



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

**TIME-TABLE
No. 41**

Effective Sunday,

April 26, 1970

at 12:01 A. M. Pacific Time

*Safety Gains
Where Courtesy Reigns*

FOR EMPLOYEES ONLY

G. A. CUNNINGHAM
General Manager

J. BOWEN
General Superintendent
Transportation

R. W. HOLLAND
General Superintendent

- R. D. SMITH, Superintendent** Los Angeles, Cal.
L. B. MASKILL, 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.
M. D. DECKER, Trainmaster Las Vegas, Nev.
H. B. CROWE, Terminal Trainmaster Los Angeles, Cal.
E. C. BERNEY, Terminal Trainmaster Los Angeles, Cal.
M. G. MARLER, Master 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.
F. D. WENGERT, Division Engineer.... Los Angeles, Cal.
M. McGUIRE, General Roadmaster Los Angeles, Cal.
W. F. GRIFFIN, Superintendent of Safety and Courtesy Los Angeles, Cal.

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

- R. C. ALLYN, Chief Train Dispatcher**..... Los Angeles, Cal.
J. E. MUNCEY, Asst. Chief Train Dispatcher..... Los Angeles, Cal.
J. L. HULIHAN, 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
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. 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
N. A. Lorusso	Surgeon	Las Vegas
D. J. Romeo	Surgeon	Las Vegas
R. F. Miller	Surgeon	Las Vegas
S. B. Ginsburg	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 ...	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
T. M. Hearn	Surgeon	Montebello
J. T. Lanier	Surgeon	North Hollywood ...
C. M. Hadley	Ocullist & Aurist ...	Pasadena
S. B. Hughes	Surgeon	Pomona
H. D. Orr	Surgeon	Riverside
	Surgeon	San Bernardino
	Surgeon	San Bernardino
	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
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									
103 Passenger				104 Passenger									
Daily				Daily									
Distance from Ogden				Mile Post									
Time-Table No. 41				Time-Table No. 41									
April 26, 1970				April 26, 1970									
STATIONS				STATIONS									
				MT	OGDEN	MT		A	6.55				
					SALT LAKE CITY				5.55				
									5.30				
					MILFORD				2.05				
									2.00				
					CALIENTE				11.45				
				MT	LAS VEGAS	MT			9.15				
				PT		PT			8.00				
					YERMO				4.40				
					BARSTOW				4.20				
					SAN BERNARDINO				2.15				
					RIVERSIDE				1.47				
					POMONA				1.12				
					EAST LOS ANGELES				12.40				
				PT	LOS ANGELES	PT			12.20				
					821.0								

(17.15) Thru Time (17.35)
 47.6 Average speed per hour 46.7

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

WESTWARD		FIRST SUBDIVISION						Time-Table No. 41		April 26, 1970		
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPYZ	FIRST CLASS						Distance from Salt Lake City	STATIONS			
		103 Passenger							DN-R LAS VEGAS YL VG			
		Daily						449.8		4.9		
		5.50AM						464.7		BRACKEN 2.3		
								467.0		BOULDER JCT. 4.5		
								461.5		D ARDEN A 7.5		
								469.0		D SLOAN SX 5.7		
								474.7		ERIE 8.2		
								482.9		JEAN 4.8		
								487.7		BORAX 4.6		
								492.3		ROACH 4.5		
								496.8		CALADA 4.7		
								501.5		DESERT 5.0		
								506.6		NIPTON 5.4		
								511.9		MOORE 4.6		
								516.5		IVANPAH 4.6		
								521.1		BRANT 4.9		
								526.0		JOSHUA 3.8		
								529.8		CIMA 4.0		
								533.8		CHASE 3.1		
								536.9		ELORA 3.7		
								540.6		DAWES 4.3		
								544.9		HAYDEN 3.6		
								548.5		KELSO 4.9		
								553.4		FLYNN 4.7		
								558.1		KERENS 4.0		
								562.1		GLASGOW 4.3		
								566.4		SANDS 5.7		
								572.1		BALCH 7.6		
								579.7		ORUCERO 7.4		
								587.1		BASIN 5.4		
								592.5		AFTON 4.2		
								596.7		DUNN 4.9		
								601.6		FIELD 4.6		
								606.2		MANIX 4.5		
								610.7		HARVARD 5.0		
								615.7		TOOMEY 5.1		
								620.8		DN-B YERMO YL BN 171.0		
								(3.15)	Thru Time			
								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						Time-Table No. 41		April 26, 1970		
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPYZ	FIRST CLASS						Mile-Post	STATIONS			
		104 Passenger							DN-R LAS VEGAS YL VG			
		Daily						334.2		A 8.00PM		
								329.3		BRACKEN 2.3		
								327.0		BOULDER JCT. 4.5		
								322.5		D ARDEN A 7.5		
								315.0		D SLOAN SX 5.7		
								309.3		ERIE 8.2		
								301.1		JEAN 4.8		
								296.3		BORAX 4.6		
								291.7		ROACH 4.5		
								287.2		CALADA 4.7		
								282.5		DESERT 5.0		
								277.5		NIPTON 5.4		
								272.1		MOORE 4.6		
								267.5		IVANPAH 4.6		
								262.9		BRANT 4.9		
								258.0		JOSHUA 3.8		
								254.2		CIMA 4.0		
								250.2		CHASE 3.1		
								247.1		ELORA 3.7		
								243.4		DAWES 4.3		
								239.1		HAYDEN 3.6		
								235.5		KELSO 4.9		
								230.6		FLYNN 4.7		
								225.9		KERENS 4.0		
								221.9		GLASGOW 4.3		
								217.0		SANDS 5.7		
								211.9		BALCH 7.6		
								204.3		ORUCERO 7.4		
								196.9		BASIN 5.4		
								191.5		AFTON 4.2		
								187.3		DUNN 4.9		
								182.4		FIELD 4.6		
								177.8		MANIX 4.5		
								173.3		HARVARD 5.0		
								168.3		TOOMEY 5.1		
								163.2		DN-R YERMO YL BN 171.0		
								(3.20)	Thru Time			
								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 6 (A), Page 8	DPY	IP	103	Passenger	Daily	Distance from Salt Lake City	Time-Table No. 41	
							April 26, 1970	
							STATIONS	
							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	
							2.3	
							MONTOLAIR	
							2.5	
							S. P. CROSSING	
							1.0	
							D 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	
							D-R LOS ANGELES UD	
							(Union Station)	
							163.9	

(4.25) Thru Time
37.1 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	DPY	IP	104	Passenger	Daily	Mile-Post	Time-Table No. 41	
							April 26, 1970	
							STATIONS	
							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	
							2.3	
							MONTOLAIR	
							2.5	
							S. P. CROSSING	
							1.0	
							D 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	
							D-R LOS ANGELES UD	
							(Union Station)	
							165.2	

Thru Time (4.20)
Average speed per hour 38.1

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. 41 April 26, 1970		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 JCT. YL	10.5	
1	15.5	A. T. & S. F. CROSSING YL	15.5	
10	17.3	FULLERTON YL	17.3	
39	20.0	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. 41 April 26, 1970		Mile-Post
		STATIONS		
	0.0	BOULDER JCT. YL	0.0	
59	9.8	HENDERSON YL	9.8	
	22.4	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))

<p>Rule 6</p> <p>The following letters placed before figures of a schedule indicate:</p> <p>s —regular stop;</p> <p>f —flag stop to receive or discharge traffic;</p> <p>A—arrive.</p>	<p>Rule 6(A)</p> <p>The following letters placed in column with station name in time-table indicate:</p> <p>D —day operator;</p> <p>N —night operator;</p> <p>DN—day and night operator;</p> <p>The following letters placed in columns provided in time-table indicate:</p> <p>C —coaling station;</p> <p>D —diesel oil station;</p> <p>F —turbine fuel station;</p> <p>I —interlocking;</p> <p>O —fuel oil station;</p> <p>P —telephone;</p> <p>T —turntable;</p> <p>W—water station;</p>	<p>Rule 6(A)</p> <p>R —train register;</p> <p>YL—yard limits.</p> <p>X —cross over;</p> <p>Y —wye;</p> <p>Z —track scales;</p> <p>AI —automatic interlocking;</p> <p>CS —center siding;</p> <p>ES —eastward siding;</p> <p>WS—westward siding.</p>
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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. 41 April 26, 1970		Mile-Post
		STATIONS		
		EAST YARD YL		
	3.1	HOBART YL	3.1	
	3.6	L. A. JCT. RY. CROSSING YL	3.6	
	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	12.5	PARAMOUNT YL	12.5	
73	14.3	RIOCO YL	14.3	
75	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	
	25.9	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	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	60	Trains handling wrecking derricks: (Cont'd)		
Passenger trains handling 6 cars or less.	70		For first 5 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	
All work trains.		50	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):		
All regularly assigned locals.		50	On Main lines—tangent track;	35	
When using No. 20 turn-outs, unless a different speed is specified.	40	40	On Main lines—curves;	25	
When using No. 14 turn-outs.	25	20	On Branch lines.	25	
When using other turn-outs.	15	15	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	35	
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Jordan spreaders and other machines of spreader type, when in operation with wings extended.	15	
Within yard limits protected by continuous block signal system.	60	35	Trains handling continuous welded rail or continuous lengths of jointed rail:		
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20	On unrestricted track;	40	
(For Branches see page 10)			On restricted track or curves, 20 MPH less than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH.		
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive.	65	65	Through cross-overs or turn-outs.	10	
Other road freight locomotives.	75		Trains handling ore cars U.P. 26000-26499 inclusive, loaded or empty.	50	
Yard-switching locomotives in road service:			Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.	50	
1000-1100 class;	35	35	Trains handling specially equipped cars for company wheels and axles, U.P. 99000-99014 inclusive and U.P. 99500-99962.	50	
1800 class.	50	50	Trains handling company scrap.	50	
1870 class locomotives:			Trains handling diesel units dead in train:		
On First and Second Subdivisions.		50	Yard-switch units of any type;	35	
On branch lines.		20	Foreign line, government, export or commercial units other than yard-switch type;	45	
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35	Union Pacific road-switch units of Alco or Baldwin type.	45	
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Wye tracks except those portions used as main track or siding.	6	6
When multiple unit engine is controlled from other than leading unit.	30	30			
Freight trains handling tonnage in excess of 75 tons per operative brake.		40			
Trains handling wrecking derricks:					
Derricks with 6-wheel trucks.		40			
Derricks with 4-wheel trucks.		35			
(Continued Next Column)					

FIRST SUBDIVISION

Between Yermo and Las Vegas					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
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	30	20
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.		
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	
	Psgr.	Fr.		Psgr.	Fr.
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. 333.0 and 335.2.	20	20

SECOND SUBDIVISION
Between Los Angeles and Yermo

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	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. - 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. 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.	Fr.		Psgr.	Fr.
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.		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 crossing M.P. 17.4.	20	20
Highway Crossing M.P. 18.5. Highway Crossing M.P. 20.1.		10 8	Over SP Crossing M.P. 21.7.	10	10
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
			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 Jet.	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				
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	69.5
Total	408.0