

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 40

Effective Sunday,

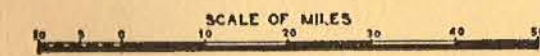
June 22, 1969

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



WESTWARD		FIRST SUBDIVISION					FIRST CLASS		Distance from Salt Lake City	Time-Table No. 40 June 22, 1969		STATIONS	
Car capacity of sidings, etc. See Rule 6 (A). Page 8	DPVZ					5	103			Time-Table No. 40 June 22, 1969		STATIONS	
						Passenger	Passenger						
						Daily	Daily						
						4.30PM	5.10AM	449.8	DN-R LAS VEGAS YL VG				
102	P							454.7	4.9 BRACKEN				
59	PY							457.0	2.3 BOULDER JCT.				
93	P							461.5	4.5 D ARDEN A				
90	P							469.0	7.5 D SLOAN SX				
100	P							474.7	5.7 ERIE				
101	P							482.9	8.2 JEAN				
102	P							487.7	4.8 BORAX				
58	P							492.3	4.6 ROACH				
108	P							496.8	4.5 CALADA				
102	P							501.5	4.7 DESERT				
102	P							509.5	5.0 NIPTON				
101	P							511.9	5.4 MOORE				
101	P							516.5	4.6 IVANPAH				
102	P							521.1	4.6 BRANT				
92	P							526.0	4.9 JOSHUA				
96 } 89 }	PY							529.8	3.8 OIMA				
100	P							533.8	4.0 CHASE				
102	P							536.9	3.1 ELORA				
102	P							540.6	3.7 DAWES				
102	P							544.9	4.3 HAYDEN				
175	PY							548.5	3.6 KELSO				
98	P							553.4	4.9 FLYNN				
102	P							558.1	4.7 KERENS				
71	P							562.1	4.0 GLASGOW				
92	P							566.4	4.3 SANDS				
101	P							572.1	5.7 BALCH				
102	P							579.7	7.6 CRUCERO				
109	P							587.1	7.4 BASIN				
61	P							592.5	5.4 AFTON				
108	P							596.7	4.2 DUNN				
102	P							601.6	4.9 FIELD				
102	P							606.2	4.6 MANIX				
102	P							610.7	4.5 HARVARD				
100	P							615.7	5.0 TOOMEY				
DPY						A 7.30PM	A 8.25AM	620.8	5.1 DN-R YERMO YL BN				
									CENTRALIZED TRAFFIC CONTROL				
									171.0				
						(3.00)	(3.15) Thru Time					
						57.0	52.6 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		FIRST SUBDIVISION					FIRST CLASS		Distance from Salt Lake City	Time-Table No. 40 June 22, 1969		STATIONS	
Car capacity of sidings, etc. See Rule 6 (A). Page 8	DPVZ					5	103			Time-Table No. 40 June 22, 1969		STATIONS	
						Passenger	Passenger						
						Daily	Daily						
						4.30PM	5.10AM	449.8	DN-R LAS VEGAS YL VG				
102	P							454.7	4.9 BRACKEN				
59	PY							457.0	2.3 BOULDER JCT.				
93	P							461.5	4.5 D ARDEN A				
90	P							469.0	7.5 D SLOAN SX				
100	P							474.7	5.7 ERIE				
101	P							482.9	8.2 JEAN				
102	P							487.7	4.8 BORAX				
58	P							492.3	4.6 ROACH				
108	P							496.8	4.5 CALADA				
102	P							501.5	4.7 DESERT				
102	P							509.5	5.0 NIPTON				
101	P							511.9	5.4 MOORE				
101	P							516.5	4.6 IVANPAH				
102	P							521.1	4.6 BRANT				
92	P							526.0	4.9 JOSHUA				
96 } 89 }	PY							529.8	3.8 OIMA				
100	P							533.8	4.0 CHASE				
102	P							536.9	3.1 ELORA				
102	P							540.6	3.7 DAWES				
102	P							544.9	4.3 HAYDEN				
175	PY							548.5	3.6 KELSO				
98	P							553.4	4.9 FLYNN				
102	P							558.1	4.7 KERENS				
71	P							562.1	4.0 GLASGOW				
92	P							566.4	4.3 SANDS				
101	P							572.1	5.7 BALCH				
102	P							579.7	7.6 CRUCERO				
109	P							587.1	7.4 BASIN				
61	P							592.5	5.4 AFTON				
108	P							596.7	4.2 DUNN				
102	P							601.6	4.9 FIELD				
102	P							606.2	4.6 MANIX				
102	P							610.7	4.5 HARVARD				
100	P							615.7	5.0 TOOMEY				
DPY						A 7.30PM	A 8.25AM	620.8	5.1 DN-R YERMO YL BN				
									CENTRALIZED TRAFFIC CONTROL				
									171.0				
						(4.10)	(3.20) Thru Time					
						44.4	51.3 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 8 (A), Page 8	FIRST CLASS		Distance from Salt Lake City	Time-Table No. 40	
	5	103		June 22, 1969	
	Passenger	Passenger		STATIONS	
	Daily	Daily		C.T.C. { DN-R YERMO YL BN 4.6 DAGGETT 8.8 BARSTOW BA 80.8 SAN BERNARDINO B 3.5 COLTON 6.3 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7 DN RIVERSIDE YL VN 3.7 STREETER 0.8 ARLINGTON 4.7 PEDLEY 2.7 D MIRA LOMA V 7.5 S. P. CROSSING 0.3 D ONTARIO RA 3.3 MONTCLAIR 2.5 S. P. CROSSING 1.0 DN POMONA PO 3.1 SPADRA 4.5 WALNUT 6.6 PUENTE JCT. 0.8 D CITY OF INDUSTRY BG 5.7 BARTOLO 0.4 WHITTIER JCT. 0.6 D PICO-RIVERA K 1.8 MONTEBELLO 2.8 DN EAST LOS ANGELES YL Z 0.1 R EAST YARD YL 2.8 DOWNEY ROAD YL 1.1 NINTH ST. JCT. YL 1.7 FIRST ST. YL 0.9 PASADENA JCT. YL 0.1 A.T. & S. F. Csg. (Mission Tower) 0.7 DN-R LOS ANGELES UD (Union Station) 163.9	
DPY	7.30PM	8.25AM	620.8		
IP	7.33PM	8.33AM	625.4		
	7.50	8.50	834.2		
	9.40	11.00	715.0		
	9.48	11.09	718.5		
IP	10.00PM	11.18AM	724.8		
P	10.05	11.30	726.5		
108 P			729.2		
96 P			730.0		
105 YP			734.7		
105 P			737.4		
PI			744.9		
P			745.2		
105 P			747.5		
P			750.0		
P	10.35	12.05PM	751.0		
102 P			754.1		
106 P			758.6		
			765.2		
105 P			766.0		
P			771.7		
			772.1		
103 P			772.7		
54 P			774.5		
	11.05	12.40	777.3		
DPYZ			777.4		
PX			780.2		
PX			781.3		
PX			783.0		
I			783.9		
I			784.0		
IP	11.45PM	1.00PM	784.7		

(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 8 (A), Page 8	FIRST CLASS		Mile-Post	Time-Table No. 40	
	104	6		June 22, 1969	
	Passenger	Passenger		STATIONS	
DPY	5.05PM	12.50AM	163.2	C.T.C. { DN-R YERMO YL BN 4.6 DAGGETT 8.8 BARSTOW BA 82.8 SAN BERNARDINO B 2.8 COLTON 6.3 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7 DN RIVERSIDE YL VN 3.7 STREETER 0.8 ARLINGTON 4.7 PEDLEY 2.7 D MIRA LOMA V 7.5 S. P. CROSSING 0.3 D ONTARIO RA 3.3 MONTCLAIR 2.5 S. P. CROSSING 1.0 DN POMONA PO 3.1 SPADRA 4.5 WALNUT 6.6 PUENTE JCT. 0.8 D CITY OF INDUSTRY BG 5.7 BARTOLO 0.4 WHITTIER JCT. 0.6 D PICO-RIVERA K 1.8 MONTEBELLO 2.8 DN EAST LOS ANGELES YL Z 0.1 R EAST YARD YL 2.8 DOWNEY ROAD YL 1.1 NINTH ST. JCT. YL 1.7 FIRST ST. YL 0.9 PASADENA JCT. YL 0.1 A. T. & S. F. Csg. (Mission Tower) 0.7 DN-R LOS ANGELES UD (Union Station) 165.2	
P	4.55PM	12.40AM	158.6		
	4.45	12.30 AM	150.1		
	2.40	10.40	87.3		
	2.24	10.30	64.6		
IP	2.14PM	10.22PM	58.2		
P	2.12	10.20	57.5		
108 P			53.8		
96 P			53.0		
105 YP			48.3		
105 P			45.6		
PI			38.1		
P			37.8		
105 P			35.5		
P			33.0		
P	1.37	9.50	32.0		
102 P			28.9		
106 P			24.4		
			17.8		
105 P			17.0		
P			11.3		
			10.9		
103 P			10.3		
54 P			8.5		
	1.05	9.20	5.7		
DPYZ			5.0		
PX			2.8		
PX			1.7		
PX			0.0		
I					
I					
IP	12.45PM	9.00PM			

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. 40 June 22, 1969		Mile-Post
		STATIONS		
	0.0	WHITTIER JCT. YL	0.0	
	0.1	S. P. CROSSING YL	0.1	
18	2.3	WHITTIER YL	2.3	
	5.1	COLIMA JCT. YL	5.1	
	9.7	LA HABRA YL	9.7	
	10.5	FULLERTON JOT. YL	10.5	
1	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. 40 June 22, 1969		Mile-Post
		STATIONS		
TF	0.0	BOULDER JCT. YL	0.0	
59	9.8	D HENDERSON YL	9.8	
PT	22.4	D BOULDER CITY YL	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. 40 June 22, 1969		Mile-Post
		STATIONS		
		R 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 YL	9.4	
	11.2	S. P. CROSSING YL	11.2	
123	12.6	D PARAMOUNT YL	12.6	
73	14.3	RIOCO YL	14.3	
75	14.6	DOUGLAS JOT. 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	
	25.9	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 "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
Passenger trains with 6 cars or less.	70		Freight trains handling tonnage in excess of 70 tons per operative brake.		40
Work trains and all regularly assigned locals.		50	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
When caboose is handled in train consisting of passenger train equipment.	60		Trains handling UTLX 80500 to 80999 series jumbo tank cars under load or mty.		50
When using No. 14 turn-outs.	25	20	Trains handling U. P. ore cars 26000-26499.		50
When using other cross-overs or turn-outs.	15	15	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
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	Trains handling scale test cars or company roadway machines on their own wheels (except wrecking derricks): On main line—Tangent. On main line—Curves. On branch lines.		30 25 20
Within yard limits protected by continuous block signals.	60	35	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 not protected by continuous block signals. On main line. On branch lines.	50 30	25 15	Jordan spreaders and other machines of spreader type, when in operation.		15
Diesel road freight and road switch locomotives.	65		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
1870 class locomotives: On First and Second Subdivisions. On branch lines.		50 20	Wye tracks.	6	6
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;	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
Field			Cima to Kelso		
Between Wye Switches M.P. 162.8 and 163.1.	20	20	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
Dunn			Cima to Kelso		
Between M.P. 186.2 and 186.4.	70	55	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.	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.	Frt.		Psg.	Frt.
Cima to Kelso Westward freight trains not required to use retainers per Special Rule 1042(S).		25	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
Erie Between M.P. 309.3 and 309.8. See Note. Between M.P. 311.7 and 312.5.	70 45	55 30	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.	Frt.		Psg.	Frt.
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 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.	Frt.		Psg.	Frt.
Boulder City Branch Between M.P. 17.8 and 19.0.	30	30 20	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. 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.		15 10	Over SP Crossing M.P. 21.7. Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10 10	10 10
Highway Crossing M.P. 18.5. Highway Crossing M.P. 20.1.		10 8	Pasadena Branch Between Avenue 33 and Pasadena Junction.	12	12 6
Lakewood Branch Del Amo Boulevard M.P. 15.2. Wardlow Road M.P. 17.1.	25 10 10	25 10 10	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	191.6	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
Ivanpah	267.2	12	Both	Second Subdivision			
Brant	262.8	7	Both	Pedley	48.3	94	Both
Joshua	258.0	12	Both	Mira Loma	45.0	86	Both
Cima	254.2	21	Both	Spadra	29.5	10	Both
Chase	250.3	11	Both	Walnut	24.4	10	Both
Elora	246.8	9	Both	City of Industry	17.0	31	Both
Dawes	243.4	17	Both	Pico	10.3	27	Both
Hayden	238.9	10	Both	Montebello	8.5	31	Both
Flynn	230.8	16	Both				

MILEAGE	
Main Line	338.5
Branches	90.8
Total	429.3