

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 20

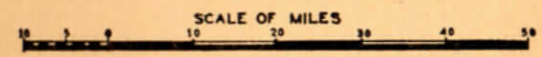
Effective Tuesday,
December 18, 1956

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 Superintendent.....Los 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.....Salt Lake City, Utah

W. E. RAYMOND,
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.

C. E. LUCAS, Superintendent of
Safety and CourtesySalt Lake City, Utah

G. R. TROUTMAN, Assistant Superintendent of
Safety and CourtesyLos Angeles, Cal.

C. W. CARTER, Safety and Courtesy
RepresentativeSalt Lake City, Utah

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
D. L. Gamette	District Surgeon	Los Angeles
E. W. Turner	Surgeon	Los Angeles
W. W. Woods	Surgeon	Alhambra
D. P. Nebeker	Surgeon	Arcadia
M. F. Fink	Surgeon	Barstow
Wm. M. Clover	Surgeon	Barstow
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
L. M. Phillips	Surgeon	Henderson, Nev.
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
H. M. Mason	Physician	Los Angeles
J. Segal	Surgeon	Los Angeles
J. A. Zaro, Jr.	Physician	Los Angeles
E. M. F. Weaver	Oculist & Aurist	Los Angeles
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
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
David Lee	Surgeon	Rivera
T. A. Card	Surgeon	Riverside
C. M. Hadley	Oculist & Aurist	San Bernardino
Leland Jacobson	Surgeon	San Bernardino
N. E. 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	San Bernardino...Union Pacific Round House
Las Vegas...Passenger Enginemen's Locker Room	East Yard...Switchmen's Locker Room
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. 20 December 18, 1956						Time-Table No. 20 December 18, 1956					
9 Passenger	103 Streamliner Passenger	5 Passenger	115 Streamliner Passenger	Distance from Ogden		116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	6 Passenger		
Daily	Daily	Daily	Daily								
9.15	6.55	7.55		0.0	MT OGDEN MT	0.0	A 6.00	A 9.00	A 7.40		
10.05	7.40	8.45		36.8	SALT LAKE CITY	36.8 784.0	5.05	8.15	6.45		
10.30	7.50	9.45					4.45	8.05	5.45		
12.39	9.39	12.15		154.4	LYNN DYL	665.9	2.20	6.08	3.15		
2.20	10.54	2.05		248.5	MILFORD	576.8	12.50	4.58	1.40		
3.00	11.21	2.45		278.9	LUND	541.4	12.05	4.25	12.45		
5.08	12.55	4.50		360.8	CALIENTE	459.5	10.15	2.49	10.40		
8.05	3.30	8.05	5.00	486.1	MT LAS VEGAS MT	884.2	A 3.55	7.30	12.20	7.45	
7.20	2.40	7.35			PT		6.15	11.10	6.25		
10.40	5.35	11.45	7.50	657.1	YERMO	168.2	12.53	2.53	8.15	2.40	
11.08	5.53	12.10	8.08	670.5	BARSTOW	150.1	12.35	2.25	7.57	2.15	
1.05	7.50	2.30	10.05	751.8	SAN BERNARDINO	67.8	10.40	12.20	6.08	12.05	
1.15	7.59	2.40	10.14	754.8	COLTON	64.5	10.27	12.07	5.55	11.44	
1.35	8.10	3.00	10.25	761.8	RIVERSIDE	57.5	10.15	11.55	5.43	11.30	
1.58		3.45	10.43	781.5	ONTARIO	37.8	9.55	11.28		10.50	
2.10	8.38	4.05	10.55	787.8	POMONA	32.0	9.45	11.20	5.15	10.35	
2.50	9.10	5.00	11.25	818.6	EAST LOS ANGELES	5.7	9.20	10.50	4.50	10.05	
A 3.15	A 9.30	A 5.30	A 11.45	821.0	PT LOS ANGELES PT	0.0	9.00	10.30	4.30	9.45	
					821.0		Daily	Daily	Daily	Daily	
(19.00) 43.2	(15.35) 52.7	(22.35) 36.4	(6.45) 49.5		Thru Time	(6.55) 48.3	(18.30) 44.3	(15.30) 53.0	(20.55) 40.0		
					Average speed per hour						

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	Las Vegas 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. 20 December 18, 1956	
Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS		FIRST CLASS				STATIONS		DPTWYZ	Mile-Post
	259 Time Freight	299 Stock Special	5 Passenger	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily	DN-R LAS VEGAS YL VG			
	10.45PM	1.45AM	7.35PM	5.00PM	7.20AM	2.40AM	4.9 BRACKEN	449.8		
117			7.43				2.8 BOULDER JCT.	454.7		
							4.5 ARDEN A	457.0		
107			7.49				7.5 SLOAN SX	461.5		
104			7.58				5.7 ERIE	469.0		
115							8.2 JEAN	474.7		
116			8.17				4.8 BORAX	482.9		
118							4.6 ROACH	487.7		
66							4.5 CALADA	492.8		
125							4.7 DESERT	496.8		
118			8.40				5.0 NIPTON OH	501.5		
117			8.47				5.4 MOORE	506.5		
117			8.55				4.6 IVANPAH	511.9		
117			9.01				4.6 BRANT	516.5		
117			9.06				4.9 JOSHUA	521.1		
106							8.8 OIMA	526.0		
103 } 107 }			9.16				4.0 OHASE	529.8		
115							8.1 ELORA	538.8		
117			9.28				8.7 DAWES	536.9		
118							4.8 HAYDEN	540.6		
117							8.6 KSELFO YL FO	544.9		
			10.00	6.40	9.15	4.25	4.9 FLYNN	548.5		
114							4.7 KERENS	553.4		
117							4.0 GLASGOW	558.1		
81			10.17				4.8 SANDS	562.1		
106			10.23				5.7 BALCH	566.4		
117							7.6 ORUCERO	572.1		
117			10.37				7.4 BASIN	579.7		
126							5.4 AFTON	587.1		
70							4.2 DUNN	592.5		
125							4.9 FIELD	596.7		
117			11.10				4.6 MANIX	601.6		
117							4.5 HARVARD	606.2		
117							5.0 TOOMEY	610.7		
115			11.25	7.40	10.25	5.25	5.1 YERMO YL BN	615.7		
			A 5.45AM	A 7.15AM	A 11.35PM	A 7.50PM		620.8		

(7.00) (5.30) (4.00) (2.50) (3.15) (2.55) Thru Time
24.4 31.1 42.7 60.0 50.4 58.7 Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 11.

WESTWARD		FIRST SUBDIVISION						EASTWARD	
Car capacity of sidings, etc. See Rule 6(A), Page 8	Time-Table No. 20 December 18, 1956	Mile-Post	FIRST CLASS				SECOND CLASS		
			6 Passenger	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight	
	DN-R LAS VEGAS YL VG	884.2	A 6.25AM	A 3.55PM	A 6.15PM	A 11.10PM	A 11.45AM	A 10.30PM	
117	4.9 BRACKEN	829.8	6.13	3.45	5.59	11.00			
	2.8 BOULDER JCT.	827.0							
107	4.5 ARDEN A	822.5	6.03						
104	7.5 SLOAN SX	815.0	5.50						
115	5.7 ERIE	809.8							
116	8.2 JEAN	801.1	5.30						
118	4.8 BORAX	296.8							
66	4.6 ROACH	291.7							
125	4.5 CALADA	287.2							
118	4.7 DESERT	282.5	5.05						
117	5.0 NIPTON OH	277.5	4.58						
117	5.4 MOORE	272.1	4.49						
117	4.6 IVANPAH	267.5	4.44						
117	4.6 BRANT	262.9	4.38						
106	4.9 JOSHUA	258.0							
103 } 107 }	8.8 OIMA	254.2	4.30						
115	4.0 OHASE	250.2							
117	8.1 ELORA	247.1	4.16						
118	8.7 DAWES	243.4							
117	4.8 HAYDEN	239.1							
	8.6 KSELFO YL FO	235.5	3.55	1.59	4.10	9.20			
114	4.9 FLYNN	230.6							
117	4.7 KERENS	225.9							
81	4.0 GLASGOW	221.9	3.39						
106	4.8 SANDS	217.6	3.35						
117	5.7 BALCH	211.9							
117	7.6 ORUCERO	204.8	3.22						
126	7.4 BASIN	196.9							
70	5.4 AFTON	191.5							
125	4.2 DUNN	187.8							
117	4.9 FIELD	182.4	3.00						
117	4.6 MANIX	177.8							
117	4.5 HARVARD	173.8	2.50						
115	5.0 TOOMEY	168.8							
	5.1 YERMO YL BN	168.2	2.40AM	12.53PM	2.53PM	8.15PM	5.00AM	4.00PM	
		171.0	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time (3.45) (3.02) (3.22) (2.55) (6.45) (6.30)
Average speed per hour..... 45.6 56.4 50.8 58.6 25.3 26.3

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. 20			
	299 Stock Special		259 Time Freight		5 Passenger		115 Streamliner Passenger			9 Passenger		103 Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	
DPWT	7.45AM	6.15AM	11.45PM	7.50PM	10.40AM	5.35AM	620.8	STATIONS					
IP			11.53PM	7.58PM	10.48AM	5.43AM	625.4	C.T.C. { DN-R YERMO YL BN					
D			12.10AM	8.08	11.03AM	5.53	684.2	4.6 DN DAGGETT H					
IP			2.30	10.05	1.05PM	7.50	715.0	8.8 BARSTOW BA					
F			2.40	10.14	1.15	7.59	718.5	80.8 SAN BERNARDINO B					
AI			2.50AM	10.23	1.25PM	8.08AM	724.8	8.5 COLTON					
124			3.00	10.25	1.35	8.10	725.5	6.8 S. P. and A. T. & S. F. Crossings					
113							727.8	0.7 RIVERSIDE JCT. YL					
122							729.2	0.7 DN RIVERSIDE YL					
122							734.7	2.8 P. E. CROSSING					
PI			3.25				744.9	1.4 STREETER					
123			3.45	10.43	1.58		745.2	0.8 ARLINGTON					
							747.5	4.7 BLY					
							750.0	2.7 DN MIRA LOMA V					
118			4.05	10.55	2.10	8.38	751.0	7.5 S. P. CROSSING					
122							754.1	0.8 DN ONTARIO YL RA					
122							758.6	2.8 SUNSWEET					
							765.2	2.5 S. P. CROSSING					
							766.0	1.0 DN POMONA YL PO					
118			4.35				771.7	8.1 SPADRA					
67			4.45				772.1	4.5 WALNUT					
			5.00	11.25	2.50	9.10	777.3	6.6 PUENTE JCT.					
							777.4	0.8 D PUENTE BG					
							780.2	5.7 BARTOLO					
							781.8	0.4 WHITTIER JCT.					
							788.0	0.6 D PICO K					
							788.9	1.8 D MONTEBELLO MK					
							784.0	2.8 EAST LOS ANGELES YL					
							784.7	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					

(7.45) 20.4 (8.45) 18.0 (5.45) 28.5 (3.55) 41.6 (4.35) 35.7 (3.55) 41.8 Thru Time 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.

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. 20			
	116 Streamliner Passenger		10 Passenger		104 Streamliner Passenger		6 Passenger			256 Time Freight		260 Time Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	
DPWT	12.53PM	2.50PM	8.15PM	2.35AM	3.15PM	4.30AM	168.2	STATIONS					
IP	12.45PM	2.38PM	8.07PM	2.25AM			168.8	C.T.C. { DN-R YERMO YL BN					
D	12.35PM	2.25	7.57	2.15			150.1	4.6 DN DAGGETT H					
IP	10.40AM	12.20	6.08	12.05AM	10.45	12.30AM	67.8	8.5 BARSTOW BA					
F	10.27	12.07PM	5.55	11.44PM	10.00	11.59PM	64.5	82.8 SAN BERNARDINO B					
AI	10.17AM	11.57AM	5.45PM	11.33PM			58.2	2.8 COLTON					
124	10.15	11.55	5.43	11.30			57.5	6.8 S. P. and A. T. & S. F. Crossings					
113							55.2	0.7 RIVERSIDE JCT. YL					
122							58.8	0.7 DN RIVERSIDE YL					
122							48.8	2.8 P. E. CROSSING					
PI							38.1	1.4 STREETER					
123	9.55	11.28		10.55			87.8	0.8 ARLINGTON					
							85.5	4.7 BLY					
							88.0	2.7 DN MIRA LOMA V					
118	9.45	11.20	5.15	10.40			82.0	7.5 S. P. CROSSING					
122							28.9	0.8 DN ONTARIO YL RA					
							24.4	2.8 SUNSWEET					
							17.8	2.5 S. P. CROSSING					
							17.0	1.0 DN POMONA YL PO					
122							11.8	8.1 SPADRA					
							10.9	4.5 WALNUT					
118							10.8	6.6 PUENTE JCT.					
67							8.5	0.8 D PUENTE BG					
							5.7	5.7 BARTOLO					
							5.6	0.4 WHITTIER JCT.					
							2.8	0.6 D PICO K					
							1.7	1.8 D MONTEBELLO MK					
							0.0	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					

Thru Time (3.53) (4.20) (3.45) (4.50) (8.15) (8.30) Average speed per hour 41.9 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.

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. 20 December 18, 1956		Mile-Post
		STATIONS		
	0.0	WHITTIER JCT.	0.0	
	0.1	S. P. CROSSING	0.1	
18	2.3	D WHITTIER YL WR	2.3	
	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	
I	15.5	A. T. & S. F. CROSSING	15.5	
11	17.3	D FULLERTON RN	17.3	
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. 20 December 18, 1956		Mile-Post
		STATIONS		
	0.0	BOULDER JCT. YL	0.0	
	9.8	D HENDERSON YL RB	9.8	
60	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; R —train register;

N —night operator; YL—yard limits.

DN—day and night operator;

The following letters placed in columns provided in time-table indicate:

C —coaling station; X —cross-over;

D —diesel oil station; Y —wye;

F —turbine fuel station; Z —track scales;

I —interlocking; AI —automatic interlocking;

O —fuel oil station; OS —center siding;

P —telephone; ES —eastward siding;

T —turntable; WS —westward siding;

W—water station;

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. 20 December 18, 1956		Mile-Post
		STATIONS		
		DN-R EAST YARD YL D		
	3.1	DN HOBART YL J	3.1	
	3.6	L. A. JCT. RY. CROSSING YL	3.6	
	5.1	P. E. CROSSING YL	5.1	
15	5.8	BELL YL	5.8	
77	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 JCT. 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	
		28.1		

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

Las Vegas Between M.P. 335 and 333.2.	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		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 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. 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. 162.7		M.P. 187.5	M.P. 10.2
		M.P. 163.5	

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
Second Subdivision				Pasadena Branch			
Magnolia Ave.	55.2	13	East P	Baker Spur	5.3	5	East
Stearns Winery	45.8	226	East	Team Track	5.4	1	West
Champagne	43.5	45	Both	Municipal Light Plant	8.2	8	East
Ballou	40.5	41	Both	Municipal Light Plant	8.3	7	Both
Winery Spur	39.1	12	West	Lennox Furnace Co.	8.5	2	East
San Antonio Meat Co.	34.1	22	East	Crown Fence & Supply Co.	8.6	2	West
Convair East Spur	30.7	53	East	Holly Mfg. Co.	8.6	3	East
Convair West Spur	29.8	24	West	A. C. Vroman Inc.	9.3	3	East
American Brake Shoe	29.4	18	West	Pasadena	9.8	19	Both
Benton Feed Spur	27.0	38 P	East	City of Pasadena	11.31	3	West
Fallon	21.7	7 P	West	San Pedro Branch			
Clayton	13.5	8 P	East	Rancho Los Amigos	10.0	3	East
Shepherd Tractor Spur	12.2	15 P	East	Dayton Foundry Co.	10.2	6	West
St. Helens Spur	11.1	16	West	Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Boulder City Branch				Macco Corporation	11.5	15	West
Manganese, Inc.	11.5	62	East	Auto Lite Battery	11.6	19	East
Magnesium	10.5	20	Both	So. Western Cement Co.	13.1	35	West
Crestmore Branch				Ohio Rubber Co.	13.2	26	West
Ennis	3.1	15	Both	Export Petroleum Co.	13.5	20	West
Ormand	3.9	14	Both	Richfield Oil Co.	13.8	36	East
Ormand Quarry	3.9	78	West	Exeter Refining Co.	14.1	20	East
Crestmore	6.9	Yard	Both	Operators Refining Co.	14.4	19	West
Anaheim Branch				Lakewood Branch			
Gladding McBean Track	0.2	9	Both	Lakewood	16.2	13 P	Both
Sunny Hills Spur	13.8	118	West	Douglas Aircraft Spur & Wye	16.5		Both
Fullerton Industrial Lead	15.4	30	West	Montana Ranch Spur	16.9	6	East
Northrop Aircraft	18.8	14	West	Richfield Oil Spur	17.1	29	West
California Juice Inc.	19.1	13	West	City of Long Beach Water Dept.	17.1	8	East
Southern California Citrus	19.2	16	West	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	Puente	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	MILEAGE			
Roach	291.5	11	Both	Main Line	338.5		
Calada	287.1	14	Both	Branches	92.6		
Desert	282.2	11	Both	Total	431.1		
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				