

G. A. CUNNINGHAM
General Manager

H. E. SHUMWAY
General Superintendent Transportation

W. B. GROOME, Superintendent. Los Angeles, Cal.

A. W. KIRKEBY,
Terminal Superintendent Los Angeles, Cal.

J. I. STROSNIDER,
Assistant Terminal Superintendent . . . Los Angeles, Cal.

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

R. L. RICHMOND, Trainmaster. Las Vegas, Nev.

F. D. ACORD, Master Mechanic. Salt Lake City, Utah

W. E. RAYMOND,
Road Foreman of Engines Los Angeles, Cal.

W. T. SANDLIN,
Road Foreman of Engines Los Angeles, Cal.

L. C. WILLIAMS,
Road Foreman of Engines Las Vegas, Nev.

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

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

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

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

First Subdivision and Branches

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

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

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

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

Second Subdivision and Branches

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

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

J. L. HULIHAN,
Asst. Chief Train Dispatcher Los Angeles, Cal.

W. S. COX,
Asst. Chief Train Dispatcher Los Angeles, Cal.

**UNION PACIFIC RAILROAD EMPLOYEES 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 Yard 4th St. Yard Office
Kelso Telegraph Office	East Los Angeles Telegraph Office
Yermo Telegraph Office	Los Angeles Union Station 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											
9.15	6.10	5.55	8.05		0.0	MT	OGDEN	MT	0.0	A	6.00	A	9.10	A	9.30	A	7.20
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		8.80		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		243.5		MILFORD		576.8		1.10		5.03		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		8.10
6.30	1.55	1.40	8.10			PT		PT			6.45		11.10		11.25		6.50
9.35	4.50	4.35	12.15	6.40	657.1		YERMO		163.2		11.48		3.30		8.20		8.35
9.58	5.08	4.53	12.45	6.58	670.5		BARSTOW		150.1		11.30		3.10		8.01		8.16
12.05	7.10	6.55	2.55	8.48	751.3		SAN BERNARDINO		67.3		9.40		1.00		6.08		6.23
12.15	7.19	7.04	3.05	8.57	754.8		COLTON		64.5		9.27		12.47		5.55		6.10
12.30	7.33	7.18	3.25	9.07	761.8		RIVERSIDE		57.5		9.15		12.35		5.43		5.58
			4.05		781.5		ONTARIO		37.8								11.20
1.05	8.05	7.50	4.20	9.37	787.3		POMONA		32.0		8.45		12.05		5.15		5.30
1.40	8.40	8.25	5.00	10.10	813.6		EAST LOS ANGELES		5.7		8.20		11.35		4.50		5.05
A 2.00	A 9.00	A 8.45	A 5.30	A 10.30	821.0	PT	LOS ANGELES	PT	0.0		8.00		11.15		4.30		4.45
							821.0				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		Salt Lake City or beyond where scheduled to stop
103-107	Pomona	Salt Lake City or beyond	

*Includes non-revenue passengers.

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	CENTRALIZED TRAFFIC CONTROL	
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger			
		Daily	Daily	Daily	Daily	Daily			
		8.10PM	3.45PM	6.30AM	1.55AM	1.40AM	449.8	DN-R LAS VEGAS YL VG	
114	P	8.18					454.7	4.9 BRACKEN	
67	PY						457.0	2.3 BOULDER JCT.	
104	P	8.24					461.5	4.5 D ARDEN A	
103	P	8.33					469.0	7.5 D SLOAN SX	
112	P						474.7	5.7 ERIE	
113	P	8.52					482.9	8.2 JEAN	
114	P						487.7	4.8 BORAX	
62	P						492.3	4.6 ROACH	
120	P						496.8	4.5 CALADA	
114	PW	9.15					501.5	4.7 DESERT	
113	P	9.22					506.5	5.0 NIPTON	
113	P	9.30					511.9	5.4 MOORE	
113	P	9.36					516.5	4.6 IVANPAH	
113	P	9.41					521.1	4.6 BRANT	
102	P						526.0	4.9 JOSHUA	
105 } 99 }	PY	9.51					529.8	3.8 CIMA	
113	P						533.8	4.0 CHASE	
113	P	10.03					536.9	3.1 ELORA	
113	P						540.6	3.7 DAWES	
114	P						544.9	4.3 HAYDEN	
195	DPY	s 10.35	5.27	8.20	3.35	3.20	548.5	3.6 D KELSO FO	
110	P						553.4	4.9 FLYNN	
113	P						558.1	4.7 KERENS	
77	P	10.49					562.1	4.0 GLASGOW	
102	P	10.54					566.4	4.3 SANDS	
113	P						572.1	5.7 BALCH	
113	P	11.07					579.7	7.6 CRUCERO	
123	P						587.1	7.4 BASIN	
72	P						592.5	5.4 AFTON	
121	P						596.7	4.2 DUNN	
113	P	11.40PM					601.6	4.9 FIELD	
113	P						606.2	4.6 MANIX	
113	P						610.7	4.5 HARVARD	
111	P						615.7	5.0 TOOMEY	
	DPWY	A 12.05AM	A 6.40PM	A 9.35AM	A 4.50AM	A 4.35AM	620.8	5.1 DN-R YERMO YL BN	
		(3.55) 43.6	(2.55) 58.7	(3.05) 55.4	(2.55) 58.7	(2.55) 58.7 Thru Time		
	 Average speed per hour						171.0	

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		
		6	116	10	104	108	Mile-Post	April 24, 1960	
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger		STATIONS	
Car capacity of sidings, etc. See Rule 6(A), Page 8	DPWYZ						STATIONS		
		A 6.50AM	A 2.45PM	A 6.45PM	A 11.10PM	A 11.25PM	334.2	DN-R LAS VEGAS YL VG	
114	P						329.3	4.9 BRACKEN	
67	PY						327.0	2.3 BOULDER JCT.	
104	P	6.26					322.5	4.5 D ARDEN A	
103	P	6.13					315.0	7.5 D SLOAN SX	
112	P						309.3	5.7 ERIE	
113	P	5.50					301.1	8.2 JEAN	
114	P						296.3	4.8 BORAX	
62	P						291.7	4.6 ROACH	
120	P						287.2	4.5 CALADA	
114	PW	5.25					282.5	4.7 DESERT	
113	P	5.18					277.5	5.0 NIPTON	
113	P	5.09					272.1	5.4 MOORE	
113	P	5.04					267.5	4.6 IVANPAH	
113	P	4.58					262.9	4.6 BRANT	
102	P						258.0	4.9 JOSHUA	
105 } 99 }	PY	4.50					254.2	3.8 CIMA	
113	P						250.2	4.0 CHASE	
113	P						247.1	3.1 ELORA	
113	P						243.4	3.7 DAWES	
114	P						239.1	4.3 HAYDEN	
195	DPY	s 4.15	12.50PM	4.42	9.22	9.37	235.5	3.6 D KELSO FO	
110	P						230.6	4.9 FLYNN	
113	P						225.9	4.7 KERENS	
77	P						221.9	4.0 GLASGOW	
102	P						217.6	4.3 SANDS	
113	P						211.9	5.7 BALCH	
113	P	3.42					204.3	7.6 CRUCERO	
123	P						196.9	7.4 BASIN	
72	P						191.5	5.4 AFTON	
121	P						187.3	4.2 DUNN	
113	P						182.4	4.9 FIELD	
113	P						177.8	4.6 MANIX	
113	P						173.3	4.5 HARVARD	
111	P						168.3	5.0 TOOMEY	
	DPWY	3.00AM	11.48AM	3.30PM	8.20PM	8.35PM	163.2	5.1 DN-R YERMO YL BN	
		Daily	Daily	Daily	Daily	Daily	171.0		
		Thru Time		(3.50)	(2.57)	(3.15)	(2.50)	(2.50)	
		Average speed per hour		44.7	57.9	52.6	60.0	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—ANAHEIM 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
		STATIONS		
	0.0		WHITTIER JCT.	0.0
	0.1		S. P. CROSSING	0.1
18	2.3	D	WHITTIER YL WR	2.3
	6.9		PAC. ELEC. CROSSING	6.9
	9.7		LA HABRA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
I	15.5		A. T. & S. F. CROSSING	15.5
10	17.3	D	FULLERTON RN	17.3
39	20.0	D	ANAHEIM YL MN	20.0
			20.0	

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 8	Distance from Boulder Jct.	Time-Table No. 29 April 24, 1960		Mile-Post
		STATIONS		
	0.0		BOULDER JCT. YL	0.0
59	9.8	D	HENDERSON YL RB	9.8
PT	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.

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. 29 April 24, 1960		Mile-Post
		STATIONS		
		R	EAST YARD YL	
		DN	HOBART YL J	3.1
	3.1		A. T. and S. F. Crossing	
	3.6		L. A. JCT. RY. CROSSING YL	3.6
	5.1		P. E. CROSSING YL	5.1
69	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
13	12.5	D	PARAMOUNT YL HY	12.5
	14.3		RIOCO YL	14.3
	14.6		DOUGLAS JCT. YL	14.6
	17.4		P. E. CROSSING	17.4
	19.1		MANUEL	19.1
	21.7		S. P. CROSSING	21.7
	21.9		P. E. CROSSING	21.9
	22.3	D	MEAD TFR. YL WI	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	

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.			40
Los Angeles-Las Vegas Merchandise Trains where not otherwise restricted.			60	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.)			35
Freight trains handling tonnage in excess of 65 tons per operative brake.			40				20
Inspection bus cars.		40	40	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
When caboose is handled in train consisting of passenger train equipment.		60		Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel yard switch locomotives in road service or dead in train.			35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	On branch lines. (Slower speed must be observed where conditions require.)			15
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	Within yard limits protected by continuous block signals.	60	50	25
Diesel freight and road switch locomotives.	65	65		Within yard limits not protected by continuous block signals. On main line.	50	40	25
Diesel freight and road switch locomotives dead in train.			45	On branch lines.		30	15
1870 class locomotives: On main track.			50	Within yard limits Diesel passenger locomotive operated without train.			25
On branch lines.			20	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling U. P. ore cars numbers 8000-8499, 26000-26499 and Mexican ore cars F.C.D.N. series 400.			45	When using other cross-overs or turn-outs.	15	15	15
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	20	20
On branch lines.			20	Wye tracks.	6	6	6
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track.			30				
On curves.			25				
On branch lines.			15				

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 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			20
Between M.P. 317.1 and 315.0.	40	40	30	with dynamic brakes in operation			35
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Kelso to Sands			40
Between M.P. 313.6 and 312.6.	79	70	50	Cima to Desert			40
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.
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.	70	60	50
Between M.P. 50.7 and 49.9	70	60	50	Using turn out.	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.	Frnt.		Psgr.	Frnt.
Boulder City Branch Between M.P. 17.8 and 19.0.	30	30	Lakewood Branch	25	25
Blue Diamond Spur Arden to M.P. 8.		20	Del Amo Boulevard M.P. 15.2.	10	10
M.P. 8 to end of track.		12	Wardlow Road M.P. 17.1.	10	10
Crestmore Branch Between Pedley and Crestmore.		15	San Pedro Branch	30	30
Anaheim Branch Between M.P. 2.0 and 2.5.		15	Lead known as Consolidated Lumber Company track: On straight track.		10
Between M.P. 12.0 and 13.0.		10	On curves.		6
Highway Crossing M.P. 18.5.		10	Vernon, city limits.	12	12
Highway Crossing M.P. 20.1.		8	Henry Ford Ave. drawbridge.	15	15
			Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
			Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10
			Pasadena Branch	12	12
			Between Avenue 33 and Pasadena Junction.		6
			Glendale Branch	12	12
			Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jct.		

Note: Referring to Rule 10(J) Reduce Speed Signs or Resume Speed Signs have been placed on left side of track at following points:

Eastward		Westward	
M.P. 309.8	M.P. 230.5	M.P. 314.6	M.P. 187.5
M.P. 308.8	M.P. 24.6	M.P. 191.3	M.P. 54.75
		M.P. 29.1	M.P. 10.2

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection	Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection
First Subdivision				Glendale Branch			
Cinderlite Spur	330.1	20 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	124	East	Delay Drive	5.5	12	West
New Dunn	188.5	21 P	Both	Glendale	5.6	7	East
Second Subdivision				Pottery Spur	5.7	2	West
Magnolia Ave.	55.2	13 P	East	Westcraft, Inc.	5.8	8	West
Smith-Scott	50.9	6 P	East	Modglin Co., Inc.	5.8	6	West
Cucamonga Grape Spur	45.8	240	East	Aluminum Extrusion Co.	5.9	2	West
Champagne	43.5	47	Both	Sawyer Cabinet Co.	6.1	2	East
Ballou	40.5	43	Both	Forest Lawn	6.2	3	Both
Winery Spur	39.1	12	West	Pasadena Branch			
San Antonio Meat Co.	34.1	23	East	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			
Shepherd Tractor Spur	12.2	15 P	East	Rancho Los Amigos	10.0	3	East
St. Helens Spur	11.1	17	West	Dayton Foundry Co.	10.2	6	West
Boulder City Branch				Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
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				Lakewood Branch			
Ormand	3.9	14	Both	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				Richfield Oil Spur	17.1	30	West
Fullerton Industrial Lead	15.4	31	West	City of Long Beach Water Dept.	17.1	8	East
Northrop Aircraft	18.8	14	West	Hancock Refinery Spur	17.2	27	East
California Juice Inc.	19.1	13	West	Cherry Ave. Team Track	17.2	18	East
Southern California Citrus	19.2	17	West				

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision				Second Subdivision			
Bracken	329.3	12	Both	Pedley	48.3	94	Both
Arden	321.9	16	Both	Mira Loma	45.0	86	Both
Sloan	315.2	16	Both	Spadra	29.5	10	Both
Erie	309.1	12	Both	Walnut	24.4	10	Both
Jean	300.8	10	East	City of Industry	17.0	31	Both
Borax	296.9	14	Both	Pico	10.3	27	Both
Roach	291.5	11	Both	Montebello	8.5	31	Both
Calada	287.1	14	Both				
Desert	282.2	11	Both				
Nipton	277.7	12	Both				
Moore	271.9	8	Both				
Ivanpah	267.2	12	Both				
Brant	262.8	7	Both				
Joshua	258.0	12	Both				
Cima	254.2	21	Both				
Chase	250.3	11	Both				
Elora	246.8	9	Both				
Dawes	243.4	17	Both				

MILEAGE

Main Line	429.3
Branches	90.8
Total	520.1