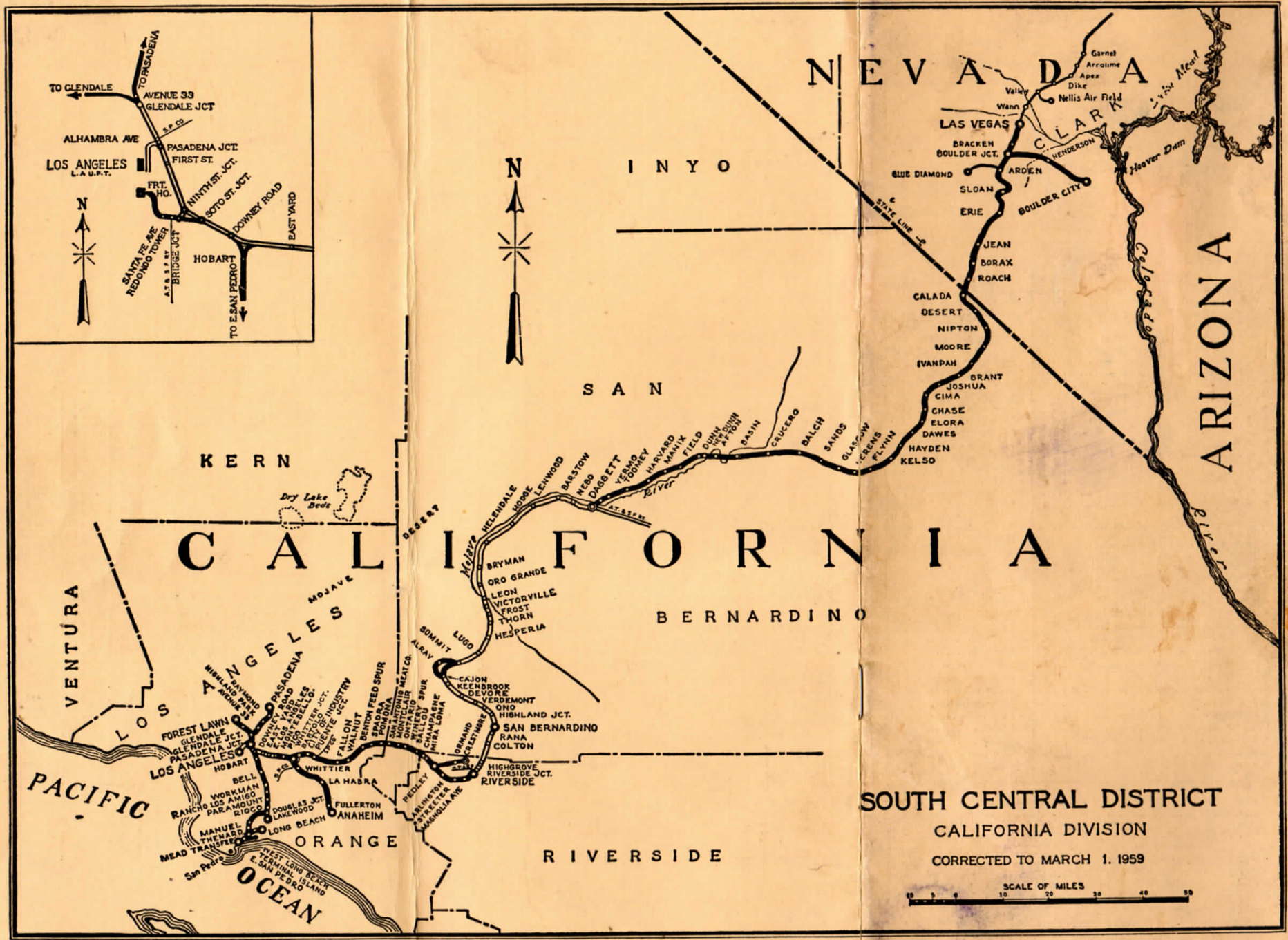

UNION PACIFIC RAILROAD COMPANY

SOUTH-CENTRAL DISTRICT

CALIFORNIA DIVISION

TIME-TABLE No. 28

Effective Sunday,

September 27, 1959

at 12:01 A. M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYES ONLY

G. A. CUNNINGHAM
General Manager

H. E. SHUMWAY
General Superintendent Transportation

W. B. GROOME, 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.

G. D. SCHEER, Division Engineer.....Los Angeles, Cal.

C. E. COCHRAN, General Roadmaster..Los Angeles, Cal.

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

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

First Subdivision and Branches

R. A. FORBES, Chief Train Dispatcher...Las Vegas, Nev.

R. L. GUNDY,
Asst. Chief Train Dispatcher.....Las Vegas, Nev.

G. J. WILDE,
Asst. Chief Train Dispatcher.....Las Vegas, Nev.

J. T. HOLYOAK,
Asst. Chief Train Dispatcher.....Las Vegas, Nev.

Second Subdivision and Branches

H. W. STOKER,
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.

W. S. COX,
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 ....
Wm. F. Stucky Jr. ..	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 .....
D. E. Swanda	Surgeon	La Habra .....
J. B. Demman	Surgeon	Las Vegas .....
J. J. Hamill	Surgeon	Las Vegas .....
G. J. Madsen	Oculist	Las Vegas .....
R. B. Eusden	Surgeon	Long Beach .....
D. G. Bussey	Physician	Long Beach .....
W. H. Ball	Surgeon	Los Angeles .....
G. W. Prichard	Surgeon	Los Angeles .....
Don F. Kimmerling ..	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 .....
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 C. Jacobson ..	Surgeon	San Bernardino .....
N. E. Marsh	Surgeon	San Bernardino .....
J. E. Bergmann	Surgeon	Santa Monica .....
H. D. Orr	Surgeon	Victorville .....
G. E. Reames	Surgeon	Whittier .....
G. H. Quillen	Surgeon	Wilmington .....
F. W. Foncannon ...	Surgeon	Wilmington .....

Standard clocks are located as shown below:

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

CONDENSED TIME-TABLE

WESTWARD FIRST CLASS 9 Passenger Daily	103 Streamliner Passenger Daily	5 Passenger Daily	115 Streamliner Passenger Daily	Distance from Ogden	Time-Table No. 28 September 27, 1959 STATIONS	Mile Post	EASTWARD FIRST CLASS 116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	6 Passenger Daily
9.15	**5.55**	8.05		0.0	MT **OGDEN** MT	0.0		A 6.00	A 9.10	A **7.20**
10.05 **10.30**	**6.40** **6.50**	8.55 9.35		36.3	**SALT LAKE CITY**	36.3 784.0		5.05 4.40	8.25 8.15	**6.30** **6.00**
12.30	**8.44**	**12.16**		154.4	LYNNDYL	665.9		2.27	6.15	**3.13**
2.05	**9.53**	**2.20**		243.5	MILFORD	576.8		1.10	5.03	**1.45**
2.40	**10.20**	**3.05**		278.9	LUND	541.4		12.25	4.30	**1.00**
4.35	**11.50**	**5.20**		360.8	CALIENTE	459.5		**10.42**	2.54	11.00
7.20 6.30	2.30 1.40	**8.50** **8.10**	**4.45**	486.1	MT LAS VEGAS MT PT PT	334.2	A **3.45**	**8.00** **6.45**	12.20 **11.10**	8.10 6.50
9.35	4.35	12.15	**7.40**	657.1	YERMO	163.2	**12.48**	**3.30**	**8.20**	3.00
9.58	4.53	12.45	**7.58**	670.5	BARSTOW	150.1	**12.30**	**3.10**	**8.01**	2.30
12.05	6.55	2.55	**9.48**	751.3	SAN BERNARDINO	67.3	10.40	**1.00**	**6.08**	12.25
12.15	7.04	3.05	**9.57**	754.8	COLTON	64.5	10.27	**12.47**	**5.55**	12.05
12.30	7.18	3.25	**10.07**	761.8	RIVERSIDE	57.5	10.15	**12.35**	**5.43**	**11.50**
		4.05		781.5	ONTARIO	37.8				**11.20**
1.05	7.50	4.20	**10.37**	787.3	POMONA	32.0	9.45	**12.05**	**5.15**	**11.07**
1.40	8.25	5.00	**11.10**	813.6	EAST LOS ANGELES	5.7	9.20	11.35	**4.50**	**10.35**
A **2.00**	A 8.45	A 5.30	A**11.30**	821.0	PT **LOS ANGELES** PT	0.0	9.00	11.15	**4.30**	**10.15**
					821.0		Daily	Daily	Daily	Daily
(17.45) 46.3	(15.50) 51.9	(22.25) 36.6	(6.45) 49.5		..... Thru Time .... Average speed per hour		(6.45) 49.5	(17.45) 46.3	(15.40) 52.4	(20.05) 40.9

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		Salt Lake City or beyond where scheduled to stop
103	Pomona	Salt Lake City or beyond	

*Includes non-revenue passengers.

Car capacity of sidings, etc. See Rule 6 (A). Page 8						FIRST CLASS 5 Passenger Daily	115 Streamliner Passenger Daily	9 Passenger Daily	103 Streamliner Passenger Daily	Distance from Salt Lake City	CENTRALIZED TRAFFIC CONTROL	Time-Table No. 28 September 27, 1959 STATIONS
	DPWYE					8.10PM	4.45PM	6.30AM	1.40AM	449.8		DN-R **LAS VEGAS** YL VG
114	P					8.18				454.7		4.9 BRACKEN
67	PT									457.0		2.3 **BOULDER JCT.**
104	P					8.24				461.5		4.5 D ARDEN A
103	P					8.33				469.0		7.5 D SLOAN SX
112	P									474.7		5.7 ERIE
113	P					8.52				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	PW					9.15				501.5		4.7 DESERT
113	P					9.22				506.5		5.0 NIPTON
113	P					9.30				511.9		5.4 MOORE
113	P					9.36				516.5		4.6 IVANPAH
113	P					9.41				521.1		4.6 BRANT
102	P									526.0		4.9 JOSHUA
105 99	PT					9.51				529.8		3.8 CIMA
113	P									533.8		4.0 CHASE
113	P					10.08				536.9		3.1 ELORA
113	P									540.6		3.7 DAWES
114	P									544.9		4.3 HAYDEN
195	DPT					s 10.35	6.27	8.20	3.20	548.5		3.6 D KELSO FO
110	P									553.4		4.9 FLYNN
113	P									558.1		4.7 KERENS
77	P					10.49				562.1		4.0 GLASGOW
102	P					10.54				566.4		4.3 SANDS
113	P									572.1		5.7 BALCH
113	P					11.07				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					11.40PM				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
	DPWY					A 12.05AM	A 7.40PM	A 9.35AM	A 4.35AM	620.8		5.1 DN-R **YERMO** YL BN
												171.0
						(3.55) 43.6	(2.55) 58.7	(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.

Car capacity of sidings, etc. See Rule 6 (A). Page 8		Time-Table No. 28 September 27, 1959 STATIONS	Mile-Post	FIRST CLASS 6 Passenger	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	CENTRALIZED TRAFFIC CONTROL
	DPWYE	DN-R **LAS VEGAS** YL VG	334.2	A 6.50AM	A 3.45PM	A 6.45PM	A 11.10PM	
114	P	4.9 BRACKEN	329.3					
67	PT	2.3 **BOULDER JCT.**	327.0					
104	P	4.5 D ARDEN A	322.5	6.26				
103	P	7.5 D SLOAN SX	315.0	6.13				
112	P	5.7 ERIE	309.3					
113	P	8.2 JEAN	301.1	5.50				
114	P	4.8 BORAX	296.3					
62	P	4.6 ROACH	291.7					
120	P	4.5 CALADA	287.2					
114	PW	4.7 DESERT	282.5	5.25				
113	P	5.0 NIPTON	277.5	5.18				
113	P	5.4 MOORE	272.1	5.09				
113	P	4.6 IVANPAH	267.5	5.04				
113	P	4.6 BRANT	262.9	4.58				
102	P	4.9 JOSHUA	258.0					
105 99	PT	3.8 CIMA	254.2	4.50				
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					
195	DPT	3.6 D KELSO FO	235.5	s 4.15	1.50	4.42	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	3.42				
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					
	DPWY	5.1 DN-R **YERMO** YL BN	163.2	3.00AM	12.48PM	3.30PM	8.20PM	
		171.0		Daily	Daily	Daily	Daily	
				(3.50) 44.7	(2.57) 57.9	(3.15) 52.6	(2.50) 60.0	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 — SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A). Page 8						FIRST CLASS 115 Streamliner Passenger Daily	9 Passenger Daily	103 Streamliner Passenger Daily	5 Passenger Daily	Distance from Salt Lake City	Time-Table No. 28 September 27, 1959 STATIONS
	DPWY					7.40PM	9.35AM	4.35AM	12.15AM	620.8	C.T.C. DN-R **YERMO** YL BN
	IP					7.48PM	9.43AM	4.43AM	12.23AM	625.4	4.6 DN **DAGGETT** H
						7.58	s 9.58AM	4.53	s 12.45	634.2	8.8 BARSTOW BA
	D					s 9.48	s 12.05PM	s 6.55	s 2.55	715.0	80.8 SAN BERNARDINO B
						9.57	12.15	7.04	s 3.05	718.5	3.5 COLTON
	IP					10.05PM	12.25PM	7.13AM	3.15AM	724.8	6.3 S. P. and A. T. & S. F. Crossings **RIVERSIDE JCT.** YL (Two Main Tracks)
	P					s 10.07	s 12.30	s 7.18	s 3.25	725.5	0.7 DN **RIVERSIDE** VN YL
119	P									729.2	3.7 STREETER
105	P									730.0	0.8 ARLINGTON
118	YP									734.7	4.7 PEDLEY
117	P								f 3.42	737.4	2.7 D MIRA LOMA V
	PI									744.9	7.5 S. P. CROSSING
	P								s 4.05	745.2	0.3 D ONTARIO YL RA
117	P									747.5	2.3 MONTCLAIR
	P									750.0	2.5 S. P. CROSSING
	P					s 10.37	s 1.05	7.50	s 4.20	751.0	1.0 DN POMONA YL PO
114	P									754.1	3.1 SPADRA
118	P									758.6	4.5 WALNUT
										765.2	6.6 PUENTE JCT.
118	P									766.0	0.8 D CITY OF INDUSTRY BG
										771.7	5.7 BARTOLO
	P									772.1	0.4 **WHITTIER JCT.**
113	P								f 4.45	772.7	0.6 D PICO K
58	P								f 4.50	774.5	1.8 D MONTEBELLO MK
						s 11.10	s 1.40	s 8.25	s 5.00	777.3	2.8 EAST LOS ANGELES YL
	ODPWYZ									777.4	0.1 DN-R **EAST YARD** YL (D Two Main Tracks)
	PX									780.2	2.8 **DOWNEY ROAD** YL
	PX									781.3	1.1 **NINTH ST. JCT.** YL
	PX									783.0	1.7 FIRST ST. YL
	I									783.9	0.9 **PASADENA JCT.** YL
	I									784.0	0.1 A.T. & S. F. Csg. (Mission Tower)
	IP					A 11.30PM	A 2.00PM	A 8.45AM	A 5.30AM	784.7	0.7 DN-R **LOS ANGELES** UD (Union Station)
											163.9
						(3.50)	(4.25)	(4.10)	(5.15)		Thru Time
						42.6	37.1	39.3	31.2		Average speed per hour

CENTRALIZED TRAFFIC CONTROL

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		Time-Table No. 28 September 27, 1959 STATIONS	Mile-Post	FIRST CLASS 116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	6 Passenger
	DPWY	C.T.C. DN-R **YERMO** YL BN	163.2	A 12.48PM	A 3.30PM	A 8.20PM	A 2.55AM
	IP	4.6 DN **DAGGETT** H	158.6	12.40PM	3.20PM	8.11PM	2.45AM
		8.5 BARSTOW BA	150.1	12.30 PM	s 3.10	8.01	s 2.30
	D	82.8 SAN BERNARDINO B	67.3	s 10.40 AM	s 1.00	s 6.08	s 12.25
		2.8 COLTON	64.5	10.27	12.47	5.55	s 12.05 AM
	IP	6.3 S. P. and A. T. & S. F. Crossings **RIVERSIDE JCT.** YL (Two Main Tracks)	58.2	10.17AM	12.37PM	5.45PM	11.53PM
	P	0.7 DN **RIVERSIDE** VN YL	57.5	s 10.15	s 12.35	s 5.43	s 11.50
119	P	3.7 STREETER	53.8				
105	P	0.8 ARLINGTON	53.0				
118	YP	4.7 PEDLEY	48.3				
117	P	2.7 D MIRA LOMA V	45.6				
	PI	7.5 S. P. CROSSING	38.1				
	P	0.3 D ONTARIO YL RA	37.8				s 11.20
117	P	2.3 MONTCLAIR	35.5				
	P	2.5 S. P. CROSSING	33.0				
	P	1.0 DN POMONA YL PO	32.0	s 9.45	s 12.05PM	5.15	s 11.07
114	P	3.1 SPADRA	28.9				
118	P	4.5 WALNUT	24.4				
		6.6 PUENTE JCT.	17.8				
118	P	0.8 D CITY OF INDUSTRY BG	17.0				
		5.7 BARTOLO	11.3				
	P	0.4 **WHITTIER JCT.**	10.9				
113	P	0.6 D PICO K	10.3				
58	P	1.8 D MONTEBELLO MK	8.5				
		2.8 EAST LOS ANGELES YL	5.7	s 9.20	s 11.35	s 4.50	s 10.35
	ODPWYZ	0.1 DN-R **EAST YARD** YL (D Two Main Tracks)	5.6				
	PX	2.8 **DOWNEY ROAD** YL	2.8				
	PX	1.1 **NINTH ST. JCT.** YL	1.7				
	PX	1.7 FIRST ST. YL	0.0				
	I	0.9 **PASADENA JCT.** YL					
	I	0.1 A. T. & S. F. Csg. (Mission Tower)					
	IP	0.7 DN-R **LOS ANGELES** UD (Union Station)		9.00AM	11.15AM	4.30PM	10.15PM
		165.2		Daily	Daily	Daily	Daily
		Thru Time		(3.48)	(4.15)	(3.50)	(4.40)
		Average speed per hour		43.4	38.9	43.0	35.4

CENTRALIZED TRAFFIC CONTROL

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. 28 September 27, 1959 STATIONS	Mile-Post
P		0.0	**WHITTIER JCT.**	0.0
			0.1	
		0.1	S. P. CROSSING	0.1
			2.2	
18		2.3	D WHITTIER YL WR	2.3
			4.6	
		6.9	PAC. ELEC. CROSSING	6.9
			2.8	
		9.7	LA HABRA	9.7
			0.8	
		10.5	PAC. ELEC. CROSSING	10.5
			5.0	
I		15.5	A. T. & S. F. CROSSING	15.5
			1.8	
10		17.3	D FULLERTON RN	17.3
			2.7	
39		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. 28 September 27, 1959 STATIONS	Mile-Post
YP		0.0	**BOULDER JCT.** YL	0.0
			9.8	
59 P		9.8	D HENDERSON YL RB	9.8
			12.6	
PT		22.4	D-R **BOULDER CITY** YL BC	22.4
			22.4	

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. 28 September 27, 1959 STATIONS	Mile-Post
DPWYZ			DN-R **EAST YARD** YL D	
IP		3.1	DN HOBART YL J A. T. and S. F. Crossing	3.1
			0.5	
I		3.6	L. A. JCT. RY. CROSSING YL	3.6
			1.5	
AI		5.1	P. E. CROSSING YL	5.1
			0.2	
69 P		5.3	BELL YL	5.3
			2.1	
AI		7.4	S. P. CROSSING YL	7.4
			2.0	
13		9.4	WORKMAN	9.4
			1.8	
AI		11.2	P. E. CROSSING	11.2
			1.3	
123 P		12.5	D PARAMOUNT YL HY	12.5
			1.8	
73 75 P		14.3	RIOCO YL	14.3
			0.3	
		14.6	DOUGLAS JCT. YL	14.6
			2.8	
I		17.4	P. E. CROSSING	17.4
			1.7	
96		19.1	MANUEL	19.1
			2.6	
I		21.7	S. P. CROSSING	21.7
			0.2	
I		21.9	P. E. CROSSING	21.9
			0.4	
P		22.3	D MEAD TFR. YL WI	22.3
			0.9	
I		23.2	HENRY FORD BLV. DRAWBRIDGE YL	23.2
			1.0	
PWY		24.2	TERMINAL ISLAND YL	24.2
			1.7	
P		25.9	**EAST SAN PEDRO** YL	25.9
			23.1	

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See Page 11.

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

Rule 6

The following letters placed before figures of a schedule indicate:

s —regular stop;

f —flag stop to receive or discharge traffic;

A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

D —day operator;
N —night operator;
DN—day and night operator;
R —train register;
YL—yard limits.

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

C —coaling station;
D —diesel oil station;
F —turbine fuel station;
I —interlocking;
O —fuel oil station;
P —telephone;
T —turntable;
W—water station;
X —cross over;
Y —wye;
Z —track scales;
AI —automatic interlocking;
CS —center siding;
ES —eastward siding;
WS—westward siding.

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 Str.	Psgr.	Frt.
Maximum speed.	79	79	50
Los Angeles-Las Vegas Merchandise Trains where not otherwise restricted.			60
Freight trains handling tonnage in excess of 65 tons per operative brake.			40
Inspection bus cars.		40	40
When caboose is handled in train consisting of passenger train equipment.		60	
Diesel yard switch locomotives in road service.			35
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Diesel locomotive in road or helper service:			
Backing up shoving a train. (Speed of train being helped will govern.)			
Backing up pulling a train.	40	40	40
Backing up light.			40
Diesel freight and road switch locomotives.	65	65	
1870 class locomotives:			
On main track.			50
On branch lines.			20
Trains handling U. P. ore cars numbers 8000-8499 and Mexican ore cars F.C.D.N. series 400.			45
Trains handling scale test cars:			
On main line.			30
On branch lines.			20
Trains handling company roadway machines on their own wheels, except wrecking derricks:			
On main line:			
On straight track.			30
On curves.			25
On branch lines.			15

Location	Miles Per Hour Str.	Psgr.	Frt.
Trains handling wrecking derricks:			
Derricks with 6-wheel trucks.			40
Derricks with 4-wheel trucks.			35
For first five miles after leaving initial terminal with derricks not equipped with roller bearings.			20
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			
Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
Jordan spreaders and other machines of spreader type, when in operation.			15
Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
On main line.			25
On branch lines.			15
(Slower speed must be observed where conditions require.)			
Within yard limits protected by continuous block signals.	60	50	25
Within yard limits not protected by continuous block signals.			
On main line.	50	40	25
On branch lines.		30	15
Within yard limits Diesel passenger locomotive operated without train.		25	
When using cross-overs or turn-outs:			
Forward movement.	15	15	15
Back-up movement.	10	10	10
When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	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
Wye tracks.	6	6	6

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.
Las Vegas Between M.P. 335.0 and 333.2.	20	20	20
Arden Between M.P. 321.0 and 320.6.	65	55	45
Between M.P. 319.7 and 318.5.	40	40	30
Between M.P. 317.1 and 315.0.	40	40	30
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30
Between M.P. 313.6 and 312.6.	79	70	50
Between M.P. 312.5 and 311.7.	45	40	30
Between M.P. 309.8 and 309.3. See Note.	70	60	50

Location	Str.	Psgr.	Frt.
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
Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel locomotive with dynamic brake in operation.		30	
1870 series Diesel locomotive operating light without dynamic brakes			
Cima to Kelso			20
with dynamic brakes in operation			
Cima to Kelso			35
Kelso to Sands			40
Cima to Desert			40

FIRST SUBDIVISION (Cont'd)

Location	Miles Per Hour Str.	Psgr.	Frt.
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
Cima to Kelso Freight trains not required to use retainers Per Special rule 1045(S)			25
Cima to Kelso Streamline trains handled with automatic brake in operation.	45		
Between M.P. 231.2 and 230.9. See Note.	70	60	50

SECOND SUBDIVISION

Location	Miles Per Hour Str.	Psgr.	Frt.
Yermo Between east and west switches of Wye. M.P. 163.1 and 162.8.	20	20	20
Between M.P. 159.0 and 158.8.	15	15	15
Riverside Jct. Between M.P. 58.1 and 57.3.	20	20	20
Between M.P. 57.3 and 55.25.	45	40	30
Between M.P. 55.25 and 54.75.	30	30	30
Streeter Between M.P. 54.75 and 53.0. See Note.	45	45	40
Arlington Between M.P. 52.3 and 51.8.	65	55	45
Between M.P. 50.7 and 49.9	70	60	50
Mira Loma S.P. Crossing M.P. 38.1.	40	40	25
Pomona Between M.P. 32.6 and 31.5.	40	40	25
Between M.P. 29.5 and 29.1. See Note.	70	60	50
Flynn Between M.P. 223.9 and 223.5.	79	70	50
Basin Between M.P. 196.2 and 193.8.	60	50	40
Between M.P. 193.7 and 191.8.	45	35	30
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 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
Walnut Between M.P. 23.8 and 23.6.	70	60	50
City of Industry Between M.P. 15.3 and 15.1.	55	45	35
Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 11.3 and 10.9.	70	60	50
Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Montebello Over Power operated Switch M.P. 7.72: Using straight track.	70	60	50
Using turn out.	25	20	20
East Yard Between M.P. 2.4 and 1.7.	25	25	20
Between M.P. 0.1 and West 0.3.	25	25	20
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 Psgr.	Frt.
Boulder City Branch	30	30
Between M.P. 17.8 and 19.0.		20
Blue Diamond Spur Arden to M.P. 8.		20
M.P. 8 to end of track.		12
Crestmore Branch Between Pedley and Crestmore.		15
Anaheim Branch		20
Between M.P. 2.0 and 2.5.		15
Between M.P. 12.0 and 13.0.		10
Highway Crossing M.P. 18.5.		10
Highway Crossing M.P. 20.1.		8
Lakewood Branch	25	25
Del Amo Boulevard M.P. 15.2.	10	10
Wardlow Road M.P. 17.1.	10	10
San Pedro Branch	30	30
Lead known as Consolidated Lumber Company track: On straight track.		10
On curves.		6
Vernon, city limits.	12	12
Henry Ford Ave. drawbridge.	15	15
Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10
Pasadena Branch	12	12
Between Avenue 33 and Pasadena Junction.		6
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 left side of track at following points:

Eastward: M.P. 309.8, M.P. 308.8, M.P. 230.5, M.P. 24.6

Westward: M.P. 314.6, M.P. 191.3, M.P. 187.5, M.P. 54.75, M.P. 29.1, M.P. 10.2

STATIONS NOT SHOWN ON SCHEDULE PAGES

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

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection
First Subdivision			
Bracken	329.3	12	Both
Arden	321.9	16	Both
Sloan	315.2	16	Both
Erie	309.1	12	Both
Jean	300.8	10	East
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	21	Both
Chase	250.3	11	Both
Elora	246.8	9	Both
Dawes	243.4	17	Both
Hayden	238.9	10	Both
Flynn	230.8	16	Both
Kerens	225.8	19	Both
Glasgow	222.0	17	Both
Sands	217.4	11	Both
Balch	212.0	14	Both
Crucero	204.1	24	West
Afton	191.6	18	West
Dunn	187.1	31	Both
Field	182.4	17	Both
Manix	177.6	20	East
Harvard	173.2	17	Both
Toomey	168.5	4	East
Second Subdivision			
Pedley	48.3	94	Both
Mira Loma	45.0	86	Both
Spadra	29.5	10	Both
Walnut	24.4	10	Both
City of Industry	17.0	31	Both
Pico	10.3	27	Both
Montebello	8.5	31	Both

MILEAGE

Main Line	429.3
Branches	90.8
Total	520.1