



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 29

Effective Sunday,

April 24, 1960

at 12:01 A. M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

G. A. CUNNINGHAM
General Manager

H. E. SHUMWAY
General Superintendent Transportation

W. B. GROOME, 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 EnginesLos 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 CourtesySalt Lake City, Utah

G. R. TROUTMAN, Assistant Superintendent of
Safety and CourtesyLos 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
R. B. Eusden	Surgeon	Long Beach
D. G. Bussey	Physician	Long Beach
W. H. Ball	Surgeon	Los Angeles
G. W. Prichard	Surgeon	Los Angeles
S. Cryst	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. H. Quillen	Surgeon	Wilmington
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...Register Room
Las Vegas...Yard Office	East Yard...Dispatcher's Office
Las Vegas...Dispatcher's Office	East Los Angeles...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									
9 Passenger	107 Streamliner Passenger	103 Streamliner Passenger	5 Passenger	115 Streamliner Passenger	Distance from Ogden	Time-Table No. 29 April 24, 1960			Mile Post	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	108 Streamliner Passenger	6 Passenger
Daily	Daily	Daily	Daily	Daily		STATIONS				A 6.00	A 9.10	A 9.30	A 7.20	
9.15	6.10	5.55	8.05		0.0	MT	OGDEN	MT	0.0					
10.05	6.55	6.40	8.55		36.3	SALT LAKE CITY			36.3	5.05	8.25	8.45	6.30	
10.30	7.05	6.50	9.35		784.0				784.0	4.40	8.15	8.30	6.00	
12.30	8.59	8.44	12.16		154.4	LYNNDYL			665.9	2.27	6.15	6.30	3.13	
2.05	10.08	9.53	2.20		248.5	MILFORD			576.8	1.10	5.08	5.18	1.45	
			3.05		278.9	LUND			541.4				1.00	
4.35	12.05	11.50	5.20		360.8	CALIENTE			459.5	10.42	2.54	3.09	11.00	
7.20	2.45	2.30	8.50	3.45	486.1	MT	LAS VEGAS	MT	334.2	A 2.45	8.00	12.20	12.35	8.10
6.30	1.55	1.40	8.10		657.1	PT		PT		6.45	11.10	11.25	6.50	
9.35	4.50	4.35	12.15	6.40	670.5	YERMO			163.2	11.48	3.30	8.20	8.35	3.00
9.58	5.08	4.53	12.45	6.58	751.3	BARSTOW			150.1	11.30	3.10	8.01	8.16	2.30
12.05	7.10	6.55	2.55	8.48	754.8	SAN BERNARDINO			67.3	9.40	1.00	6.08	6.23	12.25
12.15	7.19	7.04	3.05	8.57	761.8	COLTON			64.5	9.27	12.47	5.55	6.10	12.05
12.30	7.38	7.18	3.25	9.07	781.5	RIVERSIDE			57.5	9.15	12.35	5.43	5.58	11.50
			4.05		787.3	ONTARIO			37.8					11.20
1.05	8.05	7.50	4.20	9.37	813.6	POMONA			32.0	8.45	12.05	5.15	5.30	11.07
1.40	8.40	8.25	5.00	10.10	821.0	EAST LOS ANGELES			5.7	8.20	11.35	4.50	5.05	10.35
A 2.00	A 9.00	A 8.45	A 5.30	A 10.30		PT	LOS ANGELES	PT	0.0	8.00	11.15	4.30	4.45	10.15
						821.0				Daily	Daily	Daily	Daily	Daily
(17.45)	(15.50)	(15.50)	(22.25)	(6.45)	Thru Time					(6.45)	(17.45)	(15.40)	(15.45)	(20.05)
46.3	51.9	51.9	36.6	49.5	Average speed per hour					49.5	46.3	52.4	52.1	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
104-108	Pomona	Any station	Salt Lake City or beyond
103-107	Pomona	Salt Lake City or beyond	where scheduled to stop

*Includes non-revenue passengers.

OTTO C. PERRY
#3 FOX STREET
DENVER 23, COLORADO
1 JAN 61

WESTWARD		FIRST SUBDIVISION					Distance from Salt Lake City	Time-Table No. 29	
		FIRST CLASS						April 24, 1960	
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPWYZ	5	115	9	107	103	STATIONS		
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger			
		Daily	Daily	Daily	Daily	Daily			
		8.10PM	3.45PM	6.30AM	1.55AM	1.40AM	DN-R LAS VEGAS YL VG	449.8	
114	P	8.18					4.9 BRACKEN	454.7	
67	PT						2.3 BOULDER JCT.	457.0	
104	P	8.24					4.5 ARDEN A	461.5	
103	P	8.33					7.5 SLOAN SX	469.0	
112	P						5.7 ERIE	474.7	
113	P	8.52					8.2 JEAN	482.9	
114	P						4.8 BORAX	487.7	
62	P						4.6 ROACH	492.3	
120	P						4.5 CALADA	496.8	
114	PW	9.15					4.7 DESERT	501.5	
113	P	9.22					5.0 NIPTON	506.5	
113	P	9.30					5.4 MOORE	511.9	
113	P	9.36					4.6 IVANPAH	516.5	
113	P	9.41					4.6 BRANT	521.1	
102	P						4.9 JOSHUA	526.0	
105 } 99 }	PT	9.51					3.8 OIMA	529.8	
113	P						4.0 CHASE	533.8	
113	P	10.03					3.1 ELOBA	538.9	
113	P						3.7 DAWES	540.6	
114	P						4.3 HAYDEN	544.9	
195	DPT	10.35	5.27	8.20	3.35	3.20	3.6 KELSO FO	548.5	
110	P						4.9 FLYNN	553.4	
113	P						4.7 KERENS	558.1	
77	P	10.49					4.0 GLASGOW	562.1	
102	P	10.54					4.3 SANDS	566.4	
113	P						5.7 BALOH	572.1	
113	P	11.07					7.6 CRUCERO	579.7	
123	P						7.4 BASIN	587.1	
72	P						5.4 AFTON	592.5	
121	P						4.2 DUNN	596.7	
118	P	11.40PM					4.9 FIELD	601.6	
113	P						4.6 MANIX	606.2	
113	P						4.5 HARVARD	610.7	
111	P						5.0 TOOMEY	615.7	
	DPWT	12.05AM	6.40PM	9.35AM	4.50AM	4.35AM	5.1 DN-R YERMO YL BN	620.8	
		(3.55) 43.6	(2.55) 58.7	(3.05) 55.4	(2.55) 58.7	(2.55) 58.7	171.0 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.

		FIRST SUBDIVISION					EASTWARD	
		FIRST CLASS					Time-Table No. 29	
		April 24, 1960						
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPWYZ	6	116	10	104	108	STATIONS	Mile-Post
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger		
		Daily	Daily	Daily	Daily	Daily		
		6.50AM	2.45PM	6.45PM	11.10PM	11.25PM	DN-R LAS VEGAS YL VG	334.2
114	P						4.9 BRACKEN	329.3
67	PT						2.3 BOULDER JCT.	327.0
104	P	6.26					4.5 ARDEN A	322.5
103	P	6.13					7.5 SLOAN SX	315.0
112	P						5.7 ERIE	309.3
113	P	5.50					8.2 JEAN	301.1
114	P						4.8 BORAX	296.3
62	P						4.6 ROACH	291.7
120	P						4.5 CALADA	287.2
114	PW	5.25					4.7 DESERT	282.5
113	P	5.18					5.0 NIPTON	277.5
113	P	5.09					5.4 MOORE	272.1
113	P	5.04					4.6 IVANPAH	267.5
113	P	4.58					4.6 BRANT	262.9
102	P						4.9 JOSHUA	258.0
105 } 99 }	PT	4.50					3.8 OIMA	254.2
113	P						4.0 CHASE	250.2
113	P						3.1 ELOBA	247.1
113	P						3.7 DAWES	243.4
114	P						4.3 HAYDEN	239.1
195	DPT	4.15	12.50PM	4.42	9.22	9.37	3.6 KELSO FO	235.5
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 BALOH	211.9
113	P	3.42					7.6 CRUCERO	204.3
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	3.00AM	11.48AM	3.30PM	8.20PM	8.35PM	5.1 DN-R YERMO YL BN	163.2
		Daily	Daily	Daily	Daily	Daily	171.0 Thru Time Average speed per hour
		(3.50) 44.7	(2.57) 57.9	(3.15) 52.6	(2.50) 60.0	(2.50) 60.0		

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					Distance from Salt Lake City	Time-Table No. 29	
	115 Streamliner Passenger	9 Passenger	107 Streamliner Passenger	103 Streamliner Passenger	5 Passenger		April 24, 1960	
	Daily	Daily	Daily	Daily	Daily		STATIONS	
DFWT	6.40PM	9.35AM	4.50AM	4.35AM	12.15AM	620.8	DN-R YERMO YL BN	4.6
IP	6.48PM	9.43AM	4.58AM	4.43AM	12.23AM	625.4	DN DAGGETT H	8.8
	6.58	9.58AM	5.08	4.53	12.45	634.2	BARSTOW BA	80.8
D	8.48	12.05PM	7.10	6.55	2.55	715.0	SAN BERNARDINO B	3.5
	8.57	12.15	7.19	7.04	3.05	718.5	COLTON	6.3
IP	9.05PM	12.25PM	7.28AM	7.13AM	3.15AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	0.7
P	9.07	12.30	7.33	7.18	3.25	725.5	DN RIVERSIDE YL	3.7
119						729.2	STREETER	0.8
106						730.0	ARLINGTON	4.7
118						734.7	PEDLEY	2.7
117					f 3.42	737.4	D MIRA LOMA V	7.5
PI						744.9	S. P. CROSSING	0.3
P					s 4.05	745.2	D ONTARIO YL RA	2.3
117						747.5	MONTOLAIR	2.5
P						750.0	S. P. CROSSING	1.0
P	s 9.37	s 1.05	8.05	7.50	s 4.20	751.0	DN POMONA YL PO	3.1
114						754.1	SPADRA	4.5
118						758.8	WALNUT	6.6
						765.2	PUENTE JOT.	0.8
118						766.0	D CITY OF INDUSTRY BG	5.7
						771.7	BARTOLO	0.4
P						772.1	WHITTIER JCT.	0.6
113					f 4.45	772.7	D PICO K	1.8
58					f 4.50	774.5	D MONTEBELLO MK	2.8
	s 10.10	s 1.40	s 8.40	s 8.25	s 5.00	777.3	DN EAST LOS ANGELES YL Z	0.1
ODPWTZ						777.4	R EAST YARD YL	2.8
PX						780.2	DOWNY ROAD YL	1.1
PX						781.3	NINTH ST. JCT. YL	1.7
PX						783.0	FIRST ST. YL	0.9
I						783.9	PASADENA JCT. YL	0.1
I						784.0	A. T. & S. F. Cag. (Mission Tower)	0.7
IP	A 10.30PM	A 2.00PM	A 9.00AM	A 8.45AM	A 5.30AM	784.7	DN-R LOS ANGELES UD (Union Station)	

(3.50) (4.25) (4.10) (4.10) (5.15) Thru Time
42.6 37.1 39.3 39.3 31.2 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. Cag. (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					Mile-Post	Time-Table No. 29	
	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	108 Streamliner Passenger	6 Passenger		April 24, 1960	
	Daily	Daily	Daily	Daily	Daily		STATIONS	
DFWT	A 11.48AM	A 3.30PM	A 8.20PM	A 8.35PM	A 2.55AM	163.2	DN-R YERMO YL BN	4.6
IP	11.40AM	3.20PM	8.11PM	8.26PM	2.45AM	158.6	DN DAGGETT H	8.8
	11.30	3.10	8.01	8.16	2.30	150.1	BARSTOW BA	82.8
D	9.40	1.00	6.08	6.23	12.25	67.3	SAN BERNARDINO B	2.8
	9.27	12.47	5.55	6.10	12.05AM	64.5	COLTON	6.3
IP	9.17AM	12.37PM	5.45PM	6.00PM	11.53PM	58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	0.7
P	9.15	12.35	5.43	5.58	11.50	57.5	DN RIVERSIDE YL	3.7
119						53.8	STREETER	0.8
106						53.0	ARLINGTON	4.7
118						48.3	PEDLEY	2.7
117						45.6	D MIRA LOMA V	7.5
PI						38.1	S. P. CROSSING	0.3
P					s 11.20	37.8	D ONTARIO YL RA	2.3
117						35.5	MONTOLAIR	2.5
P						33.0	S. P. CROSSING	1.0
P	s 8.45	s 12.05PM	5.15	5.30	s 11.07	32.0	DN POMONA YL PO	3.1
114						28.9	SPADRA	4.5
118						24.4	WALNUT	6.6
						17.8	PUENTE JOT.	0.8
118						17.0	D CITY OF INDUSTRY BG	5.7
						11.3	BARTOLO	0.4
P						10.9	WHITTIER JCT.	0.6
113						10.3	D PICO K	1.8
58						8.5	D MONTEBELLO MK	2.8
	s 8.20	s 11.35AM	s 4.50	s 5.05	s 10.35	5.7	DN EAST LOS ANGELES YL Z	0.1
ODPWTZ						5.6	R EAST YARD YL	2.8
PX						2.8	DOWNY ROAD YL	1.1
PX						1.7	NINTH ST. JCT. YL	1.7
PX						0.0	FIRST ST. YL	0.9
I							PASADENA JCT. YL	0.1
I							A. T. & S. F. Cag. (Mission Tower)	0.7
IP	8.00AM	11.15AM	4.30PM	4.45PM	10.15PM		DN-R LOS ANGELES UD (Union Station)	

Thru Time (3.48) (4.15) (3.50) (3.50) (4.40)
Average speed per hour 43.4 38.9 43.0 43.0 35.4

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. Cag. (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. 29 April 24, 1960		Mile-Post	Car capacity of sidings, etc. See Rule 6 (A). Page 8	Distance from First Street Los Angeles	Time-Table No. 29 April 24, 1960		Mile-Post
		STATIONS					STATIONS		
	0.0	WHITTIER JCT.		0.0			EAST YARD YL		
	0.1	S. P. CROSSING		0.1			DN HOBART YL J	3.1	
18	2.3	D	WHITTIER YL WR	2.3			L. A. JCT. BY. CROSSING YL	3.6	
	6.9		PAC. ELEC. CROSSING	6.9			P. E. CROSSING YL	5.1	
	9.7		LA HABRA	9.7			BELL YL	5.3	
	10.5		PAC. ELEC. CROSSING	10.5			S. P. CROSSING YL	7.4	
	15.5		A. T. & S. F. CROSSING	15.5			WORKMAN	9.4	
10	17.3	D	FULLERTON RN	17.3			P. E. CROSSING	11.2	
39	20.0	D	ANAHEIM YL MN	20.0			PARAMOUNT YL HY	12.5	
			20.0				RIOCO YL	14.3	
							DOUGLAS JCT. YL	14.6	
							P. E. CROSSING	17.4	
							MANUEL	19.1	
							S. P. CROSSING	21.7	
							P. E. CROSSING	21.9	
							MEAD TFR. YL WI	22.3	
							HENRY FORD BLV. DRAWBRIDGE YL	23.2	
							TERMINAL ISLAND YL	24.2	
							EAST SAN PEDRO YL	25.9	
							23.1		

WESTWARD — BOULDER CITY BRANCH — EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A). Page 8	Distance from Boulder Jct.	Time-Table No. 29 April 24, 1960		Mile-Post
		STATIONS		
	0.0	BOULDER JCT. YL		0.0
59	9.8	D	HENDERSON YL RB	9.8
	22.4	D	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;
- 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			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
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 or dead in train.			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 No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Diesel freight and road switch locomotives.	65	65		When using other cross-overs or turn-outs.	15	15	15
Diesel freight and road switch locomotives dead in train.			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
1870 class locomotives: On main track. On branch lines.			50 20	Wye tracks.	6	6	6
Trains handling U. P. ore cars numbers 8000-8499, 26000-26499 and Mexican ore cars F.C.D.N. series 400.			45				
Trains handling scale test cars: On main line. On branch lines.			30 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				

FIRST SUBDIVISION

Las Vegas Between M.P. 335.0 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 with dynamic brakes in operation		20
Between M.P. 317.1 and 315.0.	40	40	30	Cima to Kelso Kelso to Sands Cima to Desert		35 40 40
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			

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 Freight trains not required to use retainers Per Special rule 1045(S)			25	Basin Between M.P. 196.2 and 193.8.	60	50	40
Cima to Kelso Streamline trains handled with automatic brake in operation.	45			Between M.P. 193.7 and 191.8.	45	35	30
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 Wye. M.P. 163.1 and 162.8.	20	20	20

SECOND SUBDIVISION							
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	City of 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	60	50
Between M.P. 50.7 and 49.9	70	60	50	25	20	20	
Mira Loma S.P. Crossing M.P. 38.1.	40	40	25	East Yard Between M.P. 2.4 and 1.7.	25	25	20
Pomona Between M.P. 32.6 and 31.5.	40	40	25	Between M.P. 0.1 and West 0.3.	25	25	20
Between M.P. 29.5 and 29.1. See Note.	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.	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.	25	25	
Blue Diamond Spur Arden to M.P. 8.		20	Wardlow Road M.P. 17.1.	10	10	
M.P. 8 to end of track.		12	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves.	30	30	
Crestmore Branch Between Pedley and Crestmore.		15	Vernon, city limits.	12	12	
Anaheim Branch Between M.P. 2.0 and 2.5.		15	Henry Ford Ave. drawbridge.	15	15	
Between M.P. 12.0 and 13.0.		10	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20	
Highway Crossing M.P. 18.5. Highway Crossing M.P. 20.1.		10 8	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10	
			Pasadena Branch Between Avenue 33 and Pasadena Junction.	12	12	
			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 Jct.	12	12	

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		Westward		
M.P. 309.8	M.P. 230.5	M.P. 314.6	M.P. 187.5	M.P. 29.1
M.P. 308.8	M.P. 24.6	M.P. 191.3	M.P. 54.75	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 Cinderlite Spur	330.1	20 P	East	Glendale Branch Taylor Milling Co.	4.2	15	West
Blue Diamond	321.8	P	West	Pacific Fence	5.3	4	East
Basin Gravel Pit	196.9	124	East	Delay Drive	5.5	12	West
New Dunn	188.5	21 P	Both	Glendale	5.6	7	East
Second Subdivision Magnolia Ave.	55.2	13 P	East	Pottery Spur	5.7	2	West
Smith-Scott	50.9	6 P	East	Westcraft, Inc.	5.8	8	West
Cueamonga Grape Spur	45.8	240	East	Modglin Co., Inc.	5.8	6	West
Champagne	43.5	47	Both	Aluminum Extrusion Co.	5.9	2	West
Ballou	40.5	43	Both	Sawyer Cabinet Co.	6.1	2	East
Winery Spur	39.1	12	West	Forest Lawn	6.2	3	Both
San Antonio Meat Co.	34.1	23	East	Pasadena Branch Baker Spur	5.3	5	East
Convair East Spur	30.7	56	East	Team Track	5.4	1	West
Convair West Spur	29.8	25	West	Municipal Light Plant	8.2	8	East
American Brake Shoe	29.4	19	West	Municipal Light Plant	8.3	7	Both
Benton Feed Spur	27.0	40 P	East	Lennox Furnace Co.	8.5	2	East
Michael Flynn Mfg.	24.4	10 P	East	Crown Fence & Supply Co.	8.6	2	West
Fallon	21.7	29 P	West	Holly Mfg Co.	8.6	3	East
Western Harness Racing Assn.	21.0	18 P	West	A. C. Vroman Inc.	9.3	3	East
Pioneer Mfg.	20.4	36 P	East	Pasadena	9.8	20	Both
Carrier Corporation	19.10	34 P	Both	City of Pasadena	11.31	3	West
Pellissier Spur	14.0	18 P	East	San Pedro Branch 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	17	West	Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
Boulder City Branch Manganese, Inc.	11.5	65	East	Macco Corporation	11.5	17	West
Magnesium	10.5	21	Both	Exeter Refining Co.	14.1	20	East
Crestmore Branch Ormand	3.9	14	Both	Lakewood Branch Lakewood	16.2	13 P	Both
Ormand Quarry	3.9	83	West	Douglas Aircraft Spur & Wye	16.5		Both
Crestmore	6.9	Yard	Both	Montana Ranch Spur	16.9	6	East
Anaheim Branch Fullerton Industrial Lead	15.4	31	West	Richfield Oil Spur	17.1	30	West
Northrop Aircraft	18.8	14	West	City of Long Beach Water Dept.	17.1	8	East
California Juice Inc.	19.1	13	West	Hancock Refinery Spur	17.2	27	East
Southern California Citrus	19.2	17	West	Cherry Ave. Team Track	17.2	18	East

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