

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. GUNDEY,
 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.
 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
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 ..
J. N. McAllister....	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
K. B. Jacques.....	Surgeon	Los Angeles
A. L. Kobal.....	Surgeon	Los Angeles
H. M. Mason.....	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. G. 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. E. 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	East Yard.....	4th St. Yard Office
Kelso .....	.....Telegraph Office	Los Angeles..	Union Station Telegraph Office
Yermo .....	.....Telegraph Office	Los Angeles .....	.....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. 9		Mile Post	10	2	104	38					
Passenger	Streamliner Passenger	Passenger	Passenger		April 27, 1952			Passenger	Passenger	Streamliner Passenger	Passenger					
Daily	Daily	Daily	Daily		STATIONS											
8.35	5.25	4.50	7.00	0.0	MT	OGDEN	MT	0.0	A	6.00	A	7.10	A	8.35	A	6.25
9.30	6.10	5.40	8.00	36.3	MT	SALT LAKE CITY	MT	36.3		5.05		6.20		7.50		5.30
9.15	5.20	4.50	8.30		PT		PT	784.0		3.45		5.10		6.40		4.00
11.18	7.14	7.01	11.10	154.4		LYNNDYL		665.9		1.25		2.49		4.46		1.10
1.00	8.30	8.45	1.10	243.5		MILFORD		576.8		11.55		1.30		3.37		11.30
1.45	8.57	9.22	1.52	278.9		LUND		541.4		11.04		12.37		3.00		10.40
3.54	10.34	11.18	4.00	360.8		CALIENTE		459.5		9.10		10.47		1.24		8.30
6.55	1.15	2.20	7.10	486.1		LAS VEGAS		384.2		6.30		7.55		10.55		5.30
7.10	1.25	2.35	7.40						6.15		7.40		10.45		5.00	
10.30	4.07	6.00	11.55	657.1		YERMO		168.2		2.53		4.15		7.45		12.30
10.53	4.25	6.25	12.25	670.5		BARSTOW		150.1		2.25		3.47		7.27		11.59
1.00	6.25	8.35	2.50	751.3		SAN BERNARDINO		67.3		12.20		1.50		5.38		9.45
1.10	6.33	8.45	3.00	754.8		COLTON		64.5		12.07		1.37		5.25		9.15
1.25	6.45	9.00	3.20	761.8		RIVERSIDE		57.5		11.55		1.25		5.13		8.55
1.48	7.03	9.23	4.05	781.5		ONTARIO		37.8		11.28		1.00		4.53		8.15
1.57	7.11	9.32	4.25	787.3		POMONA		32.0		11.20		12.50		4.46		8.05
2.30	7.40	10.10	5.25	813.6		EAST LOS ANGELES		5.7		10.50		12.20		4.20		7.25
A3.00	A8.00	A 10.40	A 6.00	821.0	PT	LOS ANGELES	PT	0.0		10.30		12.01		4.00		7.00
						821.0				Daily		Daily		Daily		Daily

(19.25) (15.35) (18.50) (24.00) Thru Time (18.30) (18.09) (15.35) (22.25)
 42.3 52.7 43.6 34.2 Average speed per hour 44.3 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	Time-Table No. 9 April 27, 1952	STATIONS
	259 Time Freight	299 Stock Special	37 Passenger	9 Passenger	1 Passenger	103 Streamliner Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily			
OPTWYZ	4.00PM	1.45AM	7.40PM ²	7.10AM	2.35AM	1.25AM	449.8	DN-R LAS VEGAS YL VG	
117 P			7.49				454.7	4.9 BRACKEN	
Y							457.0	2.8 BOULDER JCT.	
107 PW			f 8.00	7.27	2.52	1.41	461.5	4.5 ARDEN A	
104 P			f 8.11	7.37	3.02		469.0	7.5 SLOAN SX	
115 P			8.20	7.44	3.10	1.58	474.7	5.7 ERIE	
116 P			8.28	7.51	3.17		482.9	8.2 JEAN JE	
118 P			8.33				487.7	4.8 BORAX	
66 P			8.37	7.59	3.25		492.3	4.6 ROACH	
125 P			8.41				496.8	4.5 CALADA	
118 PW			8.46	8.07	3.33 ³⁸	2.19	501.5	4.7 DESERT	
117 P			8.51				506.5	5.0 NIPTON OH	
117 P			8.58	8.18	3.46		511.9	5.4 MOORE	
117 P			f 9.06				516.5	4.6 IVANPAH	
117 P			9.12	8.28	3.59		521.1	4.6 BRANT	
106 P			9.18			2.43 ³⁸	526.0	4.9 JOSHUA	
103 } PY			9.29 ¹⁰⁴	8.37	4.11	2.48	529.8	3.8 CIMA YL	
107 }								4.0 CHASE	
115 P			9.36	8.43	4.17	2.52	533.8	3.1 ELOBA	
117 P			9.41				536.9	3.7 DAWES	
118 P			9.47	8.54	4.28		540.6	4.3 HAYDEN	
117 P			9.54				544.9	3.6 KELSO YL FO	
OPWY			s 10.15	f 9.08	4.40	3.07	548.5	4.9 FLYNN	
114 P			10.23				553.4	4.7 KERENS	
117 P			10.28				558.1	4.0 GLASGOW	
81 P			10.32	9.21	4.53		562.1	4.8 SANDS	
106 PW			10.37				566.4	5.7 BALCH	
117 P			10.43				572.1	7.6 ORUCERO	
117 P			10.50	9.39	5.11	3.32	579.7	7.4 BASIN	
126 P			10.56	9.46	5.18		587.1	5.4 AFTON	
70 P			11.03				592.5	4.2 DUNN	
125 P			11.11	9.58	5.30		596.7	4.9 FIELD	
117 P			11.18				601.6	4.6 MANIX	
117 P			11.24	10.08	5.40		606.2	4.5 HARVARD	
117 PW			11.30				610.7	5.0 TOOMEY	
115 P			11.35			4.00	615.7	5.1 YERMO YL BN	
OPTWY	A 1.00AM	A 7.15AM	A 11.45PM	A 10.25AM	A 5.55AM	A 4.07AM	620.8	171.0	

CENTRALIZED TRAFFIC CONTROL

(9.00)	(5.30)	(4.05)	(3.15)	(3.20)	(2.42)	.....	Thru Time
19.0	31.1	41.9	52.6	51.3	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

Car capacity of sidings, etc. See Rule 6(A). Page 8	FIRST CLASS				SECOND CLASS		Mile-Post	Time-Table No. 9 April 27, 1952	STATIONS
	38 Passenger	10 Passenger	2 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight			
	Daily	Daily	Daily	Daily	Daily	Daily			
OPTWYZ	A 5.00AM	A 6.15PM	A 7.40PM ³⁷	A 10.45PM	A 12.45PM	A 3.30AM	384.2	DN-R LAS VEGAS YL VG	
117 P	4.45	5.59	7.25	10.35			329.3	4.9 BRACKEN	
Y							327.0	2.8 BOULDER JCT.	
107 PW	f 4.35	5.52	7.18	10.29			322.5	4.5 ARDEN A	
104 P	f 4.22						315.0	7.5 SLOAN SX	
115 P	4.10	5.37	7.01	10.14			309.3	5.7 ERIE	
116 P	s 4.00						301.1	8.2 JEAN JE	
118 P	3.52						296.3	4.8 BORAX	
66 P	3.46						291.7	4.6 ROACH	
125 P	3.40						287.2	4.5 CALADA	
118 PW	3.33 ¹	5.13	6.36				282.5	4.7 DESERT	
117 P	f 3.15						277.5	5.0 NIPTON CH	
117 P	3.05						272.1	5.4 MOORE	
117 P	f 2.59	5.00	6.23	9.40			267.5	4.6 IVANPAH	
117 P	2.50						262.9	4.6 BRANT	
106 P	2.43 ¹⁰³						258.0	4.9 JOSHUA	
103 } PY	f 2.38	4.49	6.13	9.29 ³⁷			254.2	3.8 CIMA YL	
107 }								4.0 CHASE	
115 P	2.28	4.41	6.04	9.21			250.2	3.1 ELOBA	
117 P	2.20						247.1	3.7 DAWES	
118 P	2.11	4.26	5.48	9.06			243.4	4.3 HAYDEN	
117 P	2.03						239.1	3.6 KELSO YL FO	
OPWY	s 1.55	s 4.10	5.31	8.50			235.5	4.9 FLYNN	
114 P	1.43	3.59	5.21	8.42			230.6	4.7 KERENS	
117 P	1.38						225.9	4.0 GLASGOW	
81 P	1.33						221.9	4.8 SANDS	
106 PW	1.27						217.6	5.7 BALCH	
117 P	1.21						211.9	7.6 ORUCERO	
117 P	1.15	3.33	4.55	8.20			204.3	7.4 BASIN	
126 P	1.08						196.9	5.4 AFTON	
70 P	1.01						191.5	4.2 DUNN	
125 P	12.55	3.14	4.36	8.04			187.3	4.9 FIELD	
117 P	12.50						182.4	4.6 MANIX	
117 P	12.45						177.8	4.5 HARVARD	
117 PW	12.41						173.3	5.0 TOOMEY	
115 P							168.3	5.1 YERMO YL BN	
OPTWY	12.30AM	2.53PM	4.15PM	7.45PM	6.05AM	8.50PM	168.2	171.0	

CENTRALIZED TRAFFIC CONTROL

.....	(4.30)	(3.22)	(3.25)	(3.00)	(6.40)	(6.40)	Thru Time
.....	38.0	50.8	50.0	57.0	25.6	25.6	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.

WESTWARD				SECOND SUBDIVISION				Distance from Salt Lake City	Time-Table No. 9	
Car capacity of sidings, etc. See Rule 6(A). Page 8	SECOND CLASS		FIRST CLASS				April 27, 1952			
	299 Stock Special	259 Time Freight	9 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger	STATIONS			
	Daily	Daily	Daily	Daily	Daily	Daily				
OPTWY	7.45AM	1.45AM	10.30AM	6.00AM	4.07AM	11.55PM	620.8			
IP			10.38AM	6.10AM	4.15AM	12.03AM	625.4			
			s 10.53AM	s 6.25	4.25	s 12.25	634.2			
			s 1.00PM	s 8.35	s 6.25	s 2.50	715.0			
			1.10	8.45	6.33	s 3.00	718.5			
IP			1.20PM	8.55AM	6.43AM	3.10AM	724.8			
P			s 1.25 ²	s 9.00	6.45	s 3.20	725.5			
AI							727.8			
124 P						3.30	729.2			
113 P							780.0			
122 YP							784.7			
122 P			1.40	9.15	6.57	s 3.45	787.4			
I							744.9			
PW			1.48	9.23	7.03	s 4.05	745.2			
123 P							747.5			
P							750.0			
P			s 1.57	9.32	7.11	s 4.25	751.0			
118 P							754.1			
122 P						4.36	758.6			
122 PW			2.15	9.50		4.45	766.0			
P							772.1			
118 P			2.23	9.58	7.30	s 5.00	772.7			
67 P						s 5.10	774.5			
			s 2.30	s 10.10	s 7.40	s 5.25	777.8			
OPTWYZ	A 3.30PM	A 12.45PM					777.4			
P							780.2			
I							781.3			
I							788.0			
I			2.53	10.30	7.53	5.52	788.9			
I							784.0			
IP			A 3.00PM	A 10.40AM	A 8.00AM	A 6.00AM	784.7			
							163.9			
	(7.45)	(11.00)	(4.30)	(4.40)	(3.53)	(6.05)	.....	Thru Time	
	20.2	14.2	36.4	35.1	42.2	26.9	.....	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.

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WESTWARD				SECOND SUBDIVISION				EASTWARD	
Car capacity of sidings, etc. See Rule 6(A). Page 8	SECOND CLASS		FIRST CLASS				April 27, 1952		
	299 Stock Special	259 Time Freight	9 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger	STATIONS		
	Daily	Daily	Daily	Daily	Daily	Daily			
OPTWY	7.45AM	1.45AM	10.30AM	6.00AM	4.07AM	11.55PM	620.8		
IP			10.38AM	6.10AM	4.15AM	12.03AM	625.4		
			s 10.53AM	s 6.25	4.25	s 12.25	634.2		
			s 1.00PM	s 8.35	s 6.25	s 2.50	715.0		
			1.10	8.45	6.33	s 3.00	718.5		
IP			1.20PM	8.55AM	6.43AM	3.10AM	724.8		
P			s 1.25 ²	s 9.00	6.45	s 3.20	725.5		
AI							727.8		
124 P						3.30	729.2		
113 P							780.0		
122 YP							784.7		
122 P			1.40	9.15	6.57	s 3.45	787.4		
I							744.9		
PW			1.48	9.23	7.03	s 4.05	745.2		
123 P							747.5		
P							750.0		
P			s 1.57	9.32	7.11	s 4.25	751.0		
118 P							754.1		
122 P						4.36	758.6		
122 PW			2.15	9.50		4.45	766.0		
P							772.1		
118 P			2.23	9.58	7.30	s 5.00	772.7		
67 P						s 5.10	774.5		
			s 2.30	s 10.10	s 7.40	s 5.25	777.8		
OPTWYZ	A 3.30PM	A 12.45PM					777.4		
P							780.2		
I							781.3		
I							788.0		
I			2.53	10.30	7.53	5.52	788.9		
I							784.0		
IP			A 3.00PM	A 10.40AM	A 8.00AM	A 6.00AM	784.7		
							163.9		
	(7.45)	(11.00)	(4.30)	(4.40)	(3.53)	(6.05)	.....	Thru Time
	20.2	14.2	36.4	35.1	42.2	26.9	.....	Average speed per hour

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

All first-class trains will register at Yermo by train registering ticket.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.
 For Stations not shown on schedule pages.—See Page 11.

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WESTWARD — ANAHEIM BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Whittier Jct.	Time-Table No. 9		Mile-Post
		April 27, 1952		
STATIONS				
	0.0			0.0
		WHITTIER JCT.		
		2.8		
18	2.3	D	WHITTIER YL WR	2.3
		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	18.8		SUNNY HILLS	18.8
		1.7		
	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 SAN PEDRO BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from First Street Los Angeles	Time-Table No. 9		Mile-Post
		April 27, 1952		
STATIONS				
		EAST YARD YL D		
		8.1		
			HOBART YL J	8.1
		A. T. and S. F. Crossing		
		0.5		
			L. A. JCT. RY. CROSSING YL	8.6
		1.5		
			P. E. CROSSING YL	5.1
		0.2		
			BELL YL	5.8
		2.1		
			S. P. CROSSING	7.4
		2.0		
			WORKMAN	9.4
		1.8		
			P. E. CROSSING	11.2
		1.8		
		D	PARAMOUNT YL HY	12.5
		1.8		
			RIOCO YL	14.8
		0.3		
			DOUGLAS JCT. YL	14.6
		2.8		
			P. E. CROSSING	17.4
		1.7		
		D	MANUEL MU	19.1
		2.6		
			S. P. CROSSING	21.7
		0.2		
			P. E. CROSSING	21.9
		0.4		
		DN	MEAD TFR. YL WI	22.3
		0.9		
			HENRY FORD BLV. DRAWBRIDGE YL	23.2
		1.0		
			TERMINAL ISLAND YL	24.2
		1.7		
			EAST SAN PEDRO YL	25.9
		23.1		

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 9		Mile-Post
		April 27, 1952		
STATIONS				
	0.0			0.0
		BOULDER JCT.		
		9.8		
60	9.8	D	HENDERSON RB	9.8
		12.6		
	22.4	D-R	BOULDER CITY YL	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 "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.			40
DLS and Stock Specials: On straight track, where not otherwise restricted.			60	Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			35
On curves, where not otherwise restricted.			50	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.			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.			25
When caboose is handled in train consisting of passenger train equipment.		60		On branch lines. (Slower speed must be observed where conditions require.)			15
Diesel-electric yard 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.)			40	On branch lines.		30	15
Backing up pulling a train.	40	40	40	When using cross-overs or turn-outs: Forward movement.	15	15	15
Backing up light.			40	Back-up movement.	10	10	10
1500 class Diesel-electric Freight Engines.		50	50	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.			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
On branch lines.			20	Wye tracks.	6	6	6
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line:			30				
On straight track.			25				
On curves.			15				
On branch lines.							

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.			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 Engine with dynamic brake in operation.			30	
Between M.P. 319.7 and 318.5.	40	40	30					
Between M.P. 317.1 and 315.0.	40	40	30		1870 series Diesel Engines operating light between Cima and Kelso.			
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30					
Between M.P. 313.6 and 312.6.	79	70	50					
Between M.P. 312.5 and 311.7.	45	40	30					
Between M.P. 309.8 and 309.3. See Note.	70	60	50					

FIRST SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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
Cima to Kelso Streamline trains handled with automatic brake control and retaining valves in use.	45			Basin Between M.P. 196.2 and 193.8.	60	50	40
Kelso Between Signals 2359 and 2352.	20	20	20	Between M.P. 193.7 and 191.8	50	40	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 passenger siding, M.P. 163.5 and 162.7.	20	20	20

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	
	Psgr.	Frnt.		Psgr.	Frnt.
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		Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Anaheim Branch	20		Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5
Between M.P. 2.0 and 2.5.	15		Pasadena Branch	12	12
Between M.P. 12.0 and 13.0.	10		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 Jet.		

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
Second Subdivision				Westcraft, Inc.	5.8	8	West
Magnolia Ave.	55.2	13	East	Modglin Co., Inc.	5.8	6	West
Stearns Winery	45.8	226	East	Sawyer Cabinet Co.	6.1	2	East
Champagne	43.5	45	Both	Forest Lawn	6.2	3	Both
Ballou	40.5	41	Both	Glendale	7.7	5	Both
Winery Spur	39.1	12	West	Pasadena Branch			
San Antonio Meat Co.	34.1	22	East	Baker Spur	5.3	5	East
American Brake Shoe	30.7	18	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
Boulder City Branch				A. C. Vroman Inc.	9.3	3	East
Magnesium	10.5	20	Both	Pasadena	9.8	19	Both
Crestmore Branch				San Pedro Branch			
Ennis	3.1	15	Both	Flood Control Spur.....	8.5	3	East
Ormand	3.9	14	Both	Rancho Los Amigos	10.0	3	East
Ormand Quarry	3.9	78	West	Dayton Foundry Co.....	10.2	6	West
Crestmore	6.9	Yard	Both	Hollydale Spur and Waldrip Engr. Co... Maceo Corporation	10.4 11.5	18 15	West West
Anaheim Branch				Auto Lite Battery.....	11.6	19	East
Gladding McBean Track	0.2	9	Both	So. Western Cement Co.....	13.1	35	West
Sunny Hills Spur	13.8	118	West	Ohio Rubber Co.	13.2	26	West
Fullerton Industrial Lead	15.4	30	West	Export Petroleum Co.....	13.5	20	West
Northrup Aircraft	18.8	14	West	Richfield Oil Co.....	13.8	36	East
California Juice Inc.	19.1	13	West	Exeter Refining Co.	14.1	20	East
Southern California Citrus	19.2	16	West	Operators Refining Co.....	14.4	19	West
				Lakewood Branch			
				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	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
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	92.6
Total	431.1