

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A), Page 8	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	STATIONS				
	259 Time Freight		299 Stock Special		5 Passenger		115 Streamliner Passenger				9 Passenger		103 Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
DPWYZ		11.45PM	4.30AM	8.05PM	4.45PM	6.35AM	2.40AM	449.8	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	8.2 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					
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 } PY				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								544.8	4.3 HAYDEN					
DPT				10.30	6.27	8.25	4.25	548.5	3.6 DN 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				11.35PM				601.6	4.9 FIELD					
113 P								606.2	4.6 MANIX					
113 P								610.7	4.5 HARVARD					
111 P								615.7	5.0 TOOMEY					
DPWY		A 7.30AM	A 10.00AM	A 12.01AM	A 7.40PM	A 9.40AM	A 5.35AM	620.8	5.1 DN-R YERMO YL BN					

Time-Table No. 25
September 28, 1958

CENTRALIZED TRAFFIC CONTROL

(7.45) (5.30) (3.56) (2.55) (3.05) (2.55) Thru Time
22.0 31.1 43.5 58.7 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

Car capacity of sidings, etc. See Rule 6 (A), Page 8	FIRST CLASS				SECOND CLASS		Mile-Post	STATIONS
	6 Passenger		116 Streamliner Passenger		104 Streamliner Passenger			
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight		
DPWYZ							334.2	DN-R LAS VEGAS YL VG
114 P				6.55AM	3.45PM	7.00PM	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							290.3	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
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 } PY				4.55			254.2	3.8 CIMA
113 P							250.2	4.0 CHASE
113 P							247.1	3.1 ELORA
113 P							243.4	3.7 DAWES
114 P							239.1	4.3 HAYDEN
DPT				4.20	1.50	4.57	235.5	3.6 DN KELSO YL FO
110 P							230.6	4.9 FLYNN
113 P							225.9	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							196.9	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							177.6	4.6 MANIX
113 P							173.3	4.5 HARVARD
111 P							168.3	5.0 TOOMEY
DPWY				3.05AM	12.48PM	3.45PM	163.2	5.1 DN-R YERMO YL BN

Thru Time (3.50) (2.57) (3.15) (2.50) (6.45) (6.30)
Average speed per hour 44.7 57.6 52.6 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. 25	
	299 Stock Special		259 Time Freight		115 Streamliner Passenger		9 Passenger		103 Streamliner Passenger		5 Passenger		September 28, 1958				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS				
DPWT		10.30AM	8.00AM	7.40PM	9.40AM	5.35AM	12.10AM	620.8	C.T.C. DN-R YERMO YL BN								
IP				7.48PM	9.48AM	5.43AM	12.18AM	625.4	C.T.C. DN DAGGETT H								
				7.58	10.03	5.53	12.40	634.2	BARSTOW BA								
D				9.48	12.06PM	7.50	2.55	715.0	SAN BERNARDINO B								
				9.57	12.15	7.59	3.05	718.5	COLTON								
IP				10.05PM	12.25PM	8.08AM	3.15AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL								
P				10.07	12.30	8.10	3.25	725.5	DN RIVERSIDE YL								
AI								727.8	P. E. CROSSING								
110 P								729.2	STREETER								
105 P								730.0	ARLINGTON								
118 YP								734.7	BLY								
117 P							3.42	737.4	D MIRA LOMA V								
PI								744.9	S. P. CROSSING								
P								745.2	D ONTARIO YL RA								
117 P								747.5	MONTCLAIR								
P								750.0	S. P. CROSSING								
P				10.37	1.05	8.38	4.20	751.0	DN POMONA YL PO								
114 P								754.1	SPADRA								
118 P								758.6	WALNUT								
								765.2	PUENTE JCT.								
118 P								766.0	D CITY OF INDUSTRY BG								
								771.7	BARTOLO								
P								772.1	WHITTIER JCT.								
113 P							4.45	772.7	D PICO K								
58 P							4.50	774.5	D MONTEBELLO MK								
				11.10	1.40	9.10	5.00	777.3	EAST LOS ANGELES YL								
ODPWTZ		A 6.00PM	A 4.00PM					777.4	DN-R EAST YARD YL								
PX								780.2	DOWNEY ROAD YL								
PX								781.3	NINTH ST. JCT. YL								
PX								783.0	FIRST ST. YL								
I								783.9	PASADENA JCT. YL								
I								784.0	A. T. & S. F. Csg. (Mission Tower)								
IP				A 11.30PM	A 2.00PM	A 9.30AM	A 5.30AM	784.7	DN-R LOS ANGELES UD (Union Station)								
								163.9									

(7.30) (8.00) (3.50) (4.20) (3.55) (5.20) Thru Time
21.1 19.1 42.6 37.5 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	FIRST CLASS							SECOND CLASS							Mile-Post	Time-Table No. 25	
	116 Streamliner Passenger		10 Passenger		104 Streamliner Passenger		6 Passenger		256 Time Freight		260 Time Freight		September 28, 1958				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS			
DPWT		A 12.48PM	A 3.45PM	A 8.20PM	A 3.00AM	A 3.15PM	A 4.30AM	183.2	C.T.C. DN-R YERMO YL BN								
IP		12.40PM	3.35PM	8.11PM	2.50AM			158.6	C.T.C. DN DAGGETT H								
		12.30PM	3.25	8.01	2.35			150.1	BARSTOW BA								
D		10.40AM	1.15	6.08	12.35	10.45AM	12.30AM	67.3	SAN BERNARDINO B								
		10.27	1.02	5.55	12.15	10.00	11.59PM	64.5	COLTON								
IP		10.17AM	12.52PM	5.45PM	12.03AM			58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL								
P		10.15	12.50	5.43	11.59PM			67.5	DN RIVERSIDE YL								
AI								55.2	P. E. CROSSING								
119 P								53.8	STREETER								
105 P								53.0	ARLINGTON								
118 YP								48.3	BLY								
117 P								45.6	D MIRA LOMA V								
PI								38.1	S. P. CROSSING								
P								37.8	D ONTARIO YL RA								
117 P								35.5	MONTCLAIR								
P								33.0	S. P. CROSSING								
P								32.0	DN POMONA YL PO								
114 P		9.45	12.20PM	5.15	11.20			28.9	SPADRA								
118 P								24.4	WALNUT								
								17.8	PUENTE JCT.								
118 P								17.0	D CITY OF INDUSTRY BG								
								11.3	BARTOLO								
P								10.9	WHITTIER JCT.								
113 P								10.3	D PICO K								
58 P								8.5	D MONTEBELLO MK								
				9.20	11.50	4.50	10.50	5.7	EAST LOS ANGELES YL								
ODPWTZ								5.6	DN-R EAST YARD YL								
PX								2.8	DOWNEY ROAD YL								
PX								1.7	NINTH ST. JCT. YL								
PX								0.0	FIRST ST. YL								
I									PASADENA JCT. YL								
I									A. T. & S. F. Csg. (Mission Tower)								
IP		9.00AM	11.30AM	4.30PM	10.30PM				DN-R LOS ANGELES UD (Union Station)								
		Daily	Daily	Daily	Daily	Daily	Daily	185.2									

Thru Time (3.48) (4.15) (3.50) (4.30) (8.15) (8.30)
Average speed per hour 43.4 38.9 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. 25 September 28, 1958		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
	0.0		4.6 PAC. ELEC. CROSSING	0.0
	0.7		2.8 LA HABRA	0.7
	10.5		0.8 PAC. ELEC. CROSSING	10.5
6	13.8		3.3 SUNNY HILLS	13.0
	15.5		1.7 A. T. & S. F. CROSSING	15.5
10	17.3	D	1.8 FULLERTON RN	17.3
39	20.0	D	2.7 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. 25 September 28, 1958		Mile-Post
		STATIONS		
	0.0		BOULDER JCT. YL	0.0
	0.8	D	9.8 HENDERSON YL RB	0.8
59	22.4	D-R	12.6 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. 25 September 28, 1958		Mile-Post
		STATIONS		
		DPWYZ	DN-R EAST YARD YL D	
	3.1	IF	DN HOBART YL J	3.1
	3.6	I	A. T. and S. F. Crossing 0.5 L. A. JCT. RY. CROSSING YL	3.6
	5.1	AI	1.5 P. E. CROSSING YL	5.1
69	5.3	P	0.2 BELL YL	5.3
	7.4	AI	2.1 S. P. CROSSING YL	7.4
	9.4		2.0 WORKMAN	9.4
13	11.2	AI	1.8 P. E. CROSSING	11.2
	12.5	D	1.3 PARAMOUNT YL HY	12.5
73	14.3	P	1.8 RIOCO YL	14.3
75	14.3	P	0.3 DOUGLAS JCT. YL	14.3
	14.6		2.8 DOUGLAS JCT. YL	14.6
	17.4	I	1.7 P. E. CROSSING	17.4
	19.1		1.7 MANUEL	19.1
	21.7	I	2.6 S. P. CROSSING	21.7
	21.9	I	0.2 P. E. CROSSING	21.9
	22.3	P	0.4 DN MEAD TFR. YL WI	22.3
	23.2	I	0.9 HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2	PWT	1.0 TERMINAL ISLAND YL	24.2
	25.0	P	1.7 EAST SAN PEDRO YL	25.0
			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
1870 class locomotives: On main track. On branch lines.			50 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 U. P. ore cars numbers 8000-8499 and Mexican ore cars F.C.D.N. series 400.			45	Wye tracks.	6	6	6
Trains handling scale test cars: On main line. On branch lines.			30 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				

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Las Vegas Between M.P. 335.0 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 Kelso to Sands Cima to Desert			35 40 40
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30				
Between M.P. 313.6 and 312.6.	79	70	50				
Between M.P. 312.5 and 311.7.	45	40	30				
Between M.P. 309.8 and 309.3. See Note.	70	60	50				

FIRST SUBDIVISION (Cont'd)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Cima to Kelso All freight and mixed trains except when handled with Diesel locomotive with dynamic brake in operation, will consume 5 mins. running the first mile and 4 mins. the second mile, after leaving Cima, to avoid too rapid heating of wheels.	60	40	20	Flynn Between M.P. 223.9 and 223.5.	79	70	50
Cima to Kelso Streamline trains handled with automatic brake in operation.	45			Basin Between M.P. 196.2 and 193.8.	60	50	40
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	City of Industry 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.	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.	Fr.		Psgr.	Fr.		
Boulder City Branch Between M.P. 17.8 and 19.0.	30	30	Lakewood Branch Del Amo Boulevard M.P. 15.2.	25	25		
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 Lead known as Consolidated Lumber Company track: On straight track.		10		
Crestmore Branch Between Bly and Crestmore.		15	On curves.		6		
Anaheim Branch Between M.P. 2.0 and 2.5.		15	Vernon, city limits.	12	12		
Between M.P. 12.0 and 13.0.		10	Henry Ford Ave. drawbridge.	15	15		
Highway Crossing M.P. 18.5.		10	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20		
			Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5		
			Pasadena Branch Between Avenue 33 and Pasadena Junction.	12	12		
			Glendale Branch 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.	12	12		

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. 308.8	M.P. 24.6
	M.P. 314.6
	M.P. 187.5
	M.P. 191.3
	M.P. 29.1
	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
				Westcraft, Inc.	5.8	8	West
Second Subdivision				Modglin Co., Inc.	5.8	6	West
Magnolia Ave.	55.2	13 P	East	Sawyer Cabinet Co.	6.1	2	East
Cucamonga Grape Spur	45.8	240	East	Forest Lawn	6.2	3	Both
Champagne	43.5	47	Both	Glendale	5.6	7	East
Ballou	40.5	43	Both	Aluminum Extrusion Co.	5.9	2	West
Winery Spur	39.1	12	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
Shepherd Tractor Spur	12.2	15 P	East	A. C. Vroman Inc.	9.3	3	East
St. Helens Spur	11.1	17	West	Pasadena	9.8	20	Both
				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
				Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
Crestmore Branch				Maceo Corporation	11.5	17	West
Ennis	3.1	15	Both	Exeter Refining Co.	14.1	20	East
Ormand	3.9	14	Both				
Ormand Quarry	3.9	83	West	Lakewood Branch			
Crestmore	6.9	Yard	Both	Lakewood	16.2	13 P	Both
				Douglas Aircraft Spur & Wye	16.5		Both
Anaheim Branch				Montana Ranch Spur	16.9	6	East
Fullerton Industrial Lead	15.4	31	West	Richfield Oil Spur	17.1	30	West
Northrop Aircraft	18.8	14	West	City of Long Beach Water Dept.	17.1	8	East
California Juice Inc.	19.1	13	West	Hancock Refinery Spur	17.2	27	East
Southern California Citrus	19.2	17	West	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	Kerons	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	Balch	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				
Joshua	258.0	12	Both	Second Subdivision			
Cima	254.2	21	Both	Bly	48.3	94	Both
Chase	250.3	11	Both	Mira Loma	45.0	86	Both
Elora	246.8	9	Both	Spadra	29.5	10	Both
Dawes	243.4	17	Both	Walnut	24.4	10	Both
				City of Industry	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			