

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



**CALIFORNIA DIVISION**

**TIME-TABLE**  
**No. 27**

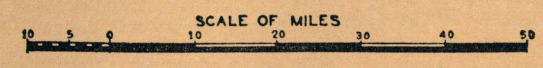
**Effective Sunday,**  
**April 26, 1959**

at 12:01 A. M. Pacific Time

*Safety Always*  
*Makes a Suggestion*

**FOR EMPLOYEES ONLY**

**SOUTH CENTRAL DISTRICT**  
**CALIFORNIA DIVISION**  
 CORRECTED TO MARCH 1, 1959



**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.
- G. D. SCHEER, Division Engineer ..... Los Angeles, Cal.
- C. E. COCHRAN, 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.

**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
D. E. Swanda	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. G. Bussey	Physician	Long Beach
W. H. Ball	Surgeon	Los Angeles
L. Allen Smith	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
H. A. 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
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	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. 27		Mile Post	116	10	108	104	6				
Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		April 26, 1959			Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>											
<b>9.05</b>	<b>6.00</b>	<b>5.30</b>	<b>8.00</b>		0.0	MT	<b>OGDEN</b>	MT		A	<b>6.00</b>	A	<b>8.55</b>	A	<b>9.10</b>	A	<b>7.15</b>
<b>9.55</b>	<b>6.45</b>	<b>6.25</b>	<b>8.50</b>		36.3	<b>SALT LAKE CITY</b>		36.3			<b>5.05</b>		<b>8.10</b>		<b>8.25</b>		<b>6.20</b>
<b>10.20</b>	<b>6.55</b>	<b>6.35</b>	<b>9.30</b>		784.0			784.0			<b>4.40</b>		<b>8.00</b>		<b>8.15</b>		<b>5.45</b>
<b>12.20</b>	<b>8.49</b>	<b>8.25</b>	<b>12.11</b>		154.4		LYNNDYL	665.9			<b>2.32</b>		<b>6.00</b>		<b>6.15</b>		<b>3.18</b>
<b>2.05</b>	<b>9.58</b>	<b>9.40</b>	<b>2.15</b>		248.5		MILFORD	576.8			<b>1.10</b>		<b>4.48</b>		<b>5.03</b>		<b>1.50</b>
<b>2.40</b>	<b>10.25</b>	<b>10.07</b>	<b>3.00</b>		278.9		LUND	541.4			<b>12.25</b>		<b>4.15</b>		<b>4.30</b>		<b>1.05</b>
<b>4.35</b>	<b>11.55</b>	<b>11.40</b>	<b>5.15</b>		360.8		CALIENTE	459.5			<b>10.42</b>		<b>2.39</b>		<b>2.54</b>		<b>11.05</b>
<b>7.20</b>	<b>2.35</b>	<b>2.20</b>	<b>8.35</b>	<b>3.45</b>	486.1	MT	LAS VEGAS	MT	334.2	A	<b>2.45</b>	<b>8.00</b>	<b>12.05</b>	<b>12.20</b>	<b>8.15</b>	<b>11.10</b>	<b>6.55</b>
<b>6.35</b>	<b>1.45</b>	<b>1.30</b>	<b>8.05</b>		657.1	PT	YERMO	PT	163.2		<b>11.48</b>	<b>3.30</b>	<b>8.05</b>	<b>8.20</b>	<b>3.05</b>		
<b>9.40</b>	<b>4.40</b>	<b>4.25</b>	<b>12.10</b>	<b>6.40</b>	670.5		BARSTOW	150.1			<b>11.30</b>	<b>3.10</b>	<b>7.46</b>	<b>8.01</b>	<b>2.35</b>		
<b>10.03</b>	<b>4.58</b>	<b>4.43</b>	<b>12.40</b>	<b>6.58</b>	751.3		SAN BERNARDINO	67.3			<b>9.40</b>	<b>1.00</b>	<b>5.53</b>	<b>6.08</b>	<b>12.35</b>		
<b>12.05</b>	<b>6.55</b>	<b>6.40</b>	<b>2.55</b>	<b>8.48</b>	754.8		COLTON	64.5			<b>9.27</b>	<b>12.47</b>	<b>5.40</b>	<b>5.55</b>	<b>12.15</b>		
<b>12.15</b>	<b>7.04</b>	<b>6.49</b>	<b>3.05</b>	<b>8.57</b>	761.8		RIVERSIDE	57.5			<b>9.15</b>	<b>12.35</b>	<b>5.28</b>	<b>5.43</b>	<b>11.59</b>		
<b>12.30</b>	<b>7.18</b>	<b>7.03</b>	<b>3.25</b>	<b>9.07</b>	781.5		ONTARIO	37.8									<b>11.30</b>
<b>1.05</b>	<b>7.50</b>	<b>7.35</b>	<b>4.20</b>	<b>9.37</b>	787.3		POMONA	32.0			<b>8.45</b>	<b>12.05</b>	<b>5.00</b>	<b>5.15</b>	<b>11.20</b>		
<b>1.40</b>	<b>8.25</b>	<b>8.10</b>	<b>5.00</b>	<b>10.10</b>	813.6		EAST LOS ANGELES	5.7			<b>8.20</b>	<b>11.35</b>	<b>4.35</b>	<b>4.50</b>	<b>10.50</b>		
A <b>2.00</b>	A <b>8.45</b>	A <b>8.30</b>	A <b>5.30</b>	A <b>10.30</b>	821.0		PT LOS ANGELES	PT	0.0		<b>8.00</b>	<b>11.15</b>	<b>4.15</b>	<b>4.30</b>	<b>10.30</b>		
							821.0				Daily	Daily	Daily	Daily	Daily		
(17.55)	(15.45)	(16.00)	(22.30)	(6.45)		Thru Time			(6.45)	(17.45)	(15.40)	(15.40)	(19.45)				
45.8	52.1	51.3	36.5	49.5		Average speed per hour			49.5	46.3	52.4	52.4	41.6				

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
108-104	Pomona	Any station	Salt Lake City or beyond
			where scheduled to stop
107-103	Pomona	Salt Lake City or beyond	

\*Includes non-revenue passengers.

WESTWARD		FIRST SUBDIVISION					Distance from Salt Lake City	Time-Table No. 27	
		FIRST CLASS						April 26, 1959	
		5 Passenger	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger		STATIONS	
		Daily	Daily	Daily	Daily	Daily	DN-R LAS VEGAS YL VG		
DPWYZ		8.05PM	3.45PM	6.35AM	1.45AM	1.30AM	4.9	449.8	
114 P		8.13					2.3	454.7	
	PY						2.3	457.0	
104 P		8.19					4.5	461.5	
103 P		8.28					7.5	469.0	
112 P							5.7	474.7	
113 P		8.47					8.2	482.9	
114 P							4.8	487.7	
62 P							4.6	492.3	
120 P							4.5	496.8	
114 PW		9.10					4.7	501.5	
113 P		9.17					5.0	506.5	
113 P		9.25					5.4	511.9	
113 P		9.31					4.6	516.5	
113 P		9.36					4.6	521.1	
102 P							4.9	526.0	
105 } PY		9.46					3.8	529.8	
113 P							4.0	533.8	
113 P		9.58					3.1	536.9	
113 P							3.7	540.6	
114 P							4.3	544.9	
DPY		s 10.30	5.27	8.25	3.30	3.15	3.6	548.5	
110 P							4.9	553.4	
113 P							4.7	558.1	
77 P		10.44					4.0	562.1	
102 P		10.49					4.3	566.4	
113 P							5.7	572.1	
113 P		11.02					7.6	579.7	
123 P							7.4	587.1	
72 P							5.4	592.5	
121 P							4.2	596.7	
113 P		11.35PM					4.9	601.6	
113 P							4.6	606.2	
113 P							4.5	610.7	
111 P							5.0	615.7	
DPWY		A 12.01AM	A 6.40PM	A 9.40AM	A 4.40AM	A 4.25AM	5.1	620.8	
		(3.56)	(2.55)	(3.05)	(2.55)	(2.55)		..... Thru Time	
		43.5	58.7	55.4	58.7	58.7		..... 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	
		FIRST CLASS					Time-Table No. 27	
		6 Passenger	116 Streamliner Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	April 26, 1959	
							STATIONS	
DPWYZ		A 6.55AM	A 2.45PM	A 6.45PM	A 10.55PM	A 11.10PM	DN-R LAS VEGAS YL VG	334.2
114 P							4.9	329.3
	PY						2.3	327.0
104 P		6.31					4.5	322.5
103 P		6.18					7.5	315.0
112 P							5.7	309.3
113 P		5.55					8.2	301.1
114 P							4.8	296.3
62 P							4.6	291.7
120 P							4.5	287.2
114 PW		5.30					4.7	282.5
113 P		5.23					5.0	277.5
113 P		5.14					5.4	272.1
113 P		5.09					4.6	267.5
113 P		5.03					4.6	262.9
102 P							4.9	258.0
105 } PY		4.55					3.8	254.2
113 P							4.0	250.2
113 P							3.1	247.1
113 P							3.7	243.4
114 P							4.3	239.1
DPY		s 4.20	12.50PM	4.42	9.07	9.22	3.6	235.5
110 P							4.9	230.6
113 P							4.7	225.9
77 P							4.0	221.9
102 P							4.3	217.6
113 P							5.7	211.9
113 P		3.47					7.6	204.3
123 P							7.4	196.9
72 P							5.4	191.5
121 P							4.2	187.3
113 P							4.9	182.4
113 P							4.6	177.8
113 P							4.5	173.3
111 P							5.0	168.3
DPWY		3.05AM	11.48AM	3.30PM	8.05PM	8.20PM	5.1	163.2
		Daily	Daily	Daily	Daily	Daily		171.0
		Thru Time	(3.50)	(2.57)	(3.15)	(2.50)	(2.50)	.....
		Average speed per hour	44.7	57.6	52.6	60.0	60.0	.....

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	DPWY	FIRST CLASS					Distance from Salt Lake City	Time-Table No. 27 April 26, 1959	STATIONS
		115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Passenger			
		Daily	Daily	Daily	Daily	Daily			
		6.40PM	9.40AM	4.40AM	4.25AM	12.10AM	620.8	DN-R YERMO YL BN	
	IP	6.48PM	9.48AM	4.48AM	4.33AM	12.18AM	625.4	DN DAGGETT H	
		6.58	10.03AM	4.58	4.43	12.40	634.2	BARSTOW BA	
	D	8.48	12.05PM	6.55	6.40	2.55	715.0	SAN BERNARDINO B	
		8.57	12.15	7.04	6.49	3.05	718.5	COLTON	
	IP	9.05PM	12.25PM	7.13AM	6.58AM	3.15AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
	P	9.07	12.30	7.18	7.03	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					3.42	737.4	D MIRA LOMA V	
	PI						744.9	S. P. CROSSING	
	P					4.05	745.2	D ONTARIO YL RA	
117	P						747.5	MONTCLAIR	
	P						750.0	S. P. CROSSING	
	P	9.37	1.05	7.50	7.35	4.20	751.0	DN POMONA YL PO	
114	P						754.1	SPADRA	
118	P						758.6	WALNUT	
							765.2	PUENTE JCT.	
118	P						766.0	D CITY OF INDUSTRY BG	
	P						771.7	BARTOLO	
	P						772.1	WHITTIER JCT.	
113	P					4.45	772.7	D PICO K	
58	P					4.50	774.5	D MONTEBELLO MK	
		10.10	1.40	8.25	8.10	5.00	777.3	EAST LOS ANGELES YL	
	ODPWYZ						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	10.30PM	2.00PM	8.45AM	8.30AM	5.30AM	784.7	DN-R LOS ANGELES UD (Union Station)	

(3.50) 42.6 (4.20) 37.8 (4.05) 40.1 (4.05) 40.1 (5.20) 30.7 ..... 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	DPWY	FIRST CLASS					Mile-Post	Time-Table No. 27 April 26, 1959	STATIONS
		116 Streamliner Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger			
		Daily	Daily	Daily	Daily	Daily			
		11.48AM	3.30PM	8.05PM	8.20PM	3.00AM	163.2	DN-R YERMO YL BN	
	IP	11.40AM	3.20PM	7.56PM	8.11PM	2.50AM	158.6	DN DAGGETT H	
		11.30	3.10	7.46	8.01	2.35	150.1	BARSTOW BA	
	D	9.40	1.00	5.53	6.08	12.35	67.3	SAN BERNARDINO B	
		9.27	12.47	5.40	5.55	12.15	64.5	COLTON	
	IP	9.17AM	12.37PM	5.30PM	5.45PM	12.03AM	58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
	P	9.15	12.35	5.28	5.43	11.59PM	57.5	DN RIVERSIDE YL	
	AI						55.2	P. E. CROSSING	
119	P						53.8	STREETER	
105	P						53.0	ARLINGTON	
118	YP						48.3	BLY	
117	P						45.6	D MIRA LOMA V	
	PI						38.1	S. P. CROSSING	
	P					11.30	37.8	D ONTARIO YL RA	
117	P						35.5	MONTCLAIR	
	P						33.0	S. P. CROSSING	
	P	8.45	12.05PM	5.00	5.15	11.20	32.0	DN POMONA YL PO	
114	P						28.9	SPADRA	
118	P						24.4	WALNUT	
							17.8	PUENTE JCT.	
118	P						17.0	D CITY OF INDUSTRY BG	
	P						11.3	BARTOLO	
	P						10.9	WHITTIER JCT.	
113	P						10.3	D PICO K	
58	P						8.5	D MONTEBELLO MK	
		8.20	11.35	4.35	4.50	10.50	5.7	EAST LOS ANGELES YL	
	ODPWYZ						5.6	DN-R EAST YARD YL	
	PX						2.8	DOWNEY ROAD YL	
	PX						1.7	NINTH ST. JCT. YL	
	PX						0.0	FIRST ST. YL	
	I							PASADENA JCT. YL	
	I							A. T. & S. F. Csg. (Mission Tower)	
	IP	8.00AM	11.15AM	4.15PM	4.30PM	10.30PM		DN-R LOS ANGELES UD (Union Station)	

Thru Time ..... (3.48) (4.15) (3.50) (3.50) (4.30)  
Average speed per hour ..... 43.4 38.9 43.0 43.0 36.7

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. 27 April 26, 1959		Mile-Post
		STATIONS		
	0.0		<b>WHITTIER JCT.</b>	0.0
	0.1		S. P. CROSSING	0.1
18	2.3	D	<b>WHITTIER YL WR</b>	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	<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. 27 April 26, 1959		Mile-Post
		STATIONS		
		DN-R	<b>EAST YARD YL D</b>	
	3.1	DN	HOBART A. T. and S. F. Crossing	3.1
	3.6		L. A. JCT. RY. CROSSING	3.6
	5.1		P. E. CROSSING	5.1
69	5.3		BELL	5.3
	7.4		S. P. CROSSING	7.4
13	9.4		WORKMAN	9.4
	11.2		P. E. CROSSING	11.2
123	12.5	D	PARAMOUNT	12.5
73 75	14.3		RIOCO	14.3
	14.6		DOUGLAS JCT.	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	D	MEAD TFR.	22.3
	23.2		HENRY FORD BLV. DRAWBRIDGE	23.2
	24.2		TERMINAL ISLAND	24.2
	25.9		<b>EAST SAN PEDRO YL</b>	25.9
			23.1	

**WESTWARD — BOULDER CITY BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6 (A). Page 8	Distance from Boulder Jct.	Time-Table No. 27 April 26, 1959		Mile-Post
		STATIONS		
	0.0		<b>BOULDER JCT. YL</b>	0.0
59	9.8	D	HENDERSON YLRB	9.8
	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**

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
<b>Las Vegas</b> Between M.P. 335.0 and 333.2.	20	20	20	<b>Cima to Kelso</b> Diesel locomotive running light with dynamic brake in operation and passenger trains handled by Diesel locomotives with dynamic brake in operation.		45	45
<b>Arden</b> Between M.P. 321.0 and 320.6.	65	55	45	<b>Cima to Kelso</b> , 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
<b>Sloan</b> Between M.P. 315.0 and 314.6. See Note.	40	40	30	Kelso to Sands			40
Between M.P. 313.6 and 312.6.	79	70	50				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> Freight trains not required to use retainers Per Special rule 1045(S)			25	<b>Basin</b> Between M.P. 196.2 and 193.8.	60	50	40
<b>Cima to Kelso</b> Streamline trains handled with automatic brake in operation.	45			Between M.P. 193.7 and 191.8.	45	35	30
Between M.P. 231.2 and 230.9. See Note.	70	60	50	<b>Afton</b> Between M.P. 190.9 and 188.4. See Note.	55	45	35
				<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>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.	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>Lakewood Branch</b> Del Amo Boulevard M.P. 15.2.	25	25
<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> Lead known as Consolidated Lumber Company track: On straight track.		10
<b>Crestmore Branch</b> Between Bly and Crestmore.	15		On curves.		6
<b>Anaheim Branch</b> Between M.P. 2.0 and 2.5.	20		Vernon, city limits.	12	12
Between M.P. 12.0 and 13.0.	15		Henry Ford Ave. drawbridge.	15	15
Highway Crossing M.P. 18.5.		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. 20.1.		8	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10
			<b>Pasadena Branch</b> Between Avenue 33 and Pasadena Junction.	12	12
			<b>Glendale Branch</b> 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.	12	12

Note: Referring to Rule 10(J) Reduce Speed Signs or Resume Speed Signs have been placed on left 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
<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	Glendale	5.6	7	East
				Pottery Spur	5.7	2	West
<b>Second Subdivision</b>				Westcraft, Inc.	5.8	8	West
Magnolia Ave.	55.2	13 P	East	Modglin Co., Inc.	5.8	6	West
Cucamonga Grape Spur	45.8	240	East	Aluminum Extrusion Co.	5.9	2	West
Champagne	43.5	47	Both	Sawyer Cabinet Co.	6.1	2	East
Ballou	40.5	43	Both	Forest Lawn	6.2	3	Both
Winery Spur	39.1	12	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	29 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
Shepherd Tractor Spur	12.2	15 P	East	A. C. Vroman Inc.	9.3	3	East
St. Helens Spur	11.1	17	West	Pasadena	9.8	20	Both
				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
				Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
<b>Crestmore Branch</b>				Macco Corporation	11.5	17	West
Ormand	3.9	14	Both	Exeter Refining Co.	14.1	20	East
Ormand Quarry	3.9	83	West				
Crestmore	6.9	Yard	Both	<b>Lakewood Branch</b>			
				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	Both	Spadra	29.5	10	Both
Erie	309.1	12	Both	Walnut	24.4	10	Both
Jean	300.8	10	East	City of 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
<b>Total</b>	<b>520.1</b>