.P. 319.7 and 318.5.	40	40	30	1870 series Diesel locomotive operating light without dynamic brakes Cima to Kelso with dynamic brakes in operation			20
Between M.P. 317.1 and 315.0.	40	40	30	Cima to Kelso			35
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Kelso to Sands			40
Between M.P. 313.6 and 312.6.	79	70	50	Cima to Desert			40
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.	Fr.		Str.	Psgr.	Fr.
Cima to Kelso All freight and mixed trains except when handled with Diesel 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	Flynn Between M.P. 223.9 and 223.5.	79	70	50
Cima to Kelso Streamline trains handled with automatic brake in operation.	45			Basin Between M.P. 196.2 and 193.8.	60	50	40
				Between M.P. 193.7 and 191.8	50	40	39
Kelso Between Signals 2359 and 2352.	20	20	20	Afton Between M.P. 190.9 and 188.4. See Note.	55	45	35
				Between M.P. 231.2 and 230.9. See Note.	70	60	50
Between M.P. 231.2 and 230.9. See Note.	70	60	50	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.	20	20	20	Spadra Between M.P. 25.3 and 25.1. See Note.	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	Puente Between M.P. 15.3 and 15.1.	55	45	35
Riverside Jct. Between M.P. 58.1 and 57.3.	20	20	20	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 56.0 and 55.2	50	40	30	Between M.P. 11.3 and 10.9.	70	60	50
PE crossing M.P. 55.2.	50	40	30	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Streeter Between M.P. 53.7 and 53.4. See Note.	60	50	40	Montebello Over Power operated Switch M.P. 7.72: Using straight track.	70	60	50
Arlington Between M.P. 52.3 and 51.8.	65	55	45	Using turn out.	25	20	20
Between M.P. 50.7 and 49.9.	70	60	50	East Yard Between M.P. 2.4 and 1.7	25	25	20
Mira Loma S. P. Crossing M.P. 38.1.	40	40	25	Between M.P. 0.1 and West 0.3.	25	25	20
Pomona Between M.P. 32.5 and 31.5.	40	40	25	Between West M.P. 0.3 and Pasadena Jet.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between Pasadena Jet. and Los Angeles River Bridge.	15	15	15

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Boulder City Branch 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.	10	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	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Anaheim Branch Between M.P. 2.0 and 2.5.		15	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5
Between M.P. 12.0 and 13.0.		10	Pasadena Branch	12	12
			Glendale Branch	12	12
			Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jet.		

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
Second Subdivision				Modglin Co., Inc.	5.8	6	West
Magnolia Ave.	55.2	13	East	Sawyer Cabinet Co.	6.1	2	East
Stearns Winery	45.8	226	East	Forest Lawn	6.2	3	Both
Champagne	43.5	45	Both	Glendale	7.7	5	Both
Ballou	40.5	41	Both				
Winery Spur	39.1	12	West	Pasadena Branch			
San Antonio Meat Co.	34.1	22	East	Baker Spur	5.3	5	East
Convair East Spur	30.7	53	East	Team Track	5.4	1	West
Convair West Spur	29.8	24	West	Municipal Light Plant	8.2	8	East
American Brake Shoe	29.4	18	West	Municipal Light Plant	8.3	7	Both
Industrial Spur	27.0	38	East	Lennox Furnace Co.	8.5	2	East
Fallon	21.7	9	West	Crown Fence & Supply Co.	8.6	2	West
Clayton	13.5	8	East	A. C. Vroman Inc.	9.3	3	East
St. Helens Spur	11.1	16	West	Pasadena	9.8	19	Both
				San Pedro Branch			
Boulder City Branch				Flood Control Spur	8.5	3	East
Manganese, Inc.	11.5	62	East	Rancho Los Amigos	10.0	3	East
Magnesium	10.5	20	Both	Dayton Foundry Co.	10.2	6	West
				Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Crestmore Branch				Macco Corporation	11.5	15	West
Ennis	3.1	15	Both	Auto Lite Battery	11.6	19	East
Ormand	3.9	14	Both	So. Western Cement Co.	13.1	35	West
Ormand Quarry	3.9	78	West	Ohio Rubber Co.	13.2	26	West
Crestmore	6.9	Yard	Both	Export Petroleum Co.	13.5	20	West
				Richfield Oil Co.	13.8	36	East
Anaheim Branch				Exeter Refining Co.	14.1	20	East
Gladding McBean Track	0.2	9	Both	Operators Refining Co.	14.4	19	West
Sunny Hills Spur	13.8	118	West				
Fullerton Industrial Lead	15.4	30	West	Lakewood Branch			
Northrop Aircraft	18.8	14	West	Lakewood	16.2	13 P	Both
California Juice Inc.	19.1	13	West	Douglas Aircraft Spur & Wye	16.5		Both
Southern California Citrus	19.2	16	West	Montana Ranch Spur	16.9	6	East
				Richfield Oil Spur	17.1	29	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

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision				Hayden	238.9	10	Both
Brackeen	329.3	12	Both	Flynn	230.8	15	Both
Arden	321.9	15	Both	Kerens	225.8	18	Both
Sloan	315.2	15	West	Glasgow	222.0	16	Both
Erie	309.1	12	Both	Sands	217.4	11	Both
Jean	300.8	10	East	Balch	212.0	14	Both
Borax	296.9	14	Both	Crucero	204.1	23	West
Roach	291.5	11	Both	Afton	191.6	17	West
Calada	287.1	14	Both	Dunn	187.1	30	Both
Desert	282.2	11	Both	Field	182.4	16	Both
Nipton	277.7	12	Both	Manix	177.6	19	East
Moore	271.9	8	Both	Harvard	173.2	16	Both
Ivanpah	267.2	12	Both	Toomey	168.5	4	East
Brant	262.8	7	Both				
Joshua	258.0	12	Both	Second Subdivision			
Cima	254.2	20	Both	Bly	48.3	89	Both
Chase	250.3	11	Both	Walnut	24.4	10	Both
Elora	246.8	9	Both	Puente	17.0	30	Both
Dawes	243.4	16	Both	Pico	10.3	26	Both
				Montebello	8.5	30	Both

MILEAGE

Main Line	338.5
Branches	92.6
Total	431.1