

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 39

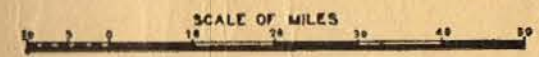
Effective Sunday,
October 27, 1968

at 12:01 A. M. Pacific Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
 CORRECTED TO MARCH 1, 1959



G. A. CUNNINGHAM

General Manager

J. BOWEN

General Superintendent Transportation

R. D. SMITH, Superintendent.....Los Angeles, Cal.

L. B. MASKILL,
Assistant SuperintendentLos Angeles, Cal.

A. W. KIRKEBY,
Terminal SuperintendentLos Angeles, Cal.

J. C. CLEARY,
Terminal SuperintendentLas Vegas, Nev.

W. J. ROCHE,
Assistant Terminal Superintendent...Los Angeles, Cal.

J. I. STROSNIDER, TrainmasterSan Bernardino, Cal.

M. L. SAMUELSON, TrainmasterLas Vegas, Nev.

M. G. MARLER,
Master MechanicSalt Lake City, Utah

C. F. BAILEY, General Road Foreman
of EnginesSalt Lake City, Utah

W. E. RAYMOND,
Road Foreman of EnginesLos 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 CourtesyLos Angeles, Cal.

D. E. ROMER, Assistant Superintendent of
Safety and CourtesySalt Lake City, Utah

First Subdivision and Branches

R. A. FORBES,
Chief Train Dispatcher.....Salt Lake City, Utah

R. L. MAUGHAN,
Asst. Chief Train Dispatcher.....Salt Lake City, Utah

G. J. WILDE,
Asst. Chief Train Dispatcher.....Salt Lake City, Utah

J. T. HOLYOAK,
Asst. Chief Train Dispatcher.....Salt Lake City, Utah

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 EMPLOYEES HOSPITAL
ASSOCIATION PHYSICIANS AND SURGEONS:**

NAME	TITLE	PLACE
J. M. Farris	District Surgeon ...	Los Angeles
G. K. Smith	Asst. Dist. 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. Kosal	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
B. S. Shima	Physician	Los Angeles
J. T. McDonald ...	Surgeon	Los Angeles
E. M. F. Weaver ...	Oculist & Aurist ...	Los Angeles-East Yard Los Angeles
J. J. Zane	Surgeon	Los Angeles- Compton
V. E. Hessel	Surgeon	Los Angeles-Central Los Angeles- Palos Verdes
E. E. Wunderlich ...	Surgeon	Montebello
W. L. Stucky	Surgeon	North Hollywood ...
T. M. Hearn	Surgeon	Ontario
W. A. Sullivan	Surgeon	Pasadena
Jack Segal	Surgeon	Pomona
J. B. Terveer	Surgeon	Riverside
J. T. Lanier	Surgeon	San Bernardino
C. M. Hadley	Oculist & Aurist ...	San Bernardino
S. B. Hughes	Surgeon	San Bernardino
H. D. Orr	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 Los Angeles.....Telegraph Office
Las Vegas.....Yard Office	Los Angeles...Union Station Telegraph Office
Las Vegas.....Dispatcher's Office	Los Angeles.....
Yermo.....Telegraph Office	Los Angeles.....
East Yard.....Switchmen's Locker Room	...Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD						EASTWARD					
FIRST CLASS						FIRST CLASS					
Time-Table No. 39						October 27, 1968					
STATIONS						STATIONS					
Distance from Ogden						Mile Post					
103 Passenger		5 Passenger		Daily		104 Passenger		6 Passenger		Daily	
MT	OGDEN	MT	0.0	A	8.55	A	5.30				
			36.3		8.00		4.40				
			784.0		7.35		4.30				
			164.4		5.00		1.40				
			243.6		3.50		12.20				
			278.9				12.01				
			360.8								
			486.1								
			657.1								
			670.5								
			751.3								
			761.8								
			787.3								
			813.6								
			821.0								
			(17.30)		(17.40)		(17.25)		(19.30)		
			48.8		48.5		47.1		42.1		

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	Any station	Any station	Any station
*6	Any station	Any station	Any station
103-104	Victorville	Any station	Stations where 103-104 stop

*Includes Non-Revenue Passengers.

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A), Page 8	FIRST CLASS				Distance from Salt Lake City	Time-Table No. 39	
	5		103			October 27, 1968	
	Passenger	Passenger	Passenger	Passenger		STATIONS	
							DN-R LAS VEGAS YL VG
							4.9 BRACKEN
							2.3 BOULDER JCT.
							4.5 ARDEN A
							7.5 SLOAN SX
							5.7 ERIE
							8.2 JEAN
							4.8 BORAX
							4.6 ROACH
							4.5 CALADA
							4.7 DESERT
							5.0 NIPTON
							5.4 MOORE
							4.6 IVANPAH
							4.8 BRANT
							4.9 JOSHUA
							3.8 CIMA
							4.0 CHASE
							3.1 ELORA
							3.7 DAWES
							4.3 HAYDEN
							3.6 KELSO
							4.9 FLYNN
							4.7 KERENS
							4.0 GLASGOW
							4.3 SANDS
							5.7 BALCH
							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 YERMO YL BN
							171.0

(3.00) Thru Time
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	FIRST CLASS				Mile-Post	Time-Table No. 39	
	6		104			October 27, 1968	
	Passenger	Passenger	Passenger	Passenger		STATIONS	
							DN-R LAS VEGAS YL VG
							4.9 BRACKEN
							2.3 BOULDER JCT.
							4.5 ARDEN A
							7.5 SLOAN SX
							5.7 ERIE
							8.2 JEAN
							4.8 BORAX
							4.6 ROACH
							4.5 CALADA
							4.7 DESERT
							5.0 NIPTON
							5.4 MOORE
							4.6 IVANPAH
							4.8 BRANT
							4.9 JOSHUA
							3.8 CIMA
							4.0 CHASE
							3.1 ELORA
							3.7 DAWES
							4.3 HAYDEN
							3.6 KELSO
							4.9 FLYNN
							4.7 KERENS
							4.0 GLASGOW
							4.3 SANDS
							5.7 BALCH
							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 YERMO YL BN
							171.0

(4.10) Thru Time
44.4 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.

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A). Page 8	FIRST CLASS		Distance from Salt Lake City	Time-Table No. 39	
	5	103		October 27, 1968	
	Passenger	Passenger		STATIONS	
	Daily	Daily			
DPY	7.30PM	7.55AM	020.8	DN-R YERMO YL BN	
IP	7.38PM	8.03AM	625.4	4.6 DAGGETT	
	s 7.50	s 8.20	634.2	8.8 BARSTOW BA	
	s 9.40	s 10.30	715.0	80.8 SAN BERNARDINO B	
	9.48	10.39	718.5	3.5 COLTON	
IP	10.00PM	10.48AM	724.8	6.3 S. P. and A. T. & S. F. Crossings	
	s 10.05	s 11.00	725.5	0.7 RIVERSIDE JCT. YL	
108 P			729.2	DN RIVERSIDE YL VN	
96 P			730.0	3.7 STREETER	
105 YP			734.7	0.8 ARLINGTON	
105 P			737.4	4.7 PEDLEY	
PI			744.9	2.7 D MIRA LOMA V	
P			745.2	7.5 S. P. CROSSING	
105 P			747.5	0.3 D ONTARIO RA	
P			750.0	2.3 MONTOLAIR	
P			751.0	2.5 S. P. CROSSING	
102 P			754.1	1.0 DN POMONA PO	
106 P			758.6	3.1 SPADRA	
			765.2	4.5 WALNUT	
105 P			780.0	6.8 PUENTE JCT.	
P			771.7	0.8 D CITY OF INDUSTRY BG	
103 P			772.1	5.7 BARTOLO	
54 P			772.7	0.4 WHITTIER JCT.	
			774.5	0.6 D PICO-RIVERA K	
			777.3	1.8 MONTEBELLO	
DPVZ			777.4	2.8 DN EAST LOS ANGELES YL Z	
PX			780.2	0.1 R EAST YARD YL	
PX			781.3	2.8 DOWNEY ROAD YL	
PX			783.0	1.1 NINTH ST. JCT. YL	
I			783.0	1.7 FIRST ST. YL	
I			784.0	0.9 PASADENA JCT. YL	
IP	A 11.45PM	A 12.30PM	784.7	0.1 A. T. & S. F. Csg. (Mission Tower)	
				0.7 DN-R LOS ANGELES UD	
				(Union Station)	

(4.15) (4.35) Thru Time
38.2 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. 39	
	104	6		October 27, 1968	
	Passenger	Passenger		STATIONS	
DPY	A 6.50PM	A 12.50AM	163.2	DN-R YERMO YL BN	
IP	6.40PM	12.40AM	158.6	4.6 DAGGETT	
	s 6.30	s 12.30 AM	150.1	8.8 BARSTOW BA	
	s 4.25	s 10.40	67.3	82.8 SAN BERNARDINO B	
	4.09	10.30	64.5	2.8 COLTON	
IP	3.59PM	10.22PM	58.2	6.3 S. P. and A. T. & S. F. Crossings	
	s 3.57	s 10.20	57.5	0.7 RIVERSIDE JCT. YL	
108 P			53.8	DN RIVERSIDE YL VN	
96 P			53.0	3.7 STREETER	
105 YP			48.3	0.8 ARLINGTON	
105 P			45.6	4.7 PEDLEY	
PI			38.1	2.7 D MIRA LOMA V	
P			37.8	7.5 S. P. CROSSING	
105 P			36.5	0.3 D ONTARIO RA	
P			33.0	2.3 MONTOLAIR	
P			32.0	2.5 S. P. CROSSING	
102 P			28.9	1.0 DN POMONA PO	
106 P			24.4	3.1 SPADRA	
			17.8	4.5 WALNUT	
105 P			17.0	6.8 PUENTE JCT.	
			11.3	0.8 D CITY OF INDUSTRY BG	
			10.9	5.7 BARTOLO	
103 P			10.3	0.4 WHITTIER JCT.	
54 P			8.5	0.6 D PICO-RIVERA K	
			5.7	1.8 MONTEBELLO	
DPVZ			5.0	2.8 DN EAST LOS ANGELES YL Z	
PX			2.8	0.1 R EAST YARD YL	
PX			1.7	2.8 DOWNEY ROAD YL	
PX			0.0	1.1 NINTH ST. JCT. YL	
I				1.7 FIRST ST. YL	
I				0.9 PASADENA JCT. YL	
IP	2.30PM	9.00PM		0.1 A. T. & S. F. Csg. (Mission Tower)	
				0.7 DN-R LOS ANGELES UD	
				(Union Station)	

Thru Time (4.20) (3.50)
Average speed per hour 38.1 43.1

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. 39 October 27, 1968		Mile-Post
		STATIONS		
	0.0	WHITTIER JCT. YL	0.0	
	0.1	S. P. CROSSING YL	0.1	
18	2.3	D WHITTIER YL	2.3	
	5.1	COLIMA JCT. YL	5.1	
	9.7	LA HABRA YL	9.7	
	10.5	FULLERTON JCT. YL	10.5	
I	15.5	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 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. 39 October 27, 1968		Mile-Post
		STATIONS		
	0.0	BOULDER JCT. YL	0.0	
	9.8	D HENDERSON YL RB	9.8	
59	22.4	D 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; B—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. 39 October 27, 1968		Mile-Post
		STATIONS		
		EAST YARD YL		
	3.1	DN HOBART YL	3.1	
	3.0	L. A. JOT. RY. CROSSING YL	3.0	
	5.1	S. P. CROSSING YL	5.1	
69	5.3	BELL YL	5.3	
	7.4	S. P. CROSSING YL	7.4	
	9.4	WORKMAN	9.4	
	11.2	S. P. CROSSING	11.2	
123	12.5	D PARAMOUNT YL	12.5	
73	14.3	RIOCO YL	14.3	
75	14.6	DOUGLAS JOT. YL	14.6	
	17.4	S. P. CROSSING	17.4	
95	19.1	MANUEL	19.1	
I	21.7	S. P. CROSSING	21.7	
P	22.3	MEAD TFR. YL	22.3	
I	23.2	HENRY FORD BLV. DRAWBRIDGE YL	23.2	
PT	24.2	TERMINAL ISLAND YL	24.2	
P	25.9	EAST SAN PEDRO YL	25.9	
		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	
	Psg.	Frt.		Psg.	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 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. 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, or Baldwin 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	
	Psg.	Frt.		Psg.	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 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
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 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	
	Psgr.	Frts.		Psgr.	Frts.
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. - Vineyard 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	Streeter 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 Wyo 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. 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	30	30
Blue Diamond Spur Arden to M.P. 8. M.P. 8 to end of track.		20 12	Lead known as Consolidated Lumber Company track: On straight track. On curves.		10 6
Crestmore Branch Between Pedley and Crestmore.		15	Vernon, city limits.	12	12
Anaheim Branch Between M.P. 12.0 and 13.0.		15 10	Henry Ford Ave. drawbridge.	15	15
Highway Crossing M.P. 18.5. Highway Crossing M.P. 20.1.		10 8	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Lakewood Branch Del Amo Boulevard M.P. 15.2. Wardlow Road M.P. 17.1.	25 10 10	25 10 10	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	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

SET OUT TRACKS							
Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision				Kerens	225.8	19	Both
Bracken	329.3	12	Both	Glasgow	222.0	17	Both
Sloan	315.2	32	Both	Sands	217.4	11	Both
Erie	309.1	12	Both	Balch	212.0	14	Both
Jean	300.8	10	East	Crucero	204.1	24	West
Borax	296.9	14	Both	Afton	191.0	18	West
Roach	291.5	11	Both	Dunn	187.1	31	Both
Calada	287.1	14	Both	Field	182.4	17	Both
Desert	282.2	11	Both	Manix	177.6	36	East
Nipton	277.7	12	Both	Harvard	173.2	17	Both
Moore	271.9	8	Both	Toomey	168.5	4	East
Ivaopah	267.2	12	Both				
Brant	262.8	7	Both	Second Subdivision			
Joshua	258.0	12	Both	Pedley	48.3	94	Both
Cima	254.2	21	Both	Mira Loma	45.0	86	Both
Chase	250.3	11	Both	Spadra	29.5	10	Both
Elora	246.8	9	Both	Walnut	24.4	10	Both
Dawes	243.4	17	Both	City of Industry	17.0	31	Both
Hayden	238.9	10	Both	Pico	10.3	27	Both
Flynn	230.8	16	Both	Montebello	8.5	31	Both

MILEAGE

Main Line	338.5
Branches	90.8
Total	429.3