



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 19

Effective Sunday,
September 23, 1956

at 12:01 A. M. Pacific Time

Safety Always
Makes a Suggestion
FOR EMPLOYEES ONLY

A. D. HANSON General Manager
H. E. SHUMWAY General Superintendent Transportation

V. W. SMITH, Superintendent Los Angeles, Cal.
W. J. FOX, Assistant Superintendent.... Los Angeles, Cal.
A. W. KIRKEBY,
 Terminal Superintendent Los Angeles, Cal.
J. I. STROSNIDER,
 Assistant Terminal Superintendent... Los Angeles, Cal.
R. D. SMITH, Trainmaster..... San Bernardino, Cal.
R. L. RICHMOND, Trainmaster..... Las Vegas, Nev.
F. D. ACORD, Master Mechanic..... Salt Lake City, Utah
W. E. RAYMOND,
 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.
R. E. HAACKE, Division Engineer..... Los Angeles, Cal.
G. M. PICKERING, General Roadmaster Los Angeles, Cal.
G. R. TROUTMAN,
 Assistant Superintendent of
 Safety and Courtesy..... 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. WHISLER,
 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 EMPLOYEES HOSPITAL
 ASSOCIATION PHYSICIANS AND SURGEONS:**

NAME	TITLE	PLACE
D. L. Gamette	District Surgeon	Los Angeles
W. W. Woods	Surgeon	Alhambra
D. P. Nebeker	Surgeon	Arcadia
M. F. Fink	Surgeon	Barstow
C. S. Muller	Surgeon	Bell
A. L. Kobal	Surgeon	Covina
W. W. Meler	Surgeon	East Los Angeles
E. M. Pettis	Surgeon	Fullerton
E. A. Taylor	Surgeon	Glendale
E. A. Westphal	Surgeon	Glendale
J. E. Cummings	Surgeon	Eagle Rock
L. M. Phillips	Surgeon	Henderson, Nev.
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. Caslaneres	Surgeon	Los Angeles
E. C. Kaye	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
J. Segal	Surgeon	Los Angeles
J. A. Zaro, Jr.	Physician	Los Angeles
E. M. F. Weaver	Oculist & Aurist	Los Angeles
W. W. Mead	Surgeon	Los Angeles-Compton
A. W. Williams	Surgeon	Los Angeles-La Brea
E. E. Wunderlich	Surgeon	Los Angeles-Palos Verdes
J. R. Brown	Surgeon	Lynwood
H. A. Anderson	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
D. L. Hauck	Oculist	East Los Angeles
R. E. Fisher	Surgeon	Pomona
W. W. Schultz	Surgeon	Puente
T. A. Card	Surgeon	Riverside
C. M. Hadley	Oculist & Aurist	San Bernardino
Leland Jacobson	Surgeon	San Bernardino
N. E. Marsh	Surgeon	San Bernardino
J. E. Bergmann	Surgeon	Santa Monica
H. D. Orr	Surgeon	Victorville
D. O. Lagerlof	Surgeon	West Los Angeles-Beverly Hills
M. D. Mieras	Surgeon	Whittier
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	San Bernardino... Union Pacific Round House
Las Vegas... Passenger Enginemen's Locker Room	East Yard... Switchmen's Locker Room
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
Las Vegas... 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						
Time-Table No. 19					Time-Table No. 19						
September 23, 1956					September 23, 1956						
STATIONS					STATIONS						
Distance from Ogden	9 Passenger	103 Streamliner Passenger	5 Passenger	Distance from Ogden	10 Passenger	104 Streamliner Passenger	6 Passenger	Distance from Ogden	10 Passenger	104 Streamliner Passenger	6 Passenger
0.0	9.15	6.55	7.55	0.0	6.00	9.00	7.40	0.0	6.00	9.00	7.40
36.8	10.05	7.40	8.45	36.8	5.05	8.15	6.45	36.8	5.05	8.15	6.45
154.4	10.30	7.50	9.45	784.0	4.45	8.05	5.45	784.0	4.45	8.05	5.45
243.5	12.39	9.39	12.15	665.9	2.20	6.08	3.15	665.9	2.20	6.08	3.15
278.9	2.20	10.54	2.05	576.8	12.50	4.58	1.40	576.8	12.50	4.58	1.40
360.8	3.00	11.21	2.45	541.4	12.05	4.25	12.45	541.4	12.05	4.25	12.45
486.1	5.08	12.55	4.50	459.6	10.15	2.49	10.40	459.6	10.15	2.49	10.40
667.1	8.05	3.30	8.05	384.2	7.30	12.20	7.45	384.2	7.30	12.20	7.45
670.5	7.20	2.40	7.35	163.2	6.15	11.10	6.25	163.2	6.15	11.10	6.25
751.3	10.40	5.35	11.45	150.1	2.53	8.15	2.40	150.1	2.53	8.15	2.40
754.8	11.03	5.53	12.10	67.8	2.25	7.57	2.15	67.8	2.25	7.57	2.15
761.8	1.05	7.50	2.30	64.5	12.20	6.08	12.05	64.5	12.20	6.08	12.05
781.5	1.15	7.58	2.40	57.5	12.07	5.55	11.44	57.5	12.07	5.55	11.44
787.3	1.35	8.10	3.00	37.8	11.55	5.43	11.30	37.8	11.55	5.43	11.30
813.6	1.58		3.45	32.0	11.28		10.55	32.0	11.28		10.55
821.0	2.10	8.38	4.05	5.7	11.20	5.15	10.40	5.7	11.20	5.15	10.40
	2.50	9.10	5.00	0.0	10.50	4.50	10.05	0.0	10.50	4.50	10.05
	3.15	9.30	5.30	0.0	10.30	4.30	9.45	0.0	10.30	4.30	9.45
					Daily	Daily	Daily		Daily	Daily	Daily

(19.00) (15.35) (22.35) Thru Time (18.30) (15.30) (20.55)
 43.2 52.7 36.4 Average speed per hour 44.3 53.0 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	Riverside	Any station	Los Angeles
10	Ontario	Any station	Las Vegas or beyond
10	Victorville	Any station	Stations where 10 stops
*6	Any station	Any station	Any station
104	Riverside	Los Angeles	Station where 104 stops
104	Pomona		Omaha or beyond
103	Pomona	Omaha or beyond	

*Includes non-revenue passengers.

WESTWARD

FIRST SUBDIVISION

Car capacity of Stings, etc. See Rule 6(A), Page 8	SECOND CLASS			FIRST CLASS			Distance from Salt Lake City	Time-Table No. 19	
	DPTWYZ	259	299	5	9	103		September 23, 1956	
		Time Freight	Stock Special	Passenger	Passenger	Streamliner Passenger		STATIONS	
		Daily	Daily	Daily	Daily	Daily		DN-R LAS VEGAS YL VG	
		10.45PM	1.45AM	7.35PM	7.20AM	2.40AM	449.8	4.9	
117	P			7.43			454.7	BRACKEN	
							457.0	2.8	
								BOULDER JCT.	
107	P			7.49			401.5	4.5	
104	P			7.58			409.0	ARDEN A	
115	P						474.7	7.5	
								SLOAN SX	
110	P			8.17			482.9	6.7	
118	P						487.7	ERIE	
66	P						492.3	8.2	
125	P						490.8	JEAN	
118	PW			8.40			501.5	4.8	
117	P			8.47			506.5	BORAX	
117	P			8.55			511.9	4.6	
117	P			9.01			510.5	ROACH	
117	P			9.06			521.1	4.5	
106	P						526.0	4.7	
103 } 107 }	PY			9.16			529.8	4.7	
115	P						533.8	5.0	
117	P			9.28			536.9	5.4	
118	P						540.6	MOORE	
117	P						544.9	4.6	
	DPT			10.00	9.15	4.25	548.5	4.6	
114	P						553.4	IVANPAH	
117	P						558.1	4.6	
81	P			10.17			562.1	BRANT	
106	P			10.23			566.4	4.9	
117	P						572.1	JOSHUA	
117	P			10.37			579.7	3.8	
126	P						587.1	OIMA	
70	P						592.5	4.0	
125	P						596.7	CHASE	
117	P			11.10			601.6	3.1	
117	P						606.2	3.7	
117	P						610.7	ELORA	
115	P			11.25	10.25	5.25	615.7	3.7	
	DPWY	A 5.45AM	A 7.15AM	A 11.35PM	A 10.35AM	A 5.35AM	620.8	4.3	
								HAYDEN	
								3.6	
								DN KELSO YL FO	
								4.9	
								FLYNN	
								4.7	
								KERENS	
								4.0	
								GLASGOW	
								4.3	
								SANDS	
								5.7	
								BALOH	
								7.6	
								ORUCERO	
								7.4	
								BASIN	
								5.4	
								AFTON	
								4.2	
								DUNN	
								4.9	
								FIELD	
								4.6	
								MANIX	
								4.6	
								HARVARD	
								5.0	
								TOOMEY	
								5.1	
								DN-R YERMO YL BN	
								171.0	

CENTRALIZED TRAFFIC CONTROL

(7.00) (5.30) (4.00) (3.15) (2.55) Thru Time
24.4 31.1 42.7 50.4 58.7 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 Stings, etc. See Rule 6(A), Page 8	FIRST CLASS			SECOND CLASS			Distance from Salt Lake City	Time-Table No. 19	
	DPTWYZ	6	10	104	260	256		September 23, 1956	
		Passenger	Passenger	Streamliner Passenger	Time Freight	Time Freight		STATIONS	
		A 6.25AM	A 6.15PM	A 11.10PM	A 11.45AM	A 10.30PM		DN-R LAS VEGAS YL VG	
		6.13	5.59	11.00			334.2	4.9	
117	P						329.8	BRACKEN	
							327.0	2.8	
								BOULDER JCT.	
107	P						322.5	4.5	
104	P						315.0	ARDEN A	
115	P						309.8	7.5	
								SLOAN SX	
110	P						301.1	6.7	
118	P						296.8	ERIE	
66	P						291.7	8.2	
125	P						287.2	JEAN	
118	PW						282.5	4.8	
117	P			5.05			277.5	BORAX	
117	P			4.58			272.1	4.6	
117	P			4.49			267.5	ROACH	
117	P			4.44			262.9	4.5	
117	P			4.38			258.0	4.7	
106	P						254.2	4.7	
103 } 107 }	PY			4.30			250.2	4.7	
115	P						250.2	5.0	
117	P			4.16			247.1	5.4	
118	P						243.4	MOORE	
117	P						239.1	4.6	
	DPY			3.55	4.10	9.20	235.5	4.6	
114	P						230.6	IVANPAH	
117	P						225.9	4.6	
81	P			3.39			221.9	BRANT	
106	P			3.35			217.6	4.9	
117	P						211.9	JOSHUA	
117	P						204.3	3.8	
126	P						196.9	OIMA	
70	P						191.5	4.0	
125	P						187.3	CHASE	
117	P			3.00			182.4	3.1	
117	P						177.8	3.7	
117	P			2.50			173.3	ELORA	
115	P						168.3	3.7	
	DPWY	2.40AM	2.53PM	8.15PM	5.00AM	4.00PM	163.2	4.3	
								HAYDEN	
								3.6	
								DN KELSO YL BN	
								4.9	
								FLYNN	
								4.7	
								KERENS	
								4.0	
								GLASGOW	
								4.3	
								SANDS	
								5.7	
								BALOH	
								7.6	
								ORUCERO	
								7.4	
								BASIN	
								5.4	
								AFTON	
								4.2	
								DUNN	
								4.9	
								FIELD	
								4.6	
								MANIX	
								4.6	
								HARVARD	
								5.0	
								TOOMEY	
								5.1	
								DN-R YERMO YL BN	
								171.0	

CENTRALIZED TRAFFIC CONTROL

Thru Time (3.45) (3.22) (2.55) (6.45) (6.30)
Average speed per hour..... 45.6 50.8 58.6 25.3 26.3

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.

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. 19	
	299 Stock Special	259 Time Freight	Daily	5 Passenger	9 Passenger	103 Streamliner Passenger		September 23, 1956	
								STATIONS	
DPWT	7.45AM	6.15AM		11.45PM	10.40AM	5.35AM	620.8	C.T.C. { DN-R YERMO YL BN 4.6	
IP				11.53PM	10.48AM	5.43AM	625.4	DN DAGGETT H 8.8	
				12.10AM	11.03AM	5.53	684.2	BARSTOW BA 80.8	
D				2.30	1.05PM	7.50	715.0	SAN BERNARDINO B 9.5	
				2.40	1.15	7.58	718.5	COLTON 6.8	
IP				2.50AM	1.25PM	8.08AM	724.8	S. P. and A. T. & S. F. Crossings } RIVERSIDE JCT. YL } Two Main Tracks	
				3.00	1.35	8.10	725.5	DN RIVERSIDE YL 0.7	
AI							727.8	P. E. CROSSING 2.8	
124							729.2	STREETER 1.4	
113							730.0	ARLINGTON 0.8	
122							734.7	BLY 4.7	
122				f 3.25			737.4	DN MIRA LOMA V 2.7	
							744.9	S. P. CROSSING 7.5	
				3.45	1.58		745.2	DN ONTARIO YL RA 0.8	
123							747.5	SUNSWEEP 2.8	
							750.0	S. P. CROSSING 2.5	
				4.05	2.10	8.38	751.0	DN POMONA YL PO 1.0	
118							754.1	SPADRA 3.1	
122							758.6	WALNUT 4.5	
							765.2	PUENTE JOT. 6.6	
122							766.0	D PUENTE BG 0.8	
							771.7	BARTOLO 5.7	
							772.1	WHITTIER JCT. 0.4	
118				f 4.35			772.7	D PICO K 0.6	
67				f 4.45			774.5	D MONTEBELLO MK 1.8	
				5.00	2.50	9.10	777.8	EAST LOS ANGELES YL 2.8	
ODPWT	A 3.30PM	A 3.00PM					777.4	DN-R EAST YARD YL 0.1	
FX							780.2	DOWNEY ROAD YL 2.8	
FX							781.8	NINTH ST. JCT. YL 1.1	
FX							788.0	FIRST ST. YL 1.7	
I				5.18	3.02	9.21	788.9	PASADENA JCT. YL 0.9	
I							784.0	A. T. & S. F. Csg. (Mission Tower) 0.1	
IP				A 5.30AM	A 3.15PM	A 9.30AM	784.7	DN-R LOS ANGELES UD 0.7	
							168.9		

(7.45) (8.45) (5.45) (4.35) (3.55) Thru Time
20.4 18.0 28.5 35.7 41.8 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. 19	
	10 Passenger	104 Streamliner Passenger	6 Passenger	256 Time Freight	260 Time Freight		September 23, 1956	
							STATIONS	
DPWT	A 2.50PM	A 8.15PM	A 2.35AM	A 3.15PM	A 4.30AM	168.2	C.T.C. { DN-R YERMO YL BN 4.6	
IP	2.38PM	8.07PM	2.25AM			158.6	DN DAGGETT H 8.5	
						150.1	BARSTOW BA 82.8	
D	2.25	7.57	2.15			67.3	SAN BERNARDINO B 2.8	
	12.20	6.08	12.05AM	10.45	12.30AM	64.5	COLTON 6.8	
IP	11.57AM	5.45PM	11.33PM	10.00	11.59PM	58.2	S. P. and A. T. & S. F. Crossings } RIVERSIDE JCT. YL } Two Main Tracks	
						57.5	DN RIVERSIDE YL 0.7	
AI	11.55	5.43	11.30			55.2	P. E. CROSSING 2.8	
124						58.8	STREETER 1.4	
113						58.0	ARLINGTON 0.8	
122						48.8	BLY 4.7	
122						45.6	DN MIRA LOMA V 2.7	
						38.1	S. P. CROSSING 7.5	
						37.8	DN ONTARIO YL RA 0.8	
123						35.5	SUNSWEEP 2.8	
						38.0	S. P. CROSSING 2.5	
						32.0	DN POMONA YL PO 1.0	
118	11.20	5.15	10.40			28.9	SPADRA 3.1	
122						24.4	WALNUT 4.5	
						17.8	PUENTE JOT. 6.6	
122						17.0	D PUENTE BG 0.8	
						11.3	BARTOLO 5.7	
						10.9	WHITTIER JCT. 0.4	
118						10.8	D PICO K 0.6	
67						8.5	D MONTEBELLO MK 1.8	
						5.7	EAST LOS ANGELES YL 2.8	
ODPWT	10.50	4.50	10.05			5.6	DN-R EAST YARD YL 0.1	
FX						2.8	DOWNEY ROAD YL 2.8	
FX						1.7	NINTH ST. JCT. YL 1.1	
FX						0.0	FIRST ST. YL 1.7	
I							PASADENA JCT. YL 0.9	
I							A. T. & S. F. Csg. (Mission Tower) 0.1	
IP	10.30AM	4.30PM	9.45PM				DN-R LOS ANGELES UD 0.7	
						165.2		

Thru Time (4.20) (3.45) (4.50) (8.15) (8.30)
Average speed per hour 38.1 44.0 34.1 19.1 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. 19 September 23, 1956		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	9.7
	10.5		PAC. ELEC. CROSSING	10.5
8	18.8		SUNNY HILLS	18.8
	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	Distance from Boulder Jct.	Time-Table No. 19 September 23, 1956		Mile-Post
		STATIONS		
	0.0		BOULDER JCT. YL	0.0
60	9.8	D	HENDERSON YL RB	9.8
	22.4	D-R	BOULDER CITY YL BC	22.4
			22.4	

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. 19 September 23, 1956		Mile-Post
		STATIONS		
		DN-R	EAST YARD YL D	
	8.1	DN	HOBART YL J A. T. and S. F. Crossing	8.1
	8.6		L. A. JCT. BY CROSSING YL	8.6
	5.1		P. E. CROSSING YL	5.1
15 77	5.3		BELL YL	5.3
	7.4		S. P. CROSSING YL	7.4
	9.4		WORKMAN	9.4
	11.2		P. E. CROSSING	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
	19.1		MANUEL	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
			23.1	

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	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40
DLS and Los Angeles-Las Vegas Merchandise Trains where not otherwise restricted.			60	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.)			35
Freight trains handling tonnage in excess of 65 tons per operative brake.			40	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
Inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		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
Diesel yard switch locomotives in road service.			35	Within yard limits protected by continuous block signals.	60	50	25
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15
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	Within yard limits Diesel passenger locomotive operated without train.			25
Diesel freight and road switch locomotives.	65	65		When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Trains handling U. P. ore cars numbers 8000 - 8499 loaded or empty.			45	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 company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track. On curves. On branch lines.			30 25 15	Wye tracks.	6	6	6

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Las Vegas Between M.P. 335 and 333.2.	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				

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.
 The following letters placed in columns provided in time-table indicate:
 X—cross-over;
 Y—wye;
 Z—track scales;
 AI—automatic interlocking;
 CS—center siding;
 ES—eastward siding;
 WS—westward siding.

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 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	45	35	25
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
Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	Dunn Between M.P. 187.0 and 186.2. See Note.	70	60	50
				Between M.P. 231.2 and 230.9. See Note.	70	60	50

SECOND SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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 Jct.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15

BRANCHES							
Location	Miles Per Hour			Location	Miles Per Hour		
	Psgr.	Frnt.			Psgr.	Frnt.	
Boulder City Branch Between M.P. 17.8 and 19.0.	30	30	20	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves.	30	30	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 Rule 10(J) Reduce Speed Signs or Resume Speed Signs have been placed on Fireman's side of track at following points:

Eastward	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. 162.7		M.P. 187.5	M.P. 10.2
			M.P. 163.5	

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			
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 P	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	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
Convair East Spur	30.7	53	East	Municipal Light Plant	8.2	8	East
Convair West Spur	29.8	24	West	Municipal Light Plant	8.3	7	Both
American Brake Shoe	29.4	18	West	Lennox Furnace Co.	8.5	2	East
Benton Feed Spur	27.0	38 P	East	Crown Fence & Supply Co.	8.6	2	West
Fallon	21.7	7 P	West	Holly Mfg. Co.	8.6	3	East
Clayton	13.5	8 P	East	A. C. Vroman Inc.	9.3	3	East
Shepherd Tractor Spur	12.2	15 P	East	Pasadena	9.8	19	Both
St. Helens Spur	11.1	16	West	City of Pasadena	11.31	3	West
Boulder City Branch				San Pedro Branch			
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				Maceo 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	Lakewood Branch			
Fullerton Industrial Lead	15.4	30	West	Lakewood	16.2	13 P	Both
Northrop Aircraft	18.8	14	West	Douglas Aircraft Spur & Wye	16.5		Both
California Juice Inc.	19.1	13	West	Montana Ranch Spur	16.9	6	East
Southern California Citrus	19.2	16	West	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				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	Puente	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

Maia Line	338.5
Branches	92.6
Total	431.1