

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 22

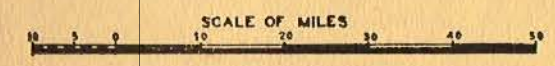
Effective Sunday,
September 29, 1957

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

**UNION PACIFIC RAILROAD EMPLOYES 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
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	Oculist	Las Vegas
C. G. Scruggs	Surgeon	Las Vegas
R. B. Eusden	Surgeon	Long Beach
D. C. Sigworth	Surgeon	Long Beach
W. H. Ball	Surgeon	Los Angeles
L. Allen Smith	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
H. H. Aram	Surgeon	Los Angeles
M. Beagelmans	Physician	Los Angeles
E. M. F. Weaver	Oculist & Aurist	Los Angeles
H. A. Baers	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
T. M. Hearn	Surgeon	North Hollywood
J. T. Morgan	Surgeon	Norwalk
W. A. Sullivan	Surgeon	Ontario
G. L. Barnum	Surgeon	Pasadena
Jack Segal	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
G. E. Reames	Surgeon	Whittier
G. H. Quillen	Surgeon	Wilmington

- 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.
F. G. SCHURMAN, 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.

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 Rooms
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	5	115	Distance from Ogden	Time-Table No. 22		Mile Post	116	10	104	6	
Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		September 29, 1957			Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	
Daily	Daily	Daily	Daily		STATIONS							
9.15	6.55	7.30		0.0	MT	OGDEN	MT		A 6.15	A 9.00	A 7.40	
10.05	7.40	8.20		36.3	SALT LAKE CITY			36.8	5.25	8.15	6.45	
10.25	7.50	9.30						784.0	5.05	8.05	6.00	
12.25	9.39	12.11		154.4	LYNN DYL			665.9	2.52	6.08	3.23	
2.05	10.54	2.15		248.5	MILFORD			576.8	1.30	4.58	1.55	
2.40	11.21	3.00		278.9	LUND			541.4	12.45	4.25	1.10	
4.35	12.55	5.15		360.8	OALIENTE			459.5	11.00	2.49	11.10	
7.20	3.30	8.35	4.45	486.1	MT	LAS VEGAS	MT	384.2	A 3.45	8.15	12.20	8.20
6.35	2.40	8.05			PT		PT		7.00	11.10	6.55	6.55
9.40	5.35	12.10	7.35	657.1	YERMO			168.2	12.48	3.50	8.20	3.05
10.03	5.53	12.40	7.53	670.5	BARSTOW			150.1	12.30	3.30	8.01	2.35
12.05	7.50	2.55	9.43	751.3	SAN BERNARDINO			67.3	10.40	1.30	6.08	12.35
12.15	7.59	3.05		754.8	COLTON			64.5	1.17	5.55	12.15	
12.30	8.10	3.25	10.02	761.8	RIVERSIDE			57.5	10.15	1.05	5.43	11.59
		4.05		781.5	ONTARIO			37.8			11.30	
1.05	8.38	4.20	10.32	787.3	POMONA			32.0	9.45	12.35	5.15	11.20
1.40	9.10	5.00	11.10	813.6	EAST LOS ANGELES			5.7	9.20	12.05	4.50	10.50
A 2.00	A 9.30	A 5.30	A 11.30	821.0	PT	LOS ANGELES	PT	0.0	9.00	11.45	4.30	10.30
					821.0				Daily	Daily	Daily	Daily
(17.45)	(15.35)	(23.00)	(6.45)		Thru Time			(6.45)	(17.30)	(15.30)	(20.10)	
16.2	52.7	35.6	49.5		Average speed per hour			49.5	46.9	53.0	40.7	

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
*6	Any station	Any station	Any station
104	Pomona	Omaha or beyond	Omaha or beyond
103	Pomona	Omaha or beyond	Omaha or beyond

*Includes non-revenue passengers.

WESTWARD		FIRST SUBDIVISION						Distance from Salt Lake City	Time-Table No. 22	
		SECOND CLASS		FIRST CLASS					September 29, 1957	
Car capacity of Siding, etc. See Rule 6 (A), Page 8	DPWYZ	259	299	5	115	9	103		STATIONS	
		Time Freight	Stock Special	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	DN-R LAS VEGAS YL VG		
		Daily	Daily	Daily	Daily	Daily	Daily	449.8	DN-R LAS VEGAS YL VG	
		9.45PM	3.15AM	8.05PM	4.45PM	6.35AM	2.40AM	454.7	4.9 BRACKEN	
				8.13				457.0	2.3 BOULDER JCT.	
				8.19				461.5	4.5 ARDEN A	
				8.28				469.0	7.5 SLOAN SX	
								474.7	5.7 ERIE	
				8.47				482.9	8.2 JEAN	
								487.7	4.8 BORAX	
								492.3	4.6 ROACH	
								496.8	4.5 CALADA	
				9.10				501.5	4.7 DESERT	
				9.17				508.5	5.0 NIPTON CH	
				9.25				511.9	5.4 MOORE	
				9.31				516.5	4.6 IVANPAH	
				9.36				521.1	4.6 BRANT	
								526.0	4.9 JOSHUA	
				9.46				529.8	3.8 OIMA	
								533.8	4.0 CHASE	
				9.58				536.9	3.1 ELOA	
								540.6	3.7 DAWES	
								544.9	4.3 HAYDEN	
				10.30	6.25	8.25	4.25	548.5	3.6 DN KELSO YL FO	
								553.4	4.9 FLYNN	
								558.1	4.7 KERENS	
				10.44				562.1	4.0 GLASGOW	
				10.49				566.4	4.3 SANDS	
								572.1	5.7 BALCH	
				11.02				579.7	7.8 CRUCERO	
								587.1	7.4 BASIN	
								592.5	5.4 AFTON	
								596.7	4.2 DUNN	
				11.35				601.6	4.9 FIELD	
								606.2	4.6 MANIX	
								610.7	4.5 HARVARD	
								615.7	5.0 TOOMEY	
								620.8	5.1 DN-R YERMO YL BN	
									171.0	

(7.30) (5.30) (3.56) (2.50) (3.05) (2.55) Thru Time
 22.8 31.1 43.5 60.0 55.4 58.7 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				Time-Table No. 22	
Car capacity of Siding, etc. See Rule 6 (A), Page 8	DPWYZ	6	116	10	104	260	256	September 29, 1957	
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Time Freight	Time Freight	STATIONS	
								Mile-Post	DN-R LAS VEGAS YL VG
		A 6.55AM	A 3.45PM	A 7.00PM	A 11.10PM	A 11.45AM	A 10.30PM	384.2	4.9 BRACKEN
								329.3	2.3 BOULDER JCT.
								327.0	4.5 ARDEN A
		6.31						322.5	7.5 SLOAN SX
		6.18						315.0	5.7 ERIE
								309.3	8.2 JEAN
				5.55				301.1	4.8 BORAX
								296.3	4.6 ROACH
								291.7	4.5 CALADA
								287.2	4.7 DESERT
				5.30				282.5	5.0 NIPTON CH
				5.23				277.5	5.4 MOORE
				5.14				272.1	4.6 IVANPAH
				5.09				267.5	4.6 BRANT
				5.03				262.9	4.9 JOSHUA
								258.0	3.8 OIMA
				4.55				254.2	4.0 CHASE
								250.2	3.1 ELOA
				4.41				247.1	3.7 DAWES
								243.4	4.3 HAYDEN
								239.1	3.6 DN KELSO YL FO
				4.20	1.50	5.02	9.22	235.5	4.9 FLYNN
								230.6	4.7 KERENS
								225.9	4.0 GLASGOW
								221.9	4.3 SANDS
								217.6	5.7 BALCH
								211.9	7.8 CRUCERO
				3.47				204.3	7.4 BASIN
								196.9	5.4 AFTON
								191.5	4.2 DUNN
								187.3	4.9 FIELD
								182.4	4.6 MANIX
								177.8	4.5 HARVARD
								173.3	5.0 TOOMEY
								168.3	5.1 DN-R YERMO YL BN
								168.2	171.0

Thru Time (3.50) (2.57) (3.10) (2.50) (6.45) (6.30)
 Average speed per hour 44.7 57.6 54.0 60.0 25.3 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

Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 22 September 29, 1957	STATIONS
	299 Stock Special	259 Time Freight	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	5 Passenger			
DPWY	Daily	Daily	Daily	Daily	Daily	Daily	620.8	DN-R YERMO YL BN 4.6	
IP	9.15AM	5.45AM	7.35PM	9.40AM	5.35AM	12.10AM	625.4	DN DAGGETT 8.8	
D			7.43PM	9.48AM	5.43AM	12.18AM	684.2	BARSTOW BA 80.8	
IP			7.53	10.03	5.53	12.40	715.0	SAN BERNARDINO B 8.5	
P			s 9.43	s 12.05	s 7.50	s 2.55	718.5	COLTON 6.3	
AI			9.52	12.15	7.59	3.05	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
119			10.00	12.25	8.08AM	3.15	725.5	DN RIVERSIDE YL VN 2.3	
105			s 10.02	s 12.30	s 8.10	s 3.25	727.8	P. E. CROSSING 1.4	
118							729.2	STREETER 0.8	
117							780.0	ARLINGTON 4.7	
PI						f 3.42	784.7	BLY 2.7	
P						s 4.05	744.9	DN MIRA LOMA V 7.5	
117							745.2	S. P. CROSSING 0.3	
P							747.5	D ONTARIO YL RA 2.3	
P							750.0	SUNSWEEP 2.5	
114							751.0	S. P. CROSSING 1.0	
118							754.1	DN POMONA YL PO 8.1	
118							758.6	SPADRA 4.5	
118							765.2	WALNUT 6.6	
P							766.0	PUENTE JOT. 0.8	
113							771.7	D PUENTE BG 5.7	
58							772.1	BARTOLO 0.4	
ODPWYZ	A 5.00PM	A 3.00PM					772.7	WHITTIER JCT. 0.6	
PX							774.5	D PICO K 1.8	
PX							777.8	D MONTEBELLO MK 2.8	
PX							780.2	EAST LOS ANGELES YL 0.1	
I							781.8	DN-R EAST YARD YL D 2.8	
I							783.0	DOWNEY ROAD YL 1.1	
IP							783.9	NINTH ST. JCT. YL 1.7	
							784.0	FIRST ST. YL 0.9	
							784.7	PASADENA JCT. YL 0.1	
							163.9	A. T. & S. F. Csg. (Mission Tower) 0.7	
								DN-R LOS ANGELES UD (Union Station)	

(7.45) (9.15) (3.55) (4.20) (3.55) (5.20) Thru Time
20.4 17.0 41.8 37.8 41.8 30.7 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

Car capacity of sidings, etc. See Rule 6(A), Page 8	Time-Table No. 22 September 29, 1957	Mile-Post	FIRST CLASS				SECOND CLASS	
			116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	6 Passenger	256 Time Freight	260 Time Freight
DPWY	C.T.C. DN-R YERMO YL BN 4.6	163.2	A 12.48PM	A 3.50PM	A 8.20PM	A 3.00AM	A 3.15PM	A 4.30AM
IP	DN DAGGETT 8.5	168.6	12.40PM	3.40PM	8.11PM	2.50AM		
D	BARSTOW BA 82.8	150.1	12.30PM	s 3.30	8.01	s 2.35		
IP	SAN BERNARDINO B 2.8	67.3	s 10.40AM	s 1.30	s 6.08	s 12.35	10.45	12.30AM
P	COLTON 6.3	64.5	10.27	1.17	5.55	s 12.15	10.00	11.50PM
AI	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	68.2	10.17AM	1.07PM	5.45PM	12.03AM		
119	DN RIVERSIDE YL VN 2.3	57.5	s 10.15	s 1.05	s 5.43	s 11.59PM		
105	P. E. CROSSING 1.4	55.2						
118	STREETER 0.8	58.8						
117	ARLINGTON 4.7	58.0						
PI	BLY 2.7	48.8						
P	DN MIRA LOMA V 7.5	45.0						
117	S. P. CROSSING 0.3	38.1						
P	D ONTARIO YL RA 2.3	37.8				s 11.30		
P	SUNSWEEP 2.5	35.5						
P	S. P. CROSSING 1.0	33.0						
114	DN POMONA YL PO 8.1	32.0	s 9.45	s 12.35	5.15	s 11.20		
118	SPADRA 4.5	28.9						
118	WALNUT 6.6	24.4						
118	PUENTE JOT. 0.8	17.8						
P	D PUENTE BG 5.7	17.0						
P	BARTOLO 0.4	11.3						
P	WHITTIER JCT. 0.6	10.9						
113	D PICO K 1.8	10.8						
58	D MONTEBELLO MK 2.8	8.5						
ODPWYZ	EAST LOS ANGELES YL 0.1	5.7	s 9.20	s 12.05PM	s 4.50	s 10.50		
PX	DN-R EAST YARD YL D 2.8	5.6					7.00AM	8.00PM
PX	DOWNEY ROAD YL 1.1	2.8						
PX	NINTH ST. JCT. YL 1.7	1.7						
I	FIRST ST. YL 0.9	0.0						
I	PASADENA JCT. YL 0.1							
IP	A. T. & S. F. Csg. (Mission Tower) 0.7		9.00AM	11.45AM	4.30PM	10.30PM		
	DN-R LOS ANGELES UD (Union Station)		Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (3.48) (4.05) (3.50) (4.30) (8.15) (8.30)
Average speed per hour 43.4 40.5 43.0 36.7 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.

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. 22 September 29, 1957		Mile-Post
		STATIONS		
	0.0	WHITTIER JCT.	0.0	
	0.1	0.1 S. P. CROSSING	0.1	
18	2.8	D WHITTIER YL WR	2.8	
	6.9	4.6 PAC. ELEC. CROSSING	6.9	
	9.7	2.8 LA HABRA	9.7	
	10.5	0.8 PAC. ELEC. CROSSING	10.5	
6	18.8	3.8 SUNNY HILLS	18.8	
	15.5	1.7 A. T. & S. F. CROSSING	15.5	
10	17.8	D FULLERTON RN	17.8	
39	20.0	2.7 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. 22 September 29, 1957		Mile-Post
		STATIONS		
	0.0	BOULDER JCT. YL	0.0	
	9.8	9.8 D HENDERSON YL RB	9.8	
59	22.4	12.6 D-R BOULDER CITY YL BC	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;
- R —train register;
- YL—yard limits.

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

- C —coaling station;
- D —diesel oil station;
- F —turbine fuel station;
- I —interlocking;
- O —fuel oil station;
- P —telephone;
- T —turntable;
- W —water station;
- 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. 22 September 29, 1957		Mile-Post
		STATIONS		
		DN-R EAST YARD YL D		
	8.1	DN HOBART YL J	8.1	
	8.6	A. T. and S. F. Crossing 0.5 L. A. JCT. RY. CROSSING YL	8.6	
	5.1	1.5 P. E. CROSSING YL	5.1	
69	5.3	0.2 BELL YL	5.3	
	7.4	2.1 S. P. CROSSING YL	7.4	
	9.4	2.0 WORKMAN	9.4	
	11.2	1.8 P. E. CROSSING	11.2	
123	12.5	D PARAMOUNT YL HY	12.5	
73	14.3	1.8 RIOCO YL	14.3	
75	14.6	0.3 DOUGLAS JCT. YL	14.6	
	17.4	2.8 P. E. CROSSING	17.4	
	19.1	1.7 MANUEL	19.1	
	21.7	2.6 S. P. CROSSING	21.7	
	21.9	0.2 P. E. CROSSING	21.9	
	22.3	0.4 DN MEAD TFR. YL WI	22.3	
	23.2	0.9 HENRY FORD BLV. DRAWBRIDGE YL	23.2	
	24.2	1.0 TERMINAL ISLAND YL	24.2	
	25.9	1.7 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.			20
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.			15
Diesel yard switch locomotives in road service.			35	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	Within yard limits protected by continuous block signals.	60	50	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	Within yard limits not protected by continuous block signals. On main line.	50	40	25
Diesel freight and road switch locomotives.	65	65		On branch lines.		30	15
Trains handling U. P. ore cars numbers 8000 - 8499 loaded or empty.			45	Within yard limits Diesel passenger locomotive operated without train.			25
Trains handling scale test cars: On main line.			30	When using cross-overs or turn-outs: Forward movement.	15	15	15
On branch lines.			20	Back-up movement.	10	10	10
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line.			30	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
On curves.			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
On branch lines.			15	Wye tracks.	6	6	6

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Las Vegas Between M.P. 333.5 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
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			20
Between M.P. 317.1 and 315.0.	40	40	30	with dynamic brakes in operation			35
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Cima to Kelso			40
Between M.P. 313.6 and 312.6.	79	70	50	Kelso to Sands			40
Between M.P. 312.5 and 311.7.	45	40	30	Cima to Desert			40
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.	70	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
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 Wye. M.P. 163.1 and 162.8.	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
Streater 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. Using turn out.	70 25	60 20	50 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.	Fr.		Psgr.	Fr.	
Boulder City Branch	30	30	San Pedro Branch	30	30	
Between M.P. 17.8 and 19.0.		20	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		20	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5	
Between M.P. 2.0 and 2.5.		15	Pasadena Branch	12	12	
Between M.P. 12.0 and 13.0.		10	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 Jct.			

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. 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	20 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	124	East	Delay Drive	5.5	12	West
New Dunn	188.5	21 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	240	East	Sawyer Cabinet Co.	6.1	2	East
Champagne	43.5	47	Both	Forest Lawn	6.2	3	Both
Ballou	40.5	43	Both	Glendale	5.6	7	East
Winery Spur	39.1	12	West	Aluminum Extrusion Co.	5.9	2	West
San Antonio Meat Co.	34.1	23	East	Pasadena Branch			
Convair East Spur	30.7	56	East	Baker Spur	5.3	5	East
Convair West Spur	29.8	25	West	Team Track	5.4	1	West
American Brake Shoe	29.4	19	West	Municipal Light Plant	8.2	8	East
Benton Feed Spur	27.0	40 P	East	Municipal Light Plant	8.3	7	Both
Fallon	21.7	7 P	West	Lennox Furnace Co.	8.5	2	East
Western Harness Racing Assn.	21.0	18 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	20	Both
St. Helens Spur	11.1	17	West	City of Pasadena	11.31	3	West
Boulder City Branch				San Pedro Branch			
Manganese, Inc.	11.5	65	East	Rancho Los Amigos	10.0	3	East
Magnesium	10.5	21	Both	Dayton Foundry Co.	10.2	6	West
Crestmore Branch				Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
Ennis	3.1	15	Both	Macco Corporation	11.5	17	West
Ormand	3.9	14	Both	Exeter Refining Co.	14.1	20	East
Ormand Quarry	3.9	83	West	Lakewood Branch			
Crestmore	0.9	Yard	Both	Lakewood	16.2	13 P	Both
Anaheim Branch				Douglas Aircraft Spur & Wye	16.5		Both
Fullerton Industrial Lead	15.4	31	West	Montana Ranch Spur	16.9	6	East
Northrop Aircraft	18.8	14	West	Richfield Oil Spur	17.1	30	West
California Juice Inc.	19.1	13	West	City of Long Beach Water Dept.	17.1	8	East
Southern California Citrus	19.2	17	West	Hancock Refinery Spur	17.2	27	East
				Cherry Ave. Team Track	17.2	18	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
Bracken	329.3	12	Both	Flynn	230.8	16	Both
Arden	321.9	16	Both	Kerens	225.8	19	Both
Sloan	315.2	16	West	Glasgow	222.0	17	Both
Erie	309.1	12	Both	Sands	217.4	11	Both
Jean	300.8	10	East	Baleh	212.0	14	Both
Borax	296.9	14	Both	Crucero	204.1	24	West
Roach	291.5	11	Both	Afton	191.6	18	West
Calada	287.1	14	Both	Dunn	187.1	31	Both
Desert	282.2	11	Both	Field	182.4	17	Both
Nipton	277.7	12	Both	Manix	177.6	20	East
Moore	271.9	8	Both	Harvard	173.2	17	Both
Ivanpah	267.2	12	Both	Toomey	168.5	4	East
Brant	262.8	7	Both	Second Subdivision			
Joshua	258.0	12	Both	Bly	48.3	94	Both
Cima	254.2	21	Both	Mira Loma	45.0	86	Both
Chase	250.3	11	Both	Spadra	29.5	10	Both
Elora	246.8	9	Both	Walnut	24.4	10	Both
Dawes	243.4	17	Both	Puente	17.0	31	Both
				Pico	10.3	27	Both
				Montebello	8.5	31	Both

MILEAGE	
Main Line	429.3
Branches	90.8
Total	520.1