

THIRD SUBDIVISION (Contd.)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Dry Lake				Rox			
Between M.P. 363.9 and 364.2.	70	65	45	Between M.P. 397.6 and 398.6.	40	35	25
Between M.P. 365.1 and 365.3.	85	70	45	Between M.P. 399.9 and 400.5.	65	50	40
Crystal				Between M.P. 401.7 and 402.1.	80	50	40
Between M.P. 369.1 and 369.4.	70	65	45	Hoya			
Ute				Between M.P. 403.7 and 419.6.	35	35	25
Between M.P. 376.7 and 377.2.	85	70	45	Carp			
Byron				Between M.P. 420.4 and 423.7.	65	50	40
Between M.P. 379.2 and 379.6.	60	50	40	Cloud			
Between M.P. 380.4 and 380.9.	65	55	45	Between M.P. 424.0 and 425.1.	65	50	40
Between M.P. 381.1 and 381.3.	85	70	45	Between M.P. 425.5 and 426.2.	55	45	35
Moapa, between switches.	75	50	35	Between M.P. 426.4 and 427.6.	65	50	40
Between M.P. 387.6 and 387.7.	85	70	45	Between M.P. 428.0 and 428.2.	55	45	35
Acton				Between M.P. 428.3 and 428.4.	80	50	40
Between M.P. 391.7 and 392.1.	55	45	35	Leith			
Between Farrier and Etna, streamline trains must not exceed schedule speed.		50		Between M.P. 429.1 and 429.2.	65	50	40
Farrier				Between M.P. 430.1 and 456.1.	35	35	25
Between M.P. 394.0 and 394.2.	65	50	40	Etna			
Between M.P. 394.7 and 395.4.	35	35	25	Between M.P. 457.1 and 457.2.	80	50	40
Between M.P. 395.6 and 397.3.	65	50	40	Between M.P. 457.9 and 459.5.	50	40	25
				Caliente			

BRANCHES

San Pedro Branch Maximum speed.		30	30	Between M.P. 2.0 and 2.5.		15	15
Lead known as Consolidated Lumber Company track: On straight track.			10	Between M.P. 12.0 and 13.0.		10	10
On curves.			6	Crestmore Branch.			
Vernon, city limits.		12	12	Between Riverside Jct. and Crestmore.			20
Henry Ford Ave. drawbridge.		15	15	Between Crestmore and Bly.			15
Pasadena Branch.		12	12	Boulder City Branch Maximum speed.		25	25
Glendale Branch.		12	12	Between M.P. 11.2 and 11.5.			20
Anaheim Branch Maximum speed.		20	20	Between M.P. 17.8 and 19.0.			20
				St. Thomas Branch Maximum speed.		20	20
				Between M.P. 5.4 and 6.1.		10	10

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' 30"	24.
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	2' 45"	21.3
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3'	20.
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	3' 30"	17.1
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	4'	15.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	5'	12.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	6'	10.
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	7'	8.6
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	8'	7.5
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6	10'	6.
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.				

Standard clocks are located as shown below:

Caliente	Las Vegas	San Bernardino	Union Pacific Round House
Caliente	Las Vegas	East Yard	Union Pacific Round House
Caliente	Las Vegas	East Yard	Union Pacific Round House
Las Vegas	Las Vegas	Los Angeles	Union Pacific Round House
Las Vegas	Las Vegas	Los Angeles	Union Pacific Round House
Las Vegas	Las Vegas	Los Angeles	Union Pacific Round House
Las Vegas	Las Vegas	Los Angeles	Union Pacific Round House
Las Vegas	Las Vegas	Los Angeles	Union Pacific Round House
Las Vegas	Las Vegas	Los Angeles	Union Pacific Round House
Las Vegas	Las Vegas	Los Angeles	Union Pacific Round House

**F. C. PAULSEN** General Manager  
**H. E. SHUMWAY** General Superintendent Transportation  
**E. MARKSHEFFEL** General Superintendent

- V. W. SMITH, Superintendent**..... Los Angeles, Cal.  
**E. J. HILTON**, Terminal Superintendent.. Los Angeles, Cal.  
**H. S. BARRIS**, Trainmaster..... Los Angeles, Cal.  
**D. F. WENGERT**, Assistant Superintendent..... Las Vegas, Nev.  
**H. S. JENSEN**, Trainmaster..... Las Vegas, Nev.  
**J. R. FROHOFF**, Master Mechanic..... Los Angeles, Cal.  
**D. C. KRAMER**, Road Foreman of Engines..... Los Angeles, Cal.  
**D. W. SCHENCK**, Road Foreman of Engines..... Los Angeles, Cal.  
**C. F. BAILEY**, Road Foreman of Engines.. Las Vegas, Nev.  
**L. C. WILLIAMS**, Road Foreman of Engines..... Las Vegas, Nev.  
**J. P. MACK**, Division Engineer..... Los Angeles, Cal.  
**W. R. KEAY**, General Roadmaster..... Los Angeles, Cal.

Second and Third Subdivisions and Branches

- T. W. FRENCH**, Chief Train Dispatcher... Las Vegas, Nev.  
**F. S. HIRSCH**, Asst. Chief Train Dispatcher ..... Las Vegas, Nev.

First Subdivision and Branches

- D. M. JONES**, Chief Train Dispatcher ..... Los Angeles, Cal.  
**P. V. COX**, Asst. Chief Train Dispatcher.. Los Angeles, Cal.  
**J. A. McNULTY**, Asst. Chief Train Dispatcher..... Los Angeles, Cal.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
DOUGLAS L. GAMETTE	Medical Director	Los Angeles, Cal.	
Hugh M. Mason	Surgeon	Los Angeles, Cal.	
R. W. Lyster	Surgeon	Los Angeles, Cal.	
E. E. Harnagel	Surgeon	Los Angeles, Cal.	
W. R. Gibson	Surgeon	Los Angeles, Cal.	
D. B. Gibboney	Surgeon	Los Angeles, Cal.	
E. D. Warren	Oculist	Los Angeles, Cal.	
E. M. Weaver	Oculist	Los Angeles, Cal.	
J. W. Bergmann	Surgeon	Santa Monica, Cal.	Santa Monica to Los Angeles
G. R. Dunlevy	Surgeon	Hollywood, Cal.	Hollywood and Beverly Hills
John C. Sharpe	Surgeon	West Los Angeles, Cal.	West Los Angeles
C. T. Poulson	Surgeon	Inglewood, Cal.	Inglewood
W. W. Woods	Surgeon	Alhambra, Cal.	Alhambra and Monterey Park
Don P. Nebeker	Surgeon	Arcadia, Cal.	Arcadia, San Gabriel and El Monte
John Cummings	Surgeon	Highland Park, Cal.	Highland Park and Eagle Rock
C. C. Snyder	Surgeon	Pasadena, Cal.	Pasadena to Los Angeles
J. S. Hibben	Surgeon	Pasadena, Cal.	Pasadena to Los Angeles
H. R. McMeekin	Surgeon	Lynwood, Cal.	Lynwood
George D. Wells	Surgeon	Los Angeles, Cal.	South Gate and Huntington Park
H. G. Westphal	Surgeon	Glendale, Cal.	Glendale and vicinity
R. H. Munford	Surgeon	La Habra, Cal.	La Habra and vicinity
Ralph B. Eusden	Surgeon	Long Beach, Cal.	Long Beach to Hynes
R. W. Stellar	Surgeon	Wilmington, Cal.	San Pedro to Long Beach
Ellwood L. Schultz	Surgeon	East Los Angeles, Cal.	East Los Angeles and Montebello
R. V. Graves	Surgeon	Fullerton, Cal.	Fullerton to Anaheim
W. W. Schultz	Surgeon	Puente, Cal.	Rowland and vicinity
R. E. Fisher	Surgeon	Pomona, Cal.	Rowland to Ontario
W. A. Sullivan	Surgeon	Ontario, Cal.	Riverside to Pomona
T. A. Card	Surgeon	Riverside, Cal.	Colton to Ontario
Russell M. Gray	Surgeon	San Bernardino, Cal.	Colton to Hesperia
P. W. Lawler	Surgeon	Victorville, Cal.	Hesperia to Barstow
J. E. Ballachey	Surgeon	Yermo, Cal.	Barstow to Calada
J. J. Hamill	Surgeon	Las Vegas, Nev.	Roach to Dry Lake
Claude E. Scruggs	Surgeon	Las Vegas, Nev.	Las Vegas
J. B. Denman	Surgeon	Caliente, Nev.	Crestline to Moapa

MILEAGE

Main Line	460.2
Branches	103.8
Total	564.0

UNION PACIFIC RAILROAD COMPANY  
 SOUTH-CENTRAL DISTRICT



LOS ANGELES  
 DIVISION

TIME-TABLE  
 No. 28

Effective Wednesday,

May 14, 1947

at 12:01 A. M. Pacific Time

BE CAREFUL TODAY!

FOR EMPLOYEES ONLY



WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Car capacity of sidings, etc. See Rule 6 (A).	FIRST CLASS				Distance from Salt Lake City
	103	37	3	1	
	Streamliner Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	
YARD OWTFP	11.40PM	4.55PM	4.25AM	12.55AM	824.5
89 P	11.47	5.02	4.32	1.02	829.5
68 P	11.56PM	5.11	4.41	1.11	834.5
96 P	12.04AM	5.20	4.49	1.19	839.1
98 WP	12.16	5.32	5.00	1.31	845.6
72 P	12.23	5.39	5.07	1.40 <sup>104</sup>	849.9
87 YP	12.31	5.47	5.15	1.48	854.9
72 P	12.36	5.53		1.54	860.0
100 80 OWP	12.41	6.00	5.27	2.00	864.9
93 P	12.50	6.09	5.36 <sup>38</sup>		870.5
67 P	1.02 <sup>104</sup>	6.18	5.45	2.17	875.5
72 P	1.11	6.27	5.54	2.26	881.1
111 WP	1.16	6.34	6.01	2.33	886.1
92 P	1.21	6.45 <sup>4</sup>	6.07	2.39	890.6
73 P	1.25	6.51	6.12		895.9
115 WYP	1.29 <sup>8</sup>	7.03	6.17	2.48	400.9
73 P	1.33	7.09	6.22	2.53	405.9
89 P	1.37	7.14	6.26	2.58	410.5
71 P	1.41	7.19	6.31	3.03	415.4
82 WP	1.45	7.24	6.36	3.09	421.0
78 P	1.51	7.30	6.42	3.15	426.5
88 P	1.56	7.37	6.48	3.21	432.0
73 P	2.02	7.50 <sup>2</sup>	6.54	3.27	437.0
71 P	2.06	7.55	6.58	3.31	441.6
97 P	2.09	8.00	7.01	3.34	445.8
YARD WYTOP	A 2.15AM	A 8.15PM	A 7.15AM	A 3.45AM <sup>38</sup>	449.8

(2.35) (3.20) (2.50) (2.50) ..... Thru Time  
48.5 37.6 44.2 44.2 ..... Average speed per hour

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
37	Any station	Any station	Any station

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Car capacity of sidings, etc. See Rule 6 (A).	FIRST CLASS				Mile-Post	
	38	4	2	104		
	Passenger	Passenger	Passenger	Streamliner Passenger		
YARD OWTFP	DN-R CALIENTE YL CS	459.5	A 7.20AM	A 8.35PM	A 10.25PM	A 2.30AM
89 P	5.0 ETNA	454.5	7.01	8.23	10.14	2.17
68 P	5.0 STINE	449.5	6.52	8.14	10.05	2.08
96 P	4.6 BOYD	444.9	6.43	8.06	9.57	2.00
98 WP	6.5 ELGIN	488.4	f 6.29	7.53	9.44	1.47
72 P	4.8 KYLE	484.1	6.19	7.46	9.37	1.40 <sup>1</sup>
87 YP	5.0 LEITH	429.1	6.11	7.38	9.29	1.31
72 P	5.1 CLOUD	424.0	6.04	7.32	9.23	1.26
100 80 OWP	4.9 CARP	419.1	f 5.55	7.26	9.17	1.20
93 P	5.6 VIGO	418.5	5.36 <sup>3</sup>	7.17	9.08	1.11
67 P	5.0 GALT	408.5	5.27	7.08	8.59	1.02 <sup>103</sup>
72 P	5.6 HOYA	402.9	5.18	6.59	8.50	12.53
111 WP	5.0 ROX	397.9	f 5.11	6.52	8.43	12.48
92 P	4.5 FARRIER	398.4	5.04	6.45 <sup>37</sup>	8.37	12.43
72 P	5.8 ACTON	388.1	4.58	6.39	8.32	12.38
115 WYP	5.0 MOAPA MA	388.1	s 4.51	f 6.34	8.27	12.34
73 P	5.0 BYRON	378.1	4.35	6.28	8.22	12.29
89 P	4.6 UTE	378.5	4.30	6.23	8.18	
71 P	4.9 CRYSTAL	368.8	4.25	6.19	8.14	12.21
82 WP	5.6 DRY LAKE	368.0	4.20	6.14	8.09	12.17
78 P	5.5 GARNET	357.5	4.14	6.08	8.03	12.12
88 P	5.5 APEX	352.0	4.08	6.02	7.57	12.07
78 P	5.0 DIKE	347.0	4.02	5.56	7.50 <sup>37</sup>	12.02AM
71 P	4.6 VALLEY	342.4	3.57	5.51	7.45	
97 P	3.7 WANN	338.7	3.52	5.46	7.41	11.55PM
YARD WYTOP	4.5 DN-R LAS VEGAS YL VG	334.2	3.45AM <sup>1</sup>	5.40PM	7.35PM	11.50PM
		125.3	Daily	Daily	Daily	Daily

Thru Time ..... (3.35) (2.55) (2.50) (2.40)  
Average speed per hour ..... 35.0 43.0 44.2 47.0

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
38	Any station	Any station	Any station

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A)	YARD WTTOPZ	FIRST CLASS				Distance from Salt Lake City
		37	3	1	103	
		Passenger	Passenger	Passenger	Streamliner Passenger	
		Daily	Daily	Daily	Daily	
		8.35PM	7.30AM	4.00AM	2.25AM	449.8
119	P	8.46	7.39	4.09	2.34	454.7
						457.0
108	WP	f 8.57	7.48	4.18	2.42	461.5
106	P	f 9.09	7.58	4.28	2.52 <sup>38</sup>	469.0
117	P	9.20	8.05	4.36	2.59	474.7
80	P					478.8
117	P	9.28	8.12	4.43	3.05	482.9
119	P	9.33	8.16	4.47		487.7
67	P	9.38	8.20	4.51	3.12	492.8
126	P	9.43	8.24	4.55		496.8
119	WP	9.49	8.28	4.59	3.19	501.5
118	P	9.59	8.33	5.04	3.23	506.5
118	P	10.06	8.39	5.10	3.28	511.9
118	WP	f 10.14	8.44	5.15	3.33	516.5
118	P	10.21	8.49	5.21	3.38	521.1
107	P	10.33 <sup>104</sup>	8.55	5.27	3.44	526.0
104 } 112 }	YP	f 10.43	9.00	5.33	3.48	529.8
116	WP	10.50	9.06	5.39	3.53	538.8
119	P	10.55	9.11	5.44		538.9
119	P	11.01			4.00	540.6
119	P	11.08	9.23	5.56	4.04	544.9
86	OWTP	s 11.23	9.29	6.02	4.09	548.5
114	P	11.30	9.35	6.08		558.4
118	P	11.37	9.40	6.13	4.18	558.1
82	P	11.43	9.44	6.17		562.1
106	WP	11.49	9.48	6.21	4.24	566.4
118	P	11.55PM	9.53	6.26		572.1
119	P	12.03AM <sup>38</sup>			4.33	579.7
128	P	12.12	10.05	6.38	4.38	587.1
73	P	12.20	10.12	6.45	4.44	592.5
120	P	12.28	10.18	6.51	4.49	596.7
118	P	12.37	10.24	6.57	4.53	601.6
118	P	12.42	10.28	7.01		606.2
118	WP	12.48	10.32	7.05	5.00	610.7
116	P	12.55	10.36	7.10		615.7
YARD	OWTTP	A 1.10AM	A 10.45AM	A 7.20AM	A 5.10AM	620.8

(4.35) 37.3 (3.15) 52.6 (3.20) 51.3 (2.45) 62.2 ..... Thru Time ..... Average speed per hour

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
37	Any station	Any station	Any station

SECOND SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6 (A)	YARD WTTOPZ	FIRST CLASS				Mile-Post
		4	2	104	38	
		Passenger	Passenger	Streamliner Passenger	Passenger	
		A 5.25PM	A 7.20PM	A 11.40PM	A 3.25AM	
119	P	5.12	7.08	11.31	3.10	829.8
						827.0
108	WP	D 5.06	7.02	11.26	f 3.03	822.5
106	P	D 4.57	6.53	11.18	f 2.52 <sup>108</sup>	815.0
117	P	4.50	6.46	11.12	2.43	809.8
50	P					805.7
117	P	D 4.41	6.39	11.06	s 2.35	801.1
119	P	4.36	6.35	11.02	2.27	296.8
67	P	4.32	6.31		2.22	291.7
126	P	4.28	6.27	10.55	2.17	287.2
119	WP	4.23	6.23		2.12	282.5
118	P	D 4.18	6.18	10.48	s 2.05	277.5
118	P	4.13	6.13	10.44	1.58	272.1
118	WP	4.09	6.09		f 1.53	267.5
118	P	4.05	6.05	10.37	1.47	262.9
107	P	4.00	6.00	10.33 <sup>37</sup>	1.42	258.0
104 } 112 }	YP	3.55	5.55	10.29	f 1.37	254.2
116	WP	3.45	5.45	10.22	1.25	250.2
119	P	3.39	5.39	10.15	1.17	247.1
119	P	3.32	5.32	10.08	1.09	243.4
119	P	3.24	5.24	10.01	1.00	239.1
86	OWTP	s 3.15	5.15	9.53	s 12.50	235.5
114	P	3.06	5.05	9.42	12.34	230.6
118	P	3.00	4.59	9.36	12.27	225.9
82	P	2.55	4.53	9.31	12.22	221.9
106	WP	2.50	4.48		12.17	217.6
118	P			9.24	12.11	211.9
119	P	2.38	4.36		12.03AM <sup>37</sup>	204.8
128	P	2.32	4.30	9.14	11.53PM	196.9
73	P	2.25	4.23	9.08	11.46	191.5
126	P	2.20		9.04	11.41	187.8
118	P	2.15	4.14		11.36	182.4
118	P	2.11	4.10		11.31	177.8
118	WP	2.07		8.54	11.27	173.8
116	P	2.02	4.02		11.22	168.8
YARD	OWTTP	1.55PM	3.55PM	8.45PM	11.15PM	163.2

Thru Time ..... (3.30) 48.9 (3.25) 50.0 (2.55) 58.6 (4.10) 41.0 ..... Average speed per hour

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
38	Any station	Any station	Any station

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Time-Table No. 28

May 14, 1947

STATIONS

DN-R YERMO YL BN	4.6				
DN DAGGETT H	8.8				
BARSTOW BA	80.8				
SAN BERNARDINO B	8.5				
COLTON	6.8				
S. P. and A. T. & S. F. Crossings					
RIVERSIDE JCT. YL	0.7				
DN-R RIVERSIDE YL	2.8				
MAGNOLIA AVE. (P. E. Csg.)	1.4				
STREETER	0.8				
ARLINGTON	8.2				
PEDLEY	1.5				
BLY	2.7				
DN MIRA LOMA V	8.9				
COLLINS	8.6				
S. P. CROSSING	0.8				
DN ONTARIO YL RA	2.8				
SUNSWEEP	2.5				
DN WO TOWER WO	1.0				
S. P. Crossing	8.1				
DN POMONA YL PO	4.5				
SPADRA	4.5				
DN WALNUT WA	4.5				
ROWLAND	2.9				
DN HILLGROVE BG	8.8				
CLAYTON	2.8				
WHITTIER JCT. YL	0.6				
DN PICO YL K	1.8				
D MONTEBELLO MK	2.8				
EAST LOS ANGELES YL	0.1				
TELEGRAPH ROAD YL	1.9				
DN-R EAST YARD YL D	0.9				
DOWNEY ROAD YL	0.6				
SOTO ST. JCT. YL	0.5				
NINTH ST. JCT. YL	1.7				
FIRST ST. YL	0.9				
PASADENA JCT. YL	0.1				
A. T. & S. F. Csg. (Mission Tower)					
DN-R LOS ANGELES UD	0.7				
(Union Station)					
168.9					

BLOCK SIGNALS

Double Track

Double Track

Thru Time ..... (4.25) 37.1  
Average speed per hour ..... (4.30) 36.4

Thru Time ..... (3.55) 41.8  
Average speed per hour ..... (5.50) 28.1

Train	103	1 & 3	37
At	Riverside	Ontario, Pomona	Any station
Discharge Passengers From	Omaha or beyond	Salt Lake City or beyond	Any station
Pick Up Passengers Destined To	Any station	Any station	Any station

Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class.—See Rule S-72.  
The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.  
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.

FIRST SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 28

May 14, 1947

STATIONS

DN-R YERMO YL BN	4.6				
DN DAGGETT H	8.8				
BARSTOW BA	80.8				
SAN BERNARDINO B	8.5				
COLTON	6.8				
S. P. and A. T. & S. F. Crossings					
RIVERSIDE JCT. YL	0.7				
DN-R RIVERSIDE YL	2.8				
MAGNOLIA AVE. P. E. Csg.	1.4				
STREETER	0.8				
ARLINGTON	8.2				
PEDLEY	1.5				
BLY	2.7				
DN MIRA LOMA V	8.9				
COLLINS	8.6				
S. P. CROSSING	0.8				
DN ONTARIO YL RA	2.8				
SUNSWEEP	2.5				
DN WO TOWER WO	1.0				
S. P. Crossing	8.1				
DN POMONA YL PO	4.5				
SPADRA	4.5				
D WALNUT WA	4.5				
ROWLAND	2.9				
DN HILLGROVE BG	8.8				
CLAYTON	2.8				
WHITTIER JCT. YL	0.6				
DN PICO YL K	1.8				
D MONTEBELLO MK	2.8				
EAST LOS ANGELES YL	0.1				
TELEGRAPH ROAD YL	1.9				
DN-R EAST YARD YL D	0.9				
DOWNEY ROAD YL	0.6				
SOTO ST. JCT. YL	0.5				
NINTH ST. JCT. YL	1.7				
FIRST ST. YL	0.9				
PASADENA JCT. YL	0.1				
A. T. & S. F. Csg. (Mission Tower)					
DN-R LOS ANGELES UD	0.7				
(Union Station)					
165.2					

BLOCK SIGNALS

Double Track

Double Track

Thru Time ..... (4.20) 38.1  
Average speed per hour ..... (4.20) 38.1

Thru Time ..... (3.45) 44.4  
Average speed per hour ..... (5.00) 33.0

Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class.—See Rule S-72.  
The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.  
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.

**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 locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

When a freight engine 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.	90	75	45	Trains handling loaded wooden Hart convertible cars: On main line. On branch lines.			30 20
Inspection bus cars.		45	45				
When caboose is handled in train consisting of passenger train equipment.		50		Trains handling company roadway machines on their own wheels: On straight track. On curves.			30 25
3800 and 3900 class and 2-10-2 and 4-10-2 type engines.		50	45				
MacArthur type engines with 63-inch drivers.		50	45	When using cross-overs or turnouts.	15	15	15
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.			20 20
3500 class engines.		35	35				
1900 and 2100 class and Consolidation type engines.		30	30	Through tunnels and on curves approaching tunnels.	40	40	25
0-6-0 and 0-8-0 type yard engines.		20	20	Through interlocking.	30	30	30
Engines running backward.		20	20	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movement over crossing.			20 20
Diesel switch engines in road service.		35	35				
Within yard limits on main line and passing fueling stations.	50	40	25	Railroad crossings not protected by interlocking.			15 15
Within yard limits on branches.		30	15				
Trains handling scale test cars: On main line.			30	Jordan spreaders and other machines of spreader type, when in operation.			15
On branch lines.			20				
Trains handling rock from Bly and trains handling empty flat cars in rock service.			30				

**FIRST SUBDIVISION**

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Los Angeles River Bridge and Pasadena Jct.	15	15	15	<b>WO Tower</b> Between M.P. 34.4 and 31.5.	75	70	45
Between Pasadena Jct. and West M.P. 0.3.	15	15	15	<b>Ontario</b> Between M.P. 36.2 and 38.6.	50	40	25
Between West M.P. 0.3 and 1.7.	25	25	20	<b>Collins</b> Between M.P. 43.5 and 43.6.	85	70	45
Between M.P. 1.7 and 2.2.	15	15	15	Between M.P. 47.9 and 48.8.	85	70	45
Between M.P. 2.2 and 3.3.	25	25	20	<b>Bly, when using crossover east of office.</b>			10
Between M.P. 3.3 and 7.0.	50	40	25	<b>Pedley</b> Between M.P. 49.9 and 50.7.	70	65	45
<b>Montebello</b> Between M.P. 8.8 and 9.0.	85	70	45	Between M.P. 51.8 and 52.3.	65	55	45
Between M.P. 9.4 and 10.3.	50	40	25	Between M.P. 53.4 and 53.8.	60	50	40
<b>Pico</b> Between M.P. 10.3 and 11.7.	50	40	25	Between M.P. 55.4 and 56.0.	55	45	35
<b>Clayton</b> Between M.P. 13.6 and 13.9.	70	65	45	Between M.P. 56.0 and 57.3.	50	40	25
Between M.P. 15.1 and 15.3.	55	45	35	Between M.P. 57.3 and 57.6.	20	20	20
<b>Rowland</b> Between M.P. 20.5 and 21.0.	85	70	45	Between M.P. 57.6 and 57.8.	50	40	25
Between M.P. 23.6 and 23.8.	70	65	45	Between M.P. 57.8 and 58.1.	20	20	20
<b>Walnut</b> Between M.P. 25.1 and 25.3.	70	65	45	<b>Daggett</b> Between M.P. 158.8 and 159.0.	15	15	15
<b>Spadra</b> Between M.P. 29.1 and 29.5.	70	65	45	Between M.P. 161.4 and 162.7.	50	40	25
<b>Pomona</b>				<b>Yermo, between east and west switches of passenger siding, M.P. 162.7 and 163.5.</b>	20	20	20
Between M.P. 30.6 and 33.8.	30	30	25				

**SECOND SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
<b>Yermo, between east and west switches of passenger siding, M.P. 162.7 and 163.5.</b>	20	20	20	<b>Joshua</b> Between M.P. 259.0 and 259.2.	85	70	45
Between M.P. 163.5 and 164.9.	50	40	25	Between M.P. 260.3 and 261.4.	85	70	45
Between M.P. 168.8 and 169.4.	85	70	45	Between M.P. 262.5 and 263.5.	85	70	45
Between M.P. 179.1 and 179.8.	85	70	45	<b>Brant</b> Between M.P. 265.3 and 267.5.	85	70	45
Between M.P. 180.8 and 181.7.	85	70	45	<b>Ivanpah</b> Between M.P. 269.2 and 272.9.	85	70	45
<b>Field</b> Between M.P. 184.1 and 184.8.	85	70	45	<b>Moore</b> Between M.P. 274.5 and 274.6.	85	70	45
Between M.P. 186.2 and 187.0.	70	65	45	Between M.P. 276.0 and 276.7.	85	70	45
<b>Dunn</b> Between M.P. 188.4 and 189.0.	70	65	45	<b>Nipton</b> Between M.P. 278.5 and 278.7.	85	70	45
Between M.P. 189.1 and 189.4.	55	45	35	Between M.P. 279.9 and 280.7.	85	70	45
Between M.P. 189.5 and 190.9.	60	50	45	Between M.P. 281.8 and 282.2.	85	70	45
Between M.P. 191.2 and 191.6.	80	70	45	<b>Desert</b> Between M.P. 284.7 and 284.8.	85	70	45
<b>Afton</b> Between M.P. 191.8 and 192.0.	60	50	45	Between M.P. 286.3 and 286.9.	85	70	45
Between M.P. 192.1 and 192.3.	40	40	25	<b>Calada</b> Between M.P. 287.9 and 288.2.	85	70	45
Between M.P. 192.8 and 193.2.	45	40	30	<b>Roach</b> Between M.P. 295.8 and 296.2.	85	70	45
Between M.P. 193.4 and 193.7.	55	45	40	<b>Borax</b> Between M.P. 297.5 and 298.8.	85	70	45
Between M.P. 193.8 and 196.2.	60	50	45	Between M.P. 300.9 and 301.1.	85	70	45
<b>Crucero</b> Between M.P. 204.9 and 205.0.	85	70	45	<b>Jean</b> Between M.P. 302.0 and 303.8.	85	70	45
<b>Balch</b> Between M.P. 213.3 and 213.8.	85	70	45	Between M.P. 305.0 and 305.3.	85	70	45
<b>Glasgow</b> Between M.P. 221.3 and 223.0.	85	70	45	<b>Sutor</b> Between M.P. 308.2 and 308.7.	85	70	45
Between M.P. 223.5 and 223.9.	75	70	45	<b>Erie</b> Between M.P. 309.3 and 309.8.	70	65	45
Between M.P. 225.0 and 226.5.	85	70	45	Between M.P. 310.1 and 311.0.	85	70	45
Between M.P. 227.7 and 228.0.	85	70	45	Between M.P. 311.7 and 311.9.	70	65	45
Between M.P. 229.0 and 230.8.	85	70	45	Between M.P. 312.1 and 312.5.	45	40	30
<b>Flynn</b> Between M.P. 230.9 and 231.2.	70	65	45	Between M.P. 312.6 and 313.6.	80	70	45
Between M.P. 232.1 and 232.6.	85	70	45	Between M.P. 314.6 and 315.0.	40	40	30
<b>Kelso</b> Between M.P. 234.0 and Signal 2352.	50	40	20	<b>Sloan</b> Between M.P. 315.5 and 316.5.	40	40	30
Between Signals 2352 and 2359.	20	20	20	Between M.P. 316.5 and 317.1.	60	50	40
Between Signal 2359 and M.P. 237.3.	50	40	20	Between M.P. 317.8 and 318.0.	85	70	45
Between M.P. 253.0 and 254.2.	50	40	20	Between M.P. 318.5 and 319.7.	40	40	30
<b>Cima to Kelso</b> All freight and mixed trains 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	Between M.P. 320.6 and 321.0.	65	55	45
<b>Cima to Kelso, any train handling four or more tourist cars.</b>		30		<b>Blue Diamond Spur</b>		12	12
<b>Cima to Desert, 2800 and 3100 class engines running light.</b>			35	<b>Arden</b> Between M.P. 326.6 and 327.1.	85	70	45
<b>Cima</b> Between M.P. 254.2 and 255.3.	50	40	25	Between M.P. 328.0 and 329.4.	85	70	45
Between M.P. 256.6 and 256.9.	85	70	45	Between M.P. 332.4 and 333.1.	50	40	25
				Between M.P. 333.1 and 334.2.	20	20	20
				<b>Las Vegas</b>			

**THIRD SUBDIVISION**

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
<b>Las Vegas</b> Between M.P. 334.2 and 335.3.	20	20	20	Between M.P. 350.9 and 351.1.	70	65	45
Between M.P. 335.3 and 336.1.	50	40	25	Between M.P. 351.2 and 352.3.	85	70	45
<b>Wann</b> Between M.P. 339.0 and 339.3.	85	70	45	<b>Apex</b> Between M.P. 355.2 and 355.3.	85	70	45
<b>Valley, airport spur.</b>		25	25	Between M.P. 356.1 and 356.8.	45	40	30
Between M.P. 343.0 and 343.3.	85	70	45	Between M.P. 357.3 and 357.8.	75	70	45
Between M.P. 345.4 and 345.9.	85	70	45	<b>Garnet</b> Between M.P. 358.2 and 359.4.	45	40	30
<b>Dike</b> Between M.P. 347.4 and 347.6.	85	70	45	Between M.P. 360.2 and 360.3.	85	70	45
Between M.P. 348.4 and 350.7.	40	40	30	Between M.P. 362.2 and 362.5.	60	50	40