



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION
TIME-TABLE
No. 24

Effective Sunday,
April 27, 1958
 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 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..... 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 Engines..... Las Vegas, Nev.
F. G. SCHURMAN, Division Engineer... Los Angeles, Cal.
C. W. LEE, General Roadmaster..... Los Angeles, Cal.
C. E. LUCAS, Superintendent of
Safety and Courtesy Salt Lake City, Utah
G. R. TROUTMAN, Assistant Superintendent of
Safety and Courtesy Los Angeles, Cal.
C. W. CARTER, Safety and Courtesy
Representative Salt 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 EMPLOYES HOSPITAL
ASSOCIATION PHYSICIANS AND SURGEONS:**

NAME	TITLE	PLACE
D. L. Gamette	District 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
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
W. H. Ball	Surgeon	Los Angeles
L. Allen Smith	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
H. H. Aram	Surgeon	Los Angeles
M. Beugelmans	Physician	Los Angeles
E. M. F. Weaver	Oculist & Aurist	Los Angeles
H. A. Baers	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
Jack Segal	Surgeon	Pasadena
D. L. Hauck	Oculist	East Los Angeles
R. E. Fisher	Surgeon	Pomona
W. W. Schultz	Surgeon	Puente
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
G. E. Reames	Surgeon	Whittier
G. H. Quillen	Surgeon	Wilmington
F. W. Foncannon	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 Rooms
Las Vegas... Telegraph Office	East Yard... Telegraph Office
Las Vegas... Yard Office	East Yard... Dispatcher's Office
Las Vegas... Dispatcher's Office	Los Angeles... Union Station Telegraph Office
Kelso... Telegraph Office	Los Angeles... Union Station Enginemen's Locker Room
Yermo... Telegraph Office	

CONDENSED TIME-TABLE

WESTWARD					EASTWARD												
FIRST CLASS					FIRST CLASS												
9	103	107	5	115	Distance from Ogden	Time-Table No. 24		Mile Post	116	10	108	104	6				
Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		April 27, 1958			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	0.0	A	6.15	A	6.30	A	9.00	A	7.40
10.05	7.40	9.10	8.20		36.3	SALT LAKE CITY		36.3			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	LYNNDYL		154.4			2.52		3.38		6.08		3.23
2.05	10.54	12.23	2.15		243.5	MILFORD		243.5			1.30		2.28		4.58		1.55
2.40	11.21	12.49	3.00		278.9	LUND		278.9			12.45		1.55		4.25		1.10
4.35	12.55	2.24	5.15		360.8	CALIENTE		360.8			11.00		12.19		2.49		11.10
7.20	3.30	4.55	8.35	3.45	486.1	MT	LAS VEGAS	PT	384.2	A	2.45		8.15		9.50		12.20
6.35	2.40	4.05	8.05		657.1	PT		PT	163.2		11.48		3.45		5.38		8.20
9.40	5.35	6.50	12.10	6.35	670.5	YERMO		670.5			11.30		3.25		5.20		8.01
10.03	5.53	7.08	12.40	6.53	751.3	BARSTOW		751.3			9.40		1.15		3.30		6.08
12.05	7.50	9.05	2.55	8.43	754.8	SAN BERNARDINO		754.8			9.27		1.02		3.20		5.55
12.15	7.59	9.14	3.05	8.52	761.8	COLTON		761.8			9.15		12.50		3.07		5.43
12.30	8.10	9.25	3.25	9.02	781.5	RIVERSIDE		781.5									11.30
			4.05		787.3	ONTARIO		787.3			8.45		12.20		2.43		5.15
1.05	8.38	9.53	4.20	9.32	813.6	POMONA		813.6			8.20		11.50		2.20		4.50
1.40	9.10	10.25	5.00	10.10	821.0	EAST LOS ANGELES		821.0	5.7		8.00		11.30		2.00		4.30
A 2.00	A 9.30	A 10.45	A 5.30	A 10.30		PT LOS ANGELES PT			0.0		8.00		11.30		2.00		4.30
						821.0				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
(17.45)	(15.35)	(15.20)	(23.00)	(6.45)	Thru Time					(6.45)	(17.45)	(15.30)	(15.30)	(20.10)			
46.3	52.7	53.5	35.6	49.5	Average speed per hour					49.5	46.3	53.0	53.0	40.7			

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
*6	Any station	Any station	Any station
104	Pomona	Any station	Omaha or beyond
103	Pomona	Omaha or beyond	
107	Pomona	Salt Lake or beyond	
108	Pomona	Salt Lake or beyond	

*Includes non-revenue passengers.

WESTWARD		FIRST SUBDIVISION							Distance from Salt Lake City	Time-Table No. 24	
		SECOND CLASS		FIRST CLASS						April 27, 1958	
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPWYZ	259	299	5	107	115	9	103		STATIONS	
		Time Freight	Stock Special	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	CENTRALIZED TRAFFIC CONTROL		
		11.45PM	4.30AM	8.05PM	4.05PM	3.45PM	6.35AM	2.40AM	449.8	DN-R LAS VEGAS YL VG	
114	P			8.13					454.7	4.9 BRACKEN	
									457.0	2.3 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 CH	
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	5.43	5.25	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			11.35PM					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 7.30AM	A 10.00AM	A 12.01AM	A 6.50PM	A 6.35PM	A 9.40AM	A 5.35AM	620.8	5.1 DN-R YERMO YL BN	
		(7.45) 22.0	(5.30) 31.1	(3.46) 45.4	(2.45) 62.1	(2.50) 60.0	(3.05) 55.4	(2.55) 58.7		171.0	
<p>..... Thru Time</p> <p>..... Average speed per hour</p>											

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	
		SECOND CLASS		FIRST CLASS					Time-Table No. 24	
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPWYZ	6	116	10	108	104	260	256	April 27, 1958	
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Time Freight	Time Freight	STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	CENTRALIZED TRAFFIC CONTROL	
		A 6.55AM	A 2.45PM	A 7.00PM	A 8.40PM	A 11.10PM	A 11.45AM	A 10.30PM	334.2	DN-R LAS VEGAS YL VG
114	P								329.3	4.9 BRACKEN
									327.0	2.3 BOULDER JCT.
104	P						6.31		322.5	4.5 ARDEN A
103	P						6.18		315.0	7.5 SLOAN SX
112	P								309.3	5.7 ERIE
113	P						5.55		301.1	8.2 JEAN
114	P								296.3	4.8 BORAX
62	P								291.7	4.6 ROACH
120	P								287.2	4.5 CALADA
114	PW						5.30		282.5	4.7 DESERT
113	P						5.23		277.5	5.0 NIPTON CH
113	P						5.14		272.1	5.4 MOORE
113	P						5.09		267.5	4.6 IVANPAH
113	P						5.03		262.9	4.6 BRANT
102	P								258.0	4.9 JOSHUA
105 } 99 }	PY						4.55		254.2	3.8 CIMA
113	P								250.2	4.0 CHASE
113	P								247.1	3.1 ELORA
113	P								243.4	3.7 DAWES
114	P								239.1	4.3 HAYDEN
	DPY	s 4.20	12.50PM	4.57	6.45	9.22			235.5	3.6 DN KELSO YL FO
110	P								230.6	4.9 FLYNN
113	P								225.9	4.7 KERENS
77	P								221.9	4.0 GLASGOW
102	P								217.6	4.3 SANDS
113	P								211.9	5.7 BALCH
113	P						3.47		204.3	7.6 CRUCERO
123	P								196.9	7.4 BASIN
72	P								191.5	5.4 AFTON
121	P								187.3	4.2 DUNN
113	P								182.4	4.9 FIELD
113	P								177.8	4.6 MANIX
113	P								173.3	4.5 HARVARD
111	P								168.3	5.0 TOOMEY
	DPWY	DN-R YERMO YL BN							163.2	5.1 DN-R YERMO YL BN
		171.0								171.0
<p>..... Thru Time</p> <p>..... Average speed per hour</p>										

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							Distance from Salt Lake City
	299 Stock Special	259 Time Freight	107 Streamliner Passenger	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	5 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DPWY	10.30AM	8.00AM	6.50PM	6.35PM	9.40AM	5.35AM	12.10AM	620.8
IP			6.58PM	6.43PM	9.48AM	5.43AM	12.18AM	625.4
			7.08	6.53	s 10.03	5.53	s 12.40	634.2
D			s 9.05	s 8.43	s 12.05	s 7.50	s 2.55	715.0
			9.14	8.52	12.15	7.59	s 3.05	718.5
IP			9.23	9.00	12.25	8.08AM	3.15	724.8
P			s 9.25	s 9.02	s 12.30	s 8.10	s 3.25	725.5
AI								727.8
119 P								729.2
105 P								780.0
118 YP								784.7
117 P						f 3.42		787.4
PI								744.9
P						s 4.05		745.2
117 P								747.5
P								750.0
P			9.53	s 9.32	s 1.05	8.38	s 4.20	751.0
114 P								754.1
118 P								758.6
								765.2
118 P								766.0
								771.7
P								772.1
113 P						f 4.45		772.7
58 P						f 4.50		774.5
			s 10.25	s 10.10	s 1.40	s 9.10	s 5.00	777.3
ODPWYZ	A 6.00PM	A 4.00PM						777.4
PX								780.2
PX								781.3
PX								783.0
I			10.37	10.22	1.52	9.21	5.18	783.9
I								784.0
IP			A 10.45PM	A 10.30PM	A 2.00PM	A 9.30AM	A 5.30AM	784.7

Time-Table No. 24
April 27, 1958

STATIONS

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 0.7
DN RIVERSIDE VN 2.3
P. E. CROSSING 1.4
STREETER 0.8
ARLINGTON 4.7
BLY 2.7
MIRA LOMA V 7.5
S. P. CROSSING 0.3
ONTARIO YL RA 2.3
MONTEVISTA 2.5
S. P. CROSSING 1.0
DN POMONA YL PO 3.1
SPADRA 4.5
WALNUT 6.6
PUENTE JCT. 0.8
INDUSTRY 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 UD (Union Station)

163.9
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	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger	256 Time Freight	260 Time Freight			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DPWY	A 11.48AM	A 3.45PM	A 5.38PM	A 8.20PM	A 3.00AM	A 3.15PM	A 4.30AM		163.2	
IP	11.40AM	3.35PM	5.30PM	8.11PM	2.50AM				158.6	
	11.30	s 3.25	5.20	8.01	s 2.35				150.1	
D	s 9.40	s 1.15	s 3.30	s 6.08	s 12.35	10.45AM	12.30AM		67.3	
	9.27	1.02	3.20	5.55	s 12.15	10.00	11.59PM		64.5	
IP	9.17AM	12.52PM	3.10PM	5.45PM	12.03AM				58.2	
P	s 9.15	s 12.50	s 3.07	s 5.43	s 11.59PM				57.5	
AI									55.2	
119 P									53.8	
105 P									53.0	
118 YP									48.3	
117 P									45.6	
PI									38.1	
P									37.8	
117 P					s 11.30				35.5	
P									33.0	
P	s 8.45	s 12.20PM	2.43	5.15	s 11.20				32.0	
114 P									28.9	
118 P									24.4	
									17.8	
118 P									17.0	
									11.3	
P									10.9	
113 P									10.3	
58 P									8.5	
	s 8.20	s 11.50	s 2.20	s 4.50	s 10.50				5.7	
ODPWYZ									5.6	
PX						7.00AM	8.00PM		2.8	
PX									1.7	
PX									0.0	
I										
I										
IP	8.00AM	11.30AM	2.00PM	4.30PM	10.30PM					

Time-Table No. 24
April 27, 1958

STATIONS

DN-R YERMO YL BN 4.6
DN DAGGETT H 8.5
BARSTOW BA 82.8
SAN BERNARDINO B 83.5
COLTON 86.3
S. P. and A. T. & S. F. Crossings
RIVERSIDE JCT. YL 0.7
DN RIVERSIDE VN 2.3
P. E. CROSSING 1.4
STREETER 0.8
ARLINGTON 4.7
BLY 2.7
MIRA LOMA V 7.5
S. P. CROSSING 0.3
ONTARIO YL RA 2.3
MONTEVISTA 2.5
S. P. CROSSING 1.0
DN POMONA YL PO 3.1
SPADRA 4.5
WALNUT 6.6
PUENTE JCT. 0.8
INDUSTRY 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 UD (Union Station)

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. 24 April 27, 1958		Mile-Post
		STATIONS		
	0.0	WHITTIER JCT.	0.0	
	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	13.8	SUNNY HILLS	13.8	
	15.5	A. T. & S. F. CROSSING	15.5	
10	17.3	D FULLERTON RN	17.3	
39	20.0	D ANAHEIM YL MN	20.0	

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 8	Distance from Boulder Jct.	Time-Table No. 24 April 27, 1958		Mile-Post
		STATIONS		
	0.0	BOULDER JCT. YL	0.0	
59	9.8	D HENDERSON YL RB	9.8	
	22.4	D-R BOULDER CITY YL BC	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. 24 April 27, 1958		Mile-Post
		STATIONS		
		DN-R EAST YARD	YL D	
	3.1	DN HOBART	YL J	3.1
	3.6	A. T. and S. F. Crossing		
	5.1	L. A. JCT. RY. CROSSING	YL	5.1
89	5.3	P. E. CROSSING	YL	5.3
	7.4	BELL	YL	7.4
	9.4	S. P. CROSSING	YL	9.4
13	11.2	WORKMAN		11.2
	12.5	P. E. CROSSING		12.5
123	12.5	D PARAMOUNT	YL HY	12.5
73	14.3	RIOCO	YL	14.3
75	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
	22.3	DN MEAD TFR.	YL WI	22.3
	23.2	HENRY FORD BLV. DRAWBRIDGE	YL	23.2
	24.2	TERMINAL ISLAND	YL	24.2
	25.9	EAST SAN PEDRO	YL	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 35 20
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.			15
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 and Mexican ore cars F.C.D.N. series 400.			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

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
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 with dynamic brakes in operation			20
Between M.P. 317.1 and 315.0.	40	40	30	Cima to Kelso			35
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	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
				Afton Between M.P. 190.9 and 188.4. See Note.	55	45	35
Kelso Between Signals 2359 and 2352.	20	20	20	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 Wye. M.P. 163.1 and 162.8.	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	Industry Between M.P. 15.3 and 15.1.	55	45	35
Between M.P. 57.3 and 55.25.	45	40	30	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 55.25 and 54.75.	30	30	30	Between M.P. 11.3 and 10.9.	70	60	50
Streeter Between M.P. 54.75 and 53.0. See Note.	45	45	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. Using turn out.	70 25	60 20	50 20
Between M.P. 50.7 and 49.9	70	60	50	East Yard Between M.P. 2.4 and 1.7.	25	25	20
Mira Loma S.P. Crossing M.P. 38.1.	40	40	25	Between M.P. 0.1 and West 0.3.	25	25	20
Pomona 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.	Frnt.		Psgr.	Frnt.
Boulder City Branch	30	30	Lakewood Branch	25	25
Between M.P. 17.8 and 19.0.		20	Del Amo Boulevard M.P. 15.2.	10	10
Blue Diamond Spur Arden to M.P. 8.		20	Wardlow Road M.P. 17.1.	10	10
M.P. 8 to end of track.		12	San Pedro Branch	30	30
Crestmore Branch Between Bly and Crestmore.		15	Lead known as Consolidated Lumber Company track: On straight track. On curves.		10 6
Anaheim Branch		20	Vernon, city limits.	12	12
Between M.P. 2.0 and 2.5.		15	Henry Ford Ave. drawbridge.	15	15
Between M.P. 12.0 and 13.0.		10	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Highway Crossing M.P. 18.5.		10	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5
			Pasadena Branch	12	12
			Between Avenue 33 and Pasadena Junction.		6
			Glendale Branch	12	12
			Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jct.		

Note: Referring to 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. 187.5
M.P. 308.8		M.P. 24.6	M.P. 191.3	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
First Subdivision				Glendale Branch			
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
				Westcraft, Inc.	5.8	8	West
Second Subdivision				Modglin Co., Inc.	5.8	6	West
Magnolia Ave.	55.2	13 P	East	Sawyer Cabinet Co.	6.1	2	East
Stearns Winery	45.8	240	East	Forest Lawn	6.2	3	Both
Champagne	43.5	47	Both	Glendale	5.6	7	East
Ballou	40.5	43	Both	Aluminum Extrusion Co.	5.9	2	West
Winery Spur	39.1	12	West				
San Antonio Meat Co.	34.1	23	East	Pasadena Branch			
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
Boulder City Branch				San Pedro Branch			
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
				Hollydale Spur and Waldrup Engr. Co.	10.4	19	West
Crestmore Branch				Macco Corporation	11.5	17	West
Ennis	3.1	15	Both	Exeter Refining Co.	14.1	20	East
Ormand	3.9	14	Both				
Ormand Quarry	3.9	83	West	Lakewood Branch			
Crestmore	6.9	Yard	Both	Lakewood	16.2	13 P	Both
				Douglas Aircraft Spur & Wye	16.5		Both
Anaheim Branch				Montana Ranch Spur	16.9	6	East
Fullerton Industrial Lead	15.4	31	West	Richfield Oil Spur	17.1	30	West
Northrop Aircraft	18.8	14	West	City of Long Beach Water Dept.	17.1	8	East
California Juice Inc.	19.1	13	West	Hancock Refinery Spur	17.2	27	East
Southern California Citrus	19.2	17	West	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
First Subdivision				Second Subdivision			
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	Industry	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
Total	520.1