



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION
TIME-TABLE
No. 28

Effective Sunday,
September 27, 1959

at 12:01 A. M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

WESTWARD		FIRST SUBDIVISION				Distance from Salt Lake City	Time-Table No. 28 September 27, 1959	
		FIRST CLASS					STATIONS	
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPWYZ	5	115	9	103			
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger			
		Daily	Daily	Daily	Daily	CENTRALIZED TRAFFIC CONTROL		
		8.10PM	4.45PM	6.30AM	1.40AM	449.8	DN-R LAS VEGAS YL VG	
114	P	8.18				454.7	4.9 BRACKEN	
67	PY					457.0	2.3 BOULDER JCT.	
104	P	8.24				461.5	4.5 ARDEN A	
108	P	8.33				469.0	7.5 SLOAN SX	
112	P					474.7	5.7 ERIE	
113	P	8.52				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	9.15				501.5	4.7 DESERT	
113	P	9.22				506.5	5.0 NIPTON	
113	P	9.30				511.9	5.4 MOORE	
113	P	9.36				516.5	4.6 IVANPAH	
113	P	9.41				521.1	4.6 BRANT	
102	P					526.0	4.9 JOSHUA	
105 } 99 }	PY	9.51				529.8	3.8 CIMA	
113	P					533.8	4.0 CHASE	
113	P	10.08				536.9	3.1 ELORA	
113	P					540.6	3.7 DAWES	
114	P					544.9	4.3 HAYDEN	
195	DPY	s 10.35	6.27	8.20	3.20	548.5	3.6 D KELSO FO	
110	P					553.4	4.9 FLYNN	
113	P					558.1	4.7 KERENS	
77	P	10.49				562.1	4.0 GLASGOW	
102	P	10.54				566.4	4.3 SANDS	
113	P					572.1	5.7 BALCH	
113	P	11.07				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	11.40PM				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 12.05AM	A 7.40PM	A 9.35AM	A 4.35AM	620.8	5.1 DN-R YERMO YL BN	
		(3.55) 43.6	(2.55) 58.7	(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.

		FIRST SUBDIVISION				EASTWARD	
		FIRST CLASS				Time-Table No. 28 September 27, 1959	
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPWYZ	6	116	10	104	Mile-Post	
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		
		Daily	Daily	Daily	Daily	CENTRALIZED TRAFFIC CONTROL	
		A 6.50AM	A 3.45PM	A 6.45PM	A 11.10PM	334.2	DN-R LAS VEGAS YL VG
114	P					329.3	4.9 BRACKEN
67	PY					327.0	2.3 BOULDER JCT.
104	P	6.26				322.5	4.5 ARDEN A
103	P	6.13				315.0	7.5 SLOAN SX
112	P					309.3	5.7 ERIE
113	P	5.50				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	5.25				282.5	4.7 DESERT
113	P	5.18				277.5	5.0 NIPTON
113	P	5.09				272.1	5.4 MOORE
113	P	5.04				267.5	4.6 IVANPAH
113	P	4.58				262.9	4.6 BRANT
102	P					258.0	4.9 JOSHUA
105 } 99 }	PY	4.50				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
195	DPY	s 4.15	1.50	4.42	9.22	235.5	3.6 D KELSO 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	3.42				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	3.00AM	12.48PM	3.30PM	8.20PM	163.2	5.1 DN-R YERMO YL BN
		Daily	Daily	Daily	Daily Thru Time Average speed per hour	
		(3.50) 44.7	(2.57) 57.9	(3.15) 52.6	(2.50) 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	FIRST CLASS				Distance from Salt Lake City	Time-Table No. 28	
	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	5 Passenger		September 27, 1959	
	Daily	Daily	Daily	Daily		STATIONS	
DPWY	7.40PM	9.35AM	4.35AM	12.15AM	620.8	DN-R YERMO YL BN 4.6	
IP	7.48PM	9.43AM	4.43AM	12.23AM	625.4	DN DAGGETT H 8.8	
	7.58	9.58AM	4.53	12.45	634.2	BARSTOW BA 80.8	
D	9.48	12.05PM	6.55	2.55	715.0	SAN BERNARDINO B 3.5	
	9.57	12.15	7.04	3.05	718.5	COLTON 6.3	
IP	10.05PM	12.25PM	7.13AM	3.15AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
P	10.07	12.30	7.18	3.25	725.5	DN RIVERSIDE YL 3.7	
119 P					729.2	STREETER 0.8	
105 P					730.0	ARLINGTON 4.7	
118 YP					734.7	PEDLEY 2.7	
117 P				f 3.42	737.4	D MIRA LOMA V 7.5	
PI					744.9	S. P. CROSSING 0.3	
P				s 4.05	745.2	D ONTARIO YL RA 2.3	
117 P					747.5	MONTCLAIR 2.5	
P					750.0	S. P. CROSSING 1.0	
P	s 10.37	s 1.05	7.50	s 4.20	751.0	DN POMONA YL PO 3.1	
114 P					754.1	SPADRA 4.5	
118 P					758.6	WALNUT 6.6	
					765.2	PUENTE JCT. 0.8	
118 P					766.0	D CITY OF INDUSTRY BG 5.7	
					771.7	BARTOLO 0.4	
P					772.1	WHITTIER JCT. 0.6	
113 P				f 4.45	772.7	D PICO K 1.8	
58 P				f 4.50	774.5	D MONTEBELLO MK 2.8	
	s 11.10	s 1.40	s 8.25	s 5.00	777.3	EAST LOS ANGELES YL 0.1	
ODPWYZ					777.4	DN-R EAST YARD YL 2.8	
PX					780.2	DOWNEY ROAD YL 1.1	
PX					781.3	NINTH ST. JCT. YL 1.7	
PX					783.0	FIRST ST. YL 0.9	
I					783.9	PASADENA JCT. YL 0.1	
I					784.0	A. T. & S. F. Csg. (Mission Tower) 0.7	
IP	A 11.30PM	A 2.00PM	A 8.45AM	A 5.30AM	784.7	DN-R LOS ANGELES UD (Union Station)	
					163.9		

(3.50) (4.25) (4.10) (5.15) Thru Time
42.6 37.1 39.3 31.2 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				Mile-Post	Time-Table No. 28	
	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	6 Passenger		September 27, 1959	
	Daily	Daily	Daily	Daily		STATIONS	
DPWY	A 12.48PM	A 3.30PM	A 8.20PM	A 2.55AM	163.2	DN-R YERMO YL BN 4.6	
IP	12.40PM	3.20PM	8.11PM	2.45AM	158.6	DN DAGGETT H 8.5	
	12.30 PM	3.10	8.01	2.30	150.1	BARSTOW BA 82.8	
D	10.40 AM	1.00	6.08	12.25	67.3	SAN BERNARDINO B 2.8	
	10.27	12.47	5.55	12.05 AM	64.5	COLTON 6.3	
IP	10.17AM	12.37PM	5.45PM	11.53PM	58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
P	10.15	12.35	5.43	11.50	57.5	DN RIVERSIDE YL 3.7	
119 P					53.8	STREETER 0.8	
105 P					53.0	ARLINGTON 4.7	
118 YP					48.3	PEDLEY 2.7	
117 P					45.6	D MIRA LOMA V 7.5	
PI					38.1	S. P. CROSSING 0.3	
P					37.8	D ONTARIO YL RA 2.3	
117 P					35.5	MONTCLAIR 2.5	
P					33.0	S. P. CROSSING 1.0	
P	s 9.45	s 12.05PM	5.15	s 11.07	32.0	DN POMONA YL PO 3.1	
114 P					28.9	SPADRA 4.5	
118 P					24.4	WALNUT 6.6	
					17.8	PUENTE JCT. 0.8	
118 P					17.0	D CITY OF INDUSTRY BG 5.7	
					11.3	BARTOLO 0.4	
P					10.9	WHITTIER JCT. 0.6	
113 P					10.3	D PICO K 1.8	
58 P					8.5	D MONTEBELLO MK 2.8	
	s 9.20	s 11.35	s 4.50	s 10.35	5.7	EAST LOS ANGELES YL 0.1	
ODPWYZ					5.6	DN-R EAST YARD YL 2.8	
PX					2.8	DOWNEY ROAD YL 1.1	
PX					1.7	NINTH ST. JCT. YL 1.7	
PX					0.0	FIRST ST. YL 0.9	
I						PASADENA JCT. YL 0.1	
I						A. T. & S. F. Csg. (Mission Tower) 0.7	
IP	9.00AM	11.15AM	4.30PM	10.15PM		DN-R LOS ANGELES UD (Union Station)	
	Daily	Daily	Daily	Daily	165.2		

Thru Time (3.48) (4.15) (3.50) (4.40)
Average speed per hour 43.4 38.9 43.0 35.4

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. 28 September 27, 1959		Mile-Post
		STATIONS		
P	0.0		WHITTIER JCT.	0.0
	0.1		0.1 S. P. CROSSING	0.1
18	2.3	D	WHITTIER YL WR	2.3
	6.9		4.6 PAC. ELEC. CROSSING	6.9
	9.7		0.8 LA HABRA	9.7
	10.5		5.0 PAC. ELEC. CROSSING	10.5
I	15.5		1.8 A. T. & S. F. CROSSING	15.5
10	17.3	D	FULLERTON RN	17.3
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. 28 September 27, 1959		Mile-Post
		STATIONS		
YP	0.0		BOULDER JCT. YL	0.0
59	9.8	D	HENDERSON YLRB	9.8
PY	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. 28 September 27, 1959		Mile-Post
		STATIONS		
DPWYZ		DN-R	EAST YARD YL D	
IP	3.1	DN	HOBART A. T. and S. F. Crossing	3.1
I	3.6		0.5 L. A. JCT. RY. CROSSING YL	3.6
AI	5.1		0.2 P. E. CROSSING YL	5.1
69	5.3		2.1 BELL YL	5.3
AI	7.4		2.0 S. P. CROSSING YL	7.4
13	9.4		1.8 WORKMAN	9.4
AI	11.2		1.3 P. E. CROSSING	11.2
123	12.5	D	PARAMOUNT YL HY	12.5
73 75	14.3		1.8 RIOCO YL	14.3
	14.6		0.3 DOUGLAS JCT. YL	14.6
I	17.4		2.8 P. E. CROSSING	17.4
96	19.1		1.7 MANUEL	19.1
I	21.7		2.6 S. P. CROSSING	21.7
I	21.9		0.2 P. E. CROSSING	21.9
P	22.3	D	MEAD TFR. YL WI	22.3
I	23.2		0.9 HENRY FORD BLV. DRAWBRIDGE YL	23.2
PWY	24.2		1.0 TERMINAL ISLAND YL	24.2
P	25.9		1.7 EAST SAN PEDRO YL	25.9
			23.1	

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

- Designation "Str."—Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "Psgr."—Train with Steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

When Diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded and all lesser speed restrictions specified under "Psgr." trains will govern.

When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40
Los Angeles-Las Vegas Merchandise Trains where not otherwise restricted.			60	Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings.			35
Freight trains handling tonnage in excess of 65 tons per operative brake.			40	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			20
Inspection bus cars.		40	40	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
When caboose is handled in train consisting of passenger train equipment.		60		Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel yard switch locomotives in road service.			35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	On branch lines. (Slower speed must be observed where conditions require.)			15
Diesel locomotive in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.)	40	40	40	Within yard limits protected by continuous block signals.	60	50	25
Backing up pulling a train. Backing up light.			40	Within yard limits not protected by continuous block signals. On main line.	50	40	25
Diesel freight and road switch locomotives.	65	65		On branch lines.		30	15
1870 class locomotives: On main track.			50	Within yard limits Diesel passenger locomotive operated without train.			25
On branch lines.			20	When using cross-overs or turn-outs: Forward movement.	15	15	15
Trains handling U. P. ore cars numbers 8000-8499 and Mexican ore cars F.C.D.N. series 400.			45	Back-up movement.	10	10	10
Trains handling scale test cars: On main line.			30	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
On branch lines.			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 company roadway machines on their own wheels, except wrecking derricks: On main line.			30	Wye tracks.	6	6	6
On straight track.			25				
On curves.			25				
On branch lines.			15				

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
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.	Fr.		Str.	Psgr.	Fr.
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 Freight trains not required to use retainers Per Special rule 1045(S)			25	Basin Between M.P. 196.2 and 193.8.	60	50	40
Cima to Kelso 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	Afton Between M.P. 190.9 and 188.4. See Note.	55	45	35
				Dunn Between M.P. 187.0 and 186.2. See Note.	70	60	50
				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	City of 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. 32.6 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.	Fr.		Psgr.	Fr.	
Boulder City Branch Between M.P. 17.8 and 19.0.	30	30	Lakewood Branch Del Amo Boulevard M.P. 15.2.	25	25	
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 Lead known as Consolidated Lumber Company track: On straight track. On curves.	30	30	
Crestmore Branch Between Pedley and Crestmore.		15	Vernon, city limits.	12	12	
Anaheim Branch Between M.P. 2.0 and 2.5.		20	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. Highway Crossing M.P. 20.1.		10 8	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10	
			Pasadena Branch Between Avenue 33 and Pasadena Junction.	12	12	
			Glendale Branch 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. 29.1	
M.P. 308.8	M.P. 24.6	M.P. 191.3	M.P. 54.75	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 Cinderlite Spur	330.1	20 P	East	Glendale Branch 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
Second Subdivision Magnolia Ave.	55.2	13 P	East	Pottery Spur	5.7	2	West
Cucamonga Grape Spur	45.8	240	East	Westcraft, Inc.	5.8	8	West
Champagne	43.5	47	Both	Modglin Co., Inc.	5.8	6	West
Ballou	40.5	43	Both	Aluminum Extrusion Co.	5.9	2	West
Winery Spur	39.1	12	West	Sawyer Cabinet Co.	6.1	2	East
San Antonio Meat Co.	34.1	23	East	Forest Lawn	6.2	3	Both
Convair East Spur	30.7	56	East	Pasadena Branch 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
Boulder City Branch Manganese, Inc.	11.5	65	East	City of Pasadena	11.31	3	West
Magnesium	10.5	21	Both	San Pedro Branch Rancho Los Amigos	10.0	3	East
Crestmore Branch Ormand	3.9	14	Both	Dayton Foundry Co.	10.2	6	West
Ormand Quarry	3.9	83	West	Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
Crestmore	6.9	Yard	Both	Maeo Corporation	11.5	17	West
Anaheim Branch Fullerton Industrial Lead	15.4	31	West	Exeter Refining Co.	14.1	20	East
Northrop Aircraft	18.8	14	West	Lakewood Branch Lakewood	16.2	13 P	Both
California Juice Inc.	19.1	13	West	Douglas Aircraft Spur & Wye	16.5		Both
Southern California Citrus	19.2	17	West	Montana Ranch Spur	16.9	6	East
				Richfield Oil Spur	17.1	30	West
				City of Long Beach Water Dept.	17.1	8	East
				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
First Subdivision Bracken	329.3	12	Both	Hayden	238.9	10	Both
Arden	321.9	16	Both	Flynn	230.8	16	Both
Sloan	315.2	16	Both	Kerens	225.8	19	Both
Erie	309.1	12	Both	Glasgow	222.0	17	Both
Jean	300.8	10	East	Sands	217.4	11	Both
Borax	296.9	14	Both	Balch	212.0	14	Both
Roach	291.5	11	Both	Crucero	204.1	24	West
Calada	287.1	14	Both	Afton	191.6	18	West
Desert	282.2	11	Both	Dunn	187.1	31	Both
Nipton	277.7	12	Both	Field	182.4	17	Both
Moore	271.9	8	Both	Manix	177.6	20	East
Ivanpah	267.2	12	Both	Harvard	173.2	17	Both
Brant	262.8	7	Both	Toomey	168.5	4	East
Joshua	258.0	12	Both	Second Subdivision Pedley	48.3	94	Both
Cima	254.2	21	Both	Mira Loma	45.0	86	Both
Chase	250.3	11	Both	Spadra	29.5	10	Both
Elora	246.8	9	Both	Walnut	24.4	10	Both
Dawes	243.4	17	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
Total	520.1