



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 21

Effective Sunday,

April 14, 1957

at 12:01 A. M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
 CALIFORNIA DIVISION
 CORRECTED TO MARCH 1, 1952



G. A. CUNNINGHAM
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.
J. M. BATES, Division Engineer.....Los Angeles, Cal.
G. M. PICKERING, General Roadmaster.Los Angeles, Cal.
C. E. LUCAS, Superintendent of
Safety and Courtesy.....Salt Lake City, Utah
G. R. TROUTMAN, Assistant Superintendent of
Safety and Courtesy.....Los Angeles, Cal.
C. W. CARTER, Safety and Courtesy
Representative.....Salt Lake City, Utah

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 EMPLOYES HOSPITAL
ASSOCIATION PHYSICIANS AND SURGEONS:**

NAME	TITLE	PLACE
D. L. Gamette	District Surgeon	Los Angeles
E. W. Turner	Surgeon	Los Angeles
W. W. Woods	Surgeon	Alhambra
D. P. Nebeker	Surgeon	Arcadia
M. F. Fink	Surgeon	Barstow
Wm. M. Clover	Surgeon	Barstow
C. S. Muller	Surgeon	Bell
A. L. Kobal	Surgeon	Covina
W. W. Meier	Surgeon	East Los Angeles
E. L. Smith	Surgeon	Montebello
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	Ocullist	Las Vegas
C. G. Scruggs	Surgeon	Las Vegas
R. B. Eusden	Surgeon	Long Beach
D. C. Sigworth	Surgeon	Long Beach
H. A. Baers	Ocullist & Aurist	Los Angeles
W. H. Ball	Surgeon	Los Angeles
S. Castaneres	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	Ocullist & 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
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	Ocullist	East Los Angeles
R. E. Fisher	Surgeon	Pomona
W. W. Schultz	Surgeon	Puente
David Lee	Surgeon	Rivera
T. A. Card	Surgeon	Riverside
C. M. Hadley	Ocullist & 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...Dispatcher's Office
Las Vegas...Yard Office	East Yard...4th St. Yard Office
Las Vegas...Dispatcher's Office	Los Angeles...Union Station Telegraph Office
Kelso...Telegraph Office	Los Angeles...Union Station Enginemen's Locker Room
Yermo...Telegraph Office	

CONDENSED TIME-TABLE

WESTWARD					EASTWARD												
FIRST CLASS					FIRST CLASS												
9	103	107	5	115	Distance from Ogden	Time-Table No. 21		Mile Post	116	10	108	104	6				
Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		April 14, 1957			Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily		STATIONS											
9.15	6.55	8.25	7.30		0.0	MT	OGDEN	MT	0.0	A	6.15	A	6.30	A	9.00	A	7.40
10.05	7.40	9.10	8.20		36.3	SALT LAKE CITY		36.3			5.25	5.45	8.15	6.45			
10.25	7.50	9.20	9.30			784.0						5.05	5.35	8.05	6.00		
12.25	9.39	11.08	12.11		154.4	LYNNDYL		666.9			2.52	3.38	6.08	3.35			
2.05	10.54	12.23	2.15		243.5	MILFORD		576.8			1.30	2.28	4.58	2.05			
2.40	11.21	12.49	3.00		278.9	LUND		541.4			12.45	1.55	4.25	1.15			
4.35	12.55	2.24	5.15		360.8	OALIENTE		459.5			11.00	12.19	2.49	11.15			
7.20	3.30	4.55	8.35	4.30	486.1	MT	LAS VEGAS	PT	334.2	A	3.00	8.15	9.50	12.20	8.20		
6.35	2.40	4.05	8.05			PT		PT			7.00	8.40	11.10	6.55			
9.40	5.35	6.50	12.10	7.20	657.1	YERMO		168.2			11.53	3.55	5.38	8.15	3.05		
10.03	5.53	7.08	12.40	7.38	670.5	BARSTOW		150.1			11.35	3.30	5.20	7.57	2.40		
12.05	7.50	9.05	2.55	9.35	751.3	SAN BERNARDINO		67.3			9.40	1.30	3.30	6.08	12.30		
12.15	7.59	9.14	3.05	9.44	754.8	COLTON		64.5			9.27	1.17	3.20	5.55	12.09		
12.30	8.10	9.25	3.25	9.55	761.8	RIVERSIDE		57.5			9.15	1.05	3.07	5.43	11.55		
			4.05		781.5	ONTARIO		37.8							11.15		
1.05	8.38		4.20	10.25	787.3	POMONA		32.0			8.45	12.35		5.15	10.55		
1.40	9.10	10.25	5.00	10.55	813.6	EAST LOS ANGELES		5.7			8.20	12.05	2.20	4.50	10.20		
A 2.00	A 9.30	A 10.45	A 5.30	A 11.15	821.0	PT	LOS ANGELES	PT	0.0		8.00	11.45	2.00	4.30	10.00		
						821.0					Daily	Daily	Daily	Daily	Daily		
(17.45)	(15.35)	(15.20)	(23.00)	(6.45)		Thru Time			(7.00)	(17.30)	(15.30)	(15.30)	(20.40)				
46.2	52.7	53.5	35.6	49.5		Average speed per hour			47.7	46.9	53.0	53.0	39.7				

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
9-10	Victorville	Any station	Stations where 9-10 stops
*5	Any station	Any station	Any station
107-103	Riverside	Any station	Los Angeles
*6	Any station	Any station	Any station
108-104	Riverside	Los Angeles	Station where 108-104 stops
104	Pomona		Omaha or beyond
103	Pomona	Omaha or beyond	

*Includes non-revenue passengers.

WESTWARD		FIRST SUBDIVISION							Distance from Salt Lake City	Time-Table No. 21	
		SECOND CLASS		FIRST CLASS						April 14, 1957	
Car capacity of Siding, etc. See Rule 6(A), Page 8		259 Time Freight	299 Stock Special	5 Passenger	115 Streamliner Passenger	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger		STATIONS	
DPTWYZ		9.45PM	3.15AM	8.05PM	4.30PM	4.05PM	6.35AM	2.40AM	449.8	DN-R LAS VEGAS YL VG	
117	P			8.13					454.7	4.9 BRAOKEN	
	PY								457.0	2.3 BOULDER JCT.	
107	P			8.19					461.5	4.5 ARDEN A	
104	P			8.28					469.0	7.5 SLOAN SX	
115	P								474.7	5.7 ERIE	
116	P			8.47					482.9	8.2 JEAN	
118	P								487.7	4.8 BORAX	
66	P								492.8	4.6 ROACH	
125	P								496.0	4.5 CALADA	
118	PW			9.10					501.5	4.7 DESERT	
117	P			9.17					506.5	5.0 NIPTON OH	
117	P			9.25					511.9	5.4 MOORE	
117	P			9.31					516.5	4.6 IVANPAH	
117	P			9.36					521.1	4.6 BRANT	
106	P								526.0	4.9 JOSHUA	
103 } 107 }	PY			9.46					529.8	3.8 OIMA	
115	P								533.8	4.0 CHASE	
117	P			9.58					536.9	3.1 ELORA	
118	P								540.6	3.7 DAWES	
117	P								544.9	4.3 HAYDEN	
	DPY			10.30	6.10	5.43	8.25	4.25	548.5	3.6 DN KELSO YL FO	
114	P								553.4	4.9 FLYNN	
117	P								558.1	4.7 KERENS	
81	P			10.44					562.1	4.0 GLASGOW	
106	P			10.49					566.4	4.8 SANDS	
117	P								572.1	5.7 BALOH	
117	P			11.02					579.7	7.6 ORUCERO	
126	P								587.1	7.4 BASIN	
70	P								592.5	5.4 AFTON	
125	P								596.7	4.2 DUNN	
117	P			11.35					601.6	4.9 FIELD	
117	P								606.2	4.6 MANIX	
117	P								610.7	4.5 HARVARD	
115	P			11.50PM	7.10	6.40	9.30	5.25	615.7	5.0 TOOMEY	
	DPWY	A 5.15AM	A 8.45AM	A 12.01AM	A 7.20PM	A 6.50PM	A 9.40AM	A 5.35AM	620.8	5.1 DN-R YERMO YL BN	
									171.0		
		(7.30) 22.8	(5.30) 31.1	(3.46) 45.4	(2.50) 60.0	(2.45) 62.1	(3.05) 65.4	(2.55) 58.7		Thru Time Average speed per hour	

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	
		FIRST CLASS		SECOND CLASS				
Car capacity of Siding, etc. See Rule 6(A), Page 8		6 Passenger	116 Streamliner Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight
DPTWYZ		A 6.55AM	A 3.00PM	A 7.00PM	A 8.40PM	A 11.10PM	A 11.45AM	A 10.30PM
117	P	6.45	2.50	6.50	8.30	11.00		
	PY							
107	P	6.31						
104	P	6.18						
115	P							
116	P	5.55						
118	P							
66	P							
125	P							
118	PW	5.30						
117	P	5.23						
117	P	5.14						
117	P	5.09						
117	P	5.03						
106	P							
103 } 107 }	PY	4.55						
115	P							
117	P	4.41						
118	P							
117	P							
	DPY	4.20	1.02	5.02	6.45	9.20		
114	P							
117	P							
81	P	4.04						
106	P	4.00						
117	P							
117	P	3.47						
126	P							
70	P							
125	P							
117	P	3.25						
117	P							
117	P	3.15						
115	P							
	DPWY	3.05AM	11.53AM	3.55PM	5.38PM	8.15PM	5.00AM	4.00PM
		(3.50) 44.7	(3.07) 55.0	(3.05) 55.4	(3.02) 66.4	(2.55) 58.6	(6.45) 25.3	(6.30) 26.3

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. 21	
		SECOND CLASS		FIRST CLASS						April 14, 1957	
		299 Stock Special	259 Freight Time	115 Streamliner Passenger	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	5 Passenger		STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		C.T.C. { DN-R YERMO YL BN 4.6 DN DAGGETT H 8.8 BARSTOW BA 80.8 SAN BERNARDINO B 8.5 COLTON 6.8 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7 DN RIVERSIDE YL VN 2.8 P. E. CROSSING 1.4 STREETER 0.8 ARLINGTON 4.7 BLY 2.7 DN MIRA LOMA V 7.5 S. P. CROSSING 0.8 DN ONTARIO YL RA 2.8 SUNSWEEET 2.5 S. P. CROSSING 1.0 DN POMONA YL PO 8.1 SPADRA 4.5 WALNUT 6.6 PUENTE JCT. 0.8 D PUENTE BG 6.7 BARTOLO 0.4 WHITTIER JCT. 0.6 D PICO K 1.8 D MONTEBELLO MK 2.8 EAST LOS ANGELES YL 0.1 DN-R EAST YARD YL D 2.8 DOWNEY ROAD YL 1.1 NINTH ST. JCT. YL 1.7 FIRST ST. YL 0.9 PASADENA JCT. YL 0.1 A. T. & S. F. Csg. (Mission Tower) 0.7 DN-R LOS ANGELES UD (Union Station) 163.9	
DPWY		9.15AM	5.45AM	7.20PM	6.50PM	9.40AM	5.35AM	12.10AM	620.8		
IP				7.28PM	6.58PM	9.48AM	5.43AM	12.18AM	625.4		
D				7.38	7.08	s 10.03	5.53	s 12.40	684.2		
				s 9.35	s 9.05	s 12.05	s 7.50	s 2.55	715.0		
				9.44	9.14	12.15	7.59	s 3.05	718.5		
IP				9.53	9.23	12.25	8.08AM	3.15	724.8		
P				s 9.55	9.25	s 12.30	8.10	s 3.25	725.5		
AI									727.8		
124	P								729.2		
113	P								780.0		
122	YP								784.7		
122	P						f 3.42		787.4		
	PI								744.9		
	P							s 4.05	745.2		
123	P								747.5		
	P								750.0		
	P			s 10.25		s 1.05	8.38	s 4.20	751.0		
118	P								754.1		
122	P								758.6		
									765.2		
122	P								766.0		
	P								771.7		
	P								772.1		
118	P						f 4.45		772.7		
67	P						f 4.50		774.5		
				s 10.55	s 10.25	s 1.40	s 9.10	s 5.00	777.3		
ODPWYZ		A 5.00PM	A 3.00PM						777.4		
PX									780.2		
PX									781.3		
PX									788.0		
I				11.06	10.37	1.52	9.21	5.18	788.9		
I									784.0		
IP				A 11.15PM	A 10.45PM	A 2.00PM	A 9.30AM	A 5.30AM	784.7		
		(7.45) 20.4	(9.15) 17.0	(3.55) 41.8	(3.55) 41.8	(4.20) 37.8	(3.55) 41.8	(5.20) 30.7		Thru Time 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.

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	
		FIRST CLASS		SECOND CLASS					Time-Table No. 21	
		116 Streamliner Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger	256 Time Freight	260 Time Freight	April 14, 1957	
		STATIONS							STATIONS	
		C.T.C. { DN-R YERMO YL BN 4.6 DN DAGGETT H 8.8 BARSTOW BA 80.8 SAN BERNARDINO B 8.5 COLTON 6.8 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7 DN RIVERSIDE YL VN 2.8 P. E. CROSSING 1.4 STREETER 0.8 ARLINGTON 4.7 BLY 2.7 DN MIRA LOMA V 7.5 S. P. CROSSING 0.8 DN ONTARIO YL RA 2.8 SUNSWEEET 2.5 S. P. CROSSING 1.0 DN POMONA YL PO 8.1 SPADRA 4.5 WALNUT 6.6 PUENTE JCT. 0.8 D PUENTE BG 6.7 BARTOLO 0.4 WHITTIER JCT. 0.6 D PICO K 1.8 D MONTEBELLO MK 2.8 EAST LOS ANGELES YL 0.1 DN-R EAST YARD YL D 2.8 DOWNEY ROAD YL 1.1 NINTH ST. JCT. YL 1.7 FIRST ST. YL 0.9 PASADENA JCT. YL 0.1 A. T. & S. F. Csg. (Mission Tower) 0.7 DN-R LOS ANGELES UD (Union Station) 165.2							C.T.C. { DN-R YERMO YL BN 4.6 DN DAGGETT H 8.8 BARSTOW BA 80.8 SAN BERNARDINO B 8.5 COLTON 6.8 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7 DN RIVERSIDE YL VN 2.8 P. E. CROSSING 1.4 STREETER 0.8 ARLINGTON 4.7 BLY 2.7 DN MIRA LOMA V 7.5 S. P. CROSSING 0.8 DN ONTARIO YL RA 2.8 SUNSWEEET 2.5 S. P. CROSSING 1.0 DN POMONA YL PO 8.1 SPADRA 4.5 WALNUT 6.6 PUENTE JCT. 0.8 D PUENTE BG 6.7 BARTOLO 0.4 WHITTIER JCT. 0.6 D PICO K 1.8 D MONTEBELLO MK 2.8 EAST LOS ANGELES YL 0.1 DN-R EAST YARD YL D 2.8 DOWNEY ROAD YL 1.1 NINTH ST. JCT. YL 1.7 FIRST ST. YL 0.9 PASADENA JCT. YL 0.1 A. T. & S. F. Csg. (Mission Tower) 0.7 DN-R LOS ANGELES UD (Union Station) 165.2	
DPWY		A 11.53AM	A 3.55PM	A 5.38PM	A 8.15PM	A 3.00AM	A 3.15PM	A 4.30AM	163.2	
IP		11.45AM	3.40PM	5.30PM	8.07PM	2.50AM			158.0	
D		11.35	s 3.30	5.20	7.57	s 2.40			150.1	
		s 9.40	s 1.30	s 3.30	s 6.08	s 12.30	10.45	12.30AM	67.8	
		9.27	1.17	3.20	5.55	s 12.09AM	10.00	11.59PM	64.5	
IP		9.17AM	1.07PM	3.10PM	5.45PM	11.59PM			58.2	
P		s 9.15	s 1.05	3.07	5.43	s 11.55			57.5	
AI									55.2	
124	P								53.8	
113	P								53.0	
122	YP								48.8	
122	P								45.6	
	PI								38.1	
	P						s 11.15		37.8	
123	P								35.5	
	P								33.0	
	P	s 8.45	s 12.35		5.15	s 10.55			32.0	
118	P								28.9	
122	P								24.4	
									17.8	
122	P								17.0	
	P								11.3	
	P								10.9	
118	P								10.8	
67	P								8.5	
		s 8.20	s 12.05PM	s 2.20	s 4.50	s 10.20			5.7	
ODPWYZ									5.6	
PX									2.8	
PX									1.7	
PX									0.0	
I										
I										
IP		8.00AM	11.45AM	2.00PM	4.30PM	10.00PM				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		(3.53) 42.5	(4.10) 39.6	(3.38) 45.5	(3.45) 44.0	(5.00) 34.0	(8.15) 19.1	(8.30) 18.5		Thru Time Average speed per hour

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.

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. 21		Mile-Post
		April 14, 1957		
STATIONS				
	0.0		WHITTIER JCT.	0.0
	0.1		0.1	
	0.1		S. P. CROSSING	0.1
18	2.8	D	WHITTIER YL WR	2.8
	4.6		4.6	
	6.9		PAC. ELEC. CROSSING	6.9
	2.8		2.8	
	9.7		LA HABRA	9.7
	0.8		0.8	
	10.5		PAC. ELEC. CROSSING	10.5
	3.3		3.3	
6	18.8		SUNNY HILLS	18.8
	1.7		1.7	
	15.5		A. T. & S. F. CROSSING	15.5
	1.8		1.8	
11	17.8	D	FULLERTON RN	17.8
	2.7		2.7	
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. 21		Mile-Post
		April 14, 1957		
STATIONS				
	0.0		BOULDER JCT. YL	0.0
	9.8	D	HENDERSON YL RB	9.8
	12.6		12.6	
	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; R — train register;
- N — night operator; YL — yard limits.
- DN — day and night operator;

The following letters placed in columns provided in time-table indicate:

- C — coaling station; X — cross-over;
- D — diesel oil station; Y — wye;
- F — turbine fuel station; Z — track scales;
- I — interlocking; AI — automatic interlocking;
- O — fuel oil station; CS — center siding;
- P — telephone; ES — eastward siding;
- T — turntable; WS — westward siding.
- W — water station;

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. 21		Mile-Post
		April 14, 1957		
STATIONS				
		DPWYZ	DN-R EAST YARD YL D	
	8.1	IF	DN HOBART YL J	8.1
			A. T. and S. F. Crossing	
	8.6	I	L. A. JCT. BY. CROSSING YL	8.6
	5.1	AI	P. E. CROSSING YL	5.1
15	5.8	P	BELL YL	5.8
77				
	7.4	AI	S. P. CROSSING YL	7.4
	9.4		WORKMAN	9.4
	11.2	AI	P. E. CROSSING	11.2
120	12.5	P	D PARAMOUNT YL HY	12.5
73	14.8	P	RIOCO YL	14.8
75				
	14.6		DOUGLAS JOT. YL	14.6
	17.4	I	P. E. CROSSING	17.4
	19.1		MANUEL	19.1
	21.7	I	S. P. CROSSING	21.7
	21.9	I	P. E. CROSSING	21.9
	22.3	P	DN MEAD TFR. YL WI	22.3
	23.2	I	HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2	PWY	TERMINAL ISLAND YL	24.2
	25.9	P	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. 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 Merchandise Trains where not otherwise restricted.			60				35
Freight trains handling tonnage in excess of 65 tons per operative brake.			40				20
Inspection bus cars.		40	40	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
When caboose is handled in train consisting of passenger train equipment.		60		Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel yard switch locomotives in road service.			35	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
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35				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 protected by continuous block signals.	60	50	25
Diesel freight and road switch locomotives.	65	65		Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40	25
Trains handling U. P. ore cars numbers 8000 - 8499 loaded or empty.			45				15
Trains handling scale test cars: On main line. On branch lines.			30	Within yard limits Diesel passenger locomotive operated without train.		25	
			20	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15	15	15
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track. On curves. On branch lines.			30	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
			25	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
			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				
	40	40	30	Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel locomotive with dynamic brake in operation.		30	
	40	40	30				
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	1870 series Diesel locomotive operating light without dynamic brakes Cima to Kelso with dynamic brakes in operation			20
	79	70	50	Cima to Kelso			35
	45	40	30	Kelso to Sands			40
	70	60	50	Cima to Desert			40

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
Kelso Between Signals 2359 and 2352.	20	20	20	Between M.P. 193.7 and 191.8	45	35	25
Between M.P. 231.2 and 230.9. See Note.	70	60	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 Wye, M.P. 163.1 and 162.8.	20	20	20	Spadra Between M.P. 25.3 and 25.1. See Note.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Riverside Jct. Between M.P. 58.1 and 57.3.	20	20	20	Puente Between M.P. 15.3 and 15.1.	55	45	35
Between M.P. 56.0 and 55.2	50	40	30	Between M.P. 13.9 and 13.6.	70	60	50
PE crossing M.P. 55.2.	50	40	30	Between M.P. 11.3 and 10.9.	70	60	50
Streeter Between M.P. 53.7 and 53.4. See Note.	60	50	40	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Arlington Between M.P. 52.3 and 51.8.	65	55	45	Montebello Over Power operated Switch M.P. 7.72: Using straight track.	70	60	50
Between M.P. 50.7 and 49.9.	70	60	50	Using turn out.	25	20	20
Mira Loma S. P. Crossing M.P. 38.1.	40	40	25	East Yard Between M.P. 2.4 and 1.7	25	25	20
Pomona Between M.P. 32.5 and 31.5.	40	40	25	Between M.P. 0.1 and West 0.3.	25	25	20
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between West M.P. 0.3 and Pasadena Jet.	15	15	15
				Between Pasadena Jet. 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	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.		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		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. 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
Second Subdivision				Westcraft, Inc.	5.8	8	West
Magnolia Ave.	55.2	13	East P	Modglin Co., Inc.	5.8	6	West
Stearns Winery	45.8	226	East	Sawyer Cabinet Co.	6.1	2	East
Champagne	43.5	45	Both	Forest Lawn	6.2	3	Both
Ballou	40.5	41	Both	Glendale	7.7	5	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
Benton Feed Spur	27.0	38 P	East	Lennox Furnace Co.	8.5	2	East
Fallon	21.7	7 P	West	Crown Fence & Supply Co.	8.6	2	West
Carrier Corporation	19.10	29 P	Both	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
Orestmore Branch				Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Ennis	3.1	15	Both	Macco Corporation	11.5	15	West
Ormand	3.9	14	Both	Auto Lite Battery	11.6	19	East
Ormand Quarry	3.9	78	West	So. Western Cement Co.	13.1	35	West
Crestmore	6.9	Yard	Both	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
Northrop Aircraft	18.8	14	West	Lakewood Branch			
California Juice Inc.	19.1	13	West	Lakewood	16.2	13 P	Both
Southern California Citrus	19.2	16	West	Douglas Aircraft Spur & Wye	16.5		Both
				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				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

Main Line	338.5
Branches	92.6
Total	431.1