



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 18

Effective Sunday,
April 29, 1956

at 12:01 A. M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
 CORRECTED TO MARCH 1, 1952

A. D. HANSON
General Manager

H. E. SHUMWAY
General Superintendent Transportation

- V. W. SMITH, Superintendent**.....Los Angeles, Cal.
W. J. FOX, Assistant Superintendent....Los Angeles, Cal.
A. W. KIRKEBY,
Terminal SuperintendentLos Angeles, Cal.
J. I. STROSNIDER,
Assistant Terminal Superintendent...Los Angeles, Cal.
R. D. SMITH, Trainmaster.....San Bernardino, Cal.
R. L. RICHMOND, Trainmaster.....Las Vegas, Nev.
F. D. ACORD, 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.
R. E. HAACKE, Division Engineer.....Los Angeles, Cal.
G. M. PICKERING, General Roadmaster.Los Angeles, Cal.
G. R. TROUTMAN,
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. T. WHISLER,
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.
J. L. HULIHAN,
Asst. Chief Train Dispatcher.....Los Angeles, Cal.

**UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL
ASSOCIATION PHYSICIANS AND SURGEONS:**

NAME	TITLE	PLACE
E. L. Turner	District Surgeon	Los Angeles
W. W. Woods	Surgeon	Alhambra
D. P. Nebeker	Surgeon	Arcadia
C. S. Muller	Surgeon	Bell
A. L. Kobal	Surgeon	Covina
W. W. Meier	Surgeon	East Los Angeles
E. M. Pettis	Surgeon	Fullerton
E. A. Taylor	Surgeon	Glendale
E. A. Westphal	Surgeon	Glendale
J. E. Cummings	Surgeon	Eagle Rock
C. T. Poulson	Surgeon	Inglewood
R. H. Munford	Surgeon	La Habra
J. B. Demman	Surgeon	Las Vegas
J. J. Hamill	Surgeon	Las Vegas
G. J. Madsen	Oculist	Las Vegas
C. G. Scruggs	Surgeon	Las Vegas
R. B. Eusden	Surgeon	Long Beach
D. C. Sigworth	Surgeon	Long Beach
H. A. Baers	Oculist & Aurist	Los Angeles
W. H. Ball	Surgeon	Los Angeles
S. Castaneres	Surgeon	Los Angeles
E. C. Kaye	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
J. Segal	Surgeon	Los Angeles
J. A. Zaro, Jr.	Surgeon	Los Angeles
E. M. F. Weaver	Oculist & Aurist	Los Angeles
M. E. Hansen	Surgeon	Los Angeles (Central)
W. W. Mead	Surgeon	Los Angeles-Compton
A. W. Williams	Surgeon	Los Angeles-La Brea
E. E. Wunderlich	Surgeon	Los Angeles-Palos Verdes
J. R. Brown	Surgeon	Lynwood
H. A. Anderson	Surgeon	Montebello
T. M. Hearn	Surgeon	North Hollywood
J. T. Morgan	Surgeon	Norwalk
W. A. Sullivan	Surgeon	Ontario
G. L. Barnum	Surgeon	Pasadena
B. O'Sullivan	Surgeon	Pasadena
M. D. Mieras	Surgeon	Pico-Rivera-Whittier
D. L. Hauck	Oculist	East Los Angeles
R. E. Fisher	Surgeon	Pomona
W. W. Schultz	Surgeon	Puente
H. E. Lestmann	Surgeon	Rivera-Downey
T. A. Card	Surgeon	Riverside
C. M. Hadley	Oculist & Aurist	San Bernardino
Leland Jacobson	Surgeon	San Bernardino
N. Marsh	Surgeon	San Bernardino
J. E. Bergmann	Surgeon	Santa Monica
H. D. Orr	Surgeon	Victorville
D. O. Lagerlof	Surgeon	West Los Angeles-Beverly Hills
M. D. Mieras	Surgeon	Whittier
G. E. Reames	Surgeon	Whittier
W. W. Horst	Surgeon	Wilmington
G. H. Quillen	Surgeon	Wilmington

Standard clocks are located as shown below:

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

CONDENSED TIME-TABLE

WESTWARD						EASTWARD					
FIRST CLASS						FIRST CLASS					
Time-Table No. 18						April 29, 1956					
STATIONS						STATIONS					
	9 Passenger	103 Streamliner Passenger	5 Mail and Express	Distance from Ogden		10 Passenger	104 Streamliner Passenger	6 Mail and Express			
	Daily	Daily	Daily			Daily	Daily	Daily			
MT	9.15	6.55	7.55	0.0	MT	6.00	9.00	7.20			
	10.05	7.40	8.45	86.8		5.05	8.15	6.25			
	10.30	7.50	9.45			4.45	8.05	6.00			
	12.39	9.39	12.15	154.4		2.20	6.08	3.30			
	2.20	10.54	2.05	248.5		12.50	4.58	1.55			
	3.00	11.21	2.45	278.9		12.05	4.25	1.00			
	5.08	12.55	4.50	360.8		10.15	2.49	10.55			
MT	8.05	3.30	8.05	486.1	PT	7.30	12.20	8.00			
PT	7.20	2.40	7.35		PT	6.15	11.10	6.40			
	10.40	5.35	11.45	657.1		2.53	8.15	2.55			
	11.03	5.53	12.10	670.5		2.25	7.57	2.30			
	1.05	7.50	2.30	751.8		12.20	6.08	12.20			
	1.15	7.58	2.40	754.8		12.07	5.55	11.59			
	1.35	8.10	3.00	761.8		11.55	5.43	11.45			
	1.58		3.45	781.5		11.28		11.10			
	2.10	8.38	4.05	787.8		11.20	5.15	10.55			
	2.50	9.10	5.00	818.6		10.50	4.50	10.17			
	A3.15	A 9.30	A5.30	821.0	PT	10.30	4.30	10.00			
						Daily	Daily	Daily			
	(19.00)	(15.35)	(22.35)			(18.30)	(15.30)	(20.20)			
	43.2	52.7	36.4			44.3	53.0	40.4			

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
9	Colton, Ontario	Salt Lake City or beyond	
9	Victorville	Any station	Stations where 9 stops
*5	Any station	Any station	Any station
103	Riverside	Any station	Los Angeles
10	Ontario		Las Vegas or beyond
10	Victorville	Any station	Stations where 10 stops
*6	Any station	Any station	Any station
104	Riverside	Los Angeles	Station where 104 stops
104	Pomona		Omaha or beyond
103	Pomona	Omaha or beyond	

*Includes non-revenue passengers.

WESTWARD		FIRST SUBDIVISION						Distance from Salt Lake City	Time-Table No. 18	
		SECOND CLASS		FIRST CLASS			April 29, 1956			
Car capacity of sidings, etc. See Rule 6(A), Page 8		259 Time Freight	299 Stock Passenger	5 Mail and Express	9 Passenger	103 Streamliner Passenger	STATIONS			
DPTWYZ		Daily	Daily	Daily	Daily	Daily	DN-R LAS VEGAS YL VG			
117	P	10.45PM	1.45AM	7.35PM	7.20AM	2.40AM	449.8	4.9	BRACKEN	
				7.43			454.7	2.8	BOULDER JCT.	
107	P			7.49			461.5	4.5	ARDEN A	
104	P			7.58			469.0	7.5	SLOAN SX	
115	P						474.7	5.7	ERIE	
116	P			8.17			482.9	8.2	JEAN	
118	P						487.7	4.8	BORAX	
66	P						492.8	4.6	ROACH	
125	P						496.8	4.5	CALADA	
118	PW			8.40			501.5	4.7	DESERT	
117	P			8.50			506.5	5.0	NIPTON OH	
117	P			8.55			511.9	5.4	MOORE	
117	P			9.01			516.5	4.6	IVANPAH	
117	P			9.06			521.1	4.6	BRANT	
106	P						526.0	4.9	JOSHUA	
103 } 107 }	PY			9.16			529.8	8.8	CIMA	
115	P						538.8	4.0	CHASE	
117	P			9.28			538.9	3.1	ELORA	
118	P						540.6	3.7	DAWES	
117	P						544.9	4.8	HAYDEN	
	DPY			10.00	9.15	4.25	548.5	8.6	KELSO YL FO	
114	P						558.4	4.9	FLYNN	
117	P						558.1	4.7	KERENS	
81	P			10.17			562.1	4.0	GLASGOW	
106	P			10.23			566.4	4.8	SANDS	
117	P						572.1	5.7	BALOH	
117	P			10.37			579.7	7.6	CRUCERO	
126	P						587.1	7.4	BASIN	
70	P						592.5	5.4	AFTON	
125	P						596.7	4.2	DUNN	
117	P			11.10			601.6	4.9	FIELD	
117	P						606.2	4.6	MANIX	
117	P						610.7	4.5	HARVARD	
115	P			11.25	10.25	5.25	615.7	5.0	TOOMEY	
	DPWY	A 5.45AM	A 7.15AM	A 11.35PM	A 10.35AM	A 5.35AM	620.8	5.1	YERMO YL BN	
									171.0	

CENTRALIZED TRAFFIC CONTROL

Thru Time (7.00) (5.30) (4.00) (3.15) (2.55)
Average speed per hour 24.4 31.1 42.7 50.4 58.7

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		FIRST SUBDIVISION						EASTWARD	
		SECOND CLASS		FIRST CLASS			Time-Table No. 18		
Car capacity of sidings, etc. See Rule 6(A), Page 8		259 Time Freight	299 Stock Passenger	5 Mail and Express	9 Passenger	103 Streamliner Passenger	April 29, 1956		
DPTWYZ		Daily	Daily	Daily	Daily	Daily	STATIONS		
DPTWYZ		Daily	Daily	Daily	Daily	Daily	DN-R LAS VEGAS YL VG		
117	P	6.28	5.59	11.00			829.8	4.8	BRACKEN
							827.0	2.8	BOULDER JCT.
107	P	6.18					822.5	4.5	ARDEN A
104	P	6.05					815.0	7.5	SLOAN SX
115	P						809.8	5.7	ERIE
116	P	5.45					801.1	8.2	JEAN
118	P						796.8	4.8	BORAX
66	P						791.7	4.6	ROACH
125	P						787.2	4.5	CALADA
118	PW	5.20					782.5	4.7	DESERT
117	P	5.13					777.5	5.0	NIPTON OH
117	P	5.04					772.1	5.4	MOORE
117	P	4.59					767.5	4.6	IVANPAH
117	P	4.53					762.9	4.6	BRANT
106	P	4.45					758.0	4.9	JOSHUA
103 } 107 }	PY						754.2	8.8	CIMA
115	P						750.2	4.0	CHASE
117	P	4.31					747.1	3.1	ELORA
118	P						743.4	3.7	DAWES
117	P						739.1	4.8	HAYDEN
	DPY	4.10	4.10	9.20			735.5	8.6	KELSO YL FO
114	P						730.6	4.9	FLYNN
117	P						725.9	4.7	KERENS
81	P	3.54					721.9	4.0	GLASGOW
106	P	3.50					717.6	4.8	SANDS
117	P						711.9	5.7	BALOH
117	P	3.37					704.8	7.6	CRUCERO
126	P						696.9	7.4	BASIN
70	P						691.5	5.4	AFTON
125	P						687.8	4.2	DUNN
117	P	3.15					682.4	4.9	FIELD
117	P						677.8	4.6	MANIX
117	P	3.05					673.8	4.5	HARVARD
115	P	2.55AM	2.53PM	8.15PM	5.00AM	4.00PM	668.8	5.0	TOOMEY
	DPWY	Daily	Daily	Daily	Daily	Daily	663.2	5.1	YERMO YL BN
									171.0

CENTRALIZED TRAFFIC CONTROL

Thru Time (3.45) (3.22) (2.55)
Average speed per hour 45.6 50.8 58.6 (6.45) (6.30) 25.3 26.3

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. 18	
	299 Stock Special	259 Time Freight	Daily	5 Mail and Express	9 Passenger	103 Streamliner Passenger		April 29, 1956	
								STATIONS	
DPWT	7.45AM	6.15AM		11.45PM	10.40AM	5.35AM	620.8	C.T.C. { DN-R YERMO YL BN	
IP				11.53PM	10.48AM	5.43AM	625.4	DN DAGGETT H	
D				S 12.10AM	S 11.03AM	5.53	684.2	BARSTOW BA	
IP				S 2.30	S 1.05PM	7.50	715.0	SAN BERNARDINO B	
P				S 2.40	1.15	7.58	718.5	COLTON	
AI				2.50AM	1.25PM	8.08AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
124				S 3.00	S 1.35	8.10	725.5	DN RIVERSIDE YL	
113							727.8	P. E. CROSSING	
122							729.2	STREETER	
122							780.0	ARLINGTON	
122				f 3.25			784.7	BLY	
PI							787.4	DN MIRA LOMA V	
P				S 3.45	1.58		744.9	S. P. CROSSING	
123							745.2	DN ONTARIO YL RA	
P							747.5	SUNSWEEET	
P							750.0	S. P. CROSSING	
118				S 4.05	S 2.10	8.38	751.0	DN POMONA YL PO	
122							754.1	SPADRA	
122							758.6	WALNUT	
122							765.2	PUENTE JCT.	
P							766.0	D PUENTE BG	
P							771.7	BARTOLO	
118				f 4.35			772.1	WHITTIER JCT.	
67				f 4.45			772.7	D PICO K	
ODPWTZ	A 3.30PM	A 3.00PM		S 5.00	S 2.50	S 9.10	774.5	D MONTEBELLO MK	
PX							777.8	EAST LOS ANGELES YL	
PX							780.2	DN-R EAST YARD YL	
PX							781.8	DOWNEY ROAD YL	
I							788.0	NINTH ST. JCT. YL	
I				5.18	3.02	9.21	788.9	FIRST ST. YL	
IP							784.0	PASADENA JCT. YL	
				A 5.30AM	A 3.15PM	A 9.30AM	784.7	A. T. & S. F. Csg. (Mission Tower)	
							168.9	DN-R LOS ANGELES UD	

(7.45) (8.45) (5.45) (4.35) (3.55) Thru Time
20.4 18.0 28.5 35.7 41.8 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.

SECOND SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 8	FIRST CLASS			SECOND CLASS		Mile-Post	Time-Table No. 18	
	10 Passenger	104 Streamliner Passenger	6 Mail and Express	256 Time Freight	260 Time Freight		April 29, 1956	
							STATIONS	
DPWT	A 2.50PM	A 8.15PM	A 2.50AM	A 3.15PM	A 4.30AM	168.2	C.T.C. { DN-R YERMO YL BN	
IP	2.38PM	8.07PM	2.40AM			158.6	DN DAGGETT H	
D	S 2.25	7.57	2.30			150.1	BARSTOW BA	
IP	S 12.20	S 6.08	12.20AM	10.45	12.30AM	67.8	SAN BERNARDINO B	
P	12.07PM	5.55	11.59PM	10.00	11.59PM	64.5	COLTON	
AI	11.57AM	5.45PM	11.48PM			58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
124	S 11.55	5.43	11.45			57.5	DN RIVERSIDE YL	
113						55.2	P. E. CROSSING	
122						58.8	STREETER	
122						58.0	ARLINGTON	
122						48.8	BLY	
PI						45.6	DN MIRA LOMA V	
P						88.1	S. P. CROSSING	
123	11.28		11.10			87.8	DN ONTARIO YL RA	
P						85.5	SUNSWEEET	
P						88.0	S. P. CROSSING	
118	S 11.20	5.15	S 10.55			82.0	DN POMONA YL PO	
122						28.9	SPADRA	
122						24.4	WALNUT	
122						17.8	PUENTE JCT.	
P						17.0	D PUENTE BG	
P						11.3	BARTOLO	
118						10.9	WHITTIER JCT.	
67						10.8	D PICO K	
ODPWTZ	S 10.50	S 4.50	10.17			5.7	D MONTEBELLO MK	
PX						5.6	EAST LOS ANGELES YL	
PX						2.8	DN-R EAST YARD YL	
PX						1.7	DOWNEY ROAD YL	
I						0.0	NINTH ST. JCT. YL	
I							FIRST ST. YL	
IP	10.30AM	4.30PM	10.00PM				PASADENA JCT. YL	
	Daily	Daily	Daily	Daily	Daily		A. T. & S. F. Csg. (Mission Tower)	
							DN-R LOS ANGELES UD	

Thru Time (4.20) (3.45) (4.50) (8.15) (8.30)
Average speed per hour..... 38.1 44.0 34.1 19.1 18.5

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. 18 April 29, 1956		Mile-Post
		STATIONS		
	0.0		WHITTIER JCT.	0.0
	0.1		0.1 S. P. CROSSING	0.1
18	2.8	D	WHITTIER YL WR	2.8
	6.9		PAC. ELEC. CROSSING	6.9
	9.7		LA HABRA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	18.8		SUNNY HILLS	18.8
	15.5		A. T. & S. F. CROSSING	15.5
11	17.8	D	FULLERTON RN	17.8
40	20.0	D	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. 18 April 29, 1956		Mile-Post
		STATIONS		
	0.0		BOULDER JCT. YL	0.0
60	9.8	D	HENDERSON YL RB	9.8
	22.4	D-R	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;
- 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. 18 April 29, 1956		Mile-Post
		STATIONS		
		DN-R	EAST YARD YL D	
	8.1	DN	HOBART YL J	8.1
	8.6		A. T. and S. F. Crossing 0.5 L. A. JCT. BY. CROSSING YL	8.6
	5.1		P. E. CROSSING YL	5.1
15 77	5.8		BELL YL	5.8
	7.4		S. P. CROSSING YL	7.4
	9.4		WORKMAN	9.4
	11.2		P. E. CROSSING	11.2
13	12.5	D	PARAMOUNT YL HY	12.5
	14.8		RIOCO YL	14.8
	14.6		DOUGLAS JOT. YL	14.6
	17.4		P. E. CROSSING	17.4
	19.1		MANUEL	19.1
	21.7		S. P. CROSSING	21.7
	21.9		P. E. CROSSING	21.9
	22.8	DN	MEAD TFR. YL WI	22.8
	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 "Str."—Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with Steam locomotive and all passenger train equipment; train with Diesel 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 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.

When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

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. 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
DLS and Los Angeles-Las Vegas Merchandise Trains 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 15
When caboose is handled in train consisting of passenger train equipment.		60		Within yard limits protected by continuous block signals.	60	50	25
Diesel yard switch locomotives in road service.			35	Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits Diesel passenger locomotive operated without train.			25
Diesel 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 40	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel freight and road switch locomotives.	65	65		When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling U. P. ore cars numbers 8000 - 8499 loaded or empty.			45	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 scale test cars: On main line. On branch lines.			30 20	Wye tracks.	6	6	6
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track. On curves. On branch lines.			30 25 15				

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Las Vegas Between M.P. 335 and 332.5.	20	20	20	Cima to Kelso Diesel locomotive running light with dynamic brake in operation and passenger trains handled by Diesel 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 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 with dynamic brakes in operation			20
Between M.P. 317.1 and 315.0.	40	40	30	Cima to Kelso Kelso to Sands Cima to Desert			35 40 40
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30				
Between M.P. 313.6 and 312.6.	79	70	50				
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 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 in operation.	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	45	35	25
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	Puente Between M.P. 15.3 and 15.1.	55	45	35
Riverside Jct. Between M.P. 58.1 and 57.3.	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.	70 25	60 20	50 20
Arlington Between M.P. 52.3 and 51.8.	65	55	45	East Yard Between M.P. 2.4 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.	40	40	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 Between M.P. 17.8 and 19.0.	30	30	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves.		10 6		
Blue Diamond Spur Arden to M.P. 8.		20	Vernon, city limits.	12	12		
M.P. 8 to end of track.		12	Henry Ford Ave. drawbridge.	15	15		
Crestmore Branch Between Bly 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. 2.0 and 2.5.		15	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5		
Between M.P. 12.0 and 13.0.		10	Pasadena Branch	12	12		
			Glendale Branch	12	12		
			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.				

Note: Referring to Rule 10(J) 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. 314.6
M.P. 308.8	M.P. 191.3
M.P. 230.5	M.P. 187.5
M.P. 24.6	M.P. 54.2
	M.P. 29.1
	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
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 Dunf	188.5	20 P	Both	Pottery Spur	5.7	2	West
Second Subdivision				Westcraft, Inc.	5.8	8	West
Magnolia Ave.	55.2	13	East P	Modglin Co., Inc.	5.8	6	West
Stearns Winery	45.8	226	East	Sawyer Cabinet Co.	6.1	2	East
Champagne	43.5	45	Both	Forest Lawn	6.2	3	Both
Ballou	40.5	41	Both	Glendale	7.7	5	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 P	East	Lennox Furnace Co.	8.5	2	East
Fallon	21.7	7 P	West	Crown Fence & Supply Co.	8.6	2	West
Clayton	13.5	8 P	East	Holly Mfg. Co.	8.6	3	East
Shepherd Tractor Spur	12.2	15 P	East	A. C. Vroman Inc.	9.3	3	East
St. Helens Spur	11.1	16	West	Pasadena	9.8	19	Both
				City of Pasadena	11.31	3	West
Boulder City Branch				San Pedro Branch			
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
Crestmore Branch				Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Ennis	3.1	15	Both	Macco Corporation	11.5	15	West
Ormand	3.9	14	Both	Auto Lite Battery	11.6	19	East
Ormand Quarry	3.9	78	West	So. Western Cement Co.	13.1	35	West
Crestmore	6.9	Yard	Both	Ohio Rubber Co.	13.2	26	West
Anaheim Branch				Export Petroleum Co.	13.5	20	West
Gladding McBean Track	0.2	9	Both	Richfield Oil Co.	13.8	36	East
Sunny Hills Spur	13.8	118	West	Exeter Refining Co.	14.1	20	East
Fullerton Industrial Lead	15.4	30	West	Operators Refining Co.	14.4	19	West
Northrop Aircraft	18.8	14	West	Lakewood Branch			
California Juice Inc.	19.1	13	West	Lakewood	16.2	13 P	Both
Southern California Citrus	19.2	16	West	Douglas Aircraft Spur & Wye	16.5		Both
				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
Bracken	329.3	12	Both	Hayden	238.9	10	Both
Arden	321.9	15	Both	Flynn	230.8	15	Both
Sloan	315.2	15	West	Kerens	225.8	18	Both
Erie	309.1	12	Both	Glasgow	222.0	16	Both
Jean	300.8	10	East	Sands	217.4	11	Both
Borax	296.9	14	Both	Balch	212.0	14	Both
Roach	291.5	11	Both	Crucero	204.1	23	West
Calada	287.1	14	Both	Afton	191.6	17	West
Desert	282.2	11	Both	Dunn	187.1	30	Both
Nipton	277.7	12	Both	Field	182.4	16	Both
Moore	271.9	8	Both	Manix	177.6	19	East
Ivanpah	267.2	12	Both	Harvard	173.2	16	Both
Brant	262.8	7	Both	Toomey	168.5	4	East
Joshua	258.0	12	Both	MILEAGE			
Cima	254.2	20	Both	Main Line		338.5	
Chase	250.3	11	Both	Branches		92.6	
Elora	246.8	9	Both	Total		431.1	
Dawes	243.4	16	Both				