



**A. D. HANSON**  
General Manager

**H. E. SHUMWAY**  
General Superintendent Transportation

**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. WHISLER,**  
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
E. M. Pettis	Surgeon	Fullerton
E. A. Taylor	Surgeon	Glendale
E. A. Westphal	Surgeon	Glendale
J. E. Cummings	Surgeon	Eagle Rock
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
J. A. Zaro, Jr.	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
H. A. Anderson	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						
Time-Table No. 18				April 29, 1956						
STATIONS				STATIONS						
9 Passenger	103 Streamliner Passenger	5 Mail and Express	Distance from Ogden	MT	OGDEN	MT	Mile Post	10 Passenger	104 Streamliner Passenger	6 Mail and Express
Daily	Daily	Daily								
9.15	6.55	7.55	0.0	MT	OGDEN	MT	0.0	A 6.00	A 9.00	A 7.20
10.05	7.40	8.45	36.8		SALT LAKE CITY		36.8	5.05	8.15	6.25
10.30	7.50	9.45					784.0	4.45	8.05	6.00
12.39	9.39	12.15	154.4		LYNN DYL		665.9	2.20	6.08	3.30
2.20	10.54	2.05	248.5		MILFORD		576.8	12.50	4.58	1.55
3.00	11.21	2.45	278.9		LUND		541.4	12.05	4.25	1.00
5.08	12.55	4.50	380.8		CALIENTE		459.5	10.15	2.49	10.55
8.05	3.30	8.05	486.1	MT	LAS VEGAS	MT	384.2	7.30	12.20	8.00
7.20	2.40	7.35		PT		PT		6.15	11.10	6.40
10.40	5.35	11.45	657.1		YERMO		168.2	2.53	8.15	2.55
11.03	5.53	12.10	670.5		BARSTOW		150.1	2.25	7.57	2.30
1.05	7.50	2.30	751.8		SAN BERNARDINO		67.3	12.20	6.08	12.20
1.15	7.58	2.40	754.8		COLTON		64.5	12.07	5.55	11.59
1.35	8.10	3.00	761.8		RIVERSIDE		57.5	11.55	5.43	11.45
1.58	8.38	3.45	781.5		ONTARIO		37.8	11.28		11.10
2.10	8.38	4.05	787.8		POMONA		32.0	11.20	5.15	10.55
2.50	9.10	5.00	818.6		EAST LOS ANGELES		5.7	10.50	4.50	10.17
A 3.15	A 9.30	A 5.30	821.0	PT	LOS ANGELES	PT	0.0	10.30	4.30	10.00
								Daily	Daily	Daily
(19.00)	(15.35)	(22.35)						(18.30)	(15.30)	(20.20)
43.2	52.7	36.4						44.3	53.0	40.4

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	Riverside	Any station	Los Angeles
10	Ontario		Las Vegas or beyond
10	Victorville	Any station	Stations where 10 stops
*6	Any station	Any station	Any station
104	Riverside	Los Angeles	Station where 104 stops
104	Pomona		Omaha or beyond
103	Pomona	Omaha or beyond	

\*Includes non-revenue passengers.

WESTWARD		FIRST SUBDIVISION					Distance from Salt Lake City	Time-Table No. 18	
		SECOND CLASS		FIRST CLASS				April 29, 1956	
		259 Time Freight	299 Stock Special	5 Mail and Express	9 Passenger	103 Streamliner Passenger		STATIONS	
Car capacity of Sidings, etc. See Rule 6(A). Page 8		Daily	Daily	Daily	Daily	Daily			
DPTWYZ		10.45PM	1.45AM	7.35PM	7.20AM	2.40AM	DN-R LAS VEGAS YL VG		
117	P			7.43			4.9 BRACKEN		
	PY						2.8 BOULDER JCT.		
107	P			f 7.49			4.5 ARDEN A		
104	P			f 7.58			7.5 SLOAN SX		
115	P						5.7 ERIE		
116	P			8.17			8.2 JEAN		
118	P						4.8 BORAX		
66	P						4.6 ROACH		
125	P						4.5 CALADA		
118	FW			8.40			4.7 DESERT		
117	P			8.50			5.0 NIPTON OH		
117	P			8.55			5.4 MOORE		
117	P			f 9.01			4.6 IVANPAH		
117	P			9.06			4.6 BRANT		
106	P						4.9 JOSHUA		
103 } 107 }	PY			9.16			8.8 OIMA		
115	P						4.0 CHASE		
117	P			9.28			3.1 ELORA		
118	P						3.7 DAWES		
117	P						4.3 HAYDEN		
	DPY			s 10.00	s 9.15	4.25	8.6 DN KELSO YL FO		
114	P						4.9 FLYNN		
117	P						4.7 KERENS		
81	P			10.17			4.0 GLASGOW		
106	P			10.23			4.8 SANDS		
117	P						5.7 BALCH		
117	P			10.37			7.6 ORUERO		
126	P						7.4 BASIN		
70	P						5.4 AFTON		
125	P						4.2 DUNN		
117	P			11.10			4.9 FIELD		
117	P						4.6 MANIX		
117	P						4.5 HARVARD		
115	P			11.25	10.25	5.25	5.0 TOOMEY		
	DPWY	A 5.45AM	A 7.15AM	A 11.35PM	A 10.35AM	A 5.35AM	5.1 DN-R YERMO YL BN		
							171.0		

(7.00) (5.30) (4.00) (3.15) (2.55) ..... Thru Time  
 24.4 31.1 42.7 50.4 58.7 ..... 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	
		FIRST CLASS			SECOND CLASS		Time-Table No. 18	
		6 Mail and Express	10 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight	April 29, 1956	
Car capacity of Sidings, etc. See Rule 6(A). Page 8		Daily	Daily	Daily	Daily	Daily	STATIONS	
DPTWYZ		A 6.40AM	A 6.15PM	A 11.10PM	A 11.45AM	A 10.30PM	DN-R LAS VEGAS YL VG	
117	P	6.28	5.59	11.00			4.9 BRACKEN	
	PY						2.8 BOULDER JCT.	
107	P	6.18					4.5 ARDEN A	
104	P	6.05					7.5 SLOAN SX	
115	P						5.7 ERIE	
116	P	5.45					8.2 JEAN	
118	P						4.8 BORAX	
66	P						4.6 ROACH	
125	P						4.5 CALADA	
118	PW	5.20					4.7 DESERT	
117	P	5.13					5.0 NIPTON OH	
117	P	5.04					5.4 MOORE	
117	P	4.59					4.6 IVANPAH	
117	P	4.53					4.6 BRANT	
106	P						4.9 JOSHUA	
103 } 107 }	PY	4.45					8.8 OIMA	
115	P						4.0 CHASE	
117	P	4.31					3.1 ELORA	
118	P						3.7 DAWES	
117	P						4.3 HAYDEN	
	DPY	s 4.10	s 4.10	9.20			8.6 DN KELSO YL FO	
114	P						4.9 FLYNN	
117	P						4.7 KERENS	
81	P	3.54					4.0 GLASGOW	
106	P	3.50					4.8 SANDS	
117	P						5.7 BALCH	
117	P	3.37					7.6 ORUERO	
126	P						7.4 BASIN	
70	P						5.4 AFTON	
125	P						4.2 DUNN	
117	P	3.15					4.9 FIELD	
117	P						4.6 MANIX	
117	P	3.05					4.5 HARVARD	
115	P						5.0 TOOMEY	
	DPWY	2.55AM	2.53PM	8.15PM	5.00AM	4.00PM	5.1 DN-R YERMO YL BN	
		Daily	Daily	Daily	Daily	Daily	171.0	

Thru Time ..... (3.45) (3.22) (2.55) (6.45) (6.30)  
 Average speed per hour..... 45.6 50.8 58.6 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
	299 Stock Special	259 Time Freight	5 Mail and Express	9 Passenger	103 Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	
DPWY	7.45AM	6.15AM	11.45PM	10.40AM	5.35AM	620.8
IP			11.53PM	10.48AM	5.43AM	625.4
D			s 12.10AM	s 11.03AM	5.53	634.2
			s 2.30	s 1.05PM	s 7.50	715.0
			s 2.40	1.15	7.58	718.5
IP			2.50AM	1.25PM	8.08AM	724.8
P			s 3.00	s 1.35	8.10	725.5
AI						727.8
124 P						729.2
113 P						730.0
122 YP						734.7
122 P			f 3.25			737.4
PI						744.9
P			s 3.45	1.58		745.2
123 P						747.5
P						750.0
P			s 4.05	s 2.10	8.38	751.0
118 P						754.1
122 P						758.6
						765.2
122 P						766.0
						771.7
P						772.1
118 P			f 4.35			772.7
67 P			f 4.45			774.5
			s 5.00	s 2.50	s 9.10	777.3
ODPWYZ	A 3.30PM	A 3.00PM				777.4
PX						780.2
PX						781.8
PX						783.0
I			5.18	3.02	9.21	783.9
I						784.0
IP			A 5.30AM	A 3.15PM	A 9.30AM	784.7

Time-Table No. 18  
April 29, 1956

**STATIONS**

C.T.C. { DN-R YERMO YL BN 4.6  
DN DAGGETT H 8.8  
BARSTOW BA 82.8  
SAN BERNARDINO B 8.5  
COLTON 6.8  
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 0.3  
DN ONTARIO YL RA 2.3  
SUNSWEEET 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  
DOWNEY 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 (Union Station) UD 168.9

Two Main Tracks

CENTRALIZED TRAFFIC CONTROL

(7.45) (8.45) (5.45) (4.35) (3.55) ..... Thru Time  
20.4 18.0 28.5 35.7 41.8 ..... 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
	10 Passenger	104 Streamliner Passenger	6 Mail and Express	256 Time Freight	260 Time Freight	
DPWY	A 2.50PM	A 8.15PM	A 2.50AM	A 3.15PM	A 4.30AM	163.2
IP	2.38PM	8.07PM	2.40AM			158.6
D	s 2.25	7.57	2.30			150.1
	s 12.20	s 6.08	12.20AM	10.45	12.30AM	67.8
	12.07PM	5.55	11.59PM	10.00	11.59PM	64.5
IP	11.57AM	5.45PM	11.48PM			58.2
P	s 11.55	5.43	11.45			57.5
AI						55.2
124 P						58.8
113 P						53.0
122 YP						48.8
122 P						45.6
PI						88.1
P	11.28		11.10			87.8
123 P						85.5
P						83.0
P	s 11.20	5.15	s 10.55			32.0
118 P						28.9
122 P						24.4
						17.8
122 P						17.0
						11.8
P						10.9
118 P						10.8
67 P						8.5
						5.7
ODPWYZ				7.00AM	8.00PM	5.6
PX						2.8
PX						1.7
PX						0.0
I						
I						
IP	10.30AM	4.30PM	10.00PM			

Time-Table No. 18  
April 29, 1956

**STATIONS**

C.T.C. { DN-R YERMO YL BN 4.6  
DN DAGGETT H 8.5  
BARSTOW BA 82.8  
SAN BERNARDINO B 2.8  
COLTON 6.8  
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 0.3  
DN ONTARIO YL RA 2.3  
SUNSWEEET 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  
DOWNEY 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 (Union Station) UD 165.2

Two Main Tracks

CENTRALIZED TRAFFIC CONTROL

Thru Time ..... (4.20) (3.45) (4.50) (8.15) (8.30)  
Average speed per hour ..... 38.1 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. 18 April 29, 1956		Mile-Post
		STATIONS		
	0.0	<b>WHITTIER JCT.</b>		0.0
	0.1	0.1 S. P. CROSSING		0.1
18	2.8	D WHITTIER YL WR		2.8
	6.9	PAC. ELEC. CROSSING		6.9
	9.7	LA HABRA		9.7
	10.5	PAC. ELEC. CROSSING		10.5
6	18.8	SUNNY HILLS		18.8
I	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. 18 April 29, 1956		Mile-Post
		STATIONS		
	0.0	<b>BOULDER JCT. YL</b>		0.0
60	9.8	D HENDERSON YL 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 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. 18 April 29, 1956		Mile-Post
		STATIONS		
		DN-R <b>EAST YARD YL D</b>		
	3.1	DN HOBART YL J		3.1
	3.6	A. T. and S. F. Crossing 0.5 L. A. JCT. BY CROSSING YL		3.6
	5.1	P. E. CROSSING YL		5.1
	5.8	BELL YL		5.8
15 77	7.4	S. P. CROSSING YL		7.4
	9.4	WORKMAN		9.4
	11.2	P. E. CROSSING		11.2
18	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
96	19.1	MANUEL		19.1
	21.7	S. P. CROSSING		21.7
	21.9	P. E. CROSSING		21.9
	22.8	DN MEAD TFR. YL WI		22.8
	23.2	HENRY FORD BLV. DRAWBRIDGE YL		23.2
	24.2	TERMINAL ISLAND YL		24.2
	25.9	<b>EAST SAN PEDRO YL</b>		25.9
		25.9		

**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. 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.)			40
DLS and Los Angeles-Las Vegas Merchandise Trains where not otherwise restricted.			60				35
Freight trains handling tonnage in excess of 65 tons per operative brake.			40				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	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
Trains handling U. P. ore cars numbers 8000 - 8499 loaded or empty.			45	Within yard limits Diesel 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.			30	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
			25	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
			15	Wye tracks.	6	6	6

**FIRST SUBDIVISION**

<b>Las Vegas</b> Between M.P. 335 and 332.5.	20	20	20	<b>Cima to Kelso</b> Diesel locomotive running light with dynamic brake in operation and passenger trains handled by Diesel locomotives with dynamic brake in operation.	45	45
<b>Arden</b> Between M.P. 321.0 and 320.6.	65	55	45	<b>Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel locomotive with dynamic brake in operation.</b>	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
<b>Sloan</b> 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>Basin</b> Between M.P. 196.2 and 193.8.	60	50	40
				Between M.P. 193.7 and 191.8	45	35	25
				<b>Afton</b> Between M.P. 190.9 and 188.4. See Note.	55	45	35
<b>Cima to Kelso</b> Streamline trains handled with automatic brake in operation.	45			<b>Dunn</b> Between M.P. 187.0 and 186.2. See Note.	70	60	50
<b>Kelso</b> Between Signals 2359 and 2352.	20	20	20	<b>Yermo</b> 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**

<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.	30	30
<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. 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
<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
Shepherd Tractor Spur	12.2	15 P	East	A. C. Vroman Inc.	9.3	3	East
St. Helens Spur	11.1	16	West	Pasadena	9.8	19	Both
				City of Pasadena	11.31	3	West
<b>Boulder City Branch</b>				<b>San Pedro Branch</b>			
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
<b>Crestmore Branch</b>				Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Ennis	3.1	15	Both	Macco Corporation	11.5	15	West
Ormand	3.9	14	Both	Auto Lite Battery	11.6	19	East
Ormand Quarry	3.9	78	West	So. Western Cement Co.	13.1	35	West
Crestmore	6.9	Yard	Both	Ohio Rubber Co.	13.2	26	West
<b>Anaheim Branch</b>				Export Petroleum Co.	13.5	20	West
Gladding McBean Track	0.2	9	Both	Richfield Oil Co.	13.8	36	East
Sunny Hills Spur	13.8	118	West	Exeter Refining Co.	14.1	20	East
Fullerton Industrial Lead	15.4	30	West	Operators Refining Co.	14.4	19	West
Northrop Aircraft	18.8	14	West	<b>Lakewood Branch</b>			
California Juice Inc.	19.1	13	West	Lakewood	16.2	13 P	Both
Southern California Citrus	19.2	16	West	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>				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	<b>Second Subdivision</b>			
Joshua	258.0	12	Both	Bly	48.3	89	Both
Cima	254.2	20	Both	Walnut	24.4	10	Both
Chase	250.3	11	Both	Puente	17.0	30	Both
Elora	246.8	9	Both	Pico	10.3	26	Both
Dawes	243.4	16	Both	Montebello	8.5	30	Both

**MILEAGE**

Main Line	338.5
Branches	92.6
<b>Total</b>	<b>431.1</b>