

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 36

Effective Sunday,

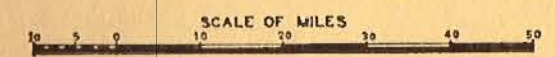
April 12, 1964

at 12:01 A. M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
 CORRECTED TO MARCH 1, 1959



G. A. CUNNINGHAM

General Manager

J. BOWEN

General Superintendent Transportation

W. B. GROOME, 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.

T. P. ROGERS, Trainmaster.....Las Vegas, Nev.

J. A. SCHELLHORN, Mnster 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.

F. G. PFISTER, Road Foreman of Engines.....Las Vegas, Nev.

G. D. SCHEER, Division Engineer..... Los Angeles, Cal.

C. E. COCHRAN, General Roadmaster.. Los Angeles, Cal.

G. R. TROUTMAN, Superintendent of Safety and Courtesy Los Angeles, Cal.

J. E. PETERSEN, Assistant Superintendent of Safety and Courtesy 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.

G. J. WILDE, Asst. Chief Train Dispatcher.....Las Vegas, Nev.

J. T. HOLYOAK, Asst. Chief Train Dispatcher.....Las Vegas, Nev.

Second Subdivision and Branches

H. W. STOKER, Chief Train Dispatcher.....Los Angeles, Cal.

J. E. MUNCEY, Asst. Chief Train Dispatcher.....Los Angeles, Cal.

W. S. COX, Asst. Chief Train Dispatcher..... Los Angeles, Cal.

A. C. FLOWERS, 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
H. L. Finsten	Surgeon	Alhambra
D. P. Nebeker.....	Surgeon	Arcadia
M. F. Fink	Surgeon	Barstow
A. P. Vicente	Surgeon	Barstow
C. S. Muller	Surgeon	Bell
A. L. Kopal	Surgeon	Covina
D. L. Hauck	Ocullist	East Los Angeles ...
W. W. Meier	Surgeon	East Los Angeles ...
J. G. Slayback	Physician	Eagle Rock
E. M. Pettis	Surgeon	Fullerton
E. A. Taylor	Surgeon	Glendale
E. A. Westphal	Surgeon	Glendale
M. Beugelmoms	Surgeon	Inglewood
C. V. Wall	Surgeon	La Habra
J. B. Demman	Surgeon	Las Vegas
J. J. Hamill	Surgeon	Las Vegas
D. J. Romeo	Surgeon	Las Vegas
R. B. Eusden	Surgeon	Long Beach
D. G. Bussey	Physician	Long Beach
G. W. Pritchard	Surgeon	Los Angeles
S. Cryst	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
H. H. Aram	Surgeon	Los Angeles
G. A. Brandt	Physician	Los Angeles
P. H. L. Sargent ...	Physician	Los Angeles
J. T. McDonald	Surgeon	Los Angeles
W. I. Nesson	Surgeon	Los Angeles-East Yard
E. M. F. Weaver ...	Ocullist & Aurist ...	Los Angeles
J. J. Zane	Surgeon	Los Angeles-Compton
V. E. Hessel	Surgeon	Los Angeles-Central ..
E. E. Wunderlich ...	Surgeon	Los Angeles-Palos Verdes
H. Golden	Surgeon	Lynwood
J. N. Thanos	Surgeon	Montebello
T. M. Hearn	Surgeon	North Hollywood ...
J. T. Morgan	Surgeon	Norwalk
W. A. Sullivan	Surgeon	Ontario
Jack Segal	Surgeon	Pasadena
J. B. Terveer	Surgeon	Pomona
J. T. Lanier	Surgeon	Riverside
C. M. Hadley	Ocullist & Aurist ...	San Bernardino
S. B. Hughes	Surgeon	San Bernardino
H. Bartley	Surgeon	Santa Monica
H. D. Orr	Surgeon	Victoryville
R. J. Daniels	Surgeon	Whittier
G. H. Quillen	Surgeon	Wilmington
F. W. Focannon ...	Surgeon	Wilmington

Standard clocks are located as shown below:

Las Vegas..Freight Enginemen's Locker Room	East Yard.....Switchmen's Locker Room
Las Vegas..... Passenger Enginemen's Locker Room	East Yard.....Enginemen's Locker Rooms
Las Vegas..... Conductor's Register Room	East Yard..... Register Room
Las Vegas..... Telegraph Office	East Yard..... Dispatcher's Office
Las Vegas..... Yard Office	East Los Angeles..... 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							
	103	5	115	Distance from Ogdén	Time-Table No. 36			Mile Post	116	104	6	
	Passenger	Passenger	Passenger		April 12, 1964				Passenger	Passenger	Passenger	
	Daily	Daily	Daily		STATIONS							
	7.30	8.30		0.0	MT	OGDEN	MT	0.0	A	8.30	A	7.20
	8.20	9.20		36.3	SALT LAKE CITY			36.3		7.35		6.30
	8.45	10.00		784.0				784.0		7.10		6.00
	10.40	12.15		154.4		LYNNDYL		665.9		4.35		3.13
	12.10	2.00		243.5		MILFORD		578.8		3.20		1.45
		2.45		278.9		LUND		541.4				1.00
	2.40	4.50		300.8		CALIENTE		459.5		12.55		11.00
	5.30	8.00		486.1	MT	LAS VEGAS	MT	334.2	A	2.45		8.10
	4.50	7.25	3.30	657.1	PT		PT			9.00		6.50
	7.55	11.25	6.25	670.5		YERMO		163.2		11.48		5.55
	8.20	11.55	6.43	670.5		BARSTOW		150.1		11.30		5.35
	10.30	2.10	8.33	751.3		SAN BERNARDINO		67.3		9.40		3.30
		2.20	8.42	754.8		COLTON		64.5		9.27		12.05
	11.00	2.45	8.52	761.8		RIVERSIDE		57.5		9.15		3.02
		3.23		781.5		ONTARIO		37.8				11.20
	11.35	3.50	9.22	787.3		POMONA		32.0		8.45		2.27
	12.10	4.30	9.55	813.6		EAST LOS ANGELES		6.7		8.20		1.55
	A12.30	A 5.00	A10.15	821.0	PT	LOS ANGELES	PT	0.0		8.00		1.30
										Daily		Daily
										Daily		Daily
										Daily		Daily
	(18.00)	(21.30)	(6.45)		Thru Time			(6.45)	(18.00)	(20.05)		
	45.6	38.2	49.5		Average speed per hour			49.5	45.6	40.9		

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.	4'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	5'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	5'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	6'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	8'	6.
39"	92.3	50"	72.	1'	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1'	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
*5	Any station	Any station	Any station
*6	Any station	Any station	Any station
103-104	Victorville	Any station	Stations where 103-104 stop
116	Pomona		Las Vegas
115	Pomona	Las Vegas	

*Includes Non-Revenue Passengers.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

5 Passenger 115 Passenger 103 Passenger

Daily Daily Daily

Distance from Salt Lake City

Time-Table No. 36
April 12, 1964

STATIONS

DN-R LAS VEGAS YL VG
4.9
BRAOKEN
2.3
BOULDER JCT.
4.6
D ARDEN A
7.5
D SLOAN SX
5.7
ERIE
8.2
JEAN
4.8
BOBAX
4.6
ROACH
4.5
CALADA
4.7
DESERT
5.0
NIPTON
5.4
MOORE
4.6
IVANPAH
4.6
BRANT
4.9
JOSHUA
3.8
OIMA
4.0
CHASE
3.1
ELORA
3.7
DAWES
4.3
HAYDEN
3.6
D KELSO FO
4.9
FLYNN
4.7
KERENS
4.0
GLASGOW
4.3
SANDS
5.7
BALOH
7.6
CRUCERO
7.4
BASIN
5.4
AFTON
4.2
DUNN
4.9
FIELD
4.6
MANIX
4.5
HARVARD
5.0
TOOMEY
5.1
DN-R YERMO YL BN

CENTRALIZED TRAFFIC CONTROL

Car capacity of sidings, etc. See Rule 6(A), Page 8

DPTX	5 Passenger	115 Passenger	103 Passenger	Distance from Salt Lake City
	7.25PM	3.30PM	4.50AM	449.8
114 F				464.7
67 PY				467.0
104 F	7.40			461.5
103 F	7.50			469.0
112 F				474.7
113 F	8.05			482.9
114 F				487.7
62 F				492.3
120 F				496.8
114 F	8.30			501.5
113 F	8.38			506.5
113 F				511.9
113 F	8.53			516.5
113 F				521.1
102 F				526.0
105 } 99 } PY	9.10			520.8
113 F				533.8
113 F				536.9
113 F				540.6
114 F				544.9
195 PY	9.50		6.40	548.5
110 F				553.4
113 F				558.1
77 F				562.1
102 F	10.10			566.4
113 F				572.1
113 F				579.7
123 F				587.1
72 F	10.38			592.5
121 F				596.7
113 F				601.6
113 F				606.2
113 F	10.58			610.7
111 F				616.7
DPT	A 11.15PM	A 6.25PM	A 7.55AM	620.8

(3.50) (2.55) (3.05) Thru Time
44.6 58.7 55.5 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

6 Passenger 116 Passenger 104 Passenger

Daily Daily Daily

Distance from Salt Lake City

Time-Table No. 36
April 12, 1964

STATIONS

DN-R LAS VEGAS YL VG
4.9
BRAOKEN
2.3
BOULDER JCT.
4.6
D ARDEN A
7.5
D SLOAN SX
5.7
ERIE
8.2
JEAN
4.8
BOBAX
4.6
ROACH
4.5
CALADA
4.7
DESERT
5.0
NIPTON
5.4
MOORE
4.6
IVANPAH
4.6
BRANT
4.9
JOSHUA
3.8
OIMA
4.0
CHASE
3.1
ELORA
3.7
DAWES
4.3
HAYDEN
3.6
D KELSO FO
4.9
FLYNN
4.7
KERENS
4.0
GLASGOW
4.3
SANDS
5.7
BALOH
7.6
CRUCERO
7.4
BASIN
5.4
AFTON
4.2
DUNN
4.9
FIELD
4.6
MANIX
4.5
HARVARD
5.0
TOOMEY
5.1
DN-R YERMO YL BN

CENTRALIZED TRAFFIC CONTROL

Car capacity of sidings, etc. See Rule 6(A), Page 8

DPTX	6 Passenger	116 Passenger	104 Passenger	Distance from Salt Lake City
	A 6.50AM	A 2.45PM	A 9.00PM	334.2
114 F				320.3
67 PY				327.0
104 F	6.28			322.5
103 F	6.13			315.0
112 F				309.3
113 F	5.50			301.1
114 F				296.3
62 F				291.7
120 F				287.2
114 F	5.25			282.5
113 F	5.20			277.5
113 F				272.1
113 F	5.09			267.5
113 F				262.9
102 F				258.0
105 } 99 } PY	4.55			254.2
113 F				250.2
113 F				247.1
113 F				243.4
114 F				239.1
195 PY	4.20		6.58	235.5
110 F				230.6
113 F				225.9
77 F				221.9
102 F	3.52			217.0
113 F				211.9
113 F				204.3
123 F				196.9
72 F	3.26			191.5
121 F				187.3
113 F				182.4
113 F				177.8
113 F	3.09			173.3
111 F				168.3
DPT	3.00AM	11.48AM	5.55PM	163.2

Thru Time (3.50) (2.57) (3.05)
Average speed per hour 44.6 57.9 55.5

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	FIRST CLASS			Distance from Salt Lake City	Time-Table No. 36 April 12, 1964	
	5	115	103		STATIONS	
	Passenger	Passenger	Passenger			
	Daily	Daily	Daily			
DPT	11.25PM	6.25PM	7.55AM	620.8	C.T.C. { DN-R YERMO YL BN 4.6	
IP	11.33PM	6.33PM	8.03AM	625.4	DAGGETT 8.8	
	11.55 PM	6.43	8.20	634.2	BARSTOW BA 80.8	
D	2.10 AM	8.33	10.30	715.0	SAN BERNARDINO B 3.5	
	2.20	8.42	10.39	718.6	COLTON 6.3	
IP	2.30AM	8.50PM	10.48AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
P	2.45	8.52	11.00	725.5	DN RIVERSIDE YL VN 3.7	
119 P				729.2	STREETER 0.8	
105 P				730.0	ARLINGTON 4.7	
118 YP				734.7	PEDLEY 2.7	
117 P	3.02			737.4	D MIRA LOMA V 7.5	
PI				744.9	S. P. CROSSING 0.3	
P	3.23			745.2	D ONTARIO RA 2.3	
117 P				747.5	MONTOLAIR 2.5	
P				750.0	S. P. CROSSING 1.0	
P	3.50	9.22	11.35AM	751.0	DN POMONA PO 3.1	
114 P				754.1	SPADRA 4.5	
118 P				758.6	WALNUT 6.6	
				765.2	PUENTE JCT. 0.8	
118 P				766.0	D CITY OF INDUSTRY BG 5.7	
				771.7	BARTOLO 0.4	
P				772.1	WHITTIER JCT. 0.6	
113 P	4.20			772.7	D PICO-RIVERA K 1.8	
58 P				774.5	MONTEBELLO 2.8	
	4.30	9.55	12.10PM	777.3	DN EAST LOS ANGELES YL Z 0.1	
DFTZ				777.4	R EAST YARD YL 2.8	
PX				780.2	DOWNEY ROAD YL 1.1	
PX				781.3	NINTH ST. JCT. YL 1.7	
PX				783.0	FIRST ST. YL 0.9	
I				783.9	PASADENA JCT. YL 0.1	
I				784.0	A. T. & S. F. Csg. (Mission Tower) 0.7	
IP	5.00AM	10.15PM	12.30PM	784.7	DN-R LOS ANGELES UD (Union Station)	
				163.0		

(5.35) (3.50) (4.35) Thru Time
29.4 42.6 35.8 Average speed per hour

Time shown at Barstow, San Bernardino and Colton is for information only.
Between Daggett and Riverside Jct. trains are governed by Operating Rules, timetable and Special Instructions of A. T. & S. F. Ry.
Between Los Angeles and L. A. U. P. T. Co. terminal limits 200 ft. west of A. T. & S. F. Csg. (Mission Tower) trains and engines are governed by Operating Rules and Special Instructions of L. A. U. P. T.
Between Pasadena Jct. and Los Angeles movement of trains and engines 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			Mile-Post	Time-Table No. 36 April 12, 1964	
	116	104	6		STATIONS	
	Passenger	Passenger	Passenger			
DPT	11.48AM	6.55PM	2.55AM	163.2	C.T.C. { DN-R YERMO YL BN 4.6	
P	11.40AM	5.45PM	2.45AM	158.6	DAGGETT 8.8	
	11.30	5.35	2.30	150.1	BARSTOW BA 82.8	
D	9.40	3.30	12.25	67.3	SAN BERNARDINO B 2.8	
	9.27	3.14	12.05AM	64.5	COLTON 6.3	
IP	9.17AM	3.04PM	11.53PM	58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
P	9.15	3.02	11.50	57.5	DN RIVERSIDE YL VN 3.7	
119 P				53.8	STREETER 0.8	
105 P				53.0	ARLINGTON 4.7	
118 YP				48.3	PEDLEY 2.7	
117 P				45.6	D MIRA LOMA V 7.5	
PI				38.1	S. P. CROSSING 0.3	
P			11.20	37.8	D ONTARIO RA 2.3	
117 P				35.5	MONTOLAIR 2.5	
P				33.0	S. P. CROSSING 1.0	
P	8.45	2.27	11.07	32.0	DN POMONA PO 3.1	
114 P				28.9	SPADRA 4.5	
118 P				24.4	WALNUT 6.6	
				17.8	PUENTE JCT. 0.8	
118 P				17.0	D CITY OF INDUSTRY BG 5.7	
				11.3	BARTOLO 0.4	
P				10.9	WHITTIER JCT. 0.6	
113 P				10.3	D PICO-RIVERA K 1.8	
58 P				8.5	MONTEBELLO 2.8	
	8.20	1.55	10.35	5.7	DN EAST LOS ANGELES YL Z 0.1	
DFTZ				5.6	R EAST YARD YL 2.8	
PX				2.8	DOWNEY ROAD YL 1.1	
PX				1.7	NINTH ST. JCT. YL 1.7	
PX				0.0	FIRST ST. YL 0.9	
I					PASADENA JCT. YL 0.1	
I					A. T. & S. F. Csg. (Mission Tower) 0.7	
IP	8.00AM	1.30PM	10.15PM		DN-R LOS ANGELES UD (Union Station)	
				165.2		

Thru Time (3.48) (4.25) (4.40)
Average speed per hour 43.4 37.4 35.4

Time shown at Colton, San Bernardino and Barstow is for information only.
Between Daggett and Riverside Jct. trains are governed by Operating Rules, timetable and Special Instructions of A. T. & S. F. Ry.
Between Los Angeles and L. A. U. P. T. Co. terminal limits 200 ft. west of A. T. & S. F. Csg. (Mission Tower) trains and engines are governed by Operating Rules and Special Instructions of L. A. U. P. T.
Between Pasadena Jct. and Los Angeles movement of trains and engines 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. 36 April 12, 1964		Mile-Post
		STATIONS		
	0.0		WHITTIER JCT. YL	0.0
	0.1		0.1 S. P. CROSSING YL	0.1
18	2.3	D	WHITTIER YL	2.3
	5.1		4.6 COLIMA JCT. YL	5.1
	9.7		0.8 LA HABRA YL	9.7
	10.5		5.0 FULLERTON JCT. YL	10.5
1	15.5		1.8 A. T. & S. F. CROSSING YL	15.5
10	17.3	D	FULLERTON YL	17.3
39	20.0	D	ANAHEIM YL	20.0
			20.0	

Between Colima Jct. and Fullerton Jct. trains and engines are governed by Operating Rules, Time Table and Special Instructions of Pacific Electric Railway.

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6 (A), Page 8	Distance from Boulder Jct.	Time-Table No. 36 April 12, 1964		Mile-Post
		STATIONS		
	0.0		BOULDER JCT. YL	0.0
59	9.8	D	9.8 HENDERSON YL RB	9.8
	22.4	D	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. 36 April 12, 1964		Mile-Post
		STATIONS		
		R	EAST YARD YL	
	3.1	DN	HOBART YL A. T. and S. F. Crossing	3.1
	3.6		0.5 L. A. JCT. BY. CROSSING YL	3.6
	5.1		1.5 P. E. CROSSING YL	5.1
	5.3		0.2 BELL YL	5.3
69	7.4		2.1 S. P. CROSSING YL	7.4
	9.4		2.0 WORKMAN	9.4
13	11.2		1.3 P. E. CROSSING	11.2
	12.5	D	1.3 PARAMOUNT YL	12.5
73	14.3		1.8 RICOO YL	14.3
75	14.6		0.3 DOUGLAS JOT. 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
	22.3		0.6 MEAD TFR. YL	22.3
	23.2		0.9 HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2		1.0 TERMINAL ISLAND YL	24.2
	25.0		1.7 EAST SAN PEDRO YL	25.0
			23.1	

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment.

Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

Referring to Rule 10(J): Where two or three speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above, lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	60	Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35
Work trains and all regularly assigned locals.		50	Freight trains handling tonnage in excess of 65 tons per operative brake.		40
When caboose is handled in train consisting of passenger train equipment.	60		Trains handling U. P. ore cars 26000-26499.		50
When using No. 14 turn-outs.	25	20	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
When using other cross-overs or turn-outs.	15	15	Trains handling scale test cars or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.		30 20
Over spring switches, when not using turn-out but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Within yard limits protected by continuous block signals.	60	35	Jordan spreaders and other machines of spreader type, when in operation.		15
Within yard limits not protected by continuous block signals. On main line. On branch lines.	50 30	25 15	Trains handling Diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial Diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.		35 45 45
Diesel road freight and road switch locomotives.	65		Wye tracks.	6	6
1870 class locomotives: On First and Second Subdivisions. On branch lines.		50 20			
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50			
When leading unit at front of train is gas turbine or car body type unit backing up; Multiple unit engine when operated from other than leading unit.	30 30	30 30			

FIRST SUBDIVISION

Between Yermo and Las Vegas

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	60	Flynn Between M.P. 230.9 and 231.2. See Note.	70	55
Yermo Between Wye Switches M.P. 162.8 and 163.1.	20	20	Cima to Kelso All westward freight 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.	45	20
Field Between M.P. 186.2 and 186.4.	70	55	Cima to Kelso Passenger trains handled by Diesel locomotive with dynamic brake in operation; Diesel locomotive running light with dynamic brake in operation.	45	45
Dunn Between M.P. 186.8 and 187.0. See Note. Between M.P. 188.4 and 190.9. See Note.	70 55	55 40			
Afton Between M.P. 191.8 and 193.7. See Note. Between M.P. 193.8 and 196.2.	45 60	30 45			

FIRST SUBDIVISION (Cont'd)					
Between Yermo and Las Vegas (Cont'd)					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Cima to Kelso Westward freight trains not required to use re-tainers per Special Rule 1045(S).		25	Erie Between M.P. 309.3 and 309.8. See Note. Between M.P. 311.7 and 312.5.	70 45	55 30
1870 series Diesel locomotive operating light without dynamic brakes Cima to Kelso		20	Sloan Between M.P. 314.6 and 317.1. See Note. Between M.P. 318.5 and 319.7. Between M.P. 320.6 and 321.1.	40 40 65	30 30 50
with dynamic brakes in operation Cima to Kelso Kelso to Sands Cima to Desert		35 40 40	Las Vegas Between M.P. 333.2 and 335.2.	20	20

SECOND SUBDIVISION					
Between Los Angeles and Yermo					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Maximum Speed.	79	60	Spadra Between M.P. 29.0 and 29.5. See Note.	70	55
Los Angeles Union Passenger Terminal Between Los Angeles River Bridge and West M.P. 0.3. Between West M.P. 0.3 and 0.1.	15 25	15 20	Pomona Between M.P. 31.4 and 32.4.	40	40
Ninth Street Jct. Between M.P. 1.7 and 2.4.	25	20	Ontario Between M.P. 37.3 and M.P. 38.3.	40	40
Pico-Rivera Between M.P. 10.2 and 10.4. See Note.	60	45	Pedley Between M.P. 49.9 and 50.7. Between M.P. 51.8 and 52.3.	70 65	55 50
Whittier Jct. Between M.P. 10.9 and 11.3.	70	55	Streeter Between M.P. 53.0 and 54.75. See Note. Between M.P. 54.75 and 55.25. Between M.P. 55.25 and 57.3.	45 30 45	40 30 30
Bartolo Between M.P. 13.6 and 13.9. Between M.P. 15.1 and 15.3.	70 70	55 55	Riverside Between M.P. 57.3 and 58.1.	20	20
City of Industry Between M.P. 23.6 and 23.8.	70	55	Daggett Between M.P. 158.8 and 159.0.	30	30
Walnut Between M.P. 25.1 and 25.3. See Note.	70	55	Yermo Between Wye Switches M.P. 162.8 and 163.1.	20	20

Note: Referring to Rule 10(J) Reduce Speed Signs or Resume Speed Signs have been placed on left side of track at following points:

	Eastward		Westward	
M.P. 24.6	M.P. 230.5	M.P. 309.8	M.P. 10.2	M.P. 54.75 M.P. 314.6
M.P. 25.3	M.P. 308.8		M.P. 29.0	M.P. 187.5

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
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 10 6
Blue Diamond Spur Arden to M.P. 8. M.P. 8 to end of track.		20 12	Vernon, city limits.	12	12
Crestmore Branch Between Pedley and Crestmore.		15	Henry Ford Ave. drawbridge.	15	15
Anaheim Branch Between M.P. 12.0 and 13.0.		15 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. Highway Crossing M.P. 20.1.		10 8	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10
Lakewood Branch Del Amo Boulevard M.P. 15.2. Wardlow Road M.P. 17.1.	25 10 10	25 10 10	Pasadena Branch Between Avenue 33 and Pasadena Junction.	12	12 6
			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

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
Second Subdivision Smith-Scott Cucamonga Grape Spur Champagne Wickes Corp. Ballou Machlin Spur Briggs Mfg. Co. Fallon Michael Flynn Mfg. Western Harness Racing Assn. Pioneer Mfg. Morris-Wolf Bixby Fiat Metal-New Moon Homes Carrier Corporation Pellissier Spur Shepherd Tractor Spur St. Helens Spur Kenosha Spur	50.9 45.8 43.5 41.0 40.5 27.0 21.8 21.7 21.4 21.0 20.4 20.1 19.5 19.4 14.0 12.2 11.1 9.26	6 P 240 47 20 P 43 40 P 5 29 P 10 P 18 P 26 P 12 P 15 34 P 18 P 15 P 17 17	East East Both West Both East West West East West East East West West East West East	Glendale Branch Taylor Milling Co. Pacific Fence Delay Drive Glendale Pottery Spur Westeraft, Inc. Modglin Co., Inc. Aluminum Extrusion Co. Sawyer Cabinet Co. Forest Lawn	4.2 5.3 5.5 5.6 5.7 5.8 5.8 5.9 6.1 6.2	15 4 12 7 2 8 6 2 2 3	West East West East West West West West East Both
Boulder City Branch Gulf Oil A. M. Lewis Magnesium Manganese Inc.	0.58 0.85 10.5 11.5	10 14 21 65	West West Both East	Pasadena Branch Baker Spur Team Track Municipal Light Plant Municipal Light Plant Lennox Furnace Co. Crown Fence & Supply Co. Holly Mfg Co. A. C. Vroman Inc. Pasadena City of Pasadena	5.3 5.4 8.2 8.3 8.5 8.6 8.6 9.3 9.8 11.31	5 1 8 7 2 2 3 3 20 3	East West East Both East West East East Both West
Rohr Aircraft Spur Hoffman Roof Co. Western Mirror & Glass Reliable Materials Co. Boves-Pacific Riverside Beverage Rohr Aircraft	0.2 0.3 0.33 0.35 0.45 2.56	1 1 2 2 2 27	West West West West West East	San Pedro Branch Rancho Los Amigos Dayton Foundry Co. Hollydale Spur and Waldrip Engr. Co. Macco Corporation Exeter Refining Co.	10.0 10.2 10.4 11.5 14.1	3 6 19 17 20	East West West West East
Crestmore Branch Ormand Ormand Quarry Crestmore.	3.9 3.9 6.9	14 83 Yard	Both West Both	Lakewood Branch Lakewood Douglas Aircraft Spur & Wye Montana Ranch Spur Richfield Oil Spur City of Long Beach Water Dept. Hancock Refinery Spur Cherry Ave. Team Track	16.2 16.5 16.9 17.1 17.1 17.2 17.2	13 P Both 6 30 8 27 18	Both Both East West East East East

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
				Second Subdivision Pedley Mira Loma Spadra Walnut City of Industry Pico Montebello	48.3 45.0 29.5 24.4 17.0 10.3 8.5	94 86 10 10 31 27 31	Both Both Both Both Both Both Both

MILEAGE

Main Line	338.5
Branches	90.8
Total	429.3