

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



**CALIFORNIA DIVISION**

**TIME-TABLE**  
**No. 10**

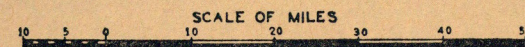
**Effective Sunday,**  
**November 16, 1952**

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.

A. BYBEE, Assistant Superintendent ..... Las Vegas, Nev.

F. H. BLAIR, 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.

P. G. MARTIN, Division Engineer ..... Los Angeles, Cal.

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

**First Subdivision and Branches**

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

R. L. GUNDY,  
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.

D. K. GROUSSMAN,  
Asst. Chief Train Dispatcher ..... Los Angeles, Cal.

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

NAME	TITLE	PLACE
Douglas L. Gamette	Medical Director..	Los Angeles ....
J. B. Demman.....	Surgeon .....	Las Vegas .....
C. G. Scruggs.....	Surgeon .....	Las Vegas .....
J. J. Hamill.....	Surgeon .....	Las Vegas .....
Geo. J. Madsen.....	Oculist .....	Las Vegas .....
P. W. Lawler.....	Surgeon .....	Victorville .....
H. D. Orr .....	Surgeon .....	Victorville .....
Leland Jacobson .....	Surgeon .....	San Bernardino ..
T. A. Card.....	Surgeon .....	Riverside .....
R. E. Fisher.....	Surgeon .....	Pomona .....
W. A. Sullivan.....	Surgeon .....	Ontario .....
W. W. Schultz.....	Surgeon .....	Puente .....
E. M. Pettis.....	Surgeon .....	Fullerton .....
E. L. Shultz.....	Surgeon .....	East Los Angeles..
W. W. Meier.....	Surgeon .....	East Los Angeles..
H. A. Baers.....	Oculist & Aurist...	Los Angeles .....
W. H. Ball.....	Surgeon .....	Los Angeles .....
A. W. Gray.....	Surgeon .....	Los Angeles .....
F. W. Van Kirk.....	Surgeon .....	Los Angeles .....
A. L. Kobal.....	Surgeon .....	Los Angeles .....
C. H. Landers.....	Surgeon .....	Los Angeles .....
W. W. Mead.....	Surgeon .....	Los Angeles .....
R. W. Moore.....	Surgeon .....	Los Angeles .....
F. A. Travers.....	Surgeon .....	Los Angeles .....
E. M. F. Weaver...	Oculist & Aurist...	Los Angeles .....
A. W. Williams.....	Surgeon .....	Los Angeles .....
E. E. Wunderlich...	Surgeon .....	Los Angeles .....
G. H. Quillen.....	Surgeon .....	Wilmington .....
W. W. Horst.....	Surgeon .....	Wilmington .....
R. B. Eusden.....	Surgeon .....	Long Beach .....
H. L. Gramlich.....	Surgeon .....	Long Beach .....
R. H. Munford.....	Surgeon .....	La Habra .....
J. M. Schlund.....	Surgeon .....	Whittier .....
H. G. Westphal.....	Surgeon .....	Glendale .....
G. L. Barnum.....	Surgeon .....	Pasadena .....
B. O'Sullivan.....	Surgeon .....	Pasadena .....
J. K. Cummings.....	Surgeon .....	Highland Park ...
W. G. Patton.....	Oculist & Aurist...	Alhambra .....
D. P. Nebeker.....	Surgeon .....	Arcadia .....
W. W. Woods.....	Surgeon .....	Alhambra .....
C. T. Poulson.....	Surgeon .....	Inglewood .....
J. C. Sharpe.....	Surgeon .....	West Los Angeles.
D. O. Lagerlof.....	Surgeon .....	West Los Angeles.
G. R. Dunlevy.....	Surgeon .....	Hollywood .....
T. M. Hearn.....	Surgeon .....	Hollywood .....
J. E. Bergmann.....	Surgeon .....	Santa Monica ...
K. Toma.....	Surgeon .....	Bell .....
S. A. Jacques.....	Surgeon .....	Baldwin Park ....

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

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

**CONDENSED TIME-TABLE**

WESTWARD					EASTWARD											
FIRST CLASS					FIRST CLASS											
9	103	1	37	Distance from Ogden	Time-Table No. 10		Mile Post	10	2	104	38					
Passenger	Streamliner Passenger	Passenger	Passenger		November 16, 1952			Passenger	Passenger	Streamliner Passenger	Passenger					
Daily	Daily	Daily	Daily		STATIONS											
9.05	6.25	4.50	7.00	0.0	MT	OGDEN	MT	0.0	A	6.05	A	7.10	A	9.35	A	6.25
10.00	7.10	5.40	8.00	86.8	MT	SALT LAKE CITY	MT	86.8		5.05		6.20		8.50		5.30
9.30	6.20	4.50	8.30		PT		PT	784.0		3.45		5.10		7.40		4.00
11.39	8.14	7.06	11.22	154.4		LYNN DYL		665.9		1.20		2.49		5.46		1.10
1.20	9.30	8.40	1.35	248.5		MILFORD		576.8		11.50		1.30		4.37		11.30
2.05	9.57	9.15	2.20	278.9		LUND		541.4		11.03		12.30		4.00		10.40
4.08	11.31	11.09	4.45	360.8		OALIENTE		459.5		9.10		10.37		2.24		8.30
7.05	2.15	2.30	8.15	486.1		LAS VEGAS		884.2		6.30		7.55		11.55		5.30
7.20	2.25	2.45	8.45							6.15		7.40		11.45		5.00
10.45	5.10	6.00	1.00	657.1		YERMO		168.2		2.53		4.15		8.45		12.30
11.08	5.28	6.25	1.30	670.5		BARSTOW		150.1		2.25		3.47		8.27		11.59
1.15	7.25	8.35	3.55	751.8		SAN BERNARDINO		67.8		12.20		1.50		6.38		9.45
1.25	7.33	8.45	4.05	754.8		COLTON		64.5		12.07		1.37		6.25		9.15
1.40	7.45	9.00	4.25	761.8		RIVERSIDE		57.5		11.55		1.25		6.13		8.55
2.03	8.03	9.23	5.05	781.5		ONTARIO		37.8		11.28		1.00		5.53		8.15
2.14	8.11	9.32	5.25	787.3		POMONA		32.0		11.20		12.50		5.46		8.05
2.50	8.40	10.10	6.25	818.6		EAST LOS ANGELES		5.7		10.50		12.20		5.20		7.25
A3.15	A9.00	A10.40	A7.00	821.0	PT	LOS ANGELES	PT	0.0		10.30		12.01		5.00		7.00
						821.0				Daily		Daily		Daily		Daily
(19.10)	(15.35)	(18.50)	(25.00)		Thru Time .....				(18.35)	(18.09)	(15.35)	(22.25)				
42.8	52.7	43.6	32.8		Average speed per hour .....				44.0	45.2	52.7	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
1	Victorville	Omaha or beyond	
1	Ontario, Pomona	Salt Lake City or beyond	
9	Colton, Ontario	Salt Lake City or beyond	
9	Victorville	Any station	Any station
*37	Any station	Any station	Any station
103	Riverside	Any station	Los Angeles
2	Pomona, Ontario		Salt Lake City or beyond
2	Victorville		Omaha or beyond
10	Pomona, Ontario		Salt Lake City or beyond
10	Victorville	Any station	Any station
*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	9 Passenger	1 Passenger	103 Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
	10.15PM	1.45AM	8.45PM	7.20AM	2.45AM	2.25AM	449.8
117 P			8.54				454.7
107 PW			f 9.05	7.37	3.02	2.41	461.5
104 P			f 9.16	7.47	3.12		469.0
115 P			9.25	7.54	3.19	2.58	474.7
116 P			9.33	8.01	3.26		482.9
118 P			9.38				487.7
66 P			9.42	8.09	3.34		492.8
125 P			9.46				496.8
118 PW			9.51	8.17	3.42		501.5
117 P			9.56				506.5
117 P			10.03	8.28	3.53		511.9
117 P			f 10.11				516.5
117 P			10.17	8.38	4.03		521.1
106 P			10.23				526.0
103 } 107 } PY			10.29	8.47	4.12	3.48	529.8
115 P			10.35	8.53	4.18	3.52	533.8
117 P			10.41				536.9
118 P			10.47	9.04	4.29		540.6
117 P			10.54				544.9
OPWY			s 11.15	f 9.18	4.41	4.07	548.5
114 P			11.23				553.4
117 P			11.28				558.1
81 P			11.32	9.31	4.54		562.1
106 PW			11.37				566.4
117 P			11.43				572.1
117 P			11.50	9.49	5.12	4.32	579.7
126 P			11.56PM	9.56	5.19		587.1
70 P			12.03AM				592.5
125 P			12.11	10.08	5.31		596.7
117 P			12.18				601.6
117 P			12.24	10.18	5.40		606.2
117 PW			12.29				610.7
115 P			12.34			5.00	615.7
OPTWY	A 5.30AM	A 7.15AM	A 12.45AM	A 10.40AM	A 5.55AM	A 5.09AM	620.8

Time-Table No. 10

November 16, 1952

STATIONS

DN-R LAS VEGAS YL VG
4.9
BRACKEN
2.3
BOULDER JCT.
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 OH
5.4
MOORE
4.6
IVANPAH
4.6
BRANT
4.9
JOSHUA
3.8
OIMA YL
4.0
CHASE
3.1
ELOBA
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
BALCH
7.6
ORUCERO
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
171.0

CENTRALIZED TRAFFIC CONTROL

(7.15) (5.30) (4.00) (3.20) (3.10) (2.44) ..... Thru Time  
23.5 31.1 42.7 51.3 53.1 62.5 ..... 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			
	38 Passenger	10 Passenger	2 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight
	Daily	Daily	Daily	Daily	Daily	Daily
	A 5.00AM	A 6.15PM	A 7.40PM	A 11.45PM	A 9.00AM	A 11.45PM
117 P	4.45	5.59	7.25	11.35		
107 PW	f 4.35	5.52	7.18	11.29		
104 P	f 4.22					
115 P	4.10	5.37	7.01	11.14		
116 P	s 3.55					
118 P	3.40					
66 P	3.34					
125 P	3.25					
118 PW	3.20	5.13	6.36			
117 P	f 3.15					
117 P	3.05					
117 P	f 2.59	5.00	6.23	10.40		
117 P	2.50					
106 P	2.43					
103 } 107 } PY	f 2.38	4.49	6.13	10.29		
115 P	2.28	4.41	6.04	10.21		
117 P	2.20					
118 P	2.11	4.26	5.48	10.06		
117 P	2.03					
OPWY	s 1.55	s 4.10	5.31	9.50		
114 P	1.43	3.59	5.21	9.42		
117 P	1.38					
81 P	1.33					
106 PW	1.27					
117 P	1.21					
117 P	1.15	3.33	4.55	9.20		
126 P	1.08					
70 P	1.01					
125 P	12.55	3.14	4.36	9.04		
117 P	12.50					
117 P	12.45					
117 PW	12.41					
115 P						
OPTWY	12.30AM	2.53PM	4.15PM	8.45PM	2.00AM	4.45PM

Thru Time ..... (4.30) (3.22) (3.25) (3.00) (7.00) (7.00)  
Average speed per hour ..... 38.0 50.8 50.0 57.0 24.4 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 Salt Lake City	Time-Table No. 10	
		SECOND CLASS		FIRST CLASS					November 16, 1952	
Car capacity of sidings, etc. See Rule 6(A), Page 8	OPTWY	299 Stock Special	259 Time Freight	9 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger	C.T.C.	STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily			
		7.45AM	6.00AM	10.45AM	6.00AM	5.10AM	1.00AM	620.8	DN-R YERMO YL BN	
	IP			10.53AM	6.10AM	5.18AM	1.08AM	625.4	DN DAGGETT H	
				s 11.08AM	s 6.25	5.28	s 1.30	634.2	BARSTOW BA	
				s 1.15PM	s 8.35	s 7.25	s 3.55	715.0	SAN BERNARDINO B	
				1.25	8.45	7.33	s 4.05	718.5	COLTON	
	IP			1.35PM	8.55AM	7.43AM	4.15AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
	P			s 1.40	s 9.00	7.45	s 4.25	725.5	DN RIVERSIDE YL	
	AI							727.8	P. E. CROSSING	
124	P						4.35	729.2	STREETER	
113	P							730.0	ARLINGTON	
122	YP							734.7	BLY	
122	P			1.55	9.15	7.57	s 4.50	737.4	DN MIRA LOMA V	
	I							744.9	S. P. CROSSING	
	PW			2.03	9.23	8.03	s 5.05	745.2	DN ONTARIO YL RA	
123	P							747.5	SUNSWEEET	
	P							750.0	S. P. CROSSING	
	P			s 2.14	9.32	8.11	s 5.25	751.0	DN POMONA YL PO	
118	P							754.1	SPADRA	
122	P						5.36	758.6	WALNUT	
122	PW			2.30	9.50		5.45	766.0	D HILLGROVE BG	
	P							772.1	WHITTIER JCT.	
118	P			2.38	9.58	8.30	s 6.00	772.7	D PICO K	
67	P						s 6.10	774.5	D MONTEBELLO MK	
				s 2.50	s 10.10	s 8.40	s 6.25	777.8	EAST LOS ANGELES YL	
	OPTWYZ	A 3.30PM	A 3.00PM					777.4	DN-R EAST YARD YL	
	P							780.2	DOWNY ROAD YL	
	I							781.8	NINTH ST. JCT. YL	
	I			3.08	10.30	8.53	6.52	783.0	FIRST ST. YL	
	I							783.9	PASADENA JCT. YL	
	IP			A 3.15PM	A 10.40AM	A 9.00AM	A 7.00AM	784.0	A. T. & S. F. Csg. (Mission Tower)	
								784.7	DN-R LOS ANGELES (Union Station) UD	
								163.9		

(7.45) (9.00) (4.30) (4.40) (3.50) (6.00) ..... Thru Time  
20.2 17.4 36.4 35.1 42.8 27.3 ..... 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	
		FIRST CLASS		SECOND CLASS			
Car capacity of sidings, etc. See Rule 6(A), Page 8	OPTWY	10 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	256 Time Freight	260 Time Freight
		Daily	Daily	Daily	Daily	Daily	Daily
		A 2.50PM	A 4.11PM	A 8.44PM	A 12.20AM	A 4.00PM	A 1.30AM
	IP	2.38PM	3.59PM	8.37PM	12.12AM		
		s 2.25	s 3.47	8.27	s 11.59PM		
		s 12.20	s 1.50	s 6.38	s 9.45	11.00	8.45
		12.07PM	1.37	6.25	s 9.15	10.00	8.00
	IP	11.57AM	1.27PM	6.15PM	9.00PM		
	P	s 11.55	s 1.25	6.13	s 8.55		
	AI						
124	P	11.43	1.15		8.35		
113	P						
122	YP						
122	P	11.35	1.07		8.28		
	I						
	PW	11.28	1.00	5.53	s 8.15		
123	P						
	P						
	P	11.20	12.50	5.46	s 8.05		
118	P						
122	P				7.45		
122	PW	11.02	12.32		7.37		
	P						
118	P				7.30		
67	P						
		s 10.50	s 12.20	s 5.20	s 7.25		
	OPTWYZ					7.00AM	5.00PM
	P						
	I						
	I						
	IP	10.30AM	12.01PM	5.00PM	7.00PM		
		Daily	Daily	Daily	Daily	Daily	Daily

Thru Time ..... (4.20) (4.10) (3.44) (5.20) (9.00) (8.30)  
Average speed per hour..... 38.1 39.6 44.2 30.9 17.5 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. 10 November 16, 1952		Mile-Post
		STATIONS		
	0.0			0.0
	2.3	D	WHITTIER YL WR	2.3
18	6.9		PAC. ELEC. CROSSING	6.9
	9.7		LA HABRA HA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	18.8		SUNNY HILLS	18.8
	15.5		A. T. & S. F. CROSSING	15.5
11	17.8	D	FULLERTON RN	17.8
40	20.0	D	ANAHEIM YL MN	20.0

**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. 10 November 16, 1952		Mile-Post
		STATIONS		
			DN-R EAST YARD YL D	
	3.1	DN	HOBART YL J	3.1
	3.6		L. A. JCT. RY. CROSSING YL	3.6
	5.1		P. E. CROSSING YL	5.1
	5.8		BELL YL	5.8
	7.4		S. P. CROSSING	7.4
	9.4		WORKMAN	9.4
	11.2		P. E. CROSSING	11.2
	12.5	D	PARAMOUNT YL HY	12.5
	14.8		RIOCO YL	14.8
	14.6		DOUGLAS JCT. YL	14.6
	17.4		P. E. CROSSING	17.4
	19.1	D	MANUEL MU	19.1
	21.7		S. P. CROSSING	21.7
	21.9		P. E. CROSSING	21.9
	22.3	DN	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

**WESTWARD — BOULDER CITY BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 10 November 16, 1952		Mile-Post
		STATIONS		
	0.0		BOULDER JCT.	0.0
80	9.8	D	HENDERSON RB	9.8
	22.4	D-R	BOULDER CITY YL BC	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 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.

**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 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	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
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 40	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1500 class Diesel-electric Freight Locomotives.		50	50	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 scale test 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**

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Las Vegas Between M.P. 334.2 and 332.9.	20	20	20	Cima to Kelso Diesel-electric Locomotive running light with dynamic brake in operation and passenger trains handled by Diesel-electric Locomotives with dynamic brake in operation.		45	45
Arden Between M.P. 321.0 and 320.6.	65	55	45	Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric Locomotive with dynamic brake in operation.		30	
Between M.P. 319.7 and 318.5.	40	40	30	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 Cima to Kelso			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.
<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.	60	50	40
				Between M.P. 193.7 and 191.8	50	40	30
<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
				45			
	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							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<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: Using straight track.	50	50	50
<b>Arlington</b> 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	<b>East Yard</b> Between M.P. 3.3 and 1.7.	25	25	20
<b>Mira Loma</b> S. P. Crossing M.P. 38.1.	30	30	25	Between M.P. 0.1 and West 0.3.	25	25	20
<b>Pomona</b> 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		
	Psgr.	Frnt.			Psgr.	Frnt.	
<b>Boulder City Branch</b> Between M.P. 11.2 and 11.5. 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.	12	12	
<b>Crestmore Branch</b> Between Bly and Crestmore.		15		Henry Ford Ave. drawbridge.	15	15	
<b>Anaheim Branch</b> Between M.P. 2.0 and 2.5. Between M.P. 12.0 and 13.0.		15		Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20	
		10		Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5	
				<b>Pasadena Branch</b>	12	12	
				<b>Glendale Branch</b>	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 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>			
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	East
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>				Maceo 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>				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	187.1	30	Both
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	92.6
Total	431.1