

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



**CALIFORNIA DIVISION**

**TIME-TABLE**  
**No. 22**

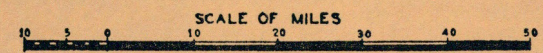
**Effective Sunday,**  
**September 29, 1957**

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





WESTWARD		FIRST SUBDIVISION						Distance from Salt Lake City	Time-Table No. 22	
		SECOND CLASS		FIRST CLASS					September 29, 1957	
Car capacity of Sittings, etc. See Rule 6(A), Page 8		259 Time Freight	299 Stock Special	5 Passenger	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger		STATIONS	
DPWYZ		9.45PM	3.15AM	8.05PM	4.45PM	6.35AM	2.40AM	449.8	DN-R LAS VEGAS YL VG	
114	P			8.13				454.7	4.9 BRACKEN	
	PY							457.0	2.8 BOULDER JCT.	
104	P			8.19				461.5	4.5 ARDEN A	
103	P			8.28				469.0	7.5 SLOAN SX	
112	P							474.7	5.7 ERIE	
113	P			8.47				482.9	8.2 JEAN	
114	P							487.7	4.8 BORAX	
62	P							492.3	4.6 ROACH	
120	P							496.8	4.5 CALADA	
114	PW			9.10				501.5	4.7 DESERT	
113	P			9.17				506.5	5.0 NIPTON OH	
113	P			9.25				511.9	5.4 MOORE	
113	P			9.31				516.5	4.6 IVANPAH	
113	P			9.36				521.1	4.6 BRANT	
102	P							526.0	4.9 JOSHUA	
105 } 99 }	PY			9.46				529.8	3.8 CIMA	
113	P							533.8	4.0 CHASE	
113	P			9.58				536.9	3.1 ELORA	
113	P							540.6	3.7 DAWES	
114	P							544.9	4.3 HAYDEN	
	DPY			s 10.30	6.25	8.25	4.25	548.5	3.6 DN KELSO YL FO	
110	P							553.4	4.9 FLYNN	
113	P							558.1	4.7 KERENS	
77	P			10.44				562.1	4.0 GLASGOW	
102	P			10.49				566.4	4.3 SANDS	
113	P							572.1	5.7 BALCH	
113	P			11.02				579.7	7.6 CRUCERO	
123	P							587.1	7.4 BASIN	
72	P							592.5	5.4 AFTON	
121	P							596.7	4.2 DUNN	
113	P			11.35				601.6	4.9 FIELD	
113	P							606.2	4.6 MANIX	
113	P							610.7	4.5 HARVARD	
111	P							615.7	5.0 TOOMEY	
	DPWY	A 5.15AM	A 8.45AM	A 12.01AM	A 7.35PM	A 9.40AM	A 5.35AM	620.8	5.1 DN-R YERMO YL BN	
									171.0	
		(7.30) 22.8	(5.30) 31.1	(3.56) 43.5	(2.50) 60.0	(3.05) 55.4	(2.55) 58.7		Thru Time	
									Average speed per hour	

For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
For stations not shown on schedule pages.—See Page 11.

WESTWARD		FIRST SUBDIVISION						Distance from Salt Lake City	Time-Table No. 22	
		SECOND CLASS		FIRST CLASS					September 29, 1957	
Car capacity of Sittings, etc. See Rule 6(A), Page 8		6 Passenger	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight		STATIONS	
DPWYZ								834.2	DN-R LAS VEGAS YL VG	
114	P							839.3	4.9 BRACKEN	
	PY							842.0	2.8 BOULDER JCT.	
104	P	6.31						842.5	4.5 ARDEN A	
103	P	6.18						845.0	7.5 SLOAN SX	
112	P							849.3	5.7 ERIE	
113	P			5.55				851.1	8.2 JEAN	
114	P							854.3	4.8 BORAX	
62	P							858.9	4.6 ROACH	
120	P							863.5	4.5 CALADA	
114	PW			5.30				868.2	4.7 DESERT	
113	P			5.23				873.0	5.0 NIPTON OH	
113	P			5.14				878.0	5.4 MOORE	
113	P			5.09				883.0	4.6 IVANPAH	
113	P			5.03				888.0	4.6 BRANT	
102	P							893.0	4.9 JOSHUA	
105 } 99 }	PY			4.55				898.0	3.8 CIMA	
113	P							903.0	4.0 CHASE	
113	P	4.41						908.0	3.1 ELORA	
113	P							913.0	3.7 DAWES	
114	P							918.0	4.3 HAYDEN	
	DPY	s 4.20	1.50	5.02	9.22			923.0	3.6 DN KELSO YL FO	
110	P							928.0	4.9 FLYNN	
113	P							933.0	4.7 KERENS	
77	P							938.0	4.0 GLASGOW	
102	P							943.0	4.3 SANDS	
113	P							948.0	5.7 BALCH	
113	P	3.47						953.0	7.6 CRUCERO	
123	P							958.0	7.4 BASIN	
72	P							963.0	5.4 AFTON	
121	P							968.0	4.2 DUNN	
113	P							973.0	4.9 FIELD	
113	P							978.0	4.6 MANIX	
113	P							983.0	4.5 HARVARD	
111	P							988.0	5.0 TOOMEY	
	DPWY	3.05AM	12.48PM	3.50PM	8.20PM	5.00AM	4.00PM	993.0	5.1 DN-R YERMO YL BN	
									171.0	
		(3.50) 44.7	(2.57) 57.6	(3.10) 54.0	(2.50) 60.0	(6.45) 25.3	(6.30) 26.3		Thru Time	
									Average speed per hour	

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	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	5 Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily		
DPWY		9.15AM	5.45AM	7.35PM	9.40AM	5.35AM	12.10AM	620.8	
IP				7.43PM	9.48AM	5.43AM	12.18AM	625.4	
				7.53	s 10.03	5.53	s 12.40	634.2	
D				s 9.43	s 12.05	s 7.50	s 2.55	715.0	
				9.52	12.15	7.59	s 3.05	718.5	
IP				10.00	12.25	8.08AM	3.15	724.8	
P				s 10.02	s 12.30	s 8.10	s 3.25	725.5	
AI								727.8	
119 P								729.2	
105 P								730.0	
118 YP								734.7	
117 P							f 3.42	737.4	
PI								744.9	
P							s 4.05	745.2	
117 P								747.5	
P								750.0	
P				s 10.32	s 1.05	8.38	s 4.20	751.0	
114 P								754.1	
118 P								758.6	
118 P								765.2	
P								766.0	
P								771.7	
113 P							f 4.45	772.1	
58 P							f 4.50	772.7	
				s 11.10	s 1.40	s 9.10	s 5.00	774.5	
ODPWYZ		A 5.00PM	A 3.00PM					777.3	
PX								777.4	
PX								780.2	
PX								781.3	
I				11.22	1.52	9.21	5.18	781.8	
I								783.0	
IP				A 11.30PM	A 2.00PM	A 9.30AM	A 5.30AM	783.9	
								784.0	
								784.7	

Time-Table No. 22  
September 29, 1957

STATIONS		
DN-R	YERMO YL BN	4.6
DN	DAGGETT H	8.8
	BARSTOW BA	80.8
	SAN BERNARDINO B	85
	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	0.8
D	ONTARIO YL RA	2.8
	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 D	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)		
DN-R	LOS ANGELES UD	0.7

168.9  
Thru Time .....  
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

Car capacity of sidings, etc. See Rule 6(A), Page 8	FIRST CLASS				SECOND CLASS		Mile-Post
	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	6 Passenger	256 Time Freight	260 Time Freight	
DPWY	A 12.48PM	A 3.50PM	A 8.20PM	A 3.00AM	A 3.15PM	A 4.30AM	168.2
IP	12.40PM	3.40PM	8.11PM	2.50AM			158.6
	12.30PM	s 3.30	8.01	s 2.35			150.1
D	s 10.40AM	s 1.30	s 6.08	s 12.35	10.45	12.30AM	67.8
	10.27	1.17	5.55	s 12.15	10.00	11.59PM	64.5
IP	10.17AM	1.07PM	5.45PM	12.03AM			58.2
P	s 10.15	s 1.05	s 5.43	s 11.59PM			57.5
AI							55.2
119 P							58.8
105 P							58.0
118 YP							48.8
117 P							45.6
PI							88.1
P							87.8
117 P							85.5
P							88.0
P							82.0
114 P	s 9.45	s 12.35	5.15	s 11.20			28.9
118 P							24.4
							17.8
118 P							17.0
P							11.8
P							10.9
113 P							10.8
58 P							8.5
							5.7
ODPWYZ	s 9.20	s 12.05PM	s 4.50	s 10.50			5.6
PX					7.00AM	8.00PM	2.8
PX							1.7
PX							0.0
I							
I							
IP	9.00AM	11.45AM	4.30PM	10.30PM			

165.2  
Thru Time .....  
Average speed per hour

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. 22 September 29, 1957		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	
	15.5	A. T. & S. F. CROSSING	15.5	
10	17.8	D FULLERTON RN	17.8	
39	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. 22 September 29, 1957		Mile-Post
		STATIONS		
	0.0	<b>BOULDER JCT. YL</b>	0.0	
	9.8	D HENDERSON YL RB	9.8	
59	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. 22 September 29, 1957		Mile-Post
		STATIONS		
		DN-R <b>EAST YARD YL D</b>		
	8.1	DN HOBART YL J	8.1	
	8.6	A. T. and S. F. Crossing	8.6	
	5.1	L. A. JCT. BY CROSSING YL	5.1	
	5.8	P. E. CROSSING YL	5.8	
69	7.4	BELL YL	7.4	
	9.4	S. P. CROSSING YL	9.4	
	11.2	WORKMAN	11.2	
13	12.5	P. E. CROSSING	12.5	
	14.3	D PARAMOUNT YL HY	14.3	
	14.6	RIOCO YL	14.6	
	17.4	DOUGLAS JCT. YL	17.4	
	19.1	P. E. CROSSING	19.1	
	21.7	MANUEL	21.7	
	21.9	S. P. CROSSING	21.9	
	22.3	P. E. CROSSING	22.3	
	23.2	DN MEAD TFR. YL WI	23.2	
	24.2	HENRY FORD BLV. DRAWBRIDGE YL	24.2	
	25.9	TERMINAL ISLAND YL	25.9	
		<b>EAST SAN PEDRO YL</b>		
		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 where not otherwise restricted.			60	Derricks with 4-wheel trucks.			35
Freight trains handling tonnage in excess of 65 tons per operative brake.			40	For first five miles after leaving initial terminal with derricks not equipped with roller bearings.			20
Inspection bus cars.		40	40	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
Diesel yard switch locomotives in road service.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			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	On branch lines. (Slower speed must be observed where conditions require.)			15
Diesel freight and road switch locomotives.	65	65		Within yard limits protected by continuous block signals.	60	50	25
Trains handling U. P. ore cars numbers 8000 - 8499 loaded or empty.			45	Within yard limits not protected by continuous block signals.	50	40	25
Trains handling scale test cars: On main line.			30	On branch lines.	30	30	15
On branch lines.			20	Within yard limits Diesel passenger locomotive operated without train.			25
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line:			30	When using cross-overs or turn-outs: Forward movement.	15	15	15
On straight track.			25	Back-up movement.	10	10	10
On curves.			15	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
On branch lines.				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
				Wye tracks.	6	6	6

**FIRST SUBDIVISION**

Las Vegas Between M.P. 333.5 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.
<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
				Between M.P. 193.7 and 191.8	45	35	25
<b>Kelso</b> Between Signals 2359 and 2352.	20	20	20	<b>Afton</b> Between M.P. 190.9 and 188.4. See Note.	55	45	35
				Between M.P. 231.2 and 230.9. See Note.	70	60	50
				<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 Wye. M.P. 163.1 and 162.8.	20	20	20

**SECOND SUBDIVISION**

<b>Yermo</b> Between east and west switches of Wye. M.P. 163.1 and 162.8.	20	20	20	<b>Spadra</b> Between M.P. 25.3 and 25.1. See Note.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	<b>Walnut</b> Between M.P. 23.8 and 23.6.	70	60	50
<b>Riverside Jct.</b> Between M.P. 58.1 and 57.3.	20	20	20	<b>Puente</b> 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
<b>Streeter</b> Between M.P. 53.7 and 53.4. See Note.	60	50	40	<b>Whittier Jct.</b> Between M.P. 10.4 and 10.2. See Note.	60	50	40
<b>Arlington</b> Between M.P. 52.3 and 51.8.	65	55	45	<b>Montebello</b> 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
<b>Mira Loma</b> S. P. Crossing M.P. 38.1.	40	40	25	<b>East Yard</b> Between M.P. 2.4 and 1.7	25	25	20
<b>Pomona</b> Between M.P. 32.5 and 31.5.	40	40	25	Between M.P. 0.1 and West 0.3.	25	25	20
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
				Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15

**BRANCHES**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
<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. 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	20 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	124	East	Delay Drive	5.5	12	West
New Dunn	188.5	21 P	Both	Pottery Spur	5.7	2	West
<b>Second Subdivision</b>				Westeraft, Inc.	5.8	8	West
Magnolia Ave.	55.2	13	East P	Modglin Co., Inc.	5.8	6	West
Stearns Winery	45.8	240	East	Sawyer Cabinet Co.	6.1	2	East
Champagne	43.5	47	Both	Forest Lawn	6.2	3	Both
Ballou	40.5	43	Both	Glendale	5.6	7	East
Winery Spur	39.1	12	West	Aluminum Extrusion Co.	5.9	2	West
San Antonio Meat Co.	34.1	23	East	<b>Pasadena Branch</b>			
Convair East Spur	30.7	56	East	Baker Spur	5.3	5	East
Convair West Spur	29.8	25	West	Team Track	5.4	1	West
American Brake Shoe	29.4	19	West	Municipal Light Plant	8.2	8	East
Benton Feed Spur	27.0	40 P	East	Municipal Light Plant	8.3	7	Both
Fallon	21.7	7 P	West	Lennox Furnace Co.	8.5	2	East
Western Harness Racing Assn.	21.0	18 P	West	Crown Fence & Supply Co.	8.6	2	West
Carrier Corporation	19.10	29 P	Both	Holly Mfg. Co.	8.6	3	East
Clayton	13.5	8 P	East	A. C. Vroman Inc.	9.3	3	East
Shepherd Tractor Spur	12.2	15 P	East	Pasadena	9.8	20	Both
St. Helens Spur	11.1	17	West	City of Pasadena	11.31	3	West
<b>Boulder City Branch</b>				<b>San Pedro Branch</b>			
Manganese, Inc.	11.5	65	East	Rancho Los Amigos	10.0	3	East
Magnesium	10.5	21	Both	Dayton Foundry Co.	10.2	6	West
<b>Crestmore Branch</b>				Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
Ennis	3.1	15	Both	Macco Corporation	11.5	17	West
Ormand	3.9	14	Both	Exeter Refining Co.	14.1	20	East
Ormand Quarry	3.9	83	West	<b>Lakewood Branch</b>			
Crestmore	6.9	Yard	Both	Lakewood	16.2	13 P	Both
<b>Anaheim Branch</b>				Douglas Aircraft Spur & Wye	16.5		Both
Fullerton Industrial Lead	15.4	31	West	Montana Ranch Spur	16.9	6	East
Northrop Aircraft	18.8	14	West	Richfield Oil Spur	17.1	30	West
California Juice Inc.	19.1	13	West	City of Long Beach Water Dept.	17.1	8	East
Southern California Citrus	19.2	17	West	Hancock Refinery Spur	17.2	27	East
				Cherry Ave. Team Track	17.2	18	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>			
Bracken	329.3	12	Both	Bly	48.3	94	Both
Arden	321.9	16	Both	Mira Loma	45.0	86	Both
Sloan	315.2	16	West	Spadra	29.5	10	Both
Erie	309.1	12	Both	Walnut	24.4	10	Both
Jean	300.8	10	East	Puente	17.0	31	Both
Borax	296.9	14	Both	Pico	10.3	27	Both
Roach	291.5	11	Both	Montebello	8.5	31	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	21	Both				
Chase	250.3	11	Both				
Elora	246.8	9	Both				
Dawes	243.4	17	Both				

**MILEAGE**

Main Line	429.3
Branches	90.8
<b>Total</b>	<b>520.1</b>