

G. A. CUNNINGHAM
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.....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.
F. G. SCHURMAN, Division Engineer...Los Angeles, Cal.
C. W. LEE, 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 EMPLOYES HOSPITAL
ASSOCIATION PHYSICIANS AND SURGEONS:**

NAME	TITLE	PLACE
D. L. Gamette	District 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. L. Smith	Surgeon	Montebello
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
W. H. Ball	Surgeon	Los Angeles
L. Allen Smith	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
H. H. Aram	Surgeon	Los Angeles
M. Beugelmans	Physician	Los Angeles
E. M. F. Weaver	Oculist & Aurist	Los Angeles
H. A. Baers	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
Jack Segal	Surgeon	Pasadena
D. L. Hauck	Oculist	East Los Angeles
R. E. Fisher	Surgeon	Pomona
W. W. Schultz	Surgeon	Puente
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	San Bernardino
D. O. Lagerlof	Surgeon	Victorville
G. E. Reames	Surgeon	West Los Angeles-Beverly Hills
G. H. Quillen	Surgeon	Whittier
F. W. Foncannon	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 Rooms
Las Vegas...Telegraph Office	East Yard...Telegraph Office
Las Vegas...Dispatcher's Office	East Yard...Dispatcher's Office
Las Vegas...Dispatcher's Office	Los Angeles...Union Station Telegraph Office
Kelso...Telegraph Office	Los Angeles
Yermo...Telegraph Office	...Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD					EASTWARD												
FIRST CLASS					FIRST CLASS												
9	103	107	5	115	Distance from Ogden	Time-Table No. 24		Mile Post	116	10	108	104	6				
Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		April 27, 1958	MT		OGDEN	MT	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		
Daily	Daily	Daily	Daily	Daily	0.0	MT	OGDEN	MT	0.0	A	6.15	A	6.30	A	9.00	A	7.40
9.15	6.55	8.25	7.30		36.3	SALT LAKE CITY			36.3		5.25		5.45		8.15		6.45
10.05	7.40	9.10	8.20		784.0				784.0		5.05		5.35		8.05		6.00
10.25	7.50	9.20	9.30		154.4	LYNN DYL			665.9		2.52		3.38		6.08		3.23
12.25	9.39	11.08	12.11		243.5	MILFORD			576.8		1.30		2.28		4.58		1.55
2.05	10.54	12.23	2.15		278.9	LUND			541.4		12.45		1.55		4.25		1.10
2.40	11.21	12.49	3.00		360.8	CALIENTE			459.5		11.00		12.19		2.49		11.10
4.35	12.55	2.24	5.15		486.1	MT	LAS VEGAS	MT	834.2	A	2.45		8.15		9.50		12.20
7.20	3.30	4.55	8.35	3.45	657.1	PT		PT			7.00		8.40		11.10		6.55
6.35	2.40	4.05	8.05		670.5	YERMO			163.2		11.48		3.45		5.38		8.20
9.40	5.35	6.50	12.10	6.35	751.3	BARSTOW			150.1		11.30		3.25		5.20		8.01
10.08	5.53	7.08	12.40	6.53	754.8	SAN BERNARDINO			67.3		9.40		1.15		3.30		6.08
12.05	7.50	9.05	2.55	8.43	761.8	COLTON			64.5		9.27		1.02		3.20		5.55
12.15	7.59	9.14	3.05	8.52	781.5	RIVERSIDE			57.5		9.15		12.50		3.07		5.43
12.30	8.10	9.25	3.25	9.02	787.3	ONTARIO			37.8								11.30
			4.05		813.6	POMONA			32.0		8.45		12.20		2.43		5.15
1.05	8.38	9.53	4.20	9.32	821.0	EAST LOS ANGELES			5.7		8.20		11.50		2.20		4.50
1.40	9.10	10.25	5.00	10.10		PT LOS ANGELES PT			0.0		8.00		11.30		2.00		4.30
A 2.00	A 9.30	A 10.45	A 5.30	A 10.30							Daily		Daily		Daily		Daily
						821.0					Daily		Daily		Daily		Daily
(17.45)	(15.35)	(15.20)	(23.00)	(6.45)	Thru Time					(6.45)	(17.45)	(15.30)	(15.30)	(20.10)			
46.3	52.7	53.5	35.6	49.5	Average speed per hour					49.5	46.3	53.0	53.0	40.7			

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
9-10	Victorville	Any station	Stations where 9-10 stops
*5	Any station	Any station	Any station
*6	Any station	Any station	Any station
104	Pomona		Omaha or beyond
103	Pomona	Omaha or beyond	
107	Pomona	Salt Lake or beyond	
108	Pomona		Salt Lake or beyond

*Includes non-revenue passengers.

WESTWARD		FIRST SUBDIVISION							Distance from Salt Lake City	Time-Table No. 24	
Car capacity of sidings, etc. See Rule 6 (A), Page 8	SECOND CLASS		FIRST CLASS					April 27, 1958		STATIONS	
	259 Time Freight	299 Stock Special	5 Passenger	107 Streamliner Passenger	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
DFWYZ	11.45PM	4.30AM	8.05PM	4.05PM	3.45PM	6.35AM	2.40AM	449.8	DN-R LAS VEGAS YL VG		
114 P			8.13					454.7	4.9 BRACKEN		
								457.0	2.3 BOULDER JCT.		
104 P			8.19					461.5	4.5 D ARDEN A		
103 P			8.28					469.0	7.5 D SLOAN SX		
112 P								474.7	5.7 ERIE		
113 P			8.47					482.9	8.2 JEAN		
114 P								487.7	4.8 BORAX		
62 P								492.3	4.6 ROACH		
120 P								496.8	4.5 CALADA		
114 FW			9.10					501.5	4.7 DESERT		
113 P			9.17					506.5	5.0 D NIPTON OH		
113 P			9.25					511.9	5.4 MOORE		
113 P			9.31					516.5	4.6 IVANPAH		
113 P			9.36					521.1	4.6 BRANT		
102 P								526.0	4.9 JOSHUA		
105 } 99 } PY			9.46					529.8	3.8 CIMA		
113 P								533.8	4.0 CHASE		
113 P			9.58					536.9	3.1 ELORA		
113 P								540.6	3.7 DAWES		
114 P								544.9	4.3 HAYDEN		
DPY			10.30	5.43	5.25	8.25	4.25	548.5	3.6 DN KELSO YL FO		
110 P								553.4	4.9 FLYNN		
113 P								558.1	4.7 KERENS		
77 P			10.44					562.1	4.0 GLASGOW		
102 P			10.49					566.4	4.3 SANDS		
113 P								572.1	5.7 BALCH		
113 P			11.02					579.7	7.6 CRUCERO		
123 P								587.1	7.4 BASIN		
72 P								592.5	5.4 AFTON		
121 P								596.7	4.2 DUNN		
113 P			11.35PM					601.6	4.9 FIELD		
113 P								606.2	4.6 MANIX		
113 P								610.7	4.5 HARVARD		
111 P								615.7	5.0 TOOMEY		
DPWT	A 7.30AM	A 10.00AM	A 12.01AM	A 6.50PM	A 6.35PM	A 9.40AM	A 5.35AM	620.8	5.1 DN-R YERMO YL BN		
									171.0		

(7.45) 22.0 (5.30) 31.1 (3.46) 45.4 (2.45) 62.1 (2.50) 60.0 (3.05) 55.4 (2.55) 58.7 Thru Time 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. 24	April 27, 1958	Mile-Post	FIRST CLASS					SECOND CLASS	
				6 Passenger	116 Streamliner Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight
DFWYZ	DN-R LAS VEGAS YL VG		384.2	A 6.55AM	A 2.45PM	A 7.00PM	A 8.40PM	A 11.10PM	A 11.45AM	A 10.30PM
114 P	4.9 BRACKEN		329.3							
	2.3 BOULDER JCT.		327.0							
104 P	4.5 D ARDEN A		322.5	6.31						
103 P	7.5 D SLOAN SX		315.0	6.18						
112 P	5.7 ERIE		309.3							
113 P	8.2 JEAN		301.1	5.55						
114 P	4.8 BORAX		296.3							
62 P	4.6 ROACH		291.7							
120 P	4.5 CALADA		287.2							
114 FW	4.7 DESERT		282.5	5.30						
113 P	5.0 D NIPTON OH		277.5	5.23						
113 P	5.4 MOORE		272.1	5.14						
113 P	4.6 IVANPAH		267.5	5.09						
113 P	4.6 BRANT		262.9	5.03						
102 P	4.9 JOSHUA		258.0							
105 } 99 } PY	3.8 CIMA		254.2	4.55						
113 P	4.0 CHASE		250.2							
113 P	3.1 ELORA		247.1							
113 P	3.7 DAWES		243.4							
114 P	4.3 HAYDEN		239.1							
DPY	3.6 DN KELSO YL FO		235.5	4.20	12.50PM	4.57	6.45	9.22		
110 P	4.9 FLYNN		230.6							
113 P	4.7 KERENS		225.9							
77 P	4.0 GLASGOW		221.9							
102 P	4.3 SANDS		217.6							
113 P	5.7 BALCH		211.9							
113 P	7.6 CRUCERO		204.3	3.47						
123 P	7.4 BASIN		196.9							
72 P	5.4 AFTON		191.5							
121 P	4.2 DUNN		187.3							
113 P	4.9 FIELD		182.4							
113 P	4.6 MANIX		177.8							
113 P	4.5 HARVARD		173.3							
111 P	5.0 TOOMEY		168.3							
DPWT	5.1 DN-R YERMO YL BN		163.2	3.05AM	11.48AM	3.45PM	5.38PM	8.20PM	5.00AM	4.00PM
				Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (3.50) 44.7 (2.57) 57.6 (3.15) 52.6 (3.02) 56.4 (2.50) 60.0 (6.45) 25.3 (6.30) 26.3 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

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. 24	
	299 Stock Special	259 Time Freight	107 Streamliner Passenger	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	5 Passenger		April 27, 1958	
									STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DPWT	10.30AM	8.00AM	6.50PM	6.35PM	9.40AM	5.35AM	12.10AM	620.8	DN-R YERMO YL BN	
IP			6.58PM	6.43PM	9.48AM	5.43AM	12.18AM	625.4	DN DAGGETT H	
			7.08	6.53	10.03	5.53	12.40	634.2	BARSTOW BA	
D			9.05	8.43	12.05	7.50	2.55	715.0	SAN BERNARDINO B	
			9.14	8.52	12.15	7.59	3.05	718.5	COLTON	
IP			9.23	9.00	12.25	8.08AM	3.15	724.8	S. P. and A. T. & S. F. Crossings	
P			9.25	9.02	12.30	8.10	3.25	725.5	RIVERSIDE JCT. YL	
AI								727.8	DN RIVERSIDE YL	
119								729.2	P. E. CROSSING	
105								780.0	STREETER	
118								784.7	ARLINGTON	
117							f 3.42	787.4	BLY	
PI							s 4.05	744.9	MIRA LOMA V	
								745.2	S. P. CROSSING	
117								747.5	ONTARIO YL RA	
								750.0	MONTEVISTA	
			9.53	9.32	1.05	8.38	4.20	751.0	S. P. CROSSING	
114								754.1	DN POMONA YL PO	
118								758.6	SPADRA	
								765.2	WALNUT	
118								766.0	PUENTE JCT.	
								771.7	D INDUSTRY BG	
								772.1	BARTOLO	
								772.7	WHITTIER JCT.	
113							f 4.45	772.7	D PICO K	
58							f 4.50	774.5	D MONTEBELLO MK	
			s 10.25	s 10.10	s 1.40	s 9.10	s 5.00	777.3	EAST LOS ANGELES YL	
ODPWTZ	A 6.00PM	A 4.00PM						777.4	DN-R EAST YARD YL	
PX								780.2	DOWNEY ROAD YL	
PX								781.3	NINTH ST. JCT. YL	
PX								783.0	FIRST ST. YL	
I			10.37	10.22	1.52	9.21	5.18	783.9	PASADENA JCT. YL	
I								784.0	A. T. & S. F. Csg. (Mission Tower)	
IP			A 10.45PM	A 10.30PM	A 2.00PM	A 9.30AM	A 5.30AM	784.7	DN-R LOS ANGELES UD	
								163.9	(Union Station)	

(7.30) (8.00) (3.55) (3.55) (4.20) (3.55) (5.20) Thru Time
21.1 19.1 41.8 41.8 37.8 41.8 30.7 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	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 24	
	256 Time Freight	260 Time Freight	116 Streamliner Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger		April 27, 1958	
									STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DPWT	8.15PM	4.30AM	A 11.48AM	A 3.45PM	A 5.38PM	A 8.20PM	A 3.00AM	163.2	DN-R YERMO YL BN	
IP			11.40AM	3.35PM	5.30PM	8.11PM	2.50AM	158.6	DN DAGGETT H	
			11.30	3.25	5.20	8.01	2.35	150.1	BARSTOW BA	
D			9.40	1.15	3.30	6.08	12.35	67.3	SAN BERNARDINO B	
			9.27	1.02	3.20	5.55	12.15	64.5	COLTON	
IP			9.17AM	12.52PM	3.10PM	5.45PM	12.03AM	58.2	S. P. and A. T. & S. F. Crossings	
P			9.15	12.50	3.07	5.43	11.59PM	57.5	RIVERSIDE JCT. YL	
AI								55.2	DN RIVERSIDE YL	
119								53.8	P. E. CROSSING	
105								53.0	STREETER	
118								48.3	ARLINGTON	
117								45.6	BLY	
PI								38.1	MIRA LOMA V	
								37.8	S. P. CROSSING	
117								35.5	ONTARIO YL RA	
								33.0	MONTEVISTA	
			s 8.45	s 12.20PM	2.43	5.15	11.20	32.0	S. P. CROSSING	
114								28.9	DN POMONA YL PO	
118								24.4	SPADRA	
								17.8	WALNUT	
118								17.0	PUENTE JCT.	
								11.3	D INDUSTRY BG	
								10.9	BARTOLO	
								10.3	WHITTIER JCT.	
113								8.5	D PICO K	
58								5.7	D MONTEBELLO MK	
ODPWTZ			s 8.20	s 11.50	s 2.20	s 4.50	s 10.50	5.6	EAST LOS ANGELES YL	
PX								2.8	DN-R EAST YARD YL	
PX								1.7	DOWNEY ROAD YL	
PX								0.0	NINTH ST. JCT. YL	
I									FIRST ST. YL	
I									PASADENA JCT. YL	
IP			8.00AM	11.30AM	2.00PM	4.30PM	10.30PM		A. T. & S. F. Csg. (Mission Tower)	
								165.2	DN-R LOS ANGELES UD	
									(Union Station)	

Thru Time (3.48) (4.15) (3.38) (3.50) (4.30) (8.15) (8.30)
Average speed per hour 43.4 38.9 45.5 43.0 36.7 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				WESTWARD — SAN PEDRO BRANCH — EASTWARD			
Car capacity of sidings, etc. See Rule 6(A). Page 8	Distance from Whittier Jct.	Time-Table No. 24 April 27, 1958		Car capacity of sidings, etc. See Rule 6(A). Page 8	Distance from First Street Los Angeles	Time-Table No. 24 April 27, 1958	
		STATIONS	Mile-Post			STATIONS	Mile-Post
	0.0	WHITTIER JCT.	0.0			DN-R EAST YARD YL D	
	0.1	S. P. CROSSING	0.1		3.1	DN HOBART YL J	3.1
18	2.3	D WHITTIER YL WR	2.3		3.6	L. A. JCT. BY. CROSSING YL	3.6
	6.9	PAC. ELEC. CROSSING	6.9		5.1	P. E. CROSSING YL	5.1
	9.7	LA HABRA	9.7		5.3	BELL YL	5.3
	10.5	PAC. ELEC. CROSSING	10.5		7.4	S. P. CROSSING YL	7.4
8	13.8	SUNNY HILLS	13.8		9.4	WORKMAN	9.4
	15.5	A. T. & S. F. CROSSING	15.5		11.2	P. E. CROSSING	11.2
10	17.3	D FULLERTON RN	17.3		12.5	D PARAMOUNT YL HY	12.5
39	20.0	D ANAHEIM YL MN	20.0		14.3	RIOCO YL	14.3
					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
					22.3	DN MEAD TFR. YL WI	22.3
					23.2	HENRY FORD BLV. DRAWBRIDGE YL	23.2
					24.2	TERMINAL ISLAND YL	24.2
					25.9	EAST SAN PEDRO YL	25.9
							28.1

WESTWARD — BOULDER CITY BRANCH — EASTWARD			
Car capacity of sidings, etc. See Rule 6(A). Page 8	Distance from Boulder Jct.	Time-Table No. 24 April 27, 1958	
		STATIONS	Mile-Post
	0.0	BOULDER JCT. YL	0.0
50	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))

<p>Rule 6</p> <p>The following letters placed before figures of a schedule indicate:</p> <p>s —regular stop;</p> <p>f —flag stop to receive or discharge traffic;</p> <p>A—arrive.</p>	<p>Rule 6(A)</p> <p>The following letters placed in column with station name in time-table indicate:</p> <p>D —day operator; R —train register;</p> <p>N —night operator; YL—yard limits.</p> <p>DN—day and night operator;</p> <p>The following letters placed in columns provided in time-table indicate:</p> <p>C —coaling station; X —cross over;</p> <p>D —diesel oil station; Y —wye;</p> <p>F —turbine fuel station; Z —track scales;</p> <p>I —interlocking; AI —automatic interlocking;</p> <p>O —fuel oil station; CS —center siding;</p> <p>P —telephone; ES —eastward siding;</p> <p>T —turntable; WS —westward siding.</p> <p>W—water station;</p>
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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	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 and Mexican ore cars F.C.D.N. series 400.			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. 333.5 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		35
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Cima to Kelso		40
Between M.P. 313.6 and 312.6.	79	70	50	Kelso to Sands		40
Between M.P. 312.5 and 311.7.	45	40	30	Cima to Desert		40
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
				Afton Between M.P. 193.7 and 191.8.	45	35	25
Kelso Between Signals 2359 and 2352.	20	20	20	Dunn Between M.P. 187.0 and 186.2. See Note.	70	60	50
				Yermo Between east and west switches of Wye. M.P. 163.1 and 162.8.	20	20	20
Between M.P. 231.2 and 230.9. See Note.	70	60	50				

SECOND SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Yermo Between east and west switches of Wye. M.P. 163.1 and 162.8.	20	20	20	Spadra Between M.P. 25.3 and 25.1. See Note.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Riverside Jct. Between M.P. 58.1 and 57.3.	20	20	20	Industry Between M.P. 15.3 and 15.1.	55	45	35
Between M.P. 57.3 and 55.25.	45	40	30	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 55.25 and 54.75.	30	30	30	Between M.P. 11.3 and 10.9.	70	60	50
Streeter Between M.P. 54.75 and 53.0. See Note.	45	45	40	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Arlington Between M.P. 52.3 and 51.8.	65	55	45	Montebello Over Power operated Switch M.P. 7.72: Using straight track. Using turn out.	70 25	60 20	50 20
Between M.P. 50.7 and 49.9	70	60	50	East Yard Between M.P. 2.4 and 1.7.	25	25	20
Mira Loma S.P. Crossing M.P. 38.1.	40	40	25	Between M.P. 0.1 and West 0.3.	25	25	20
Pomona Between M.P. 32.5 and 31.5.	40	40	25	Between West M.P. 0.3 and Pasadena Jet.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between Pasadena Jet. and Los Angeles River Bridge.	15	15	15

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	Lakewood Branch Del Amo Boulevard M.P. 15.2. Wardlow Road M.P. 17.1.	25 10	25 10	
Blue Diamond Spur Arden to M.P. 8. M.P. 8 to end of track.		20 12	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves. Vernon, city limits. Henry Ford Ave. drawbridge.	30	30 10 6 12 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. Between M.P. 12.0 and 13.0. Highway Crossing M.P. 18.5.		20 15 10 10	Mead Transfer Road crossing to Ford Plant commencing movement over crossing. Pasadena Branch Between Avenue 33 and Pasadena Junction. Glendale Branch Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jet.	5 12 12	5 12 12	

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:

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

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 Cinderlite Spur Blue Diamond Basin Gravel Pit New Dunn	330.1 321.8 196.9 188.5	20 P P 124 21 P	East West East Both	Glendale Branch Taylor Milling Co. Pacific Fence Delay Drive Pottery Spur Westcraft, Inc. Modglin Co., Inc. Sawyer Cabinet Co. Forest Lawn Glendale Aluminum Extrusion Co.	4.2 5.3 5.5 5.7 5.8 5.8 6.1 6.2 5.6 5.9	15 4 12 2 8 6 2 3 7 2	West East West West West West East Both East West
Second Subdivision Magnolia Ave. Stearns Winery Champagne Ballou Winery Spur San Antonio Meat Co. Convair East Spur Convair West Spur American Brake Shoe Benton Feed Spur Fallon Western Harness Racing Assn. Carrier Corporation Clayton Shepherd Tractor Spur St. Helens Spur	55.2 45.8 43.5 40.5 39.1 34.1 30.7 29.8 29.4 27.0 21.7 21.0 19.10 13.5 12.2 11.1	13 P 240 47 43 12 23 56 25 19 40 P 7 P 18 P 29 P 8 P 15 P 17	East East Both Both West East East West Both East West West Both East West	Pasadena Branch Baker Spur Team Track Municipal Light Plant Municipal Light Plant Lennox Furnace Co. Crown Fence & Supply Co. Holly Mfg Co. A. C. Vroman Inc. Pasadena City of Pasadena	5.3 5.4 8.2 8.3 8.5 8.6 8.6 9.3 9.8 11.31	5 1 8 7 2 2 3 3 20 3	East West East Both East West East East Both West
Boulder City Branch Manganese, Inc. Magnesium	11.5 10.5	65 21	East Both	San Pedro Branch Rancho Los Amigos Dayton Foundry Co. Hollydale Spur and Waldrip Engr. Co. Maceo Corporation Exeter Refining Co.	10.0 10.2 10.4 11.5 14.1	3 6 19 17 20	East West West West East
Crestmore Branch Ennis Ormand Ormand Quarry Crestmore	3.1 3.9 3.9 6.9	15 14 83 Yard	Both Both West Both	Lakewood Branch Lakewood Douglas Aircraft Spur & Wye Montana Ranch Spur Richfield Oil Spur City of Long Beach Water Dept. Hancock Refinery Spur Cherry Ave. Team Track	16.2 16.5 16.9 17.1 17.1 17.2 17.2	13 P 6 30 8 27 18	Both Both East West East East East
Anaheim Branch Fullerton Industrial Lead Northrop Aircraft California Juice Inc. Southern California Citrus	15.4 18.8 19.1 19.2	31 14 13 17	West West West West				

SET OUT TRACKS							
Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision Bracken Arden Sloan Erie Jean Borax Roach Calada Desert Nipton Moore Ivanpah Brant Joshua Cima Chase Elora Dawes	329.3 321.9 315.2 309.1 300.8 296.9 291.5 287.1 282.2 277.7 271.9 267.2 262.8 258.0 254.2 250.3 246.8 243.4	12 16 16 12 10 14 11 14 11 12 8 12 7 12 21 11 9 17	Both Both West Both East Both Both Both Both Both Both Both Both Both Both Both Both Both	Hayden Flynn Kerens Glasgow Sands Balch Crucero Afton Dunn Field Manix Harvard Toomey	238.9 230.8 225.8 222.0 217.4 212.0 204.1 191.6 187.1 182.4 177.6 173.2 168.5	10 16 19 17 11 14 24 18 31 17 20 17 4	Both Both Both Both Both Both West West Both Both East Both East
Second Subdivision Bly Mira Loma Spadra Walnut Industry Pico Montebello					48.3 45.0 29.5 24.4 17.0 10.3 8.5	94 86 10 10 31 27 31	Both Both Both Both Both Both Both

MILEAGE
Main Line 429.3
Branches 90.8
Total 520.1