



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 12

Effective Sunday,
September 27, 1953

at 12:01 A. M. Pacific Time

Safety Is
No Accident

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT

CALIFORNIA DIVISION

CORRECTED TO MARCH 1, 1952

A. D. HANSON
General Manager

H. E. SHUMWAY
General Superintendent Transportation

D. F. WENGERT
General Superintendent

- V. W. SMITH, Superintendent**.....Los Angeles, Cal.
W. J. FOX, Terminal Superintendent.....Los Angeles, Cal.
J. H. KINCANNON,
 Assistant Terminal Superintendent...Los Angeles, Cal.
A. BYBEE, Assistant Superintendent.....Las Vegas, Nev.
F. H. BLAIR, Trainmaster.....San Bernardino, Cal.
L. L. HOEFFEL, Master Mechanic.....Los Angeles, Cal.
D. C. KRAMER,
 Road Foreman of Engines.....Los Angeles, Cal.
W. T. SANDLIN,
 Road Foreman of Engines.....Los Angeles, Cal.
L. C. WILLIAMS,
 Road Foreman of Engines.....Las Vegas, Nev.
W. A. JURDEN, Division Engineer.....Los Angeles, Cal.
W. R. KEAY, General Roadmaster.....Los Angeles, Cal.
N. D. NELSON,
 District Safety Representative.....Los Angeles, Cal.

First Subdivision and Branches

- R. A. FORBES, Chief Train Dispatcher**...Las Vegas, Nev.
R. L. GUNDY,
 Asst. Chief Train Dispatcher.....Las Vegas, Nev.
J. L. HULIHAN,
 Asst. Chief Train Dispatcher.....Las Vegas, Nev.
G. J. WILDE,
 Asst. Chief Train Dispatcher.....Las Vegas, Nev.

Second Subdivision and Branches

- L. W. FLAHERTY,**
 Chief Train Dispatcher.....Los Angeles, Cal.
H. W. STOKER,
 Asst. Chief Train Dispatcher.....Los Angeles, Cal.
J. E. MUNCEY,
 Asst. Chief Train Dispatcher.....Los Angeles, Cal.
R. A. SEALS,
 Asst. Chief Train Dispatcher.....Los Angeles, Cal.

**UNION PACIFIC RAILROAD EMPLOYES HOSPITAL
 ASSOCIATION PHYSICIANS AND SURGEONS
 ARE LOCATED AS SHOWN BELOW:**

NAME	TITLE	PLACE
Douglas L. Gamette	Medical Director..	Los Angeles
J. B. Demman.....	Surgeon	Las Vegas
C. G. Scruggs.....	Surgeon	Las Vegas
J. J. Hamill.....	Surgeon	Las Vegas
Geo. J. Madsen.....	Ocullist	Las Vegas
H. D. Orr	Surgeon	Victorville
Leland Jacobson ..	Surgeon	San Bernardino ..
J. N. McAllister ..	Surgeon	San Bernardino ..
C. M. Hadley	Ocullist-Aurist ..	San Bernardino ..
T. A. Card	Surgeon	Riverside
R. E. Fisher.....	Surgeon	Pomona
W. A. Sullivan.....	Surgeon	Ontario
A. L. Kobal.....	Surgeon	Covina
W. W. Schultz.....	Surgeon	Puente
E. M. Pettis.....	Surgeon	Fullerton
E. L. Shultz.....	Surgeon	East Los Angeles..
M. D. Mieras.....	Surgeon	Pico
H. E. Lestmann.....	Surgeon	Pico
D. V. Cole.....	Surgeon	Montebello
H. A. Baers.....	Ocullist & Aurist..	Los Angeles
W. H. Ball.....	Surgeon	Los Angeles
S. Castanera.....	Surgeon	Los Angeles
H. M. Mason.....	Surgeon	Los Angeles
E. C. Kaye.....	Surgeon	Los Angeles
J. Segal	Surgeon	Los Angeles
W. W. Mead.....	Surgeon	Los Angeles
F. W. Van Kirk, Jr..	Surgeon	Los Angeles
E. M. F. Weaver....	Ocullist & Aurist..	Los Angeles
A. W. Williams.....	Surgeon	Los Angeles
E. E. Wunderlich...	Surgeon	Los Angeles
G. H. Quillen.....	Surgeon	Wilmington
W. W. Horst.....	Surgeon	Wilmington
R. B. Eusden.....	Surgeon	Long Beach
D. C. Sigworth	Surgeon	Long Beach
R. H. Munford.....	Surgeon	La Habra
G. E. Reames.....	Surgeon	Whittier
J. T. Morgan.....	Surgeon	Norwalk
H. G. Westphal.....	Surgeon	Glendale
G. L. Barnum.....	Surgeon	Pasadena
B. O'Sullivan.....	Surgeon	Pasadena
M. R. Couch	Surgeon	San Gabriel
J. E. Cummings ..	Surgeon	Highland Park ...
W. G. Patton.....	Ocullist & Aurist..	Alhambra
D. P. Nebeker.....	Surgeon	Arcadia
W. W. Woods.....	Surgeon	Alhambra
C. T. Poulson.....	Surgeon	Inglewood
J. C. Sharpe.....	Surgeon	West Los Angeles.
D. O. Lagerlof.....	Surgeon	West Los Angeles.
G. R. Dunlevy.....	Surgeon	Hollywood
T. M. Hearn.....	Surgeon	Hollywood
J. E. Bergmann.....	Surgeon	Santa Monica
C. S. Muller.....	Surgeon	Bell
L. F. Summers.....	Surgeon	Lynwood

Standard clocks are located as shown below:

Las Vegas..Freight Enginemen's Locker Room	Yermo	Enginemen's Locker Room
Las Vegas	San Bernardino...	Union Pacific Round House
..... Passenger Enginemen's Locker Room	East Yard.....	Enginemen's Locker Room
Las Vegas..... Conductor's Register Room	East Yard.....	Telegraph Office
Las Vegas..... Telegraph Office	East Yard.....	Dispatcher's Office
Las Vegas..... Yard Office	East Yard.....	4th St. Yard Office
Las Vegas..... Dispatcher's Office	Los Angeles...Union Station	Telegraph Office
Kelso	Los Angeles
Yermo	Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD					EASTWARD							
FIRST CLASS					FIRST CLASS							
9	103	1	37	Distance from Ogden	Time-Table No. 12 September 27, 1953			Mile Post	10	2	104	38
Passenger	Streamliner Passenger	Passenger	Passenger		STATIONS	Passenger	Passenger		Streamliner Passenger	Passenger		
Daily	Daily	Daily	Daily									
9.05	6.25	5.10	7.00	0.0	MT	OGDEN	MT	0.0	A 6.05	A 7.10	A 9.35	A 6.25
10.00	7.10	6.05	8.00	38.8	SALT LAKE CITY			38.8	5.05	6.20	8.50	5.30
10.30	7.20	6.15	9.30					784.0	4.45	6.10	8.40	5.00
12.39	9.14	8.31	12.20	154.4	LYNN DYL			665.9	2.20	3.45	6.46	2.10
2.20	10.30	10.05	2.30	248.5	MILFORD			576.8	12.50	2.20	5.37	12.30
3.05	10.57	10.40	3.15	278.9	LUND			541.4	12.05	1.30	5.00	11.40
5.08	12.31	12.34	5.35	360.8	CALIENTE			459.5	10.15	11.37	3.24	9.30
8.05	3.15	3.50	9.15	486.1	MT	LAS VEGAS	MT	384.2	7.30	8.55	12.55	6.30
7.20	2.25	3.05	8.45		PT		PT		6.15	7.40	11.45	5.00
10.45	5.10	6.20	1.00	657.1	YERMO			168.2	2.53	4.15	8.45	12.30
11.08	5.28	6.45	1.30	670.5	BARSTOW			150.1	2.25	3.47	8.27	11.59
1.15	7.25	8.50	3.55	751.8	SAN BERNARDINO			67.8	12.20	1.50	6.38	9.45
1.25	7.33	9.00	4.05	754.8	COLTON			64.5	12.07	1.37	6.25	9.15
1.40	7.45	9.15	4.25	761.8	RIVERSIDE			57.5	11.55	1.25	6.13	8.55
2.03	8.08	9.38	5.05	781.5	ONTARIO			37.8	11.28	1.00	5.53	8.15
2.14	8.11	9.47	5.25	787.8	POMONA			32.0	11.20	12.50	5.46	8.05
2.50	8.40	10.25	6.25	818.6	EAST LOS ANGELES			5.7	10.50	12.20	5.20	7.25
A 3.15	A 9.00	A 10.55	A 7.00	821.0	PT	LOS ANGELES	PT	0.0	10.30	12.01	5.00	7.00
					821.0				Daily	Daily	Daily	Daily
(19.10)	(15.35)	(18.45)	(25.00)		Thru Time				(18.35)	(18.09)	(15.35)	(22.25)
42.8	52.7	43.8	32.8		Average speed per hour.....				44.0	45.2	52.7	36.6

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
1	Victorville	Omaha or beyond	
1	Ontario, Pomona	Salt Lake City or beyond	
9	Colton, Ontario	Salt Lake City or beyond	
9	Victorville	Any station	Stations where 9 stops
*37	Any station	Any station	Any station
103	Riverside	Any station	Los Angeles
2	Pomona, Ontario		Salt Lake City or beyond
2	Victorville		Omaha or beyond
10	Pomona, Ontario		Salt Lake City or beyond
10	Victorville	Any station	Stations where 10 stops
*38	Any station	Any station	Any station
104	Riverside	Los Angeles	Stations where 104 stops

*Includes non-revenue passengers.

WESTWARD		FIRST SUBDIVISION						Distance from Salt Lake City	Time-Table No. 12	
		SECOND CLASS		FIRST CLASS					September 27, 1953	
Car capacity of sidings, etc. See Rule 6(A), Page 8	OPTWTZ	259	299	37	9	1	103		STATIONS	
		Time Freight	Stock Special	Passenger	Passenger	Passenger	Streamliner Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily			
		11.45PM	1.45AM	8.45PM	7.20AM	3.05AM	2.25AM	449.8	DN-R LAS VEGAS YL VG	
117	P			8.54				454.7	4.9 BRACKEN	
	Y							457.0	2.3 BOULDER JCT.	
107	PW			f 9.05	7.37	3.22	2.41	461.5	4.5 ARDEN A	
104	P			f 9.16				469.0	7.5 SLOAN SX	
115	P			9.25	7.54	3.39	2.58	474.7	5.7 ERIE	
116	P			9.33	8.01	3.46		482.9	8.2 JEAN JE	
118	P			9.38				487.7	4.8 BORAX	
66	P			9.42				492.8	4.6 ROACH	
125	P			9.46				496.8	4.5 CALADA	
118	PW			9.51	8.17	4.02		501.5	4.7 DESERT	
117	P			9.56				506.5	5.0 NIPTON CH	
117	P			10.03	8.28	4.13		511.9	5.4 MOORE	
117	P			f 10.11				516.5	4.6 IVANPAH	
117	P			10.17				521.1	4.6 BRANT	
106	P			10.23				526.0	4.9 JOSHUA	
103 } 107 }	PY			10.29	8.47	4.32	3.48	529.8	8.8 OIMA YL	
115	P			10.35				533.8	4.0 OHASE	
117	P			10.41				536.9	3.1 ELORA	
118	P			10.47	9.04	4.49		540.6	3.7 DAWES	
117	P			10.54				544.9	4.3 HAYDEN	
	OPWY			s 11.15	f 9.18	5.01	4.07	548.5	3.6 DN KELSO YL FO	
114	P			11.23				553.4	4.9 FLYNN	
117	P			11.28				558.1	4.7 KERENS	
81	P			11.32				562.1	4.0 GLASGOW	
106	PW			11.37				566.4	4.3 SANDS	
117	P			11.43				572.1	5.7 BALCH	
117	P			11.50	9.49	5.32	4.32	579.7	7.6 ORUERO	
126	P			11.56PM				587.1	7.4 BASIN	
70	P			12.03AM				592.5	5.4 AFTON	
125	P			12.11				596.7	4.2 DUNN	
117	P			12.18				601.6	4.9 FIELD	
117	P			12.24				606.2	4.6 MANIX	
117	PW			12.29				610.7	4.5 HARVARD	
115	P			12.34	10.28	6.06	5.00	615.7	5.0 TOOMEY	
	OPTWY	A 7.00AM	A 7.15AM	A 12.45AM	A 10.40AM	A 6.15AM	A 5.10AM	620.8	5.1 DN-R YERMO YL BN	
									171.0	

CENTRALIZED TRAFFIC CONTROL

(7.15) (5.30) (4.00) (3.20) (3.10) (2.45) Thru Time
23.5 31.1 42.7 51.3 53.1 62.2 Average speed per hour

All first-class trains will register at Yermo by train registering ticket.
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		SECOND CLASS					
Car capacity of sidings, etc. See Rule 6(A), Page 8	OPTWTZ	38	10	2	104	260	256	STATIONS	
		Passenger	Passenger	Passenger	Streamliner Passenger	Time Freight	Time Freight		
		Daily	Daily	Daily	Daily	Daily	Daily		
								384.2	DN-R LAS VEGAS YL VG
117	P	A 5.00AM	A 6.15PM	A 7.40PM	A 11.45PM	A 10.30AM	A 11.45PM	329.8	4.9 BRACKEN
	Y	4.45	5.59	7.25	11.35			327.0	2.3 BOULDER JCT.
107	PW	f 4.35	5.52	7.18	11.29			322.5	4.5 ARDEN A
104	P	f 4.22						315.0	7.5 SLOAN SX
115	P	4.10	5.37	7.01	11.14			309.8	5.7 ERIE
116	P	s 3.55						301.1	8.2 JEAN JE
118	P	3.40						296.8	4.8 BORAX
66	P	3.34						291.7	4.6 ROACH
125	P	3.25						287.2	4.5 CALADA
118	PW	3.20						282.5	4.7 DESERT
117	P	f 3.15						277.5	5.0 NIPTON CH
117	P	3.05						272.1	5.4 MOORE
117	P	f 2.59	5.00	6.23	10.40			267.5	4.6 IVANPAH
117	P	2.50						262.9	4.6 BRANT
106	P	2.43						258.0	4.9 JOSHUA
103 } 107 }	PY	f 2.38	4.49	6.13	10.29			254.2	8.8 OIMA YL
115	P	2.28						250.2	4.0 OHASE
117	P	2.20						247.1	3.1 ELORA
118	P	2.11	4.26	5.48	10.06			243.4	3.7 DAWES
117	P	2.03						239.1	4.3 HAYDEN
	OPWY	s 1.55	s 4.10	5.31	9.50			235.5	3.6 DN KELSO YL FO
114	P	1.43	3.59	5.21	9.42			230.6	4.9 FLYNN
117	P	1.38						225.9	4.7 KERENS
81	P	1.33						221.9	4.0 GLASGOW
106	PW	1.27						217.6	4.3 SANDS
117	P	1.21						211.9	5.7 BALCH
117	P	1.15	3.33	4.55	9.20			204.8	7.6 ORUERO
126	P	1.08						196.9	7.4 BASIN
70	P	1.01						191.5	5.4 AFTON
125	P	12.55						187.3	4.2 DUNN
117	P	12.50						182.4	4.9 FIELD
117	P	12.45						177.8	4.6 MANIX
117	PW	12.41						173.3	4.5 HARVARD
115	P							168.3	5.0 TOOMEY
	OPTWY	12.30AM	2.53PM	4.15PM	8.45PM	2.45AM	4.45PM	163.2	5.1 DN-R YERMO YL BN
		Daily	Daily	Daily	Daily	Daily	Daily		171.0

CENTRALIZED TRAFFIC CONTROL

Thru Time (4.30) (3.22) (3.25) (3.00) (7.45) (7.00)
Average speed per hour..... 38.0 50.8 50.0 57.0 22.0 24.4

All first-class trains will register at Yermo by train registering ticket.
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	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 12													
	299 Stock Special		259 Time Freight		9 Passenger		1 Passenger			103 Streamliner Passenger		37 Passenger		September 27, 1953									
	Daily		Daily		Daily		Daily			Daily		Daily		STATIONS									
OPTWY	7.45AM		8.00AM		10.45AM		6.20AM		5.10AM		1.00AM		620.8	DN-R YERMO YL BN									
IP					10.58AM		6.28AM		5.18AM		1.08AM		625.4	DN DAGGETT H									
					s 11.08AM		s 6.45		s 5.28		s 1.30		684.2	BARSTOW BA									
					s 1.15PM		s 8.50		s 7.25		s 3.55		715.0	SAN BERNARDINO B									
					1.25		9.00		7.33		s 4.05		718.5	COLTON									
IP					1.35PM		9.10AM		7.43AM		4.15AM		724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL									
P					s 1.40		s 9.15		7.45		s 4.25		725.5	DN RIVERSIDE YL									
AI													727.8	P. E. CROSSING									
124 P											4.35		729.2	STREETER									
113 P													730.0	ARLINGTON									
122 YP													734.7	BLY									
122 P					1.55		9.30		7.57		s 4.50		737.4	DN MIRA LOMA V									
I													744.9	S. P. CROSSING									
PW					2.03		9.38		8.03		s 5.05		745.2	DN ONTARIO YL RA									
123 P													747.5	SUNSWEEP									
P													750.0	S. P. CROSSING									
P					s 2.14		9.47		8.11		s 5.25		751.0	DN POMONA YL PO									
118 P													754.1	SPADRA									
122 P											5.36		758.6	WALNUT									
122 PW					2.30		10.03				5.45		766.0	D HILLGROVE BG									
P													772.1	WHITTIER JCT.									
118 P					2.38		10.11		8.30		s 6.00		772.7	D PICO K									
67 P											s 6.10		774.5	D MONTEBELLO MK									
					s 2.50		s 10.25		s 8.40		s 6.25		777.3	EAST LOS ANGELES YL									
OPTWYZ	A 3.30PM		A 5.00PM										777.4	DN-R EAST YARD YL									
P													780.2	DOWNEY ROAD YL									
I													781.8	NINTH ST. JCT. YL									
I					3.08		10.50		8.53		6.52		788.0	FIRST ST. YL									
I													788.9	PASADENA JCT. YL									
I													784.0	A. T. & S. F. Csg. (Mission Tower)									
IP					A 3.15PM		A 10.55AM		A 9.00AM		A 7.00AM		784.7	DN-R LOS ANGELES UD									
													168.9	(Union Station)									

(7.45) (9.00) (4.30) (4.35) (3.50) (6.00) Thru Time
20.2 17.4 36.4 35.6 42.8 27.3 Average speed per hour

Time shown at Barstow, San Bernardino and Colton is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.

All first-class trains will register at Yermo by train registering ticket.

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								EASTWARD							
Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 12													
	299 Stock Special		259 Time Freight		9 Passenger		1 Passenger			103 Streamliner Passenger		37 Passenger		September 27, 1953									
	Daily		Daily		Daily		Daily			Daily		Daily		STATIONS									
OPTWY	7.45AM		8.00AM		10.45AM		6.20AM		5.10AM		1.00AM		620.8	DN-R YERMO YL BN									
IP					10.58AM		6.28AM		5.18AM		1.08AM		625.4	DN DAGGETT H									
					s 11.08AM		s 6.45		s 5.28		s 1.30		684.2	BARSTOW BA									
					s 1.15PM		s 8.50		s 7.25		s 3.55		715.0	SAN BERNARDINO B									
					1.25		9.00		7.33		s 4.05		718.5	COLTON									
IP					1.35PM		9.10AM		7.43AM		4.15AM		724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL									
P					s 1.40		s 9.15		7.45		s 4.25		725.5	DN RIVERSIDE YL									
AI													727.8	P. E. CROSSING									
124 P											4.35		729.2	STREETER									
113 P													730.0	ARLINGTON									
122 YP													734.7	BLY									
122 P					1.55		9.30		7.57		s 4.50		737.4	DN MIRA LOMA V									
I													744.9	S. P. CROSSING									
PW					2.03		9.38		8.03		s 5.05		745.2	DN ONTARIO YL RA									
123 P													747.5	SUNSWEEP									
P													750.0	S. P. CROSSING									
P					s 2.14		9.47		8.11		s 5.25		751.0	DN POMONA YL PO									
118 P													754.1	SPADRA									
122 P											5.36		758.6	WALNUT									
122 PW					2.30		10.03				5.45		766.0	D HILLGROVE BG									
P													772.1	WHITTIER JCT.									
118 P					2.38		10.11		8.30		s 6.00		772.7	D PICO K									
67 P											s 6.10		774.5	D MONTEBELLO MK									
					s 2.50		s 10.25		s 8.40		s 6.25		777.3	EAST LOS ANGELES YL									
OPTWYZ	A 3.30PM		A 5.00PM										777.4	DN-R EAST YARD YL									
P													780.2	DOWNEY ROAD YL									
I													781.8	NINTH ST. JCT. YL									
I					3.08		10.50		8.53		6.52		788.0	FIRST ST. YL									
I													788.9	PASADENA JCT. YL									
I													784.0	A. T. & S. F. Csg. (Mission Tower)									
IP					A 3.15PM		A 10.55AM		A 9.00AM		A 7.00AM		784.7	DN-R LOS ANGELES UD									
													168.9	(Union Station)									

Thru Time (4.20) (4.10) (3.45) (5.20) (9.00) (8.15)
Average speed per hour..... 38.1 39.6 44.0 30.9 17.5 19.0

Time shown at Colton, San Bernardino and Barstow is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.

All first-class trains will register at Yermo by train registering ticket.

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. 12	
		September 27, 1953	
		STATIONS	Mile-Post
	0.0	WHITTIER JCT.	0.0
	2.3	WHITTIER YL WR	2.3
	6.9	PAC. ELEC. CROSSING	6.9
	9.7	LA HABRA HA	9.7
	10.5	PAC. ELEC. CROSSING	10.5
	18.8	SUNNY HILLS	18.8
	15.5	A. T. & S. F. CROSSING	15.5
	17.3	FULLERTON RN	17.3
	20.0	ANAHEIM YL MN	20.0
		20.0	

WESTWARD — BOULDER CITY BRANCH — EASTWARD			
Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 12	
		September 27, 1953	
		STATIONS	Mile-Post
	0.0	BOULDER JCT.	0.0
	9.8	HENDERSON YL RB	9.8
	22.4	BOULDER CITY YL BC	22.4
		22.4	

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-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.

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. 12	
		September 27, 1953	
		STATIONS	Mile-Post
		DN-R EAST YARD YL D	
	3.1	HOBART YL J	3.1
	3.6	L. A. JCT. RY. CROSSING YL	3.6
	5.1	P. E. CROSSING YL	5.1
	5.8	BELL YL	5.8
	7.4	S. P. CROSSING	7.4
	9.4	WORKMAN	9.4
	11.2	P. E. CROSSING	11.2
	12.5	PARAMOUNT YL HY	12.5
	14.8	RIOCO YL	14.8
	14.6	DOUGLAS JCT. YL	14.6
	17.4	P. E. CROSSING	17.4
	19.1	MANUEL MU	19.1
	21.7	S. P. CROSSING	21.7
	21.9	P. E. CROSSING	21.9
	22.3	MEAD TFR. YL WI	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
		28.1	

The following letters placed in column with station name in time-table indicate:
D —day operator;
N —night operator;
DN—day and night operator;
Y —wye;
Z —track scales;
AI —automatic interlocking signals;
CS —center siding;
ES —eastward siding;
WS —westward siding;
RCS—remote control switch.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:
Designation "Str."—Train with Diesel-electric Locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr."—Train with steam Locomotive and all passenger train equipment; train with Diesel-electric Locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt."—Train with freight cars; train with caboose only; Locomotive without cars.
When Diesel-electric passenger Locomotive is operated without train, a speed of 60 miles per hour must not be exceeded and all lesser speed restrictions specified under "Psgr." trains will govern.
On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.
When a freight Locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40
DLS and Los Angeles-Las Vegas Mdse Trains: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
Freight trains handling tonnage in excess of 65 tons per operative brake.			40	Jordan spreaders and other machines of spreader type, when in operation.			15
Inspection bus cars.		40	40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25
When caboose is handled in train consisting of passenger train equipment.		60		Within yard limits protected by continuous block signals.	60	50	25
Diesel-electric yard switch locomotives in road service.	35	35	35	Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40	25
Diesel-electric Locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits Diesel-electric passenger locomotive operated without train.		25	
Diesel-electric Locomotive in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15	15	15
1500 class Diesel-electric Freight Locomotives.		50	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling scale test cars: On main line. On branch lines.			30	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	20
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track. On curves. On branch lines.			30	Wye tracks.	6	6	6

FIRST SUBDIVISION						
Las Vegas Between M.P. 334.2 and 332.9.	20	20	20	Cima to Kelso Diesel-electric Locomotive running light with dynamic brake in operation and passenger trains handled by Diesel-electric Locomotives with dynamic brake in operation.	45	45
Arden Between M.P. 321.0 and 320.6.	65	55	45	Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric Locomotive with dynamic brake in operation.	30	
Between M.P. 319.7 and 318.5.	40	40	30	1870 series Diesel Locomotive operating light without dynamic brakes Cima to Kelso		20
Between M.P. 317.1 and 315.0.	40	40	30	with dynamic brakes in operation Cima to Kelso		35
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Kelso to Sands		40
Between M.P. 313.6 and 312.6.	79	70	50	Cima to Desert		40
Between M.P. 312.5 and 311.7.	45	40	30			
Between M.P. 309.8 and 309.3. See Note.	70	60	50			

FIRST SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Cima to Kelso All freight and mixed trains except when handled with Diesel-electric 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.	60	40	20	Flynn Between M.P. 223.9 and 223.5.	79	70	50
Cima to Kelso Streamline trains handled with automatic brake control and retaining valves in use.	45			Basin Between M.P. 196.2 and 193.8.	60	50	40
Kelso Between Signals 2359 and 2352.	20	20	20	Between M.P. 193.7 and 191.8	50	40	30
Between M.P. 231.2 and 230.9. See Note.	70	60	50	Afton Between M.P. 190.9 and 188.4. See Note.	55	45	35
				Dunn Between M.P. 187.0 and 186.2. See Note.	70	60	50
				Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

SECOND SUBDIVISION

Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	Spadra Between M.P. 25.3 and 25.1. See Note.	70	60	50
Between M.P. 161.7 and 161.4	70	60	50	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	Hillgrove Between M.P. 15.3 and 15.1.	55	45	35
Riverside Jct. Between M.P. 58.1 and 57.8.	20	20	20	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 56.0 and 55.2	50	40	30	Between M.P. 11.3 and 10.9.	70	60	50
PE crossing M.P. 55.2.	50	40	30	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Streeter Between M.P. 53.7 and 53.4. See Note.	60	50	40	Montebello Over Power operated Switch M.P. 7.72: Using straight track. Using turn out.	50 25	50 20	50 20
Arlington Between M.P. 52.3 and 51.8.	65	55	45	East Yard Between M.P. 3.3 and 1.7.	25	25	20
Between M.P. 50.7 and 49.9.	70	60	50	Between M.P. 0.1 and West 0.3.	25	25	20
Mira Loma S. P. Crossing M.P. 38.1.	30	30	25	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
Pomona Between M.P. 32.5 and 31.5.	40	40	25	Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50				

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Boulder City Branch	30	30	San Pedro Branch	30	30
Between M.P. 11.2 and 11.5.		20	Lead known as Consolidated Lumber Company track: On straight track. On curves.		10 6
Between M.P. 17.8 and 19.0.		20	Vernon, city limits.	12	12
Blue Diamond Spur Arden to M.P. 8.		20	Henry Ford Ave. drawbridge.	15	15
M.P. 8 to end of track.		12	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Crestmore Branch Between Bly and Crestmore.		15	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5
Anaheim Branch		20	Pasadena Branch	12	12
Between M.P. 2.0 and 2.5.		15	Glendale Branch	12	12
Between M.P. 12.0 and 13.0.		10	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.		

Note: Referring to Special Rule 10(R) Reduce Speed Signs or Resume Speed Signs have been placed on Fireman's side of track at following points:

Eastward		Westward	
M.P. 309.8	M.P. 230.5	M.P. 314.6	M.P. 54.2
M.P. 308.8	M.P. 24.6	M.P. 191.3	M.P. 29.1
		M.P. 187.5	M.P. 10.2

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
First Subdivision				Glendale Branch			
Cinderlite Spur	330.1	19 P	East	Taylor Milling Co.	4.2	15	West
Blue Diamond	321.8	P	West	Pacific Fence	5.3	4	East
Basin Gravel Pit	196.9	117	East	Delay Drive	5.5	12	West
New Dunn	188.5	20 P	Both	Pottery Spur	5.7	2	West
				Westcraft, Inc.	5.8	8	West
Second Subdivision				Modglin Co., Inc.	5.8	6	West
Magnolia Ave.	55.2	13	East	Sawyer Cabinet Co.	6.1	2	East
Stearns Winery	45.8	226	East	Forest Lawn	6.2	3	Both
Champagne	43.5	45	Both	Glendale	7.7	5	Both
Ballou	40.5	41	Both				
Winery Spur	39.1	12	West	Pasadena Branch			
San Antonio Meat Co.	34.1	22	East	Baker Spur	5.3	5	East
Convair East Spur	30.7	53	East	Team Track	5.4	1	West
Convair West Spur	29.8	24	West	Municipal Light Plant	8.2	8	East
American Brake Shoe	29.4	18	West	Municipal Light Plant	8.3	7	Both
Industrial Spur	27.0	38	East	Lennox Furnace Co.	8.5	2	East
Fallon	21.7	9	West	Crown Fence & Supply Co.	8.6	2	West
Clayton	13.5	8	East	A. C. Vroman Inc.	9.3	3	East
St. Helens Spur	11.1	16	West	Pasadena	9.8	19	Both
				San Pedro Branch			
Boulder City Branch				Flood Control Spur	8.5	3	East
Manganese, Inc.	11.5	62	East	Rancho Los Amigos	10.0	3	East
Magnesium	10.5	20	Both	Dayton Foundry Co.	10.2	6	West
				Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Crestmore Branch				Maceo Corporation	11.5	15	West
Ennis	3.1	15	Both	Auto Lite Battery	11.6	19	East
Ormand	3.9	14	Both	So. Western Cement Co.	13.1	35	West
Ormand Quarry	3.9	78	West	Ohio Rubber Co.	13.2	26	West
Crestmore	6.9	Yard	Both	Export Petroleum Co.	13.5	20	West
				Richfield Oil Co.	13.8	36	East
Anaheim Branch				Exeter Refining Co.	14.1	20	East
Gladding McBean Track	0.2	9	Both	Operators Refining Co.	14.4	19	West
Sunny Hills Spur	13.8	118	West				
Fullerton Industrial Lead	15.4	30	West	Lakewood Branch			
Northrop Aircraft	18.8	14	West	Lakewood	16.2	13 P	Both
California Juice Inc.	19.1	13	West	Douglas Aircraft Spur & Wye	16.5		Both
Southern California Citrus	19.2	16	West	Montana Ranch Spur	16.9	6	East
				Richfield Oil Spur	17.1	29	West
				City of Long Beach Water Dept.	17.1	8	East
				Hancock Refinery Spur	17.2	26	East
				Cherry Ave. Team Track	17.2	17	East

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision				Hayden	238.9	10	Both
Bracken	329.3	12	Both	Flynn	230.8	15	Both
Arden	321.9	15	Both	Kerens	225.8	18	Both
Sloan	315.2	15	West	Glasgow	222.0	16	Both
Erie	309.1	12	Both	Sands	217.4	11	Both
Jean	300.8	10	East	Balch	212.0	14	Both
Borax	296.9	14	Both	Crucero	204.1	23	West
Roach	291.5	11	Both	Afton	191.6	17	West
Calada	287.1	14	Both	Dunn	187.1	30	Both
Desert	282.2	11	Both	Field	182.4	16	Both
Nipton	277.7	12	Both	Manix	177.6	19	East
Moore	271.9	8	Both	Harvard	173.2	16	Both
Ivanpah	267.2	12	Both	Toomey	168.5	4	East
Brant	262.8	7	Both				
Joshua	258.0	12	Both	Second Subdivision			
Cima	254.2	20	Both	Bly	48.3	89	Both
Chase	250.3	11	Both	Walnut	24.4	10	Both
Elora	246.8	9	Both	Hillgrove	17.0	30	Both
Dawes	243.4	16	Both	Pico	10.3	26	Both
				Montebello	8.5	30	Both

MILEAGE

Main Line	338.5
Branches	92.6
Total	431.1