

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 11

Effective Sunday,

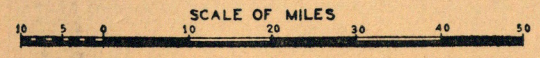
April 26, 1953

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.
 W. A. JURDEN, Division Engineer Los Angeles, Cal.
 W. R. KEAY, General Roadmaster Los Angeles, Cal.
 N. D. NELSON, District Safety Representative 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.
 R. A. SEALS, 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
C. M. Hadley	Oculist-Aurist	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
S. Castanares	Surgeon	Los Angeles
C. G. Hutter	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
F. W. Van Kirk, Jr.	Surgeon	Los Angeles
Chas. M. Kratochvil	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
D. C. Sigworth	Surgeon	Long Beach
R. H. Munford	Surgeon	La Habra
H. G. Westphal	Surgeon	Glendale
G. L. Barnum	Surgeon	Pasadena
B. O'Sullivan	Surgeon	Pasadena
M. R. Couch	Surgeon	San Gabriel
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
C. S. Muller	Surgeon	Bell

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 Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD					EASTWARD											
FIRST CLASS					FIRST CLASS											
9	103	1	37	Distance from Ogdén	Time-Table No. 11		Mile Post	10	2	104	38					
Passenger	Streamliner Passenger	Passenger	Passenger		April 26, 1953			Passenger	Passenger	Streamliner Passenger	Passenger					
Daily	Daily	Daily	Daily		STATIONS											
9.05	6.25	5.10	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	6.05	8.00	36.8	MT	SALT LAKE CITY	MT	36.8		5.05		6.20		8.50		5.30
9.30	6.20	5.15	8.30		PT		PT	784.0		3.45		5.10		7.40		4.00
11.39	8.14	7.31	11.20	154.4		LYNN DYL		665.9		1.20		2.49		5.46		1.10
1.20	9.30	9.05	1.30	248.5		MILFORD		576.8		11.50		1.30		4.37		11.30
2.05	9.57	9.40	2.15	278.9		LUND		541.4		11.03		12.30		4.00		10.40
4.08	11.31	11.34	4.35	360.8		CALIENTE		459.5		9.10		10.37		2.24		8.30
7.05	2.15	2.50	8.05	486.1		LAS VEGAS		384.2		6.30		7.55		11.55		5.30
7.20	2.25	3.05	8.35						6.15		7.40		11.45		5.00	
10.45	5.10	6.20	12.40	657.1		YERMO		168.2		2.53		4.15		8.45		12.30
11.08	5.28	6.45	1.10	670.5		BARSTOW		150.1		2.25		3.47		8.27		11.59
1.15	7.25	8.50	3.35	751.8		SAN BERNARDINO		67.3		12.20		1.50		6.38		9.45
1.25	7.33	9.00	3.45	754.8		COLTON		64.5		12.07		1.37		6.25		9.15
1.40	7.45	9.15	4.05	761.8		RIVERSIDE		57.5		11.55		1.25		6.13		8.55
2.03	8.03	9.38	4.45	781.5		ONTARIO		37.8		11.28		1.00		5.53		8.15
2.14	8.11	9.47	5.05	787.8		POMONA		32.0		11.20		12.50		5.46		8.05
2.50	8.40	10.25	6.00	813.6		EAST LOS ANGELES		5.7		10.50		12.20		5.20		7.25
A3.15	A9.00	A10.55	A6.30	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)	(18.45)	(24.30)		Thru Time			(18.35)	(18.09)	(15.35)	(22.25)					
42.8	52.7	43.8	33.5		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	Stations where 9 stops
*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	Stations where 10 stops
*38	Any station	Any station	Any station
104	Riverside	Los Angeles	Stations where 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	STATIONS
	259 Time Freight	299 Stock Special	37 Passenger	9 Passenger	1 Passenger	103 Streamliner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily		
								Time-Table No. 11 April 26, 1953
								STATIONS
								DN-R LAS VEGAS YL VG
								4.9 BRACKEN
								2.8 BOULDER JCT.
								4.5 ARDEN A
								7.5 SLOAN SX
								5.7 ERIE
								8.2 JEAN JE
								4.8 BORAX
								4.6 ROACH
								4.5 CALADA
								4.7 DESERT
								5.0 NIPTON OH
								5.4 MOORE
								4.6 IVANPAH
								4.6 BRANT
								4.9 JOSHUA
								3.8 OIMA YL
								4.0 OHASE
								3.1 ELORA
								3.7 DAWES
								4.8 HAYDEN
								8.6 KELSEO YL FO
								4.9 FLYNN
								4.7 KERENS
								4.0 GLASGOW
								4.8 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 YERMO YL BN
								171.0

CENTRALIZED TRAFFIC CONTROL

(7.15) 23.5 (5.30) 31.1 (3.55) 43.7 (3.20) 51.3 (3.10) 53.1 (2.44) 62.5 Thru Time 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	Time-Table No. 11 April 26, 1953	Mile-Post	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
								Time-Table No. 11 April 26, 1953
								STATIONS
								DN-R LAS VEGAS YL VG
								4.9 BRACKEN
								2.8 BOULDER JCT.
								4.5 ARDEN A
								7.5 SLOAN SX
								5.7 ERIE
								8.2 JEAN JE
								4.8 BORAX
								4.6 ROACH
								4.5 CALADA
								4.7 DESERT
								5.0 NIPTON CH
								5.4 MOORE
								4.6 IVANPAH
								4.6 BRANT
								4.9 JOSHUA
								3.8 OIMA YL
								4.0 OHASE
								3.1 ELORA
								3.7 DAWES
								4.8 HAYDEN
								8.6 KELSEO YL FO
								4.9 FLYNN
								4.7 KERENS
								4.0 GLASGOW
								4.8 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 YERMO YL BN
								171.0

CENTRALIZED TRAFFIC CONTROL

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. 11	
Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS		FIRST CLASS				C.T.C.		April 26, 1953	
	299 Stock Special	259 Time Freight	9 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger			STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily		DN-R YERMO YL BN 4.6		
OPTWY	7.45AM	6.00AM	10.45AM	6.20AM	5.10AM	12.40AM	620.8	DN DAGGETT H 8.8		
IP			10.53AM	6.28AM	5.18AM	12.48AM	625.4	BARSTOW BA 80.8		
			S 11.08AM	S 6.45	S 5.28	S 1.10	684.2	SAN BERNARDINO B 8.5		
			S 1.15PM	S 8.50	S 7.25	S 3.35	715.0	COLTON 6.3		
			1.25	9.00	7.33	S 3.45	718.5	S. P. and A. T. & S. F. Crossings		
IP			1.35PM	9.10AM	7.43AM	3.55AM	724.8	RIVERSIDE JCT. YL 0.7		
P			S 1.40	S 9.15	7.45	S 4.05	725.5	DN RIVERSIDE YL 2.8		
AI							727.8	P. E. CROSSING 1.4		
124 P						4.15	729.2	STREETER 0.8		
113 P							730.0	ARLINGTON 4.7		
122 YP							734.7	BLY 2.7		
122 P			1.55	9.30	7.57	S 4.30	737.4	DN MIRA LOMA V 7.5		
I							744.9	S. P. CROSSING 0.3		
PW			2.03	9.38	8.03	S 4.45	745.2	DN ONTARIO YL RA 2.3		
123 P							747.5	SUNSWEEP 2.5		
P							750.0	S. P. CROSSING 1.0		
P			S 2.14	9.47	8.11	S 5.05	751.0	DN POMONA YL PO 3.1		
118 P							754.1	SPADRA 4.5		
122 P						5.15	758.6	WALNUT 7.4		
122 PW			2.30	10.03		5.23	766.0	D HILMGROVE BG 6.1		
P							772.1	WHITTIER JCT. 0.6		
118 P			2.38	10.11	8.30	S 5.35	772.7	D PICO K 1.8		
67 P						S 5.45	774.5	D MONTEBELLO MK 2.8		
			S 2.50	S 10.25	S 8.40	S 6.00	777.8	EAST LOS ANGELES YL 0.1		
OPTWZZ	A 3.30PM	A 3.00PM					777.4	DN-R EAST YARD YL 2.8		
P							780.2	DOWNEY ROAD YL 1.1		
I							781.8	NINTH ST. JCT. YL 1.7		
I							788.0	FIRST ST. YL 0.9		
I			3.08	10.50	8.53	6.22	788.9	PASADENA JCT. YL 0.1		
I							784.0	A. T. & S. F. Csg. (Mission Tower) 0.7		
IP			A 3.15PM	A 10.55AM	A 9.00AM	A 6.30AM	784.7	DN-R LOS ANGELES UD (Union Station) 163.9		

(7.45) (9.00) (4.30) (4.35) (3.50) (5.50) Thru Time
 20.2 17.4 36.4 35.6 42.8 28.0 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. 11	
Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS		FIRST CLASS				C.T.C.		April 26, 1953	
	299 Stock Special	259 Time Freight	9 Passenger	1 Passenger	104 Streamliner Passenger	38 Passenger			STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily		DN-R YERMO YL BN 4.6		
OPTWY	7.45AM	6.00AM	10.45AM	6.20AM	5.10AM	12.40AM	620.8	DN DAGGETT H 8.8		
IP			10.53AM	6.28AM	5.18AM	12.48AM	625.4	BARSTOW BA 80.8		
			S 11.08AM	S 6.45	S 5.28	S 1.10	684.2	SAN BERNARDINO B 8.5		
			S 1.15PM	S 8.50	S 7.25	S 3.35	715.0	COLTON 6.3		
			1.25	9.00	7.33	S 3.45	718.5	S. P. and A. T. & S. F. Crossings		
IP			1.35PM	9.10AM	7.43AM	3.55AM	724.8	RIVERSIDE JCT. YL 0.7		
P			S 1.40	S 9.15	7.45	S 4.05	725.5	DN RIVERSIDE YL 2.8		
AI							727.8	P. E. CROSSING 1.4		
124 P						4.15	729.2	STREETER 0.8		
113 P							730.0	ARLINGTON 4.7		
122 YP							734.7	BLY 2.7		
122 P			1.55	9.30	7.57	S 4.30	737.4	DN MIRA LOMA V 7.5		
I							744.9	S. P. CROSSING 0.3		
PW			2.03	9.38	8.03	S 4.45	745.2	DN ONTARIO YL RA 2.3		
123 P							747.5	SUNSWEEP 2.5		
P							750.0	S. P. CROSSING 1.0		
P			S 2.14	9.47	8.11	S 5.05	751.0	DN POMONA YL PO 3.1		
118 P							754.1	SPADRA 4.5		
122 P						5.15	758.6	WALNUT 7.4		
122 PW			2.30	10.03		5.23	766.0	D HILMGROVE BG 6.1		
P							772.1	WHITTIER JCT. 0.6		
118 P			2.38	10.11	8.30	S 5.35	772.7	D PICO K 1.8		
67 P						S 5.45	774.5	D MONTEBELLO MK 2.8		
			S 2.50	S 10.25	S 8.40	S 6.00	777.8	EAST LOS ANGELES YL 0.1		
OPTWYZ	A 3.30PM	A 3.00PM					777.4	DN-R EAST YARD YL 2.8		
P							780.2	DOWNEY ROAD YL 1.1		
I							781.8	NINTH ST. JCT. YL 1.7		
I							788.0	FIRST ST. YL 0.9		
I			3.08	10.50	8.53	6.22	788.9	PASADENA JCT. YL 0.1		
I							784.0	A. T. & S. F. Csg. (Mission Tower) 0.7		
IP			A 3.15PM	A 10.55AM	A 9.00AM	A 6.30AM	784.7	DN-R LOS ANGELES UD (Union Station) 163.9		

(7.45) (9.00) (4.30) (4.35) (3.50) (5.50) Thru Time
 20.2 17.4 36.4 35.6 42.8 28.0 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.

WESTWARD — ANAHEIM BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Whittier Jct.	Time-Table No. 11		Mile-Post
		April 26, 1953		
STATIONS				
	0.0		WHITTIER JCT.	0.0
18	2.8	D	WHITTIER YL WR	2.8
	6.9		PAC. ELEC. CROSSING	6.9
	9.7		LA HABRA HA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	13.8		SUNNY HILLS	13.8
	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
	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. 11		Mile-Post
		April 26, 1953		
STATIONS				
	0.0		BOULDER JCT.	0.0
60	9.8	D	HENDERSON RB	9.8
	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. 11		Mile-Post
		April 26, 1953		
STATIONS				
			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
			23.1	

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.			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 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.			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 locomotives in road service.	35	35	35	Within yard limits protected by continuous block signals.	60	50	25
Diesel-electric Locomotive 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 Locomotive 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	Within yard limits Diesel-electric passenger locomotive operated without train.			25
1500 class Diesel-electric Freight Locomotives.		50	50	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 company roadway machines on their own wheels, except wrecking derricks: 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 straight track.			25	Wye tracks.	6	6	6
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 Locomotive running light with dynamic brake in operation and passenger trains handled by Diesel-electric Locomotives with dynamic brake in operation.			
Arden Between M.P. 321.0 and 320.6.	65	55	45			45	45
Between M.P. 319.7 and 318.5.	40	40	30	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. 317.1 and 315.0.	40	40	30	1870 series Diesel Locomotive operating light without dynamic brakes Cima to Kelso			20
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	with dynamic brakes in operation Cima to Kelso			35
Between M.P. 313.6 and 312.6.	79	70	50	Kelso to Sands			40
Between M.P. 312.5 and 311.7.	45	40	30	Cima to Desert			40
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 Locomotive with dynamic brake in operation, will consume 5 mins. running the first mile and 4 mins. the second mile, after leaving Cima, to avoid too rapid heating of wheels.	60	40	20	Flynn Between M.P. 223.9 and 223.5.	79	70	50
				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
Kelso Between Signals 2359 and 2352.	20	20	20	Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	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		
	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 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
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
Second Subdivision				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	Pasadena Branch			
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	West
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
				San Pedro Branch			
Boulder City Branch				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
Crestmore Branch				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
Anaheim Branch				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	Lakewood Branch			
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
First Subdivision				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	Baleh	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	Second Subdivision			
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

MILEAGE	
Main Line	338.5
Branches	92.6
Total	431.1