

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 11

Effective Sunday,

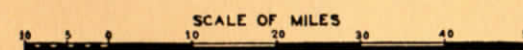
April 26, 1953

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. GUNDEY,
 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 EMPLOYEES 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.....	Oculist	Las Vegas
P. W. Lawler.....	Surgeon	Victorville
H. D. Orr.....	Surgeon	Victorville
Leland Jacobson	Surgeon	San Bernardino ..
J. N. McAllister	Surgeon	San Bernardino ..
C. M. Hadley	Oculist-Aurist	San Bernardino ..
T. A. Card.....	Surgeon	Riverside
R. E. Fisher.....	Surgeon	Pomona
W. A. Sullivan.....	Surgeon	Ontario
W. W. Schultz.....	Surgeon	Puente
E. M. Pettis.....	Surgeon	Fullerton
E. L. Shultz.....	Surgeon	East Los Angeles..
W. W. Meier.....	Surgeon	East Los Angeles..
H. A. Baers.....	Oculist & Aurist....	Los Angeles
W. H. Ball.....	Surgeon	Los Angeles
S. Castanares	Surgeon	Los Angeles
C. G. Hutter	Surgeon	Los Angeles
F. W. Van Kirk.....	Surgeon	Los Angeles
A. L. Kobal.....	Surgeon	Los Angeles
C. H. Landers.....	Surgeon	Los Angeles
W. W. Mead.....	Surgeon	Los Angeles
F. W. Van Kirk, Jr....	Surgeon	Los Angeles
Chas. M. Kratochvil..	Surgeon	Los Angeles
E. M. F. Weaver....	Oculist & 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
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.....	Oculist & 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

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. 11		Mile Post	10	2	104	38					
Passenger	Streamliner Passenger	Passenger	Passenger		April 26, 1953			Passenger	Passenger	Streamliner Passenger	Passenger					
Daily	Daily	Daily	Daily		STATIONS											
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	36.8	MT	SALT LAKE CITY	MT	36.8		5.05		6.20		8.50		5.30
9.30	6.20	5.15	8.30		PT		PT	784.0		8.45		5.10		7.40		4.00
11.39	8.14	7.31	11.20	154.4		LYNN DYL		665.9		1.20		2.49		5.46		1.10
1.20	9.30	9.05	1.30	248.5		MILFORD		576.8		11.50		1.30		4.37		11.30
2.05	9.57	9.40	2.15	278.9		LUND		541.4		11.03		12.30		4.00		10.40
4.08	11.31	11.34	4.35	360.8		CALIENTE		459.5		9.10		10.37		2.24		8.30
7.05	2.15	2.50	8.05	486.1		LAS VEGAS		384.2		6.30		7.55		11.55		5.30
7.20	2.25	3.05	8.35								6.15		7.40		11.45	
10.45	5.10	6.20	12.40	657.1		YERMO		168.2		2.53		4.15		8.45		12.30
11.08	5.28	6.45	1.10	670.5		BARSTOW		150.1		2.25		3.47		8.27		11.59
1.15	7.25	8.50	3.35	751.8		SAN BERNARDINO		67.8		12.20		1.50		6.38		9.45
1.25	7.33	9.00	3.45	754.8		COLTON		64.5		12.07		1.37		6.25		9.15
1.40	7.45	9.15	4.05	761.8		RIVERSIDE		57.5		11.55		1.25		6.13		8.55
2.03	8.08	9.38	4.45	781.5		ONTARIO		87.8		11.28		1.00		5.53		8.15
2.14	8.11	9.47	5.05	787.8		POMONA		82.0		11.20		12.50		5.46		8.05
2.50	8.40	10.25	6.00	818.6		EAST LOS ANGELES		5.7		10.50		12.20		5.20		7.25
A3.15	A9.00	A10.55	A6.30	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)	(24.30)		Thru Time				(18.35)	(18.09)	(15.35)	(22.25)				
42.8	52.7	43.8	33.5		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

Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 11 April 26, 1953	STATIONS
	259 Time Freight	299 Stock Special	37 Passenger	9 Passenger	1 Passenger	103 Streamliner Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily			
OPTWZ	10.15PM	1.45AM	8.35PM	7.20AM	3.05AM	2.25AM	449.8	DN-R LAS VEGAS YL VG	
117 P			8.43				454.7	4.9 BRAOKEN	
Y							457.0	2.3 BOULDER JCT.	
107 FW			f 8.53	7.37	3.22	2.41	461.5	4.5 ARDEN A	
104 P			f 9.05	7.47	3.32		469.0	7.5 SLOAN SX	
115 P			9.15	7.54	3.39	2.58	474.7	6.7 ERIE	
116 P			9.23	8.01	3.46		482.9	8.2 JEAN JE	
118 P			9.28				487.7	4.8 BORAX	
66 P			9.32	8.09	3.54		492.3	4.6 ROACH	
125 P			9.37				496.8	4.5 OALADA	
118 FW			9.42	8.17	4.02		501.5	4.7 DESERT	
117 P			9.49				506.5	5.0 NIPTON OH	
117 P			9.56	8.28	4.13		511.9	5.4 MOORE	
117 P			f 10.02				516.5	4.6 IVANPAH	
117 P			10.07	8.38	4.23		521.1	4.6 BRANT	
106 P			10.12				526.0	4.9 JOSHUA	
103 } 107 } PY			10.18	8.47	4.32	3.48	529.8	8.8 OIMA YL	
115 P			10.24	8.53	4.38	3.52	533.8	4.0 CHASE	
117 P			10.30				536.9	8.1 ELORA	
118 P			10.36	9.04	4.49		540.6	8.7 DAWES	
117 P			10.43				544.9	4.3 HAYDEN	
OPWY			s 11.00	f 9.18	5.01	4.07	548.5	8.6 KELSO YL FO	
114 P			11.08				553.4	4.9 FLYNN	
117 P			11.13				558.1	4.7 KERENS	
81 P			11.17	9.31	5.14		562.1	4.0 GLASGOW	
106 FW			11.22				566.4	4.8 SANDS	
117 P			11.28				572.1	5.7 BALCH	
117 P			11.35	9.49	5.32	4.32	579.7	7.6 CRUCERO	
126 P			11.41	9.56	5.39		587.1	7.4 BASIN	
70 P			11.48				592.5	5.4 AFTON	
125 P			11.56PM	10.08	5.51		596.7	4.2 DUNN	
117 P			12.03AM				601.6	4.9 FIELD	
117 P			12.07	10.18	6.00		606.2	4.6 MANIX	
117 FW			12.11				610.7	4.5 HARVARD	
115 P			12.16			5.00	615.7	5.0 TOOMEY	
OPTWY	A 5.30AM	A 7.15AM	A 12.30AM	A 10.40AM	A 6.15AM	A 5.09AM	620.8	5.1 DN-R YERMO YL BN	
								171.0	

CENTRALIZED TRAFFIC CONTROL

(7.15) (5.30) (3.55) (3.20) (3.10) (2.44) Thru Time
23.5 31.1 43.7 51.3 53.1 62.5 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

Car capacity of sidings, etc. See Rule 6(A), Page 8	Time-Table No. 11 April 26, 1953	Mile-Post	FIRST CLASS				SECOND CLASS	
			38 Passenger	10 Passenger	2 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight
OPTWZ	DN-R LAS VEGAS YL VG	884.2	A 5.00AM	A 6.15PM	A 7.40PM	A 11.45PM	A 10.00AM	A 11.45PM
117 P	4.9 BRAOKEN	829.3	4.45	5.59	7.25	11.35		
Y	2.3 BOULDER JCT.	827.0						
107 FW	4.5 ARDEN A	822.5	f 4.35	5.52	7.18	11.29		
104 P	7.5 SLOAN SX	815.0	f 4.22					
115 P	6.7 ERIE	809.3	4.10	5.37	7.01	11.14		
116 P	8.2 JEAN JE	801.1	s 3.55					
118 P	4.8 BORAX	296.3	3.40					
66 P	4.6 ROACH	291.7	3.34					
125 P	4.5 OALADA	287.2	3.25					
118 FW	4.7 DESERT	282.5	3.20	5.13	6.36			
117 P	5.0 NIPTON CH	277.5	f 3.15					
117 P	5.4 MOORE	272.1	3.05					
117 P	4.6 IVANPAH	267.5	f 2.59	5.00	6.23	10.40		
117 P	4.6 BRANT	262.9	2.50					
106 P	4.9 JOSHUA	258.0	2.43					
103 } 107 } PY	8.8 OIMA YL	254.2	f 2.38	4.49	6.13	10.29		
115 P	4.0 CHASE	250.2	2.28	4.41	6.04	10.21		
117 P	8.1 ELORA	247.1	2.20					
118 P	8.7 DAWES	243.4	2.11	4.26	5.48	10.06		
117 P	4.3 HAYDEN	239.1	2.03					
OPWY	8.6 KELSO YL FO	235.5	s 1.55	s 4.10	5.31	9.50		
114 P	4.9 FLYNN	230.6	1.43	3.59	5.21	9.42		
117 P	4.7 KERENS	225.9	1.38					
81 P	4.0 GLASGOW	221.9	1.33					
106 FW	4.8 SANDS	217.6	1.27					
117 P	5.7 BALCH	211.9	1.21					
117 P	7.6 CRUCERO	204.3	1.15	3.33	4.55	9.20		
126 P	7.4 BASIN	196.9	1.08					
70 P	5.4 AFTON	191.5	1.01					
125 P	4.2 DUNN	187.3	12.55	3.14	4.36	9.04		
117 P	4.9 FIELD	182.4	12.50					
117 P	4.6 MANIX	177.8	12.45					
117 FW	4.5 HARVARD	173.3	12.41					
115 P	5.0 TOOMEY	168.3						
OPTWY	5.1 DN-R YERMO YL BN	163.2	12.30AM	2.53PM	4.15PM	8.45PM	3.00AM	4.45PM
			Daily	Daily	Daily	Daily	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

Thru Time (4.30) (3.22) (3.25) (3.00) (7.00) (7.00)
Average speed per hour 38.0 50.8 50.0 57.0 24.4 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						Distance from Salt Lake City	Time-Table No. 11	
SECOND CLASS		FIRST CLASS							April 26, 1953	
Car capacity of sidings, etc. See Rule 6(A), Page 8		299 Stock Special	259 Time Freight	9 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger	C.T.C.	STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily		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 RIVERSIDE YL 2.8 P. E. CROSSING 1.4 STREETER 0.8 ARLINGTON 4.7 BLY 2.7 DN MIRA LOMA V 7.5 S. P. CROSSING 0.8 DN ONTARIO YL RA 2.8 SUNSWEEET 2.5 S. P. CROSSING 1.0 DN POMONA YL PO 3.1 SPADRA 4.5 WALNUT 7.4 D HILLGROVE BG 6.1 WHITTIER JCT. 0.6 D PICO K 1.8 D MONTEBELLO MK 2.8 EAST LOS ANGELES YL 0.1 DN-R EAST YARD YL 2.8 DOWNEY ROAD YL 1.1 NINTH ST. JCT. YL 1.7 FIRST ST. YL 0.9 PASADENA JCT. YL 0.1 A. T. & S. F. Csg. (Mission Tower) 0.7 DN-R LOS ANGELES UD (Union Station) 168.9	
OPTWY		7.45AM	6.00AM	10.45AM	6.20AM	5.10AM	12.40AM	620.8		
IP				10.58AM	6.28AM	5.18AM	12.48AM	625.4		
				S 11.08AM	S 6.45	S 5.28	S 1.10	684.2		
				S 1.15PM	S 8.50	S 7.25	S 3.35	715.0		
				1.25	9.00	7.33	3.45	718.5		
IP				1.35PM	9.10AM	7.43AM	3.55AM	724.8		
P				S 1.40	S 9.15	7.45	S 4.05	725.5		
AI								727.8		
124 P							4.15	729.2		
113 P								780.0		
122 YP								784.7		
122 P				1.55	9.30	7.57	S 4.30	787.4		
I								744.9		
PW				2.03	9.38	8.03	S 4.45	745.2		
123 P								747.5		
P								750.0		
P				S 2.14	9.47	8.11	S 5.05	751.0		
118 P								754.1		
122 P							5.15	758.8		
122 PW				2.30	10.03		5.23	766.0		
P								772.1		
118 P				2.38	10.11	8.30	S 5.35	772.7		
67 P							S 5.45	774.5		
				S 2.50	S 10.25	S 8.40	S 6.00	777.8		
OPTWYZ		A 3.30PM	A 3.00PM					777.4		
P								780.2		
I								781.8		
I				3.08	10.50	8.53	6.22	788.0		
I								788.9		
IP				A 3.15PM	A 10.55AM	A 9.00AM	A 6.30AM	784.7		

(7.45) (9.00) (4.30) (4.35) (3.50) (5.50) Thru Time
20.2 17.4 36.4 35.6 42.8 28.0 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		
		FIRST CLASS		SECOND CLASS				
Car capacity of sidings, etc. See Rule 6(A), Page 8	Time-Table No. 11	Mile-Post	10	2	104	38	256	260
			Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	Time Freight
OPTWY	April 26, 1953	168.2	A 2.50PM	A 4.11PM	A 8.44PM	A 12.20AM	A 4.00PM	A 2.30AM
IP	STATIONS	158.6	2.38PM	3.59PM	8.37PM	12.12AM		
	DN-R YERMO YL BN	150.1	S 2.25	S 3.47	8.27	S 11.59PM		
	DN DAGGETT H	67.8	S 12.20	S 1.50	S 6.38	S 9.45	11.00	9.45
	BARSTOW BA	64.5	12.07PM	1.37	6.25	S 9.15	10.00	8.45
	SAN BERNARDINO B	58.2	11.57AM	1.27PM	6.15PM	9.00PM		
	COLTON	57.5	S 11.55	S 1.25	6.13	S 8.55		
	S. P. and A. T. & S. F. Crossings	55.2						
	RIVERSIDE JCT. YL	58.8	11.43	1.15		8.35		
	DN RIVERSIDE YL	53.0						
	P. E. CROSSING	48.8						
	STREETER	45.6	11.35	1.07		8.28		
	ARLINGTON	38.1						
	BLY	37.8	11.28	1.00	5.53	S 8.15		
	MIRA LOMA V	35.5						
	S. P. CROSSING	33.0						
	DN ONTARIO YL RA	32.0	11.20	12.50	5.46	S 8.05		
	SUNSWEEET	28.9						
	S. P. CROSSING	24.4				7.45		
	POMONA YL PO	17.0	11.02	12.32		7.37		
	SPADRA	10.9						
	WALNUT	10.8				7.30		
	HILLGROVE BG	8.5						
	WHITTIER JCT.	5.7	S 10.50	S 12.20	S 5.20	S 7.25		
	PICO K	5.6					7.00AM	5.45PM
	MONTEBELLO MK	2.8						
	EAST LOS ANGELES YL	1.7						
	DN-R EAST YARD YL	0.0						
	DOWNEY ROAD YL							
	NINTH ST. JCT. YL							
	FIRST ST. YL							
	PASADENA JCT. YL							
	A. T. & S. F. Csg. (Mission Tower)							
	DN-R LOS ANGELES UD (Union Station)		10.30AM	12.01PM	5.00PM	7.00PM		

Thru Time (4.20) (4.10) (3.44) (5.20) (9.00) (8.45)
Average speed per hour..... 38.1 39.6 44.2 30.9 17.5 18.0

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				WESTWARD SAN PEDRO BRANCH EASTWARD					
Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Whittier Jct.	Time-Table No. 11		Mile-Post	Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from First Street Los Angeles	Time-Table No. 11		Mile-Post
		April 26, 1953					April 26, 1953		
		STATIONS				STATIONS			
	0.0	WHITTIER JCT.		0.0		DN-R EAST YARD YL D			
18	2.8	D	WHITTIER YL WR	2.8	Tfr	IP	DN HOBART YL J	3.1	
	6.9	PAC. ELEC. CROSSING		6.9		I	A. T. and S. F. Crossing		
	9.7	LA HABRA HA		9.7		AI	L. A. JCT. RY. CROSSING YL	3.6	
	10.5	PAC. ELEC. CROSSING		10.5	15	P	P. E. CROSSING YL	5.1	
6	18.8	SUNNY HILLS		18.8	77	AI	BELL YL	5.8	
	15.5	A. T. & S. F. CROSSING		15.5			S. P. CROSSING	7.4	
11	17.3	D	FULLERTON RN	17.3	13	AI	WORKMAN	9.4	
40	20.0	D	ANAHEIM YL MN	20.0			P. E. CROSSING	11.2	
		20.0			117	P	PARAMOUNT YL HY	12.5	
					73	P	RIOCO YL	14.8	
					75	P	DOUGLAS JCT. YL	14.6	
						I	P. E. CROSSING	17.4	
					96	P	MANUEL MU	19.1	
						I	S. P. CROSSING	21.7	
						I	P. E. CROSSING	21.9	
						P	P. E. CROSSING	22.8	
						I	MEAD TFR. YL WI	23.2	
						PWT	HENRY FORD BLV. DRAWBRIDGE YL	24.2	
						P	TERMINAL ISLAND YL	24.2	
							EAST SAN PEDRO YL	25.9	
							28.1		

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 11		Mile-Post
		April 26, 1953		
		STATIONS		
	0.0	BOULDER JCT.		0.0
60	9.8	D	HENDERSON 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 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.

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;
C — coal;
I — interlocking;
O — oil;
P — dispatcher's telephone;
T — turntable;
W — water;
X — cross-over;
R — train register;
YL — yard limits.
The following letters placed in columns provided in time-table indicate:
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 35
DLS and Stock Specials: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60 50	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-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 30	25 15
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 40	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
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 20	Over spring switches, when not using turn-out but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	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 25 15	Wye tracks.	6	6	6

FIRST SUBDIVISION						
Las Vegas	Between M.P. 334.2 and 332.9.	20	20	20	Cima to Kelso	
Arden	Between M.P. 321.0 and 320.6.	65	55	45	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
	Between M.P. 319.7 and 318.5.	40	40	30	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. 317.1 and 315.0.	40	40	30	1870 series Diesel Locomotive operating light without dynamic brakes	
Sloan	Between M.P. 315.0 and 314.6. See Note.	40	40	30	Cima to Kelso	20
	Between M.P. 313.6 and 312.6.	79	70	50	with dynamic brakes in operation	
	Between M.P. 312.5 and 311.7.	45	40	30	Cima to Kelso	35
	Between M.P. 309.8 and 309.3. See Note.	70	60	50	Kelso to Sands	40
					Cima to Desert	40

FIRST SUBDIVISION (Cont'd)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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. Between M.P. 193.7 and 191.8	60	50	40
Kelso Between Signals 2359 and 2352. Between M.P. 231.2 and 230.9. See Note.	20	20	20	Afton Between M.P. 190.9 and 188.4. See Note.	55	45	35
	70	60	50	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. Between M.P. 161.7 and 161.4 Between M.P. 159.0 and 158.8.	20	20	20	Spadra Between M.P. 25.3 and 25.1. See Note.	70	60	50
Riverside Jct. Between M.P. 58.1 and 57.8. Between M.P. 56.0 and 55.2 PE crossing M.P. 55.2.	20	20	20	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Streeter Between M.P. 53.7 and 53.4. See Note.	60	50	40	Hillgrove Between M.P. 15.3 and 15.1. Between M.P. 13.9 and 13.6. Between M.P. 11.3 and 10.9.	55	45	35
Arlington Between M.P. 52.3 and 51.8. Between M.P. 50.7 and 49.9.	65	55	45	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Mira Loma S. P. Crossing M.P. 38.1.	30	30	25	Montebello Over Power operated Switch M.P. 7.72: Using straight track. Using turn out.	50	50	50
Pomona Between M.P. 32.5 and 31.5. Between M.P. 29.5 and 29.1. See Note.	40	40	25	East Yard Between M.P. 3.3 and 1.7. Between M.P. 0.1 and West 0.3.	25	25	20
	70	60	50	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
				Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15

BRANCHES						
Location	Miles Per Hour		Location	Miles Per Hour		
	Psgr.	Frnt.		Psgr.	Frnt.	
Boulder City Branch Between M.P. 11.2 and 11.5. 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	
Blue Diamond Spur Arden to M.P. 8. M.P. 8 to end of track.		20	Vernon, city limits.	12	12	
Crestmore Branch Between Bly and Crestmore.		15	Henry Ford Ave. drawbridge.	15	15	
Anaheim Branch Between M.P. 2.0 and 2.5. Between M.P. 12.0 and 13.0.		20	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20	
		15	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5	
		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 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				Macco 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				Second Subdivision			
Bracken	329.3	12	Both	Bly	48.3	89	Both
Arden	321.9	15	Both	Walnut	24.4	10	Both
Sloan	315.2	15	West	Hillgrove	17.0	30	Both
Erie	309.1	12	Both	Pico	10.3	26	Both
Jean	300.8	10	East	Montebello	8.5	30	Both
Borax	296.9	14	Both				
Roach	291.5	11	Both				
Calada	287.1	14	Both				
Desert	282.2	11	Both				
Nipton	277.7	12	Both				
Moore	271.9	8	Both				
Ivanpah	267.2	12	Both				
Brant	262.8	7	Both				
Joshua	258.0	12	Both				
Cima	254.2	20	Both				
Chase	250.3	11	Both				
Elora	246.8	9	Both				
Dawes	243.4	16	Both				

MILEAGE	
Main Line	338.5
Branches	92.6
Total	431.1