

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



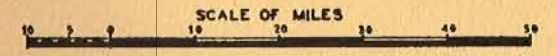
CALIFORNIA DIVISION
TIME-TABLE
No. 23

Effective Sunday,
January 12, 1958
 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.
- F. G. SCHURMAN, Division Engineer** ... Los Angeles, Cal.
- C. W. LEE, 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 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
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
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. Beugelmans	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

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 Passenger	103 Streamliner Passenger	5 Passenger	115 Streamliner Passenger	Distance from Ogden	Time-Table No. 23 January 12, 1958		Mile Post	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	6 Passenger
Daily	Daily	Daily	Daily		STATIONS			A 3.45	7.00	11.10	8.20
9.15	6.55	7.30		0.0	MT	OGDEN	0.0	A 6.15	A 9.00	A 7.40	
10.05	7.40	8.20		30.3	SALT LAKE CITY		30.3	5.25	8.15	6.45	
10.25	7.50	8.30		784.0			784.0	5.05	8.05	6.00	
12.25	9.39	12.11		154.4		LYNNDYL	665.9	2.52	6.08	3.23	
2.05	10.54	2.15		243.5		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		CALIENTE	459.5	11.00	2.49	11.10	
7.20	3.30	8.35	4.45	480.1	MT	LAS VEGAS	334.2	8.15	12.20	8.20	
6.35	2.40	8.05	4.45	480.1	PT			7.00	11.10	6.55	
9.40	5.35	12.10	7.35	657.1		YERMO	163.2	12.48	3.45	8.20	3.05
10.03	5.53	12.40	7.53	670.5		BARSTOW	150.1	12.30	3.25	8.01	2.35
12.05	7.50	2.55	9.43	751.3		SAN BERNARDINO	67.3	10.40	1.15	6.08	12.35
12.15	7.59	3.05		754.8		COLTON	64.5	1.02	5.55	12.15	
12.30	8.10	3.25	10.02	761.8		RIVERSIDE	57.5	10.15	12.50	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	12.20	5.15	11.20
1.40	9.10	5.00	11.10	813.6		EAST LOS ANGELES	5.7	9.20	11.50	4.50	10.50
A 2.00	A 9.30	A 5.30	A 11.30	821.0	PT	LOS ANGELES	0.0	9.00	11.30	4.30	10.30
						821.0		Daily	Daily	Daily	Daily

(17.45) (15.35) (23.00) (6.45) Thru Time (6.45) (17.45) (15.30) (20.10)
46.2 52.7 35.6 49.5 Average speed per hour 49.5 46.3 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
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							Distance from Salt Lake City	Time-Table No. 23 January 12, 1958	STATIONS
	259 Time Freight		299 Stock Special		FIRST CLASS					
	5 Passenger	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	5 Passenger	115 Streamliner Passenger	9 Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DPWTZ	9.45PM	3.15AM	8.05PM	4.45PM	6.35AM	2.40AM	440.8	DN-R LAS VEGAS YL VG		
114 P			8.13				454.7	4.9 BRACKEN		
							457.0	2.3 BOULDER JCT.		
104 P			8.19				461.5	4.5 ARDEN A		
103 P			8.28				469.0	7.5 SLOAN SX		
112 P							474.7	5.7 ERIE		
113 P			8.47				482.9	8.3 JEAN		
114 P							487.7	4.8 BORAX		
62 P							492.3	4.6 ROACH		
120 P							496.8	4.5 CALADA		
114 PW			9.10				501.5	4.7 DESERT		
113 P			9.17				506.5	5.0 NIPTON CH		
113 P			9.25				511.9	5.4 MOORE		
113 P			9.31				516.5	4.6 IVANPAH		
113 P			9.36				521.1	4.6 BRANT		
102 P							526.0	4.9 JOSHUA		
105 } 99 } PT			9.46				529.8	3.8 CIMA		
113 P							533.8	4.0 CHASE		
113 P			9.58				536.9	3.1 ELORA		
113 P							540.6	3.7 DAWES		
114 P							544.9	4.3 HAYDEN		
DPT			10.30	6.25	8.25	4.25	548.5	3.6 KELSO YL FO		
110 P							553.4	4.9 FLYNN		
113 P							558.1	4.7 KERENS		
77 P			10.44				562.1	4.0 GLASGOW		
102 P			10.49				566.4	4.3 SANDS		
113 P							572.1	5.7 BALCH		
113 P			11.02				579.7	7.6 CRUCERO		
123 P							587.1	7.4 BASIN		
72 P							592.5	5.4 AFTON		
121 P							596.7	4.2 DUNN		
113 P			11.35				601.6	4.9 FIELD		
113 P							606.2	4.6 MANIX		
113 P							610.7	4.5 HARVARD		
111 P							815.7	5.0 TOOMEY		
DPWT	A 5.15AM	A 8.45AM	A 12.01AM	A 7.35PM	A 9.40AM	A 5.35AM	920.8	5.1 YERMO YL BN		

CENTRALIZED TRAFFIC CONTROL

(7.30) 22.8 (5.30) 31.1 (3.56) 43.5 (2.50) 60.0 (3.05) 55.4 (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

Car capacity of sidings, etc. See Rule 6 (A), Page 8	FIRST CLASS							Distance from Salt Lake City	Time-Table No. 23 January 12, 1958	STATIONS
	6 Passenger		116 Streamliner Passenger		SECOND CLASS					
	10 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight	6 Passenger	116 Streamliner Passenger	10 Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DPWTZ	A 6.55AM	A 3.45PM	A 7.00PM	A 11.10PM	A 11.45AM	A 10.30PM	334.2	DN-R LAS VEGAS YL VG		
114 P							329.3	4.9 BRACKEN		
							327.0	2.3 BOULDER JCT.		
104 P	6.31						322.5	4.5 ARDEN A		
103 P	6.18						315.0	7.5 SLOAN SX		
112 P							309.3	5.7 ERIE		
113 P		5.55					301.1	8.2 JEAN		
114 P							296.3	4.8 BORAX		
62 P							291.7	4.6 ROACH		
120 P							287.2	4.5 CALADA		
114 PW			5.30				282.5	4.7 DESERT		
113 P			5.23				277.5	5.0 NIPTON CH		
113 P			5.14				272.1	5.4 MOORE		
113 P			5.09				267.5	4.6 IVANPAH		
113 P			5.03				262.9	4.6 BRANT		
102 P							258.0	4.9 JOSHUA		
105 } 99 } PT			4.55				254.2	3.8 CIMA		
113 P							250.2	4.0 CHASE		
113 P			4.41				247.1	3.1 ELORA		
113 P							243.4	3.7 DAWES		
114 P							239.1	4.3 HAYDEN		
DPT	s 4.20	1.50	4.57	9.22			235.5	3.6 KELSO YL FO		
110 P							230.6	4.9 FLYNN		
113 P							226.9	4.7 KERENS		
77 P							221.9	4.0 GLASGOW		
102 P							217.6	4.3 SANDS		
113 P							211.9	5.7 BALCH		
113 P			3.47				204.3	7.6 CRUCERO		
123 P							199.9	7.4 BASIN		
72 P							191.5	5.4 AFTON		
121 P							187.3	4.2 DUNN		
113 P							182.4	4.9 FIELD		
113 P							177.8	4.6 MANIX		
113 P							173.3	4.5 HARVARD		
111 P							168.3	5.0 TOOMEY		
DPWT	A 3.05AM	12.48PM	3.45PM	8.20PM	5.00AM	4.00PM	163.2	5.1 YERMO YL BN		

CENTRALIZED TRAFFIC CONTROL

Thru Time (3.50) (2.57) (3.15) (2.50) (6.45) (6.30)
Average speed per hour 44.7 57.6 52.8 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. 23			
	299 Stock Special		259 Time Freight		115 Streamliner Passenger		9 Passenger			103 Streamliner Passenger		5 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	
DPWT	9.15AM	5.45AM	7.35PM	9.40AM	5.35AM	12.10AM	620.8	C.T.C. (DN-R YERMO YL BN 4.6)					
IP			7.43PM	9.48AM	5.43AM	12.18AM	625.4	C.T.C. (DN DAGGETT H 8.8)					
D			7.53	10.03	5.53	12.40	634.2	BARSTOW BA 80.8					
D			9.43	12.05	7.50	2.55	715.0	SAN BERNARDINO B 3.5					
IP			9.52	12.15	7.59	3.05	718.5	COLTON 6.3					
P			10.00	12.25	8.08AM	3.15	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7					
AI			10.02	12.30	8.10	3.25	725.5	DN RIVERSIDE VN YL 2.3					
119 P							727.8	P. E. CROSSING 1.4					
105 P							729.2	STREETER .08					
118 YP							780.0	ARLINGTON 4.7					
117 P						3.42	784.7	BLY 2.7					
PI							787.4	D MIRA LOMA V 7.5					
P							744.9	S. P. CROSSING 0.3					
117 P							745.2	D ONTARIO YL RA 2.3					
P							747.5	SUNSWEEP 2.5					
P							750.0	S. P. CROSSING 1.0					
P			10.32	1.05	8.38	4.20	751.0	DN POMONA YL PO 3.1					
114 P							754.1	SPADRA 4.5					
118 P							758.6	WALNUT 6.6					
118 P							765.2	PUENTE JCT. 0.8					
P							766.0	D PUENTE BG 5.7					
P							771.7	BARTOLO 0.4					
P							772.1	WHITTIER JCT. 0.6					
113 P						4.45	772.7	D PICO K 1.8					
58 P						4.50	774.5	D MONTEBELLO MK 2.8					
ODPWYZ			11.10	1.40	9.10	5.00	777.3	EAST LOS ANGELES YL 0.1					
PX							777.4	DN-R EAST YARD YL 2.8					
PX							780.2	DOWNEY ROAD YL 1.1					
PX							781.3	NINTH ST. JCT. YL 1.7					
I							783.0	FIRST ST. YL 0.9					
I							783.9	PASADENA JCT. YL 0.1					
IP			11.30PM	2.00PM	9.30AM	5.30AM	784.0	A. T. & S. F. Csg. (Mission Tower) 0.7					
							784.7	DN-R LOS ANGELES UD (Union Station)					
							163.9						

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	FIRST CLASS				SECOND CLASS		Mile-Post	Time-Table No. 23	
	116 Streamliner Passenger		10 Passenger		104 Streamliner Passenger			6 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily
DPWT	A 12.48PM	A 3.45PM	A 8.20PM	A 3.00AM	A 3.15PM	A 4.30AM	163.2	C.T.C. (DN-R YERMO YL BN 4.6)	
IP	12.40PM	3.35PM	8.11PM	2.50AM			158.6	C.T.C. (DN DAGGETT H 8.5)	
D	12.30PM	3.25	8.01	2.35			150.1	BARSTOW BA 82.8	
D	10.40AM	1.15	6.08	12.35	10.45AM	12.30AM	67.3	SAN BERNARDINO B 2.8	
IP	10.27	1.02	5.55	12.15	10.00	11.59PM	64.5	COLTON 6.3	
P	10.17AM	12.52PM	5.45PM	12.03AM			58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
AI	10.15	12.50	5.43	11.59PM			57.5	DN RIVERSIDE VN YL 2.3	
119 P							55.2	P. E. CROSSING 1.4	
105 P							53.8	STREETER .08	
118 YP							53.0	ARLINGTON 4.7	
117 P							48.3	BLY 2.7	
PI							45.6	D MIRA LOMA V 7.5	
P							38.1	S. P. CROSSING 0.3	
117 P							37.8	D ONTARIO YL RA 2.3	
P							35.5	SUNSWEEP 2.5	
P							33.0	S. P. CROSSING 1.0	
P	9.45	12.20PM	5.15	11.20			32.0	DN POMONA YL PO 3.1	
114 P							28.9	SPADRA 4.5	
118 P							24.4	WALNUT 6.6	
118 P							17.8	PUENTE JCT. 0.8	
P							17.0	D PUENTE BG 5.7	
P							11.3	BARTOLO 0.4	
P							10.0	WHITTIER JCT. 0.6	
113 P							10.3	D PICO K 1.8	
58 P							8.5	D MONTEBELLO MK 2.8	
ODPWYZ	9.20	11.50	4.50	10.50			5.7	EAST LOS ANGELES YL 0.1	
PX							5.6	DN-R EAST YARD YL 2.8	
PX							2.8	DOWNEY ROAD YL 1.1	
PX							1.7	NINTH ST. JCT. YL 1.7	
I							0.0	FIRST ST. YL 0.9	
I								PASADENA JCT. YL 0.1	
IP	9.00AM	11.30AM	4.30PM	10.30PM				A. T. & S. F. Csg. (Mission Tower) 0.7	
								DN-R LOS ANGELES UD (Union Station)	

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. 23 January 12, 1958		Mile-Post
		STATIONS		
	0.0	WHITTIER JCT.	0.0	
	0.1	S. P. CROSSING	0.1	
18	2.3	D WHITTIER YL WR	2.3	
	4.6	PAC. ELEC. CROSSING	4.6	
	6.9	PAC. ELEC. CROSSING	6.9	
	9.7	LA HABRA	9.7	
	10.5	PAC. ELEC. CROSSING	10.5	
6	13.8	SUNNY HILLS	13.8	
	15.5	A. T. & S. F. CROSSING	15.5	
10	17.3	D FULLERTON RN	17.3	
39	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. 23 January 12, 1958		Mile-Post
		STATIONS		
	0.0	BOULDER JCT. YL	0.0	
	0.8	D HENDERSON YL RB	0.8	
59	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. 23 January 12, 1958		Mile-Post
		STATIONS		
		DN-R EAST YARD YL D		
	3.1	DN HOBART YL J	3.1	
	3.6	L. A. JCT. RY. CROSSING YL	3.6	
	5.1	P. E. CROSSING YL	5.1	
69	5.3	BELL YL	5.3	
	7.4	S. P. CROSSING YL	7.4	
13	9.4	WORKMAN	9.4	
	11.2	P. E. CROSSING	11.2	
123	12.5	D PARAMOUNT YL HY	12.5	
73	14.3	RIOCO YL	14.3	
75	14.6	DOUGLAS JCT. YL	14.6	
	17.4	P. E. CROSSING	17.4	
96	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. 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 35 20
DLS and Los Angeles-Las Vegas Merchandise Trains 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.			40	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 15
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	Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15
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 10	15 10	15 10
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 and Mexican ore cars F.C.D.N. series 400.			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 20	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

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 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.	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 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. 57.3 and 55.25.	45	40	30	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 55.25 and 54.75.	30	30	30	Between M.P. 11.3 and 10.9.	70	60	50
Streeter Between M.P. 54.75 and 53.0. See Note.	45	45	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.	Frnt.		Psgr.	Frnt.
Boulder City Branch	30	30	Lakewood Branch	25	25
Between M.P. 17.8 and 19.0.		20	Del Amo Boulevard M.P. 15.2.	10	10
Blue Diamond Spur Arden to M.P. 8.		20	Wardlow Road M.P. 17.1.	10	10
M.P. 8 to end of track.		12	San Pedro Branch	30	30
Crestmore Branch Between Bly and Crestmore.		15	Lead known as Consolidated Lumber Company track: On straight track. On curves.		10 6
Anaheim Branch		20	Vernon, city limits.	12	12
Between M.P. 2.0 and 2.5.		15	Henry Ford Ave. drawbridge.	15	15
Between M.P. 12.0 and 13.0.		10	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Highway Crossing M.P. 18.5.		10	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5
			Pasadena Branch	12	12
			Between Avenue 33 and Pasadena Junction.		6
			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	Westward	M.P. 314.6	M.P. 187.5	M.P. 29.1
	M.P. 308.8	M.P. 24.6		M.P. 191.3	M.P. 54.2	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				Westeraft, Inc.	5.8	8	West
Magnolia Ave.	55.2	13 P	East	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	6.9	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				Second Subdivision			
Bracken	329.3	12	Both	Bly	48.3	94	Both
Arden	321.9	16	Both	Mira Loma	45.0	86	Both
Sloan	315.2	16	West	Spadra	29.5	10	Both
Erie	309.1	12	Both	Walnut	24.4	10	Both
Jean	300.8	10	East	Puente	17.0	31	Both
Borax	296.9	14	Both	Pico	10.3	27	Both
Roach	291.5	11	Both	Montebello	8.5	31	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	21	Both				
Chase	250.3	11	Both				
Elora	246.8	9	Both				
Dawes	243.4	17	Both				

MILEAGE

Main Line	429.3
Branches	90.8
Total	520.1