

WESTWARD		FIRST SUBDIVISION				Distance from Salt Lake City	Time-Table No. 33	
		FIRST CLASS					April 29, 1962	
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPWYZ	5	115	9	103		STATIONS	
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger			
		Daily	Daily	Daily	Daily	DN-R LAS VEGAS YL VG		
		7.25PM	3.30PM	5.25AM	3.05AM	4.9		
114	P					BRACKEN		
67	PT					2.3		
						BOULDER JCT.		
104	P	7.40				4.5		
103	P	7.50				D ARDEN A		
112	P					7.5		
113	P	8.05				D SLOAN SX		
114	P					5.7		
62	P					ERIE		
120	P					8.2		
114	PW	8.30				JEAN		
113	P	8.38				4.8		
113	P					BORAX		
113	P	8.53				4.6		
113	P					ROACH		
102	P					4.5		
105 } 99 }	PT	9.10				CALADA		
113	P					4.7		
113	P					DESERT		
113	P					5.0		
113	P					NIPTON		
113	P					5.4		
113	P					MOORE		
113	P					4.6		
113	P					IVANPAH		
113	P					4.6		
102	P					BRANT		
105 } 99 }	PT					4.9		
113	P					JOSHUA		
113	P					3.8		
113	P					CIMA		
113	P					4.0		
113	P					CHASE		
113	P					3.1		
113	P					ELORA		
113	P					3.7		
114	P					DAWES		
195	PT	9.50		7.15	4.50	4.3		
110	P					HAYDEN		
113	P					3.6		
77	P					D KELSO FO		
102	P	10.10				4.9		
113	P					FLYNN		
113	P					4.7		
123	P					KERENS		
72	P	10.38				4.0		
121	P					GLASGOW		
113	P					4.3		
113	P					SANDS		
113	P					5.7		
123	P					BALCH		
72	P	10.58				7.6		
121	P					CRUCERO		
113	P					7.4		
113	P					BASIN		
113	P					5.4		
111	P					AFTON		
	DPWY	A 11.15PM	A 6.25PM	A 8.30AM	A 6.05AM	4.2		
						DUNN		
						4.9		
						FIELD		
						4.6		
						MANIX		
						4.5		
						HARVARD		
						5.0		
						TOOMEY		
						5.1		
						DN-R YERMO YL BN		
						171.0		

(3.50) (2.55) (3.05) (3.00) Thru Time
 44.6 58.7 55.5 57.0 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	
		FIRST CLASS				Time-Table No. 33	
		April 29, 1962				STATIONS	
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPWYZ	6	116	10	104	STATIONS	
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		
		Daily	Daily	Daily	Daily	DN-R LAS VEGAS YL VG	
		6.50AM	2.45PM	9.15PM	10.40PM	4.9	
114	P					BRACKEN	
67	PT					2.3	
						BOULDER JCT.	
104	P	6.26				4.5	
103	P	6.13				D ARDEN A	
112	P					7.5	
113	P					D SLOAN SX	
114	P					5.7	
62	P					ERIE	
120	P					8.2	
114	PW	5.25				JEAN	
113	P	5.20				4.8	
113	P					BORAX	
113	P	5.09				4.6	
113	P					ROACH	
102	P					4.5	
105 } 99 }	PT	4.55				CALADA	
113	P					4.7	
113	P					DESERT	
113	P					5.0	
113	P					NIPTON	
113	P					5.4	
113	P					MOORE	
113	P					4.6	
113	P					IVANPAH	
113	P					4.6	
102	P					BRANT	
105 } 99 }	PT					4.9	
113	P					JOSHUA	
113	P					3.8	
113	P					CIMA	
113	P					4.0	
113	P					CHASE	
113	P					3.1	
113	P					ELORA	
113	P					3.7	
114	P					DAWES	
195	PT	4.20		7.03	8.47	4.3	
110	P					HAYDEN	
113	P					3.6	
77	P					D KELSO FO	
102	P	3.52				4.9	
113	P					FLYNN	
113	P					4.7	
123	P					KERENS	
72	P	3.25				4.0	
121	P					GLASGOW	
113	P					4.3	
113	P					SANDS	
113	P					5.7	
123	P					BALCH	
72	P					7.6	
121	P					CRUCERO	
113	P					7.4	
113	P					BASIN	
113	P					5.4	
111	P					AFTON	
	DPWY	3.00AM	11.48AM	6.00PM	7.45PM	4.2	
		Daily	Daily	Daily	Daily	DUNN	
						4.9	
						FIELD	
						4.6	
						MANIX	
						4.5	
						HARVARD	
						5.0	
						TOOMEY	
						5.1	
						DN-R YERMO YL BN	
						171.0	

Thru Time (3.50) (2.57) (3.15) (2.55)
 Average speed per hour 44.6 57.9 52.6 58.7

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. 33	
	5	115	9	103		April 29, 1962	
	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		STATIONS	
	Daily	Daily	Daily	Daily			
DPWT	11.25PM	6.25PM	8.30AM	6.05AM	620.8	DN-R YERMO YL BN	
IP	11.33PM	6.33PM	8.38AM	6.13AM	625.4	DN DAGGETT H	
	11.55 PM	6.43	8.53	6.23	634.2	BARSTOW BA	
D	2.10 AM	8.33	11.00	8.25	715.0	SAN BERNARDINO B	
	2.20	8.42	11.09	8.34	718.5	COLTON	
IP	2.30AM	8.50PM	11.18AM	8.43AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
P	2.45	8.52	11.30AM	8.48	725.5	DN RIVERSIDE YL VN	
119 P					729.2	STREETER	
105 P					730.0	ARLINGTON	
118 TP					734.7	PEDLEY	
117 P	3.02				737.4	D MIRA LOMA V	
PI					744.9	S. P. CROSSING	
P	3.30				745.2	D ONTARIO YL RA	
117 P					747.5	MONTOLAIR	
P					750.0	S. P. CROSSING	
P	3.48	9.22	12.10PM	9.20	751.0	DN POMONA YL PO	
114 P					754.1	SPADRA	
118 P					758.6	WALNUT	
					765.2	PUENTE JCT.	
118 P					766.0	D CITY OF INDUSTRY BG	
					771.7	BARTOLO	
P					772.1	WHITTIER JCT.	
113 P	4.20				772.7	D PICO-RIVERA K	
58 P	4.25				774.5	MONTEBELLO	
	4.30	9.55	12.40	9.55	777.3	DN EAST LOS ANGELES YL Z	
ODPWTZ					777.4	R EAST YARD YL	
PX					780.2	DOWNEY ROAD YL	
PX					781.3	NINTH ST. JCT. YL	
PX					783.0	FIRST ST. YL	
I					783.9	PASADENA JCT. YL	
I					784.0	A. T. & S. F. Csg. (Mission Tower)	
IP	5.00AM	10.15PM	1.00PM	10.15AM	784.7	DN-R LOS ANGELES UD	
						(Union Station)	
						163.9	

(5.35) (3.50) (4.30) (4.10) Thru Time
29.4 42.6 36.4 39.3 Average speed per hour

Time shown at Barstow, San Bernardino and Colton is for information only.
Between Daggett and Riverside Jct. trains are governed by Operating Rules, timetable and Special Instructions of A. T. & S. F. Ry.
Between Los Angeles and L. A. U. P. T. Co. terminal limits 200 ft. west of A. T. & S. F. Csg. (Mission Tower) trains are governed by Operating Rules and Special Instructions of L. A. U. P. T.
Between Pasadena Jct. and Los Angeles movement of trains and engines 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. 33	
	116	10	104	6		April 29, 1962	
	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger		STATIONS	
	Daily	Daily	Daily	Daily			
DPWT	11.48AM	6.00PM	7.45PM	2.55AM	163.2	DN-R YERMO YL BN	
IP	11.40AM	5.50PM	7.36PM	2.45AM	158.6	DN DAGGETT H	
	11.30	5.40	7.26	2.30	150.1	BARSTOW BA	
D	9.40	3.30	5.30	12.25	67.3	SAN BERNARDINO B	
	9.27	3.17	5.17	12.05AM	64.5	COLTON	
IP	9.17AM	3.07PM	5.07PM	11.53PM	58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
P	9.15	3.05	5.05	11.50	57.5	DN RIVERSIDE YL VN	
119 P					53.8	STREETER	
105 P					53.0	ARLINGTON	
118 TP					48.3	PEDLEY	
117 P					45.6	D MIRA LOMA V	
PI					38.1	S. P. CROSSING	
P				11.20	37.8	D ONTARIO YL RA	
117 P					35.5	MONTOLAIR	
P					33.0	S. P. CROSSING	
P	8.45	2.35	4.35	11.07	32.0	DN POMONA YL PO	
114 P					28.9	SPADRA	
118 P					24.4	WALNUT	
					17.8	PUENTE JCT.	
118 P					17.0	D CITY OF INDUSTRY BG	
					11.3	BARTOLO	
P					10.9	WHITTIER JCT.	
113 P					10.3	D PICO-RIVERA K	
58 P					8.5	MONTEBELLO	
	8.20	2.05	4.05	10.35	5.7	DN EAST LOS ANGELES YL Z	
ODPWTZ					5.6	R EAST YARD YL	
PX					2.8	DOWNEY ROAD YL	
PX					1.7	NINTH ST. JCT. YL	
PX					0.0	FIRST ST. YL	
I						PASADENA JCT. YL	
I						A. T. & S. F. Csg. (Mission Tower)	
IP	8.00AM	1.45PM	3.45PM	10.15PM		DN-R LOS ANGELES UD	
						(Union Station)	
						165.2	

Thru Time (3.48) (4.15) (4.00) (4.40)
Average speed per hour..... 43.4 38.9 41.3 35.4

Time shown at Colton, San Bernardino and Barstow is for information only.
Between Daggett and Riverside Jct. trains are governed by Operating Rules, timetable and Special Instructions of A. T. & S. F. Ry.
Between Los Angeles and L. A. U. P. T. Co. terminal limits 200 ft. west of A. T. & S. F. Csg. (Mission Tower) trains are governed by Operating Rules and Special Instructions of L. A. U. P. T.
Between Pasadena Jct. and Los Angeles movement of trains and engines 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. 33		Mile-Post
		April 29, 1962		
STATIONS				
	O.O			O.O
	0.1			0.1
	0.1			0.1
18	2.3	D	WHITTIER YL	2.3
	7.4			7.4
	9.7		LA HABRA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
	15.5		A. T. & S. F. CROSSING	15.5
10	17.3	D	FULLERTON	17.3
39	20.0	D	ANAHEIM YL	20.0
	20.0			20.0

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. 33		Mile-Post
		April 29, 1962		
STATIONS				
		R	EAST YARD YL	
	3.1	DN	HOBART YL	3.1
	3.6		L. A. JCT. RY. CROSSING YL	3.6
	5.1		P. E. CROSSING YL	5.1
60	5.3		BELL YL	5.3
	7.4		S. P. CROSSING YL	7.4
	9.4		WORKMAN	9.4
	11.2		P. E. CROSSING	11.2
123	12.5	D	PARAMOUNT YL	12.5
73	14.3		RIOCO YL	14.3
75	14.6		DOUGLAS JCT. YL	14.6
	17.4		P. E. CROSSING	17.4
90	19.1		MANUEL	19.1
	21.7		S. P. CROSSING	21.7
	22.3		MEAD TFR. YL	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
	23.1			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. 33		Mile-Post
		April 29, 1962		
STATIONS				
	O.O		BOULDER JCT. YL	O.O
59	9.8	D	HENDERSON YLRB	9.8
	22.4	D	BOULDER CITY YL BC	22.4
	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 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 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	Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Los Angeles-Las Vegas Merchandise Trains where nbt otherwise restricted.			60	Freight trains handling tonnage in excess of 65 tons per operative brake.			40
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling U. P. ore cars numbers 8000-8499, 26000-26499 and Mexican ore cars F.C.D.N. series 400.			45
When using No. 14 turn-outs.	25	25	20	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
When using other cross-overs or turn-outs.	15	15	15	Trains handling scale test cars or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.			30 20
Over spring switches, when not using turn-out but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Within yard limits protected by continuous block signals.	60	50	25	Jordan spreaders and other machines of spreader type, when in operation.			15
Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15	Trains handling Diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial Diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.			35 45 45
Diesel road freight and road switch locomotives.	65	65		Wye tracks.	6	6	6
1870 class locomotives: On First and Second Subdivisions. On branch lines.			50 20				
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	35 50				
When leading unit at front of train is gas turbine or car body type unit backing up;	30	30	30				
Multiple unit engine when operated from other than leading unit.	30	30	30				

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Las Vegas Between M.P. 335.0 and 333.2.	20	20	20	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.	45	40	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	Cima to Kelso Streamline or Passenger trains handled by Diesel locomotive with dynamic brake in operation; Diesel locomotive running light with dynamic brake in operation.	45	45	45
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 Freight trains not required to use retainers per Special Rule 1045(S).			25	Flynn Between M.P. 223.9 and 223.5.	79	70	50
1870 series Diesel locomotive operating light without dynamic brakes Cima to Kelso			20	Basin Between M.P. 196.2 and 193.8.	60	50	40
with dynamic brakes in operation Cima to Kelso			35	Between M.P. 193.7 and 191.8.	45	35	30
Kelso to Sands			40	Afton Between M.P. 190.9 and 188.4. See Note.	55	45	35
Cima to Desert			40	Dunn Between M.P. 187.0 and 186.2. See Note.	70	60	50
Between M.P. 231.2 and 230.9. 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 turn out.	25	20	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. 32.6 and 31.5.	40	40	25	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50	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.	10	10
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.		10 6
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.		10	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10
Highway Crossing M.P. 20.1.		8	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	Anaheim Branch (Continued) California Juice Inc.	19.1	13	West
Blue Diamond	321.8	P	West	Southern California Citrus	19.2	17	West
Basin Gravel Pit	196.9	124	East	Glendale Branch Taylor Milling Co.	4.2	15	West
New Dunn	188.5	21 P	Both	Pacific Fence	5.3	4	East
Second Subdivision Magnolia Ave.	55.2	13 P	East	Delay Drive	5.5	12	West
Smith-Scott	50.9	6 P	East	Glendale	5.6	7	East
Cucamonga Grape Spur	45.8	240	East	Pottery Spur	5.7	2	West
Champagne	43.5	47	Both	Westcraft, Inc.	5.8	8	West
Wickes Corp.	41.1	20 P	West	Modglin Co., Inc.	5.8	6	West
Ballou	40.5	43	Both	Aluminum Extrusion Co.	5.9	2	West
San Antonio Meat Co.	34.1	23	East	Sawyer Cabinet Co.	6.1	2	East
Convaire East Spur	30.7	56	East	Forest Lawn	6.2	3	Both
Convaire West Spur	29.8	25	West	Pasadena Branch Baker Spur	5.3	5	East
American Brake Shoe	29.4	19	West	Team Track	5.4	1	West
Machlin Spur	27.0	40 P	East	Municipal Light Plant	8.2	8	East
Michael Flynn Mfg.	24.4	10 P	East	Municipal Light Plant	8.3	7	Both
Fallon	21.7	29 P	West	Lennox Furnace Co.	8.5	2	East
Western Harness Racing Assn.	21.0	18 P	West	Crown Fence & Supply Co.	8.6	2	West
Pioneer Mfg.	20.4	26 P	East	Holly Mfg Co.	8.6	3	East
Morris-Wolf	20.1	12 P	East	A. C. Vroman Inc.	9.3	3	East
Carrier Corporation	19.10	34 P	Both	Pasadena	9.8	20	Both
Bixby	19.5	15	West	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
Kenosha Spur	9.1	17	East	Macco Corporation	11.5	17	West
Boulder City Branch Manganese, Inc.	11.5	65	East	Exeter Refining Co.	14.1	20	East
Magnesium	10.5	21	Both	Lakewood Branch Lakewood	16.2	13 P	Both
Crestmore Branch Ormand	3.9	14	Both	Douglas Aircraft Spur & Wye	16.5		Both
Ormand Quarry	3.9	83	West	Montana Ranch Spur	16.9	6	East
Crestmore	6.9	Yard	Both	Richfield Oil Spur	17.1	30	West
Anaheim Branch Hunt Foods	15.3	45	East	City of Long Beach Water Dept.	17.1	8	East
Fullerton Industrial Lead	15.4	31	West	Hancock Refinery Spur	17.2	27	East
Northrop Aircraft	18.8	14	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