



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION
TIME-TABLE
No. 7

Effective Sunday,
April 29, 1951
 at 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

WESTWARD				FIRST SUBDIVISION				Distance from Salt Lake City	Time-Table No. 7	
SECOND CLASS		FIRST CLASS		STATIONS		April 29, 1951				
259 Time Freight	299 Stock Special	37 Passenger	9 Passenger	1 Passenger	103 Streamliner Passenger	STATIONS				
		4.00PM	1.45AM	8.15PM	7.10AM	2.45AM	1.25AM	449.8	DN-R LAS VEGAS YL VG	
OPTWYZ								454.7	4.9 BRACKEN	
117 P								457.0	2.3 BOULDER JCT.	
								461.5	4.5 ARDEN A	
107 PW				f 8.35	7.27	3.02	1.41	469.0	D 7.5 SLOAN SX	
104 P				f 8.45	7.37	3.12		474.7	D 5.7 ERIE	
115 P				8.53	7.44	3.19	1.58	482.9	D 8.2 JEAN JE	
116 P				9.01	7.51	3.26		487.7	4.8 BORAX	
118 P				9.06				492.8	4.6 ROACH	
66 P				9.10	7.59	3.34		496.8	4.5 CALADA	
125 P				9.14				501.5	4.7 DESERT	
118 PW				9.19	8.07	3.42 ³⁸	2.19	506.5	D 5.0 NIPTON OH	
117 P				9.26				511.9	D 5.4 MOORE	
117 P				9.32	8.18	3.53		516.5	4.6 IVANPAH	
117 P				f 9.40 ¹⁰⁴				521.1	4.6 BRANT	
117 P				9.50	8.28	4.03		526.0	4.9 JOSHUA	
106 P				9.55				529.8	3.8 OIMA YL	
103 PY				10.01	8.37	4.12	2.48 ³⁸	533.8	4.0 CHASE	
107 PY				10.07	8.43	4.18	2.52	536.9	3.1 ELORA	
115 P				10.12				540.6	3.7 DAWES	
117 P				10.18	8.54	4.29		544.9	4.3 HAYDEN	
118 P				10.25				548.5	3.6 DN KELSO YL FO	
117 P				s 10.37	9.08	4.43	3.07	553.4	4.9 FLYNN	
OPWY				10.43				558.1	4.7 KERENS	
114 P				10.48				562.1	4.0 GLASGOW	
117 P				10.52	9.21	4.56		566.4	4.3 SANDS	
81 P				10.57				572.1	5.7 BALCH	
106 PW				11.03				579.7	7.6 CRUCERO	
117 P				11.10	9.39	5.14	3.32	587.1	7.4 BASIN	
117 P				11.16	9.46	5.21		592.5	5.4 AFTON	
126 P				11.23				596.7	4.2 DUNN	
70 P				11.29	9.58	5.33		601.6	4.9 FIELD	
125 P				11.29				606.2	4.6 MANIX	
117 P				11.35				610.7	4.5 HARVARD	
117 P				11.40	10.08	5.42		615.7	5.0 TOOMEY	
117 PW				11.45				620.8	5.1 DN-R YERMO YL BN	
115 P				11.50PM			4.00	171.0		
OPTWY		A 1.00AM	A 7.15AM	A 12.01AM	A 10.25AM	A 5.57AM	A 4.07AM			

(9.00) (5.30) (3.46) (3.15) (3.12) (2.42) Thru Time
 19.0 31.1 45.4 52.6 53.4 63.3 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				Mile-Post	Time-Table No. 7	
FIRST CLASS		SECOND CLASS		STATIONS		April 29, 1951				
38 Passenger	10 Passenger	2 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight	STATIONS				
								384.2	DN-R LAS VEGAS YL VG	
A 5.10AM	A 6.15PM	A 7.30PM	A 10.45PM	A 12.45PM	A 3.30AM			329.3	4.9 BRACKEN	
117 P								327.0	2.3 BOULDER JCT.	
								322.5	4.5 ARDEN A	
107 PW				f 4.45	5.52	7.09	10.29	315.0	D 7.5 SLOAN SX	
104 P				f 4.32				309.8	D 5.7 ERIE	
115 P				4.20	5.37	6.54	10.14	301.1	D 8.2 JEAN JE	
116 P				s 4.08				296.8	4.8 BORAX	
118 P				3.57				291.7	4.6 ROACH	
66 P				3.52				287.2	4.5 CALADA	
125 P				3.47				282.5	4.7 DESERT	
118 PW				3.42 ¹	5.13	6.30		277.5	D 5.0 NIPTON CH	
117 P				f 3.30				272.1	D 5.4 MOORE	
117 P				3.20				267.5	4.6 IVANPAH	
117 P				f 3.14	5.00	6.17	9.40 ³⁷	262.9	4.6 BRANT	
106 P				3.04				258.0	4.9 JOSHUA	
103 PY				2.58				254.2	3.8 OIMA YL	
107 PY				f 2.48 ¹⁰³	4.49	6.06	9.29	250.2	4.0 CHASE	
115 P				2.38	4.41	5.58	9.21	247.1	3.1 ELORA	
117 P				2.30				248.4	3.7 DAWES	
118 P				2.21	4.26	5.43	9.06	239.1	4.3 HAYDEN	
117 P				2.13				235.5	3.6 DN KELSO YL FO	
OPWY				s 2.05	s 4.10	5.27	8.50	230.6	4.9 FLYNN	
114 P				1.53	3.59	5.18	8.42	225.9	4.7 KERENS	
117 P				1.48				221.9	4.0 GLASGOW	
81 P				1.43				217.6	4.3 SANDS	
106 PW				1.37				211.9	5.7 BALCH	
117 P				1.31				204.8	7.6 CRUCERO	
117 P				1.25	3.35	4.54	8.20	196.9	7.4 BASIN	
126 P				1.18				191.5	5.4 AFTON	
70 P				1.11				187.8	4.2 DUNN	
125 P				1.05	3.15	4.34	8.04	182.4	4.9 FIELD	
117 P				1.00				177.8	4.6 MANIX	
117 P				12.55				173.8	4.5 HARVARD	
117 PW				12.51				168.3	5.0 TOOMEY	
115 P								168.2	5.1 DN-R YERMO YL BN	
OPTWY				12.40AM	2.53PM	4.12PM	7.45PM	171.0		
		Daily	Daily	Daily	Daily	Daily	Daily			

Thru Time (4.30) (3.22) (3.18) (3.00) (6.40) (6.45)
 Average speed per hour..... 38.0 50.8 51.8 57.0 25.6 25.3

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. 7	
SECOND CLASS				FIRST CLASS					April 29, 1951	
	299 Stock Special	259 Time Freight	9 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger	STATIONS			
	Daily	Daily	Daily	Daily	Daily	Daily	C.T.C. { DN-R YERMO YL BN			
OPTWY	7.45AM	1.45AM	10.30AM	6.00AM	4.07AM	12.10AM	4.6			
IP			10.38AM	6.10AM	4.15AM	12.23AM ³⁸	DN DAGGETT H			
			S 10.53AM	S 6.25	4.25	S 12.50	8.8			
			S 1.00PM	S 8.35	S 6.25	S 3.10	BARSTOW BA			
			1.10	8.45	6.33	S 3.20	80.8			
IP			1.20PM	8.55AM	6.43AM	3.30AM	SAN BERNARDINO B			
P			S 1.25 ²	S 9.00	6.45	S 3.40	3.5			
AI							COLTON			
124 P							6.3			
113 P							S. P. and A. T. & S. F. Crossings			
122 YP							RIVERSIDE JCT. YL			
122 P							0.7			
I							DN RIVERSIDE YL			
PW							2.3			
123 P							2.8			
P							P. E. CROSSING			
P							1.4			
118 P							STREETER			
122 P							0.8			
122 PW							ARLINGTON			
P							4.7			
118 P							BLY			
67 P							2.7			
							DN MIRA LOMA V			
							7.5			
							S. P. CROSSING			
							0.3			
							DN ONTARIO YL RA			
							2.3			
							SUNSWEEP			
							2.5			
							S. P. CROSSING			
							1.0			
							DN POMONA YL PO			
							8.1			
							SPADRA			
							4.5			
							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			
							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			

(7.45) (11.00) (4.30) (4.40) (3.53) (5.50) Thru Time
 20.2 14.2 36.4 35.1 42.2 28.1 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	2 Passenger	104 Streamliner Passenger	38 Passenger	256 Time Freight	260 Time Freight	STATIONS		
							C.T.C. { DN-R YERMO YL BN		
OPTWY	A 2.50PM	A 4.11PM	A 7.45PM	A 12.35AM	A 8.00PM	A 5.00AM	4.6		
IP	2.38PM	4.04PM	7.37PM	12.23AM ³⁷			DN DAGGETT H		
	S 2.25	S 3.52	7.27	S 12.10AM			8.5		
	S 12.20	S 1.50	S 5.38	S 9.55PM			BARSTOW BA		
	12.07PM	1.37	5.25	S 9.32			82.8		
IP	11.57AM	1.27PM	5.15PM	9.20PM			SAN BERNARDINO B		
P	S 11.55	S 1.25 ⁹	5.13	S 9.15			2.8		
AI							COLTON		
124 P							6.3		
113 P							S. P. and A. T. & S. F. Crossings		
122 YP							RIVERSIDE JCT. YL		
122 P							0.7		
I							DN RIVERSIDE YL		
PW							2.3		
123 P							2.8		
P							P. E. CROSSING		
P							1.4		
118 P							STREETER		
122 P							0.8		
122 PW							ARLINGTON		
P							4.7		
118 P							BLY		
67 P							2.7		
							DN MIRA LOMA V		
							7.5		
							S. P. CROSSING		
							0.3		
							DN ONTARIO YL RA		
							2.3		
							SUNSWEEP		
							2.5		
							S. P. CROSSING		
							1.0		
							DN POMONA YL PO		
							8.1		
							SPADRA		
							4.5		
							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		
							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		

Thru Time (4.20) (4.10) (3.45) (5.05) (9.30) (8.30)
 Average speed per hour 38.1 39.6 44.0 32.5 16.5 18.5

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. 7		Mile-Post
		April 29, 1951		
STATIONS				
	0.0	WHITTIER JCT.		0.0
		2.3		
18	2.8	D	WHITTIER YL WR	2.8
		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	17.8	D	FULLERTON RN	17.8
		2.7		
40	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. 7		Mile-Post
		April 29, 1951		
STATIONS				
YP	0.0	BOULDER JCT.		0.0
		9.8		
60	9.8	D	HENDERSON RB	9.8
		12.6		
PY	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.

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. 7		Mile-Post
		April 29, 1951		
STATIONS				
		OPTWYZ		
		Tfr	IP	8.1
			I	8.6
			AI	5.1
15	77	P		5.8
			AI	7.4
13			AI	11.2
61		P		12.5
73	75	P		14.8
			I	14.6
			I	17.4
96		P		19.1
			I	21.7
			I	21.9
			P	22.8
			I	23.2
		PWY		24.2
			P	25.9
				28.1

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 "Frt." — 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 "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	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 Stock Specials: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60	Trains handling water cars converted from Vanderbilt type engine tenders on secondary tracks and branch lines.			20
Freight trains handling tonnage in excess of 65 tons per operative brake.			50	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		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. On branch lines.	50	40 30	25 15
Diesel-electric Engine 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.				When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Mountain Type Engines. Steam Engines numbered in 5000 series. McArthur Type Engines. Steam Engines moving backward.		70 50 55 20	50 50 50 20	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 loaded wooden Hart convertible cars: On main line. On branch lines.			30 20	Wye tracks.	6	6	6
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				

FIRST SUBDIVISION

Las Vegas Between M.P. 334.2 and 332.9.	20	20	20	Cima to Kelso Diesel-electric Engine running light with dynamic brake in operation and passenger trains handled by Diesel-electric engines with dynamic brake in operation.		
Arden Between M.P. 321.0 and 320.6.	65	55	45			
Between M.P. 319.7 and 318.5.	40	40	30			
Between M.P. 317.1 and 315.0.	40	40	30		45	45
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric Engine with dynamic brake in operation.		
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			30

FIRST SUBDIVISION (Cont'd)

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

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. See Note.	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
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	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Streeter Between M.P. 53.7 and 53.4. See Note.	60	50	40	Montebello Over Power operated Switch M.P. 7.72: Using straight track.	50	50	50
Arlington Between M.P. 52.3 and 51.8.	65	55	45	Using turn out.	25	20	20
Between M.P. 50.7 and 49.9.	70	60	50	East Yard Between M.P. 3.3 and 1.7.	25	25	20
Mira Loma S. P. Crossing M.P. 38.1.	30	30	25	Between M.P. 0.1 and West 0.3.	25	25	20
Pomona Between M.P. 32.5 and 31.5.	40	40	25	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	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			

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
First Subdivision				Glendale Branch			
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
				Modglin Co., Inc.	5.8	6	West
Second Subdivision				Sawyer Cabinet Co.	6.1	2	East
Magnolia Ave.	55.2	13	East	Forest Lawn	6.2	3	Both
Stearns Winery	45.8	226	East	Glendale	7.7	5	Both
Champagne	43.5	45	Both				
Ballou	40.5	41	Both	Pasadena Branch			
Winery Spur	39.1	12	West	Baker Spur	5.3	5	East
San Antonio Meat Co.	34.1	22	East	Team Track	5.4	1	West
Industrial Spur	27.0	38	East	Municipal Light Plant	8.2	8	East
Fallon	21.7	9	West	Municipal Light Plant	8.3	7	Both
Clayton	13.5	8	East	Lennox Furnace Co.	8.5	2	East
St. Helens Spur	11.1	16	West	Crown Fence & Supply Co.	8.6	2	West
				A. C. Vroman Inc.	9.3	3	East
				Pasadena	9.8	19	Both
Boulder City Branch				San Pedro Branch			
Magnesium	10.5	20	Both	Flood Control Spur.....	8.5	3	East
				Rancho Los Amigos	10.0	3	East
Crestmore Branch				Dayton Foundry Co.....	10.2	6	West
Ennis	3.1	15	Both	Hollydale Spur and Waldrip Engr. Co... Macco Corporation	10.4 11.5	18 15	West West
Ormand	3.9	14	Both	Auto Lite Battery.....	11.6	19	East
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
				Exeter Refining Co.	14.1	20	East
				Operators Refining Co.....	14.4	19	West
Anaheim Branch				Lakewood Branch			
Gladding McBean Track	0.2	9	Both	Lakewood	16.2	13 P	Both
Sunny Hills Spur	13.8	118	West	Douglas Aircraft Spur & Wye	16.5		Both
Fullerton Industrial Lead	15.4	30	West	Montana Ranch Spur	16.9	6	East
California Juice Inc.	19.1	13	West	Richfield Oil Spur	17.1	47	West
Southern California Citrus	19.2	16	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
First Subdivision				Second Subdivision			
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	83.0
Total	421.5