

**UNION PACIFIC RAILROAD COMPANY**  
**SOUTH-CENTRAL DISTRICT**



**CALIFORNIA DIVISION**

**TIME-TABLE**  
**No. 13**

**Effective Sunday,**  
**January 10, 1954**

at 12:01 A. M. Pacific Time

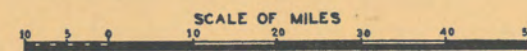
*Safety Is*  
*No Accident*

**FOR EMPLOYEES ONLY**

**SOUTH CENTRAL DISTRICT**

**CALIFORNIA DIVISION**

CORRECTED TO MARCH 1, 1952



**A. D. HANSON**  
General Manager

**H. E. SHUMWAY**  
General Superintendent Transportation

**D. F. WENGERT**  
General Superintendent

**V. W. SMITH, Superintendent**.....Los Angeles, Cal.

**W. J. FOX, Terminal Superintendent**.....Los Angeles, Cal.

**J. H. KINCANNON,**  
Assistant Terminal Superintendent...Los Angeles, Cal.

**F. H. BLAIR, Assistant Superintendent**...Las Vegas, Nev.

**R. D. SMITH, Trainmaster**.....San Bernardino, Cal.

**L. L. HOEFFEL, Master Mechanic**.....Los Angeles, Cal.

**D. C. KRAMER,**  
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.

**W. A. JURDEN, Division Engineer**.....Los Angeles, Cal.

**W. R. KEAY, General Roadmaster**.....Los Angeles, Cal.

**N. D. NELSON,**  
District Safety Representative.....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.

**J. L. HULIHAN,**  
Asst. Chief Train Dispatcher.....Las Vegas, Nev.

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

**Second Subdivision and Branches**

**L. W. FLAHERTY,**  
Chief Train Dispatcher.....Los Angeles, Cal.

**H. W. STOKER,**  
Asst. Chief Train Dispatcher.....Los Angeles, Cal.

**J. E. MUNCEY,**  
Asst. Chief Train Dispatcher.....Los Angeles, Cal.

**R. A. SEALS,**  
Asst. Chief Train Dispatcher.....Los Angeles, Cal.

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

NAME	TITLE	PLACE
E. W. Turner	District Surgeon	Los Angeles
J. B. Demman	Surgeon	Las Vegas
C. G. Scruggs	Surgeon	Las Vegas
J. J. Hamill	Surgeon	Las Vegas
H. D. Orr	Surgeon	Victorville
Leland Jacobson	Surgeon	San Bernardino
J. N. McAllister	Surgeon	San Bernardino
C. M. Hadley	Oculist-Aurist	San Bernardino
T. A. Card	Surgeon	Riverside
R. E. Fisher	Surgeon	Pomona
W. A. Sullivan	Surgeon	Ontario
A. L. Kobal	Surgeon	Covina
W. W. Schultz	Surgeon	Puente
E. M. Pettis	Surgeon	Fullerton
E. L. Shultz	Surgeon	East Los Angeles
M. D. Mieras	Surgeon	Pico-Rivera
H. E. Lestmann	Surgeon	Rivera
H. A. Baers	Oculist & Aurist	Los Angeles
W. H. Ball	Surgeon	Los Angeles
S. Castanares	Surgeon	Los Angeles
H. M. Mason	Surgeon	Los Angeles
E. C. Kaye	Surgeon	Los Angeles
J. Segal	Surgeon	Los Angeles
W. W. Mead	Surgeon	Los Angeles-Compton
F. W. Van Kirk, Jr.	Surgeon	Los Angeles
E. M. F. Weaver	Oculist & Aurist	Los Angeles
A. W. Williams	Surgeon	Los Angeles
E. E. Wunderlich	Surgeon	Los Angeles-Palos Verdes
G. H. Quillen	Surgeon	Wilmington
W. W. Horst	Surgeon	Wilmington
R. B. Eusden	Surgeon	Long Beach
D. C. Sigworth	Surgeon	Long Beach
R. H. Munford	Surgeon	La Habra
G. E. Reames	Surgeon	Whittier
J. T. Morgan	Surgeon	Norwalk
E. A. Westphal	Surgeon	Glendale
G. L. Barnum	Surgeon	Pasadena
B. O'Sullivan	Surgeon	Pasadena
M. R. Couch	Surgeon	San Gabriel
J. E. Cummings	Surgeon	Highland Park
W. G. Patton	Oculist & Aurist	Alhambra
D. P. Nebeker	Surgeon	Arcadia
W. W. Woods	Surgeon	Alhambra
C. T. Poulsen	Surgeon	Inglewood
C. H. Landers	Surgeon	Los Angeles (Central)
J. C. Sharpe	Surgeon	West Los Angeles
D. O. Lagerlof	Surgeon	West Los Angeles-Beverly
G. R. Dunlevy	Surgeon	Hollywood
T. M. Hearn	Surgeon	Hollywood
J. E. Bergmann	Surgeon	Santa Monica
C. S. Muller	Surgeon	Bell
L. F. Summers	Surgeon	Lynwood

**Standard clocks are located as shown below:**

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

**CONDENSED TIME-TABLE**

WESTWARD					EASTWARD							
FIRST CLASS					FIRST CLASS							
9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	37 Passenger	Distance from Ogden	Time-Table No. 13 January 10, 1954		Mile Post	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	38 Passenger	
Daily	Daily	Daily	Daily		STATIONS			Daily	Daily	Daily	Daily	
9.05	6.25	8.10	6.35	0.0	MT	OGDEN	MT	0.0	A 6.05	A 6.30	A 9.35	A 6.25
10.00	7.10	8.55	7.35	86.8	SALT LAKE CITY		86.8	5.05	5.45	8.50	5.30	5.00
10.30	7.20	9.05	9.45	154.4	LYNNDYL		784.0	4.45	5.35	8.40	5.00	5.00
12.30	9.14	10.55	12.20	248.5	MILFORD		665.9	2.20	3.39	6.46	2.10	2.10
2.10	10.30	12.08	2.25	278.9	LUND		576.8	12.50	2.30	5.37	12.35	12.35
3.00	10.57	12.35	3.10	360.8	CALIENTE		541.4	12.05	1.56	5.00	11.40	11.40
5.08	12.31	2.12	5.25	486.1	MT	LAS VEGAS	459.5	10.15	12.17	3.24	9.30	9.30
8.05	3.15	4.50	8.45	657.1	PT	PT	384.2	7.30	9.50	12.55	6.30	6.30
7.20	2.25	4.00	8.15	670.5	YERMO		163.2	6.15	8.40	11.45	5.00	5.00
10.45	5.10	6.43	12.45	751.8	BARSTOW		150.1	2.53	5.45	8.45	12.30	12.30
11.08	5.28	7.00	1.15	754.8	SAN BERNARDINO		67.8	2.25	5.20	8.27	11.59	11.59
1.15	7.25	8.55	3.40	761.8	COLTON		64.5	12.20	3.30	6.38	9.45	9.45
1.25	7.33	9.03	3.50	781.5	RIVERSIDE		57.5	12.07	3.20	6.25	9.15	9.15
1.40	7.45	9.15	4.15	787.3	ONTARIO		37.8	11.55	3.07	6.13	8.55	8.55
2.01			5.00	813.6	POMONA		32.0	11.28			8.15	8.15
2.11			5.20	821.0	EAST LOS ANGELES		5.7	11.20			8.05	8.05
2.50	8.40	10.10	6.25		PT	LOS ANGELES	PT	10.50	2.20	5.20	7.25	7.25
A 3.15	A 9.00	A 10.30	A 7.00		821.0			10.30	2.00	5.00	7.00	7.00
								Daily	Daily	Daily	Daily	Daily
(19.10)	(15.35)	(15.20)	(25.25)		Thru Time			(18.35)	(15.30)	(15.35)	(22.25)	(22.25)
42.8	52.7	53.5	32.3		Average speed per hour			44.0	52.9	52.7	36.6	36.6

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	Colton, Ontario	Salt Lake City or beyond	Stations where 9 stops
9	Victorville	Any station	Any station
*37	Any station	Any station	Any station
103-107	Riverside	Any station	Los Angeles
10	Pomona, Ontario	Any station	Salt Lake City or beyond
10	Victorville	Any station	Stations where 10 stops
*38	Any station	Any station	Any station
108-104	Riverside	Los Angeles	Stations where 108 and 104 stop

\*Includes non-revenue passengers.

WESTWARD				FIRST SUBDIVISION				Distance from Salt Lake City	Time-Table No. 13 January 10, 1954	
Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS		FIRST CLASS				STATIONS		Mile-Post	
	259 Time Freight	299 Stock Special	37 Passenger	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily				
OPTWYZ	11.45PM	1.45AM	8.15PM	4.00PM	7.20AM	2.25AM	449.8	DN-R LAS VEGAS YL VG		
117 P			8.30				454.7	4.9 BRACKEN		
Y							457.0	2.3 BOULDER JCT.		
107 PW			f 8.36				461.5	4.5 ARDEN A		
104 P			f 8.47				469.0	7.5 SLOAN SX		
115 P			8.57				474.7	5.7 ERIE		
116 P			9.05				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			9.27				501.5	4.7 DESERT		
117 P			9.33				506.5	5.0 NIPTON OH		
117 P			9.41				511.9	5.4 MOORE		
117 P			f 9.51				516.5	4.6 IVANPAH		
117 P			9.57				521.1	4.6 BRANT		
106 P							526.0	4.9 JOSHUA		
103 } 107 }			10.09				529.8	8.8 OIMA YL		
115 P							533.8	4.0 CHASE		
117 P			10.21				536.9	8.1 ELORA		
118 P							540.6	8.7 DAWES		
117 P							544.9	4.3 HAYDEN		
OPWY			s 10.55	5.38	f 9.18	4.05	548.5	DN KELSO YL FO		
114 P							553.4	4.9 FLYNN		
117 P							558.1	4.7 KERENS		
81 P			11.12				562.1	4.0 GLASGOW		
106 PW			11.17				566.4	4.3 SANDS		
117 P			11.23				572.1	5.7 BALCH		
117 P			11.30				579.7	7.6 CRUCERO		
126 P							587.1	7.4 BASIN		
70 P							592.5	5.4 AFTON		
125 P			11.52PM				596.7	4.2 DUNN		
117 P			12.01AM				601.6	4.9 FIELD		
117 P							606.2	4.6 MANIX		
117 PW			12.12				610.7	4.5 HARVARD		
115 P			12.18	6.35	10.28	5.00	615.7	5.0 TOOMEY		
OPWY	A 7.00AM	A 7.15AM	A 12.30AM	A 6.43PM	A 10.40AM	A 5.10AM	620.8	DN-R YERMO YL BN		
								171.0		
	(7.15) 23.5	(5.30) 31.1	(4.15) 40.2	(2.43) 62.3	(3.20) 51.3	(2.45) 62.2		..... Thru Time		
								..... 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		STATIONS	Mile-Post	
	38 Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger			260 Time Freight
	Daily	Daily	Daily	Daily	Daily	Daily	
OPTWYZ	A 5.00AM	A 6.15PM	A 8.40PM	A 11.45PM	A 10.30AM	A 11.45PM	
117 P	4.45	5.59	8.30	11.35			
Y							
107 PW	f 4.35						
104 P	f 4.22						
115 P	4.10						
116 P	s 3.55						
118 P							
66 P							
125 P							
118 PW	3.20						
117 P	f 3.15						
117 P	3.05						
117 P	f 2.59						
117 P	2.50						
106 P							
103 } 107 }	f 2.38						
115 P							
117 P	2.20						
118 P							
117 P							
OPWY	s 1.55	s 4.10	6.50	9.50			
114 P							
117 P	1.38						
81 P	1.33						
106 PW	1.27						
117 P	1.21						
117 P	1.15						
126 P							
70 P							
125 P	12.55						
117 P	12.50						
117 P							
117 PW	12.41						
115 P							
OPWY	12.30AM	2.53PM	5.45PM	8.45PM	2.45AM	4.45PM	
	Daily	Daily	Daily	Daily	Daily	Daily	
	Thru Time	(4.30)	(3.22)	(2.55)	(3.00)	(7.45)	(7.00)
	Average speed per hour	38.0	50.8	58.6	57.0	22.0	24.4

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 Sat Lake City	Time-Table No. 13	
SECOND CLASS				FIRST CLASS					January 10, 1954	
	299 Stock Special	259 Time Freight	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	37 Passenger	STATIONS			
	Daily	Daily	Daily	Daily	Daily	Daily	C.T.C. { DN-R YERMO YL BN 4.6 DN DAGGETT H 8.8 BARSTOW BA 80.8 SAN BERNARDINO B 8.5 COLTON 6.3 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7 DN RIVERSIDE YL 2.3 P. E. CROSSING 1.4 STREETER 0.8 ARLINGTON 4.7 BLY 2.7 DN MIRA LOMA V 7.5 S. P. CROSSING 0.8 DN ONTARIO YL RA 2.8 SUNSWEEP 2.5 S. P. CROSSING 1.0 DN POMONA YL PO 3.1 SPADRA 4.6 WALNUT 7.4 D HILLGROVE BG 6.1 WHITTIER JCT. 0.6 D PICO K 1.8 D MONTEBELLO MK 2.8 EAST LOS ANGELES YL 0.1 DN-R EAST YARD YL D 2.8 DOWNEY ROAD YL 1.1 NINTH ST. JCT. YL 1.7 FIRST ST. YL 0.9 PASADENA JCT. YL 0.1 A. T. & S. F. Csg. (Mission Tower) 0.7 DN-R LOS ANGELES UD (Union Station) 168.9			
OPWY	7.45AM	8.00AM	6.43PM	10.45AM	5.10AM	12.45AM	620.8			
IP			6.50PM	10.53AM	5.18AM	12.53AM	625.4			
			7.00	s 11.08AM	5.28	s 1.15	684.2			
			s 8.55	s 1.15PM	s 7.25	s 3.40	715.0			
			9.03	1.25	7.33	s 3.50	718.5			
IP			9.13PM	1.35PM	7.43AM	4.00AM	724.8			
P			9.15	s 1.40	7.45	s 4.15	725.5			
AI							727.8			
124 P						4.25	729.2			
113 P							730.0			
122 YP							734.7			
122 P						s 4.40	737.4			
I							744.9			
PW				2.01		s 5.00	745.2			
123 P							747.5			
P							750.0			
P				s 2.11		s 5.20	751.0			
118 P							754.1			
122 P						5.31	758.6			
122 PW						5.40	766.0			
P							772.1			
118 P						s 5.55	772.7			
67 P						s 6.05	774.5			
			s 10.10	s 2.50	s 8.40	s 6.25	777.3			
OPWYZ	A 3.30PM	A 5.00PM					777.4			
P							780.2			
							781.3			
							788.0			
I			10.23	3.08	8.53	6.52	788.9			
I							784.0			
IP			A 10.30PM	A 3.15PM	A 9.00AM	A 7.00AM	784.7			
							168.9			
	(7.45) 20.2	(9.00) 17.4	(3.47) 43.3	(4.30) 36.4	(3.50) 42.8	(6.15) 26.2	..... Thru Time ..... Average speed per hour			

Time shown at Barstow, San Bernardino and Colton is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.

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				EASTWARD	
SECOND CLASS				FIRST CLASS				SECOND CLASS	
	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	38 Passenger	256 Time Freight	260 Time Freight	STATIONS		
							C.T.C. { DN-R YERMO YL BN 4.6 DN DAGGETT H 8.5 BARSTOW BA 82.8 SAN BERNARDINO B 2.8 COLTON 6.3 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7 DN RIVERSIDE YL 2.3 P. E. CROSSING 1.4 STREETER 0.8 ARLINGTON 4.7 BLY 2.7 DN MIRA LOMA V 7.5 S. P. CROSSING 0.8 DN ONTARIO YL RA 2.8 SUNSWEEP 2.5 S. P. CROSSING 1.0 DN POMONA YL PO 3.1 SPADRA 4.6 WALNUT 7.4 D HILLGROVE BG 6.1 WHITTIER JCT. 0.6 D PICO K 1.8 D MONTEBELLO MK 2.8 EAST LOS ANGELES YL 0.1 DN-R EAST YARD YL D 2.8 DOWNEY ROAD YL 1.1 NINTH ST. JCT. YL 1.7 FIRST ST. YL 0.9 PASADENA JCT. YL 0.1 A. T. & S. F. Csg. (Mission Tower) 0.7 DN-R LOS ANGELES UD (Union Station) 165.2		
OPWY	A 2.50PM	A 5.45PM	A 8.45PM	A 12.20AM	A 4.00PM	A 2.00AM	163.2		
IP	2.38PM	5.33PM	8.37PM	12.12AM			168.6		
	s 2.25	5.20	8.27	s 11.59PM			150.1		
	s 12.20	s 3.30	s 6.38	s 9.45	11.00	9.00	67.3		
	12.07PM	3.20	6.25	s 9.15	10.00	8.30	64.5		
IP	11.57AM	3.10PM	6.15PM	9.00PM			58.2		
P	s 11.55	3.07	6.13	s 8.55			57.5		
AI							55.2		
124 P							58.8		
113 P							58.0		
122 YP							48.8		
122 P						8.28	45.6		
I							38.1		
PW	11.28			s 8.15			37.8		
123 P							35.5		
P							33.0		
P	11.20			s 8.05			32.0		
118 P							28.9		
122 P						7.45	24.4		
122 PW						7.37	17.0		
P							10.9		
118 P						7.30	10.3		
67 P							8.5		
	s 10.50	s 2.20	s 5.20	s 7.25			5.7		
OPWYZ					7.00AM	5.30PM	5.6		
P							2.8		
							1.7		
							0.0		
I									
I									
IP	10.30AM	2.00PM	5.00PM	7.00PM					
	Daily	Daily	Daily	Daily	Daily	Daily			
	(4.20) 38.1	(3.45) 44.0	(3.45) 44.0	(5.20) 30.9	(9.00) 17.5	(8.15) 19.0	..... Thru Time ..... Average speed per hour		

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				WESTWARD SAN PEDRO BRANCH EASTWARD					
Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Whittier Jct.	Time-Table No. 13 January 10, 1954		Mile-Post	Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from First Street Los Angeles	Time-Table No. 13 January 10, 1954		Mile-Post
		STATIONS					STATIONS		
	0.0	<b>WHITTIER JCT.</b>		0.0	OPWYZ		DN-R <b>EAST YARD</b> YL D		
	0.1	0.1 S. P. CROSSING		0.1	Tfr IP	3.1	DN <b>HOBART</b> YL J	3.1	
18	2.3	2.2 D <b>WHITTIER YL WR</b>		2.3	I	3.6	0.5 A. T. and S. F. Crossing		
	6.9	2.8 PAC. ELEC. CROSSING		6.9	AI	5.1	1.5 L. A. JCT. RY. CROSSING YL	3.6	
	9.7	4.6 LA HABRA HA		9.7	15 77 P	5.8	0.2 P. E. CROSSING YL	5.1	
	10.5	0.8 PAC. ELEC. CROSSING		10.5	AI	7.4	2.1 BELL YL	5.8	
6	13.8	3.8 SUNNY HILLS		13.8	13	9.4	2.0 S. P. CROSSING	7.4	
I	15.5	1.7 A. T. & S. F. CROSSING		15.5	AI	11.2	2.0 WORKMAN	9.4	
11	17.3	1.8 D <b>FULLERTON RN</b>		17.3	120 P	12.5	1.8 P. E. CROSSING	11.2	
40	20.0	2.7 D <b>ANAHEIM YL MN</b>		20.0	73 75 P	14.8	1.8 D <b>PARAMOUNT YL HY</b>	12.5	
	20.0			20.0	I	14.6	0.3 RICO YL	14.8	
					I	17.4	2.8 DOUGLAS JOT. YL	14.6	
					96 P	19.1	0.2 P. E. CROSSING	17.4	
					I	21.7	0.4 D <b>MANUEL</b> MU	19.1	
					I	21.9	2.6 S. P. CROSSING	21.7	
					I	22.3	0.2 P. E. CROSSING	21.9	
					P	22.8	0.4 DN <b>MEAD TFR.</b> YL WI	22.3	
					I	23.2	0.9 HENRY FORD BLV. DRAWBRIDGE YL	22.8	
					PWY	24.2	1.0 TERMINAL ISLAND YL	24.2	
					P	25.9	1.7 <b>EAST SAN PEDRO</b> YL	25.9	
							28.1		

WESTWARD — BOULDER CITY BRANCH — EASTWARD				
Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 13 January 10, 1954		Mile-Post
		STATIONS		
	0.0	<b>BOULDER JCT.</b>		0.0
60	9.8	9.8 D <b>HENDERSON YL RB</b>		9.8
	22.4	12.6 D-R <b>BOULDER CITY YL BC</b>		22.4
	22.4			22.4

Eastward trains are superior to trains of the same class in the opposite direction.—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; R—train register;  
N—night operator; YL—yard limits.  
DN—day and night operator;  
The following letters placed in columns provided in time-table indicate:  
C—coal; Y—wye;  
I—interlocking; Z—track scales;  
O—oil; AI—automatic interlocking signals;  
P—dispatcher's telephone; OS—center siding;  
T—turntable; ES—eastward siding;  
W—water; WS—westward siding;  
X—cross-over; 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 Locomotive 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.

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. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
DLS and Los Angeles-Las Vegas Mdse Trains: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60 50	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-electric yard switch locomotives in road service.	35	35	35	Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15
Diesel-electric Locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits Diesel-electric passenger locomotive operated without train.		25	
Diesel-electric Locomotive in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.		40	40 40	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel-electric freight and road switch locomotives.	65	65		When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling scale test cars: 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
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	Wye tracks.	6	6	6

FIRST SUBDIVISION						
<b>Las Vegas</b> Between M.P. 334.2 and 332.9.	20	20	20	<b>Cima to Kelso</b> 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
<b>Arden</b> Between M.P. 321.0 and 320.6.	65	55	45	<b>Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric Locomotive with dynamic brake in operation.</b>		30
Between M.P. 319.7 and 318.5.	40	40	30			
Between M.P. 317.1 and 315.0.	40	40	30	<b>1870 series Diesel Locomotive operating light without dynamic brakes</b> Cima to Kelso with dynamic brakes in operation Cima to Kelso Kelso to Sands Cima to Desert		20 35 40 40
<b>Sloan</b> 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.	Frnt.		Str.	Psgr.	Frnt.
<b>Cima to Kelso</b> 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	<b>Flynn</b> Between M.P. 223.9 and 223.5.	79	70	50
<b>Cima to Kelso</b> Streamline trains handled with automatic brake control and retaining valves in use.	45			<b>Basin</b> Between M.P. 196.2 and 193.8. Between M.P. 193.7 and 191.8	60	50	40
<b>Kelso</b> Between Signals 2359 and 2352. Between M.P. 231.2 and 230.9. See Note.	20	20	20	<b>Afton</b> Between M.P. 190.9 and 188.4. See Note.	55	45	35
	70	60	50	<b>Dunn</b> Between M.P. 187.0 and 186.2. See Note.	70	60	50
				<b>Yermo</b> Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

**SECOND SUBDIVISION**

<b>Yermo</b> Between east and west switches of passenger siding, M.P. 163.5 and 162.7. Between M.P. 161.7 and 161.4 Between M.P. 159.0 and 158.8.	20	20	20	<b>Spadra</b> Between M.P. 25.3 and 25.1. See Note.	70	60	50
<b>Riverside Jct.</b> Between M.P. 58.1 and 57.8. Between M.P. 56.0 and 55.2 PE crossing M.P. 55.2.	20	20	20	<b>Walnut</b> Between M.P. 23.8 and 23.6.	70	60	50
<b>Streeter</b> Between M.P. 53.7 and 53.4. See Note.	60	50	40	<b>Hillgrove</b> Between M.P. 15.3 and 15.1. Between M.P. 13.9 and 13.6. Between M.P. 11.3 and 10.9.	55	45	35
<b>Arlington</b> Between M.P. 52.3 and 51.8. Between M.P. 50.7 and 49.9.	65	55	45	<b>Whittier Jct.</b> Between M.P. 10.4 and 10.2. See Note.	60	50	40
<b>Mira Loma</b> S. P. Crossing M.P. 38.1.	30	30	25	<b>Montebello</b> Over Power operated Switch M.P. 7.72: Using straight track. Using turn out.	50	50	50
<b>Pomona</b> Between M.P. 32.5 and 31.5. Between M.P. 29.5 and 29.1. See Note.	40	40	25	<b>East Yard</b> Between M.P. 2.4 and 1.7. Between M.P. 0.1 and West 0.3. Between West M.P. 0.3 and Pasadena Jct. Between Pasadena Jct. and Los Angeles River Bridge.	25	25	20
	70	60	50		15	15	15

**BRANCHES**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
<b>Boulder City Branch</b> Between M.P. 17.8 and 19.0.	30	30	<b>San Pedro Branch</b> Lead known as Consolidated Lumber Company track: On straight track. On curves.	30	30
<b>Blue Diamond Spur</b> Arden to M.P. 8. M.P. 8 to end of track.		20	Vernon, city limits. Henry Ford Ave. drawbridge.	12	12
<b>Crestmore Branch</b> Between Bly and Crestmore.		15	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
<b>Anaheim Branch</b> Between M.P. 2.0 and 2.5. Between M.P. 12.0 and 13.0.		15	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5
		10	<b>Pasadena Branch</b> <b>Glendale Branch</b> 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 Special Rule 10(R) Reduce Speed Signs or Resume Speed Signs have been placed on Fireman's side of track at following points:

Eastward	Westward
M.P. 309.8	M.P. 314.6
M.P. 308.8	M.P. 191.3
	M.P. 187.5
	M.P. 54.2
	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	Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection
<b>First Subdivision</b>				<b>Glendale Branch</b>			
Cinderlite 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
<b>Second Subdivision</b>				Modglin Co., Inc.	5.8	6	West
Magnolia Ave.	55.2	13	East	Sawyer Cabinet Co.	6.1	2	East
Stearns Winery	45.8	226	East	Forest Lawn	6.2	3	Both
Champagne	43.5	45	Both	Glendale	7.7	5	Both
Ballou	40.5	41	Both				
Winery Spur	39.1	12	West	<b>Pasadena Branch</b>			
San Antonio Meat Co.	34.1	22	East	Baker Spur	5.3	5	East
Convair East Spur	30.7	53	East	Team Track	5.4	1	West
Convair West Spur	29.8	24	West	Municipal Light Plant	8.2	8	East
American Brake Shoe	29.4	18	West	Municipal Light Plant	8.3	7	Both
Industrial Spur	27.0	38	East	Lennox Furnace Co.	8.5	2	East
Fallon	21.7	9	West	Crown Fence & Supply Co.	8.6	2	West
Clayton	13.5	8	East	A. C. Vroman Inc.	9.3	3	East
St. Helens Spur	11.1	16	West	Pasadena	9.8	19	Both
				<b>San Pedro Branch</b>			
<b>Boulder City Branch</b>				Flood Control Spur	8.5	3	East
Manganese, Inc.	11.5	62	East	Rancho Los Amigos	10.0	3	East
Magnesium	10.5	20	Both	Dayton Foundry Co.	10.2	6	West
				Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
<b>Crestmore Branch</b>				Macco Corporation	11.5	15	West
Ennis	3.1	15	Both	Auto Lite Battery	11.6	19	East
Ormand	3.9	14	Both	So. Western Cement Co.	13.1	35	West
Ormand Quarry	3.9	78	West	Ohio Rubber Co.	13.2	26	West
Crestmore	6.9	Yard	Both	Export Petroleum Co.	13.5	20	West
				Richfield Oil Co.	13.8	36	East
<b>Anaheim Branch</b>				Exeter Refining Co.	14.1	20	East
Gladding McBean Track	0.2	9	Both	Operators Refining Co.	14.4	19	West
Sunny Hills Spur	13.8	118	West				
Fullerton Industrial Lead	15.4	30	West	<b>Lakewood Branch</b>			
Northrop Aircraft	18.8	14	West	Lakewood	16.2	13 P	Both
California Juice Inc.	19.1	13	West	Douglas Aircraft Spur & Wye	16.5		Both
Southern California Citrus	19.2	16	West	Montana Ranch Spur	16.9	6	East
				Richfield Oil Spur	17.1	29	West
				City of Long Beach Water Dept.	17.1	8	East
				Hancock Refinery Spur	17.2	26	East
				Cherry Ave. Team Track	17.2	17	East

**SET OUT TRACKS**

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
<b>First Subdivision</b>				<b>Second Subdivision</b>			
Bracken	329.3	12	Both	Bly	48.3	89	Both
Arden	321.9	15	Both	Walnut	24.4	10	Both
Sloan	315.2	15	West	Hillgrove	17.0	30	Both
Erie	309.1	12	Both	Pico	10.3	26	Both
Jean	300.8	10	East	Montebello	8.5	30	Both
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	20	Both				
Chase	250.3	11	Both				
Elora	246.8	9	Both				
Dawes	243.4	16	Both				

**MILEAGE**

Main Line	338.5
Branches	92.6
<b>Total</b>	<b>431.1</b>