

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



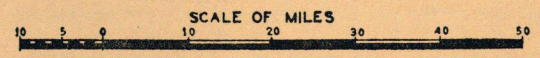
CALIFORNIA DIVISION

TIME-TABLE
No. 12

Effective Sunday,
September 27, 1953

at 12:01 A. M. Pacific Time

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
 CORRECTED TO MARCH 1, 1952



Safety Is
No Accident

FOR EMPLOYEES ONLY

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	Los Angeles
C. G. Scruggs	Surgeon	Las Vegas
J. J. Hamill	Surgeon	Las Vegas
Geo. J. Madsen	Oculist	Las Vegas
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
A. L. Kobal	Surgeon	Covina
W. W. Schultz	Surgeon	Puente
E. M. Pettis	Surgeon	Fullerton
E. L. Shultz	Surgeon	East Los Angeles
M. D. Mieras	Surgeon	Pico
H. E. Lestmann	Surgeon	Pico
D. V. Cole	Surgeon	Montebello
H. A. Baers	Oculist & Aurist	Los Angeles
W. H. Ball	Surgeon	Los Angeles
S. Castanares	Surgeon	Los Angeles
H. M. Mason	Surgeon	Los Angeles
E. C. Kaye	Surgeon	Los Angeles
J. Segal	Surgeon	Los Angeles
W. W. Mead	Surgeon	Los Angeles
F. W. Van Kirk, Jr.	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
G. E. Reames	Surgeon	Whittier
J. T. Morgan	Surgeon	Norwalk
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
L. F. Summers	Surgeon	Lynwood

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. 12		Mile Post	10	2	104	38	
Passenger	Streamliner Passenger	Passenger	Passenger		September 27, 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	SALT LAKE CITY		784.0	5.05	6.20	8.50	5.30	
10.30	7.20	6.15	9.30		4.45	6.10		8.40	5.00			
12.39	9.14	8.31	12.20	154.4	LYNN DYL		665.9	2.20	3.45	6.46	2.10	
2.20	10.30	10.05	2.30	248.5	MILFORD		576.8	12.50	2.20	5.37	12.30	
3.05	10.57	10.40	3.15	278.9	LUND		541.4	12.05	1.30	5.00	11.40	
5.08	12.31	12.34	5.35	360.8	CALIENTE		459.5	10.15	11.37	3.24	9.30	
8.05	3.15	3.50	9.15	486.1	MT	LAS VEGAS	MT	884.2	7.30	8.55	12.55	6.30
7.20	2.25	3.05	8.45		PT		PT		6.15	7.40	11.45	5.00
10.45	5.10	6.20	1.00	657.1	YERMO		168.2	2.53	4.15	8.45	12.30	
11.08	5.28	6.45	1.30	670.5	BARSTOW		150.1	2.25	3.47	8.27	11.59	
1.15	7.25	8.50	3.55	751.3	SAN BERNARDINO		67.8	12.20	1.50	6.38	9.45	
1.25	7.33	9.00	4.05	754.8	COLTON		64.5	12.07	1.37	6.25	9.15	
1.40	7.45	9.15	4.25	761.8	RIVERSIDE		57.5	11.55	1.25	6.13	8.55	
2.03	8.03	9.38	5.05	781.5	ONTARIO		37.8	11.28	1.00	5.53	8.15	
2.14	8.11	9.47	5.25	787.8	POMONA		32.0	11.20	12.50	5.46	8.05	
2.50	8.40	10.25	6.25	818.6	EAST LOS ANGELES		5.7	10.50	12.20	5.20	7.25	
A 3.15	A 9.00	A 10.55	A 7.00	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)	(18.45)	(25.00)		Thru Time			(18.35)	(18.09)	(15.35)	(22.25)	
42.8	52.7	43.8	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	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 6	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 12	
	259 Time Freight	299 Stock Special	37 Passenger	9 Passenger	1 Passenger	103 Streamliner Passenger		September 27, 1953	
								STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily			
OPTWYZ	11.45PM	1.45AM	8.45PM	7.20AM	3.05AM	2.25AM	449.8	DN-R LAS VEGAS YL VG	
117 P			8.54				454.7	4.9 BRACKEN	
Y							457.0	2.3 BOULDER JCT.	
107 PW			f 9.05	7.37	3.22	2.41	461.5	4.5 ARDEN A	
104 P			f 9.16				469.0	7.5 SLOAN SX	
115 P			9.25	7.54	3.39	2.58	474.7	5.7 ERIE	
116 P			9.33	8.01	3.46		482.9	8.2 JEAN JE	
118 P			9.38				487.7	4.8 BORAX	
66 P			9.42				492.3	4.6 ROACH	
125 P			9.46				496.8	4.5 CALADA	
118 PW			9.51	8.17	4.02		501.5	4.7 DESERT	
117 P			9.56				506.5	5.0 NIPTON OH	
117 P			10.03	8.28	4.13		511.9	5.4 MOORE	
117 P			f 10.11				516.5	4.6 IVANPAH	
117 P			10.17				521.1	4.6 BRANT	
106 P			10.23				526.0	4.9 JOSHUA	
103 } 107 } PY			10.29	8.47	4.32	3.48	529.8	8.8 OIMA YL	
115 P			10.35				533.8	4.0 CHASE	
117 P			10.41				536.9	3.1 ELORA	
118 P			10.47	9.04	4.49		540.6	3.7 DAWES	
117 P			10.54				544.9	4.3 HAYDEN	
OPWY			s 11.15	f 9.18	5.01	4.07	548.5	8.6 DN KELSO YL FO	
114 P			11.23				553.4	4.9 FLYNN	
117 P			11.28				558.1	4.7 KERENS	
81 P			11.32				562.1	4.0 GLASGOW	
106 PW			11.37				566.4	4.3 SANDS	
117 P			11.43				572.1	5.7 BALCH	
117 P			11.50	9.49	5.32	4.32	579.7	7.6 CRUCERO	
126 P			11.56PM				587.1	7.4 BASIN	
70 P			12.03AM				592.5	5.4 AFTON	
125 P			12.11				596.7	4.2 DUNN	
117 P			12.18				601.6	4.9 FIELD	
117 P			12.24				606.2	4.6 MANIX	
117 PW			12.29				610.7	4.5 HARVARD	
115 P			12.34	10.28	6.06	5.00	615.7	5.0 TOOMEY	
OPTWY	A 7.00AM	A 7.15AM	A 12.45AM	A 10.40AM	A 6.15AM	A 5.10AM	620.8	5.1 DN-R YERMO YL BN	
								171.0	

CENTRALIZED TRAFFIC CONTROL

(7.15) (5.30) (4.00) (3.20) (3.10) (2.45) Thru Time
23.5 31.1 42.7 51.3 53.1 62.2 Average speed per hour

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

FIRST SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 6	FIRST CLASS		SECOND CLASS		Time-Table No. 12			
	38 Passenger	10 Passenger	2 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight	September 27, 1953	
							STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily		
OPTWYZ	A 5.00AM	A 6.15PM	A 7.40PM	A 11.45PM	A 10.30AM	A 11.45PM	384.2	DN-R LAS VEGAS YL VG
117 P	4.45	5.59	7.25	11.35			329.3	4.9 BRACKEN
Y							327.0	2.3 BOULDER JCT.
107 PW	f 4.35	5.52	7.18	11.29			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	11.14			309.3	5.7 ERIE
116 P	s 3.55						301.1	8.2 JEAN JE
118 P	3.40						296.8	4.8 BORAX
66 P	3.34						291.7	4.6 ROACH
125 P	3.25						287.2	4.5 CALADA
118 PW	3.20						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	10.40			267.5	4.6 IVANPAH
117 P	2.50						262.9	4.6 BRANT
106 P	2.43						258.0	4.9 JOSHUA
103 } 107 } PY	f 2.38	4.49	6.13	10.29			254.2	8.8 OIMA YL
115 P	2.28						250.2	4.0 CHASE
117 P	2.20						247.1	3.1 ELORA
118 P	2.11	4.26	5.48	10.06			243.4	3.7 DAWES
117 P	2.03						239.1	4.3 HAYDEN
OPWY	s 1.55	s 4.10	5.31	9.50			235.5	8.6 DN KELSO YL FO
114 P	1.43	3.59	5.21	9.42			230.6	4.9 FLYNN
117 P	1.38						225.9	4.7 KERENS
81 P	1.33						221.9	4.0 GLASGOW
106 PW	1.27						217.6	4.3 SANDS
117 P	1.21						211.9	5.7 BALCH
117 P	1.15	3.33	4.55	9.20			204.3	7.6 CRUCERO
126 P	1.08						196.9	7.4 BASIN
70 P	1.01						191.5	5.4 AFTON
125 P	12.55						187.3	4.2 DUNN
117 P	12.50						182.4	4.9 FIELD
117 P	12.45						177.8	4.6 MANIX
117 PW	12.41						173.3	4.5 HARVARD
115 P							168.3	5.0 TOOMEY
OPTWY	12.30AM	2.53PM	4.15PM	8.45PM	2.45AM	4.45PM	163.2	5.1 DN-R YERMO YL BN
	Daily	Daily	Daily	Daily	Daily	Daily		171.0

CENTRALIZED TRAFFIC CONTROL

Thru Time (4.30) (3.22) (3.25) (3.00) (7.45) (7.00)
Average speed per hour 38.0 50.8 50.0 57.0 22.0 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. 12	
		SECOND CLASS		FIRST CLASS					September 27, 1953	
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	8.00AM	10.45AM	6.20AM	5.10AM	1.00AM	620.8	DN-R YERMO YL BN	
				10.53AM	6.28AM	5.18AM	1.08AM	625.4	DN DAGGETT H	
				s 11.08AM	s 6.45	s 5.28	s 1.30	634.2	BARSTOW BA	
				s 1.15PM	s 8.50	s 7.25	s 3.55	715.0	SAN BERNARDINO B	
				1.25	9.00	7.33	4.05	718.5	COLTON B	
	IP			1.35PM	9.10AM	7.43AM	4.15AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
	P			s 1.40	s 9.15	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	9.30	7.57	s 4.50	737.4	DN MIRA LOMA V	
	I							744.9	S. P. CROSSING	
	PW			2.03	9.38	8.03	s 5.05	745.2	DN ONTARIO YL RA	
123	P							747.5	SUNSWET	
	P							750.0	S. P. CROSSING	
	P			s 2.14	9.47	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	10.03		5.45	766.0	D HILLGROVE BG	
	P							772.1	WHITTIER JCT.	
118	P			2.38	10.11	8.30	s 6.00	772.7	D PICO K	
67	P						s 6.10	774.5	D MONTEBELLO MK	
				s 2.50	s 10.25	s 8.40	s 6.25	777.3	EAST LOS ANGELES YL	
	OPTWYZ	A 3.30PM	A 5.00PM					777.4	DN-R EAST YARD YL	
	P							780.2	DOWNEY ROAD YL	
	I							781.3	NINTH ST. JCT. YL	
	I							783.0	FIRST ST. YL	
	I			3.08	10.50	8.53	6.52	783.9	PASADENA JCT. YL	
	I							784.0	A. T. & S. F. Csg. (Mission Tower)	
	IP			A 3.15PM	A 10.55AM	A 9.00AM	A 7.00AM	784.7	DN-R LOS ANGELES UD	
								168.9	(Union Station)	

(7.45) (9.00) (4.30) (4.35) (3.50) (6.00) Thru Time
20.2 17.4 36.4 35.6 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						Distance from Salt Lake City	Time-Table No. 12	
		SECOND CLASS		FIRST CLASS					September 27, 1953	
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	8.00AM	10.45AM	6.20AM	5.10AM	1.00AM	620.8	DN-R YERMO YL BN	
				10.53AM	6.28AM	5.18AM	1.08AM	625.4	DN DAGGETT H	
				s 11.08AM	s 6.45	s 5.28	s 1.30	634.2	BARSTOW BA	
				s 1.15PM	s 8.50	s 7.25	s 3.55	715.0	SAN BERNARDINO B	
				1.25	9.00	7.33	4.05	718.5	COLTON B	
	IP			1.35PM	9.10AM	7.43AM	4.15AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
	P			s 1.40	s 9.15	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	9.30	7.57	s 4.50	737.4	DN MIRA LOMA V	
	I							744.9	S. P. CROSSING	
	PW			2.03	9.38	8.03	s 5.05	745.2	DN ONTARIO YL RA	
123	P							747.5	SUNSWET	
	P							750.0	S. P. CROSSING	
	P			s 2.14	9.47	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	10.03		5.45	766.0	D HILLGROVE BG	
	P							772.1	WHITTIER JCT.	
118	P			2.38	10.11	8.30	s 6.00	772.7	D PICO K	
67	P						s 6.10	774.5	D MONTEBELLO MK	
				s 2.50	s 10.25	s 8.40	s 6.25	777.3	EAST LOS ANGELES YL	
	OPTWYZ	A 3.30PM	A 5.00PM					777.4	DN-R EAST YARD YL	
	P							780.2	DOWNEY ROAD YL	
	I							781.3	NINTH ST. JCT. YL	
	I							783.0	FIRST ST. YL	
	I			3.08	10.50	8.53	6.52	783.9	PASADENA JCT. YL	
	I							784.0	A. T. & S. F. Csg. (Mission Tower)	
	IP			A 3.15PM	A 10.55AM	A 9.00AM	A 7.00AM	784.7	DN-R LOS ANGELES UD	
								168.9	(Union Station)	

Thru Time (4.20) (4.10) (3.45) (5.20) (9.00) (8.15)
Average speed per hour..... 38.1 39.6 44.0 30.9 17.5 19.0

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. 12 September 27, 1953		Mile-Post
		STATIONS		
	0.0		WHITTIER JCT.	0.0
18	2.3	D	WHITTIER YL WR	2.3
	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	17.3	D	FULLERTON RN	17.3
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. 12 September 27, 1953		Mile-Post
		STATIONS		
	0.0		BOULDER JCT.	0.0
60	9.8	D	HENDERSON YL RB	9.8
	22.4	D-R	BOULDER CITY YL BC	22.4
			22.4	

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. 12 September 27, 1953		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
			25.9	

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))

<p>Rule 6</p> <p>The following letters placed before figures of a schedule indicate:</p> <p>s —regular stop;</p> <p>f —flag stop to receive or discharge traffic;</p> <p>A—arrive.</p>	<p>Rule 6(A)</p> <p>The following letters placed in column with station name in time-table indicate:</p> <p>D —day operator;</p> <p>N —night operator;</p> <p>DN—day and night operator;</p> <p>The following letters placed in columns provided in time-table indicate:</p> <p>C —coal;</p> <p>I —interlocking;</p> <p>O —oil;</p> <p>P —dispatcher's telephone;</p> <p>T —turntable;</p> <p>W —water;</p> <p>X —cross-over;</p> <p>R —train register;</p> <p>YL—yard limits.</p> <p>Y —wye;</p> <p>Z —track scales;</p> <p>AI —automatic interlocking signals;</p> <p>CS —center siding;</p> <p>ES —eastward siding;</p> <p>WS —westward siding;</p> <p>RCS—remote control switch.</p>
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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 "Fr."—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 "Fr." must not be exceeded.
Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	79	79	50	Trains handling 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 Los Angeles-Las Vegas Mdse Trains: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60	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	Within yard limits Diesel-electric passenger locomotive operated without train.		25	
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	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
1500 class Diesel-electric Freight Locomotives.		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. 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 company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track. On curves. On branch lines.			30 25 15	Wye tracks.	6	6	6

FIRST SUBDIVISION

Location	Str.	Psgr.	Fr.	Location	Str.	Psgr.	Fr.
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	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.	Fr.		Str.	Psgr.	Fr.
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
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
				Between M.P. 193.7 and 191.8	50	40	30
Kelso Between Signals 2359 and 2352. Between M.P. 231.2 and 230.9. See Note.	20	20	20	Afton Between M.P. 190.9 and 188.4. See Note.	55	45	35
				70	60	50	Dunn Between M.P. 187.0 and 186.2. See Note.
				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. Using turn out.	50 25	50 20	50 20
Arlington Between M.P. 52.3 and 51.8.	65	55	45	East Yard Between M.P. 3.3 and 1.7.	25	25	20
Between M.P. 50.7 and 49.9.	70	60	50	Between M.P. 0.1 and West 0.3.	25	25	20
Mira Loma S. P. Crossing M.P. 38.1.	30	30	25	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
Pomona Between M.P. 32.5 and 31.5.	40	40	25	Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50				

BRANCHES						
Location	Miles Per Hour		Location	Miles Per Hour		
	Psgr.	Fr.		Psgr.	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. On curves.		10 6	
Between M.P. 17.8 and 19.0.		20	Vernon, city limits.	12	12	
Blue Diamond Spur Arden to M.P. 8.		20	Henry Ford Ave. drawbridge.	15	15	
M.P. 8 to end of track.		12	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20	
Crestmore Branch Between Bly and Crestmore.		15	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5	
Anaheim Branch		20	Pasadena Branch	12	12	
Between M.P. 2.0 and 2.5.		15	Glendale Branch	12	12	
Between M.P. 12.0 and 13.0.		10	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
Second Subdivision				Pasadena Branch			
Magnolia Ave.	55.2	13	East	Baker Spur	5.3	5	East
Stearns Winery	45.8	226	East	Team Track	5.4	1	West
Champagne	43.5	45	Both	Municipal Light Plant	8.2	8	East
Ballou	40.5	41	Both	Municipal Light Plant	8.3	7	Both
Winery Spur	39.1	12	West	Lennox Furnace Co.	8.5	2	East
San Antonio Meat Co.	34.1	22	East	Crown Fence & Supply Co.	8.6	2	West
Convair East Spur	30.7	53	East	A. C. Vroman Inc.	9.3	3	East
Convair West Spur	29.8	24	West	Pasadena	9.8	19	Both
American Brake Shoe	29.4	18	West	San Pedro Branch			
Industrial Spur	27.0	38	East	Flood Control Spur	8.5	3	East
Fallon	21.7	9	West	Rancho Los Amigos	10.0	3	East
Clayton	13.5	8	East	Dayton Foundry Co.	10.2	6	West
St. Helens Spur	11.1	16	West	Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Boulder City Branch				Crestmore Branch			
Manganese, Inc.	11.5	62	East	Ennis	3.1	15	Both
Magnesium	10.5	20	Both	Ormand	3.9	14	Both
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
Northrop Aircraft	18.8	14	West	Richfield Oil Spur	17.1	29	West
California Juice Inc.	19.1	13	West	City of Long Beach Water Dept.	17.1	8	East
Southern California Citrus	19.2	16	West	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