



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 15

Effective Sunday,
November 7, 1954

at 12:01 A. M. Pacific Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

A. D. HANSON
General Manager

H. E. SHUMWAY
General Superintendent Transportation

C. C. LARKIN
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.
F. H. BLAIR, Assistant Superintendent... Las Vegas, Nev.
R. D. SMITH, Trainmaster.....San Bernardino, Cal.
F. D. ACORD, 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. T. HOLYOAK,
 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.
J. L. HULIHAN,
 Asst. Chief Train Dispatcher.....Los Angeles, Cal.

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

NAME	TITLE	PLACE
E. L. Turner.....	District Surgeon ..	Los Angeles
J. B. Demman.....	Surgeon	Las Vegas
C. G. Scruggs.....	Surgeon	Las Vegas
J. J. Hamill.....	Surgeon	Las Vegas
G. 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
W. W. Meier.....	Surgeon	East Los Angeles..
M. D. Mieras.....	Surgeon	Pico-Rivera-Whittier
H. E. Lestmann.....	Surgeon	Rivera
H. A. Baers.....	Oculist & Aurist....	Los Angeles
W. H. Ball.....	Surgeon	Los Angeles
S. Castaneres	Surgeon	Los Angeles
H. M. Mason.....	Physician	Los Angeles
E. C. Kaye.....	Surgeon	Los Angeles
J. Segal.....	Surgeon	Los Angeles
W. W. Mead.....	Surgeon	Los Angeles-Compton
F. W. Van Kirk, Jr... ..	Surgeon	Los Angeles
E. M. F. Weaver.....	Oculist & Aurist....	Los Angeles
A. W. Williams.....	Surgeon	Los Angeles-La Brea
E. E. Wunderlich.....	Surgeon	Los Angeles-Palos Verdes ..
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
E. A. Westphal.....	Surgeon	Glendale
E. A. Taylor.....	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
M. E. Hansen.....	Surgeon	Los Angeles (Central)
J. C. Sharpe.....	Surgeon	West Los Angeles ..
D. O. Lagerlof.....	Surgeon	West Los Angeles-Beverly Hills ..
G. R. Dunlevy.....	Surgeon	Hollywood
T. M. Hearn.....	Surgeon	North Hollywood ..
J. E. Bergmann.....	Surgeon	Santa Monica
C. S. Muller.....	Surgeon	Bell
L. F. Summers.....	Surgeon	Lynwood
Wm. B. Hayden.....	Surgeon	Montebello

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	107	5	Distance from Ogden	Time-Table No. 15		Mile Post	10	108	104	6					
Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express		November 7, 1954			Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express					
Daily	Daily	Daily	Daily		STATIONS											
9.05	6.25	8.10	7.55	0.0	MT	OGDEN	MT	0.0	A	6.05	A	6.30	A	9.35	A	6.40
10.00	7.10	8.55	8.45	36.8	SALT LAKE CITY			36.8		5.05		5.45		8.45		5.50
10.30	7.20	9.05	9.45					784.0		4.45		5.35		8.35		5.25
12.39	9.14	10.53	12.15	154.4		LYNN DYL		665.9		2.20		3.39		6.41		2.55
2.10	10.30	12.08	2.05	248.5		MILFORD		576.8		12.50		2.30		5.33		1.20
3.00	10.57	12.35	2.45	278.9		LUND		541.4		12.05		1.56		5.00		12.30
5.08	12.31	2.12	4.50	360.8		OALIENTE		459.5		10.15		12.17		3.24		10.30
8.05	3.15	4.50	8.05	486.1	MT	LAS VEGAS	MT	384.2		7.30		9.50		12.55		7.35
7.20	2.25	4.00	7.35		PT		PT			6.15		8.40		11.45		6.15
10.40	5.10	6.43	11.45	657.1		YERMO		168.2		2.53		5.38		8.45		2.40
11.03	5.28	7.00	12.10	670.5		BARSTOW		150.1		2.25		5.20		8.27		2.15
1.05	7.25	8.52	2.30	751.3		SAN BERNARDINO		67.3		12.20		3.30		6.38		12.05
1.15	7.33	9.00	2.40	754.8		COLTON		64.5		12.07		3.20		6.25		11.45
1.30	7.45	9.15	3.00	761.8		RIVERSIDE		57.5		11.55		3.07		6.13		11.32
1.52			3.45	781.5		ONTARIO		37.8		11.28						11.10
2.03	8.10		4.05	787.3		POMONA		32.0		11.20				5.45		11.00
2.50	8.40	10.10	5.00	818.6		EAST LOS ANGELES		5.7		10.50		2.20		5.20		10.20
A3.15	A9.00	A10.30	A5.30	821.0	PT	LOS ANGELES	PT	0.0		10.30		2.00		5.00		10.00
								821.0		Daily		Daily		Daily		Daily
(19.10)	(15.35)	(15.20)	(22.35)		Thru Time					(18.35)	(15.30)	(15.35)	(19.40)			
42.8	52.7	53.5	36.4		Average speed per hour.....					44.0	52.9	52.7	41.7			

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
9	Colton, Ontario	Salt Lake City or beyond	
9	Victorville	Any station	Stations where 9 stops
*5	Any station	Any station	Any station
103-107	Riverside	Any station	Los Angeles
10	Pomona, Ontario		Salt Lake City or beyond
10	Victorville	Any station	Stations where 10 stops
*6	Any station	Any station	Any station
108-104	Riverside	Los Angeles	Stations where 108 and 104 stop
104	Pomona		Omaha or beyond
103	Pomona	Omaha or beyond	

*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. 15	
	259 Time Freight	299 Stock Special	5 Mail and Express	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger		November 7, 1954	
								STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily			
DPTWYZ	11.45PM	1.45AM	7.35PM	4.00PM	7.20AM	2.25AM	449.8	DN-R LAS VEGAS YL VG	
117 P			7.43				454.7	4.9 BRACKEN	
Y							457.0	2.8 BOULDER JCT.	
107 PW			f 7.49				461.5	4.5 ARDEN A	
104 P			f 7.58				469.0	7.5 SLOAN SX	
115 P			8.05				474.7	5.7 ERIE	
116 P			8.17				482.9	8.2 JEAN	
118 P							487.7	4.8 BORAX	
66 P							492.3	4.6 ROACH	
125 P							496.8	4.5 CALADA	
118 PW			8.40				501.5	4.7 DESERT	
117 P			8.50				506.5	5.0 NIPTON OH	
117 P			8.55				511.9	5.4 MOORE	
117 P			f 9.01				516.5	4.6 IVANPAH	
117 P			9.06				521.1	4.6 BRANT	
106 P							526.0	4.9 JOSHUA	
103 } PY			9.16				529.8	3.8 OIMA YL	
107 }							533.8	4.0 CHASE	
115 P							538.8	8.1 ELORA	
117 P			9.28				536.9	8.7 DAWES	
118 P							540.6	4.8 HAYDEN	
117 P							544.9	8.6 KELSO YL FO	
DPWY			s 10.00	5.38	f 9.15	4.05	548.5	4.9 FLYNN	
114 P							553.4	4.7 KERENS	
117 P							558.1	4.0 GLASGOW	
81 P			10.17				562.1	4.8 SANDS	
106 PW			10.23				566.4	5.7 BALOH	
117 P			10.29				572.1	7.6 CRUCERO	
117 P			10.37				579.7	7.4 BASIN	
126 P							587.1	5.4 AFTON	
70 P							592.5	4.2 DUNN	
125 P			11.00				596.7	4.9 FIELD	
117 P			11.10				601.6	4.6 MANIX	
117 P							606.2	4.5 HARVARD	
117 PW							610.7	5.0 TOOMEY	
115 P			11.25	6.35	10.25	5.00	615.7	5.1 YERMO YL BN	
DPWY	A 7.00AM	A 7.15AM	A 11.35PM	A 6.43PM	A 10.35AM	A 5.10AM	620.8	171.0	

CENTRALIZED TRAFFIC CONTROL

(7.15) (5.30) (4.00) (2.43) (3.15) (2.45) Thru Time
23.5 31.1 42.7 62.9 52.6 62.2Average 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	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 15	
	260 Time Freight	256 Time Freight	6 Mail and Express	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger		November 7, 1954	
								STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily			
DPTWYZ	6.15AM	6.15PM	8.40PM	11.45PM	10.30AM	11.45PM	384.2	DN-R LAS VEGAS YL VG	
117 P	6.00	5.59	8.30	11.35			329.3	4.9 BRACKEN	
Y							327.0	2.8 BOULDER JCT.	
107 PW	f 5.50						322.5	4.5 ARDEN A	
104 P	f 5.40						315.0	7.5 SLOAN SX	
115 P	5.30						309.8	5.7 ERIE	
116 P	f 5.22						301.1	8.2 JEAN	
118 P							296.3	4.8 BORAX	
66 P							291.7	4.6 ROACH	
125 P							287.2	4.5 CALADA	
118 PW	4.59						282.5	4.7 DESERT	
117 P	f 4.52						277.5	5.0 NIPTON CH	
117 P	4.44						272.1	5.4 MOORE	
117 P	f 4.39						267.5	4.6 IVANPAH	
117 P	4.33						262.9	4.6 BRANT	
106 P							258.0	4.9 JOSHUA	
103 } PY	f 4.25						254.2	3.8 OIMA YL	
107 }							250.2	4.0 CHASE	
115 P							247.1	8.1 ELORA	
117 P	4.16						243.4	8.7 DAWES	
118 P							239.1	4.8 HAYDEN	
117 P							235.5	8.6 KELSO YL FO	
DPWY	s 3.55	s 4.10	6.45	9.50			230.6	4.9 FLYNN	
114 P							225.9	4.7 KERENS	
117 P	3.43						221.9	4.0 GLASGOW	
81 P	3.39						217.6	4.8 SANDS	
106 PW	3.35						211.9	5.7 BALOH	
117 P	3.29						204.3	7.6 CRUCERO	
117 P	3.22						196.9	7.4 BASIN	
126 P							191.5	5.4 AFTON	
70 P							187.3	4.2 DUNN	
125 P	3.05						182.4	4.9 FIELD	
117 P	3.00						177.8	4.6 MANIX	
117 P							173.3	4.5 HARVARD	
117 PW	2.50						168.3	5.0 TOOMEY	
115 P							163.2	5.1 YERMO YL BN	
DPWY	2.40AM	2.53PM	5.38PM	8.45PM	2.45AM	4.45PM	171.0	171.0	

CENTRALIZED TRAFFIC CONTROL

Thru Time (3.35) (3.22) (3.02) (3.00) (7.45) (7.00)
Average speed per hour..... 47.7 50.8 56.4 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

Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 15	
	299 Stock Special	259 Time Freight	5 Mail and Express	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger		November 7, 1954	
	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
DPWY	7.45AM	8.00AM	11.45PM	6.43PM	10.40AM	5.10AM	620.8	DN-R YERMO YL BN	
IP			11.53PM	6.50PM	10.48AM	5.18AM	625.4	DN DAGGETT H	
			s 12.10AM	7.00	s 11.03AM	5.28	684.2	BARSTOW BA	
			s 2.30	s 8.52	s 1.05PM	s 7.25	715.0	SAN BERNARDINO B	
			s 2.40	9.00	1.15	7.33	718.5	COLTON	
IP		2.50AM	9.10PM	1.25PM	7.43AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL		
P		s 3.00	9.15	s 1.30	7.45	725.5	DN RIVERSIDE YL		
AI						727.8	P. E. CROSSING		
124 P			3.10			729.2	STREETER		
113 P						730.0	ARLINGTON		
122 YP						734.7	BLY		
122 P		f 3.25				737.4	DN MIRA LOMA V		
I						744.9	S. P. CROSSING		
PW		s 3.45		1.52		745.2	DN ONTARIO YL RA		
123 P						747.5	SUNSWEEET		
P						750.0	S. P. CROSSING		
P			s 4.05		s 2.03	8.10	DN POMONA YL PO		
118 P						754.1	SPADRA		
122 P			4.17			758.6	WALNUT		
						765.2	PUENTE JCT.		
122 PW			4.26			766.0	D PUENTE BG		
						771.7	BARTOLO		
P						772.1	WHITTIER JCT.		
118 P		f 4.35				772.7	D PICO K		
67 P		f 4.45				774.5	D MONTEBELLO MK		
		s 5.00	s 10.10	s 2.50	s 8.40	777.8	EAST LOS ANGELES YL		
DPWYZ	A 3.30PM	A 5.00PM				777.4	DN-R EAST YARD YL		
PX						780.2	DOWNEY ROAD YL		
PX						781.8	NINTH ST. JCT. YL		
PX						788.0	FIRST ST. YL		
I			5.22	10.23	8.08	8.53	PASADENA JCT. YL		
I						784.0	A. T. & S. F. Csg. (Mission Tower)		
IP		A 5.30AM	A 10.30PM	A 3.15PM	A 9.00AM	784.7	DN-R LOS ANGELES (Union Station) UD		

(7.45) (9.00) (5.45) (3.47) (4.35) (3.50) Thru Time
20.2 17.4 28.5 43.3 35.7 42.8 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.

SECOND SUBDIVISION EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	FIRST CLASS		SECOND CLASS		Mile-Post	Time-Table No. 15			
	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Mail and Express		256 Time Freight	260 Time Freight	November 7, 1954	
	STATIONS						STATIONS		
DPWY	A 2.50PM	A 5.38PM	A 8.45PM	A 2.35AM	A 4.00PM	A 2.00AM	DN-R YERMO YL BN		
IP	2.38PM	5.30PM	8.37PM	2.25AM			DN DAGGETT H		
	s 2.25	5.20	8.27	s 2.15			BARSTOW BA		
	s 12.20	s 3.30	s 6.38	s 12.05AM	11.00	9.00	SAN BERNARDINO B		
	12.07PM	3.20	6.25	s 11.45PM	10.00	8.30	COLTON		
IP	11.57AM	3.10PM	6.15PM	11.35PM			S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL		
P	s 11.55	3.07	6.13	s 11.32			DN RIVERSIDE YL		
AI							P. E. CROSSING		
124 P							STREETER		
113 P							ARLINGTON		
122 YP							BLY		
122 P						11.18	DN MIRA LOMA V		
I							S. P. CROSSING		
PW	11.28			s 11.10			DN ONTARIO YL RA		
123 P							SUNSWEEET		
P							S. P. CROSSING		
P	11.20		5.45	s 11.00			DN POMONA YL PO		
118 P							SPADRA		
122 P							WALNUT		
							PUENTE JCT.		
122 PW							D PUENTE BG		
							BARTOLO		
P							WHITTIER JCT.		
118 P							D PICO K		
67 P							D MONTEBELLO MK		
	s 10.50	s 2.20	s 5.20	s 10.20			EAST LOS ANGELES YL		
DPWYZ					7.00AM	5.30PM	DN-R EAST YARD YL		
PX							DOWNEY ROAD YL		
PX							NINTH ST. JCT. YL		
PX							FIRST ST. YL		
I							PASADENA JCT. YL		
I							A. T. & S. F. Csg. (Mission Tower)		
IP	10.30AM	2.00PM	5.00PM	10.00PM			DN-R LOS ANGELES (Union Station) UD		

Thru Time (4.20) (3.38) (3.45) (4.35) (9.00) (8.30)
Average speed per hour 38.1 45.5 44.0 36.0 17.5 18.7

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. 15 November 7, 1954		Mile-Post
		STATIONS		
	0.0		WHITTIER JCT.	0.0
	0.1		0.1 S. P. CROSSING	0.1
18	2.8	D	WHITTIER YL WR	2.8
	6.9		2.8 PAC. ELEC. CROSSING	6.9
	9.7		0.8 LA HABRA HA	9.7
	10.5		3.8 PAC. ELEC. CROSSING	10.5
6	13.8		1.7 SUNNY HILLS	13.8
I	15.5		1.8 A. T. & S. F. CROSSING	15.5
11	17.8	D	2.7 FULLERTON RN	17.8
40	20.0	D	20.0 ANAHEIM YL MN	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. 15 November 7, 1954		Mile-Post
		STATIONS		
	0.0		BOULDER JCT.	0.0
	9.8	D	9.8 HENDERSON YL RB	9.8
60	22.4	D-R	12.6 BOULDER CITY YL BC	22.4
			22.4	

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 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 —coaling station;
- D —diesel oil station;
- F —turbine fuel station;
- I —interlocking;
- O —fuel oil station;
- P —telephone;
- T —turntable;
- W—water station;
- X —cross-over;
- Y —wye;
- Z —track scales;
- AI —automatic interlocking;
- CS —center siding;
- ES —eastward siding;
- WS —westward siding.

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. 15 November 7, 1954		Mile-Post
		STATIONS		
		DPWYZ	DN-R EAST YARD YL D	
	3.1	IF	DN HOBART YL J	3.1
	3.6	I	A. T. and S. F. Crossing 0.5 L. A. JCT. BY CROSSING YL	3.6
	5.1	AI	0.2 P. E. CROSSING YL	5.1
15	5.8	P	0.2 BELL YL	5.8
77	7.4	AI	2.1 S. P. CROSSING	7.4
13	9.4		2.0 WORKMAN	9.4
	11.2	AI	1.8 P. E. CROSSING	11.2
120	12.5	P	1.8 D PARAMOUNT YL HY	12.5
73	14.8	P	1.8 RICO YL	14.8
75	14.6		0.8 DOUGLAS JOT. YL	14.6
	17.4	I	2.8 P. E. CROSSING	17.4
96	19.1	P	1.7 D MANUEL MU	19.1
	21.7	I	2.8 S. P. CROSSING	21.7
	21.9	I	0.2 P. E. CROSSING	21.9
	22.8	P	0.4 DN MEAD TFR. YL WI	22.8
	23.2	I	0.9 HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2	PWY	1.0 TERMINAL ISLAND YL	24.2
	25.9	P	1.7 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 Locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with steam Locomotive and all passenger train equipment; train with Diesel 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 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.

When a freight Locomotive is used in passenger service on a branch line, the speed specified under "Frt." 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 Los Angeles-Las Vegas Mdse Trains: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60	Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			35
Freight trains handling tonnage in excess of 65 tons per operative brake.			50	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
Inspection bus cars.		40	40	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
When caboose is handled in train consisting of passenger train equipment.		60		Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel yard switch locomotives in road service.	35	35	35	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
Diesel Locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits protected by continuous block signals.	60	50	25
Diesel 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	Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40	25
Diesel freight and road switch locomotives.	65	65		On branch lines.	30	15	15
Trains handling U. P. ore cars numbers 8000 - 8499 loaded or empty.			45	Within yard limits Diesel-electric passenger locomotive operated without train.		25	
Trains handling scale test cars: On main line. On branch lines.			30	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15	15	15
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track. On curves. On branch lines.			20	When using No. 14 turn-outs at power operated switches or at end of double track.	10	10	10
			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.	25	20	20
			25	Wye tracks.	20	20	20
			15		6	6	6

FIRST SUBDIVISION

Las Vegas Between M.P. 335.3 and 332.5.	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				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	Cima to Kelso				40
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
Cima to Kelso Streamline trains handled with automatic brake in operation.	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	Puente Between M.P. 15.3 and 15.1.	55	45	35
Riverside Jct. Between M.P. 58.1 and 57.3.	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.	70 25	60 20	50 20
Arlington Between M.P. 52.3 and 51.8.	65	55	45	East Yard Between M.P. 2.4 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.	40	40	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.	Frnt.		Psgr.	Frnt.		
Boulder City Branch Between M.P. 17.8 and 19.0.	30	30	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves.	30	30		
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 Between M.P. 2.0 and 2.5.		15	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5		
Between M.P. 12.0 and 13.0.		10	Pasadena Branch	12	12		
			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. 308.8	M.P. 24.6	M.P. 191.3
		M.P. 187.5
		M.P. 54.2
		M.P. 29.1
		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)
First Subdivision				Glendale Branch		
Cinderlite Spur	330.1	19 P	East	Taylor Milling Co.	4.2	15
Blue Diamond	321.8	P	West	Pacific Fence	5.3	4
Basin Gravel Pit	196.9	117	East	Delay Drive	5.5	12
New Dunn	188.5	20 P	Both	Pottery Spur	5.7	2
Second Subdivision				Westcraft, Inc.	5.8	8
Magnolia Ave.	55.2	13	East	Modglin Co., Inc.	5.8	6
Stearns Winery	45.8	226	East	Sawyer Cabinet Co.	6.1	2
Champagne	43.5	45	Both	Forest Lawn	6.2	3
Ballou	40.5	41	Both	Glendale	7.7	5
Winery Spur	39.1	12	West	Pasadena Branch		
San Antonio Meat Co.	34.1	22	East	Baker Spur	5.3	5
Convair East Spur	30.7	53	East	Team Track	5.4	1
Convair West Spur	29.8	24	West	Municipal Light Plant	8.2	8
American Brake Shoe	29.4	18	West	Municipal Light Plant	8.3	7
Industrial Spur	27.0	38	East	Lennox Furnace Co.	8.5	2
Fallen	21.7	9	West	Crown Fence & Supply Co.	8.6	2
Clayton	13.5	8	East	A. C. Vroman Inc.	9.3	3
St. Helens Spur	11.1	16	West	Pasadena	9.8	19
Boulder City Branch				San Pedro Branch		
Manganese, Inc.	11.5	62	East	Flood Control Spur	8.5	3
Magnesium	10.5	20	Both	Rancho Los Amigos	10.0	3
Crestmore Branch				Dayton Foundry Co.	10.2	6
Ennis	3.1	15	Both	Hollydale Spur and Waldrip Engr. Co.	10.4	18
Ormand	3.9	14	Both	Macco Corporation	11.5	15
Ormand Quarry	3.9	78	West	Auto Lite Battery	11.6	19
Crestmore	6.9	Yard	Both	So. Western Cement Co.	13.1	35
Anaheim Branch				Ohio Rubber Co.	13.2	26
Gladding McBean Track	0.2	9	Both	Export Petroleum Co.	13.5	20
Sunny Hills Spur	13.8	118	West	Richfield Oil Co.	13.8	36
Fullerton Industrial Lead	15.4	30	West	Exeter Refining Co.	14.1	20
Northrop Aircraft	18.8	14	West	Operators Refining Co.	14.4	19
California Juice Inc.	19.1	13	West	Lakewood Branch		
Southern California Citrus	19.2	16	West	Lakewood	16.2	13 P
				Douglas Aircraft Spur & Wye	16.5	Both
				Montana Ranch Spur	16.9	6
				Richfield Oil Spur	17.1	29
				City of Long Beach Water Dept.	17.1	8
				Hancock Refinery Spur	17.2	26
				Cherry Ave. Team Track	17.2	17
SET OUT TRACKS						
Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity
First Subdivision				Hayden	238.9	10
Bracken	329.3	12	Both	Flynn	230.8	15
Arden	321.9	15	Both	Kerens	225.8	18
Sloan	315.2	15	West	Glasgow	222.0	16
Erie	309.1	12	Both	Sands	217.4	11
Jean	300.8	10	East	Baleh	212.0	14
Borax	296.9	14	Both	Crucero	204.1	23
Roach	291.5	11	Both	Afton	191.6	17
Calada	287.1	14	Both	Dunn	187.1	30
Desert	282.2	11	Both	Field	182.4	16
Nipton	277.7	12	Both	Manix	177.6	19
Moore	271.9	8	Both	Harvard	173.2	16
Ivanpah	267.2	12	Both	Toomey	168.5	4
Brant	262.8	7	Both	Second Subdivision		
Joshua	258.0	12	Both	Bly	48.3	89
Cima	254.2	20	Both	Walnut	24.4	10
Chase	250.3	11	Both	Puente	17.0	30
Elora	246.8	9	Both	Pico	10.3	26
Dawes	243.4	16	Both	Montebello	8.5	30
MILEAGE						
Main Line						338.5
Branches						92.6
Total						431.1