

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



**CALIFORNIA DIVISION**

**TIME-TABLE**  
**No. 17**

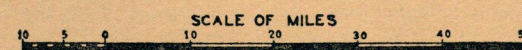
**Effective Sunday,**  
**October 30, 1955**

at 12:01 A. M. Pacific Time

*Safety Gains*  
*Where Courtesy Reigns*

**FOR EMPLOYEES ONLY**

**SOUTH CENTRAL DISTRICT**  
**CALIFORNIA DIVISION**  
 CORRECTED TO MARCH 1, 1952



**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, Assistant Superintendent**....Los Angeles, Cal.

**A. W. KIRKEBY,**  
Terminal Superintendent .....Los Angeles, Cal.

**J. I. STROSNIDER,**  
Assistant Terminal Superintendent...Los Angeles, Cal.

**R. D. SMITH, Trainmaster**.....San Bernardino, Cal.

**R. L. RICHMOND, Trainmaster**.....Las Vegas, Nev.

**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.

**R. E. HAACKE, Division Engineer**.....Los Angeles, Cal.

**G. M. PICKERING, General Roadmaster**. Los Angeles, Cal.

**G. R. TROUTMAN,**  
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:**

NAME	TITLE	PLACE
E. L. Turner	District Surgeon	Los Angeles
W. W. Woods	Surgeon	Alhambra
D. P. Nebeker	Surgeon	Arcadia
C. S. Muller	Surgeon	Bell
A. L. Kobal	Surgeon	Covina
W. W. Meier	Surgeon	East Los Angeles
G. W. Harwood, Jr.	Surgeon	El Monte
E. M. Pettis	Surgeon	Fullerton
E. A. Taylor	Surgeon	Glendale
E. A. Westphal	Surgeon	Glendale
J. E. Cummings	Surgeon	Highland Park
C. T. Poulson	Surgeon	Inglewood
R. H. Munford	Surgeon	La Habra
J. B. Demman	Surgeon	Las Vegas
J. J. Hamill	Surgeon	Las Vegas
G. J. Madsen	Oculist	Las Vegas
C. G. Scruggs	Surgeon	Las Vegas
R. B. Eusden	Surgeon	Long Beach
D. C. Sigworth	Surgeon	Long Beach
H. A. Baers	Oculist & Aurist	Los Angeles
W. H. Ball	Surgeon	Los Angeles
S. Castaneres	Surgeon	Los Angeles
E. C. Kaye	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
J. Segal	Surgeon	Los Angeles
H. C. Truax	Surgeon	Los Angeles
E. M. F. Weaver	Oculist & Aurist	Los Angeles
M. E. Hansen	Surgeon	Los Angeles (Central)
W. W. Mead	Surgeon	Los Angeles-Compton
A. W. Williams	Surgeon	Los Angeles-La Brea
E. E. Wunderlich	Surgeon	Los Angeles-Palos Verdes
J. R. Brown	Surgeon	Lynwood
B. L. Odou	Surgeon	Montebello
T. M. Hearn	Surgeon	North Hollywood
J. T. Morgan	Surgeon	Norwalk
W. A. Sullivan	Surgeon	Ontario
G. L. Barnum	Surgeon	Pasadena
B. O'Sullivan	Surgeon	Pasadena
M. D. Mieras	Surgeon	Pico-Rivera-Whittier
D. L. Hauck	Oculist	East Los Angeles
R. E. Fisher	Surgeon	Pomona
W. W. Schultz	Surgeon	Puente
H. E. Lestmann	Surgeon	Rivera-Downey
T. A. Card	Surgeon	Riverside
C. M. Hadley	Oculist & Aurist	San Bernardino
Leland Jacobson	Surgeon	San Bernardino
N. Marsh	Surgeon	San Bernardino
J. E. Bergmann	Surgeon	Santa Monica
H. D. Orr	Surgeon	Victorville
D. O. Lagerlof	Surgeon	West Los Angeles-Beverly Hills
M. D. Mieras	Surgeon	Whittier
G. E. Reames	Surgeon	Whittier
W. W. Horst	Surgeon	Wilmington
G. H. Quillen	Surgeon	Wilmington

**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 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Mail and Express	Distance from Ogden	Time-Table No. 17 October 30, 1955			Mile Post	10 Passenger	104 Streamliner Passenger	108 Streamliner Passenger	6 Mail and Express
Daily	Daily	Daily	Daily		STATIONS				Daily	Daily	Daily	Daily
9.15	6.55	8.10	7.55	0.0	MT	OGDEN	MT	0.0	A 6.00	A 9.05	A 2.40	A 7.30
10.05	7.40	8.55	8.45	36.8	SALT LAKE CITY			36.8	5.05	8.20	1.55	6.35
10.30	7.50	9.05	9.45	784.0				784.0	4.45	8.10	1.45	6.10
12.35	9.44	10.53	12.15	154.4	LYNNDYL			665.9	2.20	6.13	11.49	3.45
2.05	11.00	12.08	2.05	248.5	MILFORD			576.8	12.50	5.08	10.40	2.10
2.45	11.27	12.35	2.45	278.9	LUND			541.4	12.05	4.30	10.06	1.15
4.50	1.01	2.12	4.50	360.8	CALIENTE			459.5	10.15	2.54	8.25	11.15
7.35	3.45	4.50	8.05	486.1	MT	LAS VEGAS	MT	384.2	7.30	12.25	5.55	8.25
6.50	2.55	4.00	7.35	657.1	PT		PT		6.15	11.15	4.45	7.05
10.20	5.40	6.43	11.45	670.5	YERMO			168.2	2.53	8.15	1.45	3.10
10.45	5.58	7.00	12.10	751.8	BARSTOW			150.1	2.25	7.57	1.25	2.45
12.55	7.55	8.52	2.30	754.8	SAN BERNARDINO			67.8	12.20	6.08	11.35	12.35
1.05	8.03	9.00	2.40	761.8	COLTON			64.5	12.07	5.55	11.23	12.13
1.25	8.15	9.15	3.00	781.5	RIVERSIDE			57.5	11.55	5.43	11.10	11.59
1.48			3.45	787.3	ONTARIO			37.8	11.28			11.25
2.00	8.40		4.05	813.6	POMONA			32.0	11.20	5.15		11.10
2.50	9.10	10.10	5.00	821.0	EAST LOS ANGELES			5.7	10.50	4.50	10.20	10.35
A 3.15	A 9.30	A 10.30	A 5.30		PT	LOS ANGELES	PT	0.0	10.30	4.30	10.00	10.15
					821.0				Daily	Daily	Daily	Daily
(19.00)	(15.35)	(15.20)	(22.35)	Thru Time					(18.30)	(15.35)	(15.40)	(20.15)
43.2	52.7	53.5	36.4	Average speed per hour					44.3	52.7	52.4	40.5

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	Stations where 9 stops
9	Victorville	Any station	
*5	Any station	Any station	
103-107	Riverside	Any station	Los Angeles
10	Pomona, Ontario	Any station	Las Vegas 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	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. 17 October 30, 1955	STATIONS				
	259	299	5	107	9	103	D	A				SX	OH	YL	FO
	Time Freight	Stock Special	Mail and Express	Streamliner Passenger	Passenger	Streamliner Passenger									
	Daily	Daily	Daily	Daily	Daily	Daily									
DPTWYZ	10.45PM	4.15AM	7.35PM	4.00PM	6.50AM	2.55AM									
117 P			7.43												
107 PY			f 7.49												
104 P			f 7.58												
115 P															
116 P			8.17												
118 P															
66 P															
125 P															
118 FW			8.40												
117 P			8.50												
117 P			8.55												
117 P			f 9.01												
117 P			9.06												
106 P															
103 } 107 } PY			9.16												
115 P															
117 P			9.28												
118 P															
117 P															
DPY			s 10.00	5.38	f 8.50	4.35									
114 P															
117 P															
81 P			10.17												
106 P			10.23												
117 P															
117 P			10.37												
126 P															
70 P															
125 P															
117 P			11.10												
117 P															
117 P															
115 P			11.25	6.35	10.05	5.30									
DPWY	A 5.45AM	A 9.45AM	A 11.35PM	A 6.43PM	A 10.15AM	A 5.40AM									

CENTRALIZED TRAFFIC CONTROL

(7.00)	(5.30)	(4.00)	(2.43)	(3.25)	(2.45)	..... Thru Time
24.4	31.1	42.7	62.9	50.0	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 8	Time-Table No. 17 October 30, 1955	Mile-Post	FIRST CLASS				SECOND CLASS	
			108	6	10	104	260	256
			Streamliner Passenger	Mail and Express	Passenger	Streamliner Passenger	Time Freight	Time Freight
DPTWYZ	DN-R LAS VEGAS YL VG	384.2	A 4.45AM	A 7.05AM	A 6.15PM	A 11.15PM	A 11.45AM	A 10.30PM
117 P	BRACKEN	329.8	4.32	6.45	5.59	11.02		
107 PY	BOULDER JCT.	327.0						
107 P	D ARDEN A	322.5		6.35				
104 P	D SLOAN SX	315.0		6.20				
115 P	ERIE	309.8						
116 P	JEAN	301.1		6.00				
118 P	BORAX	296.3						
66 P	ROACH	291.7						
125 P	CALADA	287.2						
118 PW	DESERT	282.5		5.35				
117 P	D NIPTON OH	277.5		5.28				
117 P	MOORE	272.1		5.19				
117 P	IVANPAH	267.5		5.14				
117 P	BRANT	262.9		5.08				
106 P	JOSHUA	258.0						
103 } 107 } PY	OIMA YL	254.2		5.00				
115 P	CHASE	250.2						
117 P	ELORA	247.1		4.46				
118 P	DAWES	248.4						
117 P	HAYDEN	239.1						
DPY	DN KELSO YL FO	235.5	2.50	s 4.25	s 4.10	9.20		
114 P	FLYNN	230.6						
117 P	KERENS	225.9						
81 P	GLASGOW	221.9		4.09				
106 P	SANDS	217.6		4.05				
117 P	BALCH	211.9						
117 P	ORUCERO	204.8		3.52				
126 P	BASIN	196.9						
70 P	AFTON	191.5						
125 P	DUNN	187.3						
117 P	FIELD	182.4		3.30				
117 P	MANIX	177.8						
117 P	HARVARD	173.3		3.20				
115 P	TOOMEY	168.3						
DPWY	DN-R YERMO YL BN	168.2	1.45AM	3.10AM	2.53PM	8.15PM	5.00AM	4.00PM
			Daily	Daily	Daily	Daily	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

..... Thru Time	(3.00)	(3.55)	(3.22)	(3.00)	(6.45)	(6.30)
.....Average speed per hour	57.0	43.6	50.8	57.0	25.3	26.3

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. 17	
	299 Stock Special	259 Time Freight	5 Mail and Express	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger		October 30, 1955	
								STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily			
DPWY	10.15AM	6.15AM	11.45PM	6.43PM	10.20AM	5.40AM	620.8	DN-R YERMO YL BN	
IP			11.53PM	6.50PM	10.28AM	5.48AM	626.4	DN DAGGETT H	
			s 12.10AM	7.00	s 10.45	5.58	684.2	BARSTOW BA	
D			s 2.30	s 8.52	s 12.55	s 7.55	715.0	SAN BERNARDINO B	
			s 2.40	9.00	1.05	8.03	718.5	COLTON	
IP			2.50AM	9.10PM	1.15PM	8.13AM	724.8	S. P. and A. T. & S. F. Crossings	
P			s 3.00	9.15	s 1.25	8.15	725.5	RIVERSIDE JCT. YL	
AI							727.8	DN RIVERSIDE YL	
124							729.2	P. E. CROSSING	
113							780.0	STREETER	
122							784.7	ARLINGTON	
122			f 3.25				787.4	BLY	
PI			s 3.45		1.48		744.9	DN MIRA LOMA V	
							745.2	S. P. CROSSING	
123							747.5	DN ONTARIO YL RA	
							750.0	SUNSWEEP	
							751.0	S. P. CROSSING	
118			s 4.05		s 2.00	8.40	754.1	DN POMONA YL PO	
122							758.6	SPADRA	
							765.2	WALNUT	
122							766.0	PUENTE JCT.	
							771.7	D PUENTE BG	
							772.1	BARTOLO	
118			f 4.35				772.7	WHITTIER JCT.	
67			f 4.45				774.5	D PICO K	
			s 5.00	s 10.10	s 2.50	s 9.10	777.8	D MONTEBELLO MK	
ODPWYZ	A 6.00PM	A 3.00PM					777.4	EAST LOS ANGELES YL	
PX							780.2	DN-R EAST YARD YL	
PX							781.8	DOWNNEY ROAD YL	
PX							788.0	NINTH ST. JCT. YL	
I			5.18	10.21	3.02	9.21	788.9	FIRST ST. YL	
I							784.0	PASADENA JCT. YL	
IP			A 5.30AM	A 10.30PM	A 3.15PM	A 9.30AM	784.7	A. T. & S. F. Csg. (Mission Tower)	
								DN-R LOS ANGELES UD	
								(Union Station)	
								168.9	

Time-Table No. 17  
October 30, 1955

STATIONS

C.T.C. { DN-R YERMO YL BN  
4.6  
DN DAGGETT H  
8.8  
BARSTOW BA  
82.8  
SAN BERNARDINO B  
3.5  
COLTON  
6.3  
S. P. and A. T. & S. F. Crossings  
RIVERSIDE JCT. YL  
0.7  
DN RIVERSIDE YL  
2.8  
P. E. CROSSING  
1.4  
STREETER  
0.8  
ARLINGTON  
4.7  
BLY  
2.7  
DN MIRA LOMA V  
7.5  
S. P. CROSSING  
0.8  
DN ONTARIO YL RA  
2.3  
SUNSWEEP  
2.5  
S. P. CROSSING  
1.0  
DN POMONA YL PO  
3.1  
SPADRA  
4.5  
WALNUT  
6.6  
PUENTE JCT.  
0.8  
D PUENTE BG  
5.7  
BARTOLO  
0.4  
WHITTIER JCT.  
0.6  
D PICO K  
1.8  
D MONTEBELLO MK  
2.8  
EAST LOS ANGELES YL  
0.1  
DN-R EAST YARD YL  
2.8  
DOWNNEY ROAD YL  
1.1  
NINTH ST. JCT. YL  
1.7  
FIRST ST. YL  
0.9  
PASADENA JCT. YL  
0.1  
A. T. & S. F. Csg. (Mission Tower)  
0.7  
DN-R LOS ANGELES UD  
(Union Station)  
168.9

CENTRALIZED TRAFFIC CONTROL

Two Main Tracks

(7.45) (8.45) (5.45) (3.47) (4.55) (3.50) ..... Thru Time  
20.2 17.9 28.5 43.3 33.3 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. 17			
	10 Passenger	104 Streamliner Passenger	108 Streamliner Passenger	6 Mail and Express		256 Time Freight	260 Time Freight	October 30, 1955	
								STATIONS	
DPWY	A 2.50PM	A 8.15PM	A 1.45AM	A 3.05AM	168.2	A 3.15PM	A 4.30AM		
IP	2.38PM	8.07PM	1.35AM	2.55AM	158.6				
			s 2.25	7.57	150.1	s 2.45			
D			s 12.20	s 6.08	67.8	s 12.35	10.45		
			12.07PM	5.55	64.5	s 12.13	10.00		
IP			11.57AM	5.45PM	58.2	11.13PM	12.02AM		
P	s 11.55	5.43	11.10	s 11.59PM	57.5				
AI					55.2				
124					58.8				
113					58.0				
122					48.8				
122					45.6				
PI					38.1				
					37.8	11.28	s 11.25		
123					35.5				
					38.0				
					32.0	11.20	5.15		
118					28.9				
122					24.4				
					17.8				
122					17.0				
					11.8				
					10.9				
118					10.8				
67					8.5				
					5.7	s 10.50	s 4.50		
ODPWYZ					5.6	s 10.20	s 10.35		
PX					2.8		7.00AM		
PX					1.7		8.00PM		
PX					0.0				
I									
I									
IP						10.30AM	4.30PM		
						10.00PM	10.15PM		
						Daily	Daily		

Time-Table No. 17  
October 30, 1955

STATIONS

C.T.C. { DN-R YERMO YL BN  
4.6  
DN DAGGETT H  
8.8  
BARSTOW BA  
82.8  
SAN BERNARDINO B  
3.5  
COLTON  
6.3  
S. P. and A. T. & S. F. Crossings  
RIVERSIDE JCT. YL  
0.7  
DN RIVERSIDE YL  
2.8  
P. E. CROSSING  
1.4  
STREETER  
0.8  
ARLINGTON  
4.7  
BLY  
2.7  
DN MIRA LOMA V  
7.5  
S. P. CROSSING  
0.8  
DN ONTARIO YL RA  
2.3  
SUNSWEEP  
2.5  
S. P. CROSSING  
1.0  
DN POMONA YL PO  
3.1  
SPADRA  
4.5  
WALNUT  
6.6  
PUENTE JCT.  
0.8  
D PUENTE BG  
5.7  
BARTOLO  
0.4  
WHITTIER JCT.  
0.6  
D PICO K  
1.8  
D MONTEBELLO MK  
2.8  
EAST LOS ANGELES YL  
0.1  
DN-R EAST YARD YL  
2.8  
DOWNNEY ROAD YL  
1.1  
NINTH ST. JCT. YL  
1.7  
FIRST ST. YL  
0.9  
PASADENA JCT. YL  
0.1  
A. T. & S. F. Csg. (Mission Tower)  
0.7  
DN-R LOS ANGELES UD  
(Union Station)  
165.2

CENTRALIZED TRAFFIC CONTROL

Two Main Tracks

Thru Time ..... (4.20) (3.45) (3.45) (4.50) (8.15) (8.30)  
Average speed per hour ..... 38.1 44.0 44.0 34.1 19.1 18.5

Time shown at Colton, San Bernardino and Barstow is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.  
All first-class trains will register at Yermo by train registering ticket.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
For Stations not shown on schedule pages.—See Page 11.

**WESTWARD — ANAHEIM BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Whittier Jct.	Time-Table No. 17 October 30, 1955		Mile-Post
		STATIONS		
	0.0		<b>WHITTIER JCT.</b>	0.0
	0.1		0.1 S. P. CROSSING	0.1
18	2.3	D	WHITTIER YL WR 2.2 4.6	2.3
	6.9		PAC. ELEC. CROSSING 2.8	6.9
	9.7		LA HABRA 0.8	9.7
	10.5		PAC. ELEC. CROSSING 3.8	10.5
6	18.8		SUNNY HILLS 1.7	18.8
1	15.5		A. T. & S. F. CROSSING 1.8	15.5
11	17.3	D	FULLERTON RN 2.7	17.3
40	20.0	D	ANAHEIM YL MN 2.0	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. 17 October 30, 1955		Mile-Post
		STATIONS		
	0.0		<b>BOULDER JCT.</b>	0.0
60	9.8	D	HENDERSON YL RB 9.8 12.6	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 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. 17 October 30, 1955		Mile-Post
		STATIONS		
		DPWYZ	<b>EAST YARD YL D</b>	
	8.1	DN	HOBART YL J A. T. and S. F. Crossing	8.1
	8.6		L. A. JOT. BY CROSSING YL 0.5	8.6
	5.1		P. E. CROSSING YL 1.5	5.1
15	5.8		BELL YL 0.2	5.8
77	7.4		S. P. CROSSING YL 2.1	7.4
	9.4		WORKMAN 2.0	9.4
	11.2		P. E. CROSSING 1.8	11.2
13	12.5	D	PARAMOUNT YL HY 1.3	12.5
	14.3		RIOCO YL 1.8	14.3
	14.6		DOUGLAS JOT. YL 0.8	14.6
	17.4		P. E. CROSSING 2.8	17.4
	19.1		MANUEL 1.7	19.1
	21.7		S. P. CROSSING 2.6	21.7
	21.9		P. E. CROSSING 0.2	21.9
	22.3	DN	MEAD TFR. YL WI 0.4	22.3
	23.2		HENRY FORD BLV. DRAWBRIDGE YL 0.9	23.2
	24.2		TERMINAL ISLAND YL 1.0	24.2
	25.9		<b>EAST SAN PEDRO YL</b> 1.7	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 Merchandise Trains: On straight track, 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.			35
On curves, where not otherwise restricted.			50	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			20
Freight trains handling tonnage in excess of 65 tons per operative brake.			40	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
Inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		60		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Diesel yard switch locomotives in road service.	35	35	35	On branch lines. (Slower speed must be observed where conditions require.)			15
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.)			40	Within yard limits not protected by continuous block signals. On main line.	50	40	25
Backing up pulling a train. Backing up light.	40	40	40	On branch lines.		30	15
Diesel freight and road switch locomotives.	65	65		Within yard limits Diesel passenger locomotive operated without train.		25	
Trains handling U. P. ore cars numbers 8000 - 8499 loaded or empty.			45	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	20	20
On straight track.			25	Wye tracks.	6	6	6
On curves.			15				
On branch lines.							

**FIRST SUBDIVISION**

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Las Vegas Between M.P. 335 and 332.5.	20	20	20	Cima to Kelso Diesel locomotive running light with dynamic brake in operation and passenger trains handled by Diesel 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 locomotive with dynamic brake in operation.	30		
Between M.P. 319.7 and 318.5.	40	40	30	1870 series Diesel locomotive operating light without dynamic brakes Cima to Kelso			20
Between M.P. 317.1 and 315.0.	40	40	30	with dynamic brakes in operation Cima to Kelso			35
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Kelso to Sands			40
Between M.P. 313.6 and 312.6.	79	70	50	Cima to Desert			40
Between M.P. 312.5 and 311.7.	45	40	30				
Between M.P. 309.8 and 309.3. See Note.	70	60	50				

**FIRST SUBDIVISION (Cont'd)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Cima to Kelso</b> All freight and mixed trains except when handled with Diesel locomotive with dynamic brake in operation, will consume 5 mins. running the first mile and 4 mins. the second mile, after leaving Cima, to avoid too rapid heating of wheels.	60	40	20	<b>Flynn</b> Between M.P. 223.9 and 223.5.	79	70	50
<b>Cima to Kelso</b> Streamline trains handled with automatic brake in operation.	45			<b>Basin</b> Between M.P. 196.2 and 193.8.	60	50	40
<b>Kelso</b> Between Signals 2359 and 2352.	20	20	20	Between M.P. 193.7 and 191.8	45	35	25
Between M.P. 231.2 and 230.9. See Note.	70	60	50	<b>Afton</b> Between M.P. 190.9 and 188.4. See Note.	55	45	35
				<b>Dunn</b> Between M.P. 187.0 and 186.2. See Note.	70	60	50
				<b>Yermo</b> Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

**SECOND SUBDIVISION**

<b>Yermo</b> Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	<b>Spadra</b> Between M.P. 25.3 and 25.1. See Note.	70	60	50
Between M.P. 161.7 and 161.4	70	60	50	<b>Walnut</b> Between M.P. 23.8 and 23.6.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	<b>Puente</b> Between M.P. 15.3 and 15.1.	55	45	35
<b>Riverside Jct.</b> 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	<b>Whittier Jct.</b> Between M.P. 10.4 and 10.2. See Note.	60	50	40
<b>Streeter</b> Between M.P. 53.7 and 53.4. See Note.	60	50	40	<b>Montebello</b> Over Power operated Switch M.P. 7.72: Using straight track.	70	60	50
<b>Arlington</b> Between M.P. 52.3 and 51.8.	65	55	45	Using turn out.	25	20	20
Between M.P. 50.7 and 49.9.	70	60	50	<b>East Yard</b> Between M.P. 2.4 and 1.7	25	25	20
<b>Mira Loma</b> S. P. Crossing M.P. 38.1.	40	40	25	Between M.P. 0.1 and West 0.3.	25	25	20
<b>Pomona</b> Between M.P. 32.5 and 31.5.	40	40	25	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15

**BRANCHES**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
<b>Boulder City Branch</b> Between M.P. 17.8 and 19.0.	30	30	<b>San Pedro Branch</b> Lead known as Consolidated Lumber Company track: On straight track. On curves.	10	6
<b>Blue Diamond Spur</b> 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
<b>Crestmore Branch</b> 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
<b>Anaheim Branch</b> 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	<b>Pasadena Branch</b>	12	12
			<b>Glendale Branch</b>	12	12
			Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jct.		

Note: Referring to Rule 10(J) 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. 314.6
M.P. 308.8	M.P. 191.3
M.P. 230.5	M.P. 187.5
M.P. 24.6	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)	Switch Connection
<b>First Subdivision</b>				<b>Glendale Branch</b>			
Cinderlite Spur	330.1	19 P	East	Taylor Milling Co.	4.2	15	West
Blue Diamond	321.8	P	West	Pacific Fence	5.3	4	East
Basin Gravel Pit	196.9	117	East	Delay Drive	5.5	12	West
New Dunn	188.5	20 P	Both	Pottery Spur	5.7	2	West
<b>Second Subdivision</b>				Westcraft, Inc.	5.8	8	West
Magnolia Ave.	55.2	13	East P	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	<b>Pasadena Branch</b>			
San Antonio Meat Co.	34.1	22	East	Baker Spur	5.3	5	East
Convair East Spur	30.7	53	East	Team Track	5.4	1	West
Convair West Spur	29.8	24	West	Municipal Light Plant	8.2	8	East
American Brake Shoe	29.4	18	West	Municipal Light Plant	8.3	7	Both
Industrial Spur	27.0	38 P	East	Lennox Furnace Co.	8.5	2	East
Fallon	21.7	7 P	West	Crown Fence & Supply Co.	8.6	2	West
Clayton	13.5	8 P	East	Holly Mfg. Co.	8.6	3	East
St. Helens Spur	11.1	16	West	A. C. Vroman Inc.	9.3	3	East
<b>Boulder City Branch</b>				Pasadena	9.8	19	Both
Manganese, Inc.	11.5	62	East	City of Pasadena	11.31	3	West
Magnesium	10.5	20	Both	<b>San Pedro Branch</b>			
<b>Crestmore Branch</b>				Rancho Los Amigos	10.0	3	East
Ennis	3.1	15	Both	Dayton Foundry Co.	10.2	6	West
Ormand	3.9	14	Both	Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Ormand Quarry	3.9	78	West	Macco Corporation	11.5	15	West
Crestmore	6.9	Yard	Both	Auto Lite Battery	11.6	19	East
<b>Anaheim Branch</b>				So. Western Cement Co.	13.1	35	West
Gladding McBean Track	0.2	9	Both	Ohio Rubber Co.	13.2	26	West
Sunny Hills Spur	13.8	118	West	Export Petroleum Co.	13.5	20	West
Fullerton Industrial Lead	15.4	30	West	Richfield Oil Co.	13.8	36	East
Northrop Aircraft	18.8	14	West	Exeter Refining Co.	14.1	20	East
California Juice Inc.	19.1	13	West	Operators Refining Co.	14.4	19	West
Southern California Citrus	19.2	16	West	<b>Lakewood Branch</b>			
				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
<b>First Subdivision</b>				<b>Second Subdivision</b>			
Braeken	329.3	12	Both	Bly	48.3	89	Both
Arden	321.9	15	Both	Walnut	24.4	10	Both
Sloan	315.2	15	West	Puente	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
<b>Total</b>	<b>431.1</b>