

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



**CALIFORNIA DIVISION**

**TIME-TABLE**  
**No. 25**

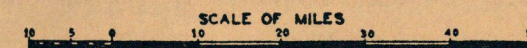
**Effective Sunday,**  
**September 28, 1958**

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.  
 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. GUNDY,**  
Asst. Chief Train Dispatcher.....Las Vegas, Nev.  
**G. J. WILDE,**  
Asst. Chief Train Dispatcher.....Las Vegas, Nev.  
**J. T. HOLYOAK,**  
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.  
**W. S. COX,**  
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
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 C. 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
Yermo.....Telegraph Office	...Union Station Enginemen's Locker Room

**CONDENSED TIME-TABLE**

WESTWARD				EASTWARD							
FIRST CLASS				FIRST CLASS							
9 Passenger	103 Streamliner Passenger	5 Passenger	115 Streamliner Passenger	Distance from Ogden	Time-Table No. 25 September 28, 1958		Mile Post	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	6 Passenger
Daily	Daily	Daily	Daily		STATIONS			A 6.15	A 9.00	A 7.40	
9.15	6.55	7.30		0.0	MT	OGDEN	MT				
10.05	7.40	8.20		36.3	SALT LAKE CITY		36.8	5.25	8.15	6.45	
10.25	7.50	9.30		784.0			784.0	5.05	8.05	6.00	
12.25	9.39	12.11		154.4	LYNNDYL		665.9	2.52	6.08	3.23	
2.05	10.54	2.15		243.5	MILFORD		576.8	1.30	4.58	1.55	
2.40	11.21	3.00		278.9	LUND		541.4	12.45	4.25	1.10	
4.35	12.55	5.15		360.8	CALIENTE		459.5	11.00	2.49	11.10	
7.20	3.30	8.35	4.45	486.1	MT	LAS VEGAS	MT	A 3.45	8.15	12.20	8.20
6.35	2.40	8.05		657.1	PT		PT	7.00	11.10	6.55	6.55
9.40	5.35	12.10	7.40	670.5	YERMO		163.2	12.48	3.45	8.20	3.05
10.08	5.53	12.40	7.58	751.3	BARSTOW		150.1	12.30	3.25	8.01	2.35
12.05	7.50	2.55	9.48	754.8	SAN BERNARDINO		67.3	10.40	1.15	6.08	12.35
12.15	7.59	3.05	9.57	761.8	COLTON		64.5	10.27	1.02	5.55	12.15
12.30	8.10	3.25	10.07	781.5	RIVERSIDE		57.5	10.15	12.50	5.43	11.59
		4.05		787.3	ONTARIO		37.8				11.30
1.05	8.38	4.20	10.37	813.6	POMONA		32.0	9.45	12.20	5.15	11.20
1.40	9.10	5.00	11.10	821.0	EAST LOS ANGELES		5.7	9.20	11.50	4.50	10.50
A 2.00	A 9.30	A 5.30	11.30		PT LOS ANGELES PT		0.0	9.00	11.30	4.30	10.30
					821.0			Daily	Daily	Daily	Daily
(17.45)	(15.35)	(23.00)	(6.45)	Thru Time				(6.45)	(17.45)	(15.30)	(20.10)
46.3	52.7	35.6	49.5	Average speed per hour				49.5	46.3	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	Omaha or beyond	Omaha or beyond
103	Pomona	Omaha or beyond	Omaha or beyond

\*Includes non-revenue passengers.

WESTWARD		FIRST SUBDIVISION							Distance from Salt Lake City	Time-Table No. 25 September 28, 1958				
Car capacity of sidings, etc. See Rule 6 (A), Page 8	SECOND CLASS		FIRST CLASS				259 Time Freight	299 Stock Special		5 Passenger	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	
	DPWYZ	Daily	Daily	Daily	Daily	Daily								Daily
		11.45PM	4.30AM	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	2.3 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					
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 OIMA					
113	P							538.8	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	6.27	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 7.40PM	A 9.40AM	A 5.35AM	620.8	5.1 DN-R YERMO YL BN					
		(7.45) 22.0	(5.30) 31.1	(3.56) 43.5	(2.55) 58.7	(3.05) 55.4	(2.55) 58.7		171.0					
		..... 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.

		FIRST SUBDIVISION							EASTWARD		
Car capacity of sidings, etc. See Rule 6 (A), Page 8	Time-Table No. 25 September 28, 1958	Mile-Post	FIRST CLASS				SECOND CLASS		260 Time Freight	256 Time Freight	
			6 Passenger	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight			
	STATIONS										
	DN-R LAS VEGAS YL VG	334.2	A 6.55AM	A 3.45PM	A 7.00PM	A 11.10PM	A 11.45AM	A 10.30PM			
114	P	329.3									
	BRACKEN										
	PY	327.0									
	BOULDER JCT.										
104	P	322.5	6.31								
103	P	315.0	6.18								
112	P	309.3									
	ARDEN A										
113	P	301.1	5.55								
114	P	296.3									
	BORAX										
62	P	291.7									
	ROACH										
120	P	287.2									
	CALADA										
114	PW	282.5	5.30								
	DESERT										
113	P	277.5	5.23								
	NIPTON										
113	P	272.1	5.14								
	MOORE										
113	P	267.5	5.09								
	IVANPAH										
113	P	262.9	5.03								
	BRANT										
102	P	258.0									
	JOSHUA										
105 } 99 }	PY	254.2	4.55								
	OIMA										
113	P	250.2									
	CHASE										
113	P	247.1									
	ELORA										
113	P	243.4									
	DAWES										
114	P	239.1									
	HAYDEN										
	DN KELSO YL FO	235.5	s 4.20	1.50	4.57	9.22					
110	P	230.6									
	FLYNN										
113	P	225.9									
	KERENS										
77	P	221.9									
	GLASGOW										
102	P	217.6									
	SANDS										
113	P	211.9									
	BALCH										
113	P	204.3	3.47								
	CRUCERO										
123	P	196.9									
	BASIN										
72	P	191.5									
	AFTON										
121	P	187.3									
	DUNN										
113	P	182.4									
	FIELD										
113	P	177.8									
	MANIX										
113	P	173.3									
	HARVARD										
111	P	168.3									
	TOOMEY										
	DN-R YERMO YL BN	163.2	3.05AM	12.48PM	3.45PM	8.20PM	5.00AM	4.00PM			
			Daily	Daily	Daily	Daily	Daily	Daily			
			(3.50) 44.7	(2.57) 57.6	(3.15) 52.6	(2.50) 60.0	(6.45) 26.3	(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	Time-Table No. 25 September 28, 1958	STATIONS
	299 Stock Special	259 Time Freight	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	5 Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily			
DPWY	10.30AM	8.00AM	7.40PM	9.40AM	5.35AM	12.10AM	620.8	DN-R YERMO YL BN	
IP			7.48PM	9.48AM	5.43AM	12.18AM	625.4	DN DAGGETT H	
			7.58	10.03	5.53	12.40	634.2	BARSTOW BA	
D			9.48	12.05PM	7.50	2.55	715.0	SAN BERNARDINO B	
			9.57	12.15	7.59	3.05	718.5	COLTON	
IP			10.05PM	12.25PM	8.08AM	3.15AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
P			10.07	12.30	8.10	3.25	725.5	DN RIVERSIDE YL	
AI							727.8	P. E. CROSSING	
119 P							729.2	STREETER	
105 P							730.0	ARLINGTON	
118 YP							734.7	BLY	
117 P						f 3.42	737.4	MIRA LOMA V	
PI							744.9	S. P. CROSSING	
P						s 4.05	745.2	ONTARIO YL RA	
117 P							747.5	MONTCLAIR	
P							750.0	S. P. CROSSING	
P			s 10.37	s 1.05	8.38	s 4.20	751.0	DN POMONA YL PO	
114 P							754.1	SPADRA	
118 P							758.6	WALNUT	
							765.2	PUEENTE JCT.	
118 P							766.0	D CITY OF INDUSTRY BG	
							771.7	BARTOLO	
P							772.1	WHITTIER JCT.	
113 P						f 4.45	772.7	D PICO K	
58 P						f 4.50	774.5	D MONTEBELLO MK	
			s 11.10	s 1.40	s 9.10	s 5.00	777.3	EAST LOS ANGELES YL	
ODPWYZ	A 6.00PM	A 4.00PM					777.4	DN-R EAST YARD YL	
PX							780.2	DOWNEY ROAD YL	
PX							781.3	NINTH ST. JCT. YL	
PX							783.0	FIRST ST. YL	
I							783.9	PASADENA JCT. YL	
I							784.0	A. T. & S. F. Csg. (Mission Tower)	
IP			A 11.30PM	A 2.00PM	A 9.30AM	A 5.30AM	784.7	DN-R LOS ANGELES UD	
							163.9	(Union Station)	

(7.30) (8.00) (3.50) (4.20) (3.55) (5.20) ..... Thru Time  
21.1 19.1 42.6 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

Car capacity of sidings, etc. See Rule 6 (A). Page 8	Time-Table No. 25 September 28, 1958	Mile-Post	FIRST CLASS				SECOND CLASS	
			116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	6 Passenger	256 Time Freight	260 Time Freight
	STATIONS							
DPWY	DN-R YERMO YL BN	163.2	A 12.48PM	A 3.45PM	A 8.20PM	A 3.00AM	A 3.15PM	A 4.30AM
IP	DN DAGGETT H	158.6	12.40PM	3.35PM	8.11PM	2.50AM		
	BARSTOW BA	150.1	12.30PM	3.25	8.01	2.35		
D	SAN BERNARDINO B	67.3	s 10.40AM	s 1.15	s 6.08	s 12.35	10.45AM	12.30AM
	COLTON	64.5	10.27	1.02	5.55	12.15	10.00	11.59PM
IP	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	58.2	10.17AM	12.52PM	5.45PM	12.03AM		
P	DN RIVERSIDE YL	57.5	s 10.15	s 12.50	s 5.43	s 11.59PM		
AI	P. E. CROSSING	55.2						
119 P	STREETER	53.8						
105 P	ARLINGTON	53.0						
118 YP	BLY	48.3						
117 P	D MIRA LOMA V	45.6						
PI	S. P. CROSSING	38.1						
P	ONTARIO YL RA	37.8				s 11.30		
117 P	MONTCLAIR	35.5						
P	S. P. CROSSING	33.0						
P	DN POMONA YL PO	32.0	s 9.45	s 12.20PM	5.15	s 11.20		
114 P	SPADRA	28.9						
118 P	WALNUT	24.4						
	PUEENTE JCT.	17.8						
118 P	D CITY OF INDUSTRY BG	17.0						
	BARTOLO	11.3						
P	WHITTIER JCT.	10.9						
113 P	D PICO K	10.3						
58 P	D MONTEBELLO MK	8.5						
	EAST LOS ANGELES YL	5.7	s 9.20	s 11.50	s 4.50	s 10.50		
ODPWYZ	DN-R EAST YARD YL	5.6					7.00AM	8.00PM
PX	DOWNEY ROAD YL	2.8						
PX	NINTH ST. JCT. YL	1.7						
PX	FIRST ST. YL	0.0						
I	PASADENA JCT. YL							
I	A. T. & S. F. Csg. (Mission Tower)							
IP	DN-R LOS ANGELES UD		9.00AM	11.30AM	4.30PM	10.30PM		
	(Union Station)		Daily	Daily	Daily	Daily	Daily	Daily

Thru Time ..... (3.48) (4.15) (3.50) (4.30) (8.15) (8.30)  
Average speed per hour ..... 43.4 38.9 43.0 36.7 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. 25 September 28, 1958		Mile-Post
		STATIONS		
	0.0		<b>WHITTIER JCT.</b>	0.0
	0.1		0.1 S. P. CROSSING	0.1
18	2.3	D	WHITTIER YL WR 4.6	2.3
	6.9		PAC. ELEC. CROSSING 2.8	6.9
	9.7		LA HABRA 0.8	9.7
	10.5		PAC. ELEC. CROSSING 3.3	10.5
6	13.8		SUNNY HILLS 1.7	13.8
I	15.5		A. T. & S. F. CROSSING 1.8	15.5
10	17.3	D	FULLERTON RN 2.7	17.3
39	20.0	D	<b>ANAHEIM YL MN</b>	20.0
			20.0	

**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. 25 September 28, 1958		Mile-Post
		STATIONS		
		DPWYZ	DN-R <b>EAST YARD YL D</b>	
	3.1	IP	DN HOBART A. T. and S. F. Crossing 0.5 YL J	3.1
	3.6	I	L. A. JCT. RY. CROSSING YL 1.5	3.6
	5.1	AI	P. E. CROSSING YL 0.2	5.1
69	5.3	P	BELL YL 2.1	5.3
	7.4	AI	S. P. CROSSING YL 2.0	7.4
	9.4		WORKMAN 1.8	9.4
	11.2	AI	P. E. CROSSING 1.3	11.2
123	12.5	D	PARAMOUNT YL HY 1.8	12.5
73 75	14.3	P	RIOCO YL 0.3	14.3
	14.6		DOUGLAS JCT. YL 2.8	14.6
	17.4	I	P. E. CROSSING 1.7	17.4
96	19.1		MANUEL 2.6	19.1
I	21.7		S. P. CROSSING 0.2	21.7
I	21.9		P. E. CROSSING 0.4	21.9
P	22.3	DN	MEAD TFR. YL WI 0.9	22.3
I	23.2		HENRY FORD BLV. DRAWBRIDGE YL 1.0	23.2
PWY	24.2		TERMINAL ISLAND YL 1.7	24.2
P	25.9		<b>EAST SAN PEDRO YL</b>	25.9
			25.9	

**WESTWARD — BOULDER CITY BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6 (A). Page 8	Distance from Boulder Jct.	Time-Table No. 25 September 28, 1958		Mile-Post
		STATIONS		
	0.0		<b>BOULDER JCT. YL</b>	0.0
	9.8	D	HENDERSON YL RB 12.6	9.8
59	22.4	D-R	<b>BOULDER CITY YL BC</b>	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.

**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	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
1870 class locomotives: On main track. On branch lines.			50 20	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 U. P. ore cars numbers 8000-8499 and Mexican ore cars F.C.D.N. series 400.			45	Wye tracks.	6	6	6
Trains handling scale test cars: On main line. On branch lines.			30 20				
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. 335.0 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.
<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 Wye. M.P. 163.1 and 162.8.	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 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>City of Industry</b> 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
<b>Streeter</b> Between M.P. 54.75 and 53.0. See Note.	45	45	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. Using turn out.	70 25	60 20	50 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.	Frnt.		Psgr.	Frnt.
<b>Boulder City Branch</b>	30	30	<b>Lakewood Branch</b>	25	25
Between M.P. 17.8 and 19.0.		20	Del Amo Boulevard M.P. 15.2.	10	10
<b>Blue Diamond Spur</b> Arden to M.P. 8.		20	Wardlow Road M.P. 17.1.	10	10
M.P. 8 to end of track.		12	<b>San Pedro Branch</b>	30	30
<b>Crestmore Branch</b> Between Bly and Crestmore.		15	Lead known as Consolidated Lumber Company track: On straight track. On curves.		10 6
<b>Anaheim Branch</b>		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
			<b>Pasadena Branch</b>	12	12
			Between Avenue 33 and Pasadena Junction.		6
			<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	M.P. 309.8	M.P. 230.5	Westward	M.P. 314.6	M.P. 187.5	M.P. 10.2
	M.P. 308.8	M.P. 24.6		M.P. 191.3	M.P. 29.1	

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
				Westcraft, Inc.	5.8	8	West
				Modglin Co., Inc.	5.8	6	West
<b>Second Subdivision</b>				Sawyer Cabinet Co.	6.1	2	East
Magnolia Ave.	55.2	13 P	East	Forest Lawn	6.2	3	Both
Cucamonga Grape Spur	45.8	240	East	Glendale	5.6	7	East
Champagne	43.5	47	Both	Aluminum Extrusion Co.	5.9	2	West
Ballou	40.5	43	Both				
Winery Spur	39.1	12	West	<b>Pasadena Branch</b>			
San Antonio Meat Co.	34.1	23	East	Baker Spur	5.3	5	East
Convair East Spur	30.7	56	East	Team Track	5.4	1	West
Convair West Spur	29.8	25	West	Municipal Light Plant	8.2	8	East
American Brake Shoe	29.4	19	West	Municipal Light Plant	8.3	7	Both
Benton Feed Spur	27.0	40 P	East	Lennox Furnace Co.	8.5	2	East
Fallon	21.7	7 P	West	Crown Fence & Supply Co.	8.6	2	West
Western Harness Racing Assn.	21.0	18 P	West	Holly Mfg Co.	8.6	3	East
Carrier Corporation	19.10	29 P	Both	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>San Pedro Branch</b>			
<b>Boulder City Branch</b>				Rancho Los Amigos	10.0	3	East
Manganese, Inc.	11.5	65	East	Dayton Foundry Co.	10.2	6	West
Magnesium	10.5	21	Both	Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
				Macco Corporation	11.5	17	West
<b>Crestmore Branch</b>				Exeter Refining Co.	14.1	20	East
Ennis	3.1	15	Both				
Ormand	3.9	14	Both	<b>Lakewood Branch</b>			
Ormand Quarry	3.9	83	West	Lakewood	16.2	13 P	Both
Crestmore	6.9	Yard	Both	Douglas Aircraft Spur & Wye	16.5		Both
				Montana Ranch Spur	16.9	6	East
<b>Anaheim Branch</b>				Richfield Oil Spur	17.1	30	West
Fullerton Industrial Lead	15.4	31	West	City of Long Beach Water Dept.	17.1	8	East
Northrop Aircraft	18.8	14	West	Hancock Refinery Spur	17.2	27	East
California Juice Inc.	19.1	13	West	Cherry Ave. Team Track	17.2	18	East
Southern California Citrus	19.2	17	West				

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	16	Both
Arden	321.9	16	Both	Kerens	225.8	19	Both
Sloan	315.2	16	West	Glasgow	222.0	17	Both
Erie	309.1	12	Both	Sands	217.4	11	Both
Jean	300.8	10	East	Balch	212.0	14	Both
Borax	296.9	14	Both	Crucero	204.1	24	West
Roach	291.5	11	Both	Afton	191.6	18	West
Calada	287.1	14	Both	Dunn	187.1	31	Both
Desert	282.2	11	Both	Field	182.4	17	Both
Nipton	277.7	12	Both	Manix	177.6	20	East
Moore	271.9	8	Both	Harvard	173.2	17	Both
Ivanpah	267.2	12	Both	Toomey	168.5	4	East
Brant	262.8	7	Both				
Joshua	258.0	12	Both	<b>Second Subdivision</b>			
Cima	254.2	21	Both	Bly	48.3	94	Both
Chase	250.3	11	Both	Mira Loma	45.0	86	Both
Elora	246.8	9	Both	Spadra	29.5	10	Both
Dawes	243.4	17	Both	Walnut	24.4	10	Both
				City of Industry	17.0	31	Both
				Pico	10.3	27	Both
				Montebello	8.5	31	Both

MILEAGE

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