

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 21

Effective Sunday,

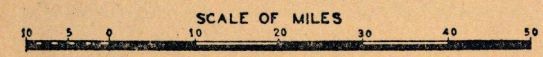
April 14, 1957

at 12:01 A. M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
 CALIFORNIA DIVISION
 CORRECTED TO MARCH 1, 1952



G. A. CUNNINGHAM
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 SuperintendentLos 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....Salt Lake City, Utah
W. E. RAYMOND, Road Foreman of Engines.....Los Angeles, Cal.
W. T. SANDLIN, Road Foreman of Engines.....Los Angeles, Cal.
L. C. WILLIAMS, Road Foreman of EnginesLas Vegas, Nev.
J. M. BATES, Division EngineerLos Angeles, Cal.
G. M. PICKERING, General Roadmaster. Los Angeles, Cal.
C. E. LUCAS, Superintendent of Safety and CourtesySalt Lake City, Utah
G. R. TROUTMAN, Assistant Superintendent of Safety and CourtesyLos Angeles, Cal.
C. W. CARTER, Safety and Courtesy RepresentativeSalt Lake City, Utah

First Subdivision and Branches

- R. A. FORBES, Chief Train Dispatcher**...Las Vegas, Nev.
R. L. GUNDEY, 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 EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS:

| NAME | TITLE | PLACE |
|------------------|------------------|--------------------------------|
| D. L. Gamette | District Surgeon | Los Angeles |
| E. W. Turner | Surgeon | Los Angeles |
| W. W. Woods | Surgeon | Alhambra |
| D. P. Nebeker | Surgeon | Arcadia |
| M. F. Fink | Surgeon | Barstow |
| Wm. M. Clover | Surgeon | Barstow |
| C. S. Muller | Surgeon | Bell |
| A. L. Kobal | Surgeon | Covina |
| W. W. Meier | Surgeon | East Los Angeles |
| E. L. Smith | Surgeon | Montebello |
| E. M. Pettis | Surgeon | Fullerton |
| E. A. Taylor | Surgeon | Glendale |
| E. A. Westphal | Surgeon | Glendale |
| J. E. Cummings | Surgeon | Eagle Rock |
| L. M. Phillips | Surgeon | Henderson, Nev. |
| 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 |
| H. M. Mason | Physician | Los Angeles |
| J. Segal | Surgeon | Los Angeles |
| J. A. Zaro, Jr. | Physician | Los Angeles |
| E. M. F. Weaver | Oculist & Aurist | Los Angeles |
| 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 |
| 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 |
| David Lee | Surgeon | Rivera |
| T. A. Card | Surgeon | Riverside |
| C. M. Hadley | Oculist & Aurist | San Bernardino |
| Leland Jacobson | Surgeon | San Bernardino |
| N. E. 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 | San Bernardino... Union Pacific Round House |
| Las Vegas..... Passenger Enginemen's Locker Room | East Yard..... Switchmen's Locker Room |
| 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 | 115 | Distance from Ogden | Time-Table No. 21 | | Mile Post | 116 | 10 | 108 | 104 | 6 | |
| Passenger | Streamliner Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | | April 14, 1957 | | | Streamliner Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Passenger | |
| Daily | Daily | Daily | Daily | Daily | | STATIONS | | | | | | | | |
| 9.15 | 6.55 | 8.25 | 7.30 | | 0.0 | MT | OGDEN | MT | | A 6.15 | A 6.30 | A 9.00 | A 7.40 | |
| 10.05 | 7.40 | 9.10 | 8.20 | | 36.8 | SALT LAKE CITY | | 36.8 | | 5.25 | 5.45 | 8.15 | 6.45 | |
| 10.25 | 7.50 | 9.20 | 9.30 | | 784.0 | | | 784.0 | | 5.05 | 5.35 | 8.05 | 6.00 | |
| 12.25 | 9.39 | 11.08 | 12.11 | | 154.4 | LYNN DYL | | 665.9 | | 2.52 | 3.38 | 6.08 | 3.35 | |
| 2.05 | 10.54 | 12.23 | 2.15 | | 248.5 | MILFORD | | 576.8 | | 1.30 | 2.28 | 4.58 | 2.05 | |
| 2.40 | 11.21 | 12.49 | 3.00 | | 278.9 | LUND | | 541.4 | | 12.45 | 1.55 | 4.25 | 1.15 | |
| 4.35 | 12.55 | 2.24 | 5.15 | | 360.8 | OALIENTE | | 459.5 | | 11.00 | 12.19 | 2.49 | 11.15 | |
| 7.20 | 3.30 | 4.55 | 8.35 | 4.30 | 486.1 | MT | LAS VEGAS | MT | 384.2 | A 3.00 | 8.15 | 9.50 | 12.20 | 8.20 |
| 6.35 | 2.40 | 4.05 | 8.05 | | | PT | | PT | | 7.00 | 8.40 | 11.10 | 6.55 | |
| 9.40 | 5.35 | 6.50 | 12.10 | 7.20 | 657.1 | YERMO | | 168.2 | 11.53 | 3.55 | 5.38 | 8.15 | 3.05 | |
| 10.03 | 5.53 | 7.08 | 12.40 | 7.38 | 670.5 | BARSTOW | | 150.1 | 11.35 | 3.30 | 5.20 | 7.57 | 2.40 | |
| 12.05 | 7.50 | 9.05 | 2.55 | 9.35 | 751.3 | SAN BERNARDINO | | 67.3 | 9.40 | 1.30 | 3.30 | 6.08 | 12.30 | |
| 12.15 | 7.59 | 9.14 | 3.05 | 9.44 | 754.8 | COLTON | | 64.5 | 9.27 | 1.17 | 3.20 | 5.55 | 12.09 | |
| 12.30 | 8.10 | 9.25 | 3.25 | 9.55 | 761.8 | RIVERSIDE | | 57.5 | 9.15 | 1.05 | 3.07 | 5.43 | 11.55 | |
| | | | 4.05 | | 781.5 | ONTARIO | | 87.8 | | | | | 11.15 | |
| 1.05 | 8.38 | | 4.20 | 10.25 | 787.3 | POMONA | | 82.0 | 8.45 | 12.35 | | 5.15 | 10.55 | |
| 1.40 | 9.10 | 10.25 | 5.00 | 10.55 | 818.6 | EAST LOS ANGELES | | 5.7 | 8.20 | 12.05 | 2.20 | 4.50 | 10.20 | |
| A 2.00 | A 9.30 | A 10.45 | A 5.30 | A 11.15 | 821.0 | PT | LOS ANGELES | PT | 0.0 | 8.00 | 11.45 | 2.00 | 4.30 | 10.00 |
| | | | | | | 821.0 | | | Daily | Daily | Daily | Daily | Daily | |
| (17.45) | (15.35) | (15.20) | (23.00) | (6.45) | Thru Time | | (7.00) | (17.30) | (15.30) | (15.30) | (15.30) | (20.40) | | |
| 46.2 | 52.7 | 53.5 | 35.6 | 49.5 | Average speed per hour | | 47.7 | 46.9 | 53.0 | 53.0 | 39.7 | | | |

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 |
|---------|-------------|---------------------------|--------------------------------|
| 9-10 | Victorville | Any station | Stations where 9-10 stops |
| *5 | Any station | Any station | Any station |
| 107-103 | Riverside | Any station | Los Angeles |
| *6 | Any station | Any station | Any station |
| 108-104 | Riverside | Los Angeles | Station where 108-104 stops |
| 104 | Pomona | | Omaha or beyond |
| 103 | Pomona | Omaha or beyond | |

*Includes non-revenue passengers.

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 Freight Time | 115 Streamliner Passenger | 107 Streamliner Passenger | 9 Passenger | 103 Streamliner Passenger | 5 Passenger | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| DPWY | 9.15AM | 5.45AM | 7.20PM | 6.50PM | 9.40AM | 5.35AM | 12.10AM | 620.8 |
| IP | | | 7.28PM | 6.58PM | 9.48AM | 5.43AM | 12.18AM | 625.4 |
| | | | 7.38 | 7.08 | s 10.03 | 5.53 | s 12.40 | 634.2 |
| D | | | s 9.35 | s 9.05 | s 12.05 | s 7.50 | s 2.55 | 715.0 |
| | | | 9.44 | 9.14 | 12.15 | 7.59 | s 3.05 | 718.5 |
| IP | | | 9.53 | 9.23 | 12.25 | 8.08AM | 3.15 | 724.8 |
| P | | | s 9.55 | 9.25 | s 12.30 | 8.10 | s 3.25 | 725.5 |
| AI | | | | | | | | 727.8 |
| 124 P | | | | | | | | 729.2 |
| 113 P | | | | | | | | 730.0 |
| 122 YP | | | | | | | | 734.7 |
| 122 P | | | | | | | f 3.42 | 737.4 |
| PI | | | | | | | | 744.9 |
| P | | | | | | | s 4.05 | 745.2 |
| 123 P | | | | | | | | 747.5 |
| P | | | | | | | | 750.0 |
| P | | | s 10.25 | | s 1.05 | 8.38 | s 4.20 | 751.0 |
| 118 P | | | | | | | | 754.1 |
| 122 P | | | | | | | | 758.6 |
| | | | | | | | | 765.2 |
| 122 P | | | | | | | | 766.0 |
| P | | | | | | | | 771.7 |
| | | | | | | | | 772.1 |
| 118 P | | | | | | | f 4.45 | 772.7 |
| 67 P | | | | | | | f 4.50 | 774.5 |
| | | | s 10.55 | s 10.25 | s 1.40 | s 9.10 | s 5.00 | 777.8 |
| ODPWYZ | A 5.00PM | A 3.00PM | | | | | | 777.4 |
| PX | | | | | | | | 780.2 |
| PX | | | | | | | | 781.3 |
| PX | | | | | | | | 788.0 |
| I | | | 11.06 | 10.37 | 1.52 | 9.21 | 5.18 | 788.9 |
| I | | | | | | | | 784.0 |
| IP | | | A 11.15PM | A 10.45PM | A 2.00PM | A 9.30AM | A 5.30AM | 784.7 |

Time-Table No. 21
April 14, 1957

STATIONS

C.T.C. { DN-R YERMO YL BN 4.6
DN DAGGETT H 8.8
BARSTOW BA 80.8
SAN BERNARDINO B 82.8
COLTON 83.5
S. P. and A. T. & S. F. Crossings }
RIVERSIDE JCT. YL 86.3
DN RIVERSIDE YL VN 86.8
P. E. CROSSING 87.5
STREETER 88.1
ARLINGTON 88.8
BLY 89.5
DN MIRA LOMA V 90.2
S. P. CROSSING 90.9
DN ONTARIO YL RA 91.6
SUNSWEEET 92.3
S. P. CROSSING 93.0
DN POMONA YL PO 93.7
SPADRA 94.4
WALNUT 95.1
PUENTE JOT. 95.8
D PUENTE BG 96.5
BARTOLO 97.2
WHITTIER JCT. 97.9
D PICO K 98.6
D MONTEBELLO MK 99.3
EAST LOS ANGELES YL 100.0
DN-R EAST YARD YL D 100.7
DOWNEY ROAD YL 101.4
NINTH ST. JCT. YL 102.1
FIRST ST. YL 102.8
PASADENA JCT. YL 103.5
A. T. & S. F. Csg. (Mission Tower) 104.2
DN-R LOS ANGELES UD 104.9
(Union Station)

Two Main Tracks

(7.45) (9.15) (3.55) (3.55) (4.20) (3.55) (5.20) Thru Time
20.4 17.0 41.8 41.8 37.8 41.8 30.7 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.
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

Time-Table No. 21
April 14, 1957

STATIONS

C.T.C. { DN-R YERMO YL BN 4.6
DN DAGGETT H 8.5
BARSTOW BA 82.8
SAN BERNARDINO B 83.5
COLTON 84.2
S. P. and A. T. & S. F. Crossings }
RIVERSIDE JCT. YL 86.8
DN RIVERSIDE YL VN 87.5
P. E. CROSSING 88.2
STREETER 88.9
ARLINGTON 89.6
BLY 90.3
DN MIRA LOMA V 91.0
S. P. CROSSING 91.7
DN ONTARIO YL RA 92.4
SUNSWEEET 93.1
S. P. CROSSING 93.8
DN POMONA YL PO 94.5
SPADRA 95.2
WALNUT 95.9
PUENTE JOT. 96.6
D PUENTE BG 97.3
BARTOLO 98.0
WHITTIER JCT. 98.7
D PICO K 99.4
D MONTEBELLO MK 100.1
EAST LOS ANGELES YL 100.8
DN-R EAST YARD YL D 101.5
DOWNEY ROAD YL 102.2
NINTH ST. JCT. YL 102.9
FIRST ST. YL 103.6
PASADENA JCT. YL 104.3
A. T. & S. F. Csg. (Mission Tower) 105.0
DN-R LOS ANGELES UD 105.7
(Union Station)

Two Main Tracks

| Car capacity of sidings, etc. See Rule 6(A), Page 8 | Mile-Post | FIRST CLASS | | | | | SECOND CLASS | |
|---|-----------|---------------------------|--------------|---------------------------|---------------------------|-------------|------------------|------------------|
| | | 116 Streamliner Passenger | 10 Passenger | 108 Streamliner Passenger | 104 Streamliner Passenger | 6 Passenger | 256 Time Freight | 260 Time Freight |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| DPWY | 168.2 | A 11.53AM | A 3.55PM | A 5.38PM | A 8.15PM | A 3.00AM | A 3.15PM | A 4.30AM |
| IP | 158.6 | 11.45AM | 3.40PM | 5.30PM | 8.07PM | 2.50AM | | |
| D | 150.1 | 11.35 | s 3.30 | 5.20 | 7.57 | s 2.40 | | |
| | 82.8 | s 9.40 | s 1.30 | s 3.30 | s 6.08 | s 12.30 | 10.45 | 12.30AM |
| D | 67.8 | 9.27 | 1.17 | 3.20 | 5.55 | s 12.09AM | 10.00 | 11.59PM |
| IP | 64.5 | | | | | | | |
| | 6.3 | | | | | | | |
| IP | 58.2 | 9.17AM | 1.07PM | 3.10PM | 5.45PM | 11.59PM | | |
| P | 57.5 | s 9.15 | s 1.05 | 3.07 | 5.43 | s 11.55 | | |
| AI | 55.2 | | | | | | | |
| 124 P | 58.8 | | | | | | | |
| 113 P | 58.0 | | | | | | | |
| 122 YP | 48.8 | | | | | | | |
| 122 P | 45.6 | | | | | | | |
| PI | 38.1 | | | | | | | |
| P | 37.8 | | | | | s 11.15 | | |
| 123 P | 35.5 | | | | | | | |
| P | 33.0 | | | | | | | |
| P | 32.0 | s 8.45 | s 12.35 | | 5.15 | s 10.55 | | |
| 118 P | 28.9 | | | | | | | |
| 122 P | 24.4 | | | | | | | |
| 122 P | 17.0 | | | | | | | |
| P | 11.8 | | | | | | | |
| | 10.9 | | | | | | | |
| 118 P | 10.8 | | | | | | | |
| 67 P | 8.5 | | | | | | | |
| | 5.7 | s 8.20 | s 12.05PM | s 2.20 | s 4.50 | s 10.20 | | |
| ODPWYZ | 5.6 | | | | | | 7.00AM | 8.00PM |
| PX | 2.8 | | | | | | | |
| PX | 1.7 | | | | | | | |
| PX | 0.0 | | | | | | | |
| I | | | | | | | | |
| I | | | | | | | | |
| IP | | 8.00AM | 11.45AM | 2.00PM | 4.30PM | 10.00PM | | |

Thru Time (3.53) (4.10) (3.38) (3.45) (5.00) (8.15) (8.30)
Average speed per hour..... 42.5 39.6 45.5 44.0 34.0 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.
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. 21 April 14, 1957 | | Mile-Post |
|---|-----------------------------|-------------------------------------|------------------------|-----------|
| | | STATIONS | | |
| | 0.0 | | WHITTIER JCT. | 0.0 |
| | 0.1 | | 0.1 S. P. CROSSING | 0.1 |
| 18 | 2.3 | D | WHITTIER YL WR | 2.3 |
| | 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. 21 April 14, 1957 | | Mile-Post |
|---|----------------------------|-------------------------------------|------------------------|-----------|
| | | STATIONS | | |
| | 0.0 | | BOULDER JCT. YL | 0.0 |
| 60 | 9.8 | D | HENDERSON YL RB | 9.8 |
| PT | 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. 21 April 14, 1957 | | Mile-Post |
|---|--|-------------------------------------|--|-----------|
| | | STATIONS | | |
| | | DPWYZ | DN-R EAST YARD YL D | |
| | 8.1 | IP | DN HOBART YL J | 8.1 |
| | 8.6 | I | A. T. and S. F. Crossing 0.5 L. A. JCT. BY CROSSING YL | 8.6 |
| | 5.1 | AI | 1.5 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 YL | 7.4 |
| | 9.4 | | 2.0 WORKMAN | 9.4 |
| | 11.2 | AI | 1.8 P. E. CROSSING | 11.2 |
| 13 | 12.5 | P | 1.8 D PARAMOUNT YL HY | 12.5 |
| 73 | 14.8 | P | 1.8 RIOCO YL | 14.8 |
| 75 | 14.6 | | 0.8 DOUGLAS JCT. YL | 14.6 |
| | 17.4 | I | 2.8 P. E. CROSSING | 17.4 |
| | 19.1 | | 1.7 MANUEL | 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. 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 35 |
| DLS and Los Angeles-Las Vegas Merchandise Trains 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. | | | 20 |
| 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 yard switch locomotives in road service. | | | 35 | Within yard limits not protected by continuous block signals. On main line. On branch lines. | 50 | 40 30 | 25 15 |
| Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent. | | | 35 | Within yard limits Diesel passenger locomotive operated without train. | | | 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 40 | When using cross-overs or turn-outs: Forward movement. Back-up movement. | 15 10 | 15 10 | 15 10 |
| Diesel freight and road switch locomotives. | 65 | 65 | | When using No. 14 turn-outs at power operated switches or at end of double track. | 25 | 20 | 20 |
| Trains handling U. P. ore cars numbers 8000 - 8499 loaded or empty. | | | 45 | 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 scale test cars: On main line. On branch lines. | | | 30 20 | Wye tracks. | 6 | 6 | 6 |
| 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 | | | | |

FIRST SUBDIVISION

| | | | | | | |
|--|----|----|----|--|----|----|
| Las Vegas Between M.P. 335 and 333.2. | 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. | Frnt. | | Str. | Psgr. | Frnt. |
| Cima to Kelso 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 | 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 |
| | | | | Between M.P. 193.7 and 191.8 | 45 | 35 | 25 |
| Kelso Between Signals 2359 and 2352. | 20 | 20 | 20 | 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 |
| Between M.P. 231.2 and 230.9. 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 Wye. M.P. 163.1 and 162.8. | 20 | 20 | 20 | Spadra Between M.P. 25.3 and 25.1. See Note. | 70 | 60 | 50 |
| Between M.P. 159.0 and 158.8. | 15 | 15 | 15 | Walnut Between M.P. 23.8 and 23.6. | 70 | 60 | 50 |
| Riverside Jct. Between M.P. 58.1 and 57.3. | 20 | 20 | 20 | Puente Between M.P. 15.3 and 15.1. | 55 | 45 | 35 |
| Between M.P. 56.0 and 55.2 | 50 | 40 | 30 | Between M.P. 13.9 and 13.6. | 70 | 60 | 50 |
| PE crossing M.P. 55.2. | 50 | 40 | 30 | Between M.P. 11.3 and 10.9. | 70 | 60 | 50 |
| Streeter Between M.P. 53.7 and 53.4. See Note. | 60 | 50 | 40 | Whittier Jct. Between M.P. 10.4 and 10.2. See Note. | 60 | 50 | 40 |
| Arlington Between M.P. 52.3 and 51.8. | 65 | 55 | 45 | Montebello Over Power operated Switch M.P. 7.72: Using straight track. | 70 | 60 | 50 |
| Between M.P. 50.7 and 49.9. | 70 | 60 | 50 | Using turn out. | 25 | 20 | 20 |
| Mira Loma S. P. Crossing M.P. 38.1. | 40 | 40 | 25 | East Yard Between M.P. 2.4 and 1.7 | 25 | 25 | 20 |
| Pomona Between M.P. 32.5 and 31.5. | 40 | 40 | 25 | Between M.P. 0.1 and West 0.3. | 25 | 25 | 20 |
| | | | | 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 Jet. and Los Angeles River Bridge. | 15 | 15 | 15 |

| BRANCHES | | | | | | |
|---|----------------|-------|--|----------------|-------|-------|
| Location | Miles Per Hour | | Location | Miles Per Hour | | |
| | Psgr. | Frnt. | | Psgr. | Frnt. | Frnt. |
| Boulder City Branch | 30 | 30 | San Pedro Branch | 30 | 30 | |
| Between M.P. 17.8 and 19.0. | | 20 | Lead known as Consolidated Lumber Company track: On straight track. On curves. | | 10 | 6 |
| Blue Diamond Spur Arden to M.P. 8. | | 20 | Vernon, city limits. | 12 | 12 | |
| M.P. 8 to end of track. | | 12 | Henry Ford Ave. drawbridge. | 15 | 15 | |
| Crestmore Branch Between Bly and Crestmore. | | 15 | Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4. | 20 | 20 | |
| Anaheim Branch | | 20 | Mead Transfer Road crossing to Ford Plant commencing movement over crossing. | 5 | 5 | |
| Between M.P. 2.0 and 2.5. | | 15 | Pasadena Branch | 12 | 12 | |
| Between M.P. 12.0 and 13.0. | | 10 | Glendale Branch | 12 | 12 | |
| | | | Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jet. | | | |

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 | M.P. 309.8 | M.P. 230.5 | Westward | 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. 162.7 | | | M.P. 187.5 | M.P. 10.2 |
| | | | | M.P. 163.5 | |

| STATIONS NOT SHOWN ON SCHEDULE PAGES | | | | | | | |
|--------------------------------------|-----------|------------------------------|-------------------|--------------------------------------|-----------|------------------------------|-------------------|
| Location | Mile Post | Car Capacity, See Rule 6 (A) | Switch Connection | Location | Mile Post | Car Capacity, See Rule 6 (A) | Switch Connection |
| First Subdivision | | | | Glendale Branch | | | |
| Cinderlite Spur | 330.1 | 19 P | East | Taylor Milling Co. | 4.2 | 15 | West |
| Blue Diamond | 321.8 | P | West | Pacific Fence | 5.3 | 4 | East |
| Basin Gravel Pit | 196.9 | 117 | East | Delay Drive | 5.5 | 12 | West |
| New Dunn | 188.5 | 20 P | Both | Pottery Spur | 5.7 | 2 | West |
| | | | | Westcraft, Inc. | 5.8 | 8 | West |
| Second Subdivision | | | | Modglin Co., Inc. | 5.8 | 6 | West |
| Magnolia Ave. | 55.2 | 13 | East P | Sawyer Cabinet Co. | 6.1 | 2 | East |
| Stearns Winery | 45.8 | 226 | East | Forest Lawn | 6.2 | 3 | Both |
| Champagne | 43.5 | 45 | Both | Glendale | 7.7 | 5 | Both |
| Ballou | 40.5 | 41 | Both | Pasadena Branch | | | |
| Winery Spur | 39.1 | 12 | West | Baker Spur | 5.3 | 5 | East |
| San Antonio Meat Co. | 34.1 | 22 | East | Team Track | 5.4 | 1 | West |
| Convair East Spur | 30.7 | 53 | East | Municipal Light Plant | 8.2 | 8 | East |
| Convair West Spur | 29.8 | 24 | West | Municipal Light Plant | 8.3 | 7 | Both |
| American Brake Shoe | 29.4 | 18 | West | Lennox Furnace Co. | 8.5 | 2 | East |
| Benton Feed Spur | 27.0 | 38 P | East | Crown Fence & Supply Co. | 8.6 | 2 | West |
| Fallon | 21.7 | 7 P | West | Holly Mfg. Co. | 8.6 | 3 | East |
| Carrier Corporation | 19.10 | 29 P | Both | A. C. Vroman Inc. | 9.3 | 3 | East |
| Clayton | 13.5 | 8 P | East | Pasadena | 9.8 | 19 | Both |
| Shepherd Tractor Spur | 12.2 | 15 P | East | City of Pasadena | 11.31 | 3 | West |
| St. Helens Spur | 11.1 | 16 | West | San Pedro Branch | | | |
| | | | | Rancho Los Amigos | 10.0 | 3 | East |
| Boulder City Branch | | | | Dayton Foundry Co. | 10.2 | 6 | West |
| Manganese, Inc. | 11.5 | 62 | East | Hollydale Spur and Waldrip Engr. Co. | 10.4 | 18 | West |
| Magnesium | 10.5 | 20 | Both | Macco Corporation | 11.5 | 15 | West |
| | | | | Auto Lite Battery | 11.6 | 19 | East |
| Crestmore Branch | | | | So. Western Cement Co. | 13.1 | 35 | West |
| Ennis | 3.1 | 15 | Both | Ohio Rubber Co. | 13.2 | 26 | West |
| Ormand | 3.9 | 14 | Both | Export Petroleum Co. | 13.5 | 20 | West |
| Ormand Quarry | 3.9 | 78 | West | Richfield Oil Co. | 13.8 | 36 | East |
| Crestmore | 6.9 | Yard | Both | Exeter Refining Co. | 14.1 | 20 | East |
| | | | | Operators Refining Co. | 14.4 | 19 | West |
| 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 | 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 | 333.5 |
| Branches | 92.6 |
| Total | 431.1 |