



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



**CALIFORNIA DIVISION**

**TIME-TABLE**  
**No. 6**

**Effective Sunday,**  
**September 24, 1950**

at 12:01 A. M. Pacific Time

*Be Careful Today*

**FOR EMPLOYEES ONLY**

**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.

W. J. FOX, Terminal Trainmaster. Los Angeles, 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. GUNDEY,  
Asst. Chief Train Dispatcher. Las Vegas, Nev.

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

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

H. W. STOKER,  
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	
DON B. GIBBONEY	Dist. Surgeon	Los Angeles	Los Angeles Divn.
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
E. M. Pettis	Surgeon	Fullerton	Fullerton to Anaheim
E. L. Schultz	Surgeon	East Los Angeles	East Los Angeles and Montebello
J. E. Anhalt	Surgeon	East Los Angeles	Montebello-Pico
A. L. Kobal	Surgeon	Los Angeles	Los Angeles
F. K. Anderson	Surgeon	Los Angeles	North Los Angeles
W. H. Ball	Surgeon	Los Angeles	Los Angeles
R. W. Moore	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
W. W. Horst	Surgeon	Wilmington	San Pedro to Long Beach
R. B. Eusden	Surgeon	Long Beach	Paramount to Long Beach
W. W. Mead	Surgeon	Watts	Compton and Vicinity
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
W. G. Patton	Surgeon	Alhambra	Monterey Park
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
T. M. Hearn	Surgeon	Hollywood	North Hollywood
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. 6		Mile Post	4	2	104	38					
Passenger	Streamliner Passenger	Passenger	Passenger		September 24, 1950			Passenger	Passenger	Streamliner Passenger	Passenger					
Daily	Daily	Daily	Daily		STATIONS											
9.55	6.25	5.00	7.00	0.0	MT	OGDEN	MT	0.0	A	6.20	A	7.10	A	9.35	A	6.40
10.45	7.10	5.50	8.00	86.3	MT	SALT LAKE CITY	MT	86.8		5.30		6.20		8.50		5.45
10.10	6.20	5.00	8.40		PT		PT	784.0		4.10		5.10		7.40		4.15
12.22	8.14	7.10	11.45	154.4		LYNN DYL		665.9		1.55		2.38		5.46		1.30
2.10	9.30	8.45	2.05	243.5		MILFORD		576.8		12.30		1.15		4.37		11.40
2.50	9.57	9.15	2.50	278.9		LUND		541.4		11.40		12.25		4.00		10.50
4.55	11.30	11.05	5.00	360.8		CALIENTE		459.5		9.40		10.25		2.24		8.40
7.50	2.15	2.30	8.45	486.1		LAS VEGAS		384.2		7.00		7.40		11.55		5.30
8.10	2.25	2.45	9.15							6.45		7.25		11.45		5.00
11.25	5.10	6.00	1.25	657.1		YERMO		168.2		3.22		4.12		8.45		12.30
11.48	5.28	6.25	2.00	670.5		BARSTOW		150.1		2.55		3.52		8.27		12.01
1.55	7.25	8.35	4.20	751.8		SAN BERNARDINO		67.8		12.50		1.50		6.38		9.55
2.05	7.33	8.45	4.30	754.8		COLTON		64.5		12.37		1.37		6.25		9.32
2.20	7.45	9.00	4.50	761.8		RIVERSIDE		57.5		12.25		1.25		6.13		9.15
2.43	8.03	9.23	5.23	781.5		ONTARIO		37.8		11.58		1.00		5.53		8.35
2.53	8.11	9.32	5.35	787.3		POMONA		32.0		11.50		12.50		5.46		8.27
3.30	8.40	10.10	6.25	777.3		EAST LOS ANGELES		5.7		11.20		12.20		5.20		7.50
4.00	9.00	10.40	7.00	821.0		PT LOS ANGELES	PT	0.0		11.00		12.01		5.00		7.30
						821.0				Daily		Daily		Daily		Daily

(19.05) (15.35) (18.40) (25.00) ..... Thru Time ..... (18.20) (18.09) (15.35) (22.10)  
42.2 52.7 44.0 32.8 ..... Average speed per hour ..... 44.8 45.2 52.7 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, Victorville	Salt Lake City or beyond	
3	Victorville		Los Angeles
*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
4	Victorville	Los Angeles	Salt Lake City or beyond
*38	Any station	Any station	Any station
104	Riverside	Los Angeles	Any station where No. 104 stops

\*Includes non-revenue passengers.

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City
	259 Time Freight	299 Stock Special	37 Passenger	3 Passenger	1 Passenger	103 Streamliner Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily			
OPTWYZ	3.30PM	1.45AM	9.15PM	8.10AM	2.45AM	2.25AM	449.8		
117 P			9.24	8.20	2.55	2.35	454.7		
Y							457.0		
107 PW			f 9.35	8.28	3.02	2.42	461.5		
104 P			f 9.45	8.38	3.12	2.52	469.0		
115 P			9.53	8.46	3.19	2.59	474.7		
116 P			10.01	8.53	3.26		482.9		
118 P			10.06				487.7		
66 P			10.10	9.01	3.34		492.3		
125 P			10.14		3.38 <sup>38</sup>		496.8		
118 PW			10.19				501.5		
117 P			10.26			3.24 <sup>38</sup>	506.5		
117 P			10.32	9.20	3.53		511.9		
117 P			f 10.40 <sup>104</sup>			3.33	516.5		
117 P			10.50	9.31	4.03	3.38	521.1		
106 P			10.55			3.44	526.0		
103 } PY			11.01	9.43	4.12	3.48	529.8		
115 P			11.07	9.49	4.18	3.52	533.8		
117 P			11.12	9.54	4.23		536.9		
118 P			11.18	9.59	4.29	3.59	540.6		
117 P			11.25	10.04	4.36		544.9		
OPWY			s 11.40	10.12	4.43	4.08	548.5		
114 P			11.47				553.4		
117 P			11.52				558.1		
81 P			11.56PM	10.24	4.56		562.1		
106 PW			12.01AM			4.22	566.4		
117 P			12.07				572.1		
117 P			12.14	10.39	5.14	4.33	579.7		
126 P			12.20	10.47	5.21		587.1		
70 P			12.27				592.5		
125 P			12.34	10.59	5.33		596.7		
117 P			12.40				601.6		
117 P			12.45 <sup>38</sup>	11.09	5.43		606.2		
117 PW			12.55				610.7		
115 P			1.00			5.04	615.7		
OPTWY	A 12.25AM	A 7.15AM	A 1.15AM	A 11.23AM	A 6.00AM	A 5.10AM	620.8		

Time-Table No. 6  
September 24, 1950

STATIONS

DN-R LAS VEGAS YL VG
4.9
BRACKEN
2.3
<b>BOULDER JCT.</b>
4.5
D ARDEN A
7.5
D SLOAN SX
5.7
ERIE
8.2
D JEAN JE
4.8
BORAX
4.6
ROACH
4.5
CALADA
4.7
DESERT
5.0
D NIPTON CH
5.4
MOORE
4.6
IVANPAH
4.6
BRANT
4.9
JOSHUA
3.8
OIMA YL
4.0
CHASE
3.1
ELORA
3.7
DAWES
4.3
HAYDEN
3.6
DN KELSO YL FO
4.9
FLYNN
4.7
KERENS
4.0
GLASGOW
4.3
SANDS
5.7
BALOH
7.6
CRUCERO
7.4
BASIN
5.4
AFTON
4.2
DUNN
4.9
FIELD
4.6
MANIX
4.5
HARVARD
5.0
TOOMEY
5.1
DN-R YERMO YL BN

CENTRALIZED TRAFFIC CONTROL

171.0

(8.55) (5.30) (4.00) (3.13) (3.15) (2.45) ..... Thru Time  
19.2 31.1 42.7 53.1 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
	38 Passenger	4 Passenger	2 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight			
OPTWYZ	A 5.00AM	A 6.45PM	A 7.25PM	A 11.45PM	A 12.45PM	A 3.30AM			334.2
117 P	4.44	6.35	7.15	11.35					329.3
Y									327.0
107 PW	f 4.35	6.29	7.09	11.29					322.5
104 P	f 4.22								315.0
115 P	4.10	6.14	6.54	11.14					309.3
116 P	s 3.59	6.06	6.46						301.1
118 P	3.50								296.3
66 P	3.45								291.7
125 P	3.38 <sup>1</sup>								287.2
118 PW	3.30	5.49	6.30						282.5
117 P	f 3.24 <sup>103</sup>								277.5
117 P	3.14								272.1
117 P	f 3.09	5.34	6.17	10.40 <sup>37</sup>					267.5
117 P	3.00								262.9
106 P	2.55								258.0
103 } PY	f 2.50	5.20	6.06	10.29					254.2
115 P	2.40	5.11	5.58	10.21					250.2
117 P	2.30	5.04	5.51	10.14					247.1
118 P	2.20	4.56	5.43	10.06					243.4
117 P	2.10	4.48	5.35	9.58					239.1
OPWY	s 2.00	s 4.40	5.27	9.50					235.5
114 P	1.43			9.42					230.6
117 P	1.38	4.25	5.14						225.9
81 P	1.33			9.34					221.9
106 PW	1.27	4.17	5.06						217.6
117 P	1.21								211.9
117 P	1.15	4.05	4.54	9.20					204.3
126 P	1.08	3.58	4.47						196.9
70 P	1.01								191.5
125 P	12.55	3.45	4.34						187.3
117 P	12.50			9.00					182.4
117 P	12.45 <sup>37</sup>	3.37	4.26						177.8
117 PW									173.3
115 P	12.37	3.29	4.18						168.3
OPTWY	12.30AM	3.22PM	4.12PM	8.45PM	6.05AM	8.50PM			163.2

CENTRALIZED TRAFFIC CONTROL

171.0

Thru Time ..... (4.30) (3.23) (3.13) (3.00) (6.40) (6.40)  
Average speed per hour ..... 38.0 50.5 53.2 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. 6	
Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS		FIRST CLASS				STATIONS		September 24, 1950	
	299 Stock Special	259 Time Freight	3 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger			C.T.C.	
	Daily	Daily	Daily	Daily	Daily	Daily	S. P. and A. T. & S. F. Crossings			
OPTWY	7.45AM	1.00AM	11.25AM	6.00AM	5.10AM	1.25AM	RIVERSIDE JCT. YL			
IP			11.38AM	6.10AM	5.18AM	1.35AM	DN RIVERSIDE YL			
			s 11.48AM	s 6.25	5.28	s 2.00	P. E. CROSSING			
			s 1.55PM	s 8.35	s 7.25	s 4.20	STREETER			
			2.05	8.45	7.33	s 4.30	ARLINGTON			
IP			2.15PM	8.55AM	7.43AM	4.40AM	BLY			
P			s 2.20	s 9.00	7.45	s 4.50	MIRA LOMA			
AI							S. P. CROSSING			
124 P			2.26	9.06	7.50	4.55	DN ONTARIO YL RA			
113 P							SUNSWEEP			
122 YP							S. P. CROSSING			
122 P			2.35	9.15	7.57	s 5.07	DN POMONA YL PO			
I							SPADRA			
PW			2.43	9.23	8.03	s 5.23	WALNUT			
123 P							HILLGROVE			
P							WHITTIER JCT.			
P			s 2.53	9.32	8.11	s 5.35	D PICO			
118 P							D MONTEBELLO			
122 P			3.03	9.42		5.45	EAST LOS ANGELES YL			
122 PW			3.11	9.50		5.53	DN-R EAST YARD YL			
P							DOWNEY ROAD YL			
118 P			3.19	9.58	8.30	s 6.05	NINTH ST. JCT. YL			
67 P							FIRST ST. YL			
			s 3.30	s 10.10	s 8.40	s 6.25	PASADENA JCT. YL			
OPTWYZ	A 3.30PM	A 12.15PM					A. T. & S. F. Csg. (Mission Tower)			
P							DN-R LOS ANGELES			
I							(Union Station)			
I			3.53	10.27	8.53	6.50	163.9			
I										
IP			A 4.00PM	A 10.40AM	A 9.00AM	A 7.00AM				

(7.45) (11.05) (4.35) (4.40) (3.50) (5.35) ..... Thru Time  
 20.2 15.1 35.8 35.1 42.8 29.0 ..... 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				Distance from Salt Lake City	Time-Table No. 6	
Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS		FIRST CLASS				STATIONS		September 24, 1950	
	299 Stock Special	259 Time Freight	3 Passenger	1 Passenger	103 Streamliner Passenger	38 Passenger			C.T.C.	
	Daily	Daily	Daily	Daily	Daily	Daily	S. P. and A. T. & S. F. Crossings			
OPTWY	7.45AM	1.00AM	11.25AM	6.00AM	5.10AM	1.25AM	RIVERSIDE JCT. YL			
IP			11.38AM	6.10AM	5.18AM	1.35AM	DN RIVERSIDE YL			
			s 11.48AM	s 6.25	5.28	s 2.00	P. E. CROSSING			
			s 1.55PM	s 8.35	s 7.25	s 4.20	STREETER			
			2.05	8.45	7.33	s 4.30	ARLINGTON			
IP			2.15PM	8.55AM	7.43AM	4.40AM	BLY			
P			s 2.20	s 9.00	7.45	s 4.50	MIRA LOMA			
AI							S. P. CROSSING			
124 P			2.26	9.06	7.50	4.55	DN ONTARIO YL RA			
113 P							SUNSWEEP			
122 YP							S. P. CROSSING			
122 P			2.35	9.15	7.57	s 5.07	DN POMONA YL PO			
I							SPADRA			
PW			2.43	9.23	8.03	s 5.23	WALNUT			
123 P							HILLGROVE			
P							WHITTIER JCT.			
P			s 2.53	9.32	8.11	s 5.35	D PICO			
118 P							D MONTEBELLO			
122 P			3.03	9.42		5.45	EAST LOS ANGELES YL			
122 PW			3.11	9.50		5.53	DN-R EAST YARD YL			
P							DOWNEY ROAD YL			
118 P			3.19	9.58	8.30	s 6.05	NINTH ST. JCT. YL			
67 P							FIRST ST. YL			
			s 3.30	s 10.10	s 8.40	s 6.25	PASADENA JCT. YL			
OPTWYZ	A 3.30PM	A 12.15PM					A. T. & S. F. Csg. (Mission Tower)			
P							DN-R LOS ANGELES			
I							(Union Station)			
I			3.53	10.27	8.53	6.50	165.2			
I										
IP			A 4.00PM	A 10.40AM	A 9.00AM	A 7.00AM				

Thru Time ..... (4.20) (4.10) (3.45) (4.55) (9.30) (8.25)  
 Average speed per hour..... 38.1 39.6 44.0 33.6 16.5 18.7

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. 6 September 24, 1950		Mile-Post
		STATIONS		
	0.0			0.0
		<b>WHITTIER JCT.</b>		
	2.3	D	WHITTIER YL WR	2.3
18			4.6	
	6.9		PAC. ELEC. CROSSING	6.9
			2.8	
	9.7		LA HABRA HA	9.7
			0.8	
	10.5		PAC. ELEC. CROSSING	10.5
			3.8	
6	13.8		SUNNY HILLS	13.8
			1.7	
I	15.5		A. T. & S. F. CROSSING	15.5
			1.8	
11	17.3	D	FULLERTON RN	17.3
			2.7	
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. 6 September 24, 1950		Mile-Post
		STATIONS		
		OPTWYZ		
			DN-R EAST YARD YL D	
		Tfr IP		8.1
			DN HOBART YL J	
			A. T. and S. F. Crossing	8.1
			0.5	
		I	L. A. JCT. RY. CROSSING YL	8.6
			1.5	
		AI	P. E. CROSSING YL	5.1
			0.2	
15		P	BELL YL	5.8
77			2.1	
		AI	S. P. CROSSING	7.4
			2.0	
13			WORKMAN	9.4
			1.8	
		AI	P. E. CROSSING	11.2
			1.3	
61		P	D PARAMOUNT YL HY	12.5
			1.8	
73		P	RIOCO YL	14.8
75			0.3	
			DOUGLAS JCT. YL	14.6
			2.8	
		I	P. E. CROSSING	17.4
			1.7	
96		P	D MANUEL MU	19.1
			2.6	
		I	S. P. CROSSING	21.7
			0.2	
		I	P. E. CROSSING	21.9
			0.4	
		P	DN MEAD TFR. YL WI	22.3
			0.9	
			HENRY FORD BLV. DRAWBRIDGE YL	23.2
			1.0	
		I	TERMINAL ISLAND YL	24.2
			1.7	
		PWY	EAST SAN PEDRO 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. 6 September 24, 1950		Mile-Post
		STATIONS		
	0.0			0.0
		<b>BOULDER JCT.</b>		
	9.8	D	HENDERSON RB	9.8
60			12.6	
	22.4	D-R	BOULDER CITY YL BC	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;
- 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 Engine and all light-weight roller-bearing passenger train equipment.

Designation "Psgr." — Train with steam Engine and all passenger train equipment; train with Diesel-electric Engine and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Fr." — Train with freight cars; train with caboose only; Engine without cars.

When Diesel-electric passenger Engine 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 "Fr." 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.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	79	79	50	Trains handling water cars converted from Vanderbilt type engine tenders on secondary tracks and branch lines.			20
DLS and Stock Specials: On straight track, where not otherwise restricted.			60	Jordan spreaders and other machines of spreader type, when in operation.			15
On curves, where not otherwise restricted.			50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Inspection bus cars.		40	40	On branch lines. (Slower speed must be observed where conditions require.)			15
When caboose is handled in train consisting of passenger train equipment.		55		Trains handling rock from Bly and trains handling empty flat cars in rock service.			30
Diesel-electric switch engines in road service.	35	35	35	Within yard limits protected by continuous block signals.	60	50	25
Diesel-electric Engine running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits not protected by continuous block signals. On main line.	50	40	25
Diesel-electric Engine in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.)				On branch lines.		30	15
Backing up pulling a train. Backing up light.	40	40	40	When using cross-overs or turn-outs: Forward movement.	15	15	15
Trains handling scale test cars: On main line.			30	Back-up movement.	10	10	10
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 loaded wooden Hart convertible 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: On main line:			30				
On straight track.			25				
On curves.			15				
On branch lines.							

**FIRST SUBDIVISION**

<b>Las Vegas</b> Between M.P. 334.2 and 332.9.	20	20	20	<b>Cima to Kelso</b> Diesel-electric Engine running light with dynamic brake in operation and passenger trains handled by Diesel-electric locomotives with dynamic brake in operation.			
<b>Arden</b> Between M.P. 321.0 and 320.6.	65	55	45			45	45
Between M.P. 319.7 and 318.5.	40	40	30	<b>Cima to Kelso</b> , any train handling four or more tourist cars, except when handled with Diesel-electric Engine with dynamic brake in operation.			
Between M.P. 317.1 and 315.0.	40	40	30			30	
<b>Sloan</b> Between M.P. 315.0 and 314.6. See Note.	40	40	30	<b>Cima to Kelso</b> All freight and mixed trains except when handled with Diesel-electric Engine 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. 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.
<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.	60	50	40
				Between M.P. 193.7 and 191.8	50	40	30
<b>Kelso</b> Between Signals 2359 and 2352.	20	20	20	<b>Afton</b> Between M.P. 190.9 and 188.4. See Note.	55	45	35
Between M.P. 231.2 and 230.9. See Note.	70	60	50	<b>Dunn</b> Between M.P. 187.0 and 186.2. See Note.	70	60	50
<b>Flynn</b> Between M.P. 223.9 and 223.5.	79	70	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.	20	20	20	<b>Spadra</b> Between M.P. 25.3 and 25.1. See Note.	70	60	50
Between M.P. 161.7 and 161.4	70	60	50	<b>Walnut</b> Between M.P. 23.8 and 23.6.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	<b>Hillgrove</b> Between M.P. 15.3 and 15.1.	55	45	35
<b>Riverside Jct.</b> Between M.P. 58.1 and 57.8.	20	20	20	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 56.0 and 55.2	50	40	30	Between M.P. 11.3 and 10.9.	70	60	50
PE crossing M.P. 55.2.	50	40	30	<b>Whittier Jct.</b> Between M.P. 10.4 and 10.2. See Note.	60	50	40
<b>Streeter</b> Between M.P. 53.7 and 53.4. See Note.	60	50	40	<b>Montebello</b> Over Power operated Switch M.P. 7.72			
<b>Arlington</b> Between M.P. 52.3 and 51.8.	65	55	45	Using straight track	50	50	50
Between M.P. 50.7 and 49.9.	70	60	50	Using turn out	25	20	20
<b>Mira Loma</b> S. P. Crossing M.P. 38.1.	30	30	25	<b>East Yard</b> Between M.P. 3.3 and 1.7.	25	25	20
<b>Pomona</b> Between M.P. 32.5 and 31.5.	40	40	25	Between M.P. 0.1 and West 0.3.	25	25	20
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
				Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15

BRANCHES						
Location	Miles Per Hour		Location	Miles Per Hour		
	Psgr.	Fr.		Psgr.	Fr.	
<b>Boulder City Branch</b>	30	30	<b>San Pedro Branch</b>	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	
<b>Blue Diamond Spur</b>		20	Vernon, city limits.	12	12	
Arden to M.P. 8.		12	Henry Ford Ave. drawbridge.	15	15	
M.P. 8 to end of track.			<b>Pasadena Branch</b>	12	12	
<b>Crestmore Branch</b> Between Bly and Crestmore.		15	<b>Glendale Branch</b>	12	12	
<b>Anaheim Branch</b>		20	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. 2.0 and 2.5.		15				
Between M.P. 12.0 and 13.0.		10				

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. 230.5	M.P. 314.6	M.P. 54.2
M.P. 308.8	M.P. 24.6	M.P. 191.3	M.P. 29.1
		M.P. 187.5	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>			
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
				Westeraft, Inc. ....	5.8	8	West
<b>Second Subdivision</b>				Modglin Co., Inc. ....	5.8	6	West
Magnolia Ave. ....	55.2	13	East	Union Oil .....	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
Industrial Spur .....	27.0	38	East	Team Track .....	5.4	1	West
Fallon .....	21.7	9	West	Municipal Light Plant .....	8.2	8	East
Clayton .....	13.5	8	East	Municipal Light Plant .....	8.3	7	Both
St. Helens Spur .....	11.1	16	West	Lennox Furnace Co. ....	8.5	2	East
				Crown Fence & Supply Co. ....	8.6	2	West
<b>Boulder City Branch</b>				A. C. Vroman Inc. ....	9.3	3	East
Magnesium .....	10.5	20	Both	Pasadena .....	9.8	19	Both
				<b>San Pedro Branch</b>			
<b>Crestmore Branch</b>				Flood Control Spur.....	8.5	3	East
Ennis .....	3.1	15	Both	Rancho Los Amigos .....	10.0	3	East
Ormand .....	3.9	14	Both	Dayton Foundry Co.....	10.2	6	West
Ormand Quarry .....	3.9	78	West	Hollydale Spur and Waldrip Engr. Co... Macco Corporation .....	10.4 11.5	18 15	West West
Crestmore .....	6.9	Yard	Both	Auto Lite Battery.....	11.6	19	East
				Ohio Rubber Co. ....	13.2	26	West
<b>Anaheim Branch</b>				Export Petroleum Co.....	13.5	20	West
Gladding McBean Track .....	0.2	9	Both	Richfield Oil Co.....	13.8	36	East
Sunny Hills Spur .....	13.8	118	West	Exeter Refining Co. ....	14.1	20	East
Fullerton Industrial Lead .....	15.4	30	West	Operators Refining Co.....	14.4	19	West
California Juice Inc. ....	19.1	13	West				
Southern California Citrus .....	19.2	16	West	<b>Lakewood Branch</b>			
				Lakewood .....	16.2	13 P	Both
				Douglas Aircraft Spur & Wye .....	16.5		Both
				Montana Ranch Spur .....	16.9	6	East
				Richfield Oil Spur .....	17.1	47	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>				Hayden .....	238.9	10	Both
Bracken .....	329.3	12	Both	Flynn .....	230.8	15	Both
Arden .....	321.9	15	Both	Kerens .....	225.8	18	Both
Sloan .....	315.2	15	West	Glasgow .....	222.0	16	Both
Erie .....	309.1	12	Both	Sands .....	217.4	11	Both
Jean .....	300.8	10	East	Balch .....	212.0	14	Both
Borax .....	296.9	14	Both	Crucero .....	204.1	23	West
Roach .....	291.5	11	Both	Afton .....	191.6	17	West
Calada .....	287.1	14	Both	Dunn .....	137.1	6	West
Desert .....	282.2	11	Both	Field .....	182.4	16	Both
Nipton .....	277.7	12	Both	Manix .....	177.6	19	East
Moore .....	271.9	8	Both	Harvard .....	173.2	16	Both
Ivanpah .....	267.2	12	Both	Toomey .....	168.5	4	East
Brant .....	262.8	7	Both				
Joshua .....	258.0	12	Both	<b>Second Subdivision</b>			
Cima .....	254.2	20	Both	Bly .....	48.3	89	Both
Chase .....	250.3	11	Both	Walnut .....	24.4	10	Both
Elora .....	246.8	9	Both	Hillgrove .....	17.0	30	Both
Dawes .....	243.4	16	Both	Pico .....	10.3	26	Both
				Montebello .....	8.5	30	Both

<b>MILEAGE</b>	
Main Line .....	338.5
Branches .....	83.0
<b>Total .....</b>	<b>421.5</b>