

Ex # 2-4988-UP

Perkins

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

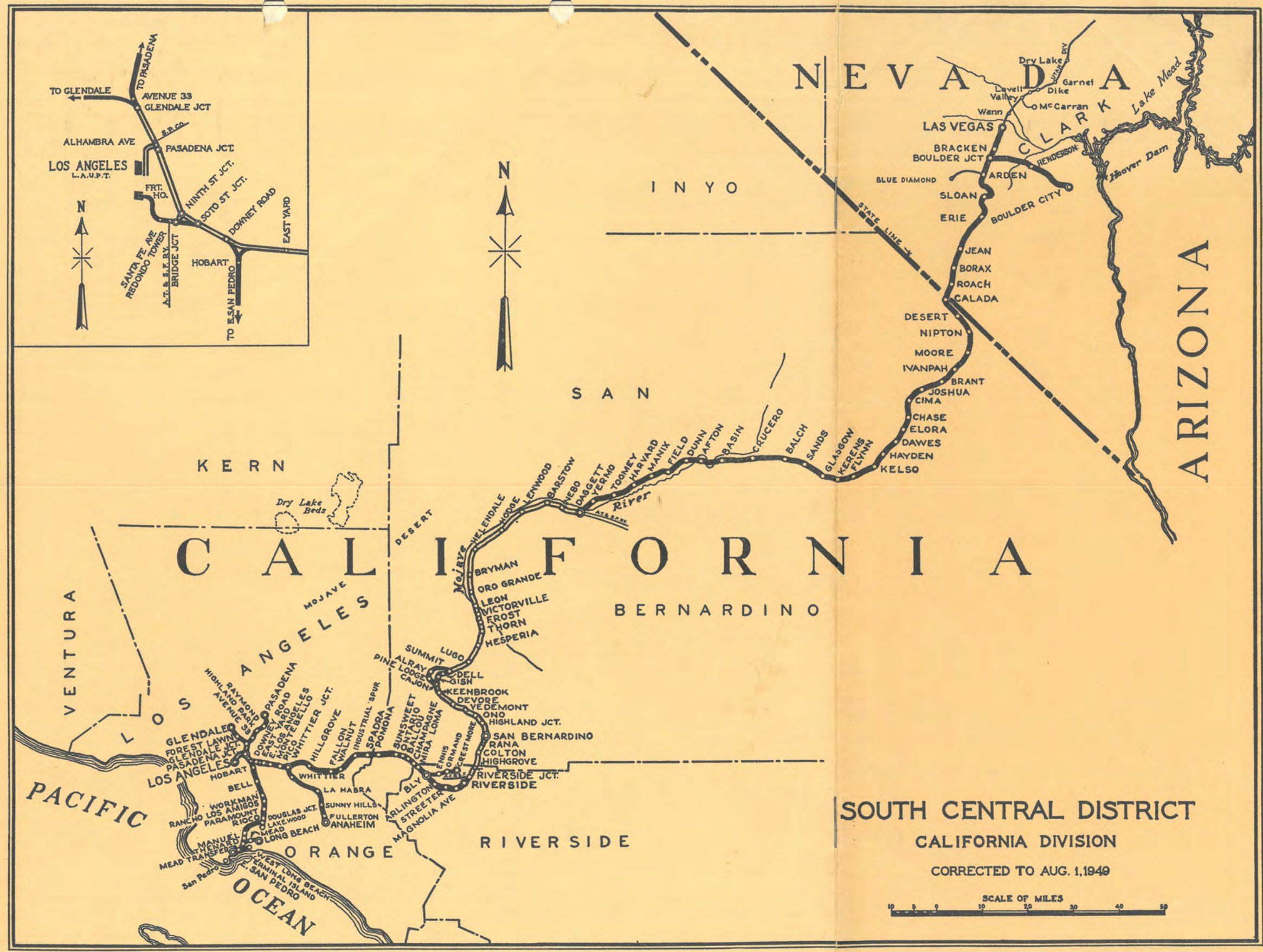
TIME-TABLE
No. 5

Effective Sunday,
September 11, 1949

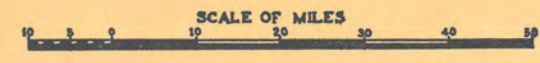
at 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY



SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
CORRECTED TO AUG. 1, 1949



Timetable A eff 12 June 49
covers Salt Lake to LA
Timetable 6 eff 24 Sept 50

F. C. PAULSEN General Manager
A. D. HANSON General Superintendent Transportation
D. F. WENGERT, Superintendent
 Los Angeles, Cal.

E. J. HILTON, Terminal Superintendent. Los Angeles, Cal.
 W. B. GROOME, Assistant Superintendent. Las Vegas, Nev.
 F. H. BLAIR, Trainmaster. San Bernardino, Cal.
 R. F. WEISS, Master Mechanic. Los Angeles, Cal.
 D. C. KRAMER,
 Road Foreman of Engines. Los Angeles, Cal.
 L. C. WILLIAMS,
 Road Foreman of Engines. Las Vegas, Nev.
 J. P. MACK, Division Engineer. Los Angeles, Cal.
 W. R. KEAY, General Roadmaster. Los Angeles, Cal.

First Subdivision and Branches

R. A. FORBES, Chief Train Dispatcher. Las Vegas, Nev.
 R. L. GUNDY,
 Assistant Chief Train Dispatcher. Las Vegas, Nev.
 G. J. WILDE,
 Assistant Chief Train Dispatcher. Las Vegas, Nev.

Second Subdivision and Branches

L. W. FLAHERTY,
 Chief Train Dispatcher. Los Angeles, Cal.
 P. V. COX, Asst. Chief Train Dispatcher. Los Angeles, Cal.
 J. A. McNULTY,
 Asst. Chief Train Dispatcher. Los Angeles, Cal.

**UNION PACIFIC RAILROAD EMPLOYES HOSPITAL
 ASSOCIATION PHYSICIANS AND SURGEONS
 ARE LOCATED AS SHOWN BELOW:**

NAME	TITLE	PLACE	TERRITORY
D. L. GAMETTE	Medical Director	Los Angeles	Los Angeles & Vicinity
DON B. GIBBONEY	Dist. Surgeon	Los Angeles	Los Angeles & Vicinity
J. J. Hamill	Surgeon	Las Vegas	Roach to Las Vegas
C. G. Scruggs	Surgeon	Las Vegas	Las Vegas
J. B. Demman	Surgeon	Las Vegas	Las Vegas
J. E. Ballachey	Surgeon	Yermo	Barstow to Calada
P. W. Lawler	Surgeon	Victorville	Hesperia to Barstow
Leland Jacobson	Surgeon	San Bernardino	Hesperia to Colton
T. A. Card	Surgeon	Riverside	Ontario to Colton
R. E. Fisher	Surgeon	Pomona	Ontario to Rowland
W. A. Sullivan	Surgeon	Ontario	Riverside to Pomona
W. W. Schultz	Surgeon	Puente	Rowland and Vicinity
R. V. Graves	Surgeon	Fullerton	Fullerton to Anaheim
E. L. Schultz	Surgeon	East Los Angeles	East Los Angeles and Montebello
A. L. Kobal	Surgeon	Los Angeles	Los Angeles
W. H. Ball	Surgeon	Los Angeles	Los Angeles
R. W. Moore	Surgeon	Los Angeles	Los Angeles
R. W. Lyster	Surgeon	Los Angeles	Los Angeles
W. R. Gibson	Surgeon	Los Angeles	Los Angeles
Harry A. Baers	Oculist	Los Angeles	Los Angeles
E. M. F. Weaver	Oculist	Los Angeles	Los Angeles
H. M. Mason	Surgeon	Los Angeles	Los Angeles
R. A. Zak	Surgeon	Huntington Park	South Gate & Vicinity
G. H. Quillen	Surgeon	Wilmington	San Pedro to Long Beach
R. B. Eusden	Surgeon	Long Beach	Hynes to Long Beach
R. H. Munford	Surgeon	La Habra	La Habra and Vicinity
H. G. Westphal	Surgeon	Glendale	Glendale and Vicinity
J. S. Hibben	Surgeon	Pasadena	Pasadena to Los Angeles
C. C. Snyder	Surgeon	Pasadena	Pasadena
J. E. Cummings	Surgeon	Highland Park	Highland Park and Eagle Rock
D. P. Nebeker	Surgeon	Alhambra	Alhambra & Monterey Park
W. W. Woods	Surgeon	Alhambra	Alhambra & Monterey Park
C. T. Poulson	Surgeon	Inglewood	Inglewood & Vicinity
J. C. Sharpe	Surgeon	West Los Angeles	Beverly Hills and W. Los Angeles
G. R. Dunlevy	Surgeon	Hollywood	Beverly Hills, Hollywood & Vicinity
J. E. Bergmann	Surgeon	Santa Monica	Santa Monica & Vicinity
W. W. Meier	Surgeon	East Los Angeles	Lynwood & Vicinity

Standard clocks are located as shown below:

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

CONDENSED TIME-TABLE

WESTWARD					EASTWARD											
FIRST CLASS					FIRST CLASS											
3	103	1	37	Distance from Ogden	Time-Table No. 5		Mile Post	4	2	104	38					
Passenger	Streamliner Passenger	Passenger	Passenger		September 11, 1949			Passenger	Passenger	Streamliner Passenger	Passenger					
Daily	Daily	Daily	Daily		STATIONS											
9.45	6.30	5.00	7.00	0.0	MT	OGDEN	MT	0.0	A	6.20	A	7.10	A	9.30	A	6.40
10.35	7.10	5.50	8.00	86.8	MT	SALT LAKE CITY	MT	86.8		5.30		6.20		8.50		5.45
9.55	6.20	5.00	8.40		PT		PT	784.0		4.10		5.10		7.40		4.15
12.10	8.15	7.20	11.45	154.4		LYNNDYL		665.9		2.00		2.50		5.51		1.30
1.55	9.28	9.05	2.05	248.5		MILFORD		576.8		12.35		1.15		4.40		11.40
2.33	9.56	9.40	2.50	278.9		LUND		541.4		11.45		12.30		4.12		10.50
4.40	11.36	11.41	5.07	360.8		CALIENTE		459.5		9.55		10.35		2.35		8.40
7.35	2.15	2.30	8.45	486.1		LAS VEGAS		384.2		7.05		7.40		11.55		5.30
7.50	2.25	2.45	9.15							6.50		7.25		11.45		5.00
11.02	5.10	6.00	1.25	657.1		YERMO		168.2		3.32		4.11		8.45		12.30
11.25	5.28	6.25	2.00	670.5		BARSTOW		150.1		3.08		3.52		8.27		12.01
1.30	7.25	8.35	4.30	751.8		SAN BERNARDINO		67.8		1.05		1.50		6.38		9.55
1.40	7.33	8.45	4.40	754.8		COLTON		64.5		12.52		1.37		6.25		9.32
1.55	7.45	9.00	5.00	761.8		RIVERSIDE		57.5		12.40		1.25		6.13		9.15
2.15	8.03	9.23	5.28	781.5		ONTARIO		37.8		12.17		1.02		5.53		8.45
2.23	8.11	9.32	5.40	787.8		POMONA		32.0		12.10		12.54		5.46		8.35
A 3.20	A 9.00	A 10.40	A 7.00	821.0	PT	LOS ANGELES	PT	0.0		11.15		12.01		5.00		7.30
										Daily		Daily		Daily		Daily
(18.35)	(15.30)	(18.40)	(25.00)							(18.05)	(18.09)	(15.30)	(22.10)			
44.2	52.9	43.9	32.8							45.4	45.2	52.9	37.0			

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
1	Ontario, Pomona	Salt Lake City or beyond	
3	Ontario	Salt Lake City or beyond	
37	Any station	Any station	Any station
103	Riverside	Any station	Los Angeles
2	Pomona, Ontario		Salt Lake City or beyond
4	Pomona, Ontario		Salt Lake City or beyond
38	Any station	Any station	Any station
104	Riverside	Los Angeles	Any station where No. 104 stops

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 5			
	259 Time Freight		299 Stock Special		37 Passenger		3 Passenger			1 Passenger		103 Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		September 11, 1949			
STATIONS													
YARD OPTWYZ		3.30PM	1.45AM	9.15PM	7.50AM	2.45AM	2.25AM	449.8	DN-R LAS VEGAS YL VG				
117 P				9.24	8.00	2.55	2.35	454.7	4.9 BRACKEN				
Y								457.0	2.3 BOULDER JCT.				
107 PW				f 9.35	8.07	3.02	2.42	461.5	4.6 ARDEN A				
104 P				f 9.45	8.17	3.12	2.52	469.0	7.5 SLOAN SX				
115 P				9.53	8.24	3.19	2.59	474.7	5.7 ERIE				
116 P								482.9	8.2 JEAN JE				
118 P								487.7	4.8 BORAX				
66 P								492.3	4.6 ROACH				
125 P								496.8	4.5 CALADA				
118 PW								501.5	4.7 DESERT				
117 P								506.5	5.0 NIPTON OH				
117 P								511.9	5.4 MOORE				
117 P				f 10.40 ¹⁰⁴	9.04	3.58	3.33	516.5	4.6 IVANPAH				
117 P								521.1	4.6 BRANT				
106 P								526.0	4.9 JOSHUA				
103 } PY								529.8	8.8 OIMA YL				
107 }									4.0 OHASE				
115 P								533.8	3.1 ELORA				
117 P								536.9	3.7 DAWES				
118 P								540.6	4.8 HAYDEN				
117 P								544.9	3.6 KELSE YL FO				
YARD OPWY				s 11.40	9.46	4.43	4.08	548.5	4.9 FLYNN				
114 P								553.4	4.7 KERENS				
117 P								558.1	4.0 GLASGOW				
81 P					9.59			562.1	4.8 SANDS				
106 PW					12.01AM	10.03	5.03	566.4	5.7 BALOH				
117 P					12.07			572.1	7.6 ORUCERO				
117 P					12.14	10.15	5.14	579.7	7.4 BASIN				
126 P					12.20	10.22	5.21	587.1	5.4 AFTON				
70 P					12.27	10.29	5.28	592.5	4.2 DUNN				
125 P					12.34	10.35	5.33	596.7	4.9 FIELD				
117 P					12.40		5.38	601.6	4.6 MANIX				
117 P					12.45 ³⁸	10.45	5.43	606.2	4.5 HARVARD				
117 PW					12.55		5.48	610.7	5.0 TOOMEY				
115 P				1.00	10.53	5.53	5.04	615.7	5.1 YERMO YL BN				
YARD OPTWY		A 12.25AM	A 7.15AM	A 1.15AM	A 11.00AM	A 6.00AM	A 5.10AM	620.8	171.0				

CENTRALIZED TRAFFIC CONTROL

(8.55) (5.30) (4.00) (3.10) (3.15) (2.45) Thru Time
19.2 31.1 42.7 54.0 52.6 62.2 Average speed per hour

All first-class trains will register at Yermo by train registering ticket.
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

Car capacity of sidings, etc. See Rule 6(A), Page 8	FIRST CLASS				SECOND CLASS				Mile-Post	Time-Table No. 5	
	38 Passenger		4 Passenger		2 Passenger		104 Streamliner Passenger			September 11, 1949	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
YARD OPTWYZ		A 5.00AM	A 6.50PM	A 7.25PM	A 11.45PM	A 12.45PM	A 3.30AM	834.2	DN-R LAS VEGAS YL VG		
117 P		4.44	6.43	7.19	11.35			829.3	4.9 BRACKEN		
Y								827.0	2.3 BOULDER JCT.		
107 PW		f 4.35	6.37	7.13	11.29			822.5	4.5 ARDEN A		
104 P		f 4.22	6.28	7.04				815.0	7.5 SLOAN SX		
115 P		4.10	6.22	6.58	11.14			809.8	5.7 ERIE		
116 P		s 3.59	6.14	6.50				801.1	8.2 JEAN JE		
118 P		3.50	6.09	6.45				298.3	4.8 BORAX		
66 P		3.45	6.05	6.41				291.7	4.6 ROACH		
125 P		3.38 ¹	6.01	6.37				287.2	4.5 CALADA		
118 PW		3.30	5.57	6.33				282.5	4.7 DESERT		
117 P		f 3.24 ¹⁰³	5.52	6.28				277.5	5.0 NIPTON CH		
117 P		3.14	5.47	6.23				272.1	5.4 MOORE		
117 P		f 3.09	5.42	6.19	10.40 ³⁷			267.5	4.6 IVANPAH		
117 P		3.00	5.37	6.15				262.9	4.6 BRANT		
106 P		2.55	5.32	6.11				258.0	4.9 JOSHUA		
103 } PY		f 2.50	5.28	6.07	10.29			254.2	8.8 OIMA YL		
107 }									4.0 OHASE		
115 P		2.40	5.19	5.58	10.22			250.2	3.1 ELORA		
117 P		2.30	5.12	5.51	10.15			247.1	3.7 DAWES		
118 P		2.20	5.04	5.43	10.08			243.4	4.8 HAYDEN		
117 P		2.10	4.56	5.35	10.01			239.1	3.6 KELSE YL FO		
YARD OPWY		s 2.00	s 4.48	5.27	9.53			235.5	4.9 FLYNN		
114 P		1.43	4.40	5.19	9.45			230.6	4.7 KERENS		
117 P		1.38	4.35	5.14				225.9	4.0 GLASGOW		
81 P		1.33	4.31	5.10	9.37			221.9	4.8 SANDS		
106 PW		1.27	4.27	5.06				217.6	5.7 BALOH		
117 P		1.21						211.9	7.6 ORUCERO		
117 P		1.15	4.15	4.54	9.23			204.3	7.4 BASIN		
126 P		1.08	4.08	4.47				196.9	5.4 AFTON		
70 P		1.01	4.01	4.40				191.5	4.2 DUNN		
125 P		12.55	3.55	4.34				187.3	4.9 FIELD		
117 P		12.50			9.00			182.4	4.6 MANIX		
117 P		12.45 ³⁷	3.47	4.26				177.8	4.5 HARVARD		
117 PW								173.3	5.0 TOOMEY		
115 P		12.37	3.39	4.18				168.3	5.1 YERMO YL BN		
YARD OPTWY		12.30AM	3.32PM	4.11PM	8.45PM	6.05AM	8.50PM	163.2	171.0		

CENTRALIZED TRAFFIC CONTROL

Thru Time (4.30) (3.18) (3.14) (3.00) (6.40) (6.40)
Average speed per hour..... 38.0 51.8 52.9 57.0 25.6 25.6

All first-class trains will register at Yermo by train registering ticket.
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								Distance from Salt Lake City	Time-Table No. 5
		SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	September 11, 1949								
		299 Stock Special	259 Time Freight	3 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger		STATIONS								
		Daily	Daily	Daily	Daily	Daily	Daily	C.T.C.									
YARD OPTWY		7.45AM	1.00AM	11.02AM	6.00AM	5.10AM	1.25AM	620.8	DN-R YERMO YL BN								
IP				11.10AM	6.10AM	5.18AM	1.35AM	625.4	DN DAGGETT H								
				S 11.25AM	S 6.25	S 5.28	S 2.00	684.2	BARSTOW BA								
				S 1.30PM	S 8.35	S 7.25	S 4.30	715.0	SAN BERNARDINO B								
				1.40	8.45	7.33	4.40	718.5	COLTON								
IP				1.50PM	8.55AM	7.43AM	4.50AM	724.8	S. P. and A. T. & S. F. Crossings								
YARD P		1.35PM	9.55AM	S 1.55	S 9.00	7.45	S 5.00	725.5	RIVERSIDE JCT. YL								
AI								727.8	DN-R RIVERSIDE YL								
124 P		2.00 ³	10.04	2.00 ²⁹⁹	9.06	7.50	5.06	729.2	F. E. CROSSING								
113 P								730.0	STREETER								
122 YP								734.7	ARLINGTON								
122 P		2.15	10.15	2.08	9.15	7.57	S 5.15	737.4	BLY								
I								744.9	DN MIRA LOMA V								
YARD PW		2.27	10.30AM	2.15	9.23	8.03	S 5.28	745.2	S. P. CROSSING								
123 P								747.5	DN ONTARIO YL RA								
P								750.0	SUNSWEEET								
YARD P				S 2.23	9.32	8.11	S 5.40	751.0	S. P. CROSSING								
118 P					9.37	8.15	5.45	754.1	DN POMONA YL PO								
122 P				2.31	9.42		5.50	758.6	SPADRA								
122 PW				2.37	9.50		5.57	766.0	D WALNUT WA								
P								772.1	D HILLGROVE BG								
118 P				2.44	9.58	8.30	S 6.06	772.7	WHITTIER JCT.								
67 P		3.14		2.46	10.00		S 6.15	774.5	D PICO K								
				S 2.55	S 10.10	S 8.40	S 6.30	777.8	D MONTEBELLO MK								
YARD OPTWYZ		A 3.30PM	A 12.05PM					777.4	EAST LOS ANGELES YL *								
P				3.01	10.16	8.44	6.37	780.2	DN-R EAST YARD YL D								
I				3.05	10.20	8.47	6.42	781.8	DOWNY ROAD YL								
I				3.13	10.27	8.53	6.50	783.0	NINTH ST. JCT. YL								
I								783.9	FIRST ST. YL								
IP				A 3.20PM	A 10.40AM	A 9.00AM	A 7.00AM	784.0	PASADENA JCT. YL								
								784.7	A. T. & S. F. Csg. (Mission Tower)								
									DN-R LOS ANGELES UD								
									(Union Station)								
									168.9								

(7.45) (11.05) (4.18) (4.40) (3.50) (5.35) Thru Time
 20.2 15.1 38.1 35.1 42.8 29.0 Average speed per hour

* DOUBLE TRACK BETWEEN M.P. 5.64 AND M.P. 7.72.

Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class.—See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 299 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

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.

All first-class trains will register at Yermo by train registering ticket.

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								Distance from Salt Lake City	Time-Table No. 5
		SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	September 11, 1949								
		256 Time Freight	260 Time Freight	4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger		STATIONS								
		Daily	Daily	Daily	Daily	Daily	Daily	C.T.C.									
YARD OPTWY		A 3.30PM	A 4.55AM	A 8.45PM	A 12.25AM	A 8.00PM	A 4.55AM	168.2	DN-R YERMO YL BN								
IP		3.20PM	4.04PM	8.37PM	12.13AM			168.6	DN DAGGETT H								
				S 3.08	S 3.52	S 8.27	S 12.01AM	150.1	BARSTOW BA								
				S 1.05	S 1.50	S 6.38	S 9.55PM	67.8	SAN BERNARDINO B								
				12.52	1.37	6.25	9.32	64.5	COLTON								
IP				12.42PM	1.27PM	6.15PM	9.20PM	58.2	S. P. and A. T. & S. F. Crossings								
YARD P		S 12.40	S 1.25	6.13	S 9.15	12.15PM	10.05PM	57.5	RIVERSIDE JCT. YL								
AI								55.2	DN-R RIVERSIDE YL								
124 P		12.32	1.17	6.07	9.05	12.05PM	9.52	58.8	F. E. CROSSING								
113 P								58.0	STREETER								
122 YP								48.8	ARLINGTON								
122 P		12.24	1.09	6.00	8.57	11.53AM	9.43	45.6	BLY								
I								38.1	DN MIRA LOMA V								
YARD PW		12.17	1.02	5.53	S 8.45	11.43	9.33	37.8	S. P. CROSSING								
123 P								35.5	DN ONTARIO YL RA								
P								33.0	SUNSWEEET								
YARD P		12.10	12.54	5.46	S 8.35			32.0	S. P. CROSSING								
118 P		12.05	12.49		8.25			28.9	DN POMONA YL PO								
122 P		12.01PM	12.45	5.37	8.20			24.4	SPADRA								
122 PW		11.54AM	12.39		8.11			17.0	D WALNUT WA								
P								10.9	D HILLGROVE BG								
118 P		11.47	12.32	5.25	8.03			10.8	WHITTIER JCT.								
67 P		11.44	12.29		7.59			8.5	D PICO K								
		S 11.40	S 12.25	S 5.20	S 7.55			5.7	D MONTEBELLO MK								
YARD OPTWYZ						10.30AM	8.30PM	5.6	EAST LOS ANGELES YL *								
P		11.25	12.11	5.09	7.40			2.8	DN-R EAST YARD YL D								
I								1.7	DOWNY ROAD YL								
I								0.0	NINTH ST. JCT. YL								
I									FIRST ST. YL								
IP		11.15AM	12.01PM	5.00PM	7.30PM				PASADENA JCT. YL								
									A. T. & S. F. Csg. (Mission Tower)								
									DN-R LOS ANGELES UD								
									(Union Station)								
									165.2								

Thru Time (4.15) (4.10) (3.45) (4.55) (9.30) (8.25)
 Average speed per hour..... 38.8 39.6 44.0 33.6 16.5 18.7

* DOUBLE TRACK BETWEEN M.P. 5.64 AND M.P. 7.72.

Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class.—See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 299 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

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.

All first-class trains will register at Yermo by train registering ticket.

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. 5 September 11, 1949		Mile-Post
		STATIONS		
	0.0		WHITTIER JCT.	0.0
	2.8	D	WHITTIER YL WR	2.8
	6.9		PAC. ELEC. CROSSING	6.9
	9.7		LA HABRA HA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	18.8		SUNNY HILLS	18.8
I	15.5		A. T. & S. F. CROSSING	15.5
11	17.8	D	FULLERTON RN	17.8
40	20.0	D	ANAHEIM YL MN	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. 5 September 11, 1949		Mile-Post
		STATIONS		
		YARD OPTWYZ	DN-R EAST YARD YL D	
	8.1	Tfr IP	DN HOBART YL J	8.1
	8.6	I	A. T. and S. F. Crossing	8.6
	5.1	AI	L. A. JCT. BY. CROSSING YL	5.1
	5.8		P. E. CROSSING YL	5.8
15 77	7.4	P	BELL YL	7.4
	9.4	AI	S. P. CROSSING	9.4
	11.2		WORKMAN	11.2
13	12.5	AI	P. E. CROSSING	12.5
	14.3	P	D PARAMOUNT YL HY	14.3
	14.6		RIOCO YL	14.6
	17.4	I	DOUGLAS JCT. YL	17.4
96	19.1	P	D MANUEL MU	19.1
	21.7	I	S. P. CROSSING	21.7
	21.9	I	P. E. CROSSING	21.9
YARD	22.8	P	DN MEAD TFR. YL WI	22.8
	23.2	I	HENRY FORD BLV. DRAWBRIDGE YL	23.2
YARD PWY	24.2		TERMINAL ISLAND YL	24.2
YARD P	25.9		EAST SAN PEDRO YL	25.9
			25.9	

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 8	Second Class		Distance from Boulder Jct.	Time-Table No. 5 September 11, 1949		Mile-Post	Second Class	
	419 Local Freight	Daily Except Sunday		420 Local Freight	Daily Except Sunday			
			0.0		BOULDER JCT.	0.0	A	9.20AM
60	P	6.10	9.8	D	HENDERSON RB	9.8		9.00
YARD	PT	6.40AM	22.4	D-R	BOULDER CITY YL BC	22.4		8.30AM
					22.4			Daily Except Sunday
		(0.50)			Thru Time			(0.50)
		26.9			Average speed per hour			26.9

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 419 is superior to No. 420.—See Rule S-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 —coal;
- I —interlocking;
- O —oil;
- P —dispatcher's telephone;
- T —turntable;
- W—water;
- X—cross-over;
- Y —wye;
- Z —track scales;
- AI —automatic interlocking signals;
- CS —center siding;
- ES —eastward siding;
- WS —westward siding;
- RCS—remote control switch.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str." — Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." — Train with steam locomotive and all passenger train equipment; train with Diesel-electric 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-electric 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.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	75	50	Jordan spreaders and other machines of spreader type, when in operation.			15
DLS and Stock Specials: On straight track, where not otherwise restricted.			60	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
On curves, where not otherwise restricted.			50	On branch lines. (Slower speed must be observed where conditions require.)			15
Inspection bus cars.		40	40	Trains handling rock from Bly and trains handling empty flat cars in rock service.			30
When caboose is handled in train consisting of passenger train equipment.		55		Within yard limits protected by continuous block signals.	60	50	25
Diesel-electric switch engines in road service.	35	35	35	Within yard limits not protected by continuous block signals. On main line.	50	40	25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	On branch lines.		30	15
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.)			40	When using cross-overs or turn-outs: Forward movement.	15	15	15
Backing up pulling a train.	40	40	40	Back-up movement.	10	10	10
Backing up light.			40	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling scale test cars: On main line.			30	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
On branch lines.			20	Wye tracks.	6	6	6
Trains handling loaded wooden Hart convertible cars: On main line.			30	Through tunnels.	40	40	25
On branch lines.			20				
Trains handling company roadway machines on their own wheels: On main line.			30				
On straight track.			25				
On curves.			15				
On branch lines.			15				

FIRST SUBDIVISION

Las Vegas Between M.P. 334.2 and 333.1.	20	20	20	Cima to Kelso Diesel-electric locomotive running light with dynamic brake in operation and passenger trains handled by Diesel-electric 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-electric locomotive with dynamic brake in operation.		30	
Between M.P. 319.7 and 318.5.	40	40	30	Cima to Kelso All freight and mixed trains except when handled with Diesel-electric 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
Between M.P. 317.1 and 315.0.	40	40	30				
Sloan Between M.P. 315.0 and 314.6.	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.	70	60	50				

FIRST SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Cima to Kelso Streamline trains handled with automatic brake control and retaining valves in use.	45			Basin Between M.P. 196.2 and 193.8.	60	50	40
				Between M.P. 193.7 and 191.8	50	40	30
Kelso Between Signals 2359 and 2352.	20	20	20	Afton Between M.P. 190.9 and 188.4	55	45	35
Between M.P. 231.2 and 230.9.	70	60	50	Dunn Between M.P. 187.0 and 186.2.	70	60	50
Flynn Between M.P. 223.9 and 223.5.	79	70	50	Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

SECOND SUBDIVISION

Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	Spadra Between M.P. 25.3 and 25.1.	70	60	50
Between M.P. 161.7 and 161.4	70	60	50	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	Hillgrove Between M.P. 15.3 and 15.1.	55	45	35
Riverside Jct. Between M.P. 58.1 and 57.8.	20	20	20	Between M.P. 13.9 and 13.6.	70	60	50
Spring Switch M.P. 57.5	20	20	20	Between M.P. 11.3 and 10.9.	70	60	50
Between M.P. 56.0 and 55.4.	55	45	35	Whittier Jct. Between M.P. 10.4 and 10.2.	60	50	40
PE crossing M.P. 55.2.	20	20	20	Pico Between M.P. 9.8 and 9.5.	79	70	50
Streeter Between M.P. 54.6 and 53.4.	60	50	40	East Yard Between M.P. 3.3 and 1.7.	25	25	20
Arlington Between M.P. 52.3 and 51.8.	65	55	45	Between M.P. 0.1 and West 0.3.	35	35	25
Between M.P. 50.7 and 49.9.	70	60	50	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
Mira Loma S. P. Crossing M.P. 38.1.	30	30	25	Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15
Pomona Between M.P. 32.5 and 31.5.	40	40	25				
Between M.P. 29.5 and 29.1.	70	60	50				

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Boulder City Branch	30	30	San Pedro Branch	30	30
Between M.P. 11.2 and 11.5.		20	Lead known as Consolidated Lumber Company track: On straight track.		10
Between M.P. 17.8 and 19.0.		20	On curves.		6
Blue Diamond Spur Arden to M.P. 8.		20	Vernon, city limits.	12	12
M.P. 8 to end of track.		12	Henry Ford Ave. drawbridge.	15	15
Crestmore Branch Between Bly and Crestmore.		15	Pasadena Branch	12	12
Anaheim Branch		20	Glendale Branch	12	12
Between M.P. 2.0 and 2.5.		15	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.		
Between M.P. 12.0 and 13.0.		10			

MILEAGE

Main Line	338.5
Branches	83.0
Total	421.5

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection	Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection
First Subdivision				Glendale Branch			
Cinderline Spur	330.1	19 P	East	Taylor Milling Co.	4.2	15	West
Blue Diamond	321.8	P	West	Pacific Fence	5.3	4	East
Basin Gravel Pit.....	196.9	117	East	Delay Drive	5.5	12	West
New Dunn	188.5	20 P	Both	Pottery Spur	5.7	2	West
				Westcraft, Inc.	5.8	8	West
				Union Oil	6.1	2	East
				Forest Lawn	6.2	3	Both
				Glendale	7.7	5	Both
Second Subdivision				Pasadena Branch			
Magnolia Ave.	55.2	13	East	Baker Spur	5.3	5	East
Stearns Winery	45.8	226	East	Team Track	5.4	1	West
Champagne	43.5	45	Both	Municipal Light Plant	8.2	8	East
Ballou	40.5	41	Both	Municipal Light Plant	8.3	7	Both
Winery Spur	39.1	12	West	Lennox Furnace Co.	8.5	2	East
San Antonio Meat Co.	34.1	22	East	Crown Fence & Supply Co.	8.6	2	West
Industrial Spur	27.0	38	East	A. C. Vroman Inc.	9.3	3	East
Fallon	21.7	9	West	Pasadena	9.8	19	Both
Clayton	13.5	8	East				
St. Helens Spur	11.1	16	West	San Pedro Branch			
				Bell Foundry Spur	8.5	3	East
				Rancho Los Amigos	10.0	3	East
Boulder City Branch				Vernon Foundry Co.	10.2	6	West
Magnesium	10.5	20	Both	Hollydale Spur	10.4	18	West
				Macco Corporation	11.5	15	West
				Auto Lite Battery	11.6	19	East
Crestmore Branch				Ohio Rubber Co.	13.2	26	West
Ennis	3.1	15	Both	Export Petroleum Spur	13.5	20	West
Ormand	3.9	14	Both	Richfield Oil Co.	13.8	36	East
Ormand Quarry	3.9	78	West	Export Petroleum Spur	14.1	20	East
Crestmore	6.9	Yard	Both	Champion Gasoline Co.	14.4	19	West
				Lakewood Branch			
Anaheim Branch				Lakewood	16.2	13 P	Both
Gladding McBean Track	0.2	9	Both	Douglas Aircraft Spur & Wye	16.5		Both
Sunny Hills Spur	13.8	118	West	Montana Ranch Spur	16.9	6	East
Fullerton Industrial Lead	15.4	30	West	Richfield Oil Spur	17.1	47	West
California Juice Inc.	19.1	13	West	City of Long Beach Water Dept.	17.1	8	East
Southern California Citrus	19.2	16	West	Hancock Refinery Spur	17.2	26	East
				Cherry Ave. Team Track	17.2	17	East