



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 38

Effective Sunday,
February 26, 1967

at 12:01 A. M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

G. A. CUNNINGHAM
General Manager

J. BOWEN
General Superintendent Transportation

- R. D. SMITH, Superintendent**..... Los Angeles, Cal.
R. L. RICHMOND, Assistant Superintendent Los Angeles, Cal.
A. W. KIRKEBY, Terminal Superintendent Los Angeles, Cal.
J. C. CLEARY, Terminal Superintendent Las Vegas, Nev.
W. J. ROCHE, Assistant Terminal Superintendent... Los Angeles, Cal.
J. I. STROSNIDER, Trainmaster San Bernardino, Cal.
T. P. ROGERS, Trainmaster..... Las Vegas, Nev.
J. A. SCHELLHORN, Master Mechanic Salt Lake City, Utah
C. F. BAILEY, General Road Foreman of Engines 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.
W. F. GRIFFIN, Superintendent of Safety and Courtesy Los Angeles, Cal.
L. A. KIRKEBY, 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. GUNDEY, 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
J. M. Farris	District Surgeon ...	Los Angeles
H. L. Finsten	Surgeon	Alhambra
D. P. Nebeker	Surgeon	Arcadia
C. J. Taylor	Surgeon	Barstow
C. S. Muller	Surgeon	Bell
A. L. Kobal	Surgeon	Covina
W. W. Meier	Surgeon	East Los Angeles
C. R. Brown	Surgeon	El Monte
J. G. Slayback	Physician	Eagle Rock
E. M. Pettis	Surgeon	Fullerton
E. D. Acker	Surgeon	Glendale
M. Beugelmans	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. F. Miller	Surgeon	Las Vegas
S. B. Ginsberg	Surgeon	Long Beach
T. E. McCloy	Physician	Long Beach
S. Cryst	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
P. H. L. Sargent ...	Physician	Los Angeles
J. T. McDonald	Surgeon	Los Angeles
E. M. F. Weaver ...	Oculist & Aurlst ...	Los Angeles-East Yard
J. J. Zane	Surgeon	Los Angeles
V. E. Hessel	Surgeon	Los Angeles-Compton ..
E. E. Wunderlich ...	Surgeon	Los Angeles-Central .
H. Golden	Surgeon	Los Angeles-Palos Verdes
W. L. Stucky	Surgeon	Lynwood
T. M. Hearn	Surgeon	Montebello
W. A. Sullivan	Surgeon	North Hollywood
Jack Segal	Surgeon	Ontario
J. B. Terveer	Surgeon	Pasadena
J. T. Lanier	Surgeon	Pomona
C. M. Hadley	Oculist & Aurlst ...	Riverside
S. B. Hughes	Surgeon	San Bernardino
H. D. Orr	Surgeon	San Bernardino
	Surgeon	Santa Monica
	Surgeon	Victorville
	Surgeon	Whittier
	Surgeon	Wilmington

Standard clocks are located as shown below:

Las Vegas... Freight Enginemen's Locker Room	East Yard..... Enginemen's Locker Rooms
Las Vegas... Passenger Enginemen's Locker Room	East Yard..... Register Room
Las Vegas... Conductor's Register Room	East Yard..... Dispatcher's Office
Las Vegas... Telegraph Office	East Yard..... 4th St. Yard Office
Las Vegas... Yard Office	East Los Angeles..... Telegraph Office
Las Vegas... Dispatcher's Office	Los Angeles... Union Station Telegraph Office
Yermo... Telegraph Office	Los Angeles..... Union Station Enginemen's Locker Room
East Yard... Switchmen's Locker Room	... Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD					EASTWARD						
FIRST CLASS					FIRST CLASS						
Time-Table No. 38					February 26, 1967						
STATIONS					STATIONS						
	103	5	115	Distance from Ogden	MT	OGDEN	MT				
	Passenger	Passenger	Passenger						116	104	6
	Daily	Daily	Daily					Passenger	Passenger	Passenger	
	8.00	8.30		0.0					A 8.55	A 7.20	
	8.50	9.20		30.3		SALT LAKE CITY			8.00	6.30	
	9.15	10.00		154.4		LYNN DYL			7.35	6.00	
	11.10	12.15		243.5		MILFORD			5.00	3.13	
	12.40	2.00		278.9		LUND			3.50	1.45	
		2.45		360.8		CALIENTE				1.00	
		4.50		480.1	MT	LAS VEGAS	MT			11.05	8.30
	5.40	8.00	3.30	657.1	PT		PT	A 2.45	11.05	9.50	7.10
	4.55	7.25		670.6		YERMO			11.48	6.50	3.55
	7.55	11.25	6.25	751.3		BARSTOW			11.30	6.30	3.25
	8.20	11.55	6.43	761.8		SAN BERNARDINO			9.40	4.25	1.20
	10.30	2.10	8.33	787.3		RIVERSIDE			9.15	3.57	12.45
	11.00	2.40	8.52	813.0		POMONA			8.45	3.22	12.05
	11.35	3.30	9.22	821.0		EAST LOS ANGELES			8.20	2.50	11.35
	12.10	4.00	9.55			PT LOS ANGELES PT			8.00	2.30	11.15
	A12.30	A 5.00	A10.15						Daily	Daily	Daily
						821.0					
	(17.30)	(21.30)	(6.45)			Thru Time.....		(6.45)	(17.25)	(19.05)	
	46.9	38.2	49.5			Average speed per hour.....		49.5	47.1	43.0	

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
*5 *6 103-104	Any station Any station Victorville	Any station Any station Any station	Any station Any station Stations where 103-104 stop Las Vegas
116	Pomona		
115	Pomona	Las Vegas	

*Includes Non-Revenue Passengers.

WESTWARD		FIRST SUBDIVISION							
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPTZ	FIRST CLASS			Distance from Salt Lake City	Time-Table No. 38			
		5	115	103		February 26, 1967			
		Passenger	Passenger	Passenger		STATIONS			
		Daily	Daily	Daily					
		7.25PM	3.30PM	4.55AM	449.8	DN-R LAS VEGAS YL VG			
114	F				454.7	4.9 BRACKEN			
67	PT				457.0	2.3 BOULDER JCT.			
104	F				401.5	4.5 ARDEN A			
103	F				400.0	7.5 SLOAN SX			
112	F				474.7	5.7 ERIE			
113	F				402.9	8.2 JEAN			
114	F				487.7	4.8 BORAX			
62	F				402.3	4.6 ROACH			
120	F				400.8	4.5 CALADA			
114	F				501.5	4.7 DESERT			
113	F				500.5	5.0 NIPTON			
113	F				511.9	5.4 MOORE			
113	F				510.5	4.6 IVANPAH			
113	F				521.1	4.6 BRANT			
102	F				520.0	4.9 JOSHUA			
105 } 99 }	PT				520.8	3.8 CIMA			
113	F				533.8	4.0 CHASE			
113	F				536.9	3.1 ELORA			
113	F				540.6	3.7 DAWES			
114	F				544.9	4.3 HAYDEN			
195	PT	9.15		6.40	548.5	3.6 KELSO			
110	F				553.4	4.9 FLYNN			
113	F				558.1	4.7 KERENS			
77	F				562.1	4.0 GLASGOW			
102	F				500.4	4.3 SANDS			
113	F				572.1	5.7 BALCH			
113	F				579.7	7.6 ORUCERO			
123	F				587.1	7.4 BASIN			
72	F				592.5	5.4 AFTON			
121	F				500.7	4.2 DUNN			
113	F				601.0	4.9 FIELD			
113	F				606.2	4.6 MANIX			
113	F				610.7	4.5 HARVARD			
111	F				615.7	5.0 TOOMEY			
DPTZ		A 11.15PM	A 6.25PM	A 7.55AM	620.8	5.1 DN-R YERMO YL BN			
						171.0			
		(3.50)	(2.55)	(3.00) Thru Time				
		44.6	58.7	57.0 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	DPTZ	FIRST CLASS			Mile-Post	Time-Table No. 38				
		6	116	104		February 26, 1967				
		Passenger	Passenger	Passenger		STATIONS				
		Daily	Daily	Daily						
					334.2	DN-R LAS VEGAS YL VG	A 7.10AM	A 2.45PM	A 9.50PM	
114	F				329.3	4.9 BRACKEN				
67	PT				327.0	2.3 BOULDER JCT.				
104	F				322.5	4.5 ARDEN A				
103	F				315.0	7.5 SLOAN SX				
112	F				309.3	5.7 ERIE				
113	F				301.1	8.2 JEAN				
114	F				296.3	4.8 BORAX				
62	F				291.7	4.6 ROACH				
120	F				287.2	4.5 CALADA				
114	F				282.5	4.7 DESERT				
113	F				277.5	5.0 NIPTON				
113	F				272.1	5.4 MOORE				
113	F				267.5	4.6 IVANPAH				
113	F				262.0	4.6 BRANT				
102	F				258.0	4.9 JOSHUA				
105 } 99 }	PT				254.2	3.8 CIMA				
113	F				250.2	4.0 CHASE				
113	F				247.1	3.1 ELORA				
113	F				243.4	3.7 DAWES				
114	F				239.1	4.3 HAYDEN				
195	PT		4.58		235.5	3.6 KELSO		7.53		
110	F				230.6	4.9 FLYNN				
113	F				225.0	4.7 KERENS				
77	F				221.9	4.0 GLASGOW				
102	F				217.6	4.3 SANDS				
113	F				211.9	5.7 BALCH				
113	F				204.3	7.6 ORUCERO				
123	F				196.9	7.4 BASIN				
72	F				191.5	5.4 AFTON				
121	F				187.3	4.2 DUNN				
113	F				182.4	4.9 FIELD				
113	F				177.8	4.6 MANIX				
113	F				173.3	4.5 HARVARD				
111	F				168.3	5.0 TOOMEY				
DPTZ					103.2	5.1 DN-R YERMO YL BN	3.55AM	11.48AM	6.50PM	
						171.0	Daily	Daily	Daily	
				 Thru Time			(3.15)	(2.57)	(3.00)
				 Average speed per hour			52.6	57.9	57.0

For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 11.

WESTWARD		SECOND SUBDIVISION			Distance from Salt Lake City	Time-Table No. 38 February 26, 1967
Car capacity of sidings, etc. See Rule 6(A), Page 8	DPY	FIRST CLASS				
		5 Passenger Daily	115 Passenger Daily	103 Passenger Daily	C.T.C.	
		11.25PM	6.25PM	7.55AM		620.8
		11.33PM	6.33PM	8.03AM	625.4	DAGGETT 8.8
		11.55PM	6.43	8.20	634.2	BARSTOW BA 80.8
		2.10 AM	8.33	10.30	715.0	SAN BERNARDINO B 3.5
		2.20	8.42	10.39	718.5	COLTON 6.3
		2.30AM	8.50PM	10.48AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7
		2.40	8.52	11.00	725.5	DN RIVERSIDE YL VN 3.7
119	F				729.2	STREETER 0.8
105	F				730.0	ARLINGTON 4.7
118	YF				734.7	PEDLEY 2.7
117	F				737.4	D MIRA LOMA V 7.5
	PI				744.9	S. P. CROSSING 0.3
	F				745.2	D ONTARIO RA 2.3
117	F				747.5	MONTOLAIR 2.5
	F				750.0	S. P. CROSSING 1.0
	F	3.30	9.22	11.35AM	751.0	DN POMONA PO 3.1
114	F				754.1	SPADRA 4.5
118	F				758.6	WALNUT 6.6
					765.2	PUENTE JCT. 0.8
118	F				766.0	D CITY OF INDUSTRY BG 5.7
					771.7	BARTOLO 0.4
					772.1	WHITTIER JCT. 0.6
113	F				772.7	D PICO-RIVERA K 1.8
58	F				774.5	MONTEBELLO 2.8
		4.00	9.55	12.10PM	777.3	DN EAST LOS ANGELES YL Z 0.1
	DPTL				777.4	R EAST YARD YL 2.8
	FX				780.2	DOWNEY ROAD YL 1.1
	FX				781.3	NINTH ST. JCT. YL 1.7
	FX				783.0	FIRST ST. YL 0.9
	I				783.0	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)
					163.9	

(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.

WESTWARD		SECOND SUBDIVISION			Distance from Salt Lake City	Time-Table No. 38 February 26, 1967
EASTWARD		FIRST CLASS				
Car capacity of sidings, etc. See Rule 6(A), Page 8	DPY	Mile-Post	116 Passenger	104 Passenger	6 Passenger	CENTRALIZED TRAFFIC CONTROL
		163.2	A 11.48AM	A 6.50PM	A 3.50AM	DN-R YERMO YL BN 4.6
		158.6	11.40AM	6.40PM	3.40AM	DAGGETT 8.8
		150.1	11.30	6.30	3.25	BARSTOW BA 82.8
		67.3	9.40	4.25	1.20	SAN BERNARDINO B 2.8
		64.5	9.27	4.09	12.58	COLTON 6.3
		50.2	9.17AM	3.59PM	12.48AM	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7
		57.5	9.15	3.57	12.45	DN RIVERSIDE YL VN 3.7
119	F	53.8				STREETER 0.8
105	F	53.0				ARLINGTON 4.7
118	YF	48.3				PEDLEY 2.7
117	F	45.6				D MIRA LOMA V 7.5
	PI	38.1				S. P. CROSSING 0.3
	F	37.8				D ONTARIO RA 2.3
117	F	35.5				MONTOLAIR 2.5
	F	33.0				S. P. CROSSING 1.0
	F	32.0	8.45	3.22	12.05AM	DN POMONA PO 3.1
114	F	28.0				SPADRA 4.5
118	F	24.4				WALNUT 6.6
		17.8				PUENTE JCT. 0.8
118	F	17.0				D CITY OF INDUSTRY BG 5.7
		11.3				BARTOLO 0.4
		10.9				WHITTIER JCT. 0.6
113	F	10.3				D PICO-RIVERA K 1.8
58	F	8.5				MONTEBELLO 2.8
		5.7	8.20	2.50	11.35	DN EAST LOS ANGELES YL Z 0.1
	DPTL	5.6				R EAST YARD YL 2.8
	FX	2.8				DOWNEY ROAD YL 1.1
	FX	1.7				NINTH ST. JCT. YL 1.7
	FX	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	2.30PM	11.15PM	DN-R LOS ANGELES UD (Union Station)
		185.2	Daily	Daily	Daily	

Thru Time (3.48) (4.20) (4.35)
Average speed per hour..... 43.4 38.1 36.0

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. 38 February 26, 1967		Mile-Post
		STATIONS		
	0.0	WHITTIER JCT. YL	0.0	
	0.1	0.1		
	0.1	S. P. CROSSING YL	0.1	
18	2.3	D WHITTIER YL	2.3	
	2.3	2.3		
	5.1	COLIMA JCT. YL	5.1	
	4.6	4.6		
	9.7	LA HABRA YL	9.7	
	0.8	0.8		
	10.5	FULLERTON JCT. YL	10.5	
	5.0	5.0		
1	15.5	A. T. & S. F. CROSSING YL	15.5	
	1.8	1.8		
10	17.3	D FULLERTON YL	17.3	
	2.7	2.7		
39	20.0	D ANAHEIM YL	20.0	
	20.0	20.0		

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

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 38 February 26, 1967		Mile-Post
		STATIONS		
	0.0	BOULDER JCT. YL	0.0	
	0.8	0.8		
59	9.8	D HENDERSON YLRB	9.8	
	12.6	12.6		
	22.4	D BOULDER CITY YL	22.4	
	BC	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. 38 February 26, 1967		Mile-Post
		STATIONS		
		R EAST YARD YL		
		DN HOBART YL	3.1	
		A. T. and S. F. Crossing		
	3.1	3.1		
	3.6	L. A. JCT. RY. CROSSING YL	3.6	
	5.1	S. P. CROSSING YL	5.1	
	5.3	BELL YL	5.3	
69	5.3	S. P. CROSSING YL	5.3	
	7.4	WORKMAN	7.4	
	9.4	S. P. CROSSING	9.4	
13	11.2	D PARAMOUNT YL	11.2	
	12.5	12.5		
73	14.3	RIOCO YL	14.3	
75	14.3	14.3		
	14.6	DOUGLAS JCT. YL	14.6	
	17.4	S. P. CROSSING	17.4	
	19.1	MANUEL	19.1	
	21.7	S. P. CROSSING	21.7	
	22.3	MEAD TFR. YL	22.3	
	23.2	HENRY FORD BLV. DRAWBRIDGE YL	23.2	
	24.2	TERMINAL ISLAND YL	24.2	
	25.0	EAST SAN PEDRO YL	25.0	
	23.1	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 "Frnt."—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.	Frnt.		Psgr.	Frnt.
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 70 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.		40
When using other cross-overs or turn-outs.	15	15	Derricks with 4-wheel trucks.		35
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	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.)		20
Within yard limits protected by continuous block signals.	60	35	Trains handling scale test cars or company roadway machines on their own wheels (except wrecking derricks): On main line;		30
Within yard limits not protected by continuous block signals. On main line.	50	25	On branch lines.		20
On branch lines.	30	15	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Diesel road freight and road switch locomotives.	65		Jordan spreaders and other machines of spreader type, when in operation.		15
1870 class locomotives: On First and Second Subdivisions.		50	Trains handling Diesel units dead in train: Yard-switch units of any type;		35
On branch lines.		20	Foreign line, government, export or commercial Diesel units other than yard-switch type;		45
Diesel yard-switch locomotives in road service: 1000-1100 class;	35	35	Union Pacific road-switch units of Alco, or Baldwin type.		45
1800 class.	50	50	Wye tracks.	6	6
When leading unit at front of train is gas turbine or car body type unit backing up;	30	30			
Multiple unit engine when operated from other than leading unit.	30	30			

FIRST SUBDIVISION

Between Yermo and Las Vegas

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Maximum speed.	79	60	Flynn		
Yermo			Between M.P. 230.9 and 231.2. See Note.	70	55
Between Wye Switches M.P. 162.8 and 163.1.	20	20	Cima to Kelso		
Field			Westward freight trains, without 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.	40	20
Between M.P. 186.2 and 186.4.	70	55	Cima to Kelso		
Dunn			Passenger trains handled by Diesel locomotive with dynamic brake in operation; Diesel locomotive running light with dynamic brake in operation.	45	45
Between M.P. 186.8 and 187.0. See Note.	70	55			
Between M.P. 188.4 and 190.9. See Note.	55	40			
Afton					
Between M.P. 191.8 and 193.7. See Note.	45	30			
Between M.P. 193.8 and 196.2.	60	45			

FIRST SUBDIVISION (Cont'd) Between Yermo and Las Vegas (Cont'd)					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Cima to Kelso Westward freight trains not required to use retainers per Special Rule 1042(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	
	Psg.	Fr.		Psg.	Fr.
Maximum Speed.	79	60	Spadra Between M.P. 29.0 and 29.5. See Note.	65	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. 1.5 and 2.4	20	20	Ontario Between M.P. 37.3 and M.P. 38.3.	40	40
Vail Ave. - Vinoyard Ave. Between M.P. 7.7 and 40.01.	65	60	Pedley Between M.P. 49.9 and 50.7. Between M.P. 51.8 and 52.3.	70 65	55 50
Pico-Rivera Between M.P. 10.2 and 10.4. See Note.	60	45	Streotor Between M.P. 53.0 and 54.75. Between M.P. 54.75 and 55.25. Between M.P. 55.25 and 57.3.	45 30 45	40 30 30
Whittier Jct. Between M.P. 10.9 and 11.3.	65	55	Riverside Between M.P. 57.3 and 58.1.	20	20
Bartolo Between M.P. 13.6 and 13.9. Between M.P. 15.1 and 15.3.	65 65	55 55	Daggett Between M.P. 158.8 and 159.0.	30	30
City of Industry Between M.P. 23.6 and 23.8.	65	55	Yermo Between Wye Switches M.P. 162.8 and 163.1.	20	20
Walnut Between M.P. 25.1 and 25.3. See Note.	65	55			

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. 37.3
M.P. 25.3	M.P. 308.8		M.P. 29.0	M.P. 187.5
			M.P. 314.6	

BRANCHES					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Boulder City Branch Between M.P. 17.8 and 19.0.	30	30	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves.	30	30
Blue Diamond Spur Arden to M.P. 8. M.P. 8 to end of track.		20 12	Vernon, city limits. Henry Ford Ave. drawbridge.	12 15	12 15
Crestmore Branch Between Pedley and Crestmore.		15	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Anaheim Branch Between M.P. 12.0 and 13.0. Highway Crossing M.P. 18.5. Highway Crossing M.P. 20.1.		15 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
			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 Maehlin Spur Briggs Mfg. Co. Fallon Michael Flynn Mfg. Western Harness Racing Assn. Pioneer Mfg. Karl's Shoes Morris-Wolf Bixby Fiat Metal-New Moon Homes. Carrier Corporation Challenge Cook Pellissier Spur Shepherd Tractor 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 20.1 19.5 19.4 17.2 14.0 12.2 9.26	6 P 240 47 20 P 43 40 P 5 29 P 10 P 18 P 26 P 10 12 P 15 34 P 9 18 P 15 P 17	East East Both West Both East West West East West East East West West Both East	Glendale Branch Taylor Milling Co. Pacific Fence Delay Drive Glendale Pottery Spur Westcraft, 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 East East Both
Boulder City Branch Gulf Oil A. M. Lewis Koppers Co. Overmeyer Magnesium Manganese Inc.	0.58 0.85 2.69 2.96 10.5 11.5	10 14 9 11 21 65	West West 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. Bowes-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. Maceo Corporation Exeter Refining Co.— Dominion Beverage Union Carbide	10.0 10.2 10.4 11.5 14.1 21.4	3 6 19 17 13 27	East West West West East East West
Crestmore Branch Ormand Ormand Quarry Certain Teed Crestmore	3.9 3.9 5.9 6.9	14 83 31 Yard	Both West 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

MILEAGE	
Main Line	338.5
Branches	90.8
Total	429.3